



**City Environmental Quality Review**  
**ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) SHORT FORM**  
 FOR UNLISTED ACTIONS ONLY • Please fill out and submit to the appropriate agency ([see instructions](#))

**Part I: GENERAL INFORMATION**

**1. Does the Action Exceed Any Type I Threshold in 6 NYCRR Part 617.4 or 43 RCNY §6-15(A) (Executive Order 91 of 1977, as amended)?**  YES  NO

If “yes,” STOP and complete the [FULL EAS FORM](#).

**2. Project Name** CAMBA Gardens - 560 Winthrop Street

**3. Reference Numbers**

CEQR REFERENCE NUMBER (to be assigned by lead agency) 14HPD029K	BSA REFERENCE NUMBER (if applicable)
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (e.g., legislative intro, CAPA)

<b>4a. Lead Agency Information</b>			<b>4b. Applicant Information</b>		
NAME OF LEAD AGENCY Department of Housing Preservation and Development			NAME OF APPLICANT CAMBA Housing Ventures		
NAME OF LEAD AGENCY CONTACT PERSON Patrick Blanchfield			NAME OF APPLICANT’S REPRESENTATIVE OR CONTACT PERSON Margaret Taddy, CAMBA Housing Ventures		
ADDRESS 100 Gold Street, Room 9I-17			ADDRESS 19 Winthrop Street		
CITY New York	STATE NY	ZIP 10038	CITY Brooklyn	STATE NY	ZIP 11225
TELEPHONE 212-863-5056	EMAIL blanchfp@hpd.nyc.gov		TELEPHONE 718-462-8654	EMAIL margarett@CAMBA.org	

**5. Project Description**  
 The project sponsor, CAMBA Housing Ventures Inc., is seeking construction financing from HPD to develop affordable housing for low-income and formerly homeless residents on a site currently under the jurisdiction of New York City Health and Hospitals Corporation (HHC). HHC would convey to CAMBA Housing Ventures, by 99 year lease, an underutilized property associated with Kings County Hospital Center. This property, currently occupied by a vacant former hospital building, would be developed for affordable housing for formerly homeless singles and families, and low-income residents. A total of 293 units, including one superintendent's unit, would be constructed.

**Project Location**

BOROUGH Brooklyn	COMMUNITY DISTRICT(S) 9	STREET ADDRESS 560 Winthrop Street
TAX BLOCK(S) AND LOT(S) Block 4829, p/o Lot 1 (proposed Lot 5)		ZIP CODE 11203
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS south side of Winthrop St. between Kingston and Albany Avenues		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY R5	ZONING SECTIONAL MAP NUMBER 17b	

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

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

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

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

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

VARIANCE (use)

VARIANCE (bulk)

SPECIAL PERMIT (if appropriate, specify type:  modification;  renewal;  other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

**Department of Environmental Protection:**  YES  NO If “yes,” specify:

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

- LEGISLATION
- RULEMAKING
- CONSTRUCTION OF PUBLIC FACILITIES
- 384(b)(4) APPROVAL
- OTHER, explain: Mayoral zoning override to waive parking requirement, HHC property disposition
- FUNDING OF CONSTRUCTION, specify: HPD Supportive Housing Loan Program; Borough President/City Council Reso-A
- POLICY OR PLAN, specify:
- FUNDING OF PROGRAMS, specify: HPD Supportive Housing Loan Program; Borough President/City Council Reso-A
- PERMITS, specify:

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

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

**State or Federal Actions/Approvals/Funding:**  YES  NO If "yes," specify: Multiple potential funding sources - see attachment.

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

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

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

**Physical Setting** (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 95,419.81 Waterbody area (sq. ft) and type:  
 Roads, buildings, and other paved surfaces (sq. ft.): 95,419.81 Other, describe (sq. ft.):

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

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 256,931  
 NUMBER OF BUILDINGS: 1 GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 256,931  
 HEIGHT OF EACH BUILDING (ft.): 95'7" NUMBER OF STORIES OF EACH BUILDING: 9

Does the proposed project involve changes in zoning on one or more sites?  YES  NO

If "yes," specify: The total square feet owned or controlled by the applicant:  
 The total square feet non-applicant owned area:

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

If "yes," indicate the estimated area and volume dimensions of subsurface permanent and temporary disturbance (if known):  
 AREA OF TEMPORARY DISTURBANCE: approx 29,000 sq. ft. (width x length) VOLUME OF DISTURBANCE: site is already excavated cubic ft. (width x length x depth)  
 AREA OF PERMANENT DISTURBANCE: approx 29,000 sq. ft. (width x length)

**Description of Proposed Uses** (please complete the following information as appropriate)

	<b>Residential</b>	<b>Commercial</b>	<b>Community Facility</b>	<b>Industrial/Manufacturing</b>
<b>Size</b> (in gross sq. ft.)	256,931		256,931	
<b>Type</b> (e.g., retail, office, school)	293 units		supportive housing	

Does the proposed project increase the population of residents and/or on-side workers?  YES  NO

If "yes," please specify: NUMBER OF ADDITIONAL RESIDENTS: 647 NUMBER OF ADDITIONAL WORKERS:

Provide a brief explanation of how these numbers were determined: based on mix of unit sizes and occupancy

Does the proposed project create new open space?  YES  NO If "yes," specify size of project-created open space: sq. ft.

Has a No-Action scenario been defined for this project that differs from the existing condition?  YES  NO

If "yes," see Chapter 2, "Establishing the Analysis Framework" and describe briefly:

<b>9. Analysis Year</b> <a href="#">CEQR Technical Manual Chapter 2</a>		
ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2016		
ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 27 months		
WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		IF MULTIPLE PHASES, HOW MANY?
BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: 27 months for demolition and construction		
<b>10. Predominant Land Use in the Vicinity of the Project</b> (check all that apply)		
<input checked="" type="checkbox"/> RESIDENTIAL	<input type="checkbox"/> MANUFACTURING	<input type="checkbox"/> COMMERCIAL
<input type="checkbox"/> PARK/FOREST/OPEN SPACE	<input checked="" type="checkbox"/> OTHER, specify: hospital	

**Part II: TECHNICAL ANALYSIS**

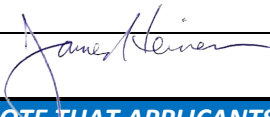
**INSTRUCTIONS:** For each of the analysis categories listed in this section, assess the proposed project’s impacts based on the thresholds and criteria presented in the CEQR Technical Manual. Check each box that applies.

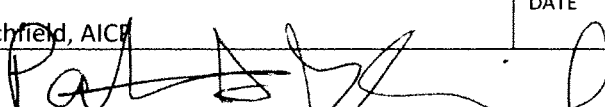
- If the proposed project can be demonstrated not to meet or exceed the threshold, check the “no” box.
- If the proposed project will meet or exceed the threshold, or if this cannot be determined, check the “yes” box.
- For each “yes” response, provide additional analyses (and attach supporting information,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

	YES	NO
<b>1. LAND USE, ZONING, AND PUBLIC POLICY:</b> <a href="#">CEQR Technical Manual Chapter 4</a>		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Is there the potential to affect an applicable public policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) If “yes,” to (a), (b), and/or (c), complete a preliminary assessment and attach.		
(e) Is the project a large, publicly sponsored project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City’s <a href="#">Waterfront Revitalization Program boundaries</a> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” complete the <a href="#">Consistency Assessment Form</a> .		
<b>2. SOCIOECONOMIC CONDITIONS:</b> <a href="#">CEQR Technical Manual Chapter 5</a>		
(a) Would the proposed project:		
o Generate a net increase of 200 or more residential units?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Generate a net increase of 200,000 or more square feet of commercial space?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Directly displace more than 500 residents?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Directly displace more than 100 employees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Affect conditions in a specific industry?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>3. COMMUNITY FACILITIES:</b> <a href="#">CEQR Technical Manual Chapter 6</a>		
(a) Direct Effects		
o Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Indirect Effects		
o <b>Child Care Centers:</b> Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in <a href="#">Chapter 6</a> )	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o <b>Libraries:</b> Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in <a href="#">Chapter 6</a> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o <b>Public Schools:</b> Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in <a href="#">Chapter 6</a> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o <b>Health Care Facilities and Fire/Police Protection:</b> Would the project result in the introduction of a sizeable new neighborhood?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>4. OPEN SPACE:</b> <a href="#">CEQR Technical Manual Chapter 7</a>		
(a) Would the proposed project change or eliminate existing open space?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Is the project located within an under-served area in the <a href="#">Bronx</a> , <a href="#">Brooklyn</a> , <a href="#">Manhattan</a> , <a href="#">Queens</a> , or <a href="#">Staten Island</a> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” would the proposed project generate more than 50 additional residents or 125 additional employees?	<input type="checkbox"/>	<input type="checkbox"/>
(c) Is the project located within a well-served area in the <a href="#">Bronx</a> , <a href="#">Brooklyn</a> , <a href="#">Manhattan</a> , <a href="#">Queens</a> , or <a href="#">Staten Island</a> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” would the proposed project generate more than 350 additional residents or 750 additional employees?	<input type="checkbox"/>	<input type="checkbox"/>
(d) If the project is located in an area that is neither under-served nor well-served, would it generate more than 200 additional	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	YES	NO
residents or 500 additional employees?		
<b>5. SHADOWS:</b> <a href="#">CEQR Technical Manual Chapter 8</a>		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>6. HISTORIC AND CULTURAL RESOURCES:</b> <a href="#">CEQR Technical Manual Chapter 9</a>		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the <a href="#">GIS System for Archaeology and National Register</a> to confirm)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources.		
<b>7. URBAN DESIGN AND VISUAL RESOURCES:</b> <a href="#">CEQR Technical Manual Chapter 10</a>		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>8. NATURAL RESOURCES:</b> <a href="#">CEQR Technical Manual Chapter 11</a>		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of <a href="#">Chapter 11</a> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources.		
(b) Is any part of the directly affected area within the <a href="#">Jamaica Bay Watershed</a> ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," complete the <a href="#">Jamaica Bay Watershed Form</a> , and submit according to its <a href="#">instructions</a> .		
<b>9. HAZARDOUS MATERIALS:</b> <a href="#">CEQR Technical Manual Chapter 12</a>		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in <a href="#">Appendix 1</a> (including nonconforming uses)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (e.g., gas stations, oil storage facilities, heating oil storage)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(f) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Has a Phase I Environmental Site Assessment been performed for the site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: No RECs were identified	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>10. WATER AND SEWER INFRASTRUCTURE:</b> <a href="#">CEQR Technical Manual Chapter 13</a>		
(a) Would the project result in water demand of more than one million gallons per day?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If the proposed project located in a <a href="#">separately sewered area</a> , would it result in the same or greater development than the amounts listed in Table 13-1 in <a href="#">Chapter 13</a> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Would the proposed project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) If the project is located within the <a href="#">Jamaica Bay Watershed</a> or in certain <a href="#">specific drainage areas</a> , including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	<input type="checkbox"/>	<input type="checkbox"/>
(f) Would the proposed project be located in an area that is partially sewerd or currently unsewerd?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or generate contaminated stormwater in a separate storm sewer system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>11. SOLID WASTE AND SANITATION SERVICES:</b> <a href="#">CEQR Technical Manual Chapter 14</a>		
(a) Using Table 14-1 in <a href="#">Chapter 14</a> , the project's projected operational solid waste generation is estimated to be (pounds per week): 7,380		
o Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>12. ENERGY:</b> <a href="#">CEQR Technical Manual Chapter 15</a>		
(a) Using energy modeling or Table 15-1 in <a href="#">Chapter 15</a> , the project's projected energy use is estimated to be (annual BTUs): 12,089,689.93		
(b) Would the proposed project affect the transmission or generation of energy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>13. TRANSPORTATION:</b> <a href="#">CEQR Technical Manual Chapter 16</a>		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in <a href="#">Chapter 16</a> ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) If "yes," conduct the screening analyses, attach appropriate back up data as needed for each stage and answer the following questions:		
o Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? <i>**It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of <a href="#">Chapter 16</a> for more information.</i>	<input type="checkbox"/>	<input type="checkbox"/>
o Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line?	<input type="checkbox"/>	<input type="checkbox"/>
o Would the proposed project result in more than 200 pedestrian trips per project peak hour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?	<input type="checkbox"/>	<input type="checkbox"/>
<b>14. AIR QUALITY:</b> <a href="#">CEQR Technical Manual Chapter 17</a>		
(a) <i>Mobile Sources:</i> Would the proposed project result in the conditions outlined in Section 210 in <a href="#">Chapter 17</a> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) <i>Stationary Sources:</i> Would the proposed project result in the conditions outlined in Section 220 in <a href="#">Chapter 17</a> ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in <a href="#">Chapter 17</a> ? (Attach graph as needed)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Does the proposed project involve multiple buildings on the project site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>15. GREENHOUSE GAS EMISSIONS:</b> <a href="#">CEQR Technical Manual Chapter 18</a>		
(a) Is the proposed project a city capital project or a power generation plant?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project fundamentally change the City's solid waste management system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If "yes" to any of the above, would the project require a GHG emissions assessment based on the guidance in <a href="#">Chapter 18</a> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>16. NOISE:</b> <a href="#">CEQR Technical Manual Chapter 19</a>		
(a) Would the proposed project generate or reroute vehicular traffic?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project introduce new or additional receptors (see Section 124 in <a href="#">Chapter 19</a> ) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>17. PUBLIC HEALTH:</b> <a href="#">CEQR Technical Manual Chapter 20</a>		

		YES	NO
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in <a href="#">Chapter 20</a> , "Public Health." Attach a preliminary analysis, if necessary. Detailed analysis identified no potential air quality, hazardous materials, or noise impacts			
<b>18. NEIGHBORHOOD CHARACTER:</b> <a href="#">CEQR Technical Manual Chapter 21</a>			
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in <a href="#">Chapter 21</a> , "Neighborhood Character." Attach a preliminary analysis, if necessary. Detailed analysis identified no potential impacts to any of the constituent elements of neighborhood character.			
<b>19. CONSTRUCTION:</b> <a href="#">CEQR Technical Manual Chapter 22</a>			
(a) Would the project's construction activities involve:			
<input type="checkbox"/> Construction activities lasting longer than two years?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Construction activities within a Central Business District or along an arterial highway or major thoroughfare?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc.)?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> The operation of several pieces of diesel equipment in a single location at peak construction?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Closure of a community facility or disruption in its services?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Activities within 400 feet of a historic or cultural resource?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Disturbance of a site containing or adjacent to a site containing natural resources?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in <a href="#">Chapter 22</a> , "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination. 27-month construction schedule includes abatement within existing building prior to demolition. Any sidewalk or street lane closures would occur on a portion of Winthrop Street that is not heavily traveled. All construction activities would be coordinated with DOT, DOB, Kings County Hospital Center.			
<b>20. APPLICANT'S CERTIFICATION</b>			
I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of the pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records.			
Still under oath, I further swear or affirm that I make this statement in my capacity as the applicant or representative of the entity that seeks the permits, approvals, funding, or other governmental action(s) described in this EAS.			
APPLICANT/REPRESENTATIVE NAME	James Heineman	DATE	January 28, 2014
SIGNATURE			
<b>PLEASE NOTE THAT APPLICANTS MAY BE REQUIRED TO SUBSTANTIATE RESPONSES IN THIS FORM AT THE DISCRETION OF THE LEAD AGENCY SO THAT IT MAY SUPPORT ITS DETERMINATION OF SIGNIFICANCE.</b>			

Part III: DETERMINATION OF SIGNIFICANCE (To Be Completed by Lead Agency)		
<b>INSTRUCTIONS:</b> In completing Part III, the lead agency should consult 6 NYCRR 617.7 and 43 RCNY § 6-06 (Executive Order 91 or 1977, as amended), which contain the State and City criteria for determining significance.		
<b>1.</b> For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.	<b>Potentially Significant Adverse Impact</b>	
<b>IMPACT CATEGORY</b>	<b>YES</b>	<b>NO</b>
Land Use, Zoning, and Public Policy	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Socioeconomic Conditions	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Community Facilities and Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Open Space	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Shadows	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Historic and Cultural Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Urban Design/Visual Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Natural Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hazardous Materials	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Water and Sewer Infrastructure	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Solid Waste and Sanitation Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Energy	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Greenhouse Gas Emissions	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Public Health	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Neighborhood Character	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>2.</b> Are there any aspects of the project relevant to the determination of whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials?  If there are such impacts, attach an explanation stating whether, as a result of them, the project may have a significant impact on the environment.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>3. Check determination to be issued by the lead agency:</b>  <input type="checkbox"/> <b>Positive Declaration:</b> If the lead agency has determined that the project may have a significant impact on the environment, and if a Conditional Negative Declaration is not appropriate, then the lead agency issues a <i>Positive Declaration</i> and prepares a draft Scope of Work for the Environmental Impact Statement (EIS).  <input type="checkbox"/> <b>Conditional Negative Declaration:</b> A <i>Conditional Negative Declaration</i> (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements of 6 NYCRR Part 617.  <input checked="" type="checkbox"/> <b>Negative Declaration:</b> If the lead agency has determined that the project would not result in potentially significant adverse environmental impacts, then the lead agency issues a <i>Negative Declaration</i> . The <i>Negative Declaration</i> may be prepared as a separate document (see <u>template</u> ) or using the embedded Negative Declaration on the next page.		
<b>4. LEAD AGENCY'S CERTIFICATION</b>		
TITLE Director of Environmental Planning	LEAD AGENCY NYC Department of Housing Preservation & Development	
NAME Patrick S. Blanchfield, AICP	DATE 2/10/14	
SIGNATURE 		

**NEGATIVE DECLARATION (Use of this form is optional)**

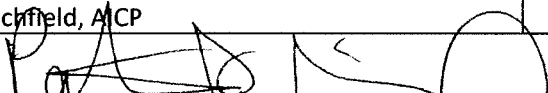
**Statement of No Significant Effect**

Pursuant to Executive Order 91 of 1977, as amended, and the Rules of Procedure for City Environmental Quality Review, found at Title 62, Chapter 5 of the Rules of the City of New York and 6 NYCRR, Part 617, State Environmental Quality Review, the City of New York - Department of Housing Preservation & Development assumed the role of lead agency for the environmental review of the proposed project. Based on a review of information about the project contained in this environmental assessment statement and any attachments hereto, which are incorporated by reference herein, the lead agency has determined that the proposed project would not have a significant adverse impact on the environment.

**Reasons Supporting this Determination**

The above determination is based on information contained in this EAS, which finds that the proposed project: will not result in any significant adverse impacts, and no further assessment is necessary.

No other significant effects upon the environment that would require the preparation of a Draft Environmental Impact Statement are foreseeable. This Negative Declaration has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law (SEQRA).

TITLE Director of Environmental Planning	LEAD AGENCY NYC Department of Housing Preservation & Development
NAME Patrick S. Blanchfield, AICP	DATE 2/11/14
SIGNATURE 	

# Project Description

## Proposed Action

The New York City Health and Hospitals Corporation (HHC) would convey, by 99-year lease, a parcel within the Kings County Hospital Center campus (Building G, 560 Winthrop Street) to CAMBA Housing Ventures, Inc. (CHV). The site is currently occupied by the former psychiatric facility, vacant since 2009, that would be demolished to allow for site redevelopment.

In addition to the conveyance by lease of the subject site, the proposed project would involve City funding via the New York City Department of Housing Preservation and Development (HPD) Supportive Housing Loan Program, and State and Federal funding potentially including the New York State Homeless Housing Assistance Program, New York State Housing Finance Authority tax exempt bonds and Medicaid Redesign Team (MRT) capital funds, Federal Home Loan Bank Affordable Housing Program (AHP), Federal Department of Housing and Urban Development (HUD) HOME funds to be administered through HPD, New York State Energy Research and Development Agency (NYSERDA), capital allocations from the Brooklyn Borough President and New York City Council which would be administered through HPD, and Project-based Section 8 rental assistance. Support service subsidies are anticipated from NYS Office of Mental Health (OMH) by an existing award secured by CAMBA and recently awarded NYC Department of Health and Mental Hygiene (DOHMH) NY NY III subsidies. Development of the site would be subject to a Regulatory Agreement that would incorporate any conditions imposed on the project. A Mayoral override, sought by HHC on behalf of CHV, would waive the accessory parking requirement of the site's R5 zoning district and waive the street tree planting requirement as it pertains to the entire zoning lot for the hospital.

## Project Site

### *Existing Conditions*

The proposed action would affect a 95,106-square foot parcel located on the south side of Winthrop Street between Kingston Avenue and Albany Avenue, within the Kings County Hospital Center (KCHC) campus. The site, 560 Winthrop Street is currently occupied by a vacant hospital building known as Building G with associated landscaping and parking. This seven-story, 75-foot tall building formerly served as the hospital's psychiatric facility. The building has been vacant since 2009.

### *Future Without the Proposed Action*

In the future without the proposed action, no changes to conditions on the subject site are anticipated. Without the proposed site conveyance, the property would remain under HHC jurisdiction. HHC has determined that Building G is not needed for medical purposes and has no plans to renovate, replace, or occupy Building G.

### *Development Under the Proposed Action*

CHV proposes to develop the 560 Winthrop Street parcel with a five/seven/nine-story building providing 293 units of permanent supportive and affordable rental housing (Use Group 3 community facilities with sleeping accommodations) on a landscaped site (see attached plan).

The development would provide housing and support services for formerly homeless singles and families and HHC long-term-stayer patients; as well as housing for lower-income families (with community preference). All units would be affordable to those earning under 60% of current area median income. The proposed action would allow for the reuse of vacant hospital property for a use that is compatible with surrounding land uses, at a height and bulk that is permitted by zoning and is consistent with surrounding built form.

The proposed building would have five, seven, and nine story sections, and would have a maximum height of 92 feet, as compared to the seven-story, 75' building that currently occupies the site and would remain in the future without the proposed action.

560 Winthrop Street would provide 175 units of supportive housing to formerly homeless people with special needs and 118 units of affordable housing for households earning no more than 60% of Area Median Income, with preference given to residents of Community District 9 and qualified municipal employees and additional preferences to be determined by HPD. The development would include 175 studio apartments, 28 1 BR units, 62 2 BR, and 28 3 BR, inclusive of one super's unit.

### Surrounding Context

#### *Existing Conditions*

The project site is located on the Kings County Hospital Center campus, on the south side of Winthrop Street. Kings County Hospital Buildings are located to the west of the affected area; SUNY Downstate is located to the south and Kingsbrook Jewish Psychiatric Center is located to the east.. New supportive and affordable housing (CAMBA Gardens 690 and 738 Albany Avenue) recently completed construction to the south east of the development site. Medium density residential buildings are located north of the affected area. Ground floor local retail uses, as well as medium-density residences, are located south of the affected area, on the south side of Clarkson Avenue.

#### *Future Without the Proposed Action*

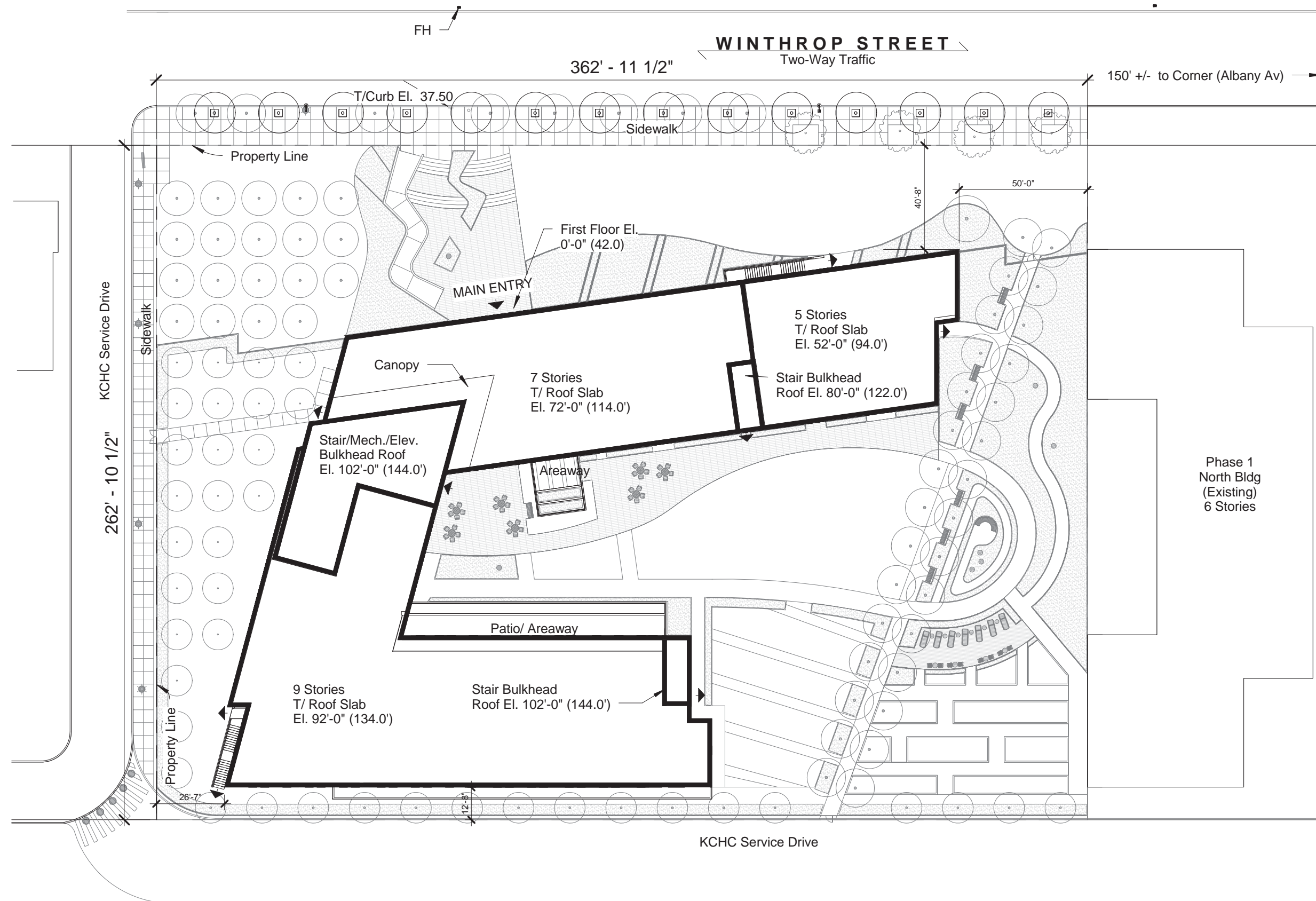
In the future without the action, conditions in the surrounding area would generally remain unchanged. CAMBA Gardens/690 and 738 Albany Avenue, which was recently completed, would be occupied. This development consists of two six-story buildings providing a total of 209 units of affordable and supportive housing. The development would provide housing and support services for singles and families, as well as housing for lower-income neighborhood residents. Ground was broken for CAMBA Gardens 690 and 738 Albany Avenue in November 2011.

No other changes in area land use are anticipated in the future without the proposed action.

#### *Future With the Proposed Action*

In the future with the proposed action, 560 Winthrop Street would be built and occupied. A vacant and deteriorating building would be replaced with new development that integrates housing with the support services available on the KCHC campus. The proposed development of affordable housing on city-owned property is not expected to result in changes to surrounding

land use patterns. The area would continue to be one of major community facilities along with medium density residential uses and local retail.

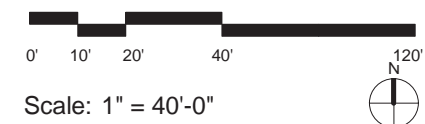


# CAMBA Gardens II

CAMBA Housing Ventures  
HPD Special Needs Submission – Rev.1

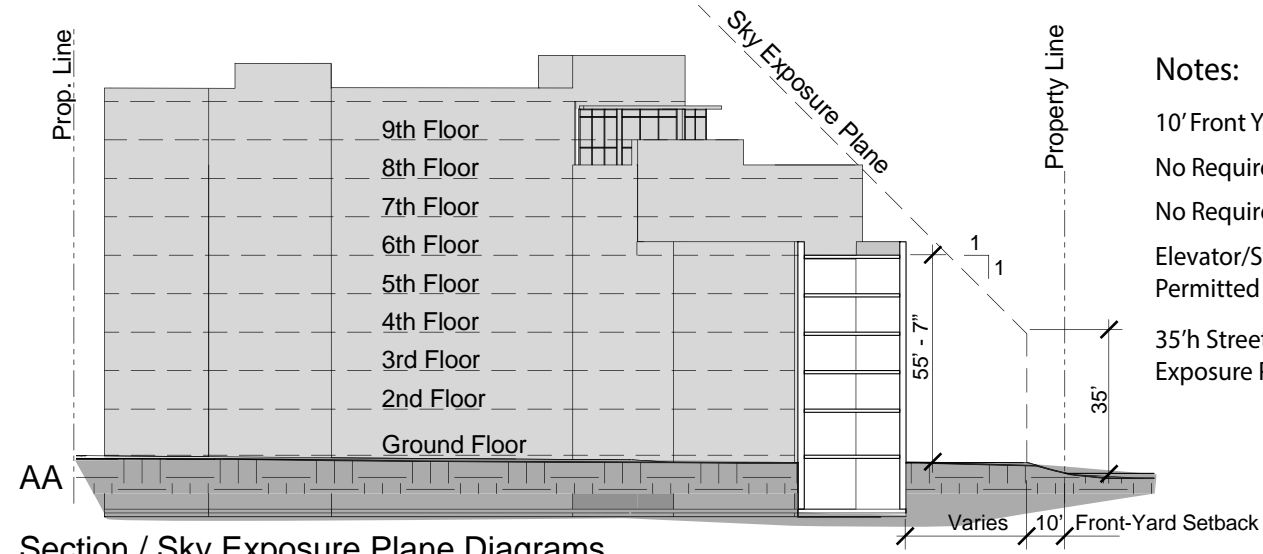
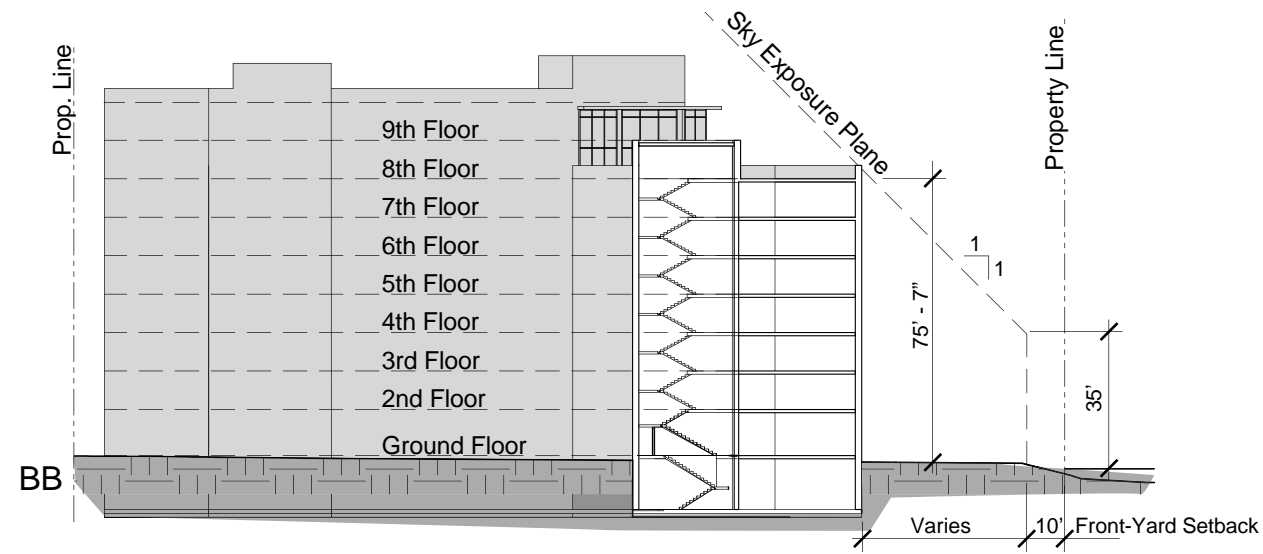
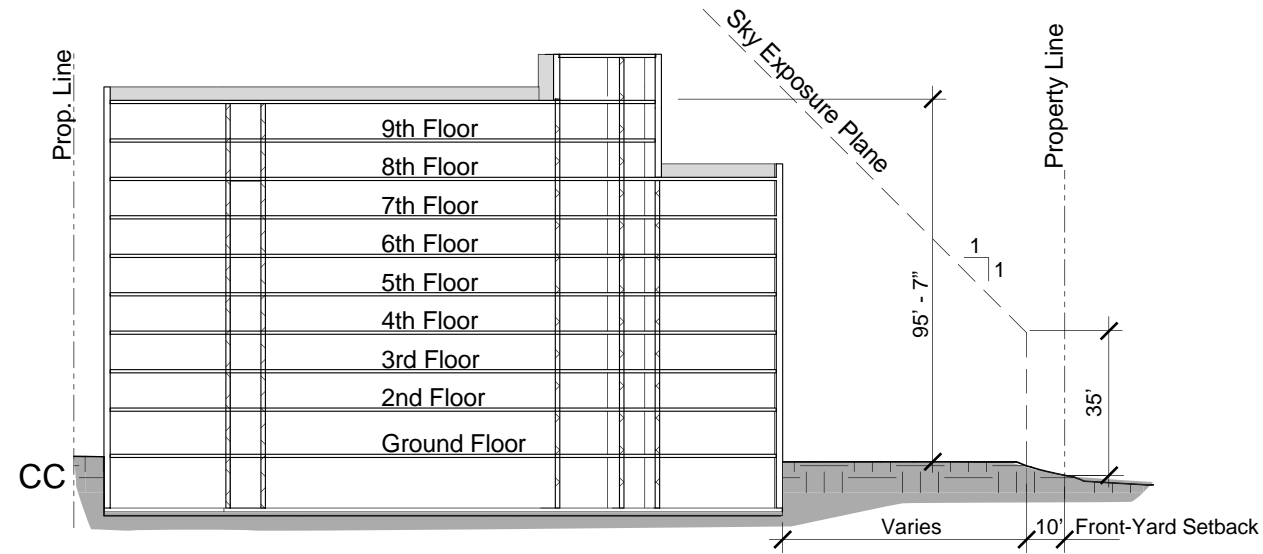
Title: Site Plan

Date: 05/22/13

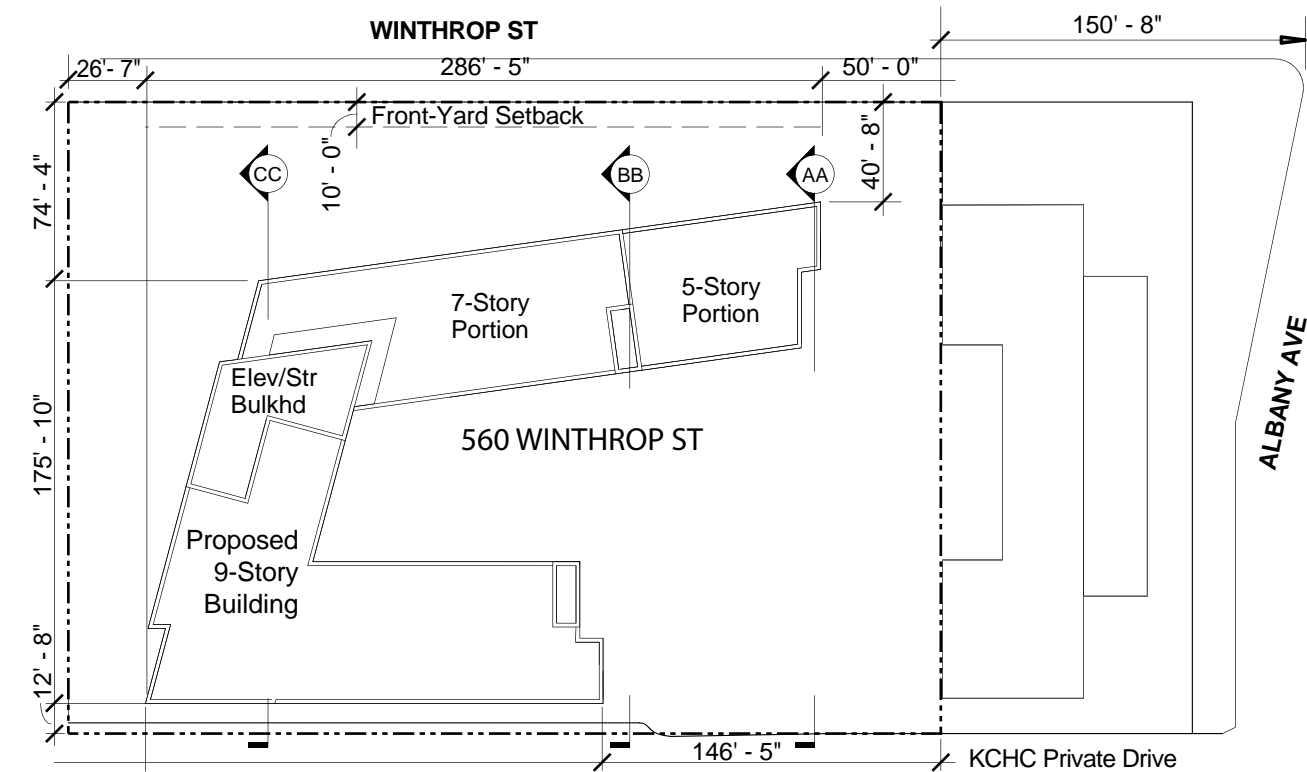
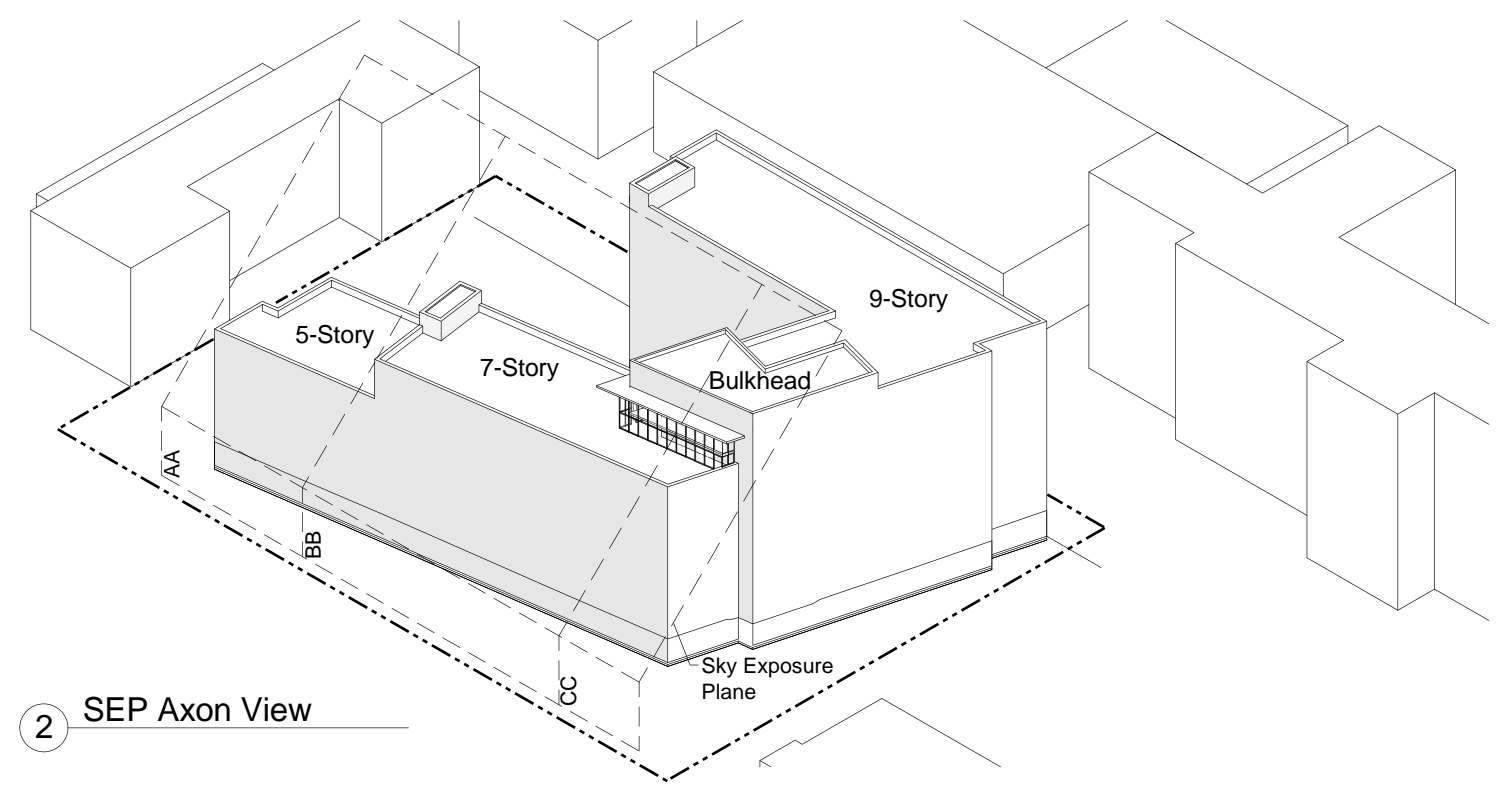


Dwg No.

# 05



- Notes:**
- 10' Front Yard Setback (ZR-24-30)
  - No Required Side Yard (ZR-24-35)
  - No Required Rear Yard (ZR-24-38)
  - Elevator/Stair Bulkheads & Parapets Permitted Obstructions (ZR-24-51)
  - 35'h Street Wall with 1:1 Sloping Sky Exposure Plane (ZR-24-52)



1 Section / Sky Exposure Plane Diagrams  
1" = 50'-0"

3 Site  
1" = 80'-0"





Photo 1: Building G (project site) from the Southwest



Photo 2: Building G (project site) from the West



Photo 3: Building G (project site) from the North



Photo 4: Hospital Building located north of Project Site



Photo 5: Medical Examiner Building, north of Project Site

## Socioeconomic Conditions

The *CEQR Technical Manual* defines the socioeconomic character of an area as including its population, housing, and economic activity. Socioeconomic changes may occur when a project directly or indirectly changes any of these elements. Although socioeconomic changes may not result in impacts under CEQR, they are disclosed if they would affect land use patterns, low-income populations, the availability of goods and services, or economic investment in a way that changes the socioeconomic character of the area. In some cases, these changes may be substantial but not adverse. In other cases, these changes may be good for some groups but bad for others. The objective of the CEQR analysis is to disclose whether any changes created by the project would have a significant impact compared to what would happen in the future without the project.

CAMBA Gardens 782<sup>nd</sup> Street would occupy a site within the Kings County Hospital campus that currently contains a vacant building. Accordingly, there would be no direct displacement of housing units or businesses.

According to the *CEQR Technical Manual*, development of over 200 residential units may warrant further assessment of the potential for indirect displacement, resulting from the project's potential to change market conditions in the area such that existing land uses are at danger of displacement. The *CEQR Technical Manual* states that if the project would introduce a more costly type of housing compared to existing housing and the housing expected to be built in the No-Action condition, then the new population may be expected to have higher incomes. If the expected average incomes of the new population would be similar to the average incomes of the study area populations, no further analysis is necessary.

CAMBA Gardens 782<sup>nd</sup> Street would provide supportive housing and affordable housing to formerly homeless individuals and families with special needs including HHC patients and individuals and families earning no more than 60% of Area Median Income, with a preference for Community District 9 residents, municipal employees and other groups per HPD guidelines. Development under the proposed action would not introduce a population with higher incomes than current area residents, and does not have the potential to change market conditions in the area such that existing households would be in danger of displacement.

# Community Facilities

The *CEQR Technical Manual* defines community facilities and services as public or publicly funded schools, hospitals, libraries, daycare centers, and police and fire services. Threshold screening analyses were conducted to determine if further analyses of impacts to these community facilities are necessary. A community facilities analysis examines a proposed action's potential effect on the provision of services by those community facilities. Direct effects occur when the action physically alters or displaces a community facility or affects access to that facility. Indirect effects occur when an increase in population creates a demand on service delivery. The proposed action would not result in physical alteration or displacement of any community facility or affect access to such facilities; therefore, direct effects to existing community facilities are not expected as a result of the proposed action.

## Schools

Based on the threshold analysis for the indirect effect, the addition of 293 units of housing at 560 Winthrop Street for formerly homeless and at-risk individuals and families and lower-income households does not require detailed analyses of medical facilities, libraries, or police and fire services. However, the *CEQR Technical Manual* directs that if a proposed action generates more than 50 public elementary and intermediate school students and/or 150 high school students, further analysis of the impact of the proposed action on local public schools is necessary. A development that would generate more than 110 units of affordable housing could generate 20 or more children eligible for publicly-financed day care, and therefore would warrant further assessment. The *CEQR Technical Manual* notes that supportive housing facilities for special needs populations may be excluded from this analysis.

One hundred seventy-five of the proposed units would be studio apartments for homeless single adults, and therefore can be excluded. Based on Table 6-1a of the *CEQR Technical Manual*, the remaining 118 units generate fewer than the threshold number of fifty new elementary and middle school students that triggers a detailed schools analysis.

**Table Community Facilities-1**  
**Estimated Number of Public School and Day Care Students**  
**Adjusted to Exclude Units for Single Adults**

<b>Residential Units Excluding Studios</b>	<b>Elementary Students</b>	<b>Intermediate Students</b>	<b>Total PS/IS Students</b>	<b>High School Students</b>	<b>Day Care-Eligible Children</b>
<b>118</b>	<b>34</b>	<b>14</b>	<b>48</b>	<b>17</b>	<b>21</b>

Because development under the proposed action would consist mostly of studio apartments that would provide supportive housing for single adults, the incremental population of children who could attend local public schools is below threshold levels warranting further analysis.

## Day Care Facilities

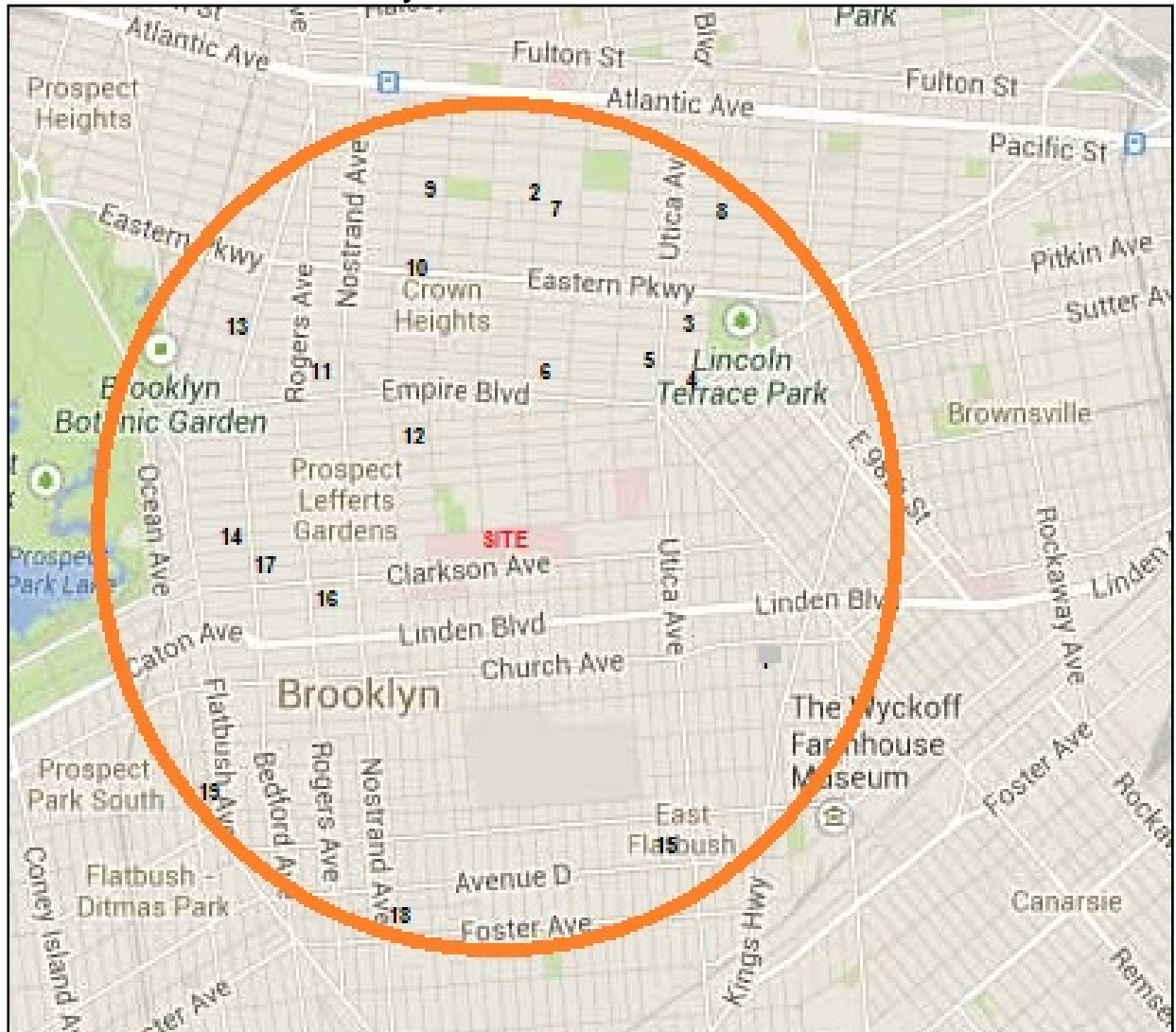
The proposed development is projected to result in an increment of twenty-one children under the age of six who would be eligible for publicly-financed day care or head start. Since this exceeds the threshold number of twenty, additional assessment of local day care facilities is required. Based on the multipliers contained in Table 6-1b of the CEQR Technical Manual, the 118 non-studio affordable housing units proposed for 560 Winthrop Street could generate twenty-one children eligible for publicly financed day care or head start. Pursuant to CEQR Technical Manual methodology, publicly financed child care centers within a 1.5 mile radius of the project site constitute the study area for assessment. Based on information provided by the Agency for Child Services, the following child care facilities were included:

**Table Community Facilities-2  
Day Care Facilities within 1.5 Miles**

Map ID Number	Provider Name	Site Name	Site Address	Group or Family	Program Type	Infant	Toddler	Preschool	Totals
<b>BROOKLYN</b>									
1	Yeled V' Yalda Early Childhood Center, Inc.	Yeled V' Yalda 407	407 East 53rd Street	G	HS	0	0	52	52
2	196 Albany Avenue Day Care Center, Inc.	196 Albany Avenue DCC	196 Albany Avenue	G	CC	0	10	80	90
3	All My Children Daycare and Nursery School	All My Children Daycare 15	1717 President Street	G	CC	0	0	40	40
4	All My Children Daycare and Nursery School	All My Children Daycare 13	36 Ford Street	G	CC	8	15	60	83
5	All My Children Daycare and Nursery School	All My Children Daycare 13	771 Crown Street	G	CC	0	10	40	50
6	B'Above Worldwide Institute, Inc.	B'Above 37	570 Crown Street	G	HS	0	0	119	119
7	Brooklyn Kindergarten Society, Inc.	Edwards L. Cleaveland Childrens Center	1185 Park Place	G	DE	0	24	51	75
8	Friends of Crown Heights Educational Centers, Inc.	Friends of Crown Heights 29	1435 Prospect Place	G	CC	0	0	95	95
9	United Interfaith Action Council of Brooklyn, Inc	Park Place Day Care Center	963 Park Place	G	CC	0	0	80	80
10	Yeled V' Yalda Early Childhood Center, Inc.	Yeled v'Yalda 667	667 Eastern Parkway	G	HS	0	0	77	77
11	All My Children Daycare and Nursery School	All My Children Daycare 11	317 Rogers Avenue	G	CC	8	20	60	88
12	All My Children Daycare and Nursery School	All My Children Daycare 10	420 Lefferts Avenue	G	CC	0	55	70	125
13	Friends of Crown Heights Educational Centers, Inc.	Friends of Crown Heights 11	995 Carroll Street	G	CC	0	0	77	77
14	Hawthorne Corners Day Care Center, Inc.	Hawthorne Corners day Care center	1950 Bedford Avenue	G	DE	0	12	40	52
15	B'Above Worldwide Institute, Inc.	B'Above 26	771 East 49th Street	G	DE	0	30	102	132
16	Brightside Academy, Inc.	Brightside Academy - Clarkson	210 Clarkson Avenue	G	CC	4	10	40	54
17	Catholic Charities Neighborhood Services, Inc.	Parkside ECDC	525 Parkside Avenue	G	DE	0	20	147	167
18	Friends of Crown Heights Educational Centers, Inc.	Friends of Crown Heights 5	1886 Nostrand Avenue	G	DE	0	0	216	216
19	St. Marks U.M.C. Family Services Council	St. Marks	2017 Beverley Road	G	HS	0	0	145	145
			TOTAL			20	206	1,591	1,817
source: ACS June 2013									

These facilities within a 1.5 mile radius of the project site are shown in the following map:

**Figure Community Facilities-1  
Day Care Facilities within 1.5 Miles**



In the future without the proposed action, new affordable housing was recently completed at CAMBA Gardens/690 and 738 Albany Avenue. Based on the mix of unit sizes at this development (CAMBA Gardens/690 and 738 Albany Avenue), the seventy-seven non-studio units at this development could generate a demand for fourteen day care slots. No other no-action development that would create affordable housing units that could generate demand for publicly funded day care are anticipated in the study area.

For analysis purposes, it is assumed that facility enrollment equals capacity, so that all facilities operate at a collective 100% utilization rate. Pursuant to CEQR Technical Manual methodology, a significant impact may result if the utilization with the proposed project exceeds 100%, and the increment between the utilization without the project and with the project exceeds 5%. The proposed project has the potential to add twenty-one children who would be served by publicly

financed day care. This would constitute an increase of 1.2% over the current enrollment of 1,817 within the 1.5 mile radius study area. Therefore the proposed action would not have the potential for significant adverse impacts related to day care facilities.

**Table Community Facilities-3  
No-Action and With Action Day Care Utilization**

	Enrollment	Capacity	Available Slots*	Utilization Rate	Change In Utilization Compared With No-Action
Future Without the Proposed Action*	1817	1817	0	100.0%	n/a
Future With the Proposed Action	1838	1817	-21	101.2%	1.2%
*No-Action enrollment is assumed to be equal to capacity					

## Health Care Facilities

The proposed action would allow for a site on the Kings County Hospital Center campus containing a vacant building to be redeveloped for supportive and low-income housing. Pursuant to CEQR Technical Manual methodology, a detailed assessment of service delivery is conducted only if a proposed project would affect the physical operations of, or access to and from, a hospital or a public health clinic, or where a proposed project would create a sizeable new neighborhood where none existed before. Because the proposed project would redevelop a site currently containing a vacant and deteriorating building on the KCHC campus, its potential affect on operations of and access to the hospital were considered.

The project site consists of a single parcel on the northern edge of the KCHC campus, with direct access from Winthrop Street, a public street. The project site currently contained a vacant building and is not used for hospital operations since 2009, or as a vehicular or pedestrian access route to any hospital facility. Noise associated with construction activity is not expected to adversely affect hospital operations. All construction activity would conform to applicable New York City regulations to minimize noise, dust, and vibrations that could affect nearby uses.

As noted in the Transportation section, the proposed project is below relevant screening thresholds and therefore is not expected to generate significant volumes of pedestrian or vehicular traffic that could affect hospital operations or access.

Therefore the proposed action does not have the potential for adverse impacts to community facilities and services, and no further assessment is warranted.

## Open Space

An open space assessment is generally required if the proposed action would have a direct or indirect effect on open space resources. Direct effects would occur if the proposed action would result in the physical loss of a public open space; change of use of an open space so that it no longer serves the same user population; limit public access to an open space; or cause increased noise or air pollutant emissions, odors, or shadows on public open space that would affect its usefulness, whether temporary or permanent. The proposed action would not have any direct effects on public open space; therefore, no additional analysis of direct effects is necessary.

Indirect effects may occur when the population generated by a proposed action would be sufficient to noticeably diminish the availability of an area's open space to serve the existing or future population. As the project site is not located in an underserved or well served area, an assessment should be conducted if the proposed action's incremental population is greater than 200 residents or 500 employees.

The proposed action would allow the development of 293 units of supportive and affordable housing, including a superintendent's unit, that are expected to accommodate approximately 647 people, exceeding the CEQR threshold requiring a more detailed analysis.

### *Study Area*

The *CEQR Technical Manual* assumes that residents would typically travel up to one half mile to local open space and recreational facilities. In conducting an assessment of potential open space impacts, a study area should include all census tracts (2010 Census) with at least 50 percent of their area within a half mile of the proposed area to be rezoned. All of the recreational resources should be identified in this area as well.

As such, the following census tracts would fall within 0.5 miles of the proposed project area:

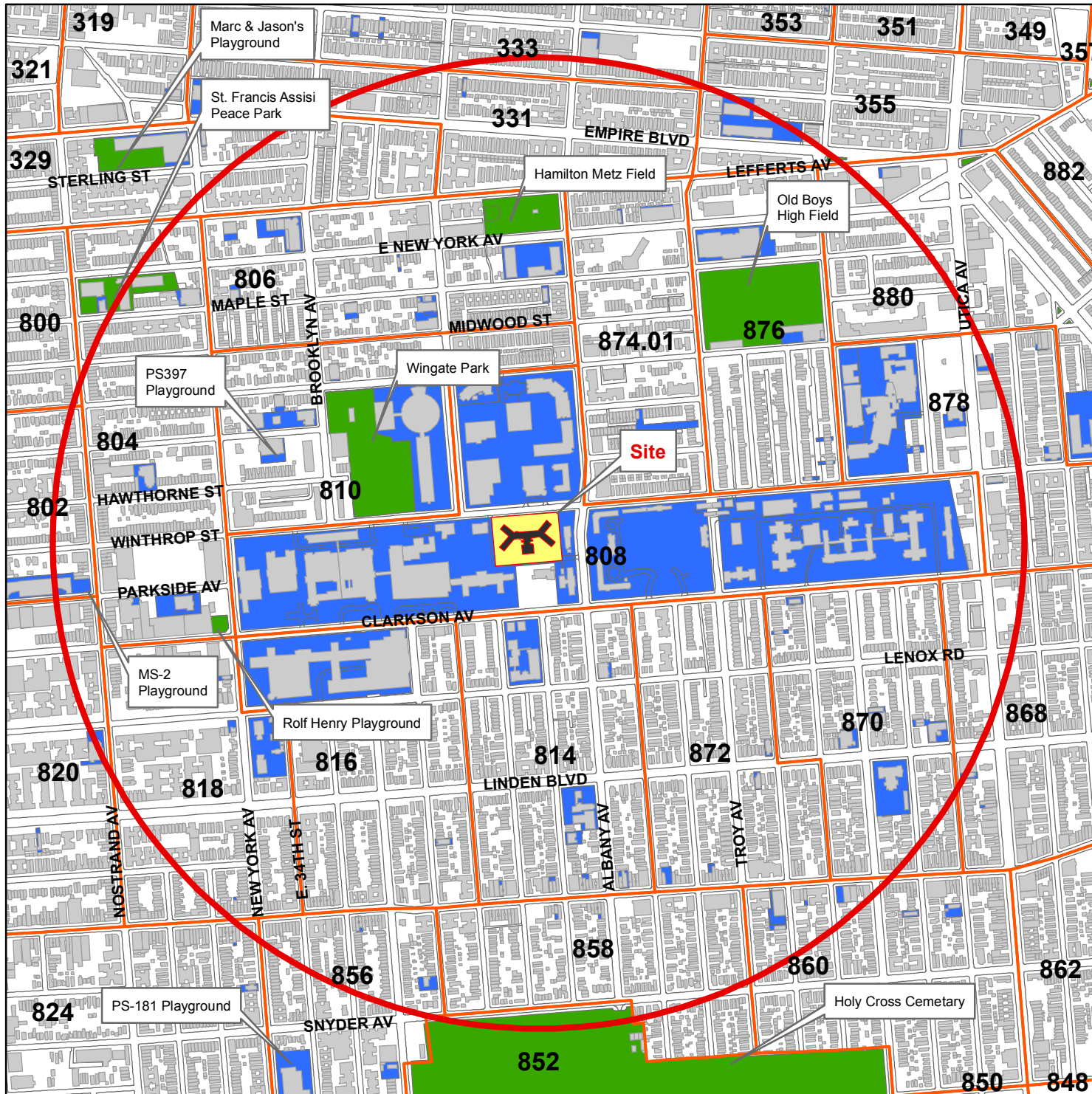
**Table 4-1 Open Space Study Area Population**

CAMBA Open Space Study area Census Tracts and 2010 Population		
	<b>tract</b>	<b>population</b>
<u>CB 9</u>	810	2300
	874.01	3142
	876	1742
	878	3006
	806	3386
	331	4520
	804	3250
	<u>CB17</u>	816
	814	2635
	872	2868
	870	3204
	858	2434
	818	4551
	<b>TOTAL</b>	<b>39829</b> existing population

Note: Census tracts 812 and 874.04 consist of the KCHC campus and have no residential population

Open space resources in this same area include (Figure 4-2):

Map ID#	Property Name	Location	Acreage
1	Wingate Field	Brooklyn Avenue & Rutland Rd	5.9
2	PS 397 Playground	Brooklyn Avenue & Hawthorne St	0.2
3	Hamilton-Metz Field	Albany and East New York avenues	2.1
4	Old Boys High Field	Albany Avenue and Rutland Rd	7.0
5	Rolf Henry Playground	Clarkson Street and New York Ave	0.2
6	MS 2 Playground	Parkside and Nostrand avenues	0.2
7	Francis Assisi Garden	Nostrand Ave and Maple Street	0.9
8	Marc & Jason's Playground	New York Ave & Empire Blvd	1.2
9	PS 181 Playground	East 34 <sup>th</sup> Street & Snyder Ave	0.2
10	Holy Cross Cemetery	Snyder Avenue, Brooklyn to Albany Av	N/A
	<b>TOTAL</b>		<b>17.9</b>



### Legend

- Existing Building
- Project Site
- Half Mile Radius (Approximate)
- Census Tract 2010
- Open Space
- Public Facility/Institution
- 808** Census Tract Number

## Open Space Map

**560 Winthrop Street  
Brooklyn, NY 11203**

**equity environmental engineering**  
227 Route 206, Bldg 1, Flanders, NJ 07836  
(973) 527-7451 (973) 858-0820 fax

DRAWN BY/ DATE	CHK/DATE	DRAWING NUMBER
TAF/05-20-13		20130030

In addition to the open space resources noted above, the project site is within ½ mile of Holy Cross Cemetery, a very large open space which provides passive open space for activities such as strolling, sunning, or quiet contemplation.

### ***Methodology***

The change in total population relative to total open space in the study area is calculated by comparing the Existing Condition open space ratio with the Future with Action open space ratio. The open space ratio is expressed as the amount of open space acreage per 1,000 user population. As a planning goal, the City attempts to achieve a ratio of 2.5 acres per 1,000 population. The citywide average open space ratio for all community boards is 1.5 acres per 1,000 user population. This figure is used as a benchmark to determine if an area is relatively underserved by comparison with the citywide average. If the open space ratio would increase or remain substantially the same with the action in place, no further analysis of open space would be required. If the ratio would decrease by 5% or more it is considered to be a substantial change warranting a more detailed analysis.

### ***Conclusion***

According to the 2010 Census, there is currently a population of 39,829 residents in the open space study area and there are 17.9 acres of open space, not including Holy Cross Cemetery. The open space ratio of the existing condition (acres per 1,000 populations) is very low, at 0.45. With the addition of 647 new residents to the area, the population would increase from 39,829 to 40,476 and the open space ratio would decrease to 0.44. The decrease in open space would be less than 1%. Therefore, the proposed action would not result in significant adverse impacts related to open space.

## Historic and Cultural Resources

Pursuant to *CEQR Technical Manual* methodology, actions that would result in ground disturbance in an area not previously excavated, including new excavation that is deeper and/or wider than previous excavation on the same site, require assessment for archaeological resources.

A detailed analysis of architectural resources may be warranted when new development would directly affect a designated architectural resource, or would alter the visual context of such a resource.

Because the proposed action would result in in-ground excavation associated with construction of a new building, an assessment of the site's archaeological sensitivity was required. Landmarks Preservation Commission (LPC) determined that the site may be potentially sensitive for historic-era resources.

Accordingly, a Phase IA Archaeological assessment was performed in November 2013 by Historical Perspectives Inc. (HPI). Based on their review of this document, LPC has determined that due to the location of potential resources and the area of prior disturbance, the proposed project does not have the potential to result in adverse impacts on archaeological resources. By letter dated January 3, 2014, the New York State Office of Parks, Recreation and Historic Preservation has concluded that the proposed project will have no effect on historic properties listed or eligible for listing on the National Register of Historic Preservation.

The subject site is not within a historic district, nor is it a designated landmark. The closest designated historic resource is the Prospect Lefferts Garden Historic District, located approximately six blocks to the northwest. Since the proposed development site does not have any visual relationship with this historic district, the proposed action does not have the potential to result in adverse impacts on architectural resources.



*Source: NYC Department of Parks and Recreation*

## Hazardous Materials

Pursuant to *CEQR Technical Manual* methodology, actions that would result in ground disturbance in an area where current or past uses on or near the site raise the potential for the presence of hazardous materials should be assessed for hazardous materials. Accordingly a Phase I Environmental Site Assessments (Phase I) was conducted in April 2013 for the subject site by GEI Consultants Inc. The Phase I ESA included a Tier 1 Vapor Encroachment Screening..

The purpose of a Phase I ESA is to determine whether any type of environmental hazard exists within or adjacent to the project site. Environmental hazards may include, but are not be limited to, hazardous/toxic wastes or raw chemicals stored, dumped, or spilled on the site, underground and above ground storage of petroleum or hazardous materials; asbestos within the building materials/structures; and identification of potential off-site sources of hazardous waste contamination, such as industrial facilities adjacent to the subject property.

The Phase I ESAs noted that the building that occupies the site, identified as Building G, was constructed sometime between approximately 1929 and 1951, and has been vacant since approximately 2011. Previously, small structures including a nurses' dormitory and an isolation ward, occupied the site.

Recognized Environmental Conditions (RECs) are defined as the presence or likely presence of any hazardous substances or petroleum products under conditions that indicate an existing release, past release, or a material threat of a release into structures on the property or into the ground, groundwater or surface waters of the property. De minimis RECs are those that do not present a threat to health or the environment, and would not be the subject of an enforcement action by a government agency. All RECs, excluding de minimis RECs were considered in the Phase I.

The Phase I assessment did not identify any RECs other than the presence of an underground fuel oil storage tank located immediately east of Building G. This tank is an emergency source for the hospital's backup services and would remain in use under the proposed action. It is registered with the New York State Department of Environmental Conservation (DEC) Petroleum Bulk Storage (PBS) program. The PBS certificate indicates that the tank is a 3,000 gallon capacity fiberglass tank containing diesel fuel. It was last tested in 2008. The tank would continue to be used for its current purpose, and periodically inspected to ensure that it does not become a source of petroleum product releases. No vapor encroachment conditions (VECs) were identified in connection with the project site.

The Phase I notes the presence of suspected Asbestos Containing Material (ACM), suspected lead, and mold in the building. All demolition work at the project site will be conducted according to relevant regulations ensuring that any ACMs, lead based paint, or areas of mold growth are handled appropriately. The nearby UST is in active use and is properly registered and tested. The proposed project does not pose the potential for significant adverse impacts related to hazardous materials.

# Transportation

Pursuant to *CEQR Technical Manual* methodology, a transportation assessment may be necessary when a proposed action would alter the transportation network by closing, opening, or realigning an element of the transportation system such as a roadway, pedestrian way, or transit route, or if it would generate new trips on the transportation network. The objective of the transportation analyses is to determine whether a proposed project may have a potential significant impact on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, safety of all roadway users (pedestrians, bicyclists and vehicles), on- and off-street parking, or goods movement.

The proposed action would not result in development that would directly affect any element of the transportation system. According to Table 16-1 of the *CEQR Technical Manual*, a residential development of over 200 residential units may warrant further assessment of the potential for adverse effects on Transportation. Because the proposed project would exceed this threshold, further assessment is warranted. The initial step in determining this potential is to analyze the proposed development's trip generation characteristics. According to the *CEQR Technical Manual*, a proposed action that would generate over fifty vehicular trips during the peak travel hour, over 200 transit trips, or over 200 walking trips, would warrant more detailed study.

560 Winthrop Street would provide 293 units of affordable housing to formerly homeless people with special needs and low-income households earning no more than 60% of Area Median Income (AMI). To assess the trip generation characteristics of the proposed development, the following sources were used: Daily trip generation per dwelling unit, and temporal distribution of those trips throughout the day, were based on trip generation rates contained in Pushkarev & Zupan: Urban Space for Pedestrians, as modified to account for the nature of the proposed development. Pushkarev & Zupan states that an average of 8.075 daily trips is associated with each dwelling unit. This is a conservative assumption, given the disproportionate number of smaller units (175 of the 293 units would be studio apartments) and the occupancy of 182 of the 293 units (62%) for special needs (formerly homeless) population, it is likely that trip generation from the proposed project would differ somewhat from typical residential development in the area. Specifically, single-occupancy studio apartments generate fewer trips than a typical family-sized unit, or even a one-bedroom that would be occupied by a couple, and many of the special needs residents would receive treatment or training on-site within the KCHC campus, but would not be travelling on a daily basis for work or school.

Based on the most recent available data, from the 2000 U.S. Census, it was determined that 25.6% of area residents' travel is by private car, 45.3% is by subway, 14.9% is by bus, and 9.1% of trips are walk-only. Because the proposed project would serve formerly homeless special needs residents, including HHC patients, as well as lower income individuals and families earning up to 60% of AMI, it is likely that the percentage of travel by private car would be lower than that of the surrounding area. The project sponsor's experience with similar projects has been that effectively none of the special needs formerly homeless residents own cars, and at most 20% of the 60% AMI lower-income households own a car. Many project occupants may either receive medical and social services at Kings County, or be employed at the hospital, resulting in

a higher share of trips made on foot. For this analysis, it is expected that a somewhat smaller percentage of trips associated with the proposed project would be made by car than for the surrounding area as a whole (20% vs. 25%). This is the approximate percentage of households owning a vehicle in other 60% AMI developments managed by the proposed property manager.

Pushkarev and Zupan also provides information on temporal distribution and direction of those trips, as presented in Table Transportation-1

Applying these trip generation assumptions to the proposed project, as presented in Table 6-1 below, the proposed project has the potential to generate up to 44 hourly vehicular trips, 115 hourly subway trips, 38 bus trips and 38 walk-only trips. Adding together bus, subway, and walk-only trips, the total number of trips including a pedestrian component would be up to 185, during the p.m. peak period. Since in all instances, trip generation would be below the relevant thresholds, no further assessment of transportation is warranted, and no impacts are anticipated.

The proposed action includes a Mayoral override to waive the requirement for accessory parking. This action will be sought by NYC Health and Hospitals Corporation on behalf of CHV. Under the site's R5 zoning, there is a parking requirement of one space for each 10 beds of supportive housing. The total beds, based on the unit mix is 411 beds/10 (41.1), or 42 spaces, would be required under zoning. It should be noted that a public parking structure was recently completed and opened at a location on the Kings County Hospital Center campus on Clarkson Avenue, within close proximity to the project site. This nearby public parking facility could meet any parking demand generated by the proposed project.

Transportation -1

Residential Trip Generation							
Residential Component Trip Generation							
Residential Units =	293	AM	9.1%	Peak Hours of daily trips	Inbound	Outbound	
Person Trips/Unit/Day =	8.075	Midday	4.7%	of daily trips	17%	83%	
Daily Person Trips =	2365.975	PM	10.7%	of daily trips	40%	60%	
Percent Auto Use =	20.0%				67%	33%	
Auto Occupancy =	1.22						
Percent Subway Use =	45.3%			Peak Hour Auto Trips			
Percent Bus Use =	14.9%			Arriving	Departing	Total	
Percent Taxi Use =	0.9%			AM	6	29	35
Taxi Occupancy =	1.4			Midday	7	11	18
Percent Walk Only =	15.0%			PM	28	14	42
Peak Hour Person Trips							
	Inbound	Outbound	Total	Peak Hour Taxi Trips			
AM	37	179	215	Arriving	Departing	Total	
Midday	44	67	111	AM	0	1	1
PM	170	84	253	Midday	0	0	0
Peak Hour Person Trips by Auto							
	Arriving	Departing	Total	PM	1	1	2
AM	7	36	43	Peak Hour Taxi Trips Balanced*			
Midday	9	13	22	Arriving	Departing	Total	
PM	34	17	51	AM	1	1	2
Peak Hour Person Trips by Taxi							
	Arriving	Departing	Total	Midday	0	0	0
AM	0	2	2	PM	1	1	2
Midday	0	1	1	Peak Hour Vehicle Trips auto, taxi, truck			
PM	2	1	2	Arriving	Departing	Total	
Daily Truck Trip Gen.							
		0.07 (trips/d.u.)		AM	8	31	39
Truck Trip	AM (8-9)	8%		Midday	8	12	20
Temporal	MD(12-1)	11%		PM	29	15	44
Distribution	PM(5-6)	2%		Peak Hour Subway Trips			
Daily Truck Trips							
21				Arriving	Departing	Total	
Balanced Truck Trips							
	Inbound	Outbound	Total	a.m.	17	81	98
AM	1	1	2	midday	20	30	50
Midday	1	1	2	p.m.	77	38	115
PM	0	0	0	Peak Hour Bus Trips			
Peak Hour Walk-only Trips							
	Arriving	Departing	Total	Arriving	Departing	Total	
a.m.	5	27	32	a.m.	5	27	32
midday	7	10	17	midday	7	10	17
p.m.	25	13	38	p.m.	25	13	38

\* assumes 1/2 of arriving taxis would be available for departing trips

# Air Quality

## Introduction

The proposed action would introduce a new residential population on a site within the Kings County Hospital Center which currently includes a vacant hospital building. Therefore the potential that nearby emission sources could adversely affect the project must be considered. Additionally, the proposed project would result in the development of a new building that would have an HVAC system that would be emission sources.

### Mobile Source (Tailpipe)

Based on the trip generation assessment performed for the project, it screens out of the need for detailed traffic analysis and therefore would not result in mobile-source air quality impacts.

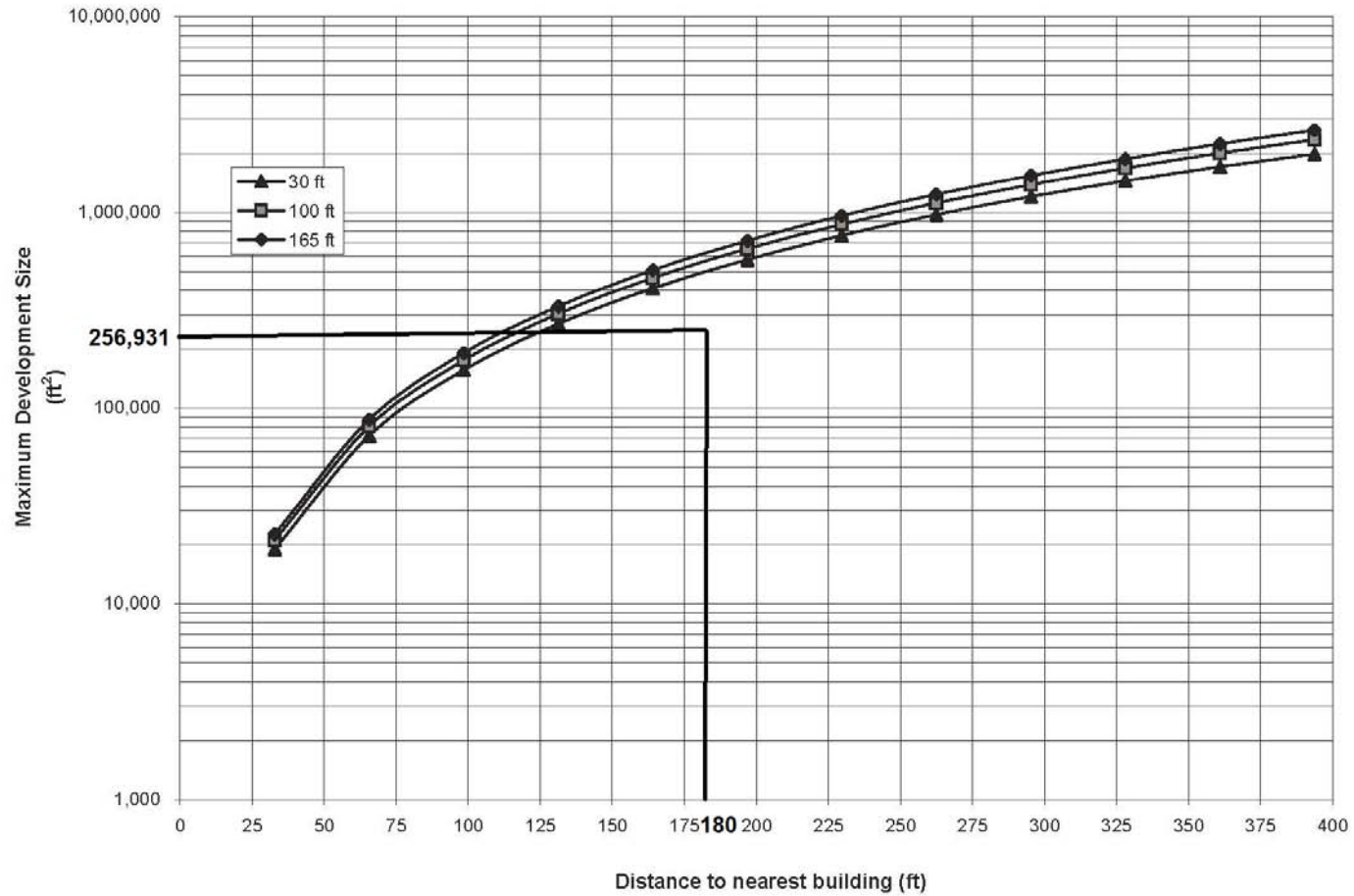
### HVAC

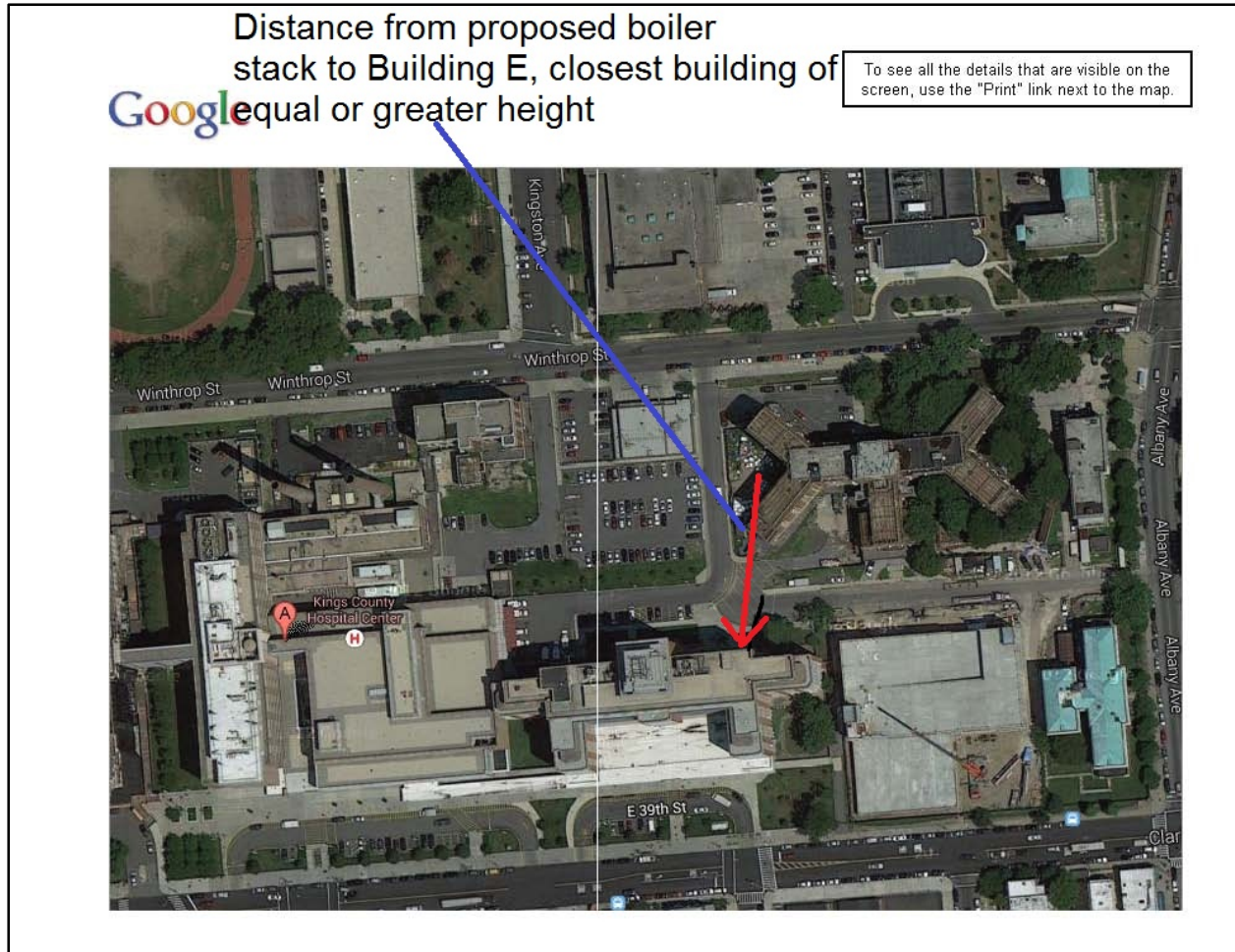
The proposed development would consist of a nine story building on G Site of the KCHC campus, located at 560 Winthrop Street. The building would be heated by natural gas. The project's HVAC system would vent from the mechanical room roof. The location of the mechanical room roof is shown on the Roof Plan which follows. The closest building of equal or greater height is the ten-story ambulatory care center building located on E Site (541 Clarkson Avenue), located to the southwest at a distance of 180 feet from the project's mechanical room, as shown. Accordingly, a screening analysis was conducted using Figure 17-9 of the CEQR Technical Manual to determine the potential for the proposed development to have an impact on E Site. As indicated in the attached figure, the proposed project screens out of the need for further assessment of HVAC emissions.

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## CAMBA Gardens II

FIGURE 17-7  
NO<sub>2</sub> BOILER SCREEN  
RESIDENTIAL DEVELOPMENT - NATURAL GAS





### Industrial Emissions

The proposed action would introduce a sensitive land use into the area. Accordingly, a preliminary screening was conducted to determine if there are any potential sources of industrial process emissions that could affect project residents. The surrounding area is entirely zoned residential. The only commercial uses within the affected area are a pharmacy and a deli, located south of Clarkson Avenue. These uses are not associated with industrial emissions. A parcel at the southeast corner of Clarkson Avenue and Albany Avenue was formerly occupied by an automotive use. However, since the site is now unoccupied and for sale, and has been inactive for two years, it could only be occupied by a conforming residential or community facility use, and does not have the potential to be a future source of industrial emissions. Therefore there is no potential for adverse impacts related to industrial emissions.

### Institutional Sources

Because the project site is located in proximity to large medical uses, including Kings County Hospital Center, SUNY Downstate Medical Center and Kingsbrook Jewish Psychiatric Center, a preliminary assessment was conducted to determine whether project occupants could be affected by emissions generated by these uses, particularly if they have medical waste incinerators. Pursuant to CEQR Technical Manual methodology contained in Chapter 17, Section 220, further assessment may be warranted for projects that would result in new uses within 400 feet of a stack associated with commercial, institutional, or residential development, and the height of the new structures would be similar to or greater than the height of the emission stack.

To determine whether any commercial, industrial, or residential developments in the area are major emission sources, a search of Federal EPA, State DEC, and City DEP databases was conducted.

This search revealed that Title V permits are held by the following nearby institutional uses:

- 1) Kings County Hospital Center: Permit # 2-6104-00249/00004
- 2) SUNY Downstate Medical Center Permit #2-6104-00132/00009
- 3) Kingsboro Psychiatric Center Permit #2-6104-00339/00002
- 4) Kingsbrook Jewish Medical Center Permit#2-6104-00279/00001

Based on the geographic coordinates contained in these permits for the regulated emission sources (UTM coordinates), the distance from these emission sources to the project site was determined. These distances are as follows:

Kings County Hospital Center: approx. 1,100 feet

Downstate Medical Center: approx. 2,300 feet

Kingsboro Psychiatric Center: approx. 1,400 feet

Kingsbrook Jewish Medical Center: approx. 1,900 feet

Since all major emission sources are beyond 1,000 feet from the project site, no further assessment of institutional sources is warranted and no impacts would occur.

Based on the above, the proposed action does not have the potential for adverse impacts related to air quality.

# Noise

## 1. Framework of Noise Analysis

The proposed action would introduce a residential population into an area where heavily trafficked roads (Albany Avenue) may be a significant source of ambient noise. The proposed supportive and affordable housing is not a significant noise generator. Additionally, project-generated traffic would not double vehicular traffic on nearby roadways, and therefore would not result in a perceptible increase in vehicular noise. Therefore this noise assessment is limited to the potential that ambient noise in the area could adversely affect occupants of the development occurring as a result of the proposed action.

Noise is defined as any unwanted sound, and sound is defined as any pressure variation that the human ear can detect. Humans can detect a large range of sound pressures, from 20 to 20 million micropascals, but only those air pressure variations occurring within a particular set of frequencies are experienced as sound. Air pressure changes that occur between 20 and 20,000 times a second, stated as units of Hertz (Hz), are registered as sound.

Because the human ear can detect such a wide range of sound pressures, sound pressure is converted to sound pressure level (SPL), which is measured in units called decibels (dB). The decibel is a relative measure of the sound pressure with respect to a standardized reference quantity. Because the dB scale is logarithmic, a relative increase of 10 dB represents a sound pressure that is 10 times higher. However, humans do not perceive a 10-dB increase as 10 times louder. Instead, they perceive it as twice as loud. Table Noise-1 lists some noise levels for typical daily activities.

**Table Noise-1 Noise Levels of Common Sources**

Fire alarm siren at 50 feet	120
Maximum levels at rock concerts (rear seats)	110
On platform by passing subway train	100
On sidewalk by passing heavy truck or bus	90
On sidewalk by typical highway	80
On sidewalk by passing automobiles with mufflers	70
Typical urban area	60 – 70
Typical suburban area	50 – 60
Quiet suburban area at night	40 – 50
Typical rural area at night	30 – 40
Isolated broadcast studio	20
Audiometric (hearing testing) booth	10
Threshold of hearing	0

Source: City of New York, CEQR Technical Manual.

Sound is often measured and described in terms of its overall energy, taking all frequencies into account. However, the human hearing process is not the same at all frequencies. Humans are less sensitive to low frequencies (less than 250 Hz) than mid-frequencies (500 Hz to 1,000 Hz) and are most sensitive to frequencies in the 1,000- to 5,000-Hz range. Therefore, noise measurements are often adjusted, or weighted, as a function of frequency to account for human perception and sensitivities. The most common weighting networks used are the A- and C-weighting networks. These weight scales were developed to allow sound level meters, which use filter networks to approximate the characteristic of the human hearing mechanism, to simulate the frequency sensitivity of human hearing. The A-weighted network is the most commonly used, and sound levels measured using this weighting are denoted as dBA. The letter “A” indicates that the sound has been filtered to reduce the strength of very low and very high frequency sounds, much as the human ear does. C-weighting gives nearly equal emphasis to sounds of most frequencies. Mid-range frequencies approximate the actual (unweighted) sound level, while the very low and very high frequency bands are significantly affected by C-weighting.

The following is typical of human response to relative changes in noise level:

- 3-dBA change is the threshold of change detectable by the human ear;
- 5-dBA change is readily noticeable; and
- 10-dBA change is perceived as a doubling or halving of the noise level.

The SPL that humans experience typically varies from moment to moment. Therefore, various descriptors are used to evaluate noise levels over time. Some typical descriptors are defined below.

- $L_{eq}$  is the continuous equivalent sound level. The sound energy from the fluctuating SPLs is averaged over time to create a single number to describe the mean energy, or intensity, level. High noise levels during a measurement period will have a greater effect on the  $L_{eq}$  than low noise levels.  $L_{eq}$  has an advantage over other descriptors because  $L_{eq}$  values from various noise sources can be added and subtracted to determine cumulative noise levels.
- $L_{eq(24)}$  is the continuous equivalent sound level over a 24-hour time period.

The sound level exceeded during a given percentage of a measurement period is the percentile-exceeded sound level ( $L_x$ ). Examples include  $L_{10}$ ,  $L_{50}$ , and  $L_{90}$ .  $L_{10}$  is the A-weighted sound level that is exceeded 10% of the measurement period.

The decrease in sound level caused by the distance from any single noise source normally follows the inverse square law (i.e., the SPL changes in inverse proportion to the square of the distance from the sound source). In a large open area with no obstructive or reflective surfaces, it is a general rule that at distances greater than 50 feet, the SPL from a point source of noise drops off at a rate of 6 dB with each doubling of distance away from the source. For “line” sources, such as vehicles on a street, the SPL drops off at a rate of 3 dBA with each doubling of the distance from the source. Sound energy is absorbed in the air as a function of temperature, humidity, and the frequency of the sound. This attenuation can be up to 2 dB over 1,000 feet.

The drop-off rate also will vary with both terrain conditions and the presence of obstructions in the sound propagation path.

## 2 Measurement Location and Equipment

Because the predominant noise source in the area of the proposed project is vehicular traffic, noise monitoring was conducted during peak vehicular travel periods, 7:30-9:00 a.m., 12:00 pm-2 p.m., and 4-5 p.m. Pursuant to CEQR Technical Manual methodology, readings were conducted for 20-minute periods during each peak hour. The subject site is on the south side of Winthrop Street between Albany Avenue and New York Avenue. Noise monitoring was conducted using a Type 2 Larson-Davis LxT2 sound meter, with wind screen. The monitor was placed on a tripod at a height of approximately three feet above the ground, away from any other surfaces. The monitor was calibrated prior to and following each monitoring session.

## 3 Measurement Conditions

Monitoring was conducted during a typical midweek day, Wednesday May 22, 2013, with dry weather and moderate wind speeds. Traffic volumes and vehicle classification were documented during the noise monitoring.

## 4 Existing Conditions

Based on the noise measurements taken at the project site, the predominant source of noise at the site is traffic along Winthrop Street, Albany Avenue and Clarkson Avenue. A bus route operates on Albany Avenue and on Clarkson Avenue, and occasional emergency vehicle sirens. Table Noise-2 contains the results for the measurements taken at the subject site.

Table Noise-2: Noise Levels at 560 Winthrop Street

	Wednesday, May 22, 2013 8:00-8:20 a.m.	Wednesday, May 22, 2013 12:00-12:20 p.m.	Wednesday, May 22, 2013 4:00-4:20 p.m.
$L_{max}$	72.7	72.6	93.4
$L_5$	65.5	64.1	65.7
<b><math>L_{10}</math></b>	<b>64.4</b>	<b>63.0</b>	<b>63.7</b>
$L_{eq}$	61.8	60.0	65.8
$L_{50}$	60.7	58.6	59.3
$L_{90}$	56.2	54.6	55.8
$L_{min}$	52.0	52.6	54.1

Traffic volumes and vehicle classifications during the noise monitoring sessions are presented in Table Noise-3.

Table Noise-3: Traffic Volumes and Vehicle Classifications (20-minute counts)

	AM	Midday	PM
Car/taxi	248	115	124
Light truck/van	46	64	61
Heavy truck	2	0	2
Bus	1	0	1
Mini-Bus	5	3	8

The CEQR Technical Manual Table 19-2 contains noise exposure guidelines. For a residential use such as would occur under the proposed action, an  $L_{10}$  of less than 65 dB(A) is identified as acceptable. The highest recorded  $L_{10}$  at the project was 64.4 during the morning period. Therefore, no window-wall noise attenuation would be required, and there would be no adverse impacts related to noise.

The  $L_{dn}$  value at the subject site can be approximated as being 3 dB less than the  $L_{10}$  during the peak travel hour, in conditions where overnight (10 pm – 7 am) traffic volume is less than 15% of the 24-hour volume, and where heavy vehicles comprise a small percentage of total vehicles during the peak hour. Based on traffic monitoring conducted on Winthrop Street by New York State Department of Transportation, weekday average traffic during the overnight hours constitutes 14.5% of average daily volume. Additionally, the vehicle classification counts conducted during noise monitoring show that buses and heavy trucks comprise less than 1% of total vehicles (3 of 302). Therefore the calculated  $L_{dn}$  is 3 dB less than the peak measured  $L_{10}$  of 64.4, recorded during the am period, or 61.4. This  $L_{dn}$  of between 60 and 65 dB is considered ‘marginally acceptable,’ and would not result in a significant adverse impact related to noise.