

18. NOISE

18.1. INTRODUCTION

This chapter assesses the potential for the Proposed Action to result in significant adverse noise impacts. Noise in an urban area comes from many sources. Some sources are activities essential to the health, safety, and welfare of a city’s inhabitants, such as noise from emergency vehicle sirens, sanitation trucks, and construction and maintenance equipment. Other sources, such as train and traffic noise, are essential by products of maintaining the viability of a city as a place to live and do business. With respect to noise, the goal of CEQR is to determine both (1) a proposed project's potential effects on sensitive noise receptors, and (2) the effects of ambient noise levels on new sensitive uses introduced by the proposed project.

18.2. PRINCIPAL CONCLUSION

The Proposed Action would not result in significant adverse noise impacts due to operations of any potential development. The Proposed Action has the potential to introduce new source receptors near to existing sensitive receptors. However, based on the performance standards set forth by the zoning resolution Section 42-214, self-storage facilities are required to emit a maximum noise level reduced by 6 decibels below the maximum permitted sound pressure level listed in the table below. With the noise level criteria in place, the proposed Action would not result in significant adverse noise impacts and further analysis is not warranted.

Table 1: Maximum Permitted Sound Pressure Level in Decibels

#Octave Band# (cycles per second)	MAXIMUM PERMITTED SOUND PRESSURE LEVEL (in #decibels#)		
	District		
	M1	M2	M3
20 to 75	79	79	80
75 to 150	74	75	75
150 to 300	66	68	70
300 to 600	59	62	64
600 to 1,200	53	56	58
1,200 to 2,400	47	51	53
2,400 to 4,800	41	47	49
Above 4,800	39	44	46