TECHNICAL MEMORANDUM 002
EAST NEW YORK REZONING PROPOSAL
CEQR No. 15DCP102K
April 15, 2016

A. INTRODUCTION

The New York City Department of City Planning (DCP), together with the Department of Housing Preservation and Development (HPD), has proposed a series of land use actions (collectively the "Proposed Actions") to implement recommendations of the East New York Community Plan (the "Plan"). The Plan encompasses a 190-block area of East New York, including the Cypress Hills and Ocean Hill neighborhoods of Brooklyn, Community Districts 5 and 16, respectively, and was developed with community residents, elected officials, Community Boards 5 and 16, and other stakeholders, in coordination with City and other public agencies. The Plan identifies needs and opportunities to support a shared long-term vision for the future of the neighborhood. The Proposed Actions seek to facilitate recommendations that support the Plan's goals and objectives to create more affordable housing and more diverse commercial uses, promote economic development and opportunity for residents, foster safer streets, and generate new community resources.

The Draft Environmental Impact Statement (DEIS) for the Proposed Actions was accepted as complete on September 18, 2015, by DCP, acting on behalf of the City Planning Commission (CPC) as lead agency. A public hearing for the DEIS was held on January 6, 2016, and written comments were accepted until January 19, 2016. The Notice of Completion for the Final Environmental Impact Statement (FEIS) was issued by DCP on February 12, 2016 (CEQR No. 15DCP102K). A Technical Memorandum pursuant to potential CPC modifications (described in Section "B" of this document) was issued on February 24, 2016 ("TM 001"), which concluded that the CPC modifications would not result in any new or different significant adverse impacts not already identified in the FEIS.

Following publication of the FEIS and subsequent TM 001, both the Mandatory Inclusionary Housing (MIH) text amendment and the Zoning for Quality and Affordability (ZQA) text amendment were approved by the City Council with modifications ("Approved ZQA and MIH"), as detailed in Section "C" below. Although these zoning text amendments were analyzed in separate environmental reviews (15DCP104Y and 16DCP028Y, respectively) they were also considered in the environmental review for the Proposed Actions, as they could affect the zoning districts proposed as part of the Proposed Actions. This technical memorandum ("TM 002") provides an assessment of the ZQA and MIH modifications that were recently approved by the City Council as they relate to the East New York rezoning area.

Also following the publication of the FEIS, subsequent TM 001, and the Approved ZQA and MIH, further modifications to the Proposed Actions have been identified as under consideration by the City Council (the "Potential City Council Modifications"). The Potential City Council Modifications, described in Section "D" below, include (1) modifying the proposed zoning along portions of Pitkin Avenue from C4-4D to R7A/C2-4; (2) the exclusion of the area south of Atlantic Avenue on the east side of Sheffield Avenue from the rezoning area; (3) the exclusion of Blocks 3974 and 3975 from the rezoning area (area bound by Atlantic and Liberty Avenues between Berriman Street and Montauk Avenue); (4) modifying the proposed

zoning along portions of Fulton Street from R6A/C2-4 under the current Proposed Actions to R6B/C2-4; (5) modifying a portion of the proposed zoning within Ocean Hill (area generally bounded by Mother Gaston Boulevard to the west, Sackman Street to the east, Somers Street to the north, and Truxton Street to the south) from R7D and R7D/C2-4 to R6A and R6A/C2-4; (6) modifying the proposed zoning on two block frontages along Liberty Avenue from M1-4/R6A to M1-4; and (7) modifying the proposed zoning at the northern portion of the block bounded by Pennsylvania, New Jersey, Liberty, and Atlantic Avenues from C4-4D under the current Proposed Actions to C4-4. This technical memorandum provides an assessment of the Potential City Council Modifications that are currently under consideration.

Lastly, this technical memorandum evaluates the effects of a potential additional open space mitigation measure at Callahan-Kelly Playground that has been identified subsequent to completion of the FEIS. As detailed in Section "E" below, this possible mitigation measure could include the closure of the Sackman Street segment between Truxton and Fulton Streets, which currently bisects Callahan-Kelly Playground, to vehicular traffic except for emergency vehicles. It should be noted however that the closure of this segment of Sackman Street is a potential measure pending a final decision to come as part of a visioning process that the Department of Parks and Recreation (DPR) will be initiating at a later date.

In summary, this technical memorandum examines whether the Approved ZQA and MIH text amendments, Potential City Council Modifications, and additional mitigation at Callahan-Kelly Playground, would result in any new or different significant adverse environmental impacts not already identified in the FEIS. As set forth below in Sections "C" through "E," this technical memorandum concludes that the Proposed Actions with the modified ZQA and MIH text amendments, Potential City Council Modifications, and potential additional mitigation at Callahan-Kelly Playground, would not result in any new or different significant adverse impacts not already identified in the FEIS.

B. OVERVIEW OF FEBRUARY 24, 2016 TECHNICAL MEMORANDUM (TM 001) PURSUANT TO CITY PLANNING COMMISSION MODIFICATIONS

Following the publication of the FEIS, modifications were identified as under consideration by the CPC. These consisted of changes in the following two areas: (a) the exclusion of 2940 Atlantic Avenue (Block 3968, Lot 5) from the rezoning area; and (b) the creation of a M1-1/R6A district, part of Special Mixed Use District (MX 16) on Glenmore Avenue (Block 3989). The February 24, 2016 technical memorandum (TM 001) concluded that the Proposed Actions, with the CPC modifications, would not result in any new or different significant adverse impacts not already identified in the FEIS.

C. APPROVED MODIFICATIONS TO ZQA AND MIH

Description of the Approved ZQA Modifications

The City Council approved several modifications to the ZQA zoning text, which consisted of changes in the following areas: (1) Uses and Defined Terms; (2) Low-density building envelope; (3) Mid- and high-density building envelope; and (4) Parking. None of these changes would increase density or otherwise affect the amount, type, or location of future development beyond what was analyzed in the *East New York FEIS* or TM 001. However, the ZQA building envelope modifications would result in a reduction in the maximum building heights for the proposed R6A, M1-4/R6A, R6B, R7A, M1-4/R7A, R7D, M1-4/R7D, and C4-5D zoning districts. These modifications would affect a total of 29 projected development sites and 51

potential development sites identified in the Reasonable Worst Case Development Scenario (RWCDS) for the Proposed Actions. Table 1, below, summarize the height reductions for these sites. As indicated in Table 1, under the approved ZQA modifications, the maximum building heights on the affected projected and potential development sites would be reduced by five to 15 feet, as compared to the maximum building heights analyzed in the FEIS.

Table 1: Comparison of Changes in Maximum Building Heights on Projected and Potential Development Sites Resulting from the Approved ZQA Modifications

FEIS Proposed Zoning District	Affected Sites		Maximum Building Height	
	Projected Sites	Potential Sites	FEIS RWCDS	Under Approved ZQA Modifications
R6A	36, 38, 61, 62, 65, 80	A5, A21, A51, A53, A93, A98, A106	85	80
M1-4/R6A	33, 47, 48	A26, A71, A83, A84, A91	85	80
R6B	31, 44, 45, 46 (p/o)	A19, A20, A39-A41, A44, A45, A62, A72, A80, A82, A88	55	50
R7A	12, 58-60, 63, 64, 68, 78, 81	A2, A15-A17, A27-A29, A52, A54, A55, A60, A61, A94, A103, A104, A105 (p/o)	105	95
	18, 19, 75-77	A24, A25	105	90
M1-4/R7A	-	A99-A101	105	95
R7D	-	A6	125	115
M1-4/R7D	-	A7, A8	125	115
C4-5D	1, 40	A1, A3, A9	125	115

Environmental Effects of the Approved ZQA Modifications

As described above, the ZQA zoning text modifications approved by City Council would affect a total of 29 projected development sites and 51 potential development sites identified in the RWCDS for the Proposed Actions; the maximum building heights on the affected projected and potential development sites would be reduced by five to 15 feet, as compared to the maximum building heights analyzed in the FEIS (refer to Table 1). As the ZQA modifications would not affect the amount of future development beyond what was analyzed in the *East New York FEIS* or TM 001, the conclusions of all density-based analyses would remain unchanged. In addition, as the minor reductions in building height that would result from the ZQA modifications would not notably affect the construction schedules for the affected sites, the conclusions of the construction impact analysis provided in the FEIS would not be affected. Lastly, as the ZQA modifications would not change the number of, or location of, sites developed, the conclusions of the historic resources (direct and construction-related) and hazardous materials analyses provided in the FEIS would not change.

A discussion of the implications of approved ZQA modifications on the Proposed Actions in the areas of air quality (E) designations, shadows, and urban design is provided below. As detailed below, this assessment found that the ZQA modifications would not alter the conclusions of the FEIS.

(E) Designations

The ZQA zoning text modifications reduced the maximum heights of certain projected and potential development sites. As a result, a review was undertaken to determine whether these reduced heights would alter the conclusions of the air quality analysis and to determine whether changes to (E) designation requirements were warranted. The (E) designation requirements ensure that developments would not

result in any significant air quality impacts from fossil fuel-fired heat and hot water systems emissions due to individual or groups of development sites. The analysis concluded that one additional site (projected development site 77) would warrant an (E) designation for air quality, which would restrict fossil fuel-fired heating and hot water systems to utilize natural gas, and that modifications to (E) designations for various development sites are warranted. The (E) designation for site A21 would need to include a minimum height requirement for heat and hot water system stacks, and the (E) designation for potential development site A71 would need to include a minimum height requirement and stack location restrictions (in addition to the fuel restriction for each of these site under the Proposed Actions). Finally, the required minimum stack heights for heating and hot water systems for projected development sites 44 and 45 and potential development site A19 would be reduced by five feet compared to the Proposed Actions, and the required minimum stack heights for projected development site 40 and potential development sites A94, A99, and A101 would be reduced by ten feet compared to the Proposed Actions. The proposed (E) designations in accordance with the FEIS and subsequent Technical Memoranda (TM 001 and TM 002) are presented in Appendix A.

Shadows

As presented in Table 1, the ZQA zoning text modifications approved by the City Council would result in five- to 15-foot building height reductions at 29 projected development sites and 51 potential development sites. Because the decrease in height at these projected and potential development sites would reduce their respective maximum shadow radii, an assessment was undertaken to determine the extent to which the Proposed Actions under the Approved ZQA zoning text modifications would reduce or eliminate the significant adverse shadows impacts identified in the FEIS.

Three sites (potential development sites A25, A27, A73) were identified as contributing to the significant adverse shadow impacts on the NYCL- and S/NR-eligible Holy Trinity Russian Orthodox Church. The Proposed Actions under the Approved ZQA zoning text modifications would result in a decrease in height at two of these sites: potential development site A25 would be reduced by 15 feet and site A27 would be reduced by ten feet. Potential development site A73 would not be affected by the approved ZQA zoning text modifications.

As presented in Table 2, under the Approved ZQA modifications, incremental shadow durations on the Holy Trinity Russian Orthodox Church would be reduced by ten minutes and 45 minutes on the May 6/August 6 and June 21 analysis days, respectively; incremental shadow durations on March 21/September 21 and December 21 would not change. Similar to the Proposed Actions, the Proposed Actions under the approved ZQA modifications would result in incremental shadows on the Holy Trinity Russian Orthodox Church of up to two hours and 50 minutes on the December 21 analysis day and a significant adverse shadows impact on this resource would occur. As noted in the FEIS, there is no feasible or practicable measure to mitigate this significant adverse impact, and an unmitigated significant adverse impact would result.

The RWCDS under the approved ZQA modifications would also not result in any significant adverse impacts on other study area sunlight-sensitive resources, similar to the Proposed Actions. With the reduction in maximum building height at 80 development sites under the Approved ZQA modifications, project-generated incremental shadow coverage and/or duration would be reduced at a number of resources, including: the Fulton Street and Eastern Parkway Greenstreets, Callahan-Kelly Playground, Howard Playground and Pool, the PS/IS 155 schoolyard, Shield of Faith, Herbal Garden, Mw United Orient Grand Lodge, Floral Vineyard, Cleveland Street Vegetable Garden, Manley's Place, the North Conduit

Greenstreet, Our Lady of Loreto Church, and Glenmore Avenue Presbyterian Church; incremental shadows at the East End Community Garden would be eliminated under the approved ZQA modifications.

Table 2: Comparison of Incremental Shadow Duration on the Holy Trinity Russian Orthodox Church—Proposed Actions vs. RWCDS under the Approved ZQA Modifications

	March 21/September 21		May 6/August 6		June 21		December 21	
	Proposed Actions	RWCDS Under Approved ZQA Modifications	Proposed Actions	RWCDS Under Approved ZQA Modifications	Proposed Actions	RWCDS Under Approved ZQA Modifications	Proposed Actions	RWCDS Under Approved ZQA Modifications
Shadow Enter-Exit Time	3:53-4:29 PM	No Change	4:33-5:18 PM	4:43-5:18 PM	5:06-5:11 PM 5:17-6:01 PM	5:49-5:53 PM	8:53-9:44 AM 10:41 AM-12:40 PM	No Change
Incremental Shadow Duration	36 Minutes		45 Minutes	35 Minutes *(10 Minute Reduction)*	5 Minutes 44 Minutes	4 Minutes *(45 Minute Reduction)*	51 Minutes 1 Hour 59 Minutes	

Urban Design

Like the Proposed Actions, development under the Approved ZQA modifications would not have significant adverse impacts on urban design, view corridors, and visual resources. Both the Proposed Actions, and the Approved ZQA modifications would result in development at a greater density than currently permitted as-of-right in the rezoning area and would represent a notable change in the urban design character. As noted above, under the approved ZQA modifications, the maximum building heights of 29 projected development sites and 51 potential development sites would be reduced by five to 15 feet, as compared to the maximum building heights analyzed in the FEIS and subsequent TM 001. As under the Proposed Actions, with the Approved ZQA modifications new developments would be taller than existing buildings in the rezoning area. There would be no change in the built FAR of the 80 sites affected by the Approved ZQA modifications, as compared to the RWCDS analyzed in the FEIS and subsequent TM 001. While development under the Approved ZQA modifications would be slightly lower in height on the 80 sites noted in Table 1, compared to conditions under the Proposed Actions, the visual appearance, and thus the pedestrian experience, would not change considerably under the Approved ZQA modifications. As under the Proposed Actions, this change would not constitute a significant adverse urban design impact in that it would not alter the arrangement, appearance, or functionality of the rezoning area such that the alteration would negatively affect a pedestrian's experience of the area.

Description of the Approved MIH Modifications

In addition to the above-described modification to the ZQA zoning text, the City Council approved several modifications to the MIH zoning text. As applicable to the Proposed Actions, under the MIH changes approved by the City Council, MIH Option 1 was modified to require that ten percent of the residential floor area be affordable at 40 percent AMI. This change would not increase density or otherwise affect the amount, type, or location of future development beyond what was analyzed in the *East New York FEIS* or TM 001.

Environmental Effects of the Approved MIH Modifications

The modifications to MIH Option 1 are specifications within the framework analyzed in the FEIS and TM 001 and are not expected to significantly alter the financial feasibility of the option or the amount of affordable or market-rate housing developed. The MIH modifications would not increase density or otherwise affect the amount, type, or location of future development beyond what was analyzed in the

FEIS or TM 001. Therefore, this change would not result in significantly more or less development and would not alter the conclusions of the FEIS.

D. POTENTIAL CITY COUNCIL MODIFICATIONS

The Potential City Council Modifications would make certain changes to the Proposed Actions as follows:

1. Modification to the Proposed Zoning Map Amendment to Change from C4-4D Under the Current Proposed Actions to R7A/C2-4 on portions of Pitkin Avenue.

Description of the Potential Modification

The City Council is considering changing the proposed zoning along Pitkin Avenue between Doscher and Pine Streets and south of Pitkin Avenue at Pennsylvania Avenue from C4-4D to R7A/C2-4 ("Potential City Council Modification 1") (refer to Figure 1). Potential City Council Modification 1 is intended to reduce the height and density permitted in these portions of the Pitkin Avenue corridor.

Two development sites identified in the FEIS are within the area affected by this potential modification: projected development site 79 (Block 4232, Lots 17 and 18) and potential development site A105 (Block 4214, Lots 1 and 6). Under Potential City Council Modification 1, the development program and maximum building heights of the RWCDS developments on projected development site 79 and potential development site A105 would be reduced. With the modifications to the RWCDS for projected development site 79, the With-Action increment under Potential City Council Modification 1 would include 45 fewer incremental residential units (including 23 fewer affordable DU), as compared to the RWCDS With-Action increment analyzed in TM 001 (Refer to Table 3).

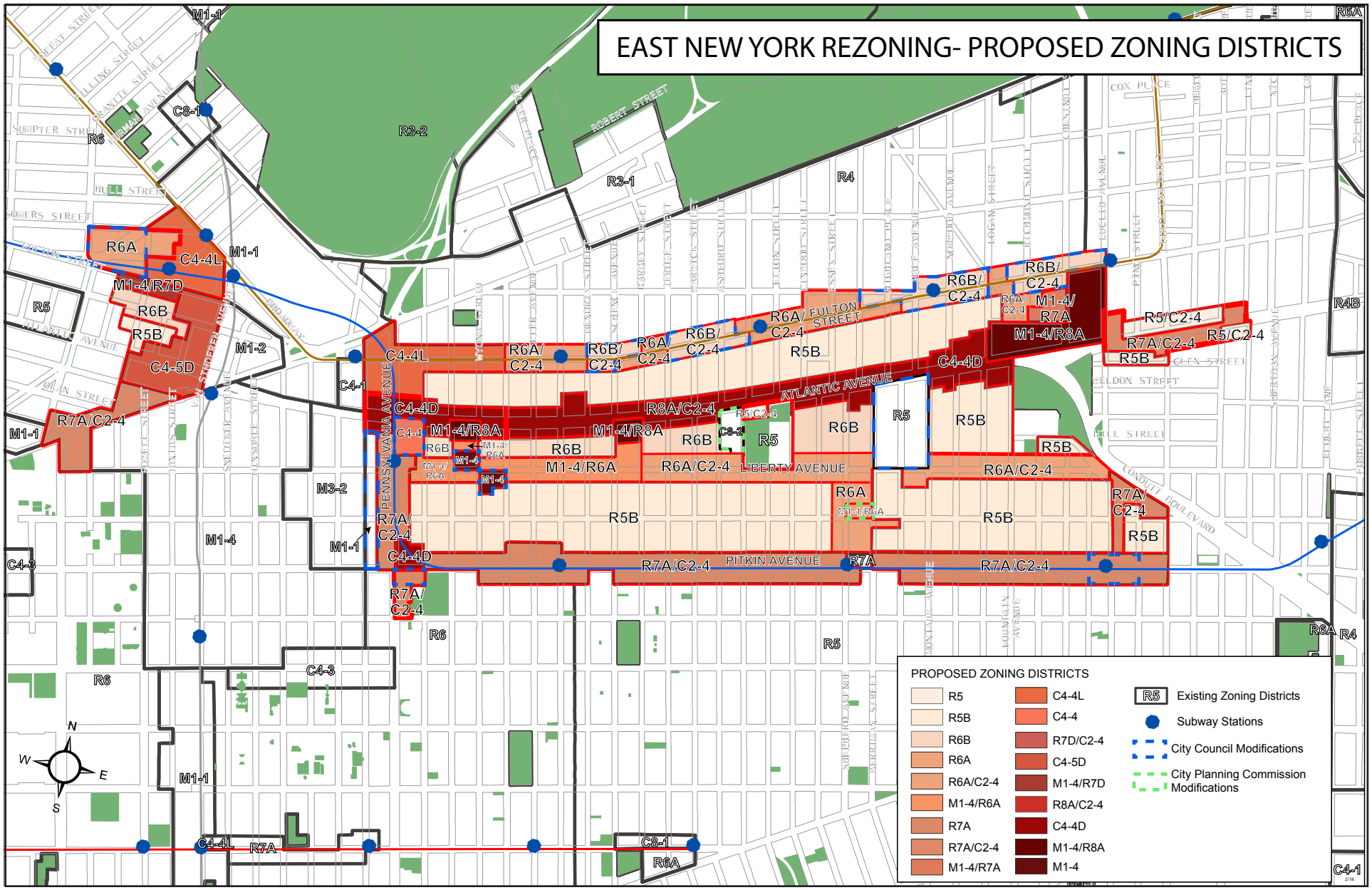
Environmental Effects of the Potential Modification

Potential City Council Modification 1 would result in development at a lower overall density, as compared to the Proposed Actions, and therefore has the potential to alter the conclusions presented in the FEIS and subsequent TM 001. Potential City Council Modification 1 would result in less incremental development than under the Proposed Actions, as analyzed in the FEIS and TM 001 and is therefore similarly not expected to result in significant adverse impacts in the areas of land use, socioeconomic conditions, libraries, high schools, urban design and visual resources, hazardous materials, water and sewer infrastructure, solid waste and sanitation services, energy, greenhouse gas emissions, public health, or neighborhood character. A discussion of the implications of Potential City Modification 1 on the FEIS conclusions in the areas of community facilities (PS/IS schools and child care), open space, historic and cultural resources, transportation, air quality, noise, and construction is provided below.

<u>Community Facilities</u>

Elementary and Intermediate Schools

Potential City Council Modification 1 would result in 45 fewer incremental DU in CSD 19, Sub-district 2 and therefore would result in lesser impacts on CSD 19, Sub-district 2 elementary and intermediate schools, as compared to the Proposed Actions. Specifically, as presented in Table 4, CSD 19, Sub-district 2



Source: NYC Department of City Planning

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Figure 1
Summary of CPC and City Council Modifications to the Proposed Actions

PS and IS utilization rates would increase by 11.0 percent and 11.2 percent, respectively, under Potential City Council Modification 1, as compared to 11.2 percent and 11.4 percent, respectively, under the Proposed Actions analyzed in the FEIS. An additional 442 PS seats and 178 IS seats would be needed to mitigate the Potential City Council Modification 1 school impacts in CSD 19, Sub-district 2, as compared to the 454 PS seats and 183 IS seats needed to mitigate the impacts under the Proposed Actions, as presented in the FEIS.

Table 3: Comparison of FEIS, TM 001, and Potential City Council Modification 1 RWCDS With-Action Increments (Projected Development Sites)

Land Use	FEIS With-Action Increment	TM 001 With-Action Increment[1]	Potential City Council Modification 1 With-Action Increment	Difference between TM 001 and Potential City Council Modification 1 With-Action Increments
Residential				
Market-Rate Residential	+ 2,954 DU	+ 2,954 DU	+ 2,932 DU	- 22 DU
Affordable Residential	+ 3,538 DU	+ 3,538 DU	+ 3,515 DU	- 23 DU
Total Residential DU	*+ 6,492 DU*	*+ 6,492 DU*	*+ 6,447 DU*	*- 45 DU*
Commercial				
Local Retail	+ 681,436 sf	+ 681,436 sf	+ 681,436 sf	-
FRESH Supermarket	+ 20,000 sf	+ 20,000 sf	+ 20,000 sf	-
Restaurant	+ 51,400 sf	+ 51,400 sf	+ 51,400 sf	-
Auto-Related	- 128,365 sf	- 128,365 sf	- 128,365 sf	-
Hotel	- 167,551 sf	- 167,551 sf	- 167,551 sf	-
Office	+ 132,695 sf	+ 134,423 sf	+ 134,423 sf	-
Warehouse/Storage	- 76,225 sf	- 76,225 sf	- 76,225 sf	-
Total Commercial SF	*+ 513,390 sf*	*+ 515,118 sf*	*+ 515,118 sf*	-
Other Uses				
Industrial	- 27,035 sf	- 35,535 sf	- 35,535 sf	-
Community Facility	+ 457,870 sf	+ 457,870 sf	+ 457,870 sf	-

Notes:
[1] TM 001 With-Action increment reflects modification to projected development site 80 No-Action scenario.

Table 4: 2030 With-Action School Enrollment, Capacity, and Utilization in CSD 19, Sub-district 2 under Potential City Council Modification 1

	Students Introduced under Potential City Council Modification 1	Total With-Action Enrollment under Potential City Council Modification 1	Capacity	Available Seats under Potential City Council Modification 1	Utilization (%) under the Potential City Council Modification 1	Change in Utilization (%) from No-Action Condition to the Potential City Council Modification 1 With-Action Condition	Change in Utilization under the Proposed Actions
Elementary Schools	835	8,299	7,592	-707	109.3	+ 11.0	+ 11.2
Intermediate Schools	346	3,519	3,076	-443	114.4	+ 11.2	+ 11.4

In addition, as Potential City Council Modification 1 would not affect any of the projected development sites located in CSD 19, Sub-district 1 or CSD 23, Sub-districts 1 and 2, Potential City Council Modification 1 would similarly not result in significant adverse impacts on PS or IS schools in these sub-districts in the 2030 With-Action condition. However, as under the Proposed Actions, Potential City Council Modification 1 could result in significant adverse temporary elementary school impacts in CSD 19, Sub-district 1 prior to the anticipated 2023(Q3) completion of the 1,000-seat PS/IS school on projected development site 66.

Child Care Services

In terms of child care services, Potential City Council Modification 1 would generate four fewer incremental children eligible for publicly-funded child care services, and therefore would result in lesser impacts on area child care facilities, as compared to the Proposed Actions as analyzed in the FEIS and subsequent TM 001. Specifically, as presented in Table 5, under Potential City Council Modification 1, the study area child care facility utilization rate would increase by 10.5 percentage points (to 103.3 percent), as compared to an increase of 10.6 percentage points (to 103.4 percent) under the Proposed Actions. To mitigate the lesser child care facility impact that would occur under Potential City Council Modification 1, 199 additional child care slots would have to be provided, as compared to the 203 slots needed under the Proposed Actions.

Table 5: Comparison of Budget Capacity, Enrollment, Available Slots, and Utilization for the 2030 Future No-Action, Proposed Actions, and Potential City Council Modification 1 Conditions

	Budget Capacity	Enrollment	Available Slots	Utilization (%)
2030 No-Action Condition	5,942	5,515	427	92.8
Proposed Actions Increment	0	630	-630	+10.6
2030 Proposed Actions With-Action Condition	5,942	6,145	-203	103.4
Potential City Council Modification 1 Increment	0	626	-626	+10.5
2030 Potential City Council Modification 1 With-Action Condition	5,942	6,141	-199	103.3

Open Space

As under the Proposed Actions, Potential City Council Modification 1 would result in significant adverse indirect impacts on open space resources in the ½-mile residential study area, with slightly lesser impacts under Potential City Council Modification 1. As presented in Table 6, Potential City Council Modification 1 would result in the same change in the residential study area total, passive, and active open space ratios as under the Proposed Actions. However, slightly lesser mitigation would be needed to fully mitigate the residential study area open space impact under Potential City Council Modification 1: approximately 4.85 acres of additional open space would have to be provided, as compared to 4.93 acres of additional open space needed to fully mitigate the significant adverse impact under the Proposed Actions.

Shadows

Potential City Council Modification 1 would reduce the maximum building heights of projected development site 79 and potential development site A105 to 95 feet (as compared to 145 feet under the Proposed Actions) and, therefore, would reduce their respective maximum shadow radii. As a result, the

incremental shadow coverage and duration on the Glenmore Avenue would be reduced on the May 6/August 6 and June 21 analysis days, as compared to the Proposed Actions. As Potential City Council Modification 1 would not eliminate or modify any of the sites in proximity to the NYCL- and S/NR-eligible Holy Trinity Russian Orthodox Church, beyond the reductions resulting from the approved ZQA modifications (see Section "C" above), Potential City Council Modification 1 would not alter the conclusions presented in the FEIS, or in Section "C" above, and an unmitigated significant adverse shadow impact would occur at the Holy Trinity Russian Orthodox Church, as under the Proposed Actions.

Table 6: Comparison of Residential Study Area Open Space Ratios – 2030 Future No-Action, Proposed Actions, and Potential City Council Modification 1 Conditions

	Open Space Ratios per 1,000		Percent Change (%)	
	No-Action	Potential City Council Modification 1 With-Action	Future No-Action to Future With-Action under Potential City Council Modification 1	Future No-Action to Future With-Action under Proposed Actions
Total – Residents	0.614	0.562	-8.47	-8.47
Passive – Residents	0.304	0.279	-8.22	-8.22
Active - Residents	0.310	0.284	-8.39	-8.39

Historic and Cultural Resources

Implementation of Potential City Council Modification 1 would not alter the conclusions of the historic and cultural resources assessment presented in the FEIS. As under the Proposed Actions, Potential City Council Modification 1 could result in significant adverse impacts on historic resources, including direct impact on the S/NR- and NYCL-eligible Empire State Dairy Building, and inadvertent construction-related impacts on 12 NYCL- and/or S/NR-eligible historic resources.

Transportation

Under Potential City Council Modification 1 there would be fewer action-generated vehicle, transit, and pedestrian trips and less demand for on- and off-street public parking compared to the Proposed Actions. Based on the trip generation assumptions detailed in Chapter 13, "Transportation," of the FEIS, this potential modification would generate approximately 52, 28, 52 and 34 fewer incremental person trips in the weekday AM, midday, and PM and Saturday midday peak hours, respectively (see Table 7). This would represent a decrease of less than one percent in total incremental person trips in each peak hour compared to the Proposed Actions.

Traffic

As presented in Table 8, compared to the Proposed Actions, Potential City Council Modification 1 would generate approximately 15, 4, 16 and 7 fewer incremental vehicle trips during the weekday AM, midday, and PM and Saturday midday peak hours, respectively. This would represent a decrease of approximately one percent or less in total incremental vehicle trips in each peak hour compared to the Proposed Actions. The net incremental decrease in vehicle trips under this potential modification would be concentrated in Cluster 6[1] (see Table 9), especially along Atlantic, Euclid, Liberty and Pitkin Avenues, which

[1] For travel demand forecasting and trip assignment purposes the projected development sites were grouped into a total of ten "clusters" and five outlier sites in the FEIS based on roadway network characteristics and likely travel routes.

are the primary corridors providing access to projected development site 79. With fewer peak hour vehicle trips, it is anticipated that Potential City Council Modification 1 would possibly result in fewer significant adverse traffic impacts than the Proposed Actions, especially along these corridors.

Table 7: Comparison of Incremental Peak Hour Person Trips by Mode—
Proposed Actions vs. Potential City Council Modification 1

Scenario	Auto	Taxi	Subway/ Railroad	Bus	School Bus	Walk/ Other	Total
Weekday AM							
Proposed Actions	1,370	0	3,313	1,002	482	2,415	8,582
Potential Modification 1	1,354	0	3,288	995	482	2,411	8,530
Difference	***-16***	***0***	***-25***	***-7***	***0***	***-4***	***-52***
Weekday Midday							
Proposed Actions	1,315	109	2,263	1,272	0	8,543	13,502
Potential Modification 1	1,309	109	2,253	1,270	0	8,533	13,474
Difference	***-6***	***0***	***-10***	***-2***	***0***	***-10***	***-28***
Weekday PM							
Proposed Actions	1,873	61	3,996	1,451	0	4,801	12,182
Potential Modification 1	1,859	60	3,969	1,446	0	4,796	12,130
Difference	***-14***	***-1***	***-27***	***-5***	***0***	***-5***	***-52***
Saturday Midday							
Proposed Actions	1,700	88	3,500	1,356	0	5,672	12,316
Potential Modification 1	1,,691	88	3,481	1,352	0	5,670	12,282
Difference	***-9***	***0***	***-19***	***-4***	***0***	***-2***	***-34***

Notes:
Potential City Council Modification 1 increment reflects modification to projected development site 80 in the No-Action scenario as per TM 001.

Table 8: Comparison of Incremental Peak Hour Vehicle Trips by Mode—
Proposed Actions vs. Potential City Council Modification 1

Scenario	Auto	Taxi	School Bus	Truck	Total
Weekday AM					
Proposed Actions	1,387	4	34	56	1,481
Potential Modification 1	1,372	4	34	56	1,466
Difference	***-15***	***0***	***0***	***0***	***-15***
Weekday Midday					
Proposed Actions	742	106	0	80	928
Potential Modification 1	740	106	0	78	924
Difference	***-2***	***-0***	***0***	***-2***	***-4***
Weekday PM					
Proposed Actions	1,607	76	0	8	1,691
Potential Modification 1	1,593	74	0	8	1,675
Difference	***-14***	***-2***	***0***	***0***	***-16***
Saturday Midday					
Proposed Actions	932	92	0	6	1,030
Potential Modification 1	925	92	0	6	1,023
Difference	***-7***	***-0***	***0***	***0***	***-7***

Notes:
Potential City Council Modification 1 increment reflects modification to projected development site 80 in the No-Action scenario as per TM 001.

Table 9: Comparison of Incremental Peak Hour Vehicle Trips by Cluster—Proposed Actions vs. Potential City Council Modification 1

Scenario	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
Cluster 10				
Proposed Actions	51	50	69	61
Potential Modification 1	41	46	58	55
Difference	***-9***	***-4***	***-11***	***-6***

With fewer vehicle trips in each analyzed peak hour, the mitigation measures recommended in the FEIS for the Proposed Actions' significant adverse traffic impacts would remain effective at mitigating traffic impacts under Potential City Council Modification 1. Based on the reduction in peak hour vehicle trips, some of the unmitigated significant adverse traffic impacts at 16 intersections identified in the FEIS could potentially be mitigated under this potential modification.

Transit

As presented in Table 7, Potential City Council Modification 1 would generate 25 and 27 fewer incremental subway trips during the weekday AM and PM peak hours, respectively, than would the Proposed Actions. As with the Proposed Actions, incremental subway trips generated under this potential modification would not result in significant adverse subway station or subway line haul impacts in either the weekday AM or PM peak hour.

Weekday AM and PM peak hour incremental bus trips would total 995 and 1,446 under Potential City Council Modification 1, compared to 1,002 and 1,451 trips under the Proposed Actions. Although there would be seven and five fewer bus trips during the weekday AM and PM peak hours, respectively, under Potential City Council Modification 1, this potential modification, like the Proposed Actions, would likely result in a significant adverse bus impact to westbound Q8 service in the PM peak hour. The mitigation measure recommended for the Proposed Actions' PM peak hour impact to westbound Q8 service in the FEIS—increasing the number of westbound peak hour buses from nine to ten—would remain effective at mitigating this impact under Potential City Council Modification 1.

Pedestrians

Potential City Council Modification 1 is expected to generate 6,744, 12,119, and 10,287 incremental pedestrian trips (including walk-only trips and trips to/from area transit services and public parking facilities) in the weekday AM, midday, and PM peak hours, respectively. This represents a decrease of less than one percent in each peak hour compared to the 6,780, 12,141, and 10,324 incremental pedestrian trips that would be generated during these same periods, respectively, under the Proposed Actions.

As discussed in the FEIS, incremental pedestrian demand from the Proposed Actions is expected to result in significant adverse impacts to four pedestrian elements—two sidewalks, one corner area, and one crosswalk. As Potential City Council Modification 1 would reduce the RWCDS program for projected development site 79 compared to the RWCDS analyzed in the FEIS, and as this sites is not expected to account for an appreciable amount of the incremental demand at the impacted pedestrian elements, the Proposed Actions' significant adverse pedestrian impacts are also expected to occur under this potential modification. The pedestrian mitigation measures recommended in the FEIS—widening two sidewalks in

conjunction with adjacent development, a signal timing change to provide additional pedestrian crossing time at one intersection, and the removal of an existing tree pit—would remain effective at mitigating these impacts under Potential City Council Modification 1.

Parking

As the RWCDS development program for projected development site 79 would be reduced under Potential City Council Modification 1, there would be less incremental parking demand under this potential modification than under the Proposed Actions. As the Proposed Actions would not result in any significant adverse impacts to on- or off-street parking conditions in any analysis period, and as Potential City Council Modification 1 would generate less incremental parking demand, this potential modification is not expected to result in any significant adverse parking impacts.

Air Quality

Compared with the Proposed Actions, there would be fewer incremental vehicle trips generated under Potential City Council Modification 1 (refer to Table 8). Therefore, the traffic mitigation measures recommended in the FEIS for the Proposed Actions at the intersection of Atlantic Avenue and Logan Street would remain effective at mitigating the air quality impact under this potential modification. Compared with the Proposed Actions, there would be no changes with respect to the required (E) designations for fossil fuel-fired heat and hot water systems for development sites under Potential City Council Modification 1.

Noise

Implementation of Potential City Council Modification 1 would not alter the conclusions of the noise assessment presented in the FEIS. The Proposed Actions with this potential modification would result in a comparable or lower level project-generated traffic, and, therefore, would result in a comparable or lower level of project-generated mobile source noise. Consequently, as with the Proposed Actions, Potential City Council Modification 1 would result in changes in noise level that would be considered imperceptible to barely perceptible and not significant according to *CEQR Technical Manual* impact criteria at all analyzed noise receptors sites except site 10. At site 10, traffic associated with the school on projected development site 66 would result in significant adverse impacts during the AM peak hour. The window/wall attenuation requirements established for the Proposed Actions to be implemented by noise (E) designations or comparable measures would be required with this potential modification. As with the Proposed Actions, for development with Potential City Council Modification 1, it is assumed that building mechanical systems (i.e., HVAC systems) for all buildings associated with the Proposed Actions would be designed to meet all applicable noise regulations (i.e., Subchapter 5, §24-227 of the New York City Noise Control Code, the New York City Department of Buildings Code) and to avoid producing levels that would result in any significant increase in ambient noise levels.

Construction

Under Potential City Council Modification 1, construction activities similar to what has been described in the FEIS would occur in the rezoning area under the reasonable worst-case conceptual construction schedule, with the exception of projected development site 79, which would have a reduced development program under this modification, as compared to the Proposed Actions.

The average number of daily construction workers under Potential City Council Modification 1 would decrease from approximately 364 per day (as presented in the FEIS) to approximately 363 per day. However, the peak number of daily construction workers would remain the same at approximately 1,048 per day. For truck trips, the average number of daily construction truck trips under Potential City Council Modification 1 would decrease from approximately 56 per day (as presented in the FEIS) to approximately 55 per day. However, the peak number of daily construction workers would remain the same at approximately 147 per day.

Potential City Council Modification 1 would result in similar increases in air pollutant emissions and noise levels that would be associated with the construction under the Proposed Actions presented in the FEIS. As such, Potential City Council Modification 1 would have the potential to result in significant adverse construction noise impacts similar to those described in the FEIS at several locations throughout the rezoning area associated with the construction of projected development sites 46, 66, and 67. As under the Proposed Actions, there are no practical or feasible mitigation measures that would fully mitigate the significant adverse construction noise impacts at these locations.

2. Modification to the Proposed Zoning Map Amendment to Exclude the Area South of Atlantic Avenue and East of Sheffield Avenue from the Rezoning Area.

Description of the Potential Modification

The City Council is currently contemplating the potential removal of the R7A-zoned portions of the three blocks east of Sheffield Avenue and south of Atlantic Avenue from the rezoning area (refer to Figure 1). This potential City Council modification ("Potential City Council Modification 2") is intended to provide separation of residential developments from close proximity to heavier industrial uses located in the East New York Industrial Business Zone (IBZ).

Four development sites identified in the FEIS are within the area affected by this potential modification: projected development site 18 (Block 3703, Lots 1, 4, and 37-40), projected development site 19 (Block 3703, Lots 15-18), potential development site A17 (Block 3686, Lot 9), and potential development site A24 (Block 3703, Lots 7-9). With the elimination of projected development sites 18 and 19 from the RWCDS, the With-Action increment under Potential City Council Modification 2 would include 87 fewer incremental residential units (including 44 fewer affordable DU), as well as an increase of 7,554 sf of commercial uses, as compared to the RWCDS With-Action increment analyzed in TM 001 (Refer to Table 10).

Environmental Effects of the Potential Modification

Potential City Council Modification 2 would result in development at a lower overall density, with fewer development sites, as compared to the Proposed Actions, and therefore has the potential to alter the conclusions presented in the FEIS and subsequent TM 001. Potential City Council Modification 2 would result in less incremental development than under the Proposed Actions, as analyzed in the FEIS and TM 001 and is therefore similarly not expected to result in significant adverse impacts in the areas of land use, socioeconomic conditions, libraries, high schools, urban design and visual resources, hazardous materials, water and sewer infrastructure, solid waste and sanitation services, energy, greenhouse gas emissions, public health, or neighborhood character. As projected development sites 18 and 19 and potential development sites A17 and A24 would be removed from the RWCDS under Potential City Council

Modification 2, a hazardous materials (E) designation would no longer be placed on these four sites, as compared to the Proposed Actions analyzed in FEIS and subsequent TM 001. The noise (E) designation that would be assigned to projected development site 19 and potential development site A17 and the air quality (E) designation that would be assigned to projected development site 18 and potential development site A24 under the Proposed Actions would no longer be warranted under Potential City Council Modification 2. A discussion of the implications of Potential City Modification 2 on the FEIS conclusions in the areas of community facilities (PS/IS schools and child care), open space, historic and cultural resources, transportation, air quality, noise, and construction is provided below.

Table 10: Comparison of FEIS, TM 001, and Potential City Council Modification 2 RWCDS With-Action Increments (Projected Development Sites)

Land Use	FEIS With-Action Increment	TM 001 With-Action Increment[1]	Potential City Council Modification 2 With-Action Increment	Difference between TM 001 and Potential City Council Modification 2 With-Action Increments
Residential				
Market-Rate Residential	+ 2,954 DU	+ 2,954 DU	+ 2,911 DU	- 43 DU
Affordable Residential	+ 3,538 DU	+ 3,538 DU	+ 3,494 DU	- 44 DU
Total Residential DU	*+ 6,492 DU*	*+ 6,492 DU*	*+ 6,405 DU*	*- 87 DU*
Commercial				
Local Retail	+ 681,436 sf	+ 681,436 sf	+ 681,436 sf	-
FRESH Supermarket	+ 20,000 sf	+ 20,000 sf	+ 20,000 sf	-
Restaurant	+ 51,400 sf	+ 51,400 sf	+ 51,400 sf	-
Auto-Related	- 128,365 sf	- 128,365 sf	- 128,365 sf	-
Hotel	- 167,551 sf	- 167,551 sf	- 167,551 sf	-
Office	+ 132,695 sf	+ 134,423 sf	+ 141,977 sf	+ 7,554 sf
Warehouse/Storage	- 76,225 sf	- 76,225 sf	- 76,225 sf	-
Total Commercial SF	*+ 513,390 sf*	*+ 515,118 sf*	*+ 522,672 sf*	*+ 7,554 sf*
Other Uses				
Industrial	- 27,035 sf	- 35,535 sf	- 35,535 sf	-
Community Facility	+ 457,870 sf	+ 457,870 sf	+ 457,870 sf	-

Notes:
[1] TM 001 With-Action increment reflects modification to projected development site 80 No-Action scenario.

Community Facilities

Public Elementary and Intermediate Schools

Potential City Council Modification 2 would result in 87 fewer incremental DU in CSD 19, Sub-district 2 and therefore would result in lesser impacts on CSD 19, Sub-district 2 elementary and intermediate schools, as compared to the Proposed Actions. Specifically, as presented in Table 11, CSD 19, Sub-district 2 PS and IS utilization rates would increase by 10.8 percent and 11.1 percent, respectively, under Potential City Council Modification 2, as compared to 11.2 percent and 11.4 percent, respectively, under the Proposed Actions analyzed in the FEIS. An additional 430 PS seats and 174 IS seats would be needed to mitigate the Potential City Council Modification 2 school impacts in CSD 19, Sub-district 2, as compared to the 454 PS seats and 183 IS seats needed to mitigate the impacts under the Proposed Actions, as presented in the FEIS.

Table 11: 2030 With-Action School Enrollment, Capacity, and Utilization in CSD 19, Sub-district 2 under Potential City Council Modification 2

	Students Introduced under Potential City Council Modification 2	Total With-Action Enrollment under Potential City Council Modification 2	Capacity	Available Seats under Potential City Council Modification 2	Utilization (%) under the Potential City Council Modification 2	Change in Utilization (%) from No-Action Condition to the Potential City Council Modification 2 With-Action Condition	Change in Utilization under the Proposed Actions
Elementary Schools	823	8,287	7,592	-695	109.2	+ 10.8	+ 11.2
Intermediate Schools	341	3,514	3,076	-438	114.2	+ 11.1	+ 11.4

In addition, as Potential City Council Modification 2 would not affect any of the projected development sites located in CSD 19, Sub-district 1 or CSD 23, Sub-districts 1 and 2, Potential City Council Modification 2 would similarly not result in significant adverse impacts on PS or IS schools in these sub-districts in the 2030 With-Action condition. However, as under the Proposed Actions, Potential City Council Modification 2 could result in significant adverse temporary elementary school impacts in CSD 19, Sub-district 1 prior to the anticipated 2023(Q3) completion of the 1,000-seat PS/IS school on projected development site 66.

Child Care Services

In terms of child care services, Potential City Council Modification 2 would generate eight fewer incremental children eligible for publicly-funded child care services, and therefore would result in lesser impacts on area child care facilities, as compared to the Proposed Actions as analyzed in the FEIS and subsequent TM 001. Specifically, as presented in Table 12, under Potential City Council Modification 2, the study area child care facility utilization rate would increase by 10.5 percentage points (to 103.3 percent), as compared to an increase of 10.6 percentage points (to 103.4 percent) under the Proposed Actions. To mitigate the lesser child care facility impact that would occur under Potential City Council Modification 2, 195 additional child care slots would have to be provided, as compared to the 203 slots needed under the Proposed Actions.

Table 12: Comparison of Budget Capacity, Enrollment, Available Slots, and Utilization for the 2030 Future No-Action, Proposed Actions, and Potential City Council Modification 2 Conditions

	Budget Capacity	Enrollment	Available Slots	Utilization (%)
2030 No-Action Condition	5,942	5,515	427	92.8
Proposed Actions Increment	0	630	-630	+10.6
2030 Proposed Actions With-Action Condition	5,942	6,145	-203	103.4
Potential City Council Modification 2 Increment	0	622	-622	+10.5
2030 Potential City Council Modification 2 With-Action Condition	5,942	6,137	-195	103.3

Open Space

As under the Proposed Actions, Potential City Council Modification 2 would result in significant adverse indirect impacts on open space resources in the ½-mile residential study area, with slightly lesser impacts under Potential City Council Modification 2. As presented in Table 13, Potential City Council Modification 2 would reduce the residential study area total open space ratio by 8.31 percent, as compared to an 8.47 percent reduction under the Proposed Actions; the percentage change in the passive and active open space ratios would be the same under the Proposed Actions and Potential City Council Modification 2. To fully mitigate the residential study area open space impact under Potential City Council Modification 2, approximately 4.77 acres of additional open space would have to be provided, as compared to 4.93 acres of additional open space needed to fully mitigate the significant adverse impact under the Proposed Actions.

Table 13: Comparison of Residential Study Area Open Space Ratios – 2030 Future No-Action, Proposed Actions, and Potential City Council Modification 2 Conditions

	Open Space Ratios per 1,000		Percent Change (%)	
	No-Action	Potential City Council Modification 2 With-Action	Future No-Action to Future With-Action under Potential City Council Modification 2	Future No-Action to Future With-Action under Proposed Actions
Total – Residents	0.614	0.563	-8.31	-8.47
Passive – Residents	0.304	0.279	-8.22	-8.22
Active - Residents	0.310	0.284	-8.39	-8.39

Shadows

Potential City Council Modification 2 would eliminate two projected development sites and two potential development sites along Sheffield Avenue. Therefore, these sites would no longer generate incremental shadows.

Three sites (potential development sites A25, A27, A73) were identified as contributing to the significant adverse shadow impacts on the NYCL- and S/NR-eligible Holy Trinity Russian Orthodox Church. As potential development sites A25, A27, and A73 would not be affected by Potential City Council Modification 2, beyond the reductions resulting from the approved ZQA modifications (see Section "C" above), Potential City Council Modification 2 would not alter the conclusions presented in the FEIS, or in Section "C" above, and an unmitigated significant adverse shadow impact would occur at the Holy Trinity Russian Orthodox Church, as under the Proposed Actions.

Historic and Cultural Resources

Implementation of Potential City Council Modification 2 would not alter the conclusions of the historic and cultural resources assessment presented in the FEIS. As under the Proposed Actions, Potential City Council Modification 2 could result in significant adverse impact on historic resources, including direct impact on the S/NR- and NYCL-eligible Empire State Dairy Building, and inadvertent construction-related impacts on 12 NYCL- and/or S/NR-eligible historic resources.

Transportation

Under Potential City Council Modification 2 there would be fewer action-generated vehicle, transit, and pedestrian trips and less demand for on- and off-street public parking compared to the Proposed Actions. Based on the trip generation assumptions detailed in Chapter 13, "Transportation," of the FEIS, this potential modification would generate approximately 68, 24, 72, and 62 fewer incremental person trips in the weekday AM, midday, and PM and Saturday midday peak hours, respectively (see Table 14). Depending on the peak hour, this would represent an approximately 0.2 percent to 0.8 percent decrease in total incremental person trips compared to the Proposed Actions.

Table 14: Comparison of Incremental Peak Hour Person Trips by Mode—
Proposed Actions vs. Potential City Council Modification 2

Scenario	Auto	Taxi	Subway/ Railroad	Bus	School Bus	Walk/ Other	Total
Weekday AM							
Proposed Actions	1,370	0	3,313	1,002	482	2,415	8,582
Potential Modification 2	1,355	0	3,272	994	482	2,411	8,514
Difference	***-15***	***0***	***-41***	***-8***	***0***	***-4***	***-68***
Weekday Midday							
Proposed Actions	1,315	109	2,263	1,272	0	8,543	13,502
Potential Modification 2	1,307	109	2,245	1,268	0	8,549	13,478
Difference	***-8***	***0***	***-18***	***-4***	***0***	***6***	***-24***
Weekday PM							
Proposed Actions	1,873	61	3,996	1,451	0	4,801	12,182
Potential Modification 2	1,858	61	3,952	1,443	0	4,796	12,110
Difference	***-15***	***0***	***-44***	***-8***	***0***	***-5***	***-72***
Saturday Midday							
Proposed Actions	1,700	88	3,500	1,356	0	5,672	12,316
Potential Modification 2	1,686	88	3,465	1,347	0	5,668	12,254
Difference	***-14***	***0***	***-35***	***-9***	***0***	***-4***	***-62***

Notes:
Potential City Council Modification 2 increment reflects modification to projected development site 80 in the No-Action scenario as per TM 001.

Traffic

As presented in Table 15, compared to the Proposed Actions, Potential City Council Modification 2 would generate approximately 15, six, 15 and eight fewer incremental vehicle trips during the weekday AM, midday and PM and Saturday midday peak hours, respectively. Depending on the peak hour, this would represent a decrease of approximately 0.6 percent to one percent in total incremental vehicle trips compared to the Proposed Actions. The net incremental decrease in vehicle trips under this potential modification would be concentrated in Cluster 6[2] (see Table 16), especially along Liberty, Pitkin, and Sheffield Avenues, which are the primary corridors providing access to sites 18 and 19. With fewer peak hour vehicle trips, it is anticipated that Potential City Council Modification 2 would possibly result in fewer significant adverse traffic impacts than the Proposed Actions, especially along these corridors.

[2] For travel demand forecasting and trip assignment purposes the projected development sites were grouped into a total of ten "clusters" and five outlier sites in the FEIS based on roadway network characteristics and likely travel routes.

Table 15: Comparison of Incremental Peak Hour Vehicle Trips by Mode—Proposed Actions vs. Potential City Council Modification 2

Scenario	Auto	Taxi	School Bus	Truck	Total
Weekday AM					
Proposed Actions	1,387	4	34	56	1,481
Potential Modification 2	1,372	4	34	56	1,466
Difference	***-15***	***0***	***0***	***0***	***-15***
Weekday Midday					
Proposed Actions	742	106	0	80	928
Potential Modification 2	736	106	0	80	922
Difference	***-6***	***0***	***0***	***0***	***-6***
Weekday PM					
Proposed Actions	1,607	76	0	8	1,691
Potential Modification 2	1,592	76	0	8	1,676
Difference	***-15***	***0***	***0***	***0***	***-15***
Saturday Midday					
Proposed Actions	932	92	0	6	1,030
Potential Modification 2	924	92	0	6	1,022
Difference	***-8***	***0***	***0***	***0***	***-8***

Notes:
Potential City Council Modification 2 increment reflects modification to projected development site 80 in the No-Action scenario as per TM 001.

Table 16: Comparison of Incremental Peak Hour Vehicle Trips by Cluster—Proposed Actions vs. Potential City Council Modification 2

Scenario	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
Cluster 6				
Proposed Actions	9	6	10	7
Potential Modification 2	0	0	0	0
Difference	***-9***	***-6***	***-10***	***-7***

As Potential City Council Modification 2 would result in fewer vehicle trips in each analyzed peak hour, the mitigation measures recommended in the FEIS for the Proposed Actions' significant adverse traffic impacts would remain effective at mitigating traffic impacts under this potential modification. Based on the reduction in peak hour vehicle trips, some of the unmitigated significant adverse traffic impacts at 16 intersections identified in the FEIS could potentially be mitigated under Potential City Council Modification 2.

Transit

As presented in Table 14, Potential City Council Modification 2 would generate 41 and 44 fewer incremental subway trips during the weekday AM and PM peak hours, respectively, than would the Proposed Actions. As with the Proposed Actions, incremental subway trips generated under this potential modification would not result in significant adverse subway station or subway line haul impacts in either the weekday AM or PM peak hour.

Weekday AM and PM peak hour incremental bus trips would total 994 and 1,443 under Potential City Council Modification 2, compared to 1,002 and 1,451 trips under the Proposed Actions. Although there would be eight fewer bus trips during each of the weekday AM and PM peak hours under Potential City Council Modification 2, this potential modification, like the Proposed Actions, would likely result in a significant adverse bus impact to westbound Q8 service in the PM peak hour. The mitigation measure recommended for the Proposed Actions' PM peak hour impact to westbound Q8 service in the FEIS—increasing the number of westbound peak hour buses from nine to ten—would remain effective at mitigating this impact under Potential City Council Modification 2.

Pedestrians

Potential City Council Modification 2 is expected to generate 6,727, 12,125, and 10,267 incremental pedestrian trips (including walk-only trips and trips to/from area transit services and public parking facilities) in the weekday AM, midday and PM peak hours, respectively. This represents a decrease of 0.1 percent to 0.8 percent in each peak hour compared to the 6,780, 12,141, and 10,324 incremental pedestrian trips that would be generated during these same periods, respectively, under the Proposed Actions.

As discussed in the FEIS, incremental pedestrian demand from the Proposed Actions is expected to result in significant adverse impacts to four pedestrian elements—two sidewalks, one corner area, and one crosswalk. As Potential City Council Modification 2 would eliminate projected development sites 18 and 19 from the RWCDS, and as these sites are not expected to account for an appreciable amount of the incremental demand at the impacted pedestrian elements, the Proposed Actions' significant adverse pedestrian impacts are also expected to occur under this potential modification. The pedestrian mitigation measures recommended in the FEIS—widening two sidewalks in conjunction with adjacent development, a signal timing change to provide additional pedestrian crossing time at one intersection, and the removal of an existing tree pit—would remain effective at mitigating these impacts under Potential City Council Modification 2.

Parking

As projected development sites 18 and 19 would not be included in the RWCDS under Potential City Council Modification 2, there would be less incremental parking demand under this potential modification than under the Proposed Actions. As the Proposed Actions would not result in any significant adverse impacts to on- or off-street parking conditions in any analysis period, and as Potential City Council Modification 2 would generate less incremental parking demand than the Proposed Actions, this potential modification is not expected to result in any significant adverse parking impacts.

Air Quality

Compared with the Proposed Actions, there would be slightly fewer incremental vehicle trips generated under Potential City Council Modification 2 (refer to Table 15). Therefore, the traffic mitigation measures recommended in the FEIS for the Proposed Actions at the intersection of Atlantic Avenue and Logan Street would remain effective at mitigating the air quality impact under this potential modification. As noted above, the air quality (E) designation that would be assigned to projected development site 18 and potential development site A24 under the Proposed Actions would no longer be warranted under Potential City Council Modification 2. In addition, the air quality (E) designation that would be assigned to potential development site A25 under the Proposed Actions would no longer be warranted under

Potential City Council Modification 1.Compared with the Proposed Actions, there would be no other changes with respect to the required (E) designations for fossil fuel-fired heat and hot water systems for development sites under Potential City Council Modification 2.

Noise

Implementation of Potential City Council Modification 2 would not alter the conclusions of the noise assessment presented in the FEIS. The Proposed Actions with this potential modification, which would include fewer projected and potential development sites, would result in a comparable or lower level project-generated traffic, and consequently would result in a comparable or lower level of project-generated mobile source noise. Consequently, as with the Proposed Actions, Potential City Council Modification 2 would result in changes in noise levels that would be considered imperceptible to barely perceptible and not significant according to *CEQR Technical Manual* impact criteria at all analyzed noise receptors sites except site 10. At site 10, traffic associated with the school on projected development site 66 would result in significant adverse impacts during the AM peak hour. The window/wall attenuation requirements established for the Proposed Actions to be implemented by noise (E) designations or comparable measures would be required with this potential modification, except at the sites eliminated by the potential modification that would be assigned noise (E) designations under the Proposed Actions (i.e., projected development site 19 and potential development site A17), as noted above. As with the Proposed Actions, for development with Potential City Council Modification 2, it is assumed that building mechanical systems (i.e., HVAC systems) for all buildings associated with the Proposed Actions would be designed to meet all applicable noise regulations (i.e., Subchapter 5, §24-227 of the New York City Noise Control Code, the New York City Department of Buildings Code) and to avoid producing levels that would result in any significant increase in ambient noise levels.

Construction

Under Potential City Council Modification 2, construction activities similar to what has been described in the FEIS would occur in the rezoning area under the reasonable worst-case conceptual construction schedule, with the exception of projected development sites 18 and 19, which would not be developed under this modification.

The average and peak number of daily construction workers under Potential City Council Modification 2 would decrease from approximately 364 and 1,048 per day (as presented in the FEIS) to approximately 362 and 1,039 per day, respectively. For truck trips, the average and peak number of daily construction truck trips under Potential City Council Modification 2 would decrease from approximately 56 and 147 per day (as presented in the FEIS) to approximately 54 and 144 per day, respectively.

Potential City Council Modification 2 would result in similar increases in air pollutant emissions and noise levels that would be associated with the construction under the Proposed Actions presented in the FEIS. As such, Potential City Council Modification 2 would have the potential to result in significant adverse construction noise impacts similar to those described in the FEIS at several locations throughout the rezoning area associated with the construction of projected development sites 46, 66, and 67. As under the Proposed Actions, there are no practical or feasible mitigation measures that would fully mitigate the significant adverse construction noise impacts at these locations.

3. Modification to the Proposed Zoning Map Amendment to Exclude Blocks 3974 and 3975 from the Rezoning Area (Area Bound by Atlantic and Liberty Avenues between Berriman Street and Montauk Avenue).

Description of the Potential Modification

The City Council is currently considering a potential modification that would affect the two blocks bounded by Atlantic Avenue to the north, Montauk Avenue to the east, Liberty Avenue to the south, and Berriman Street to the west. "Potential City Council Modification 3" would remove the entirety of Blocks 3974 and 3975 from the rezoning area (i.e., the site's existing R5 and R5/C1-3 zoning would remain) (refer to Figure 1).

This potential modification would eliminate projected development site 46 from the RWCDS analyzed for the Proposed Actions in the FEIS. As presented in Table 17, under Potential City Council Modification 3, the RWCDS With-Action increment would include 467 fewer incremental residential units (including 415 fewer affordable DU), 88,000 sf less of commercial uses, and 21,981 sf less community facility floor area, as compared to the RWCDS With-Action increment analyzed in TM 001.

Table 17: Comparison of FEIS, TM 001, and Potential City Council Modification 3 RWCDS With-Action Increments (Projected Development Sites)

Land Use	FEIS With-Action Increment	TM 001 With-Action Increment[1]	Potential City Council Modification 3 With-Action Increment	Difference between TM 001 and Potential City Council Modification 3 With-Action Increments
Residential				
Market-Rate Residential	+ 2,954 DU	+ 2,954 DU	+ 2,902 DU	- 52 DU
Affordable Residential	+ 3,538 DU	+ 3,538 DU	+ 3,123 DU	- 415 DU
Total Residential DU	*+ 6,492 DU*	*+ 6,492 DU*	*+ 6,025 DU*	*- 467 DU*
Commercial				
Local Retail	+ 681,436 sf	+ 681,436 sf	+ 613,436 sf	- 68,000 sf
FRESH Supermarket	+ 20,000 sf	+ 20,000 sf	0 sf	- 20,000 sf
Restaurant	+ 51,400 sf	+ 51,400 sf	+ 51,400 sf	-
Auto-Related	- 128,365 sf	- 128,365 sf	- 128,365 sf	-
Hotel	- 167,551 sf	- 167,551 sf	- 167,551 sf	-
Office	+ 132,695 sf	+ 134,423 sf	+ 134,423 sf	-
Warehouse/Storage	- 76,225 sf	- 76,225 sf	- 76,225 sf	-
Total Commercial SF	*+ 513,390 sf*	*+ 515,118 sf*	*+ 427,118 sf*	*- 88,000 sf*
Other Uses				
Industrial	- 27,035 sf	- 35,535 sf	- 35,535 sf	-
Community Facility	+ 457,870 sf	+ 457,870 sf	+ 435,890 sf	- 21,981 sf

Notes:
[1] TM 001 With-Action increment reflects modification to projected development site 80 No-Action scenario.

Environmental Effects of the Potential Modification

Potential City Council Modification 3 would result in development at a lower overall density, with one fewer development site (projected development site 46), as compared to the Proposed Actions, and

therefore has the potential to alter the conclusions presented in the FEIS and subsequent TM 001. Potential City Council Modification 3 would result in less incremental development than under the Proposed Actions, as analyzed in the FEIS and TM 001 and is therefore similarly not expected to result in significant adverse impacts in the areas of land use, socioeconomic conditions, libraries, high schools, urban design and visual resources, hazardous materials, water and sewer infrastructure, solid waste and sanitation services, energy, greenhouse gas emissions, public health, or neighborhood character. As projected development site 46 would be removed from the RWCDS under Potential City Council Modification 3, hazardous materials, air quality, and noise (E) designations would no longer be placed on the site, as compared to the Proposed Actions analyzed in the FEIS and subsequent TM 001. A discussion of the implications of Potential City Modification 3 on the FEIS conclusions in the areas of community facilities (PS/IS schools and child care), open space, historic and cultural resources, transportation, air quality, noise, and construction is provided below.

Community Facilities

Public Elementary and Intermediate Schools

Potential City Council Modification 3 would result in 467 fewer incremental DU in CSD 19, Sub-district 2 and therefore would result in lesser impacts on CSD 19, Sub-district 2 elementary and intermediate schools, as compared to the Proposed Actions. Specifically, as presented in Table 18, CSD 19, Sub-district 2 PS and IS utilization rates would increase by 9.4 percent and 9.6 percent, respectively, under Potential City Council Modification 3, as compared to 11.2 percent and 11.4 percent, respectively, under the Proposed Actions analyzed in the FEIS. An additional 324 PS seats and 131 IS seats would be needed to mitigate the Potential City Council Modification 3 school impacts in CSD 19, Sub-district 2, as compared to the 454 PS seats and 183 IS seats needed to mitigate the impacts under the Proposed Actions, as presented in the FEIS.

Table 18: 2030 With-Action School Enrollment, Capacity, and Utilization in CSD 19, Sub-district 2 under Potential City Council Modification 3

	Students Introduced under Potential City Council Modification 3	Total With-Action Enrollment under Potential City Council Modification 3	Capacity	Available Seats under Potential City Council Modification 3	Utilization (%) under the Potential City Council Modification 3	Change in Utilization (%) from No-Action Condition to the Potential City Council Modification 3 With-Action Condition	Change in Utilization under the Proposed Actions
Elementary Schools	713	8,177	7,592	-585	107.7	+ 9.4	+ 11.2
Intermediate Schools	295	3,468	3,076	-392	112.7	+ 9.6	+ 11.4

In addition, as Potential City Council Modification 3 would not affect any of the projected development sites located in CSD 19, Sub-district 1 or CSD 23, Sub-districts 1 and 2, Potential City Council Modification 3 would similarly not result in significant adverse impacts on PS or IS schools in these sub-districts in the 2030 With-Action condition. However, as under the Proposed Actions, Potential City Council Modification 3 could result in significant adverse temporary elementary school impacts in CSD 19, Sub-district 1 prior to the anticipated 2023(Q3) completion of the 1,000-seat PS/IS school on projected development site 66.

Child Care Services

In terms of child care services, Potential City Council Modification 3 would generate 74 fewer incremental children eligible for publicly-funded child care services, and therefore would result in lesser impacts on area child care facilities, as compared to the Proposed Actions as analyzed in the FEIS and subsequent TM 001. Specifically, as presented in Table 19, under Potential City Council Modification 3, the study area child care facility utilization rate would increase by 9.4 percentage points (to 102.2 percent), as compared to an increase of 10.6 percentage points (to 103.4 percent) under the Proposed Actions. To mitigate the lesser child care facility impact that would occur under Potential City Council Modification 3, 129 additional child care slots would have to be provided, as compared to the 203 slots needed under the Proposed Actions.

Table 19: Comparison of Budget Capacity, Enrollment, Available Slots, and Utilization for the 2030 Future No-Action, Proposed Actions, and Potential City Council Modification 3 Conditions

	Budget Capacity	Enrollment	Available Slots	Utilization (%)
2030 No-Action Condition	5,942	5,515	427	92.8
Proposed Actions Increment	0	630	-630	+10.6
2030 Proposed Actions With-Action Condition	5,942	6,145	-203	103.4
Potential City Council Modification 3 Increment	0	556	-556	+9.4
2030 Potential City Council Modification 3 With-Action Condition	5,942	6,071	-129	102.2

Open Space

As under the Proposed Actions, Potential City Council Modification 3 would result in significant adverse indirect impacts on open space resources in the ½-mile residential study area, with slightly lesser impacts under Potential City Council Modification 3. As presented in Table 20, Potential City Council Modification 3 would reduce the residential study area total, passive, and active open space ratios by 7.82, 7.89, and 8.06 percent, respectively, as compared to 8.47, 8.22, and 8.39 percent reductions in the total, passive, and active open space ratios, respectively, under the Proposed Actions. To fully mitigate the residential study area open space impact under Potential City Council Modification 3, approximately 4.11 acres of additional open space would have to be provided, as compared to 4.93 acres of additional open space needed to fully mitigate the significant adverse impact under the Proposed Actions.

Table 20: Comparison of Residential Study Area Open Space Ratios – 2030 Future No-Action, Proposed Actions, and Potential City Council Modification 3 Conditions

	Open Space Ratios per 1,000		Percent Change (%)	
	No-Action	Potential City Council Modification 3 With-Action	Future No-Action to Future With-Action under Potential City Council Modification 3	Future No-Action to Future With-Action under Proposed Actions
Total – Residents	0.614	0.566	-7.82	-8.47
Passive – Residents	0.304	0.280	-7.89	-8.22
Active - Residents	0.310	0.285	-8.06	-8.39

Shadows

Potential City Council Modification 3 would eliminate projected development site 46 and, therefore, would no longer result in incremental shadows being cast from this site. As a result, Potential City Council Modification 3 would reduce the incremental shadow coverage and/or duration at the Shield of Faith community garden, as compared to the Proposed Actions. As Potential City Council Modification 3 would not eliminate or modify any of the sites in proximity to the NYCL- and S/NR-eligible Holy Trinity Russian Orthodox Church, beyond the reductions resulting from the approved ZQA modifications (see Section "C" above), Potential City Council Modification 3 would not alter the conclusions presented in the FEIS, or in Section "C" above, and an unmitigated significant adverse shadow impact would occur at the Holy Trinity Russian Orthodox Church, as under the Proposed Actions.

Historic and Cultural Resource

Implementation of Potential City Council Modification 3 would not alter the conclusions of the historic and cultural resources assessment presented in the FEIS. As under the Proposed Actions, Potential City Council Modification 3 could result in significant adverse impact on historic resources, including direct impact on the S/NR- and NYCL-eligible Empire State Dairy Building, and inadvertent construction-related impacts on 12 NYCL- and/or S/NR-eligible historic resources.

Transportation

Under Potential City Council Modification 3 there would be fewer action-generated vehicle, transit, and pedestrian trips and less demand for on- and off-street public parking compared to the Proposed Actions. Based on the trip generation assumptions detailed in Chapter 13, "Transportation," of the FEIS, this potential modification would generate approximately 652, 1,454, 1,204, and 1,390 fewer incremental person trips in the weekday AM, midday, and PM and Saturday midday peak hours, respectively (see Table 21). Depending on the peak hour, this would represent an approximately 7.6 percent to 11.3 percent decrease in total incremental person trips compared to the Proposed Actions.

Traffic

As presented in Table 22, compared to the Proposed Actions, Potential City Council Modification 3 would generate approximately 84, 85, 117, and 108 fewer incremental vehicle trips during the weekday AM, midday, and PM and Saturday midday peak hours, respectively. Depending on the peak hour, this would represent a decrease of approximately 5.7 percent to 10.5 percent in total incremental vehicle trips compared to the Proposed Actions. This net incremental decrease in vehicle trips would be concentrated in Cluster 4[3] (see Table 23), especially along Atlantic, Liberty, and Montauk Avenues, which are the primary corridors providing access to site 46. With fewer peak hour vehicle trips, it is anticipated that Potential City Council Modification 3 would possibly result in fewer significant adverse traffic impacts than the Proposed Actions, especially along these corridors.

[3] For travel demand forecasting and trip assignment purposes the projected development sites were grouped into a total of ten "clusters" and five outlier sites in the FEIS based on roadway network characteristics and likely travel routes.

Table 21: Comparison of Incremental Peak Hour Person Trips by Mode— Proposed Actions vs. Potential City Council Modification 3

Scenario	Auto	Taxi	Subway/ Railroad	Bus	School Bus	Walk/ Other	Total
Weekday AM							
Proposed Actions	1,370	0	3,313	1,002	482	2,415	8,582
Potential Modification 3	1,285	-4	3,080	920	482	2,167	7,930
Difference	***-85***	***-4***	***-233***	***-82***	***0***	***-248***	***-652***
Weekday Midday							
Proposed Actions	1,315	109	2,263	1,272	0	8,543	13,502
Potential Modification 3	1,222	90	2,108	1,168	0	7,460	12,048
Difference	***-93***	***-19***	***-155***	***-104***	***0***	***-1,083***	***-1,454***
Weekday PM							
Proposed Actions	1,873	61	3,996	1,451	0	4,801	12,182
Potential Modification 3	1,758	46	3,725	1,339	0	4,110	10,978
Difference	***-115***	***-15***	***-271***	***-112***	***0***	***-691***	***-1,204***
Saturday Midday							
Proposed Actions	1,700	88	3,500	1,356	0	5,672	12,316
Potential Modification 3	1,586	66	3,253	1,239	0	4,782	10,926
Difference	***-114***	***-22***	***-247***	***-117***	***0***	***-890***	***-1,390***

Notes:
Potential City Council Modification 3 increment reflects modification to projected development site 80 in the No-Action scenario as per TM 001.

Table 22: Comparison of Incremental Peak Hour Vehicle Trips by Mode— Proposed Actions vs. Potential City Council Modification 3

Scenario	Auto	Taxi	School Bus	Truck	Total
Weekday AM					
Proposed Actions	1,387	4	34	56	1,481
Potential Modification 3	1,313	-2	34	52	1,397
Difference	***-74***	***-6***	***0***	***-4***	***-84***
Weekday Midday					
Proposed Actions	742	106	0	80	928
Potential Modification 3	687	82	0	74	843
Difference	***-55***	***-24***	***0***	***-6***	***-85***
Weekday PM					
Proposed Actions	1,607	76	0	8	1,691
Potential Modification 3	1,512	54	0	8	-1,574
Difference	***-95***	***-22***	***0***	***0***	***-117***
Saturday Midday					
Proposed Actions	932	92	0	6	1,030
Potential Modification 3	858	60	0	4	922
Difference	***-74***	***-32***	***0***	***-2***	***-108***

Notes:
Potential City Council Modification 3 increment reflects modification to projected development site 80 in the
No-Action scenario as per TM 001.

Table 23: Comparison of Incremental Peak Hour Vehicle Trips by Cluster—Proposed Actions vs. Potential City Council Modification 3

Scenario	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
Cluster 4				
Proposed Actions	148	203	266	186
Potential Modification 3A	70	118	154	79
Difference	***-78***	***-85***	***-112***	***-107***

As Potential City Council Modification 3 would result in fewer vehicle trips in each analyzed peak hour, the mitigation measures recommended in the FEIS for the Proposed Actions' significant adverse traffic impacts would remain effective at mitigating traffic impacts under this potential modification. Based on the reduction in peak hour vehicle trips, some of the unmitigated significant adverse traffic impacts at 16 intersections identified in the FEIS could potentially be mitigated under Potential City Council Modification 3, including an unmitigated PM peak hour impact in proximity to site 46 at the intersection of Pitkin Avenue and Elton Street.

Transit

As presented in Table 21, Potential City Council Modification 3 would generate 233 and 271 fewer incremental subway trips during the weekday AM and PM peak hours, respectively, than would the Proposed Actions. As with the Proposed Actions, incremental subway trips generated under this potential modification would not result in significant adverse subway station or subway line haul impacts in either the weekday AM or PM peak hour.

Weekday AM and PM peak hour incremental bus trips would total 920 and 1,339 under Potential City Council Modification 3, compared to 1,002 and 1,451 trips under the Proposed Actions. Although there would be 82 and 112 fewer bus trips during the weekday AM and PM peak hours, respectively, under Potential City Council Modification 3, this potential modification, like the Proposed Actions, would likely result in a significant adverse bus impact to westbound Q8 service in the PM peak hour. The mitigation measure recommended for the Proposed Actions' PM peak hour impact to westbound Q8 service in the FEIS—increasing the number of westbound peak hour buses from nine to ten—would remain effective at mitigating this impact under Potential City Council Modification 3.

Pedestrians

Potential City Council Modification 3 is expected to generate 6,217, 10,799, and 9,250 incremental pedestrian trips (including walk-only trips and trips to/from area transit services and public parking facilities) in the weekday AM, midday, and PM peak hours, respectively. This represents a decrease of 1.1 percent to 10.4 percent in each peak hour compared to the 6,780, 12,141, and 10,324 incremental pedestrian trips that would be generated during these same periods, respectively, under the Proposed Actions.

As discussed in the FEIS, incremental pedestrian demand from the Proposed Actions is expected to result in significant adverse impacts to four pedestrian elements—two sidewalks, one corner area, and one crosswalk. Potential City Council Modification 3 would eliminate projected development site 46 from the RWCDS. As this site is adjacent to one of the significantly impacted pedestrian elements—the northeast

corner area at Liberty Avenue and Berriman Street—the Proposed Actions' AM peak hour impact to this corner area would likely not occur under this potential modification. Projected development site 46 would not account for an appreciable amount of the incremental demand at the remaining impacted pedestrian elements, and therefore the Proposed Actions' significant adverse pedestrian impacts to these elements are also expected to occur under this potential modification. The pedestrian mitigation measures recommended for these impacts in the FEIS—widening one sidewalk in conjunction with adjacent development, a signal timing change to provide additional pedestrian crossing time at one intersection, and the removal of an existing tree pit—would remain effective at mitigating these impacts under Potential City Council Modification 3.

Parking

As projected development site 46 would not be included in the RWCDS under Potential City Council Modification 3, there would be less incremental parking demand under this potential modification than under the Proposed Actions. As the Proposed Actions would not result in any significant adverse impacts to on- or off-street parking conditions in any analysis period, and as Potential City Council Modification 3 would generate less incremental parking demand than the Proposed Actions, this potential modification is not expected to result in any significant adverse parking impacts.

Air Quality

As projected development site 46 would not be included in the RWCDS under Potential City Council Modification 3, there would be fewer incremental vehicle trips generated compared to the Proposed Actions. Therefore, the traffic mitigation measures recommended in the FEIS for the Proposed Actions at the intersection of Atlantic Avenue and Logan Street would remain effective at mitigating the air quality impact under this potential modification. With the elimination of projected development site 46, three development sites would not require an (E) designation for fossil fuel-fired heat and hot water systems as compared with the Proposed Actions (projected development sites 43 and 55 and potential development site A90). In addition, as projected development site 46 would be removed from the RWCDS under Potential City Council Modification 3, an air quality (E) designation would no longer be placed on the site, as compared to the Proposed Actions analyzed in the FEIS and subsequent TM 001.

Noise

Implementation of Potential City Council Modification 3 would not alter the conclusions of the noise assessment presented in the FEIS. Potential City Council Modification 3, which would include no or reduced development at projected development site 46, would result in a comparable or lower level project-generated traffic, and consequently would result in a comparable or lower level of project-generated mobile source noise. Consequently, as with the Proposed Actions, Potential City Council Modification 3 would result in changes in noise levels that would be considered imperceptible to barely perceptible and not significant according to *CEQR Technical Manual* impact criteria at all analyzed noise receptors sites except site 10. At site 10, traffic associated with the school on projected development site 66 would result in significant adverse impacts during the AM peak hour. The window/wall attenuation requirements established for the Proposed Actions to be implemented by noise (E) designations or comparable measures, would be required with this potential modification, except at projected development site 46 if development at that site is eliminated under Potential City Council Modification 3. As with the Proposed Actions, for development under Potential City Council Modification 3, it is assumed that building mechanical systems (i.e., HVAC systems) for all buildings associated with the Proposed

Actions would be designed to meet all applicable noise regulations (i.e., Subchapter 5, §24-227 of the New York City Noise Control Code, the New York City Department of Buildings Code) and to avoid producing levels that would result in any significant increase in ambient noise levels.

Construction

Under Potential City Council Modification 3, construction activities similar to what has been described in the FEIS would occur in the rezoning area under the reasonable worst-case conceptual construction schedule, with the exception of projected development site 46, which would not be developed under this modification.

The average number of daily construction workers under Potential City Council Modification 3 would decrease from approximately 364 per day (as presented in the FEIS) to approximately 353 per day. However, the peak number of daily construction workers would remain the same at approximately 1,048 per day. For truck trips, the average number of daily construction truck trips under Potential City Council Modification 3 would decrease from approximately 56 per day (as presented in the FEIS) to approximately 51 per day. However, the peak number of daily construction workers would remain the same at approximately 147 per day.

Potential City Council Modification 3 would result in similar increases in air pollutant emissions and noise levels that would be associated with the construction under the Proposed Actions presented in the FEIS. However, since projected development site 46 would not be developed under Potential City Council Modification 3, the number of locations where noise increases exceed CEQR criteria for two or more consecutive years would be reduce from 31 analyzed receptor locations identified in the FEIS to five locations under Potential City Council Modification 3 (See Table 24). Potential City Council Modification 3 would still have the potential to result in significant adverse construction noise impacts similar to those described in the FEIS at these five locations associated with the construction of projected development sites 66 and 67. As under the Proposed Actions, there are no practical or feasible mitigation measures that would fully mitigate the significant adverse construction noise impacts at these locations.

Table 24: Locations Where Noise Increases Exceed CEQR Criteria for Two or More Consecutive Years

Building/Location	Associated Land Use	Total Stories	Façade	Associated Receptor(s)	Impacted Floor(s)	Range of Increase(s) in dBA*	Impact Duration (year)	Associated Development Site(s)
229 Richmond Street	Residential	3	East	A014	2	5.6-13.9	January 2016 to July 2021	66 and 67
223 Richmond Street	Residential	3	East	A015	1 to 2	5.6-14.0	January 2016 to July 2021	66 and 67
241 Euclid Avenue	Residential	3	South	A020	1	3.1-7.7	January 2016 to July 2021	66 and 67
148 Pine Street	Residential	3	West	A086	1	5.7-15.0	January 2016 to July 2021	66 and 67
116 Pine Street	Residential	2	West	A087	1	5.5-11.1	January 2016 to July 2021	66 and 67

4. Modification to the Proposed Zoning Map Amendment to Change the Proposed Zoning Along Portions of Fulton Street from R6A/C2-4 Under the Current Proposed Actions to R6B/C2-4.

Description of the Potential Modification

Along portions of Fulton Street, the City Council is considering changing the proposed zoning from R6A/C2-4 to R6B/C2-4 to decrease the allowable height and density in select locations along the narrow corridor ("Potential City Council Modification 4"). As presented in Figure 1, under Potential City Council

Modification 4, portions of Fulton Street between (1) Hendrix and Barbey Streets; (2) Jerome and Cleveland Streets; (3) Shephard Avenue and Logan Street; and (4) Force Tube and Euclid Avenues would be zoned R6B/C2-4; the proposed R6A/C2-4 zoning would remain along the remainder of the corridor.

Four potential development sites identified in the FEIS are within the area affected by this potential modification; no projected development sites would be affected by this modification. The affected sites would include potential development site A30 (Block 3935, Lots 43, 44, and 142), potential development site A33 (Block 3952, Lots 20-22), potential development site A78 (Block 3960, Lot 21), and potential development site A95 (Block 4128, Lot 66). Of these, under Potential City Council Modification 4, potential development site A33 would be eliminated, and only a portion (Block 3935, Lot 44) of potential development site A30 would be considered a development site. The maximum building heights of potential development sites A78 and A95, as well as the reduced potential development site A30, would change from the 85 feet assumed in the FEIS to 55 feet.

Environmental Effects of the Potential Modification

Potential City Council Modification 4 would not affect any of the projected development sites analyzed in TM 001 and would therefore not alter the conclusions of any of the density-based analyses presented in the FEIS and subsequent TM 001. Specifically, as under the Proposed Actions, Potential City Council Modification 4 would result in the same significant adverse impacts in the areas of community facilities (PS/IS schools and child care), open space, transportation (traffic, transit, and pedestrians), air quality (mobile source), and noise (mobile source). The same measures presented in the FEIS to mitigate these identified significant adverse impact would similarly be implemented under Potential City Council Modification 4. In addition, implementation of Potential City Council Modification 4 would not alter the conclusions of the historic and cultural resources assessment presented in the FEIS. As under the Proposed Actions, Potential City Council Modification 4 could result in significant adverse impacts on historic resources, including direct impact on the S/NR- and NYCL-eligible Empire State Dairy Building, and inadvertent construction-related impacts on 12 NYCL- and/or S/NR-eligible historic resources. As under the Proposed Actions, Potential City Council Modification 4 would result in unmitigated significant adverse impacts in the areas of child care services, open space, historic and cultural resources, transportation, noise, and construction. As under the Proposed Actions, Potential City Council Modification 4 would not result in significant adverse impacts in the areas of land use, socioeconomic conditions, libraries, high schools, urban design and visual resources, hazardous materials, water and sewer infrastructure, solid waste and sanitation services, energy, greenhouse gas emissions, public health, and neighborhood character.

(E) Designations

As potential development site A33 would be removed from the RWCDS under Potential City Council Modification 4, a hazardous materials and noise (E) designation would no longer be placed on this site, as compared to the Proposed Actions analyzed in the FEIS and subsequent TM 001. As potential development site A30 would comprise only Block 3935, Lot 44, a hazardous materials and noise (E) designation would no longer be placed on Block 3935, Lots 43 and 142 under Potential City Council Modification 4. Compared with the Proposed Actions, there would be no changes with respect to the required (E) designations for fossil fuel-fired heat and hot water systems for development sites under Potential City Council Modification 4.

Shadows

Potential City Council Modification 4 would eliminate potential development site A33, as well as reduce the footprint of potential development site A30 and the maximum building height of potential development sites A30, A78, and A95. As a result, incremental shadows cast by these sites would be reduced, as compared to the Proposed Actions. The reduction in the shadows cast by these sites would not affect the incremental shadow coverage or duration cast on study area sunlight-sensitive resources, and, therefore, would not alter the conclusions presented in the FEIS. As Potential City Council Modification 4 would not eliminate or modify any of the sites in proximity to the NYCL- and S/NR-eligible Holy Trinity Russian Orthodox Church, beyond the reductions resulting from the approved ZQA modifications (see Section "C" above), Potential City Council Modification 4 would not alter the conclusions presented in the FEIS, or in Section "C" above, and an unmitigated significant adverse shadow impact would occur at the Holy Trinity Russian Orthodox Church, as under the Proposed Actions.

5. Modification to the Proposed Zoning Map Amendment to Change the Proposed Zoning in Portions of the Affected Area within Ocean Hill from R7D and R7D/C2-4 Under the Current Proposed Actions to R6A and R6A/C2-4.

Description of the Potential Modification

The City Council is also currently contemplating modifying the zoning proposed along two blocks of the Ocean Hill section of the rezoning area ("Potential City Council Modification 5") from R7D and R7D/C2-4 under the Proposed Actions to R6A and R6A/C2-4. The affected area includes two blocks bounded by Mother Gaston Boulevard to the west, Somers Street to the north, Sackman Street to the east, and Truxton Street to the south (see Figure 1). R7D districts allow medium-density apartment buildings at a maximum FAR of 4.2 for community facility uses and (under the MIH program) up to 5.6 FAR of residential floor area. Under the Approved ZQA modifications, the maximum building heights in R7D districts for developments utilizing the Inclusionary Housing Program is 115 feet, setback above a maximum base height of 95 feet. In comparison R6A districts allow community facility uses up to 3.0 FAR and up to 3.6 FAR of residential floor area under the MIH program. Pursuant to the Approved ZQA modifications, for developments in R6A districts utilizing the Inclusionary Housing Program, the maximum permitted building height is 80 feet, setback above a base height of 60 feet. This modification is intended to reduce the allowable density and height of new development along narrow streets in an area with a predominantly low-rise residential character.

One potential development sites identified in the FEIS is within the area affected by this potential modification: potential development site A6 (Block 1543, Lot 1). Under Potential Modification 5 potential development site A6 could be developed with a 55,770 sf mixed-use building with a maximum building height of 85 feet; this compares to an 81,120 sf mixed-use development with a maximum building height of 125 feet analyzed in the FEIS.

Environmental Effects of the Potential Modification

Potential City Council Modification 5 would not affect any of the projected development sites analyzed in the FEIS or TM 001 and would therefore not alter the conclusions of any of the density-based analyses presented in the FEIS and subsequent TM 001. Specifically, as under the Proposed Actions, Potential City Council Modification 5 would result in the same significant adverse impacts in the areas of community

facilities (PS/IS schools and child care), open space, transportation (traffic, transit, and pedestrians), air quality (mobile source), and noise (mobile source). The same measures presented in the FEIS to mitigate these identified significant adverse impact would similarly be implemented under Potential City Council Modification 5. In addition, implementation of Potential City Council Modification 5 would not alter the conclusions of the historic and cultural resources assessment presented in the FEIS. As under the Proposed Actions, Potential City Council Modification 5 could result in significant adverse impacts on historic resources, including direct impact on the S/NR- and NYCL-eligible Empire State Dairy Building, and inadvertent construction-related impacts on 12 NYCL- and/or S/NR-eligible historic resources. As under the Proposed Actions, Potential City Council Modification 5 would result in unmitigated significant adverse impacts in the areas of child care services, open space, historic and cultural resources, transportation, noise, and construction. As under the Proposed Actions, Potential City Council Modification 5 would not result in significant adverse impacts in the areas of land use, socioeconomic conditions, libraries, high schools, urban design and visual resources, hazardous materials, water and sewer infrastructure, solid waste and sanitation services, energy, greenhouse gas emissions, public health, and neighborhood character.

(E) Designations

With implementation of Potential City Council Modification 5, no changes to the (E) designations outlined in the FEIS would be needed. As under the Proposed Actions, hazardous materials and noise (E) designations would be assigned to potential development site A6. Potential development site A6 would have a reduced development potential and height as compared to the development site analyzed in the FEIS. As under the Proposed Actions, an air quality assessment for this site did not find a need to restrict its fossil fuel-fired heat and hot water systems under Potential City Council Modification 5; therefore, similar to the Proposed Actions, an (E) designation for air quality would not be required for potential development site A6.

Shadows

Potential City Council Modification 5 would reduce the maximum building height of potential development site A6. As a result, Potential City Council Modification 5 would reduce the incremental shadow coverage and/or duration at the Fulton Street and Eastern Parkway Greenstreet and the Eastern Parkway Greenstreet between Bushwick Avenue and Prospect Place. As Potential City Council Modification 5 would not eliminate or modify any of the sites in proximity to the NYCL- and S/NR-eligible Holy Trinity Russian Orthodox Church, beyond the reductions resulting from the approved ZQA modifications (see Section "C" above), Potential City Council Modification 5 would not alter the conclusions presented in the FEIS, or in Section "C" above, and an unmitigated significant adverse shadow impact would occur at the Holy Trinity Russian Orthodox Church, as under the Proposed Actions.

6. Modification to the Proposed Zoning Map Amendment to Change the Proposed Zoning on portions of two blocks on Liberty Avenue at Wyona Avenue from M1-4/R6A Under the Current Proposed Actions to M1-4.

Description of the Potential Modification

The City Council is currently contemplating changing the proposed zoning on portions of two blocks fronting Liberty Avenue between Vermont and Bradford Streets from M1-4/R6A under the Proposed

Actions to M1-4 ("Potential City Council Modification 6"). Specifically, under Potential City Council Modification 6, M1-4 districts would be mapped along (1) the Liberty Avenue frontage of the block bounded by Vermont and Wyona Streets and Atlantic and Liberty Avenues to a depth of 175 feet; and (2) the Liberty Avenue frontage of the block bounded by Wyona and Bradford Streets to a depth of 150 to 200 feet (see Figure 1). This modification is intended to better reflect the existing industrial uses on these sites.

Two potential development sites identified in the FEIS are within the area affected by this potential modification. Potential development site A26 (Block 3707, Lots 7, 15, and 16) consists of three separate lots each under separate ownership and leases. Potential development site A59 (Block 3689, Lot 1) is a large single-story full lot coverage plumbing supply store. These active light-industrial businesses are developed with significant structures making the cost of redevelopment and relocation prohibitive under the Potential City Council Modification. Therefore, the change to M1-4 is unlikely to induce redevelopment of sites A26 and A59 and under Potential Modification 6, both sites would be eliminated from the RWCDS because these sites would no longer be meet the RWCDS criteria set forth in the FEIS.

Environmental Effects of the Potential Modification

Potential City Council Modification 6 would not affect the RWCDS analyzed in TM 001 and would therefore not alter the conclusions of any of the density-based analyses presented in the FEIS and subsequent TM 001. Specifically, as under the Proposed Actions, Potential City Council Modification 6 would result in significant adverse impacts in the areas of community facilities (PS/IS schools and child care), open space, transportation (traffic, transit, and pedestrians), air quality (mobile source), and noise (mobile source). The same measures presented in the FEIS to mitigate these identified significant adverse impact would similarly be implemented under Potential City Council Modification 6. In addition, implementation of Potential City Council Modification 6 would not alter the conclusions of the historic and cultural resources assessment presented in the FEIS. As under the Proposed Actions, Potential City Council Modification 6 could result in significant adverse impacts on historic resources, including direct impact on the S/NR- and NYCL-eligible Empire State Dairy Building, and inadvertent construction-related impacts on 12 NYCL- and/or S/NR-eligible historic resources. As under the Proposed Actions, Potential City Council Modification 6 would result in unmitigated significant adverse impacts in the areas of child care services, open space, historic and cultural resources, transportation, noise, and construction. As under the Proposed Actions, Potential City Council Modification 6 would not result in significant adverse impacts in the areas of land use, socioeconomic conditions, libraries, high schools, urban design and visual resources, hazardous materials, water and sewer infrastructure, solid waste and sanitation services, energy, greenhouse gas emissions, public health, and neighborhood character.

(E) Designations

As potential development sites A26 and A59 would be removed from the RWCDS under Potential City Council Modification 6, hazardous materials, air quality, and noise (E) designations would no longer be placed on the sites, as compared to the Proposed Actions analyzed in the FEIS and subsequent TM 001. In addition, in the analysis presented in the FEIS, projected development site 15 was identified as requiring an (E) designation for air quality to avoid a significant adverse impact on potential development site A59. With the elimination of potential development site A59, projected development site 15 would not require an air quality (E) designation for fossil fuel-fired heat and hot water systems, as compared with the Proposed Actions. In addition, the air quality (E) designation that would be assigned to projected development site 15 under the Proposed Actions would no longer be warranted under Potential City

Council Modification 6. Compared with the Proposed Actions, there would be no other changes with respect to the required (E) designations for fossil fuel-fired heat and hot water systems for development sites under Potential City Council Modification 6.

Shadows

Potential City Council Modification 6 would eliminate potential development sites A26 and A59. As a result, Potential City Council Modification 6 would eliminate the incremental shadows cast from these sites; however, the elimination of these sites would not affect any of the shadow durations or coverage areas presented in the FEIS. As Potential City Council Modification 6 would not eliminate or modify any of the sites in proximity to the NYCL- and S/NR-eligible Holy Trinity Russian Orthodox Church, beyond the reductions resulting from the approved ZQA modifications (see Section "C" above), Potential City Council Modification 6 would not alter the conclusions presented in the FEIS, or in Section "C" above, and an unmitigated significant adverse shadow impact would occur at the Holy Trinity Russian Orthodox Church, as under the Proposed Actions.

7. Modification to the Proposed Zoning Map Amendment to Change the Proposed Zoning at the southeast corner of Pennsylvania and Atlantic Avenues from C4-4D Under the Current Proposed Actions to C4-4.

Description of the Potential Modification

Under the current Proposed Actions, the northern portion of Block 3687 would be rezoned from C8-2 to C4-4D. A medical facility is currently under construction within a portion of the block to be rezoned (Lots 12 and 112/projected development site 13). The medical facility is in compliance with the existing C8-2 zoning district regulations, specifically the sky exposure plain provisions which allow the development to set back from the street, but would not comply with the proposed C4-4D zoning, which requires a contextual zoning envelope including a strict street wall. The site owners have expressed a desire to ensure that the building, as planned, can move forward and remain in compliance with zoning requirements. To ensure the building's future compliance, while still allowing residential uses, the City Council is proposing modifying the zoning proposed for a portion of Block 3687 (Lots 5, 6, 12, and 112) from the C4-4D analyzed in the FEIS and subsequent TM 001 to C4-4 (refer to Figure 1). C4-4 districts are similar to C4-4D districts in that they allow residential, commercial and community facility uses albeit at a lower density (R7 equivalency). However, C4-4 districts allow the building envelope to be regulated by either sky exposure plain, the same way the C8-2 district does, or through contextual Quality Housing regulations. Therefore, the C4-4 zoning district would allow for the owners intended construction of a medical office facility to proceed and would also allow for new residential development, as contemplated under the Proposed Actions.

While Potential City Council Modification 7 would allow for the redevelopment of the site with a medical office facility (as currently contemplated by the site owners), the potential still exists for the remaining portion of the site to be redeveloped with a new commercial building for a total of 50,000 sf of office uses and 34,260 sf of retail uses, as currently projected by the RWCDS in the FEIS. As such, Potential City Council Modification 5 would not alter the RWCDS assumed for projected development site 13. Potential Modification 7 would alter the zoning of potential development sites A18 and A70 as these sites are assumed to be redeveloped using the contextual Quality Housing regulation. The C4-4 district residential equivalent is R7, which has optional Quality Housing regulations that allow a maximum height of 95 feet.

Therefore, as a result, the maximum building heights and development programs for these two potential sites would be reduced from the RWCDS assumed in the FEIS.

Environmental Effects of the Potential Modification

Potential City Council Modification 7 would not affect the projected development sites analyzed in the FEIS or TM 001 and would therefore not alter the conclusions of any of the density-based or site specific-analyses presented in the FEIS and subsequent TM 001. Specifically, as under the Proposed Actions, Potential City Council Modification 7 would result in significant adverse impacts in the areas of community facilities (PS/IS schools and child care), open space, transportation (traffic, transit, and pedestrians), air quality (mobile source), and noise (mobile source). The same measures presented in the FEIS to mitigate these identified significant adverse impact would similarly be implemented under Potential City Council Modification 7. In addition, implementation of Potential City Council Modification 7 would not alter the conclusions of the historic and cultural resources assessment presented in the FEIS. As under the Proposed Actions, Potential City Council Modification 8 could result in significant adverse impacts on historic resources, including direct impact on the S/NR- and NYCL-eligible Empire State Dairy Building, and inadvertent construction-related impacts on 12 NYCL- and/or S/NR-eligible historic resources. As under the Proposed Actions, Potential City Council Modification 7 would result in unmitigated significant adverse impacts in the areas of child care services, open space, historic and cultural resources, transportation, noise, and construction. As under the Proposed Actions, Potential City Council Modification 7 would not result in significant adverse impacts in the areas of land use, socioeconomic conditions, libraries, high schools, urban design and visual resources, hazardous materials, water and sewer infrastructure, solid waste and sanitation services, energy, greenhouse gas emissions, public health, and neighborhood character.

(E) Designations

Under the Potential City Council Modification 7, potential development site A70 would require a minimum stack location restriction (in addition to the fuel restriction for this site under the Proposed Actions). Compared with the Proposed Actions, there would be no other changes with respect to the required (E) designations for fossil fuel-fired heat and hot water systems for development sites under Potential City Council Modification 7.

Shadows

Potential City Council Modification 7 would maximum heights of potential development sites A18 and A70 from the 145 feet analyzed in the FEIS to 105 feet. As a result, Potential City Council Modification 7 would eliminate the incremental shadows cast from these sites; however, the reduction in the maximum shadow radii of these sites would not affect any of the shadow durations or coverage areas presented in the FEIS. As Potential City Council Modification 7 would not eliminate or modify any of the sites in proximity to the NYCL- and S/NR-eligible Holy Trinity Russian Orthodox Church, beyond the reductions resulting from the approved ZQA modifications (see Section “C” above), Potential City Council Modification 7 would not alter the conclusions presented in the FEIS, or in Section “C” above, and an unmitigated significant adverse shadow impact would occur at the Holy Trinity Russian Orthodox Church, as under the Proposed Actions.

8. Cumulative Effects of the Potential City Council Modifications

Potential City Council Modifications 1-7 would, cumulatively, alter the RWCDS assumptions of 16 development sites identified in the FEIS, including four projected development sites[4] (sites 18, 19, 46, and 79) and 12 potential development sites (sites A6, A17, A18, A24, A26, A30, A33, A59, A70, A78, A95, and A105). With the elimination of projected development sites 18, 19, and 46 from the RWCDS and reduction in density projected on development site 79, under the combined Potential City Council Modifications, the With-Action increment would include 599 fewer incremental residential units (including 482 fewer affordable DU), 80,446 sf less commercial floor area, and 21,981 sf less community facility floor area, as compared to the RWCDS With-Action increment analyzed in TM 001 (refer to Table 25).

Table 25: Comparison of FEIS, TM 001, and Combined Potential City Council Modifications' RWCDS With-Action Increments (Projected Development Sites)

Land Use	FEIS With-Action Increment	TM 001 With-Action Increment[1]	Potential City Council Modifications 1-7 With-Action Increment	Difference between TM 001 and Potential City Council Modifications 1-7 With-Action Increments
Residential				
Market-Rate Residential	+ 2,954 DU	+ 2,954 DU	+ 2,837 DU	- 117 DU
Affordable Residential	+ 3,538 DU	+ 3,538 DU	+ 3,056 DU	- 482 DU
Total Residential DU	*+ 6,492 DU*	*+ 6,492 DU*	*+ 5,893 DU*	*- 599 DU*
Commercial				
Local Retail	+ 681,436 sf	+ 681,436 sf	+ 613,436 sf	- 68,000 sf
FRESH Supermarket	+ 20,000 sf	+ 20,000 sf	0 sf	- 20,000 sf
Restaurant	+ 51,400 sf	+ 51,400 sf	+ 51,400 sf	-
Auto-Related	- 128,365 sf	- 128,365 sf	- 128,365 sf	-
Hotel	- 167,551 sf	- 167,551 sf	- 167,551 sf	-
Office	+ 132,695 sf	+ 134,423 sf	+ 141,977 sf	+ 7,554 sf
Warehouse/Storage	- 76,225 sf	- 76,225 sf	- 76,225 sf	-
Total Commercial SF	*+ 513,390 sf*	*+ 515,118 sf*	*+ 434,672 sf*	*- 80,446 sf*
Other Uses				
Industrial	- 27,035 sf	- 35,535 sf	- 35,535 sf	-
Community Facility	+ 457,870 sf	+ 457,870 sf	+ 435,890 sf	- 21,981 sf

Notes:

[1] TM 001 With-Action increment reflects modification to projected development site 80 No-Action scenario.

Environmental Effects of the Potential Modification

Combined, Potential City Council Modifications 1-7 would result in development at a lower overall density, with fewer development sites, as compared to the Proposed Actions, and therefore has the potential to alter the conclusions presented in the FEIS and subsequent TM 001. The Potential City Council Modifications would result in less incremental development than under the Proposed Actions, as analyzed in the FEIS and TM 001 and is therefore similarly not expected to result in significant adverse impacts in the areas of land use, socioeconomic conditions, libraries, high schools, urban design and visual resources,

[4] While Potential City Council Modification 7 would alter the zoning of projected development site 13, this potential modification would not affect the RWCDS for this site in the FEIS and subsequent TM 001.

hazardous materials, water and sewer infrastructure, solid waste and sanitation services, energy, greenhouse gas emissions, public health, or neighborhood character. As projected development sites 18, 19, and 46, as well as potential development sites A17, A24, A33, and A59, would be removed from the RWCDS under the seven Potential City Council Modifications, a hazardous materials (E) designation would no longer be placed on these seven sites, as compared to the Proposed Actions analyzed in FEIS and subsequent TM 001. As potential development site A30 would comprise only Block 3935, Lot 44 with implementation of the Potential City Council Modifications, a hazardous materials (E) designation would no longer be placed on Block 3935, Lots 43 and 142. The noise (E) designation that would be assigned to projected development sites 19 and 46, as well as potential development site A17 and A33, and the air quality (E) designation that would be assigned to projected development sites 18 and 46, as well as potential development site A24, under the Proposed Actions would no longer be warranted under the Potential City Council Modifications. In addition, with the reduction of the lots comprising potential development site A30 under the Potential City Council Modifications, the noise (E) designation would no longer be placed on Block 3935, Lots 43 and 142. A discussion of the implications of Potential City Modifications 1-7, cumulatively, on the FEIS conclusions in the areas of community facilities (PS/IS schools and child care), open space, historic and cultural resources, transportation, air quality, noise, and construction is provided below. The proposed (E) designations in accordance with the FEIS and subsequent Technical Memoranda (TM 001 and TM 002) are presented in Appendix A.

Community Facilities

Elementary and Intermediate Schools

With implementation of Potential City Council Modifications 1-7, 599 fewer incremental DU would be developed in CSD 19, Sub-district 2 and therefore, lesser impacts on CSD 19, Sub-district 2 elementary and intermediate schools would result, as compared to the Proposed Actions. Specifically, as presented in Table 26, CSD 19, Sub-district 2 PS and IS utilization rates would increase by 8.9 percent and 9.1 percent, respectively, under the combined Potential City Council Modifications, as compared to 11.2 percent and 11.4 percent, respectively, under the Proposed Actions analyzed in the FEIS. An additional 287 PS seats and 116 IS seats would be needed to mitigate the Potential City Council Modifications 1-7 school impacts in CSD 19, Sub-district 2, as compared to the 454 PS seats and 183 IS seats needed to mitigate the impacts under the Proposed Actions, as presented in the FEIS.

Table 26: 2030 With-Action School Enrollment, Capacity, and Utilization in CSD 19, Sub-district 2 under Potential City Council Modifications 1-7

	Students Introduced under Potential City Council Modifications 1-7	Total With-Action Enrollment under Potential City Council Modifications 1-7	Capacity	Available Seats under Potential City Council Modifications 1-7	Utilization (%) under the Potential City Council Modifications 1-7	Change in Utilization (%) from No-Action Condition to the Potential City Council Modifications 1-7 With-Action Condition	Change in Utilization under the Proposed Actions
Elementary Schools	675	8,139	7,592	-547	107.2	+ 8.9	+ 11.2
Intermediate Schools	279	3,452	3,076	-376	112.2	+ 9.1	+ 11.4

In addition, as Potential City Council Modifications 1-7 would not affect any of the projected development sites located in CSD 19, Sub-district 1 or CSD 23, Sub-districts 1 and 2, Potential City Council Modification 1 would similarly not result in significant adverse impacts on PS or IS schools in these sub-districts in the 2030 With-Action condition. However, as under the Proposed Actions, implementation of the combined Potential City Council Modifications could result in significant adverse temporary elementary school impacts in CSD 19, Sub-district 1 prior to the anticipated 2023(Q3) completion of the 1,000-seat PS/IS school on projected development site 66.

Child Care Services

In terms of child care services, with implementation of Potential City Council Modifications 1-7, 86 fewer incremental children eligible for publicly-funded child care services would be generated, and therefore, lesser impacts on area child care facilities would result, as compared to the Proposed Actions as analyzed in the FEIS and subsequent TM 001. Specifically, as presented in Table 27, under the combined Potential City Council Modifications, the study area child care facility utilization rate would increase by 9.2 percentage points (to 102.0 percent), as compared to an increase of 10.6 percentage points (to 103.4 percent) under the Proposed Actions. To mitigate the lesser child care facility impact that would occur under the combined Potential City Council Modifications, 117 additional child care slots would have to be provided, as compared to the 203 slots needed under the Proposed Actions.

Table 27: Comparison of Budget Capacity, Enrollment, Available Slots, and Utilization for the 2030 Future No-Action, Proposed Actions, and Potential City Council Modifications 1-7 Conditions

	Budget Capacity	Enrollment	Available Slots	Utilization (%)
2030 No-Action Condition	5,942	5,515	427	92.8
Proposed Actions Increment	0	630	-630	+10.6
2030 Proposed Actions With-Action Condition	5,942	6,145	-203	103.4
Potential City Council Modifications 1-7 Increment	0	544	-544	+9.2
2030 Potential City Council Modifications 1-7 With-Action Condition	5,942	6,059	-117	102.0

Open Space

As under the Proposed Actions, implementation of the seven Potential City Council Modifications, combined, would result in significant adverse indirect impacts on open space resources in the ½-mile residential study area, with slightly lesser impacts under the Potential City Council Modifications. As presented in Table 28, the combined Potential City Council Modifications would reduce the residential study area total, passive, and active open space ratios by 7.65, 7.57, and 7.74 percent, respectively, as compared to reductions of 8.47, 8.22, and 8.39 percent in the total, passive, and active open space ratios under the Proposed Actions. To fully mitigate the residential study area open space impact under the seven Potential City Council Modifications, combined, approximately 3.88 acres of additional open space would have to be provided, as compared to 4.93 acres of additional open space needed to fully mitigate the significant adverse impact under the Proposed Actions.

Table 28: Comparison of Residential Study Area Open Space Ratios – 2030 Future No-Action, Proposed Actions, and Potential City Council Modifications 1-7 Conditions

	Open Space Ratios per 1,000		Percent Change (%)	
	No-Action	Potential City Council Modification 1 With-Action	Future No-Action to Future With-Action under Potential City Council Modification 1	Future No-Action to Future With-Action under Proposed Actions
Total – Residents	0.614	0.567	-7.65	-8.47
Passive – Residents	0.304	0.281	-7.57	-8.22
Active - Residents	0.310	0.286	-7.74	-8.39

Shadows

Combined, Potential City Council Modifications 1-7 would eliminate three projected development sites and five potential development sites, as well as reducing the maximum building heights of one projected development sites and eight potential development sites in the rezoning area, and, therefore, would no longer result in incremental shadows being cast from these sites. However, as the Potential City Council Modifications would not eliminate or modify any of the sites in proximity to the NYCL- and S/NR-eligible Holy Trinity Russian Orthodox Church, beyond the reductions resulting from the approved ZQA modifications (see Section "C" above), the Potential City Council Modifications would not alter the conclusions presented in the FEIS, or in Section "C" above, and an unmitigated significant adverse shadow impact would occur at the Holy Trinity Russian Orthodox Church, as under the Proposed Actions.

Historic and Cultural Resources

Implementation of the Potential City Council Modifications would not alter the conclusions of the historic and cultural resources assessment presented in the FEIS. As under the Proposed Actions, with implementation of the seven Potential City Council Modifications, significant adverse impacts on historic resources could result, including direct impact on the S/NR- and NYCL-eligible Empire State Dairy Building, and inadvertent construction-related impacts on 12 NYCL- and/or S/NR-eligible historic resources.

Transportation

The combined Potential City Council Modifications would result in fewer action-generated vehicle, transit, and pedestrian trips and less demand for on- and off-street public parking compared to the Proposed Actions. Based on the trip generation assumptions detailed in Chapter 13, "Transportation," of the FEIS, the potential modifications would generate approximately 744, 1,486, 1,304, and 1,486 fewer incremental person trips in the weekday AM, midday, and PM and Saturday midday peak hours, respectively (see Table 29). Depending on the peak hour, this would represent an approximately 8.7 percent to 12.1 percent decrease in total incremental person trips compared to the Proposed Actions.

Traffic

As presented in Table 30, compared to the Proposed Actions, the combined Potential City Council Modifications would generate approximately 102, 95, 138, and 121 fewer incremental vehicle trips during the weekday AM, midday, and PM and Saturday midday peak hours, respectively. Depending on the peak hour, this would represent a decrease of approximately 6.9 percent to 11.7 percent in total incremental vehicle trips compared to the Proposed Actions. This net incremental decrease in vehicle trips would be

concentrated in clusters 4, 6, and 10[5] (see Table 31), especially along Atlantic, Euclid, Liberty, Montauk, Pitkin, and Sheffield Avenues, which are the primary corridors providing access to sites 18, 19, 46, and 79. With fewer peak hour vehicle trips, it is anticipated that the seven Potential City Council Modifications, combined, would result in fewer significant adverse traffic impacts than the Proposed Actions, especially along these corridors.

Table 29: Comparison of Incremental Peak Hour Person Trips by Mode—
Proposed Actions vs. Potential City Council Modifications 1-7

Scenario	Auto	Taxi	Subway/ Railroad	Bus	School Bus	Walk/ Other	Total
Weekday AM							
Proposed Actions	1,370	0	3,313	1,002	482	2,415	8,582
Potential Modifications	1,266	-4	3,022	909	482	2,163	7,838
Difference	***-104***	***-4***	***-291***	***-93***	***0***	***-252***	***-744***
Weekday Midday							
Proposed Actions	1,315	109	2,263	1,272	0	8,543	13,502
Potential Modifications	1,208	90	2,080	1,162	0	7,476	12,016
Difference	***-107***	***-19***	***-183***	***-110***	***0***	***-1,067***	***-1,486***
Weekday PM							
Proposed Actions	1,873	61	3,996	1,451	0	4,801	12,182
Potential Modifications	1,739	45	3,662	1,328	0	4,104	10,878
Difference	***-134***	***-16***	***-334***	***-123***	***0***	***-697***	***-1,304***
Saturday Midday							
Proposed Actions	1,700	88	3,500	1,356	0	5,672	12,316
Potential Modifications	1,565	66	3,197	1,226	0	4,776	10,830
Difference	***-135***	***-22***	***-303***	***-130***	***0***	***-896***	***-1,486***

Notes:
The increment for the City Council Potential Modifications reflects modification to projected development site 80 in the No-Action scenario as per TM 001.

As the Potential City Council Modifications would result in fewer vehicle trips in each analyzed peak hour, the mitigation measures recommended in the FEIS for the Proposed Actions' significant adverse traffic impacts would remain effective at mitigating traffic impacts under these combined potential modifications. Based on the reduction in peak hour vehicle trips, some of the unmitigated significant adverse traffic impacts at 16 intersections identified in the FEIS could potentially be mitigated under the Potential City Council Modifications, including an unmitigated PM peak hour impact in proximity to site 46 at the intersection of Pitkin Avenue and Elton Street.

Transit

As presented in Table 29, the Potential City Council Modifications, combined, would generate 291 and 334 fewer incremental subway trips during the weekday AM and PM peak hours, respectively, than would the Proposed Actions. As with the Proposed Actions, incremental subway trips generated under the potential modifications would not result in significant adverse subway station or subway line haul impacts in either the weekday AM or PM peak hour.

[5] For travel demand forecasting and trip assignment purposes the projected development sites were grouped into a total of ten "clusters" and five outlier sites in the FEIS based on roadway network characteristics and likely travel routes.

Table 30: Comparison of Incremental Peak Hour Vehicle Trips by Mode—Proposed Actions vs. Potential City Council Modifications 1-7

Scenario	Auto	Taxi	School Bus	Truck	Total
Weekday AM					
Proposed Actions	1,387	4	34	56	1,481
Potential Modifications	1,295	-2	34	52	1,379
Difference	***-92***	***-6***	***0***	***-4***	***-102***
Weekday Midday					
Proposed Actions	742	106	0	80	928
Potential Modifications	679	82	0	72	833
Difference	***-63***	***-24***	***0***	***-8***	***-95***
Weekday PM					
Proposed Actions	1,607	76	0	8	1,691
Potential Modifications	1,493	52	0	8	1,553
Difference	***-114***	***-24***	***0***	***0***	***-138***
Saturday Midday					
Proposed Actions	932	92	0	6	1,030
Potential Modifications	845	60	0	4	909
Difference	***-87***	***-32***	***0***	***-2***	***-121***

Notes:
The increment for the City Council Potential Modifications reflects modification to projected development site 80 in the No-Action scenario as per TM 001.

Table 31: Comparison of Incremental Peak Hour Vehicle Trips by Cluster—Proposed Actions vs. Potential City Council Modifications 1-7

Scenario	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
Cluster 4				
Proposed Actions	148	203	266	186
Potential Modifications	70	118	154	79
Difference	***-78***	***-85***	***-112***	***-107***
Cluster 6				
Proposed Actions	9	6	10	7
Potential Modifications	0	0	0	0
Difference	***-9***	***-6***	***-10***	***-7***
Cluster 10				
Proposed Actions	51	50	69	61
Potential Modifications	42	46	58	55
Difference	***-9***	***-4***	***-11***	***-6***

Notes:
Only clusters 4, 6, and 10 would have an incremental change in peak hour vehicle trips under Potential City Council Modifications 1-7 compared to the Proposed Actions.

Weekday AM and PM peak hour incremental bus trips would total 909 and 1,328 under the Potential City Council Modifications, compared to 1,002 and 1,451 trips under the Proposed Actions. Although there would be 93 and 123 fewer bus trips during the weekday AM and PM peak hours, respectively, under the Potential City Council Modifications, like the Proposed Actions they would likely result in a significant adverse bus impact to westbound Q8 service in the PM peak hour. The mitigation measure recommended for the Proposed Actions' PM peak hour impact to westbound Q8 service in the FEIS—increasing the

number of westbound peak hour buses from nine to ten—would remain effective at mitigating this impact under the potential Modifications.

Pedestrians

The seven Potential City Council Modifications, combined, are expected to generate 6,144, 10,781, and 9,170 incremental pedestrian trips (including walk-only trips and trips to/from area transit services and public parking facilities) in the weekday AM, midday, and PM peak hours, respectively. This represents a decrease of 9.8 percent to 11.2 percent in each peak hour compared to the 6,780, 12,141, and 10,324 incremental pedestrian trips that would be generated during these same periods, respectively, under the Proposed Actions.

As discussed in the FEIS, incremental pedestrian demand from the Proposed Actions is expected to result in significant adverse impacts to four pedestrian elements—two sidewalks, one corner area, and one crosswalk. The Potential City Council Modifications would eliminate projected development sites 18, 19, and 46 from the RWCDS. As site 46 is adjacent to one of the significantly impacted pedestrian elements—the northeast corner area at Liberty Avenue and Berriman Street—the Proposed Actions' AM peak hour impact to this corner area would likely not occur with these potential modifications. Neither site 46 nor any of the other eliminated projected development sites would account for an appreciable amount of the incremental demand at the remaining impacted pedestrian elements, and therefore the Proposed Actions' significant adverse pedestrian impacts to these elements are also expected to occur under these potential modifications. The pedestrian mitigation measures recommended for these impacts in the FEIS—widening one sidewalk in conjunction with adjacent development, a signal timing change to provide additional pedestrian crossing time at one intersection, and the removal of an existing tree pit—would remain effective at mitigating these impacts under the Potential City Council Modifications.

Parking

As projected development sites 18, 19, and 46would not be included in the RWCDS and the RWCDS development program at projected development site 79 would be reduced under the Potential City Council Modifications, there would be less incremental parking demand under these potential modifications than under the Proposed Actions. As the Proposed Actions would not result in any significant adverse impacts to on- or off-street parking conditions in any analysis period, and as the Potential City Council Modifications would generate less incremental parking demand than the Proposed Actions, the potential modifications are not expected to result in any significant adverse parking impacts.

Air Quality

Compared with the Proposed Actions, there would be fewer incremental vehicle trips generated in the event that Potential City Council Modifications 1-7 were adopted. Therefore, the traffic mitigation measures recommended in the FEIS for the Proposed Actions' at the intersection of Atlantic Avenue and Logan Street would remain effective at mitigating the air quality impact under this potential modification. In addition, the same changes to requirements for fossil fuel-fired heat and hot water systems that were described above individually for Potential City Council Modifications 1-7 would apply.

Noise

Implementation of Potential City Council Modifications 1-7 would not alter the conclusions of the noise assessment presented in the FEIS. The Proposed Actions with these combined potential modification, which would include fewer projected and potential development sites, would result in a comparable or lower level project-generated traffic, and consequently would result in a comparable or lower level of project-generated mobile source noise. Consequently, as with the Proposed Actions, Potential City Council Modifications 1-7 would result in changes in noise levels that would be considered imperceptible to barely perceptible and not significant according to *CEQR Technical Manual* impact criteria at all analyzed noise receptors sites except site 10. At site 10, traffic associated with the school on projected development site 66 would result in significant adverse impacts during the AM peak hour. The window/wall attenuation requirements established for the Proposed Actions to be implemented by noise (E) designations or comparable measures would be required with these potential modifications, except at the sites eliminated by the potential modifications, as noted in Sections 1-7, above. As with the Proposed Actions, for development with Potential City Council Modifications 1-7, it is assumed that building mechanical systems (i.e., HVAC systems) for all buildings associated with the Proposed Actions would be designed to meet all applicable noise regulations (i.e., Subchapter 5, §24-227 of the New York City Noise Control Code, the New York City Department of Buildings Code) and to avoid producing levels that would result in any significant increase in ambient noise levels.

Construction

With implementation of the seven Potential City Council Modification, combined, construction activities similar to what has been described in the FEIS would occur in the rezoning area under the reasonable worst-case conceptual construction schedule, with the exception of projected development sites 18, 19, and 46, which would not be developed under this modification, and projected development site 79, which would have a reduced development program, as compared to the Proposed Actions.

The average and peak number of daily construction workers would decrease from approximately 364 and 1,048 per day (as presented in the FEIS) to approximately 349 and 1,039 per day, respectively. For truck trips, the average and peak number of daily construction truck trips would decrease from approximately 56 and 147 per day (as presented in the FEIS) to approximately 50 and 144 per day, respectively.

The combined Potential City Council Modifications 1-7 would result in similar increases in air pollutant emissions and noise levels that would be associated with the construction under the Proposed Actions presented in the FEIS. However, since projected development site 46 would not be developed under Potential City Council Modification 3, the number of locations where noise increases exceed CEQR criteria for two or more consecutive years would be reduced from the 31 analyzed receptor locations identified in the FEIS to five locations under Potential City Council Modifications 1-7 (refer to Table 24). Potential City Council Modifications 1-7 would still have the potential to result in significant adverse construction noise impacts similar to those described in the FEIS at these five locations associated with the construction of projected development sites 66 and 67, and that there are no practical or feasible mitigation measures that would fully mitigate the significant adverse construction noise impacts at these locations.

E. POSSIBLE ADDITIONAL OPEN SPACE MITIGATION MEASURE AT CALLAHAN-KELLY PLAYGROUND

Description of the Possible Additional Open Space Mitigation

Subsequent to completion of the FEIS, additional open space mitigation measure at Callahan-Kelly Playground has been identified. The additional mitigation measures at Callahan-Kelly Playground were developed with the intention to bring together communities from the surrounding three neighborhoods at a critical transit gateway to East New York (adjacent to Broadway Junction) by transforming an underutilized park and play space into a destination playground and neighborhood gateway. Park improvement components could include adding a skate park, modern fitness and playground equipment, and/or a comfort station, and/or improving the park's existing basketball courts and landscaped seating areas. This possible mitigation measure could also include the narrowing of the Sackman Street segment between Truxton and Fulton Streets, which currently bisects Callahan-Kelly Playground, or the closure of this street to vehicular traffic except for emergency vehicles. It should be noted however that the closure or narrowing of this segment of Sackman Street is a potential measure pending a final decision to come as part of a visioning process that DPR will be initiating at a later date. Any decision to narrow or permanently close Sackman Street would require New York City Department of Transportation (DOT) approval and extensive public outreach.

Environmental Effects of the Potential Additional Open Space Mitigation

As noted above, as part of the additional mitigation measure proposed at Callahan-Kelly Playground, the Sackman Street segment between Truxton and Fulton Streets, which currently bisects Callahan-Kelly Playground, could potentially be closed to vehicular traffic except for emergency vehicles. It should be noted however that the closure of this segment of Sackman Street is a potential measure pending a final decision to come as part of a visioning process that DPR will be initiating upon adoption of the East New York Community Plan. Any decision to narrow or permanently close Sackman Street would require DOT approval and extensive public outreach. If implemented, the potential Sackman Street closure would result in the diversion of traffic, as well as changes in pedestrian circulation. As such, an assessment of the implication of this additional mitigation measure on traffic and pedestrian conditions is provided below.

Traffic

This closure would result in the diversion of approximately 61 vehicles in the weekday AM peak hour, 53 vehicles in the weekday PM peak hour, and 36 vehicles in both the weekday midday and Saturday midday peak hours from Sackman Street to other nearby corridors. This diverted traffic would potentially affect three intersections included in the traffic analysis study area—Broadway/Eastern Parkway and Fulton Street/Van Sinderen Avenue (both of which would be impacted by the Proposed Actions), as well as Broadway/Truxton Street. As shown in Table 32, further signal timing changes are recommended for the Fulton Street/Van Sinderen Avenue intersection in order to accommodate the traffic diverted through this intersection by the potential Sackman Street closure. The signal timing changes shown in Table 32 would be implemented in conjunction with the potential closure of Sackman Street and would supersede those recommended for the Fulton Street/Van Sinderen Avenue intersection in the Proposed Actions' traffic mitigation plan presented in the FEIS. No additional mitigation measures are proposed for the Broadway/Eastern Parkway intersection.

Table 32: Proposed Traffic Mitigation Measures with Potential Sackman Street Closure

Intersection	Signal Phase	No-Action Signal Timing (Seconds) (1) AM	MD	PM	SAT MD	Proposed Signal Timing (Seconds) (1) AM	MD	PM	SAT MD	Recommended Mitigation
Broadway & Eastern Parkway/ Hull Street	EB/WB	39	30	39	30	39	33	39	33	- Transfer 3s of green time from NB/SB to EB/WB in midday and Saturday midday.
	NB/SB	63	45	63	45	63	42	63	42	
	NB-Hull Street	18	15	18	15	18	15	18	15	
Fulton Street & Van Sinderen Avenue	EB/WB	60	40	60	40	56	38	56	39	- Transfer 4s of green time from EB/WB to NB/SB in AM and PM, 2s in midday and 1s in Saturday midday.
	NB/SB	40	30	40	30	44	32	45	31	
	SB-only (Bus Lane)	20	20	20	20	20	20	19	20	-Transfer 1s of green time from SB-only (bus lane) to NB/SB in PM.

Notes: (1) Signal timings shown indicate green plus yellow (including all red) for each phase.

Tables 33 through 36 show the Action-With-Mitigation v/c ratios, delays and levels of service with the traffic diversions associated with the potential Sackman Street closure. As shown in Tables 33 through 36, with the mitigation measures shown in Table 32, the Proposed Actions' significant adverse impacts at Fulton Street/Van Sinderen Avenue would be fully mitigated in all peak hours; however, some impacts at the Broadway/Eastern Parkway intersection would remain unmitigated in the AM and PM peak hours. It should be noted these same unmitigated impacts would also occur in the absence of the potential Sackman Street closure. The Broadway/Truxton Street intersection would not be impacted by the Proposed Actions, and there would be no new impacts at this intersection as a result of the potential Sackman Street closure.

Table 33: Action-With-Mitigation Conditions with Potential Sackman Street Closure – Weekday AM Peak Hour

	Weekday AM Peak Hour No-Action					Weekday AM Peak Hour With-Action					Weekday AM Peak Hour Action-With-Mitigation & Sackman St					
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	
Signalized Intersection																
Broadway & Eastern Parkway	EB	L	0.98	154.2	F	EB	L	0.98	154.2	F	EB	L	0.98	154.2	F	
	EB	TR	0.91	70.7	E	EB	TR	0.98	85.2	F *	EB	TR	0.99	87.5	F	*
	WB	LT	1.13	126.1	F	WB	LT	1.58	318.2	F *	WB	LT	1.58	316.3	F	*
	WB	R	0.01	31.0	C	WB	R	0.01	31.0	C	WB	R	0.01	31.0	C	
	NB	DefL	0.90	70.2	E	NB	DefL	0.92	73.2	E	NB	DefL	0.91	72.1	E	
	NB	TR	0.59	25.7	C	NB	TR	0.59	25.6	C	NB	TR	0.59	25.6	C	
	NB-Hull St	LR	0.53	62.8	E	NB-Hull St	LR	0.53	62.8	E	NB-Hull St	LR	0.53	62.8	E	
	SB	LTR	0.43	20.9	C	SB	LTR	0.43	20.9	C	SB	LTR	0.43	20.8	C	
Fulton Street & Van Sinderen Avenue	EB	TR	0.21	20.7	C	EB	TR	0.22	20.9	C	EB	TR	0.20	23.0	C	
	WB	LT	0.48	25.7	C	WB	LT	0.52	26.7	C	WB	LT	0.56	30.4	C	
	NB	LR	0.78	65.9	E	NB	LR	0.74	60.9	E	NB	LR	0.67	49.8	D	
	SB	LTR	0.49	38.6	D	SB	LTR	0.64	44.2	D	SB	LTR	0.70	44.3	D	
	SB-Bus Only	LTR	0.18	48.9	D	SB- Bus Only	LTR	0.18	48.9	D	SB- Bus Only	LTR	0.18	48.9	D	
Unsignalized Intersection																
Broadway & Truxton Street (Two-Way Stop Controlled)	SB	L	0.17	9.5	A	SB	L	0.21	9.8	A	SB	L	0.25	10.0	B	
	EB	R	0.04	10.6	B	EB	R	0.04	10.9	B	EB	R	0.07	11.3	B	

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound
L-Left, T-Through, R-Right, DefL-Defacto Left
* - Denotes significant adverse impact

Table 34: Action-With-Mitigation Conditions with Potential Sackman Street Closure – Weekday Midday Peak Hour

	Weekday Midday Peak Hour No-Action					Weekday Midday Peak Hour With-Action					Weekday Midday Peak Hour Action-With-Mitigation & Sackman St				
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
Signalized Intersection															
Broadway &	EB	L	0.34	30.3	C	EB	L	0.40	33.1	C	EB	L	0.33	27.9	C
Eastern Parkway	EB	TR	0.91	62.4	E	EB	TR	0.99	79.6	E *	EB	TR	0.88	54.5	D
	WB	LT	0.69	38.4	D	WB	LT	0.84	50.7	D *	WB	LT	0.72	37.6	D
	WB	R	0.09	24.7	C	WB	R	0.09	24.7	C	WB	R	0.08	22.4	C
	NB	LTR	0.73	25.7	C	NB	LTR	0.72	25.2	C	NB	LTR	0.80	31.0	C
	SB	LTR	0.52	19.7	B	SB	LTR	0.52	19.7	B	SB	LTR	0.55	22.1	C
	NB-Hull St	LR	0.51	48.2	D	NB-Hull St	LR	0.51	48.2	D	NB-Hull St	LR	0.51	48.2	D
Fulton Street &	EB	TR	0.26	20.6	C	EB	TR	0.25	20.4	C	EB	TR	0.24	21.6	C
Van Sinderen Avenue	WB	LT	0.50	25.4	C	WB	LT	0.40	23.1	C	WB	LT	0.43	25.0	C
	NB	LR	0.35	30.9	C	NB	LR	0.27	28.7	C	NB	LR	0.25	26.6	C
	SB	LTR	0.60	34.0	C	SB	LTR	0.75	42.1	D	SB	LTR	0.78	42.1	D
	SB-Bus Only	LTR	0.15	33.1	C	SB- Bus Only	LTR	0.15	33.1	C	SB- Bus Only	LTR	0.15	33.1	C
Unsignalized Intersection															
Broadway &	SB	L	0.19	9.8	A	SB	L	0.22	9.9	A	SB	L	0.24	10.1	B
Truxton Street	EB	R	0.05	10.2	B	EB	R	0.05	10.4	B	EB	R	0.07	10.6	B
(Two-Way Stop Controlled)															

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound
L-Left, T-Through, R-Right, DefL-Defacto Left
* - Denotes significant adverse impact

Table 35: Action-With-Mitigation Conditions with Potential Sackman Street Closure – Weekday PM Peak Hour

	Weekday PM Peak Hour No-Action					Weekday PM Peak Hour With-Action					Weekday PM Peak Hour Action-With-Mitigation & Sackman St				
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
Signalized Intersection															
Broadway &	EB	L	0.36	40.5	D	EB	L	0.46	47.1	D *	EB	L	0.46	47.1	D *
Eastern Parkway	EB	TR	1.12	128.1	F	EB	TR	1.35	219.5	F *	EB	TR	1.36	222.3	F *
	WB	LT	0.98	87.4	F	WB	LT	1.61	334.6	F *	WB	LT	1.61	337.6	F *
	WB	R	0.01	31.0	C	WB	R	0.01	31.0	C	WB	R	0.01	31.0	C
	NB	LTR	0.96	51.7	D	NB	LTR	0.97	51.9	D	NB	LTR	0.96	51.7	D
	SB	LT	0.45	21.4	C	SB	LT	0.45	21.4	C	SB	LT	0.44	21.2	C
	NB-Hull St	LR	0.99	123.2	F	NB-Hull St	LR	0.99	123.2	F	NB-Hull St	LR	0.99	123.2	F
	SB	R	0.06	16.6	B	SB	R	0.06	16.6	B	SB	R	0.06	16.6	B
Fulton Street &	EB	TR	0.34	22.8	C	EB	TR	0.37	23.4	C	EB	TR	0.34	25.4	C
Van Sinderen Avenue	WB	LT	0.49	26.4	C	WB	LT	0.47	26.0	C	WB	LT	0.51	29.6	C
	NB	LR	0.38	38.6	D	NB	LR	0.31	36.1	D	NB	LR	0.27	31.6	C
	SB	LTR	0.62	42.4	D	SB	LTR	0.79	50.8	D *	SB	LTR	0.78	45.9	D
	SB-Bus Only	LTR	0.20	49.2	D	SB- Bus Only	LTR	0.19	49.1	D	SB- Bus Only	LTR	0.21	50.4	D
Unsignalized Intersection															
Broadway &	SB	L	0.23	9.8	A	SB	L	0.32	10.4	B	SB	L	0.34	10.6	B
Truxton Street	EB	R	0.07	10.6	B	EB	R	0.07	11.3	B	EB	R	0.11	11.8	B
(Two-Way Stop Controlled)															

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound
L-Left, T-Through, R-Right
Shading denotes lane groups with unmitigated impacts.
* - Denotes significant adverse impact

Table 36: Action-With-Mitigation Conditions with Potential Sackman Street Closure – Saturday Midday Peak Hour

	Saturday Midday Peak Hour No-Action					Saturday Midday Peak Hour With-Action						Saturday Midday Peak Hour Action-With-Mitigation & Sackman St				
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
Signalized Intersection																
Broadway &	EB	L	0.31	28.6	C	EB	L	0.35	30.3	C		EB	L	0.30	26.4	C
Eastern Parkway	EB	TR	0.95	68.4	E	EB	TR	1.06	97.2	F	*	EB	TR	0.95	62.9	E
	WB	LT	0.59	35.0	C	WB	LT	0.82	51.0	D	*	WB	LT	0.64	34.1	C
	WB	R	0.03	23.9	C	WB	R	0.03	23.9	C		WB	R	0.03	21.7	C
	NB	LTR	0.69	24.0	C	NB	LTR	0.68	23.7	C		NB	LTR	0.75	28.3	C
	SB	LTR	0.45	18.5	B	SB	LTR	0.45	18.5	B		SB	LTR	0.48	20.8	C
	NB-Hull St	LR	0.49	47.4	D	NB-Hull St	LR	0.49	47.4	D		NB-Hull St	LR	0.49	47.4	D
Fulton Street &	EB	TR	0.35	21.9	C	EB	TR	0.37	22.1	C		EB	TR	0.35	22.5	C
Van Sinderen Avenue	WB	LT	0.54	26.4	C	WB	LT	0.50	25.3	C		WB	LT	0.52	26.4	C
	NB	LR	0.27	28.0	C	NB	LR	0.22	26.9	C		NB	LR	0.21	26.0	C
	SB	LTR	0.58	32.8	C	SB	LTR	0.76	41.0	D		SB	LTR	0.80	42.5	D
	SB-Bus Only	LTR	0.12	32.8	C	SB- Bus Only	LTR	0.12	32.8	C		SB- Bus Only	LTR	0.12	32.8	C
Unsignalized Intersection																
Broadway &	SB	L	0.21	9.7	A	SB	L	0.25	10.0	B		SB	L	0.28	10.2	B
Truxton Street	EB	R	0.07	10.2	B	EB	R	0.07	10.6	B		EB	R	0.09	10.8	B
(Two-Way Stop Controlled)																

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound
L-Left, T-Through, R-Right, DefL-Defacto Left
* - Denotes significant adverse impact

Pedestrians

The potential closure of Sackman Street between Truxton and Fulton Streets as part of the Callahan-Kelly Playground open space mitigation measure would not affect pedestrian flow at any analyzed sidewalk, corner area, or crosswalk. This measure would, however, provide additional pedestrian circulation space in proximity to Callahan-Kelly Playground, and would replace two existing pedestrian street crossings with sidewalks, reducing the potential for vehicle/pedestrian conflicts.

F. CONCLUSION

The modified ZQA and MIH text amendments, Potential City Council Modifications, and additional mitigation at Callahan-Kelly Playground would not alter the conclusions of the FEIS. The modified ZQA and MIH text amendments, Potential City Council Modifications, and additional mitigation at Callahan-Kelly Playground would not result in any new or different environmental impacts than those disclosed in the FEIS, and further analysis not warranted.

Appendix A- (E) Designations

In accordance with East New York Rezoning Proposal FEIS and subsequent Technical Memoranda

Hazardous Materials (E) Designations

As disclosed in East New York Rezoning Proposal FEIS and subsequent Technical Memoranda, the (E) designation requirements related to hazardous materials would apply to all privately-held projected and potential development sites. For the City-owned parcel located within projected development site 66 (Block 4142, Lot 32), review of a Phase II testing protocol and development of any necessary remediation plan will be required through the Land Disposition Agreement (LDA) between HPD and a future selected developer with oversight provided by HPD and NYCDEP. The privately-owned parcel within projected development site 66 (Block 4142, Lot 32) would receive an (E) designation. The applicable blocks and lots by development site are provided below.

Projected Development Sites

Projected Site Number	Block	Lot
01	1437	46
		58
02	1544	21
		42
03	3660	1
		2
		29
04	3661	1
05	3662	48
		49
06	3669	13
		17
		20
07	3669	22
		26
08	3670	9
		31
		33
09	3670	13
		14
		15
		29
		30
10	3670	16
		17
		18
11	3673	14
		15
		16
12	3675	10
		11
13	3687	12
14	3688	11
		18
15	3688	33
16	3691	11
		13
17	3691	24

Projected Site Number	Block	Lot
~~18~~	~~3703~~	~~1~~
		~~4~~
		~~37~~
		~~38~~
		~~39~~
		~~40~~
~~19~~	~~3703~~	~~15~~
		~~16~~
		~~17~~
		~~18~~
20	3933	55
21	3939	26
		27
22	3942	1
		16
		19
		21
23	3946	14
		17
		18
24	3947	1
		5
		9
25	3952	42
26	3954	45
		55
27	3955	45
		46
		47
		48
		49
		52
		53
28	3957	49
		53
29	3958	20
30	3959	18

Projected Site Number	Block	Lot
31	3961	1
		3
		5
		7
32	3961	15
		16
		113
33	3961	31
		32
		33
34	3962	30
		31
		32
35	3963	14
		15
		16
36	3964	2
		3
37	3964	4
		8
		23
38	3964	24
		25
		26
		27
39	3966	12
		13
		14
		15
		16
40	1544	16
41	3971	17
		19
		21
42	3972	56
		57
43	3973	22
		24
44	3973	50
		52
45	3973	53
		55
~~46~~	~~3974~~	~~1~~
	~~3975~~	~~1~~
47	3977	17
		18
		19
		20
		21
48	3978	14
		15
49	3982	11
		13
50	3983	13
		15
51	3984	15

*City owned parcel

Projected Site Number	Block	Lot
52	3985	15
		16
		17
		18
53	3986	11
		13
		14
54	3989	9
		10
		12
		14
		16
55	3991	8
56	3992	15
		17
		18
		20
57	3994	28
58	3996	34
		35
		36
		37
		39
59	3998	30
		32
		33
		37
60	4003	35
61	4005	16
		17
62	4006	11
		13
		19
63	4010	17
		19
64	4017	15
		19
65	4139	25
		29
66	4142	1
		32*
67	4143	1
68	4149	50
69	4153	34
		40
70	4153	76
		78
		79
71	4153	82
72	4154	28
		35
		45
73	4154	99
		100
74	4194	17

Projected Site Number	Block	Lot
75	4195	6
76	4195	21
		30
77	4214	12
		20
75	4195	6
		17
79	4232	18
		17
80	3989	1
		34
		36
81	4210	1
		35
		34
		43

Potential Development Sites

Potential Site Number	Block	Lot
A1	1437	21
		23
A2	1450	1
		2
		3
		50
		51
		53
A3	1437	1
A4	1540	70
		72
		82
A5	1544	14
		15
		16
A6	1543	1
A7	1553	13
		18
A8	1554	1
A9	1574	23
		32
A10	3671	41
		42
		43
A11	3672	43
		46
A12	3673	20
		21
A13	3673	36
		37
		38
		39
A14	3674	38
		39
		40
A15	3675	1
A16	3675	25
~~A17~~	~~3686~~	~~9~~

Potential Site Number	Block	Lot
A18	3687	5
		6
		7
A19	3973	46
A20	3688	9
A21	3689	25
		26
A22	3689	12
		19
		20
		21
		22
		23
		24
A23	3690	11
		12
		13
		14
		15
~~A24~~	~~3703~~	~~7~~
		~~8~~
		~~9~~
A25	3703	35
		36
A26	3707	7
		15
		16
A27	3720	21
A28	3722	28
A29	3742	16
		18
		20
A30	3935	~~43~~
		44
		~~142~~
A31	3950	17
		18
		19
		20

Potential Site Number	Block	Lot
A32	3951	42
~~A33~~	~~3952~~	~~20~~
		~~21~~
		~~22~~
A34	3953	45
A35	3955	20
		21
		22
		23
A36	3956	23
		24
A37	3961	26
		27
A38	3961	29
		30
A39	3963	3
A40	3965	3
		4
A41	3965	6
		7
A42	3965	32
		33
A43	3967	19
		20
		21
		22
		24
		25
A44	3971	39
		40
		41
A45	3971	44
		45
A46	3971	53
		54
A47	3972	20
		22
A48	3976	31
		35
A49	3980	14
		15
		17
		19
A50	3982	17
		18
A51	3989	20
		24
		25
A52	3995	29
		31
		32
		129
A53	4004	19
		20
A54	4018	15
		16
		17
		18
		19
		118
A55	4024	18

Potential Site Number	Block	Lot
A56	4126	1
A58	4154	92
		93
		94
		95
~~A59~~	~~3689~~	~~1~~
A60	4162	2
		10
A61	4211	43
		45
A62	3962	9
A63	3958	49
A64	4137	44
A65	3705	16
A66	3670	25
		27
A67	3672	48
		49
		50
		51
A68	3686	15
		16
		17
A69	3686	19
		21
A70	3687	112
A71	3689	11
A72	3691	14
		15
		16
		18
A73	3721	1
A74	3936	42
A75	3949	1
A76	3959	52
A77	3959	54
A78	3960	21
A79	3960	58
A80	3962	1
		2
A81	3963	8
A82	3963	18
A83	3963	26
A84	3964	1
		33
		34
		35
A85	3965	1
A86	3965	11
A87	3967	13
		15
A88	3971	10
		11
A89	3971	24
		25
		26
A90	3973	57
		58
A91	3979	11
		12
		13

Potential Site Number	Block	Lot
A92	3987	17
A93	4005	19
		20
		21
A94	4017	22
		25
A95	4128	66
A96	4137	39
		43
A97	4137	56
		63
A98	4140	27
		28
A99	4141	1
		4
A100	4141	27
		30
A101	4141	33
		35
		39
A102	4156	1
		45
		50
A103	4162	18
		22
		29
A104	4167	22
		24
		25
A105	4214	1
		6
A106	3988	28
		34
		35

The (E) designation text related to hazardous materials is as follows:

Task 1

The applicant submits to OER, for review and approval, a Phase 1 of the site along with a soil and groundwater testing protocol, including a description of methods and a site map with all sampling locations clearly and precisely represented.

If site sampling is necessary, no sampling should begin until written approval of a protocol is received from OER. The number and location of sample sites should be selected to adequately characterize the site, the specific source of suspected contamination (i.e., petroleum based contamination and non-petroleum based contamination), and the remainder of the site's condition. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of sampling data. Guidelines and criteria for selecting sampling locations and collecting samples are provided by OER upon request.

Task 2

A written report with findings and a summary of the data must be submitted to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such results, a determination is made by OER if the results indicate that remediation is necessary. If OER determines that no remediation is necessary, written notice shall be given by OER.

If remediation is indicated from the test results, a proposed remediation plan must be submitted to OER for review and approval. The applicant must complete such remediation as determined necessary by OER. The applicant should then provide proper documentation that the work has been satisfactorily completed.

An OER-approved construction-related health and safety plan would be implemented during evacuation and construction and activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil and/or groundwater. This plan would be submitted to OER for review and approval prior to implementation.

All demolition or rehabilitation would be conducted in accordance with applicable requirements for disturbance, handling and disposal of suspect lead-paint and asbestos-containing materials. For all projected and potential development sites where no E-designation is recommended, in addition to the requirements for lead-based paint and asbestos, requirements (including those of NYSDEC) should petroleum tanks and/or spills be identified and for off-site disposal of soil/fill would need to be followed.

Air Quality (E) Designations

As disclosed in East New York Rezoning Proposal FEIS and subsequent Technical Memoranda, (E) designations are proposed to avoid impacts on projected or potential development sites with respect to air quality (heating systems). To the extent permitted under ZR Section 11-15, the requirements of the (E) designation may be modified, or determined to be unnecessary, based on new information or technology, additional facts or updated standards that are relevant at the time the site is ultimately developed.

For the City owned parcel located within Projected Development Site 66 (Block 4142, Lot 32), the implementation of the restrictions would be required through the Land Disposition Agreement (LDA) between HPD and future developer with oversight provided through HPD and the NYCDEP. This agreement would require that any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 160 feet above grade, to avoid any potential significant air quality impacts.

The descriptions and requirements of the proposed (E) designations for these sites with respect to HVAC systems are presented in Tables 1 and 2 below.

Table 1
(E) Designations for Projected Development Sites (HVAC Restrictions)

Development Site	Block	Lots	Proposed (E) Designation
1	1437	46, 58	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
2	1544	21, 42	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
3	3660	1, 2, 29	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
4	3661	1	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
6	3669	13, 17, 20	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
7	3669	22, 26	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
8	3670	9, 31, 33	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 105 feet above grade and located at least 20 feet away from the lot line facing Atlantic Avenue, to avoid any potential significant air quality impacts.
9	3670	13, 14, 15, 29, 30	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 100 feet above grade, to avoid any potential significant air quality impacts.
10	3670	16, 17, 18	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 100 feet above grade, to avoid any potential significant air quality impacts.
13	3687	12	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 35 feet away from the lot line facing Atlantic Avenue and at least 30 feet away from the lot line facing Pennsylvania Avenue, to avoid any potential significant air quality impacts.
14	3688	11, 18	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
~~15~~	~~3688~~	~~33~~	~~Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.~~
16	3691	11, 13	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 150 feet above grade, to avoid any potential significant air quality impacts.
17	3691	24	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
~~18~~	~~3703~~	~~1, 4, 37, 38, 39, 40~~	~~Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.~~
24	3947	1, 5, 9	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
26	3954	45, 55	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.

Table 1
(E) Designations for Projected Development Sites (HVAC Restrictions)

Development Site	Block	Lots	Proposed (E) Designation
27	3955	45, 46, 47, 48, 49, 52, 53	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
31	3961	1, 3, 5, 7	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 20 feet away from the lot line facing Atlantic Avenue and at least 20 feet from the lot line facing Miller Avenue, to avoid any potential significant air quality impacts.
32	3961	15, 16, 113	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
33	3961	31, 32, 33	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 90 feet above grade, to avoid any potential significant air quality impacts.
34	3962	30, 31, 32	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 10 feet away from the lot line facing Van Siclen Avenue, to avoid any potential significant air quality impacts.
35	3963	14, 15, 16	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 150 feet above grade, to avoid any potential significant air quality impacts.
36	3964	2, 3	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 90 feet above grade, to avoid any potential significant air quality impacts.
37	3964	4, 8, 23	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 90 feet above grade and located no more than 41 feet away from the lot line facing Liberty Avenue, to avoid any potential significant air quality impacts.
38	3964	24, 25, 26, 27	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
39	3966	12, 13, 14, 15, 16	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
40	1554	16	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 130 feet above grade, to avoid any potential significant air quality impacts.
41	3971	17, 19, 21	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 60 feet away from the lot line facing Essex Street, to avoid any potential significant air quality impacts.
~~43~~	~~3973~~	~~22, 24~~	~~Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.~~

Table 1
(E) Designations for Projected Development Sites (HVAC Restrictions)

Development Site	Block	Lots	Proposed (E) Designation
44	3973	50, 52	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 60 feet above grade, to avoid any potential significant air quality impacts.
45	3973	53, 55	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 60 feet above grade, to avoid any potential significant air quality impacts.
~~46~~	~~3974/3975~~	~~1~~	~~Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 155 feet above grade and located at least 35 feet away from the lot line facing Berriman Street, and at least 45 feet away from lot line facing Atkins Avenue, and at least 50 feet away from lot line facing Montauk Avenue, to avoid any potential significant air quality impacts.~~
47	3977	17, 18, 19, 20, 21	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
54	3989	9, 10, 12, 14, 16	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
~~55~~	~~3991~~	~~8~~	~~Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.~~
58	3996	34, 35, 36, 37, 39	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
61	4005	16, 17	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
64	4017	15, 19	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 50 feet away from the lot line facing Elton Street, to avoid any potential significant air quality impacts.
65	4139	25, 29	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
66[1]	4142	1	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 160 feet above grade.
67	4143	1	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 125 feet away from the lot line facing Chestnut Street, to avoid any potential significant air quality impacts.
69	4153	34, 40	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
72	4154	28, 35, 45	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 10 feet away from the lot line facing Logan Street, to avoid any potential significant air quality impacts.

Table 1
(E) Designations for Projected Development Sites (HVAC Restrictions)

Development Site	Block	Lots	Proposed (E) Designation
73	4154	99, 100	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 10 feet away from the lot line facing Fountain Avenue, to avoid any potential significant air quality impacts.
75	4195	6	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
76	4195	21, 30	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
80	3989	1, 34, 36	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
81	4210	1, 35, 34, 43	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.

[1] For the City owned parcel located within Projected Development Site 66 (Block 4142, Lot 32), the implementation of the restrictions would be required through the Land Disposition Agreement between HPD and future developer with oversight provided through HPD and NYCDEP. This agreement would require that any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 160 feet above grade, to avoid any potential significant air quality impacts.

Table 2
(E) Designations for Potential Development Sites (HVAC Restrictions)

Development Site	Block	Lots	Proposed (E) Designation
A1	1437	21, 23	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
A2	1450	1, 2, 3, 50, 51, 53	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
A3	1437	1	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
A7	1553	13, 18	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
A8	1554	1	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
A9	1574	23, 32	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
A11	3672	43, 46	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
A19	3973	46	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 60 feet above grade, to avoid any potential significant air quality impacts.
A21	3689	25, 26	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
A22	3689	12, 19, 20, 21, 22, 23, 24	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
~~A24~~	~~3703~~	~~7, 8, 9~~	~~Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.~~
~~A25~~	~~3703~~	~~35, 36~~	~~Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.~~
~~A26~~	~~3707~~	~~7, 15, 16~~	~~Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.~~
A28	3722	28	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 84 feet away from the lot line facing New Jersey Avenue, to avoid any potential significant air quality impacts.
A32	3951	42	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
A34	3953	45	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
A37	3961	26, 27	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 90 feet above grade, to avoid any potential significant air quality impacts.
A38	3961	29, 30	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 90 feet above grade, to avoid any potential significant air quality impacts.

Table 2
(E) Designations for Potential Development Sites (HVAC Restrictions)

Development Site	Block	Lots	Proposed (E) Designation
A40	3965	3, 4	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 60 feet above grade, to avoid any potential significant air quality impacts.
A41	3965	6, 7	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 10 feet away from the lot line facing Liberty Avenue, to avoid any potential significant air quality impacts.
A42	3965	32, 33	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 90 feet above grade, to avoid any potential significant air quality impacts.
A43	3967	19, 20, 21, 22, 24, 25	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 150 feet above grade, to avoid any potential significant air quality impacts.
A47	3972	20, 22	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
A48	3976	31, 35	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
A51	3989	20, 24, 25	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
A52	3995	29, 31, 32, 129	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
A58	4154	92, 93, 94, 95	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 20 feet away from the lot line facing Logan Street, to avoid any potential significant air quality impacts.
~~A59~~	~~3689~~	~~1~~	~~Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.~~
A62	3962	9	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at the highest rooftop of the site, to avoid any potential significant air quality impacts.
A63	3958	49	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
A64	4137	44	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 150 feet above grade, to avoid any potential significant air quality impacts.
A65	3705	16	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
A66	3670	25, 27	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 100 feet above grade, to avoid any potential significant air quality impacts.

Table 2
(E) Designations for Potential Development Sites (HVAC Restrictions)

Development Site	Block	Lots	Proposed (E) Designation
A67	3672	48, 49, 50, 51	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 20 feet away from the lot line facing Wyona Street, to avoid any potential significant air quality impacts.
A68	3686	15, 16, 17	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 150 feet above grade, to avoid any potential significant air quality impacts.
A69	3686	19, 21	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 150 feet above grade, to avoid any potential significant air quality impacts.
A70	3687	112	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 56 feet away from the lot line facing New Jersey Avenue, to avoid any potential significant air quality impacts.
A71	3689	11	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
A72	3691	14, 15, 16, 18	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 150 feet above grade, to avoid any potential significant air quality impacts.
A74	3936	42	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
A76	3959	52	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 150 feet above grade, to avoid any potential significant air quality impacts.
A77	3959	54	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 150 feet above grade, to avoid any potential significant air quality impacts.
A79	3960	58	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
A80	3962	1, 2	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
A81	3963	8	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 60 feet away from the lot line facing Schenck Avenue, to avoid any potential significant air quality impacts.
A82	3963	18	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 10 feet away from the lot line facing Atlantic Avenue, to avoid any potential significant air quality impacts.
A84	3964	1, 33, 34, 35	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.

Table 2
(E) Designations for Potential Development Sites (HVAC Restrictions)

Development Site	Block	Lots	Proposed (E) Designation
A85	3965	1	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 90 feet above grade, to avoid any potential significant air quality impacts.
A86	3965	11	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
A87	3967	13, 15	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 150 feet above grade, to avoid any potential significant air quality impacts.
A89	3971	24, 25, 26	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 150 feet above grade, to avoid any potential significant air quality impacts.
~~A90~~	~~3973~~	~~57, 58~~	~~Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.~~
A93	4005	19, 20, 21	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
A94	4017	22, 25	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 110 feet above grade, to avoid any potential significant air quality impacts.
A96	4137	39, 43	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 150 feet above grade, to avoid any potential significant air quality impacts.
A97	4137	56, 63	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 150 feet above grade, to avoid any potential significant air quality impacts.
A99	4141	1, 4	Any new residential and/or commercial development must use HVAC system fitted with low NOx (30ppm) burners firing only natural gas, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 115 feet above grade and located at least 40 feet away from the lot line facing Dinsmore Place, to avoid any potential significant air quality impacts.
A100	4141	27, 30	Any new residential and/or commercial development must use HVAC system fitted with low NOx (30ppm) burners firing only natural gas, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 40 feet away from the lot line facing Chestnut Street, to avoid any potential significant air quality impacts.
A101	4141	33, 35, 39	Any new residential and/or commercial development must use HVAC system fitted with low NOx (30ppm) burners firing natural gas, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 115 feet above grade and located at least 40 feet away from the lot line facing Dinsmore Place and at least 25 feet from the lot line facing Chestnut Street, to avoid any potential significant air quality impacts.
A102	4156	1, 45, 50	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.

Table 2
(E) Designations for Potential Development Sites (HVAC Restrictions)

Development Site	Block	Lots	Proposed (E) Designation
A105	4214	1, 6	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.
A106	3988	28, 34, 35	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems.

Noise (E) Designations

As disclosed in East New York Rezoning Proposal FEIS and subsequent Technical Memoranda, the noise analysis determined that for all affected privately-held projected and potential development sites, environmental requirements would be necessary to ensure noise levels within the proposed development sites would comply with all applicable requirements. Therefore, building attenuation as well as the requirement for an alternate means of ventilation would be required for all affected privately-held projected and potential development sites. To the extent permitted under ZR Section 11-15, the requirements of the (E) designation may be modified, or determined to be unnecessary, based on new information or technology, additional facts or updated standards that are relevant at the time the site is ultimately developed.

For the City-owned parcel located within projected development site 66 (Block 4142, Lot 32), the requirement for attenuation as well as the requirement for an alternate means of ventilation will be required through a Land Disposition Agreement (LDA) between HPD and the future developer.

The requirements of the (E) designations resulting from the noise analyses would be as presented in the table below.

Site	Building	Block	Lot	Governing Noise Receptor	CEQR Required Attenuation In dB(A)
01	a	1437	46	3, 4	35
	b	1437	58		
02	a	1544	21	1	39
	b	1544	42		
03	a	3660	1	5	35
	b	3660	2		
	c	3660	29		
04	a	3661	1	5	35
05	a	3662	48	6, 7	37
	b	3662	49		
06	a	3669	13	5	35
	b	3669	17		
	c	3669	20		
07	a	3669	22	15	33
	b	3669	26		
08	a	3670	9	15	33
	b	3670	31		
	c	3670	33		
09	a	3670	13	15	33
	b	3670	14		
	c	3670	15		
	d	3670	29		
	e	3670	30		
10	a	3670	16	5	35
	b	3670	17		
	c	3670	18		
11	a	3673	14	6, 7	37
	b	3673	15		
	c	3673	16		
12	a	3675	10	4	33
	a	3675	11		
13	a	3687	12	14	37
14	a	3688	11	14	37
	b	3688	18		
15	a	3688	33	19	28
16	a	3691	11	13	33
	b	3691	13		
17	a	3691	24	19	28
~~18~~	~~a~~	~~3703~~	~~1~~	~~20~~	~~NA~~
	~~b~~	~~3703~~	~~4~~		
	~~c~~	~~3703~~	~~37~~		
	~~d~~	~~3703~~	~~38~~		
	~~e~~	~~3703~~	~~39~~		
	~~f~~	~~3703~~	~~40~~		

Site	Building	Block	Lot	Governing Noise Receptor	CEQR Required Attenuation In dB(A)
~~19~~	~~a~~	~~3703~~	~~15~~	~~19~~	~~28~~
	~~b~~	~~3703~~	~~16~~		
	~~c~~	~~3703~~	~~17~~		
	~~d~~	~~3703~~	~~18~~		
20	a	3933	55	6, 7	37
21	a	3939	26	8	35
	b	3939	27		
22	a	3942	1	8	35
	b	3942	16		
	c	3942	19		
	d	3942	21		
23	a	3946	14	6, 7	37
	b	3946	17		
	c	3946	18		
24	a	3947	1	13	33
	b	3947	5		
	c	3947	9		
25	a	3952	42	13	33
26	a	3954	45	13	33
	b	3954	55		
27	a	3955	45	13	33
	b	3955	46		
	c	3955	47		
	d	3955	48		
	e	3955	49		
	f	3955	52		
	g	3955	53		
28	a	3957	49	12	33
	b	3957	53		
29	a	3958	20	8	35
30	a	3959	18	8	35
31	a	3961	1	16	31
	b	3961	3		
	c	3961	5		
	d	3961	7		
32	a	3961	15	13	33
	b	3961	16		
	c	3961	113		
33	a	3961	31	19	28
	b	3961	32		
	c	3961	33		
34	a	3962	30	19	28
	b	3962	31		
	c	3962	32		

Site	Building	Block	Lot	Governing Noise Receptor	CEQR Required Attenuation In dB(A)
35	a	3963	14	13	33
	b	3963	15		
	c	3963	16		
36	a	3964	2	16	31
	b	3964	3		
37	a	3964	4	13	33
	b	3964	8		
	c	3964	23		
38	a	3964	24	16	31
	b	3964	25		
	c	3964	26		
	d	3964	27		
39	a	3966	12	13	33
	b	3966	13		
	c	3966	14		
	d	3966	15		
	e	3966	16		
40	a	1554	16	1	39
	b	1554	16		
	c	1554	16		
41	a	3971	17	13	33
	b	3971	19		
	c	3971	21		
42	a	3972	56	18	28
	b	3972	57		
43	a	3973	22	17	NA
	b	3973	24		
44	a	3973	50	17	NA
	b	3973	52		
45	a	3973	53	17	NA
	b	3973	55		
~~46~~	~~a~~	~~3974~~	~~1~~	~~12~~	~~33~~
	~~b~~	~~3975~~	~~1~~		
47	a	3977	17	19	28
	b	3977	18		
	c	3977	19		
	d	3977	20		
	e	3977	21		
48	a	3978	14	19	28
	b	3978	15		

Site	Building	Block	Lot	Governing Noise Receptor	CEQR Required Attenuation In dB(A)
49	a	3982	11	19	28
	b	3982	13		
50	a	3983	13	19	28
	b	3983	15		
51	a	3984	15	18	28
52	a	3985	15	18	28
	b	3985	16		
	c	3985	17		
	d	3985	18		
53	a	3986	11	18	28
	b	3986	13		
	c	3986	14		
54	a	3989	9	18	28
	b	3989	10		
	c	3989	12		
	d	3989	14		
	e	3989	16		
55	a	3991	8	18	28
56	a	3992	15	18	28
	b	3992	17		
	c	3992	18		
	d	3992	20		
57	a	3994	28	24	28
58	a	3996	34	24	28
	b	3996	35		
	c	3996	36		
	d	3996	37		
	e	3996	39		
59	a	3998	30	24	28
	b	3998	32		
	c	3998	33		
	d	3998	37		
60	a	4003	35	24	28
61	a	4005	16	21	NA
	b	4005	17		
62	a	4006	11	21	NA
	b	4006	13		
	c	4006	19		
63	a	4010	17	24	28
	b	4010	19		
64	a	4017	15	24	28
	b	4017	19		
65	a	4139	25	10, Playground Analysis	33
	b	4139	29		

Site	Building	Block	Lot	Governing Noise Receptor	CEQR Required Attenuation In dB(A)
66 [1]	a	4142	1	10, Playground Analysis	35
67	a	4143	1	9, 10, Playground Analysis	40
68	a	4149	50	11	33
69	a	4153	34	12	33
	b	4153	40		
70	a	4153	76	18	28
	b	4153	78		
	c	4153	79		
71	a	4153	82	18	28
72	a	4154	28	12	33
	b	4154	35		
	c	4154	45		
73	a	4154	99	18	28
	b	4154	100		
74	a	4194	17	22	37
75	a	4195	6	22	37
76	a	4195	21	22	37
	b	4195	30		
77	a	4214	12	23	28
	b	4214	20		
78	a	4228	13	23	28
	b	4228	17		
79	a	4232	18	23	28
	b	4232	17		
80	a	3989	1	21	NA
	b	3989	34		
	c	3989	36		
81	a	4210	1	23	28
	b	4210	35		
	c	4210	34		
	d	4210	43		

[1] For the City-owned parcel located with projected development site 66 (Block 4142, Lot 32), the requirement for façade attenuation as well as the requirement for an alternate means of ventilation will be required through the LDA between HPD and the future developer.

Site	Building	Block	Lot	Governing Noise Receptor	CEQR Required Attenuation In dB(A)
A1	a	1437	21	3, 4	35
	b	1437	23		
A2	a	1450	1	4	33
	b	1450	2		
	c	1450	3		
	d	1450	50		
	e	1450	51		
	f	1450	53		
A3	a	1437	1	3	35
A4	a	1540	70	1	39
	b	1540	72		
	c	1540	82		
A5	a	1544	14	1	39
	b	1544	15		
	b	1544	16		
A6	a	1543	1	2	31
A7	a	1553	13	2	31
	b	1553	18		
A8	a	1554	1	2	31
A9	a	1574	23	3	35
	b	1574	32		
A10	a	3671	41	14	37
	b	3671	42		
	c	3671	43		
A11	a	3672	43	14	37
	b	3672	46		
A12	a	3673	20	6	37
	a	3673	21		
A13	a	3673	36	13	33
	b	3673	37		
	c	3673	38		
	d	3673	39		
A14	a	3674	38	13	33
	b	3674	39		
	c	3674	40		
A15	a	3675	1	19	28
A16	a	3675	25	19	28
~~A17~~	~~a~~	~~3686~~	~~9~~	~~16~~	~~31~~
A18	a	3687	5	16	31
	b	3687	6		
	c	3687	7		
A19	a	3973	46	17	NA

Site	Building	Block	Lot	Governing Noise Receptor	CEQR Required Attenuation In dB(A)
A20	a	3688	9	16	31
A21	a	3689	25	14	37
	b	3689	26		
A22	a	3689	12	14	37
	b	3689	19		
	c	3689	20		
	d	3689	21		
	e	3689	22		
	f	3689	23		
	g	3689	24		
A23	a	3690	11	13	33
	b	3690	12		
	c	3690	13		
	d	3690	14		
	e	3690	15		
~~A24~~	~~a~~	~~3703~~	~~7~~	~~20~~	~~NA~~
	~~b~~	~~3703~~	~~8~~		
	~~c~~	~~3703~~	~~9~~		
A25	a	3703	35	20	NA
	b	3703	36		
~~A26~~	~~a~~	~~3707~~	~~7~~	~~19~~	~~28~~
	~~b~~	~~3707~~	~~15~~		
	~~c~~	~~3707~~	~~16~~		
A27	a	3720	21	20	NA
A28	a	3722	28	24	28
A29	a	3742	16	24	28
	b	3742	18		
	c	3742	20		
A30	~~a~~	~~3935~~	~~43~~	6, 7	37
	b	3935	44		
	~~c~~	~~3935~~	~~142~~		
A31	a	3950	17	6, 7	37
	b	3950	18		
	c	3950	19		
	d	3950	20		
A32	a	3951	42	13	33
~~A33~~	~~a~~	~~3952~~	~~20~~	~~6, 7~~	~~37~~
	~~b~~	~~3952~~	~~21~~		
	~~c~~	~~3952~~	~~22~~		
A34	a	3953	45	13	33

Site	Building	Block	Lot	Governing Noise Receptor	CEQR Required Attenuation In dB(A)
A35	a	3955	20	8	35
	b	3955	21		
	c	3955	22		
	d	3955	23		
A36	a	3956	23	12	33
	b	3956	24		
A37	a	3961	26	19	28
	b	3961	27		
A38	a	3961	29	19	28
	b	3961	30		
A39	a	3963	3	16	31
A40	a	3965	3	16	31
	b	3965	4		
A41	a	3965	6	16	31
	b	3965	7		
A42	a	3965	32	19	28
	b	3965	33		
A43	a	3967	19	13	33
	b	3967	20		
	c	3967	21		
	d	3967	22		
	e	3967	24		
	f	3967	25		
A44	a	3971	39	17	NA
	b	3971	40		
	c	3971	41		
A45	a	3971	44	17	NA
	b	3971	45		
A46	a	3971	53	19	28
	b	3971	54		
A47	a	3972	20	12	33
	b	3972	22		
A48	a	3976	31	12	33
	b	3976	35		
A49	a	3980	14	19	28
	b	3980	15		
	c	3980	17		
	d	3980	19		
A50	a	3982	17	19	28
	b	3982	18		
A51	a	3989	20	17	NA
	b	3989	24		
	c	3989	25		

Site	Building	Block	Lot	Governing Noise Receptor	CEQR Required Attenuation In dB(A)
A52	a	3995	29	24	28
	b	3995	31		
	c	3995	32		
	d	3995	129		
A53	a	4004	19	21	NA
	b	4004	20		
A54	a	4018	15	24	28
	b	4018	16		
	c	4018	17		
	d	4018	18		
	e	4018	19		
	f	4018	118		
A55	a	4024	18	23	28
A56	a	4126	1	9	40
A58	a	4154	92	18	28
	b	4154	93		
	c	4154	94		
	d	4154	95		
~~A59~~	~~a~~	~~3689~~	~~1~~	~~19~~	~~28~~
A60	a	4162	2	11	33
	b	4162	10		
A61	a	4211	43	23	28
	b	4211	45		
A62	a	3962	9	13	33
A63	a	3958	49	12	33
A64	a	4137	44	12	33
A65	a	3705	16	19	28
A66	a	3670	25	5	35
	b	3670	27		
A67	a	3672	48	14	37
	b	3672	49		
	c	3672	50		
	d	3672	51		
A68	a	3686	15	14	37
	b	3686	16		
	c	3686	17		
A69	a	3686	19	14	37
	b	3686	21		
A70	a	3687	112	14	37
A71	a	3689	11	16	31

Site	Building	Block	Lot	Governing Noise Receptor	CEQR Required Attenuation In dB(A)
A72	a	3691	14	13	33
	b	3691	15		
	c	3691	16		
	d	3691	18		
A73	a	3721	1	24	28
A74	a	3936	42	6, 7	37
A75	a	3949	1	13	33
A76	a	3959	52	12	33
A77	a	3959	54	12	33
A78	a	3960	21	8	35
A79	a	3960	58	12	33
A80	a	3962	1	16	31
	b	3962	2		
A81	a	3963	8	13	33
A82	a	3963	18	16	31
A83	a	3963	26	19	28
A84	a	3964	1	19	28
	b	3964	33		
	c	3964	34		
	d	3964	35		
A85	a	3965	1	19	28
A86	a	3965	11	13	33
A87	a	3967	13	13	33
	b	3967	15		
A88	a	3971	10	17	NA
	b	3971	11		
A89	a	3971	24	12	33
	b	3971	25		
	c	3971	26		
A90	a	3973	57	18	28
	b	3973	58		
A91	a	3979	11	19	28
	b	3979	12		
	c	3979	13		
A92	a	3987	17	18	28
A93	a	4005	19	21	NA
	b	4005	20		
	c	4005	21		
A94	a	4017	22	24	28
	b	4017	25		
A95	a	4128	66	9	40

Site	Building	Block	Lot	Governing Noise Receptor	CEQR Required Attenuation In dB(A)
A96	a	4137	39	10	31
	b	4137	43		
A97	a	4137	56	12	33
	b	4137	63		
A98	a	4140	27	10, Playground Analysis	33
	b	4140	28		
A99	a	4141	1	10, Playground Analysis	33
	b	4141	4		
A100	a	4141	27	10, Playground Analysis	31
	b	4141	30		
A101	a	4141	33	10, Playground Analysis	33
	b	4141	35		
	c	4141	39		
A102	a	4156	1	18	28
	b	4156	45		
	c	4156	50		
A103	a	4162	18	11	33
	b	4162	22		
	c	4162	29		
A104	a	4167	22	11	33
	b	4167	24		
	c	4167	25		
A105	a	4214	1	23	28
	b	4214	6		
A106	a	3988	28	21	NA
	b	3988	34		
	c	3988	35		