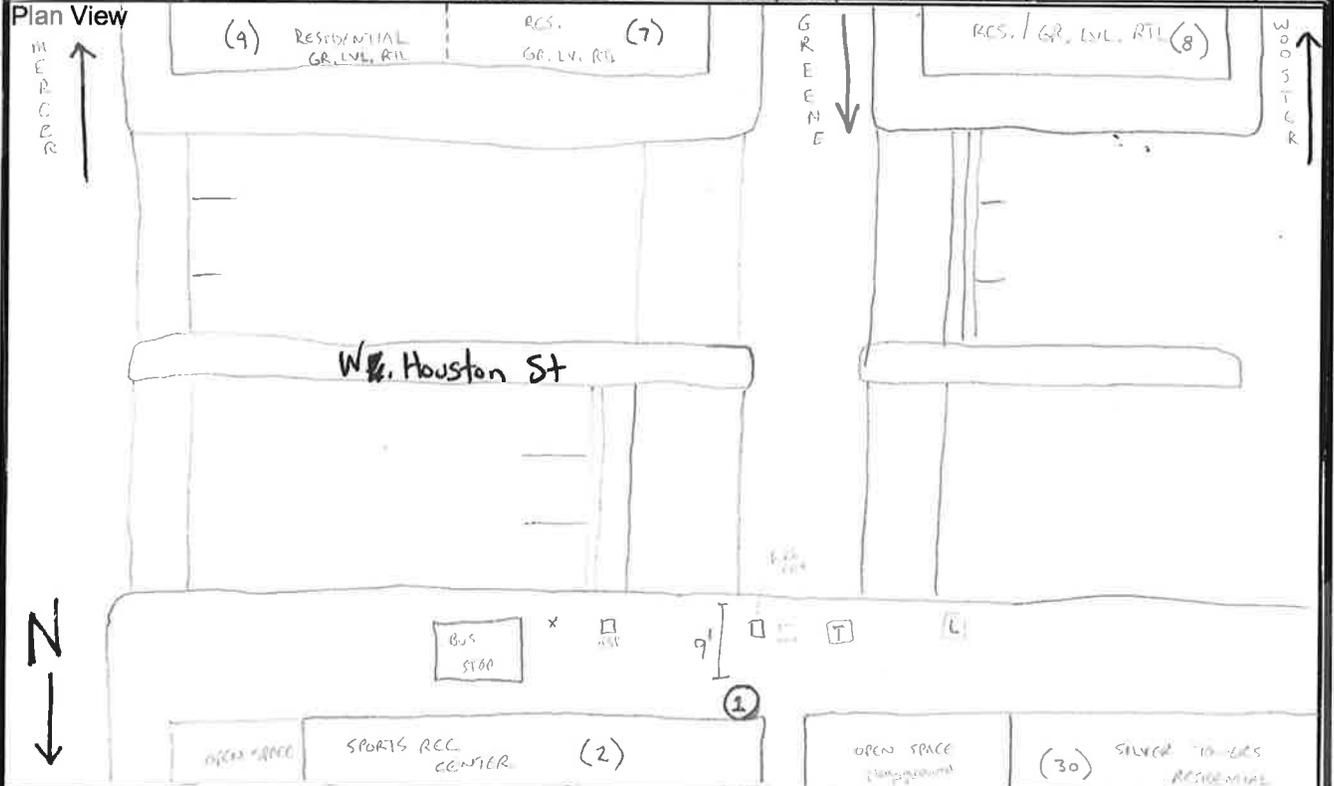


Appendix D

Noise

NOISE MONITORING FIELD DATA SHEET
AKRF, Inc.

| | | | | | |
|------------------------------|-----------------------------|-------------|-----------------|----------------------------|-----------|
| Project Name | NYU Core | | | Date | 9/23/2009 |
| Location | West Houston St @ Greene St | | | # Site | 1 |
| Equipment / Calibration Info | Meter | SN: 2375602 | Date: 8/14/2009 | Observer: Christian/Tom | |
| | Mic | SN: 2378182 | Date: 8/14/2009 | | |
| | Calib | SN: 2130737 | Date: 7/22/2009 | | |



| | | | | | | | |
|--------|------|-----|--------------|------|----------------|-------|-------------------|
| Period | AM | 331 | # Automobile | 31 | # Medium Truck | 13 | # Heavy Truck |
| Time | 7:11 | 16 | # Bus | 0 | # Motorcycle | 0 | # Airplane/ Train |
| L1 | 83.4 | L50 | 69.8 | Lmin | 58.7 | Leq | 73.7 |
| L10 | 77.3 | L90 | 62.0 | Lmax | 85.8 | Lpeak | |

Note: Data Tom NYU 2031 000 traffic counter stuck 400s

| | | | | | | | |
|--------|-------|-----|--------------|------|----------------|-------|-------------------|
| Period | MD | 573 | # Automobile | 54 | # Medium Truck | 9 | # Heavy Truck |
| Time | 11:30 | 8 | # Bus | 0 | # Motorcycle | 0 | # Airplane/ Train |
| L1 | 81.0 | L50 | 70.6 | Lmin | 60.4 | Leq | 73.5 |
| L10 | 77.4 | L90 | 64.3 | Lmax | 83.8 | Lpeak | |

Note: 0005 Kids playing in adjacent playground

| | | | | | | | |
|--------|-------|-----|--------------|------|----------------|-------|-------------------|
| Period | PM | 619 | # Automobile | 21 | # Medium Truck | 2 | # Heavy Truck |
| Time | 16:56 | 13 | # Bus | 0 | # Motorcycle | 0 | # Airplane/ Train |
| L1 | 81.9 | L50 | 69.3 | Lmin | 61.0 | Leq | 72.8 |
| L10 | 76.2 | L90 | 63.4 | Lmax | 86.3 | Lpeak | |

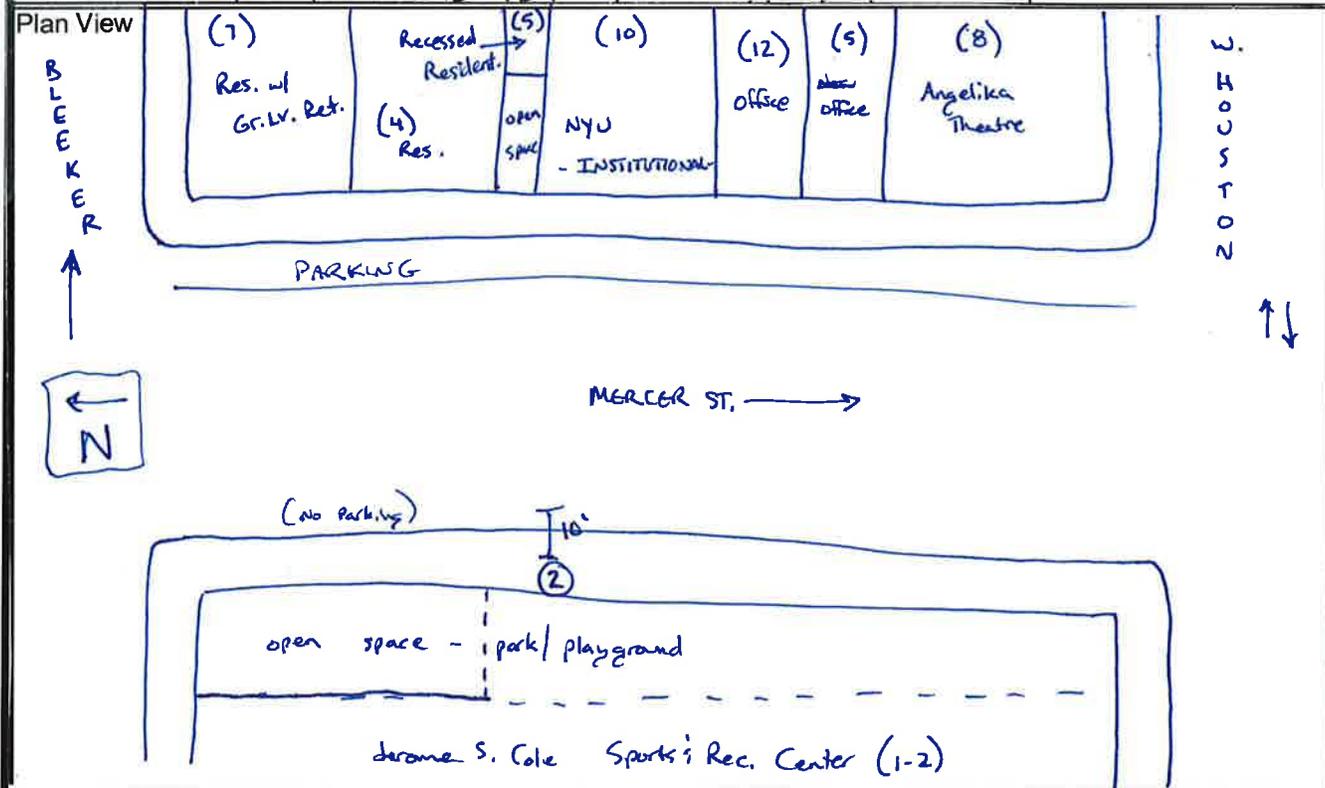
Note: 0006

| | | | | | | | |
|--------|--|-----|--------------|------|----------------|-------|-------------------|
| Period | | | # Automobile | | # Medium Truck | | # Heavy Truck |
| Time | | | # Bus | | # Motorcycle | | # Airplane/ Train |
| L1 | | L50 | | Lmin | | Leq | |
| L10 | | L90 | | Lmax | | Lpeak | |

Note:

NOISE MONITORING FIELD DATA SHEET
AKRF, Inc.

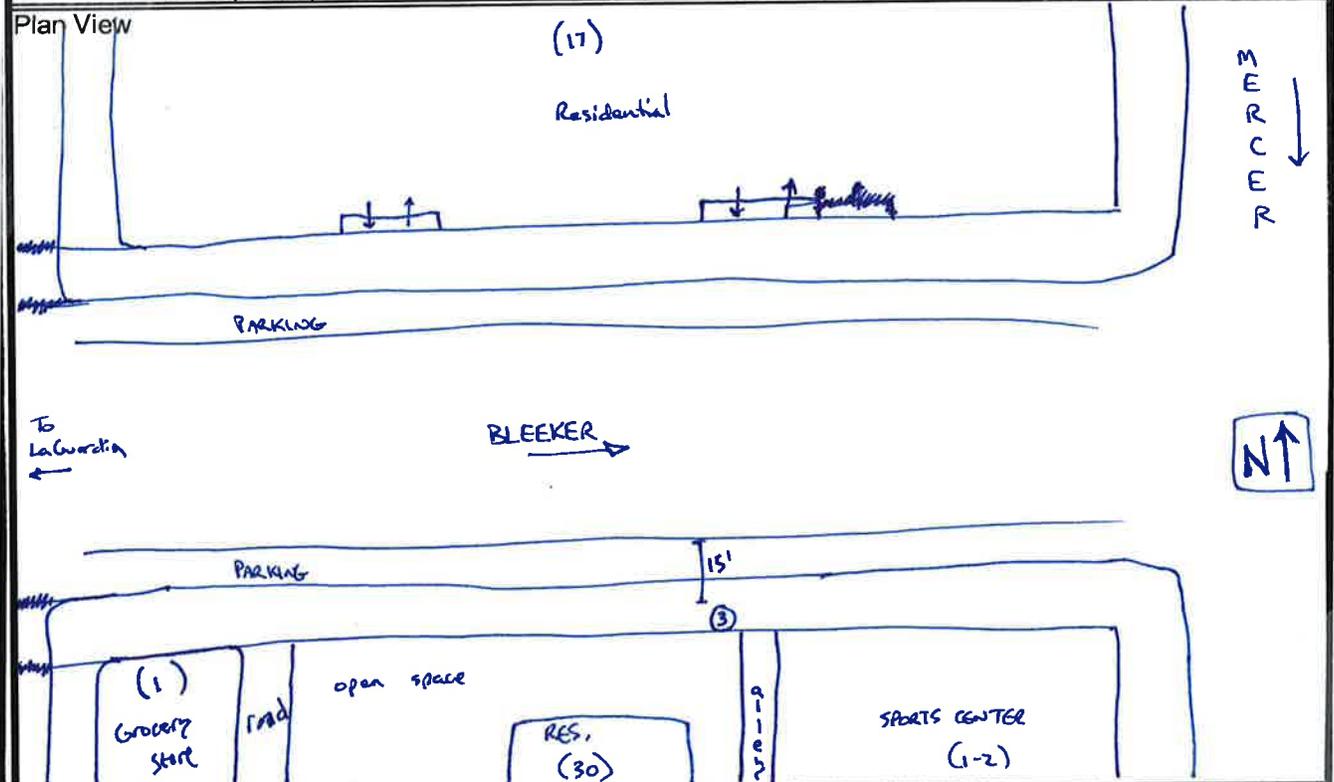
| | | | | | |
|------------------------------|------------------------------------|-------------|---------------|------------------------------|---------|
| Project Name | NYU Core | | | Date | 9/23/09 |
| Location | Mercer St btw Blecker & W. Houston | | | # Site | 2 |
| Equipment / Calibration Info | Meter | SN: 2375602 | Date: 8/14/09 | Observer: Christian / Tom | |
| | Mic | SN: 2378182 | Date: 8/14/09 | | |
| | Calib | SN: 2130737 | Date: 7/22/09 | | |



| | | | | | | | | |
|------------|--------|------|--------------|--------------|----------------|----------------|-------------------|-------------------|
| 10/21/2009 | Period | AM | 41 | # Automobile | 5 | # Medium Truck | 3 | # Heavy Truck |
| | Time | 8:00 | 1 | # Bus | 0 | # Motorcycle | 0 | # Airplane/ Train |
| | L1 | 80.0 | L50 | 63.6 | Lmin | 58.1 | Leq | 67.9 |
| | L10 | 69.4 | L90 | 60.3 | Lmax | 85.1 | Lpeak | |
| | Note: | 0041 | | | | | | |
| Period | MD | 65 | # Automobile | 2 | # Medium Truck | 0 | # Heavy Truck | |
| Time | 12:33 | 0 | # Bus | 0 | # Motorcycle | 0 | # Airplane/ Train | |
| L1 | 72.1 | L50 | 61.8 | Lmin | 58.0 | Leq | 64.2 | |
| L10 | 67.5 | L90 | 59.3 | Lmax | 76.3 | Lpeak | | |
| Note: | 0010 | | | | | | | |
| Period | PM | 95 | # Automobile | 7 | # Medium Truck | 0 | # Heavy Truck | |
| Time | 14:21 | 0 | # Bus | 0 | # Motorcycle | 0 | # Airplane/ Train | |
| L1 | 74.6 | L50 | 64.2 | Lmin | 60.9 | Leq | 66.8 | |
| L10 | 70.2 | L90 | 62.0 | Lmax | 81.5 | Lpeak | | |
| Note: | 0001 | | | | | | | |
| Period | | | # Automobile | | # Medium Truck | | # Heavy Truck | |
| Time | | | # Bus | | # Motorcycle | | # Airplane/ Train | |
| L1 | | L50 | | Lmin | | Leq | | |
| L10 | | L90 | | Lmax | | Lpeak | | |
| Note: | | | | | | | | |

NOISE MONITORING FIELD DATA SHEET
AKRF, Inc.

| | | | | | |
|------------------------------|---------------------------------|-------------|---------------|----------------------------|---------|
| Project Name | NYU Core | | | Date | 9/23/09 |
| Location | Bleecker btw Mercer & LaGuardia | | | # Site | 3 |
| Equipment / Calibration Info | Meter | SN: 2375602 | Date: 8/14/09 | Observer: Christian/Tom | |
| | Mic | SN: 2378182 | Date: 8/14/09 | | |
| | Calib | SN: 2130737 | Date: 7/22/09 | | |



10/21/09

| | | | | | | | |
|--------|------|-----|--------------|------|----------------------|-------|-------------------|
| Period | AM | 86 | # Automobile | 6 | # Medium Truck | 2 | # Heavy Truck |
| Time | 8:28 | 2 | # Bus | 0 | # Motorcycle | 0 | # Airplane/ Train |
| L1 | 72.3 | L50 | 61.3 | Lmin | 78.6 57.1 | Leq | 63.6 |
| L10 | 66.2 | L90 | 58.6 | Lmax | 78.6 | Lpeak | |

Note: 0042

| | | | | | | | |
|--------|-------|-----|--------------|------|----------------|-------|-------------------|
| Period | MD | 108 | # Automobile | 9 | # Medium Truck | 0 | # Heavy Truck |
| Time | 12:04 | 6 | # Bus | 0 | # Motorcycle | 0 | # Airplane/ Train |
| L1 | 71.7 | L50 | 61.5 | Lmin | 57.5 | Leq | 63.4 |
| L10 | 65.8 | L90 | 59.2 | Lmax | 75.4 | Lpeak | |

Note: 0009

| | | | | | | | |
|--------|-------|-----|--------------|------|----------------|-------|-------------------|
| Period | PM | 110 | # Automobile | 4 | # Medium Truck | 1 | # Heavy Truck |
| Time | 17:23 | 2 | # Bus | 0 | # Motorcycle | 0 | # Airplane/ Train |
| L1 | 75.2 | L50 | 61.6 | Lmin | 57.4 | Leq | 65.4 |
| L10 | 68.4 | L90 | 58.9 | Lmax | 80.7 | Lpeak | |

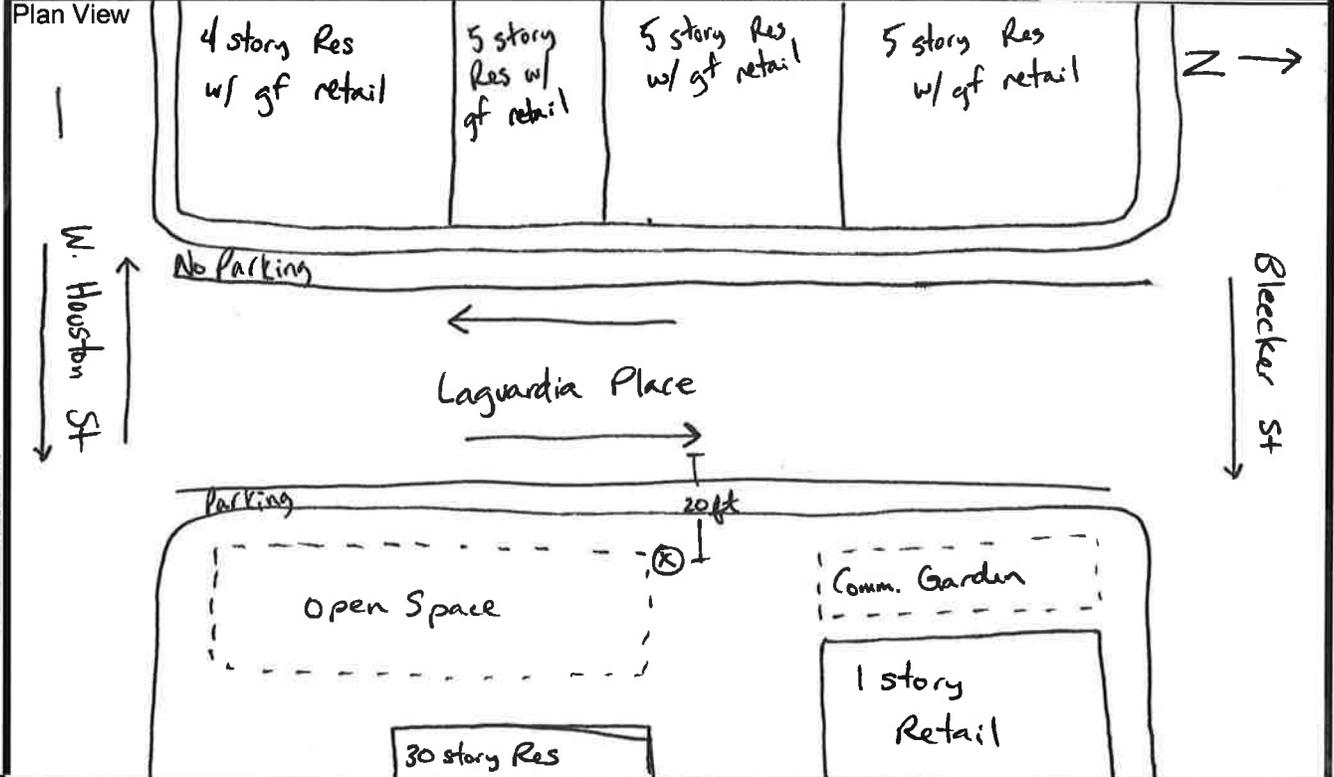
Note: 0007

| | | | | | | | |
|--------|--|-----|--------------|------|----------------|-------|-------------------|
| Period | | | # Automobile | | # Medium Truck | | # Heavy Truck |
| Time | | | # Bus | | # Motorcycle | | # Airplane/ Train |
| L1 | | L50 | | Lmin | | Leq | |
| L10 | | L90 | | Lmax | | Lpeak | |

Note:

NOISE MONITORING FIELD DATA SHEET
AKRF, Inc.

| | | | | | |
|------------------------------|------------------------------------|-------------|-----------------|------------------------|-----------|
| Project Name | NYC Core | | | Date | 10/6/2009 |
| Location | LaGuardia btw W. Houston & Bleeker | | | # Site | 4 |
| Equipment / Calibration Info | Meter | SN: 2375602 | Date: 8/14/2009 | Observer: Christian | |
| | Mic | SN: 2378182 | Date: 8/14/2009 | | |
| | Calib | SN: 1800107 | Date: 8/13/2009 | | |



| | | | | | | | |
|--------|------|-----|--------------|------|----------------|-------|-------------------|
| Period | AM | 78 | # Automobile | 8 | # Medium Truck | 1 | # Heavy Truck |
| Time | 7:27 | 2 | # Bus | 0 | # Motorcycle | 0 | # Airplane/ Train |
| L1 | 75.9 | L50 | 62.3 | Lmin | 55.7 | Leq | 66.6 |
| L10 | 69.5 | L90 | 58.4 | Lmax | 84.6 | Lpeak | |

Note: \ 0020

| | | | | | | | |
|--------|-------|-----|--------------|------|----------------|-------|-------------------|
| Period | MD | 132 | # Automobile | 10 | # Medium Truck | 2 | # Heavy Truck |
| Time | 11:40 | 2 | # Bus | 0 | # Motorcycle | 0 | # Airplane/ Train |
| L1 | 75.4 | L50 | 63.2 | Lmin | 56.7 | Leq | 66.1 |
| L10 | 68.9 | L90 | 59.5 | Lmax | 82.5 | Lpeak | |

Note: \ 0028

| | | | | | | | |
|--------|-------|-----|--------------|------|----------------|-------|-------------------|
| Period | PM | 139 | # Automobile | 3 | # Medium Truck | 0 | # Heavy Truck |
| Time | 16:30 | 0 | # Bus | 0 | # Motorcycle | 0 | # Airplane/ Train |
| L1 | 70.5 | L50 | 62.0 | Lmin | 55.7 | Leq | 63.6 |
| L10 | 66.6 | L90 | 58.9 | Lmax | 75.4 | Lpeak | |

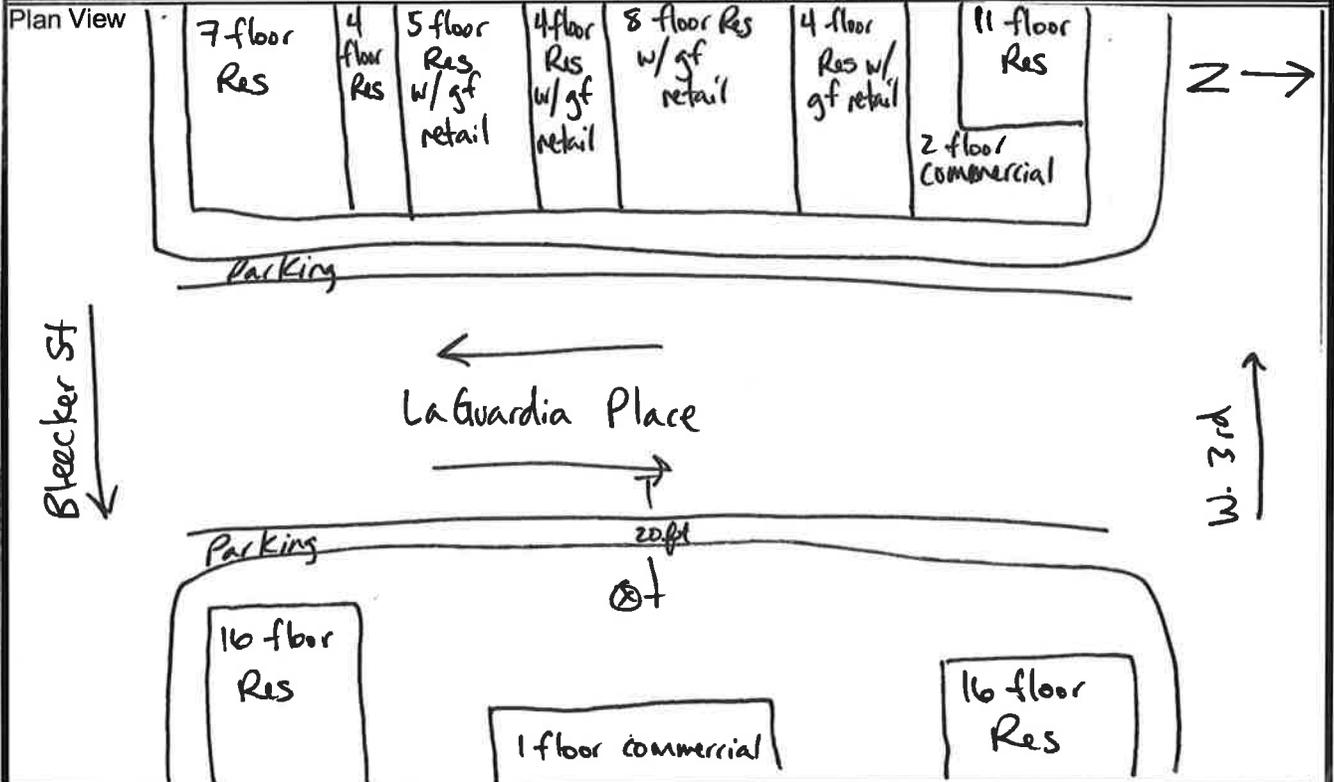
Note: \ 0036

| | | | | | | | |
|--------|--|-----|--------------|------|----------------|-------|-------------------|
| Period | | | # Automobile | | # Medium Truck | | # Heavy Truck |
| Time | | | # Bus | | # Motorcycle | | # Airplane/ Train |
| L1 | | L50 | | Lmin | | Leq | |
| L10 | | L90 | | Lmax | | Lpeak | |

Note:

NOISE MONITORING FIELD DATA SHEET
AKRF, Inc.

| | | | | | |
|------------------------------|--------------------------------|-------------|-----------------|------------------------|---------|
| Project Name | LaGuardia NYU Core | | | Date | 9/23/09 |
| Location | LaGuardia btw Bleeker & W. 3rd | | | # Site | 5 |
| Equipment / Calibration Info | Meter | SN: 2375602 | Date: 8/14/2009 | Observer: Christian | |
| | Mic | SN: 2378182 | Date: 8/14/2009 | | |
| | Calib | SN: 1860102 | Date: 8/13/2009 | | |



| | | | | | | | |
|--------|------|-----|--------------|------|----------------|-------|-------------------|
| Period | AM | 74 | # Automobile | 8 | # Medium Truck | 0 | # Heavy Truck |
| Time | 7:52 | 0 | # Bus | 0 | # Motorcycle | 0 | # Airplane/ Train |
| L1 | 72.0 | L50 | 60.5 | Lmin | 56.4 | Leq | 63.6 |
| L10 | 66.9 | L90 | 57.5 | Lmax | 78.9 | Lpeak | |

Note: 0002

| | | | | | | | |
|--------|-------|-----|--------------|------|----------------|-------|-------------------|
| Period | MD | 77 | # Automobile | 9 | # Medium Truck | 2 | # Heavy Truck |
| Time | 13:00 | 1 | # Bus | 0 | # Motorcycle | 0 | # Airplane/ Train |
| L1 | 72.2 | L50 | 61.1 | Lmin | 56.2 | Leq | 63.4 |
| L10 | 65.4 | L90 | 58.9 | Lmax | 78.0 | Lpeak | |

Note: 0011 lawn equipment behind commercial building

| | | | | | | | |
|--------|-------|-----|--------------|------|----------------|-------|-------------------|
| Period | PM | 128 | # Automobile | 3 | # Medium Truck | 0 | # Heavy Truck |
| Time | 17:47 | 0 | # Bus | 0 | # Motorcycle | 0 | # Airplane/ Train |
| L1 | 69.3 | L50 | 61.5 | Lmin | 57.3 | Leq | 62.9 |
| L10 | 65.3 | L90 | 59.6 | Lmax | 74.2 | Lpeak | |

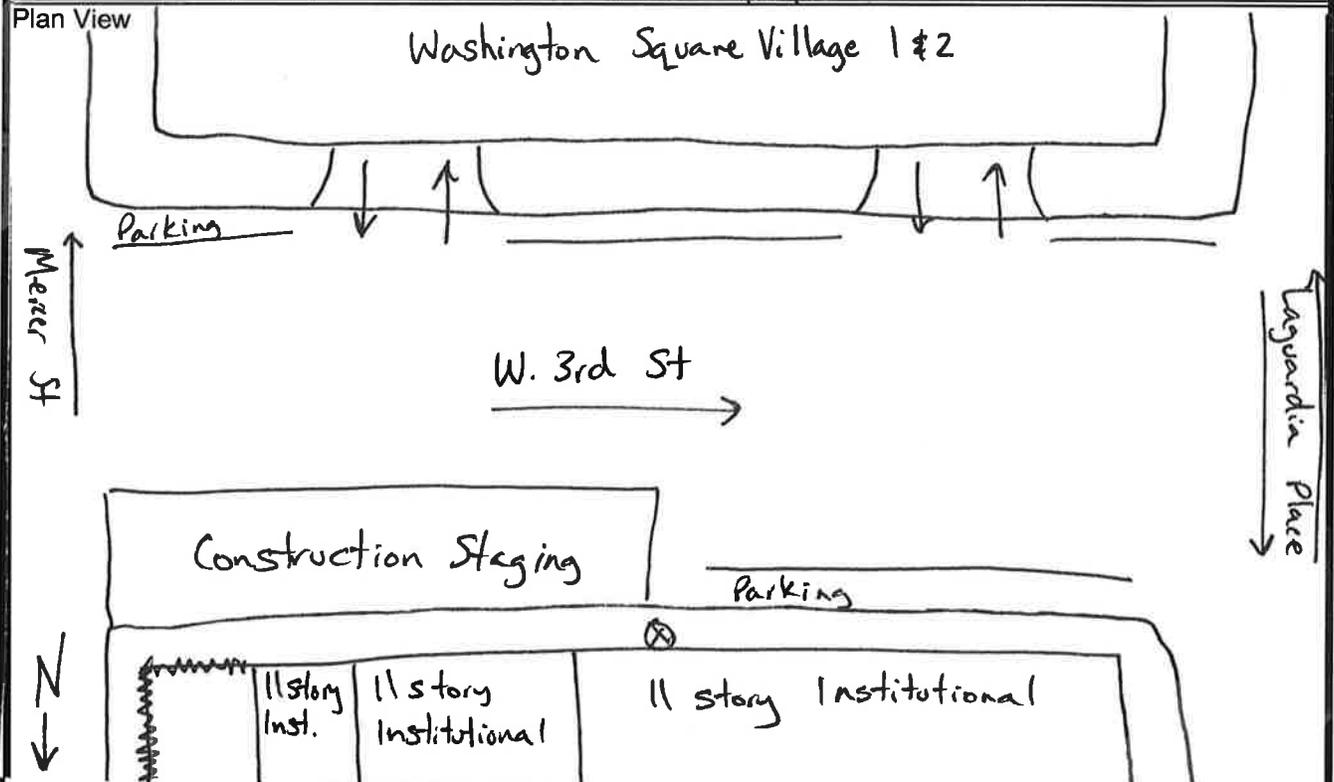
Note: 0008

| | | | | | | | |
|--------|--|-----|--------------|------|----------------|-------|-------------------|
| Period | | | # Automobile | | # Medium Truck | | # Heavy Truck |
| Time | | | # Bus | | # Motorcycle | | # Airplane/ Train |
| L1 | | L50 | | Lmin | | Leq | |
| L10 | | L90 | | Lmax | | Lpeak | |

Note:

NOISE MONITORING FIELD DATA SHEET
AKRF, Inc.

| | | | | | |
|------------------------------|----------------------------------|-------------|-----------------|------------------------|---------|
| Project Name | NYU Core | | | Date | 11/9/10 |
| Location | W. 3rd St btw Mercer & LaGuardia | | | # Site | 6 |
| Equipment / Calibration Info | Meter | SN: 2375602 | Date: 7/30/2010 | Observer: Christian | |
| | Mic | SN: 2378182 | Date: 7/30/2010 | | |
| | Calib | SN: L800102 | Date: 7/22/2010 | | |



| | | | | | | | |
|--------|------|-----|--------------|------|----------------|-------|-------------------|
| Period | AM | | # Automobile | | # Medium Truck | | # Heavy Truck |
| Time | 8:20 | | # Bus | | # Motorcycle | | # Airplane/ Train |
| L1 | 72.9 | L50 | 64.4 | Lmin | 57.9 | Leq | 66.5 |
| L10 | 69.8 | L90 | 60.2 | Lmax | 79.8 | Lpeak | |

Note:

| | | | | | | | |
|--------|-------|-----|--------------|------|----------------|-------|-------------------|
| Period | MD | | # Automobile | | # Medium Truck | | # Heavy Truck |
| Time | 12:18 | | # Bus | | # Motorcycle | | # Airplane/ Train |
| L1 | 74.7 | L50 | 60.9 | Lmin | 55.9 | Leq | 64.4 |
| L10 | 67.5 | L90 | 57.9 | Lmax | 78.7 | Lpeak | |

Note:

10/6/09

| | | | | | | | |
|--------|-------|-----|--------------|------|----------------|-------|-------------------|
| Period | PM | 114 | # Automobile | 3 | # Medium Truck | 0 | # Heavy Truck |
| Time | 17:23 | 3 | # Bus | 0 | # Motorcycle | 0 | # Airplane/ Train |
| L1 | 76.6 | L50 | 60.7 | Lmin | 56.1 | Leq | 65.7 |
| L10 | 67.2 | L90 | 57.4 | Lmax | 87.6 | Lpeak | |

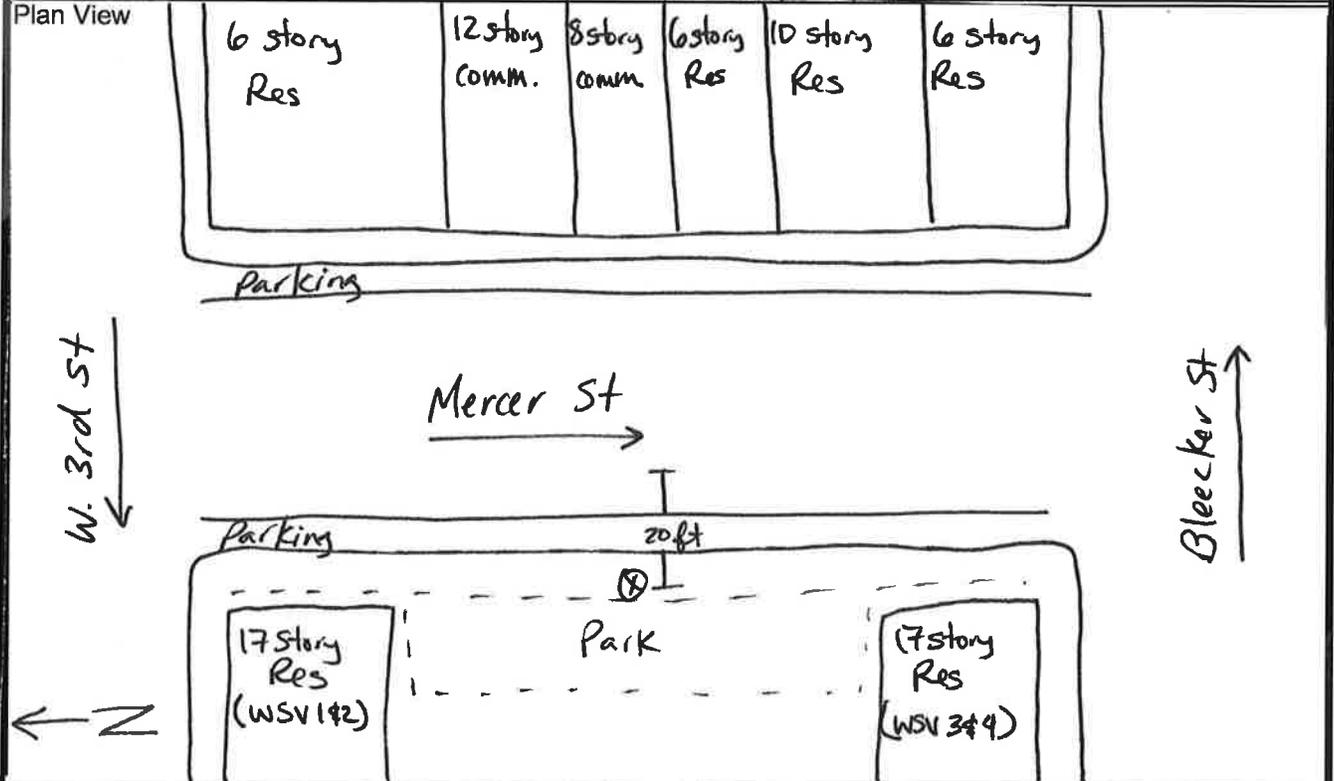
Note: 0038

| | | | | | | | |
|--------|--|-----|--------------|------|----------------|-------|-------------------|
| Period | | | # Automobile | | # Medium Truck | | # Heavy Truck |
| Time | | | # Bus | | # Motorcycle | | # Airplane/ Train |
| L1 | | L50 | | Lmin | | Leq | |
| L10 | | L90 | | Lmax | | Lpeak | |

Note:

NOISE MONITORING FIELD DATA SHEET
AKRF, Inc.

| | | | | | |
|------------------------------|-----------------------------|-------------|-----------------|------------------------|-----------|
| Project Name | NYU Core | | | Date | 11/9/2010 |
| Location | Mercer btw W. 3rd & Bleeker | | | # Site | 7 |
| Equipment / Calibration Info | Meter | SN: 2375602 | Date: 7/30/2010 | Observer: Christian | |
| | Mic | SN: 2378182 | Date: 7/30/2010 | | |
| | Calib | SN: 1800102 | Date: 7/22/2010 | | |



| | | | | | | | |
|--------|------|-----|--------------|------|----------------|-------|-------------------|
| Period | AM | | # Automobile | | # Medium Truck | | # Heavy Truck |
| Time | 7:56 | | # Bus | | # Motorcycle | | # Airplane/ Train |
| L1 | 73.3 | L50 | 64.2 | Lmin | 55.6 | Leq | 65.2 |
| L10 | 67.6 | L90 | 57.3 | Lmax | 79.7 | Lpeak | |

Note:

| | | | | | | | |
|--------|-------|-----|--------------|------|----------------|-------|-------------------|
| Period | MD | | # Automobile | | # Medium Truck | | # Heavy Truck |
| Time | 13:06 | | # Bus | | # Motorcycle | | # Airplane/ Train |
| L1 | 76.1 | L50 | 60.3 | Lmin | 55.7 | Leq | 65.3 |
| L10 | 66.6 | L90 | 57.9 | Lmax | 86.1 | Lpeak | |

10/6/09

| | | | | | | | |
|--------|-------|-----|--------------|------|----------------|-------|-------------------|
| Period | PM | 62 | # Automobile | 1 | # Medium Truck | 0 | # Heavy Truck |
| Time | 17:51 | 0 | # Bus | 0 | # Motorcycle | 0 | # Airplane/ Train |
| L1 | 68.4 | L50 | 58.2 | Lmin | 54.5 | Leq | 60.3 |
| L10 | 62.9 | L90 | 56.1 | Lmax | 77.4 | Lpeak | |

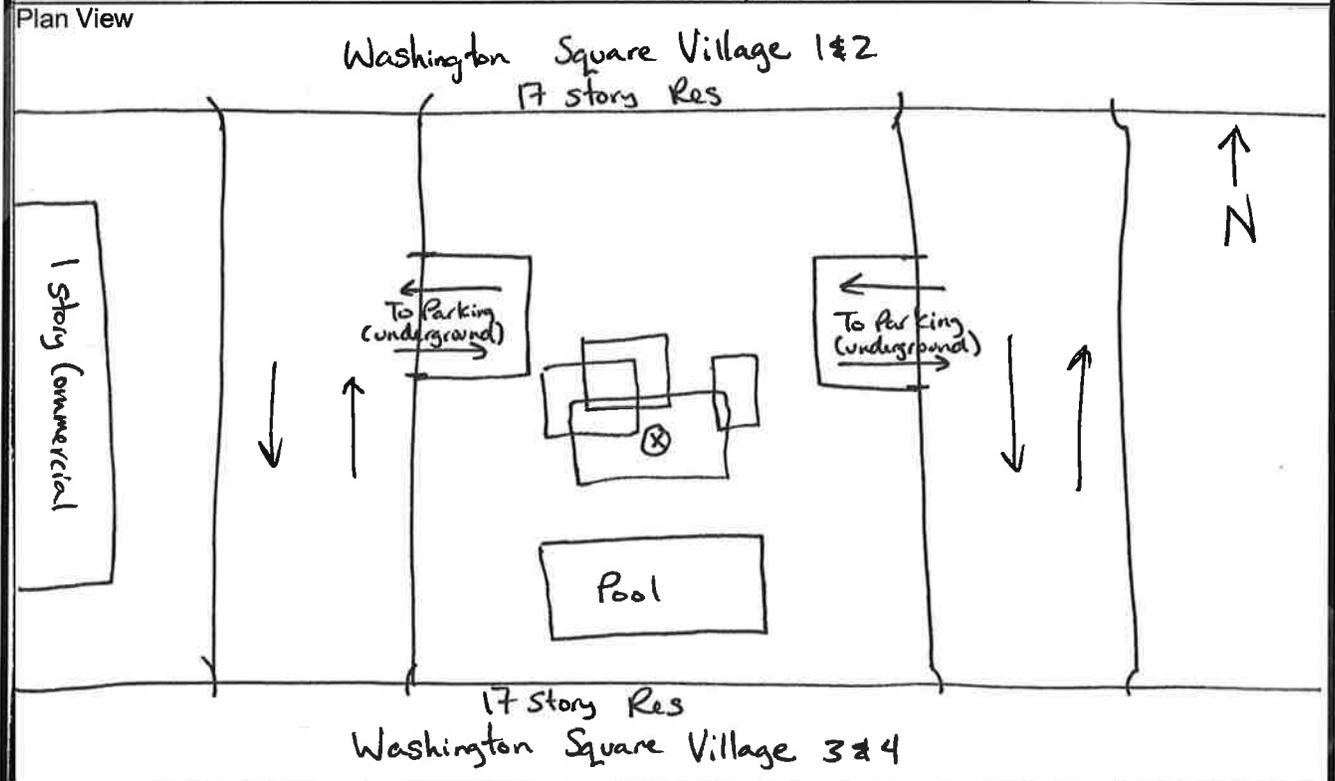
Note: 10039

| | | | | | | | |
|--------|--|-----|--------------|------|----------------|-------|-------------------|
| Period | | | # Automobile | | # Medium Truck | | # Heavy Truck |
| Time | | | # Bus | | # Motorcycle | | # Airplane/ Train |
| L1 | | L50 | | Lmin | | Leq | |
| L10 | | L90 | | Lmax | | Lpeak | |

Note:

NOISE MONITORING FIELD DATA SHEET
AKRF, Inc.

| | | | | | |
|------------------------------|--|-------------|-----------------|------------------------|---------|
| Project Name | N40 Core | | | Date | 10/6/09 |
| Location | Courtyard of Washington Square Village | | | # Site | 8 |
| Equipment / Calibration Info | Meter | SN: 2375602 | Date: 8/14/2009 | Observer: Christian | |
| | Mic | SN: 2378182 | Date: 8/14/2009 | | |
| | Calib | SN: 1800102 | Date: 8/13/2009 | | |



| | | | | | | | |
|--------|------|-----|--------------|------|----------------|-------|-------------------|
| Period | AM | 0 | # Automobile | 0 | # Medium Truck | 0 | # Heavy Truck |
| Time | 7:51 | 1 | # Bus | 0 | # Motorcycle | 0 | # Airplane/ Train |
| L1 | 60.1 | L50 | 55.5 | Lmin | 53.0 | Leq | 56.0 |
| L10 | 58.0 | L90 | 54.0 | Lmax | 69.8 | Lpeak | |

Note: 0021

| | | | | | | | |
|--------|-------|-----|--------------|------|----------------|-------|-------------------|
| Period | MD | 2 | # Automobile | 1 | # Medium Truck | 0 | # Heavy Truck |
| Time | 12:07 | 0 | # Bus | 0 | # Motorcycle | 0 | # Airplane/ Train |
| L1 | 59.6 | L50 | 56.0 | Lmin | 54.0 | Leq | 56.4 |
| L10 | 57.7 | L90 | 55.0 | Lmax | 65.3 | Lpeak | |

Note: 0029

| | | | | | | | |
|--------|-------|-----|--------------|------|----------------|-------|-------------------|
| Period | PM | 17 | # Automobile | 1 | # Medium Truck | 0 | # Heavy Truck |
| Time | 16:56 | 0 | # Bus | 0 | # Motorcycle | 0 | # Airplane/ Train |
| L1 | 61.3 | L50 | 57.8 | Lmin | 55.4 | Leq | 57.9 |
| L10 | 59.3 | L90 | 56.5 | Lmax | 64.2 | Lpeak | |

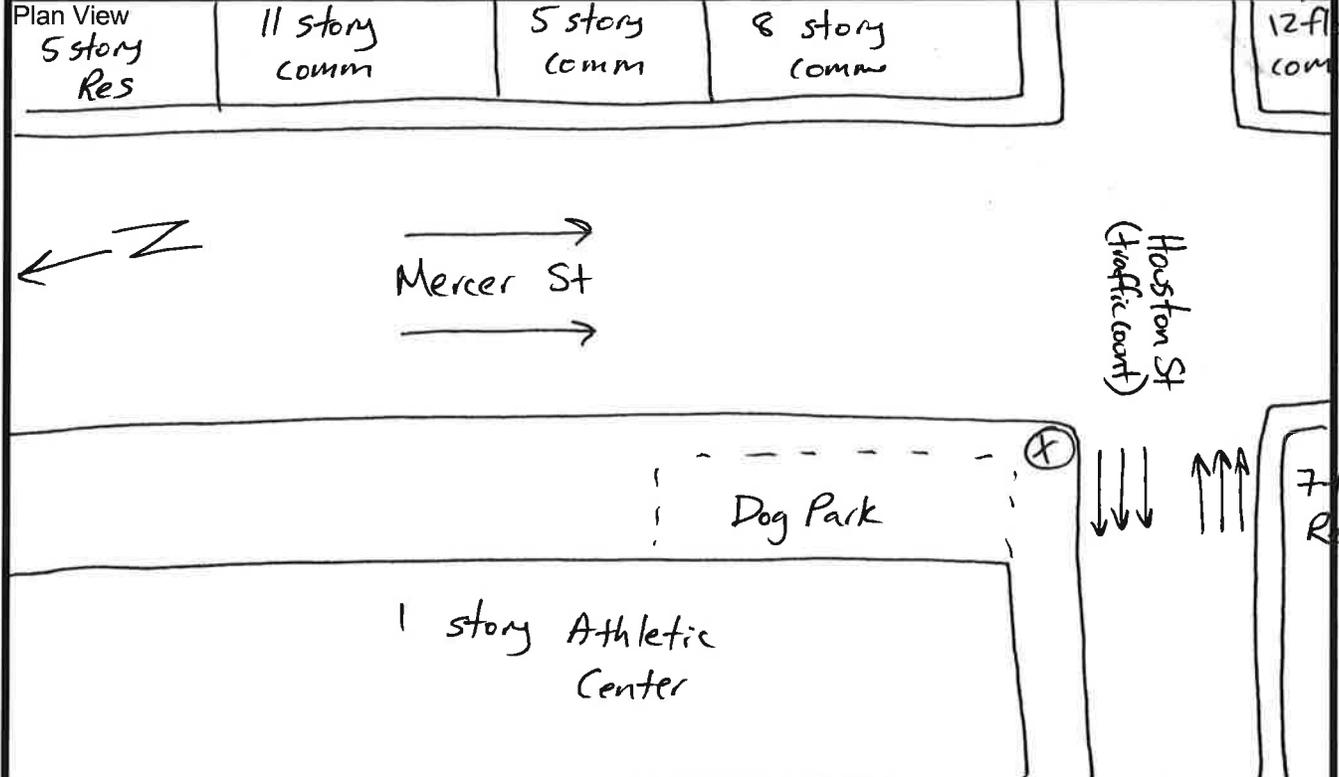
Note: 0037, Kids playing in playground

| | | | | | | | |
|--------|--|-----|--------------|------|----------------|-------|-------------------|
| Period | | | # Automobile | | # Medium Truck | | # Heavy Truck |
| Time | | | # Bus | | # Motorcycle | | # Airplane/ Train |
| L1 | | L50 | | Lmin | | Leq | |
| L10 | | L90 | | Lmax | | Lpeak | |

Note:

NOISE MONITORING FIELD DATA SHEET
AKRF, Inc.

| | | | | | |
|------------------------------|----------------------------------|-------------|---------------|------------------------|---------|
| Project Name | NYU Core | | | Date | 5/10/11 |
| Location | Corner of Mercer St & Houston St | | | # Site | 9 |
| Equipment / Calibration Info | Meter | SN: 2384814 | Date: 7/22/10 | Observer: Christian | |
| | Mic | SN: 2385722 | Date: 7/22/10 | | |
| | Calib | SN: 2412436 | Date: 7/14/10 | | |



| | | | | | | | |
|--------|-----------|-----|--------------|------|----------------|-------|-------------------|
| Period | AM | 572 | # Automobile | 46 | # Medium Truck | 11 | # Heavy Truck |
| Time | 8:45 | 7 | # Bus | 0 | # Motorcycle | 0 | # Airplane/ Train |
| L1 | 81.6 81.7 | L50 | 71.0 71.2 | Lmin | 65.6 | Leq | 73.7 |
| L10 | 76.6 76.7 | L90 | 66.8 66.9 | Lmax | 91.7 | Lpeak | |

Note: 0004 60°F, 11mph some noise from Athletic Center louvers

| | | | | | | | |
|--------|-----------|-----|--------------|------|----------------|-------|-------------------|
| Period | MD | 573 | # Automobile | 46 | # Medium Truck | 8 | # Heavy Truck |
| Time | 13:45 | 11 | # Bus | 0 | # Motorcycle | 0 | # Airplane/ Train |
| L1 | 81.0 81.1 | L50 | 70.8 70.9 | Lmin | 66.5 | Leq | 72.9 |
| L10 | 75.6 75.7 | L90 | 68.0 68.2 | Lmax | 84.2 | Lpeak | |

Note: 0014, 0015 (accidentally saved twice) 72°F, 11mph

| | | | | | | | |
|--------|-----------|-----|--------------|------|----------------|-------|-------------------|
| Period | PM | 626 | # Automobile | 18 | # Medium Truck | 3 | # Heavy Truck |
| Time | 18:03 | 16 | # Bus | 0 | # Motorcycle | 0 | # Airplane/ Train |
| L1 | 82.6 82.8 | L50 | 71.2 71.3 | Lmin | 66.8 | Leq | 73.9 |
| L10 | 76.8 76.9 | L90 | 68.0 | Lmax | 87.6 | Lpeak | |

Note: 0022 66°F, 7mph

| | | | | | | | |
|--------|--|-----|--------------|------|----------------|-------|-------------------|
| Period | | | # Automobile | | # Medium Truck | | # Heavy Truck |
| Time | | | # Bus | | # Motorcycle | | # Airplane/ Train |
| L1 | | L50 | | Lmin | | Leq | |
| L10 | | L90 | | Lmax | | Lpeak | |

Note:

Existing Dog Run Data

| Location | Condition | Measurement Start Time | Measurement Duration | L _{eq} | L ₁ | L ₁₀ | L ₅₀ | L ₉₀ | L _{Min} | L _{Max} | L _{eq} Dog Only* |
|---|-----------|------------------------|----------------------|-----------------|----------------|-----------------|-----------------|-----------------|------------------|------------------|---------------------------|
| Eastern Side of Washington Square Park Dog Run | No Dogs | 8:37am | 13:25 | 57.8 | 67.7 | 59.3 | 56.0 | 53.6 | 52.2 | 71.8 | 68.4 |
| | With Dogs | 8:37am | 20:01 | 68.8 | 81.5 | 69.7 | 56.8 | 53.8 | 52.2 | 87.5 | |
| | No Dogs | 9:01am | 13:20 | 55.8 | 62.6 | 57.9 | 54.4 | 53.3 | 52.2 | 69.3 | 60.8 |
| | With Dogs | 9:01am | 20:03 | 62.0 | 75.2 | 63.1 | 55.3 | 53.5 | 52.3 | 79.2 | |
| Northern Side of Washington Square Park Dog Run | No Dogs | 10:43am | 13:54 | 56.2 | 62.1 | 57.8 | 55.5 | 53.7 | 52.2 | 66.6 | 59.7 |
| | With Dogs | 10:43am | 20:01 | 61.3 | 73.2 | 63.1 | 56.1 | 53.9 | 52.4 | 80.6 | |
| | No Dogs | 11:05am | 10:01 | 58.3 | 66.4 | 61.5 | 55.9 | 54.4 | 53.2 | 70.6 | 72.9 |
| | With Dogs | 11:05am | 21:09 | 73.0 | 86.9 | 74.9 | 58.2 | 54.7 | 53.0 | 91.1 | |
| | No Dogs | 11:32am | 12:34 | 57.8 | 65.1 | 59.3 | 56.5 | 54.8 | 53.2 | 73.0 | 74.0 |
| | With Dogs | 11:32am | 20:01 | 74.1 | 89.2 | 71.7 | 57.4 | 55.1 | 53.4 | 94.3 | |
| | No Dogs | 11:57am | 11:37 | 57.4 | 64.6 | 59.6 | 56.2 | 54.1 | 52.6 | 69.8 | 64.8 |
| | With Dogs | 11:57am | 20:01 | 65.5 | 77.8 | 67.0 | 57.0 | 54.5 | 52.7 | 89.1 | |
| | No Dogs | 12:27pm | 14:13 | 57.2 | 63.5 | 59.5 | 56.4 | 54.7 | 53.0 | 67.7 | 63.2 |
| | With Dogs | 12:27pm | 20:01 | 64.2 | 75.6 | 66.3 | 57.0 | 54.9 | 53.1 | 84.0 | |

* Calculated by logarithmically subtracting the "No Dogs" measurement from the "With Dogs" measurement.

| L_{eq} Dog Only | Distance from 110 Silver Towers to Proposed Dog Run (ft) | Distance from Zipper Building to Proposed Dog Run (ft) | Projected Dog Run Noise Levels at 110 Silver Towers (Leq) | Projected Dog Run Noise Levels at Zipper building (Leq) | Associated Noise Receptor | Measured Existing Noise Levels (Leq) | Analyzed Distance from West Houston Street to 110 Silver Towers (ft)¹ | Analyzed Distance from West Houston Street to Zipper Building (ft)¹ | Existing Noise Levels Projected to 110 Silver Towers East Façade (Leq)² | Existing Noise Levels Projected to Zipper Building West Façade (Leq)² | Predicted Ambient Noise Levels at 110 Silver Towers Due to Dog Run (Leq)³ | Predicted Ambient Noise Levels at Zipper Building Due to Dog Run (Leq)³ | Noise Level Increase Over Existing at 110 Silver Towers (dBA) | Noise Level Increase Over Existing at Zipper Building (dBA) |
|--------------------------------|---|---|--|--|----------------------------------|---|---|---|---|---|---|---|--|--|
| 74.0 | 45 | 36 | 64.5 | 65.4 | 1 | 72.8 | 60 | 72 | 66.8 | 66.0 | 68.8 | 68.7 | 2.0 | 2.7 |

¹ These distances were calculated to be the furthest distances from the roadway that would still receive the maximum noise levels from the proposed dog park.

² Calculated assuming a 3 dBA dropoff per doubling of distance.

³ Calculated by logarithmically adding the projected dog run noise levels and the projected existing noise levels.

CEQR Rooftop Playground Analysis

| Receptor | Receptor Façade | Receptor Floor | Distance to Receptor from Playground (ft) | Predicted Playground Noise Level (L _{eq})* | Attenuation Due to Barrier (dBA) | Resultant Playground Noise Level (L _{eq}) | Associated Noise Receptor | Measured Existing Noise Level (L _{eq}) | Calculated Build Noise Level (L _{eq}) | Level Increase (dBA) |
|-----------------------------|-----------------|----------------|---|--|----------------------------------|---|---------------------------|--|---|----------------------|
| CEQR Dropoff Rate | | | 0 | 75 | | | | | | |
| | | | 15 | 73 | | | | | | |
| | | | 30 | 70 | | | | | | |
| 505 LaGuardia | North | 8 | 76 | 63.9 | 5.0 | 58.9 | 3 | 63.4 | 64.7 | 1.3 |
| Washington Square Village 3 | South | 8 | 102 | 62.0 | | 62.0 | 3 | 63.4 | 65.8 | 2.4 |

* Calculated using the CEQR method where L_{eq(t)} noise levels at the boundary would be 75 dB(A), 15 feet from the boundary would be 73 dB(A), 30 feet from the boundary would be 70 dB(A), and the noise level would decrease by 4.5 dB(A) per doubling of distance beyond 30 feet.

Zipper Building Attenuation Analysis - West Façade

| Zipper Façade Distance from W. Houston Street (feet) | Noise Level from W. Houston Street (L ₁₀)* | Zipper Façade Distance from Relocated Dog Park (feet) | Noise Level from Relocated Dog Park (L ₁₀) | Calculated L ₁₀ (W. Houston Street and Relocated Dog Park) | Attenuation Required (dBA) | Distance from Next Attenuation Requirement (feet) |
|--|--|---|--|---|----------------------------|---|
| 15 | 77.9 | 36 | 66.2 | NA | NA | 10 |
| 17 | 77.4 | 36 | 66.2 | 77.7 | 33 | |
| 20 | 76.7 | 36 | 66.2 | 77.0 | 33 | |
| 25 | 75.7 | 36 | 66.2 | 76.1 | 33 | |
| 30 | 74.9 | 36 | 66.2 | 75.4 | 31 | |
| 35 | 74.2 | 36 | 66.2 | 74.9 | 31 | 25 |
| 40 | 73.6 | 36 | 66.2 | 74.4 | 31 | |
| 45 | 73.1 | 36 | 66.2 | 73.9 | 31 | |
| 50 | 72.7 | 36 | 66.2 | 73.6 | 31 | |
| 55 | 72.3 | 36 | 66.2 | 73.2 | 31 | |
| 60 | 71.9 | 36 | 66.2 | 72.9 | 28 | 60 |
| 65 | 71.5 | 36 | 66.2 | 72.6 | 28 | |
| 70 | 71.2 | 36 | 66.2 | 72.4 | 28 | |
| 75 | 70.9 | 36 | 66.2 | 72.2 | 28 | |
| 80 | 70.6 | 37 | 66.0 | 71.9 | 28 | |
| 85 | 70.4 | 39 | 65.9 | 71.7 | 28 | |
| 90 | 70.1 | 41 | 65.6 | 71.4 | 28 | |
| 95 | 69.9 | 44 | 65.3 | 71.2 | 28 | |
| 100 | 69.7 | 47 | 65.1 | 71.0 | 28 | |
| 105 | 69.4 | 50 | 64.8 | 70.7 | 28 | |
| 110 | 69.2 | 54 | 64.5 | 70.5 | 28 | |
| 115 | 69.1 | 58 | 64.2 | 70.3 | 28 | |
| 120 | 68.9 | 62 | 63.9 | 70.1 | 28 | |
| 125 | 68.7 | 66 | 63.6 | 69.9 | NA | |

* Calculated assuming a 3 dBA dropoff per doubling of distance.

Zipper Building Attenuation Analysis - East Façade

| Zipper Façade Distance from W. Houston Street | Noise Level from W. Houston Street (L ₁₀)* | Attenuation Required (dBA) | Distance from Next Attenuation Requirement (feet) |
|---|--|----------------------------|---|
| 15 | 77.9 | NA | 10 |
| 17 | 77.4 | 33 | |
| 23 | 76.0 | 33 | |
| 25 | 75.7 | 31 | |
| 30 | 74.9 | 31 | |
| 35 | 74.2 | 31 | 25 |
| 40 | 73.6 | 31 | |
| 45 | 73.1 | 31 | |
| 50 | 72.7 | 28 | |

* Calculated assuming a 3 dBA dropoff per doubling of distance.

Bleecker Building Attenuation Analysis

| Floor # | Height of Receptor from Playground (ft) | Associated Noise Receptor | Measured Difference between L ₁₀ and L _{eq} (dBA) | Predicted Playground Noise Level (L _{eq})* | Calculated L ₁₀ | Attenuation Required (dBA) |
|---------|---|---------------------------|---|--|----------------------------|----------------------------|
| 8 | 0 | 3 | 2.4 | 75.0 | 77.4 | 33 |
| 9 | 10 | 3 | 2.4 | 75.0 | 77.4 | 33 |
| 10 | 20 | 3 | 2.4 | 73.0 | 75.4 | 31 |
| 11 | 30 | 3 | 2.4 | 70.0 | 72.4 | 28 |
| 12 | 40 | 3 | 2.4 | 68.1 | 70.5 | 28 |
| 13 | 50 | 3 | 2.4 | 66.7 | 69.1 | NA |
| 14 | 60 | 3 | 2.4 | 65.5 | 67.9 | NA |

* Calculated using the CEQR method where L_{eq(1)} noise levels at the boundary would be 75 dB(A), 15 feet from the boundary would be 73 dB(A), 30 feet from the boundary would be 70 dB(A), and the noise level would decrease by 4.5 dB(A) per doubling of distance beyond 30 feet.

| RECEPTOR NOISE LEVEL CALCULATION FOR YEAR | | 2031 | NYU Core Proportional Modeling Analysis | | | | | | | | | | | | | | | | | |
|---|------|------------|---|-------|---------|--------|------|------|--------------------|---------------|------|--------|--------|------------|------------|-----------|---------|-------------|---------|--------|
| Receptor Location | Site | Hour | EXISTING CONDITIONS | | | | | | | 2031 NO BUILD | | | | 2031 BUILD | | | | | | |
| | | | Volume | %Auto | %Medium | %Heavy | %Bus | PCEs | L _{eq(1)} | Volume | PCEs | Leq(1) | Change | P-G Autos | P-G Medium | P-G Heavy | P-G Bus | Total PCE's | Leq (1) | Change |
| West Houston Street at Greene Street | 1 | Weekday AM | 2117 | 92.0% | 5.4% | 1.2% | 1.4% | 5149 | 73.7 | 2305 | 5606 | 74.1 | 0.4 | 61 | 5 | 0 | 5 | 5822 | 74.3 | 0.2 |
| | | Weekday MD | 2136 | 90.6% | 6.7% | 1.2% | 1.5% | 5587 | 73.5 | 2294 | 6001 | 73.8 | 0.3 | 63 | 5 | 0 | 1 | 6147 | 73.9 | 0.1 |
| | | Weekday PM | 2209 | 95.2% | 3.4% | 0.5% | 0.9% | 3946 | 72.8 | 2412 | 4308 | 73.2 | 0.4 | 70 | 3 | 0 | 2 | 4453 | 73.3 | 0.1 |
| Mercer Street between Bleecker and West Houston Streets | 2 | Weekday AM | 188 | 89.5% | 7.3% | 1.6% | 1.6% | 543 | 67.9 | 199 | 575 | 68.1 | 0.2 | 68 | 6 | 0 | 1 | 739 | 69.2 | 1.1 |
| | | Weekday MD | 291 | 93.8% | 6.2% | 0.0% | 0.0% | 508 | 64.2 | 305 | 532 | 64.4 | 0.2 | 64 | 7 | 0 | 0 | 687 | 65.5 | 1.1 |
| | | Weekday PM | 394 | 97.9% | 0.8% | 0.0% | 1.3% | 519 | 66.8 | 417 | 550 | 67.0 | 0.2 | 67 | 2 | 0 | 0 | 643 | 67.7 | 0.7 |
| Bleecker Street between Mercer Street and LaGuardia Place | 3 | Weekday AM | 353 | 88.0% | 9.0% | 0.8% | 2.3% | 993 | 63.6 | 371 | 1043 | 63.8 | 0.2 | 60 | 7 | 0 | 2 | 1230 | 64.5 | 0.7 |
| | | Weekday MD | 420 | 88.8% | 7.2% | 0.4% | 3.6% | 1117 | 63.4 | 437 | 1162 | 63.6 | 0.2 | 37 | 8 | 0 | 0 | 1303 | 64.1 | 0.5 |
| | | Weekday PM | 462 | 94.8% | 2.6% | 0.0% | 2.6% | 808 | 65.4 | 483 | 844 | 65.6 | 0.2 | 42 | 3 | 0 | 1 | 943 | 66.1 | 0.5 |
| LaGuardia Place between West Houston and Bleecker Streets | 4 | Weekday AM | 429 | 85.1% | 9.9% | 3.3% | 1.7% | 1712 | 66.6 | 443 | 1768 | 66.7 | 0.1 | 42 | 8 | 0 | 1 | 1932 | 67.1 | 0.4 |
| | | Weekday MD | 515 | 86.1% | 12.4% | 1.5% | 0.0% | 1628 | 66.1 | 532 | 1681 | 66.2 | 0.1 | 28 | 9 | 0 | 0 | 1826 | 66.6 | 0.4 |
| | | Weekday PM | 557 | 97.2% | 2.8% | 0.0% | 0.0% | 741 | 63.6 | 576 | 767 | 63.7 | 0.1 | 53 | 3 | 0 | 1 | 877 | 64.3 | 0.6 |
| LaGuardia Place between Bleecker and West 3rd Streets | 5 | Weekday AM | 347 | 85.1% | 9.9% | 3.3% | 1.7% | 1385 | 63.6 | 359 | 1433 | 63.7 | 0.1 | 28 | 1 | 0 | 0 | 1474 | 63.8 | 0.1 |
| | | Weekday MD | 442 | 86.1% | 12.4% | 1.5% | 0.0% | 1397 | 63.4 | 457 | 1444 | 63.5 | 0.1 | 11 | 1 | 0 | 0 | 1468 | 63.6 | 0.1 |
| | | Weekday PM | 472 | 97.2% | 2.8% | 0.0% | 0.0% | 628 | 62.9 | 488 | 650 | 63.0 | 0.1 | 34 | 0 | 0 | 0 | 684 | 63.2 | 0.2 |
| West 3rd Street between Mercer Street and LaGuardia Place | 6 | Weekday AM | 351 | 86.9% | 8.8% | 2.7% | 1.5% | 1250 | 66.5 | 366 | 1304 | 66.7 | 0.2 | 17 | 1 | 0 | 0 | 1334 | 66.8 | 0.1 |
| | | Weekday MD | 372 | 91.4% | 8.2% | 0.0% | 0.4% | 763 | 64.4 | 385 | 789 | 64.5 | 0.1 | 4 | 1 | 0 | 0 | 806 | 64.6 | 0.1 |
| | | Weekday PM | 388 | 96.9% | 2.8% | 0.3% | 0.0% | 575 | 65.7 | 405 | 600 | 65.9 | 0.2 | 47 | 1 | 0 | 0 | 660 | 66.3 | 0.4 |
| Mercer Street between West 3rd and Bleecker Streets | 7 | Weekday AM | 163 | 89.5% | 7.3% | 1.6% | 1.6% | 471 | 65.2 | 173 | 499 | 65.5 | 0.3 | 25 | 1 | 0 | 0 | 537 | 65.8 | 0.3 |
| | | Weekday MD | 225 | 93.8% | 6.2% | 0.0% | 0.0% | 393 | 65.3 | 237 | 414 | 65.5 | 0.2 | 44 | 1 | 0 | 0 | 471 | 66.1 | 0.6 |
| | | Weekday PM | 286 | 97.9% | 0.8% | 0.0% | 1.3% | 377 | 60.3 | 305 | 402 | 60.6 | 0.3 | 43 | 0 | 0 | 0 | 445 | 61.0 | 0.4 |
| Corner of Mercer and West Houston Streets | 9 | Weekday AM | 2217 | 92.0% | 5.4% | 1.2% | 1.4% | 5392 | 73.7 | 2413 | 5869 | 74.1 | 0.4 | 92 | 9 | 0 | 4 | 6150 | 74.3 | 0.2 |
| | | Weekday MD | 2297 | 90.6% | 6.7% | 1.2% | 1.5% | 6008 | 72.9 | 2465 | 6448 | 73.2 | 0.3 | 97 | 10 | 0 | 1 | 6693 | 73.4 | 0.2 |
| | | Weekday PM | 2364 | 95.2% | 3.4% | 0.5% | 0.9% | 4223 | 73.9 | 2583 | 4614 | 74.3 | 0.4 | 103 | 4 | 0 | 2 | 4805 | 74.5 | 0.2 |

Note: Site 8 was in the courtyard of Washington Square Village. Consequently, a Noise PCE Screen is not warranted.

| Receptor Location | Site | Hour | NB Change | Existing L10 | Category (Existing L10 noise levels) | Existing L10 + NB Change = NB L10 | Category (NB L10 noise levels) | Build Change | No Build L10 | No Build L10 + Build Change = Build L10 | Category (B L10 noise levels) | CEQR criteria 45 dB(A) | Building Attenuation required |
|---|------|------------|-----------|--------------|--------------------------------------|-----------------------------------|--------------------------------|--------------|--------------|---|-------------------------------|------------------------|-------------------------------|
| West Houston Street at Greene Street | 1 | Weekday AM | 0.4 | 77.3 | MARGINALLY UNACCEPTABLE | 77.7 | MARGINALLY UNACCEPTABLE | 0.2 | 77.7 | 77.9 | MARGINALLY UNACCEPTABLE | 45 | 33 |
| | | Weekday MD | 0.3 | 77.4 | MARGINALLY UNACCEPTABLE | 77.7 | MARGINALLY UNACCEPTABLE | 0.1 | 77.7 | 77.8 | MARGINALLY UNACCEPTABLE | 45 | 33 |
| | | Weekday PM | 0.4 | 76.2 | MARGINALLY UNACCEPTABLE | 76.6 | MARGINALLY UNACCEPTABLE | 0.1 | 76.6 | 76.7 | MARGINALLY UNACCEPTABLE | 45 | 33 |
| Mercer Street between Bleecker and West Houston Streets | 2 | Weekday AM | 0.2 | 69.4 | MARGINALLY ACCEPTABLE | 69.6 | MARGINALLY ACCEPTABLE | 1.1 | 69.6 | 70.7 | MARGINALLY UNACCEPTABLE | 45 | 28 |
| | | Weekday MD | 0.2 | 67.5 | MARGINALLY ACCEPTABLE | 67.7 | MARGINALLY ACCEPTABLE | 1.1 | 67.7 | 68.8 | MARGINALLY ACCEPTABLE | 45 | NA |
| | | Weekday PM | 0.2 | 70.2 | MARGINALLY UNACCEPTABLE | 70.4 | MARGINALLY UNACCEPTABLE | 0.7 | 70.4 | 71.1 | MARGINALLY UNACCEPTABLE | 45 | 28 |
| Bleecker Street between Mercer Street and LaGuardia Place | 3 | Weekday AM | 0.2 | 66.2 | MARGINALLY ACCEPTABLE | 66.4 | MARGINALLY ACCEPTABLE | 0.7 | 66.4 | 67.1 | MARGINALLY ACCEPTABLE | 45 | NA |
| | | Weekday MD | 0.2 | 65.8 | MARGINALLY ACCEPTABLE | 66.0 | MARGINALLY ACCEPTABLE | 0.5 | 66.0 | 66.5 | MARGINALLY ACCEPTABLE | 45 | NA |
| | | Weekday PM | 0.2 | 68.4 | MARGINALLY ACCEPTABLE | 68.6 | MARGINALLY ACCEPTABLE | 0.5 | 68.6 | 69.1 | MARGINALLY ACCEPTABLE | 45 | NA |
| LaGuardia Place between West Houston and Bleecker Streets | 4 | Weekday AM | 0.1 | 69.5 | MARGINALLY ACCEPTABLE | 69.6 | MARGINALLY ACCEPTABLE | 0.4 | 69.6 | 70.0 | MARGINALLY ACCEPTABLE | 45 | NA |
| | | Weekday MD | 0.1 | 68.9 | MARGINALLY ACCEPTABLE | 69.0 | MARGINALLY ACCEPTABLE | 0.4 | 69.0 | 69.4 | MARGINALLY ACCEPTABLE | 45 | NA |
| | | Weekday PM | 0.1 | 66.6 | MARGINALLY ACCEPTABLE | 66.7 | MARGINALLY ACCEPTABLE | 0.6 | 66.7 | 67.3 | MARGINALLY ACCEPTABLE | 45 | NA |
| LaGuardia Place between Bleecker and West 3rd Streets | 5 | Weekday AM | 0.1 | 66.9 | MARGINALLY ACCEPTABLE | 67.0 | MARGINALLY ACCEPTABLE | 0.1 | 67.0 | 67.1 | MARGINALLY ACCEPTABLE | 45 | NA |
| | | Weekday MD | 0.1 | 65.4 | MARGINALLY ACCEPTABLE | 65.5 | MARGINALLY ACCEPTABLE | 0.1 | 65.5 | 65.6 | MARGINALLY ACCEPTABLE | 45 | NA |
| | | Weekday PM | 0.1 | 65.3 | MARGINALLY ACCEPTABLE | 65.4 | MARGINALLY ACCEPTABLE | 0.2 | 65.4 | 65.6 | MARGINALLY ACCEPTABLE | 45 | NA |
| West 3rd Street between Mercer Street and LaGuardia Place | 6 | Weekday AM | 0.2 | 69.8 | MARGINALLY ACCEPTABLE | 70.0 | MARGINALLY ACCEPTABLE | 0.1 | 70.0 | 70.1 | MARGINALLY UNACCEPTABLE | 45 | 28 |
| | | Weekday MD | 0.1 | 67.5 | MARGINALLY ACCEPTABLE | 67.6 | MARGINALLY ACCEPTABLE | 0.1 | 67.6 | 67.7 | MARGINALLY ACCEPTABLE | 45 | NA |
| | | Weekday PM | 0.2 | 67.2 | MARGINALLY ACCEPTABLE | 67.4 | MARGINALLY ACCEPTABLE | 0.4 | 67.4 | 67.8 | MARGINALLY ACCEPTABLE | 45 | NA |
| Mercer Street between West 3rd and Bleecker Streets | 7 | Weekday AM | 0.3 | 67.6 | MARGINALLY ACCEPTABLE | 67.9 | MARGINALLY ACCEPTABLE | 0.3 | 67.9 | 68.2 | MARGINALLY ACCEPTABLE | 45 | NA |
| | | Weekday MD | 0.2 | 66.6 | MARGINALLY ACCEPTABLE | 66.8 | MARGINALLY ACCEPTABLE | 0.6 | 66.8 | 67.4 | MARGINALLY ACCEPTABLE | 45 | NA |
| | | Weekday PM | 0.3 | 62.9 | ACCEPTABLE | 63.2 | ACCEPTABLE | 0.4 | 63.2 | 63.6 | ACCEPTABLE | 45 | NA |
| Corner of Mercer and West Houston Streets | 9 | Weekday AM | 0.4 | 76.7 | MARGINALLY UNACCEPTABLE | 77.1 | MARGINALLY UNACCEPTABLE | 0.2 | 77.1 | 77.3 | MARGINALLY UNACCEPTABLE | 45 | 33 |
| | | Weekday MD | 0.3 | 75.7 | MARGINALLY UNACCEPTABLE | 76.0 | MARGINALLY UNACCEPTABLE | 0.2 | 76.0 | 76.2 | MARGINALLY UNACCEPTABLE | 45 | 33 |
| | | Weekday PM | 0.4 | 76.9 | MARGINALLY UNACCEPTABLE | 77.3 | MARGINALLY UNACCEPTABLE | 0.2 | 77.3 | 77.5 | MARGINALLY UNACCEPTABLE | 45 | 33 |

Note: Site 8 was in the courtyard of Washington Square Village. Consequently, a Noise PCE Screen is not warranted.