ENVIRONMENTAL ASSESSMENT STATEMENT

WHITLOCK AND 165TH STREET REZONING

BRONX, NEW YORK, NY

January 27, 2017

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NEW YORK CITY ENVIRONMENTAL QUALITY REVIEW
FINAL ENVIRONMENTAL ASSESSMENT STATEMENT
AND SUPPLEMENTAL REPORT

WHITLOCK AND 165TH STREET REZONING
1125 WHITLOCK AVENUE
BOROUGH OF THE BRONX

Prepared For:

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Lead Agency:
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120 Broadway, 31st Floor, New York, NY 10271

CEQR Number: 17DCP078X
January 27, 2017

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(CITY ENVIRONMENTAL QUALITY REVIEW)

City Environmental Quality Review
ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) FULL FORM

Please fill out and submit to the appropriate agency (see instructions)

Part I: GENERAL INFORMATION

PROJECT NAME Whitlock and 165th Street Rezoning

1. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
17DCP078X	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
170087ZMX and N170088ZRX	

2a. *Lead Agency Information*			**2b. *Applicant Information***		
NAME OF LEAD AGENCY			NAME OF APPLICANT		
NYC Department of City Planning			The Ader Group, LLC		
NAME OF LEAD AGENCY CONTACT PERSON			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON		
Robert Dobruskin			Bruce Katona		
ADDRESS 120 Broadway, 31st Floor			ADDRESS 25 Robert Pitt Drive, Suite 220		
CITY New York	STATE NY	ZIP 10271	CITY Monsey	STATE NY	ZIP 10952
TELEPHONE	EMAIL		TELEPHONE	EMAIL	
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3. *Action Classification and Type*

SEQRA Classification

☒ UNLISTED ☐ TYPE I: Specify Category (see 6 NYCRR 617.4 and NYC Executive Order 91 of 1977, as amended)

Action Type (refer to Chapter 2, "Establishing the Analysis Framework" for guidance)

☒ LOCALIZED ACTION, SITE SPECIFIC ☐ LOCALIZED ACTION, SMALL AREA ☐ GENERIC ACTION

4. *Project Description*

The Applicant is requesting a zoning map amendment to rezone a 61,586-square-foot (sf) parcel in the Foxhurst neighborhood of the Bronx from an M1-1 zoning district to an R8A district with a C2-4 overlay. The requested action would facilitate the construction of an approximately 472,484-gross-square-foot (gsf) mixed-use development (Proposed Project). The Proposed Project would include approximately 418,759 gsf of affordable residential housing, 14,937 gsf of commercial space, 9,520 gsf of community facility space, and 29,268 gsf of accessory parking area (69 spaces). See Attachment A, "Project Description."

Project Location

BOROUGH Bronx	COMMUNITY DISTRICT(S) 2	STREET ADDRESS 1125 Whitlock Avenue
TAX BLOCK(S) AND LOT(S) Block 2756, Lot 85 and 90		ZIP CODE 10459

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS The Project Site is bounded by East 165th Street to the north; Whitlock Avenue to the east; Aldus Street to the south; and existing 2-story detached residential buildings fronting Longfellow Avenue to the west.

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY M1-1	ZONING SECTIONAL MAP NUMBER 6C

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

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

☐ CITY MAP AMENDMENT	☐ ZONING CERTIFICATION	☐ CONCESSION
☒ ZONING MAP AMENDMENT	☐ ZONING AUTHORIZATION	☐ UDAAP
☒ ZONING TEXT AMENDMENT	☐ ACQUISITION—REAL PROPERTY	☐ REVOCABLE CONSENT
☐ SITE SELECTION—PUBLIC FACILITY	☐ DISPOSITION—REAL PROPERTY	☐ FRANCHISE
☐ HOUSING PLAN & PROJECT	☐ OTHER, explain:	

☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ 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
- ☐ FUNDING OF CONSTRUCTION, specify:
- ☐ POLICY OR PLAN, specify:
- ☒ FUNDING OF PROGRAMS, specify: New York City Housing and Development Corporation (HDC) Extremely Low and Low-Income Affordability (ELLA) and Mix & Match Programs; the Department of Housing Preservation and Development (HPD) Our Space Initiative; and the New York State Homes and Community Renewal (HCR) Low Income Housing Tax Credit Program (SLIHC) Program.
- ☐ 384(b)(4) APPROVAL
- ☐ PERMITS, specify:
- ☐ OTHER, explain:

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: HDC ELLA, Mix & Match; HCR SLIHC

6. *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.): 61,586 gsf
Waterbody area (sq. ft.) and type: n/a
Roads, buildings, and other paved surfaces (sq. ft.): 61,586 gsf
Other, describe (sq. ft.): n/a

7. *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):
NUMBER OF BUILDINGS: 2
GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 236,626 gsf and 235,858 gsf
HEIGHT OF EACH BUILDING (ft.): 140 feet and 138 feet[1]
NUMBER OF STORIES OF EACH BUILDING: 14

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: 61,586 sf
The total square feet not owned or controlled by the applicant: n/a

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 disturbance (if known):
AREA OF TEMPORARY DISTURBANCE: (width x length) n/a
VOLUME OF DISTURBANCE: (width x length x depth) 380,484 cubic sf
AREA OF PERMANENT DISTURBANCE: (width x length) 61,586 sf

8. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2021
ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 48 months
WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☐ YES ☒ NO IF MULTIPLE PHASES, HOW MANY? 2
BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: It is anticipated that the Proposed Project would be constructed in two phases over a period of approximately 48 months. The construction of Building 1 is expected to begin in June 2017, and would be completed by June 2019. The construction of Building 2 would begin immediately following completion and leasing of Building 1, and would be completed by July 2021.

9. *Predominant Land Use in the Vicinity of the Project* (check all that apply)

☒ RESIDENTIAL ☒ MANUFACTURING ☐ COMMERCIAL ☐ PARK/FOREST/OPEN SPACE ☐ OTHER, specify:

[1] A maximum building height of 145 feet will be analyzed under the With-Action Condition.

ATTACHMENT A. PROJECT DESCRIPTION

INTRODUCTION

The Applicant, Ader Group LLC, is requesting: (i) a zoning map amendment from an M1-1 zoning district to an R8A zoning district with a C2-4 commercial overlay affecting Tax Lots 85 and 90 on Block 2756 (the "Project Site") at 1125 Whitlock Avenue in the Borough of the Bronx, Community District 2; (ii) a zoning text amendment to modify Appendix F of the New York City Zoning Resolution (ZR) to establish a Mandatory Inclusionary Housing (MIH) area coterminous with the Project Site boundaries; and (iii) financing through the New York City Housing Development Corporation (HDC) or the New York State Housing Finance Agency (HFA). The proposed zoning map amendment, zoning text amendment, and the financing request (collectively, the "Proposed Action") would facilitate the construction of an approximately 472,484-gross-square-foot (gsf) development consisting of two, 14-story, mixed-use buildings (the "Proposed Project") at the Project Site. The Proposed Project would include approximately 418,759 gsf of residential floor area (474 dwelling units, all affordable); approximately 9,520 gsf of ground floor community facility space (Building 1); approximately 14,937 gsf of ground floor commercial space (Building 2); and approximately 29,268 gsf of below-grade parking (69 spaces). The Proposed Action is a discretionary action subject to review under City Environmental Quality Review (CEQR) and may also undergo a coordinated review with HDC and the New York City Department of Housing Preservation and Development (HPD).

PROJECT SITE

The Project Site is an approximately 61,586-square-foot (sf) site located at 1125 Whitlock Avenue (Block 2756, Lots 85 and 90) in the Foxhurst neighborhood of the Bronx (Figure 1). The Project Site is bounded by East 165th Street to the north; Whitlock Avenue to the east; Aldus Street to the south; and 2-story detached residential buildings fronting Longfellow Avenue to the west (Figure 2 and Figure 3). Lot 85 (41,807.8 sf) contains five, 1-story industrial structures totaling approximately 17,993 sf. The structures contain two auto repair shops and storage facilities. Lot 90 (19,778.2 sf) contains one, 1-story industrial structure totaling approximately 20,824 sf. The structure contains a plastics facility. There is no formal on-site parking on either Lot 85 or Lot 90.

The Project Site is currently zoned M1-1 (Figure 4A). The M1-1 zoning district allows for a maximum Floor Area Ratio (FAR) of 1.0 for both commercial uses (Use Groups 5-14) and manufacturing uses (Use Groups 16 and 17), and 2.4 for community facility uses (Use Group 4). Residential uses are not permitted as-of-right in M1-1 districts. Maximum building height is controlled by the sky exposure plane; structures in the M1-1 district cannot penetrate the sky exposure plane, which begins at 30 feet above the street line.

The elevated Sheridan Expressway, the Metropolitan Transportation Authority (MTA) New York City Transit (NYCT) No. 6 subway line, and the Amtrak rail line are east of the Project Site, parallel to Whitlock Avenue. The No. 6 subway line ascends to grade level near Aldus Street before entering the tunnel and descending below grade. Project Site photographs of the site and surrounding Study Area are included in Appendix A, "Project Site Photographs."

DESCRIPTION OF THE PROPOSED ACTION

The Applicant is requesting two discretionary land use actions:

1. A zoning map amendment to Zoning Sectional Map 6c to rezone Block 2756, Lots 85 and 90 from an M1-1 district to an R8A district with a C2-4 commercial overlay; and

2. A zoning text amendment to Appendix F of the Zoning Resolution to establish an MIH-designated area (Option 1) coterminous with the Project Site boundaries.

Potential Financing Requests

In addition to the proposed zoning map and text amendments, the Applicant is pursuing one or more financing mechanisms to facilitate the Proposed Project including: the New York City Department of Housing and Development Corporation (HDC) Extremely Low and Low-Income Affordability (ELLA) and Mix & Match Programs; the Department of Housing Preservation and Development (HPD) Our Space Initiative; and the New York State Homes and Community Renewal (HCR) Low Income Housing Tax Credit Program (SLIHC) Program.

PURPOSE AND NEED

The Project Site currently is underutilized and occupied by several one-story industrial buildings. Because the existing M1-1 zoning district does not allow residential uses as-of-right, the Proposed Project would not be permitted under existing zoning. The proposed R8A zoning district (Quality Housing Program) would permit a maximum residential FAR of 7.2 for providing Inclusionary Housing pursuant to ZR Section 23-90; a maximum commercial FAR of 2.0 (C2-4 commercial overlay); and a maximum community facility FAR of 6.5. This rezoning would facilitate the creation of a new mixed-use development, providing 474 units of affordable housing, local retail establishments, and community facility space catering to the local population.

The proposed rezoning is also consistent with several recent planning and zoning initiatives in this area. In 2011, the City rezoned 11 blocks in the Crotona Park East/West Farms neighborhoods north of the Project Site from an M1-1 zoning district to R6A, R7X, and R8X residential zoning districts with C2-4 commercial overlays, similar to the current Proposed Actions. The development associated with that rezoning, with a build year of 2022, would include 10 mixed-use buildings, 2 public spaces, a playground, and potentially an elementary school. The purpose of the Crotona Park East/West Farms development was to respond to the needs of the community, including the provision of increased employment opportunities, affordable housing, and access to open space. Further the City's 2013 *Sheridan-Hunts Point Land Use and Transportation Study* (SEHP) made a number of recommendations, including rezoning the area to encourage a mix of uses along the waterfront, as well as focusing on growth and job opportunities along transit rich corridors. SEHP identified the potential for significant new development in the area and the need to increase pedestrian safety and access to the Bronx River and waterfront amenities. The Proposed Project is consistent with these recommendations.

It is the Applicant's intention that, by providing 474 units of permanently affordable housing, the proposed mixed-use development would advance the vision set forth in Mayor Bill de Blasio's five-

borough, ten-year *Housing New York* plan to create and preserve affordable housing in New York City.

PROPOSED PROJECT

Approval of the Proposed Action would facilitate the construction of two, 14-story mixed-use buildings totaling approximately 472,484 gsf. The Proposed Project would include approximately 418,759 gsf of residential floor area (474 dwelling units)[2] (Use Group 2) on floors 2 through 14; approximately 9,520 gsf of ground floor community facility space (Use Group 4); and approximately 14,937 gsf of ground floor commercial space (Use Group 6).[3] Building 1 would contain approximately 236,626 gsf and have a maximum height of approximately 140 feet. It would comprise approximately 243 dwelling units on floors 2 through 14 and approximately 9,520 gsf of community facility space on the ground floor.

Building 2 would contain approximately 235,858 gsf and have a maximum height of approximately 138 feet. It would contain approximately 231 dwelling units on floors 2 through 14 and approximately 14,937 gsf of commercial space on the ground floor.

The Proposed Project would provide 69 below-grade parking spaces (approximately 29,268 gsf).[4]

Under the Proposed Action, 100 percent of the residential floor area (474 dwelling units) would be allocated as affordable housing for low-, moderate-, and middle-income families. Approximately 427 units would be set aside for families with incomes at or below 60 percent Area Median Income (AMI) and approximately 47 units would be set aside for families with incomes at 80 percent AMI.[5] Specifically:

- approximately 20 percent of residential floor area (95 dwelling units) would be allocated to homeless families;
- approximately 10 percent of residential floor area (47 dwelling units) would be allocated to families with incomes at 37 percent AMI;
- approximately 10 percent of residential floor area (47 dwelling units) would be allocated to families with incomes at 47 percent AMI;
- approximately 50 percent of residential floor area (238 dwelling units) would be allocated to families with incomes at 57 percent AMI; and
- approximately 10 percent of residential floor area (47 dwelling units) would be allocated to families with incomes at 80 percent AMI.

[2] Average residential unit size: Studio – 380 gsf; 1-bedroom – 537 gsf; 2-bedroom – 775 gsf; and 3-bedroom- 1,042 gsf.
[3] The Proposed Development would contain a total of approximately 426,107 zoning square feet (zsf) (6.9 FAR), including approximately 401,447 zsf (6.51 FAR) of residential floor area; approximately 9,520 zsf (0.15 FAR) of community facility floor area; and approximately 14,937 zsf (0.24 FAR) of commercial floor area.
[4] While 69 below-grade spaces would be provided, pursuant to Section 25-251 of the New York City Zoning Resolution (ZR), within the Transit Zone, no accessory off-street parking spaces are required for income-restricted housing units. As shown in Appendix I of the Zoning Resolution, the Project Site is entirely within the Transit Zone. The commercial parking requirement is waived pursuant to ZR 36-361. There is no community facility parking requirement in the R-8A zoning district.
[5] A total of two (2) dwelling units would be reserved for building superintendents.

SURROUNDING AREA

Land uses within a 400-foot radius of the Project Site ("Study Area") generally include a mix of residential, mixed residential/commercial, industrial and manufacturing, transportation and utilities, and open space (Figure 5). Longfellow Avenue and Bryant Avenue, and between East 165th Street and Aldus Street are generally characterized by one- and two-family residences. Multifamily elevator buildings are concentrated at the intersections of Bryant Avenue and Aldus Street, Whitlock Avenue and Aldus Street, and Longfellow Avenue and 165th Street. There is a small cluster of industrial and manufacturing uses concentrated to the north of the Project Site at the corners of Whitlock Avenue and East 165th Street and Lowell Road. Open spaces include Lyons Square Playground at the intersection of Aldus Street and Bryant Avenue and Longfellow Garden at the intersection of Longfellow Avenue and East 165th Street.

The Project Site is surrounded by manufacturing, residential, and commercial zoning districts. M1-1 and M1-2 zoning districts are mapped to the north and south of the Project Site. The M1-1 zoning district allows for a maximum FAR of 1.0 for both commercial uses (Use Groups 5-14) and manufacturing uses (Use Groups 16 and 17), and 2.4 for community facility uses (Use Group 4). The M1-2 zoning district allows for a maximum FAR of 2.0 for both commercial uses (Use Groups 5-14) and manufacturing uses (Use Groups 16 and 17), and 4.8 for community facility uses (Use Group 4). Residential uses are not permitted as-of-right in the M1-1 or M1-2 zoning districts. Maximum building heights in both the M1-1 and M1-2 zoning districts are controlled by the sky exposure plane; structures in these districts cannot penetrate the sky exposure plane, which begins at 30 feet above the street line.

Concrete Plant Park, a 6.44-acre public park along the Bronx River, is east of the Project Site; the Sheridan Expressway along with subway and rail tracks, separates the Project Site from the park. Concrete Plant Park was completed in September 2009 and contains facilities supporting and linking existing and planned multi–use pedestrian greenways with other off–road/on-road bicycle and pedestrian routes. Longfellow Garden, a 0.37-acre public garden is north of the Project Site; the park is currently closed, but will undergo reconstruction with an anticipated completion date of late 2017 or early 2018. It will include new play equipment, a spray shower, seating, lighting, fencing, pavements, and plantings. Lyons Square Playground, a 1.32-acre playground, is south of the Project Site and is anticipated to undergo reconstruction concurrent with Longfellow Gardens as part of the Community Parks Initiative (Figure 13)

An R7-1 zoning district is mapped to the west of the Project Site. The R7-1 district permits a maximum FAR of 3.44 for residential uses (Use Groups 1 and 2) and 4.8 for community facility uses (Use Groups 3 and 4). In the R7-1 district, buildings cannot penetrate the sky exposure plane, which begins at 60 feet above the street line and then slopes inward over the zoning lot. There is a C1-4 commercial overlay mapped 100 feet deep along East 165th Street within the R7-1 zoning district, west of the Project Site. The C1-4 commercial overlay permits a maximum commercial FAR of 2.0.

The Special Hunts Point District (HP) is mapped south of the Project Site and separated from the Project Site by the Sheridan Expressway and Bruckner Boulevard (Figure 4A); the HP is adjacent to the Hunt's Point Food Market, a wholesale food distribution center. The HP aims to strengthen the

expanding food industry market, creating an area of high-performance industrial and commercial uses. The goals of the SHPD are to:

- Provide a buffer of high-performance industrial and other commercial establishments around the residential area;
- Encourage the development of food-related businesses and other compatible businesses;
- Create a transition between the Hunts Point Food Market and related businesses and the adjacent neighborhood;
- Retain jobs in New York City;
- Promote the development of retail businesses in the neighborhood;
- Provide an opportunity for the physical improvement of Hunts Point; and
- Promote the most desirable use of land and thus conserve the value of land and buildings and thereby protect City tax revenues.

The HP contains two special purpose subdistricts: (i) the Residential Buffer Subdistrict that surrounds the "excluded (R6) area" in the center of the HP; and (ii) the Food Industry Subdistrict in the southern and eastern portions of the HP.

The elevated Sheridan Expressway, the Metropolitan Transportation Authority (MTA) New York City Transit (NYCT) No. 6 subway line, and the Amtrak rail line are east of the Project Site, parallel to Whitlock Avenue. The No. 6 subway line ascends to grade level near Aldus Street before entering the tunnel and descending below grade.

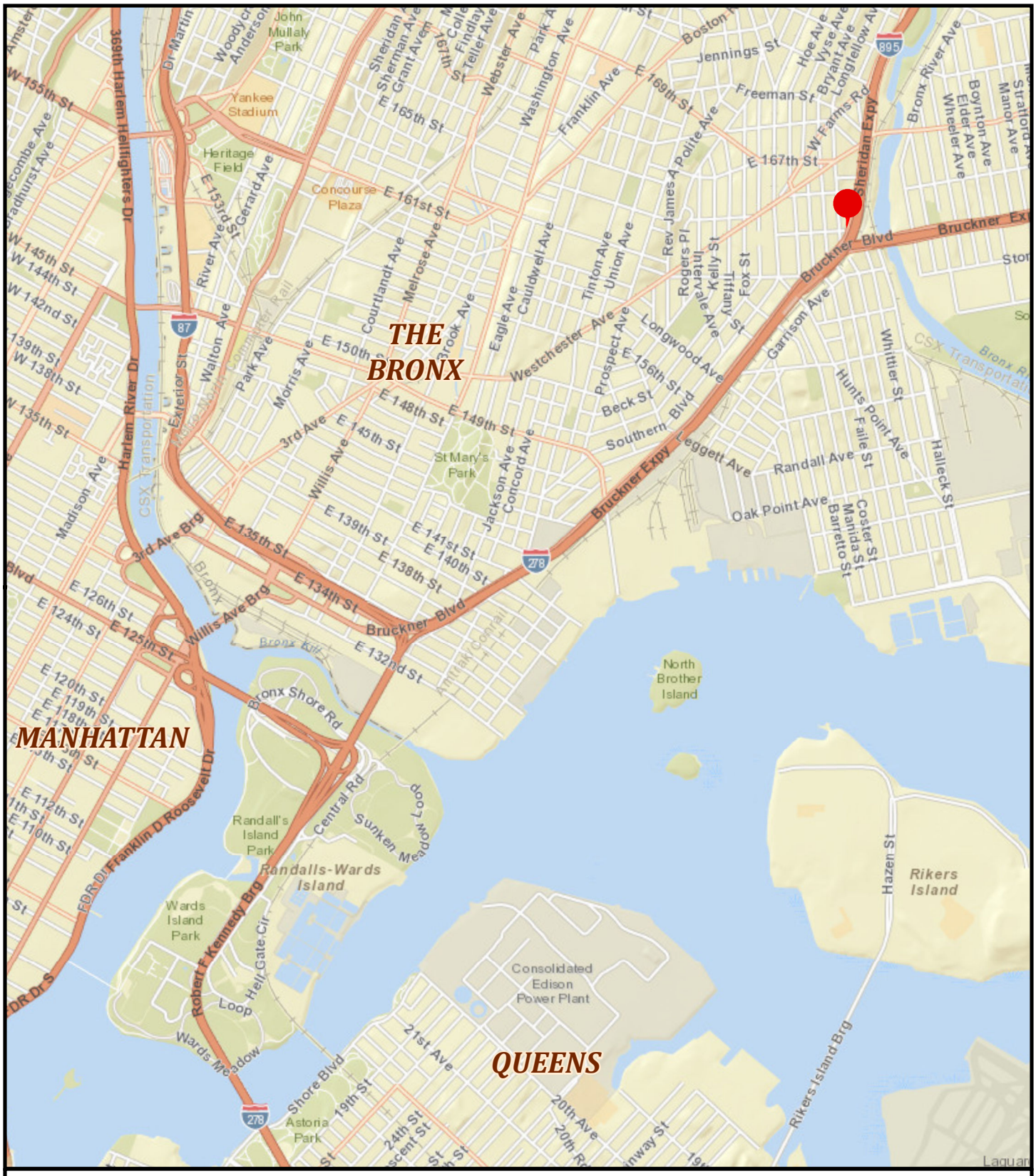

FIGURE 1: REGIONAL LOCATION MAP
Whitlock and 165th Street Rezoning

Project Site

0 0.25 0.5 1 Miles

N

FOXHURST
BRONX, NY

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Map Reference: Basemap: ESRI

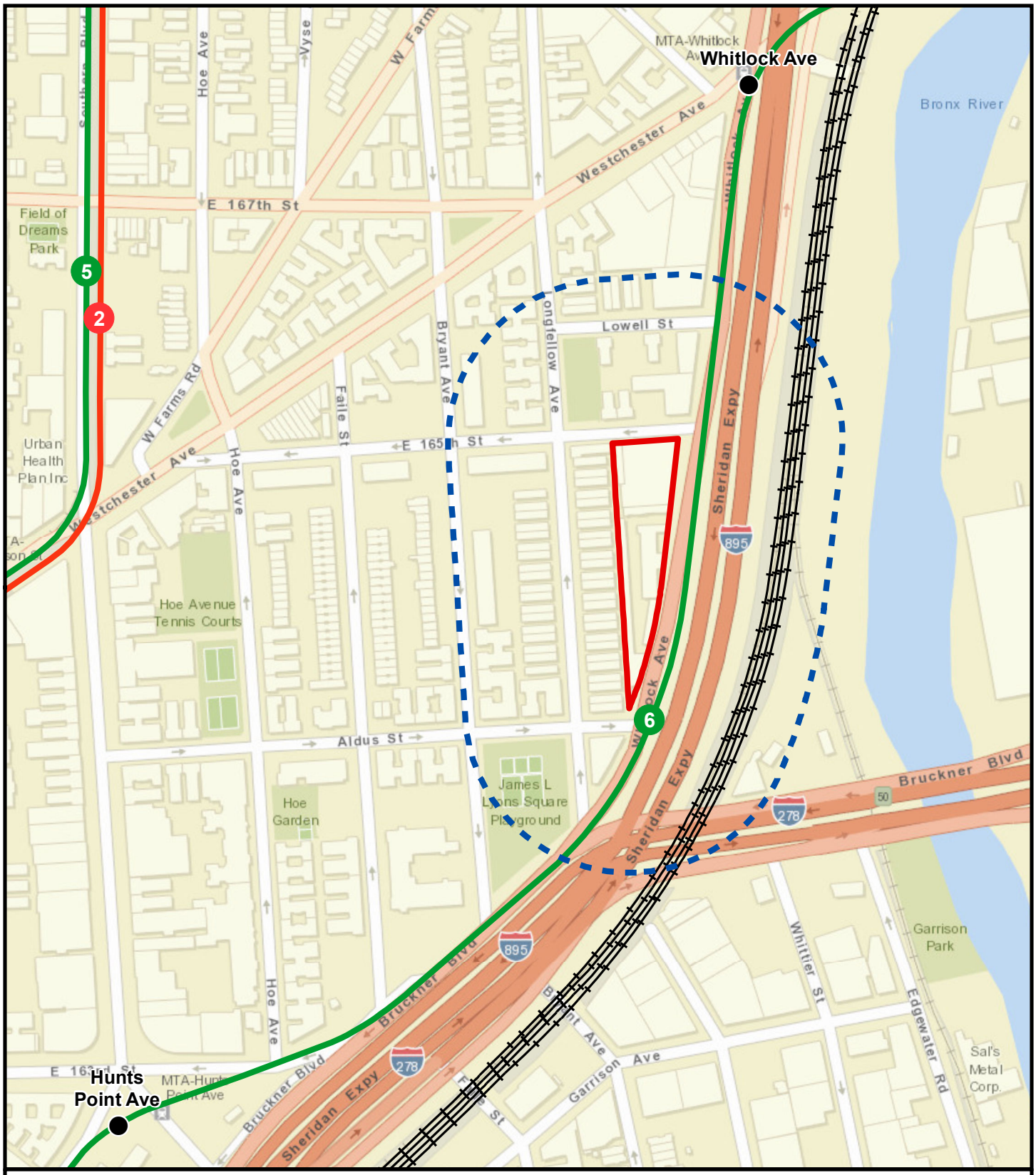

FIGURE 2: PROJECT SITE LOCATION MAP
Whitlock and 165th Street Rezoning

0 200 400 800 Feet

N

Project Site
Study Area (400-foot radius)
5 & 6 Subway Line (White Plains & Pelham)
2 Subway Line (White Plains-bound)
Amtrak
Subway Stations

FOXHURST
BRONX, NY

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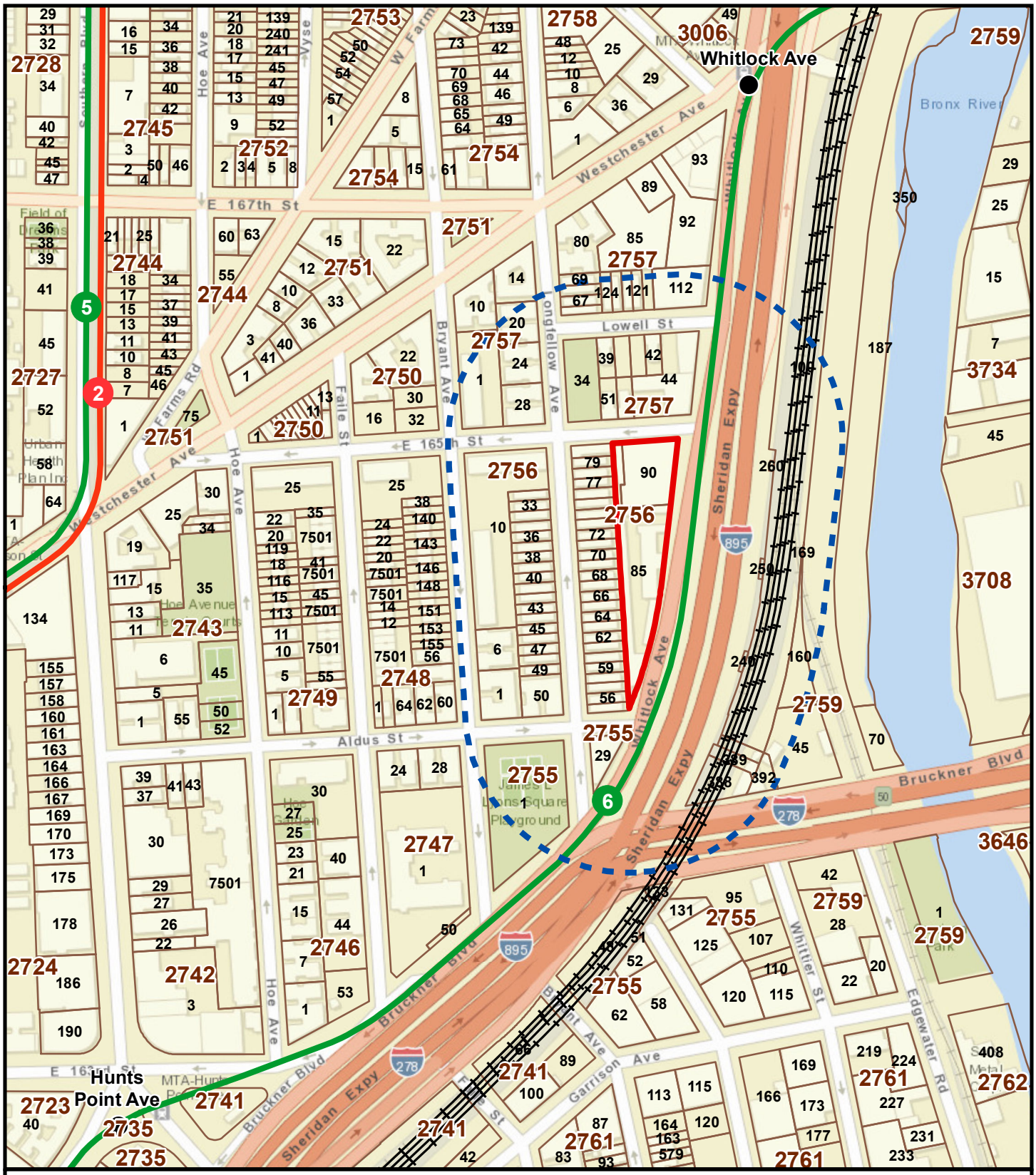
Map Reference: Basemap: ESRI; Shapefile: NYC Dept of City Planning MapPLUTO



Map Reference: Basemap: ESRI; Shapefile: NYC Dept of City Planning MapPLUTO; MTA

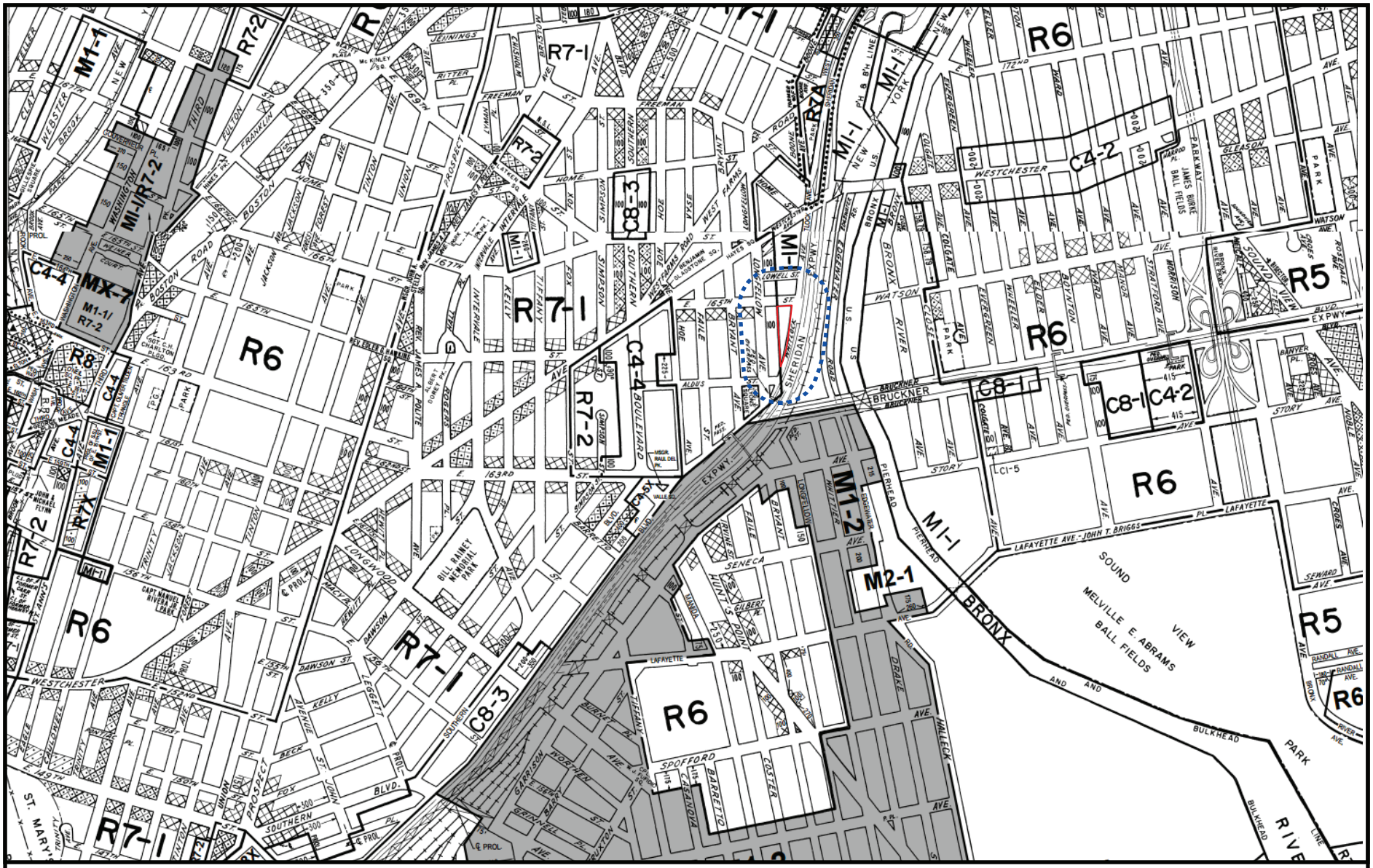


FIGURE 4A: EXISTING ZONING MAP
Whitlock and 165th Street Rezoning

FOXHURST
BRONX, NY
Map Reference: NYC Dept of City Planning (zoning map #3d and 6c)

Project Site

Study Area (400-foot radius)

N

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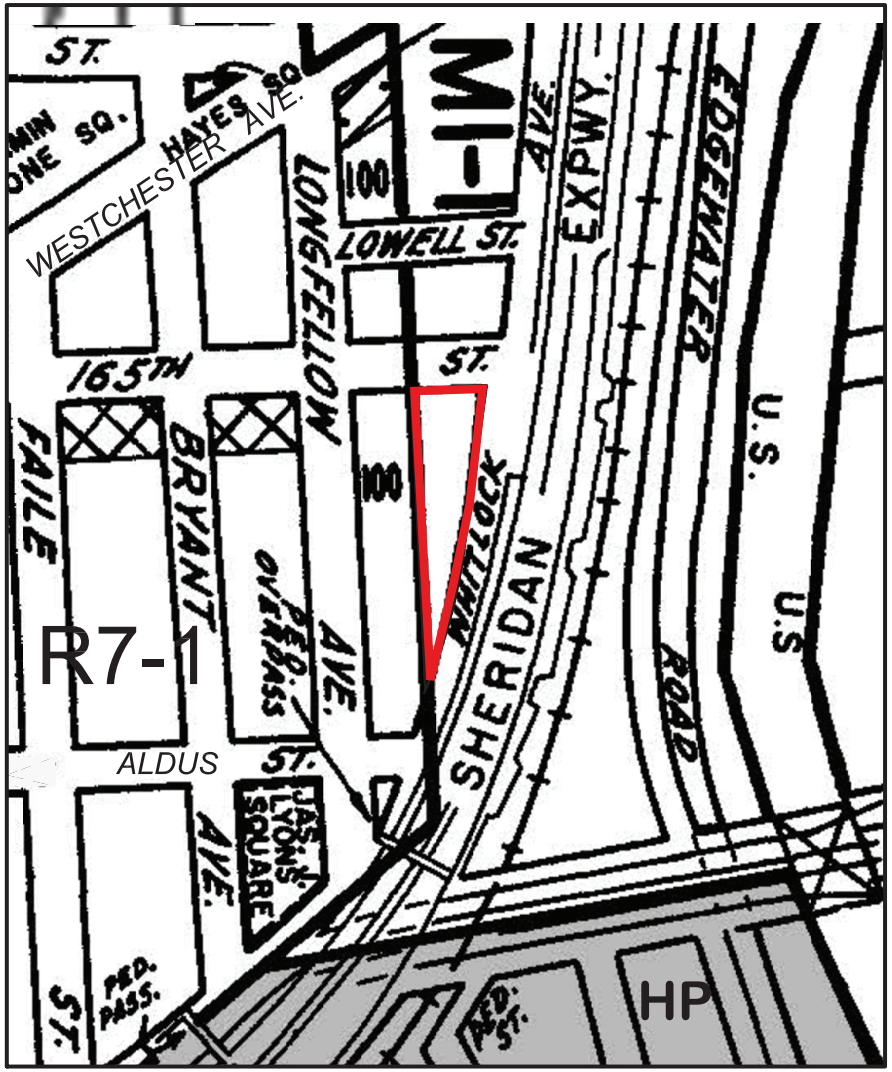
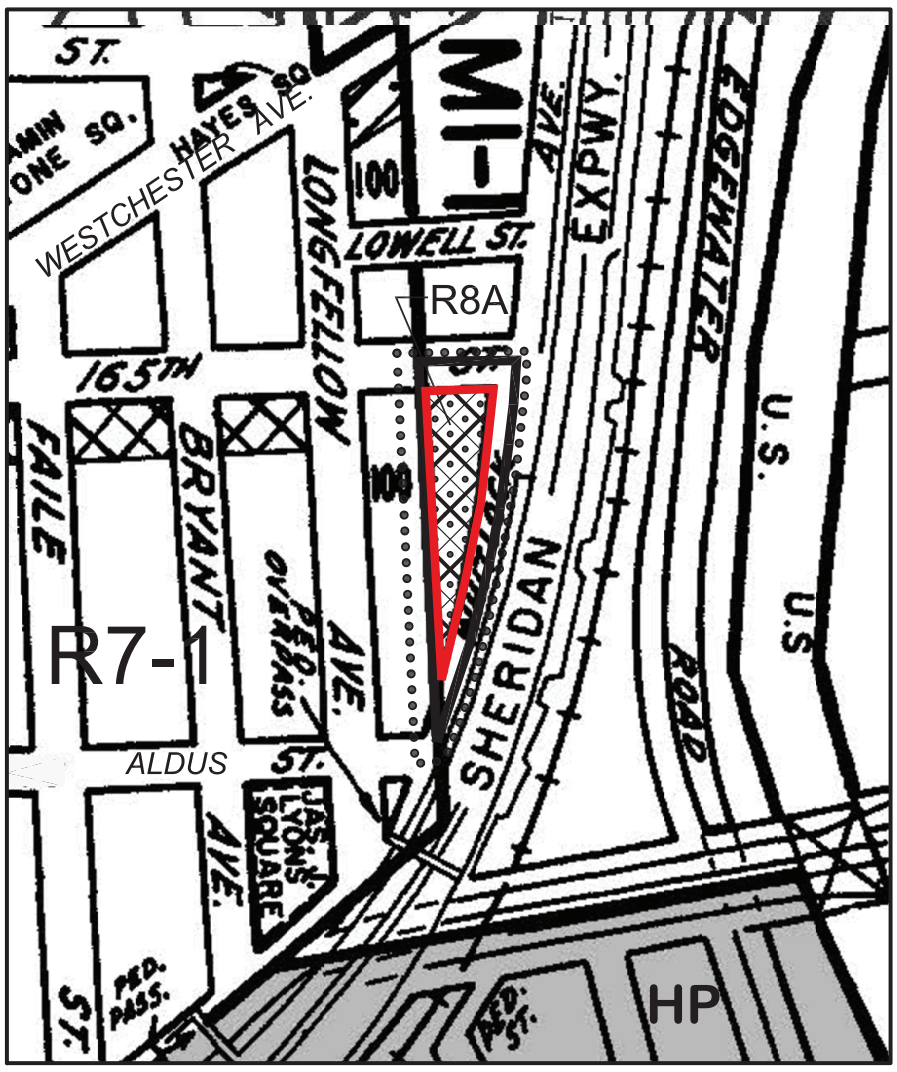


CURRENT ZONING MAP



PROPOSED ZONING MAP - area being rezoned is outlined in dotted lines

Changing a M1-1 district to a R8A with C2-4 overlay district

FIGURE 4B: EXISTING AND PROPOSED ZONING MAP
1125 Whitlock Avenue

FOXHURST
BRONX, NY
Map Reference: NYC Dept of City Planning (Zoning Map #3d and #6c)

Project Site

N

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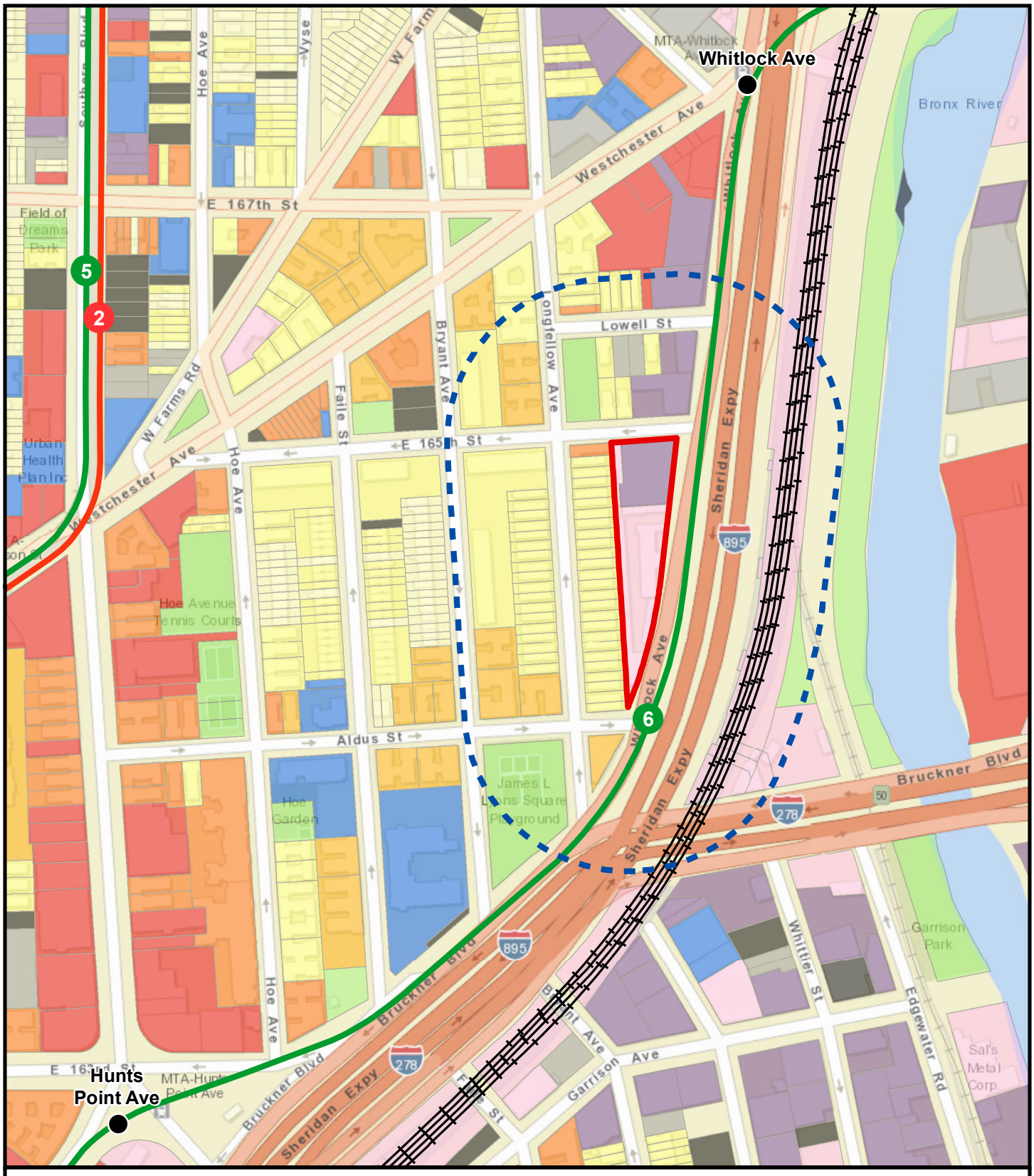

FIGURE 5: LAND USE MAP

Whitlock and 165th Street Rezoning

FOXHURST
BRONX, NY

Project Site
Study Area (400-foot radius)

0 200 400 800 Feet

N

Land Use

- One & Two Family Residences
- Multi-family Walkup Residences
- Multi-family Elevator Residences
- Mixed Residential/ Commercial
- Commercial Uses
- Industrial/Manufacturing
- Transportation/Utility
- Public Facilities/Institution
- Open Space
- Parking
- Vacant Land

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Map Reference: Basemap: ESRI; Shapefile: NYC Dept of City Planning MapPLUTO

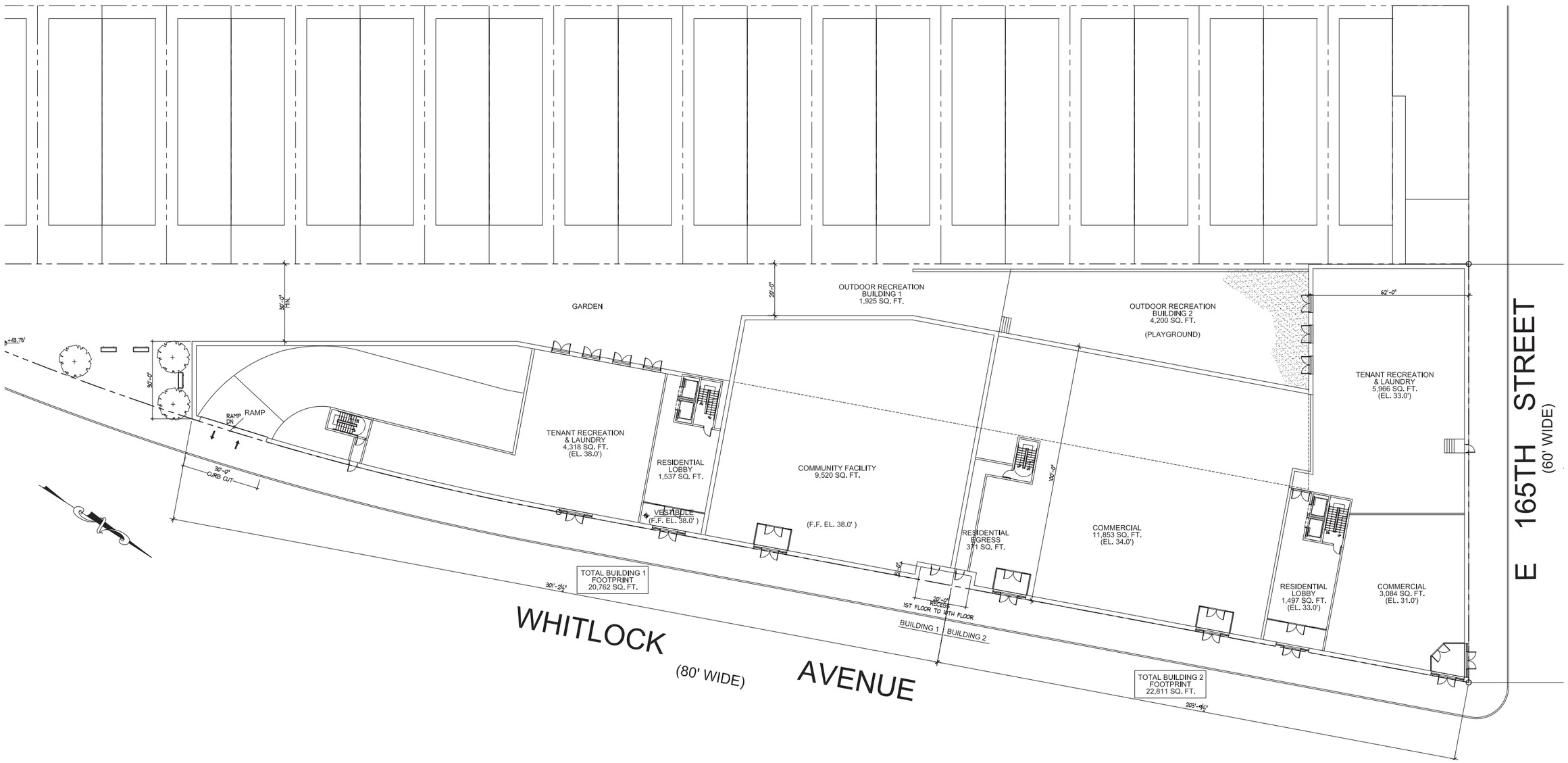

FIGURE 6: PROPOSED FIRST FLOOR SITE PLAN
Whitlock and 165th Street Rezoning

For Illustrative Purposes

FOXHURST
BRONX, NY
Source: Newman Design

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EAST ELEVATION (WHITLOCK AVENUE)

NORTH ELEVATION (165TH STREET)

FIGURE 7: PROPOSED ELEVATION - NORTH AND EAST *For Illustration Purposes*
Whitlock and 165th Street Rezoning

FOXHURST
BRONX, NY
Source: Newman Design

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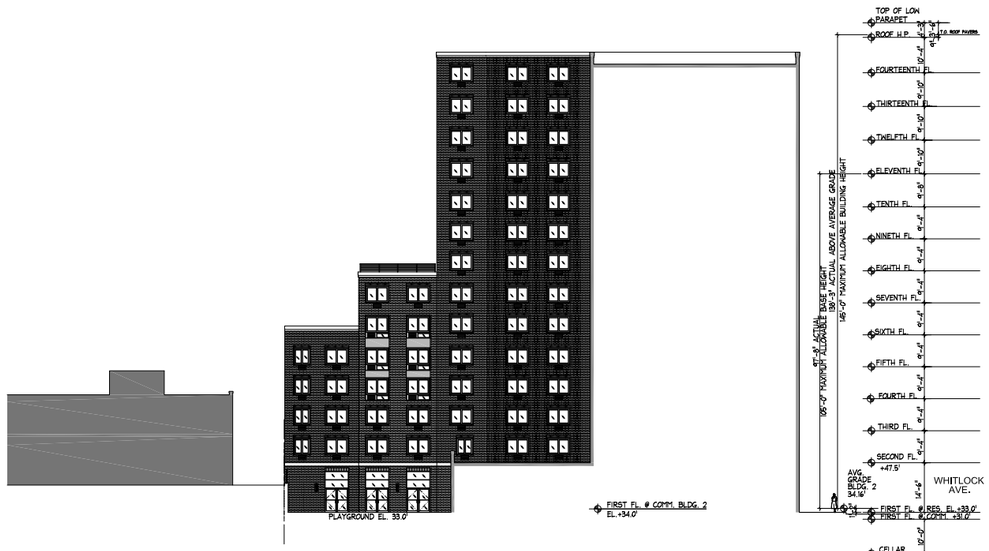
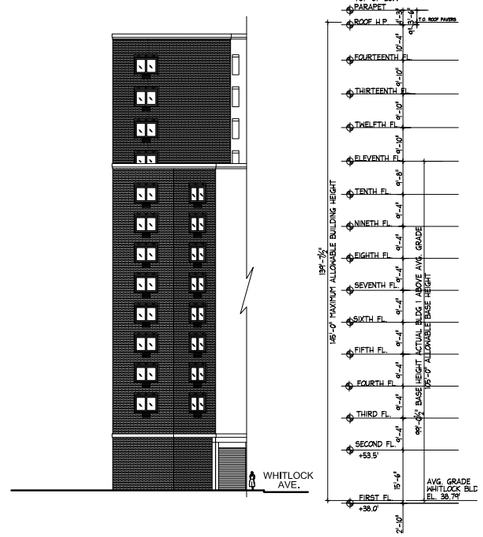
WEST ELEVATION



NORTH ELEVATION



NORTH ELEVATION - ALDUS AVE.

FIGURE 8: PROPOSED ELEVATION - NORTH AND WEST *For Illustration Purposes*
Whitlock and 165th Street Rezoning

FOXHURST
BRONX, NY
Source: Newman Design

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FIGURE 9: PROPOSED PROJECT RENDERING
Whitlock and 165th Street Rezoning

FOXHURST
BRONX, NY
Source: Newman Design

For Illustration Purposes

LANGAN

FIGURE 10: PROPOSED PROJECT RENDERING
Whitlock and 165th Street Rezoning

For Illustration Purposes

FOXHURST
BRONX, NY
Source: Newman Design

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DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS

The information requested in this table applies to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory control. The increment is the difference between the No-Action and the With-Action conditions.

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
LAND USE				
Residential	☐ YES ☒ NO	☐ YES ☒ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type of residential structures	n/a	n/a	Residential use on floors 2 through 14	
No. of dwelling units	0	0	474	474
No. of low- to moderate-income units	0	0	474	474
Gross floor area (sq. ft.)	0 gsf	0 gsf	418,759 gsf	418,759 gsf
Commercial	☐ YES ☒ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type (retail, office, other)	n/a	n/a	Ground floor retail uses in Building 2	
Gross floor area (sq. ft.)	0 gsf	0 gsf	14,937 gsf	14,937 gsf
Manufacturing/Industrial	☒ YES ☐ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
Type of use	Pulse Plastic Facility	Pulse Plastic Facility	n/a	
Gross floor area (sq. ft.)	38,817 gsf	38,817 gsf	0 gsf	- 38,817 gsf
Open storage area (sq. ft.)	n/a	n/a	n/a	
If any unenclosed activities, specify:	n/a	n/a	n/a	
Community Facility	☐ YES ☒ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Type	n/a	n/a	Ground floor community facility uses in Building 1	
Gross floor area (sq. ft.)	0 gsf	0 gsf	9,520 gsf	9,520 gsf
Vacant Land	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:				
Publicly Accessible Open Space	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify type (mapped City, State, or Federal parkland, wetland—mapped or otherwise known, other):	n/a	n/a	n/a	
Other Land Uses	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:				
PARKING				
Garages	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
No. of public spaces	n/a	n/a	0	
No. of accessory spaces	0	0	69	69
Operating hours	n/a	n/a	n/a	
Attended or non-attended	n/a	n/a	Attended	

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Lots	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
No. of public spaces	n/a	n/a	n/a	
No. of accessory spaces	n/a	n/a	n/a	
Operating hours	n/a	n/a	n/a	
Other (includes street parking)	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," describe:	On-street	On-Street	On-Street	
POPULATION				
Residents	☐ YES ☒ NO	☐ YES ☒ NO	☒ YES ☐ NO	
If "yes," specify number:	n/a	n/a	1,394	1,394
Briefly explain how the number of residents was calculated:	Population multiplier is the average household size of renter-occupied units in Bronx Census Tract 121.02 (Selected Housing Characteristics 2010-2014 ACS 5-Year Estimates)			
Businesses	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
No. and type	One-story industrial buildings	One-story industrial buildings	Commercial/retail uses and community facilities	
No. and type of workers by business	6	6	98	92
No. and type of non-residents who are not workers	n/a	n/a	n/a	
Briefly explain how the number of businesses was calculated:	Employment estimated based on the following: 3 employees per 1,000 square feet of retail; 1 employee for every 10,000 square feet of parking; 1 employee per 300 square feet of community facility/institutional; 1 employee per 25 residential units.			
Other (students, visitors, concert-goers, *etc.*)	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If any, specify type and number:	n/a	n/a	n/a	
Briefly explain how the number was calculated:				
ZONING				
Zoning classification	M1-1	M1-1	R8A with C2-4 overlay	
Maximum amount of floor area that can be developed	61,586 zsf	61,586 zsf	443,419 zsf	381,833 zsf
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	The surrounding area is comprised of residential, mixed residential/commercial, manufacturing, and industrial uses.	The surrounding area is comprised of residential, mixed residential/commercial, manufacturing, and industrial uses.	The surrounding area is comprised of residential, mixed residential/commercial, manufacturing, and industrial uses.	
Attach any additional information that may be needed to describe the project. If your project involves changes that affect one or more sites not associated with a specific development, it is generally appropriate to include total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

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, if needed, attach supporting information) 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 Full EAS Form. For example, if a question is answered "no," an agency may request a short explanation for this response.

	YES	NO
1. *LAND USE, ZONING, AND PUBLIC POLICY*: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use different from surrounding land uses? See Attachment C: Land Use, Zoning, and Public Policy	☐	☒
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	☒	☐
(c) Is there the potential to affect an applicable public policy?	☒	☐
○ If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach. See Attachment C: Land Use, Zoning and Public Policy		
(d) Is the project a large, publicly sponsored project?	☐	☒
○ If "yes," complete a PlaNYC assessment and attach.		
(e) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☐	☒
○ If "yes," complete the Consistency Assessment Form.		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
○ Generate a net increase of more than 200 residential units *or* 200,000 square feet of commercial space?	☒	☐
▪ If "yes," answer *both* questions 2(b)(ii) and 2(b)(iv) below.		
○ Directly displace 500 or more residents?	☐	☒
▪ If "yes," answer questions 2(b)(i), 2(b)(ii), and 2(b)(iv) below.		
○ Directly displace more than 100 employees?	☐	☒
▪ If "yes," answer questions under 2(b)(iii) and 2(b)(iv) below.		
○ Affect conditions in a specific industry?	☐	☒
▪ If "yes," answer question 2(b)(v) below.		
(b) If "yes" to any of the above, attach supporting information to answer the relevant questions below. If "no" was checked for each category above, the remaining questions in this technical area do not need to be answered.		
i. Direct Residential Displacement		
○ If more than 500 residents would be displaced, would these residents represent more than 5% of the primary study area population?	☐	☐
○ If "yes," is the average income of the directly displaced population markedly lower than the average income of the rest of the study area population?	☐	☐
ii. Indirect Residential Displacement		
○ Would expected average incomes of the new population exceed the average incomes of study area populations?	☐	☒
○ If "yes:"		
▪ Would the population of the primary study area increase by more than 10 percent?	☐	☐
▪ Would the population of the primary study area increase by more than 5 percent in an area where there is the potential to accelerate trends toward increasing rents?	☐	☐
○ If "yes" to either of the preceding questions, would more than 5 percent of all housing units be renter-occupied and unprotected?	☐	☐
iii. Direct Business Displacement		
○ Do any of the displaced businesses provide goods or services that otherwise would not be found within the trade area, either under existing conditions or in the future with the proposed project?	☐	☒
○ Is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it?	☐	☒

iv. Indirect Business Displacement		
○ Would the project potentially introduce trends that make it difficult for businesses to remain in the area?	☐	☒
○ Would the project capture retail sales in a particular category of goods to the extent that the market for such goods would become saturated, potentially resulting in vacancies and disinvestment on neighborhood commercial streets?	☐	☒
v. Effects on Industry		
○ Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?	☐	☒
○ Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?	☐	☒
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
○ Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
i. Child Care Centers		
○ 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 Chapter 6)	☒	☐
○ If "yes," would the project result in a collective utilization rate of the group child care/Head Start centers in the study area that is greater than 100 percent?	☐	☒
○ If "yes," would the project increase the collective utilization rate by 5 percent or more from the No-Action scenario?	☐	☒
ii. Libraries		
○ 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 Chapter 6)	☐	☒
○ If "yes," would the project increase the study area population by 5 percent or more from the No-Action levels?	☐	☐
○ If "yes," would the additional population impair the delivery of library services in the study area?	☐	☐
iii. Public Schools		
○ 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 Chapter 6)	☒	☐
○ If "yes," would the project result in a collective utilization rate of the elementary and/or intermediate schools in the study area that is equal to or greater than 100 percent?	☐	☒
○ If "yes," would the project increase this collective utilization rate by 5 percent or more from the No-Action scenario?	☐	☒
iv. Health Care Facilities		
○ Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
○ If "yes," would the project affect the operation of health care facilities in the area?	☐	☐
v. Fire and Police Protection		
○ Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
○ If "yes," would the project affect the operation of fire or police protection in the area?	☐	☐
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7		
(a) Would the project change or eliminate existing open space?	☐	☒
(b) Is the project located within an under-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☐	☒
(c) If "yes," would the project generate more than 50 additional residents or 125 additional employees?	☐	☐
(d) Is the project located within a well-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☐	☒
(e) If "yes," would the project generate more than 350 additional residents or 750 additional employees?	☐	☐
(f) If the project is located in an area that is neither under-served nor well-served, would it generate more than 200 additional residents or 500 additional employees?	☒	☐
(g) If "yes" to questions (c), (e), or (f) above, attach supporting information to answer the following:		
○ If in an under-served area, would the project result in a decrease in the open space ratio by more than 1 percent?	☐	☐
○ If in an area that is not under-served, would the project result in a decrease in the open space ratio by more than 5 percent?	☐	☒
○ If "yes," are there qualitative considerations, such as the quality of open space, that need to be considered? Please specify:	☐	☐

5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	☒	☐
(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?	☒	☐
(c) If "yes" to either of the above questions, attach supporting information explaining whether the project's shadow would reach any sunlight-sensitive resource at any time of the year. See Attachment G: Shadows		
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		
(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 GIS System for Archaeology and National Register to confirm)	☐	☒
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	☒	☐
(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.		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(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?	☒	☐
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	☐	☒
(c) If "yes" to either of the above, please provide the information requested in Chapter 10.		
8. *NATURAL RESOURCES*: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11?	☐	☒
○ If "yes," list the resources and attach supporting information on whether the project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed?	☐	☒
○ If "yes," complete the Jamaica Bay Watershed Form and submit according to its instructions.		
9. *HAZARDOUS MATERIALS*: CEQR Technical Manual Chapter 12		
(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?	☒	☐
(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?	☐	☒
(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 Appendix 1 (including nonconforming uses)?	☒	☐
(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?	☒	☐
(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)?	☒	☐
(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?	☐	☒
(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?	☒	☐
(h) Has a Phase I Environmental Site Assessment been performed for the site?	☒	☐
○ If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: RECs: (1) two gasoline tanks are located on the subject property; and (2) the subject property was previously used for auto repair, which has the potential to contaminate soil and/or groundwater. HRECs: (1) four underground storage tanks were found on the property and are listed with NYSDEC as unregulated/closed.	☒	☐
(i) Based on the Phase I Assessment, is a Phase II Investigation needed? See Attachment I and Appendix D	☒	☐
10. *WATER AND SEWER INFRASTRUCTURE*: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	☐	☒
(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?	☒	☐

(c) If the proposed project located in a separately sewered area, would it result in the same or greater development than that listed in Table 13-1 in Chapter 13?	☐	☒
(a) Would the project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	☐	☒
(b) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas, including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	☐	☒
(c) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☐	☒
(d) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or contribute contaminated stormwater to a separate storm sewer system?	☐	☒
(e) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
(f) If "yes" to any of the above, conduct the appropriate preliminary analyses and attach supporting documentation.		
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): 23,164 lbs		
○ Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	☐	☒
(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?	☐	☒
○ If "yes," would the proposed project comply with the City's Solid Waste Management Plan?	☐	☐
12. *ENERGY*: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs): 58,674 MBTUs		
(b) Would the proposed project affect the transmission or generation of energy?	☐	☒
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☒	☐
(b) If "yes," conduct the appropriate screening analyses, attach back up data as needed for each stage, and answer the following questions:		
○ Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☒	☐
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***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 Chapter 16 for more information.*	☐	☒
○ Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?	☒	☐
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/rail trips per station or line?	☐	☒
○ Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☒	☐
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?	☒	☐
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☒	☐
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☒	☐
○ If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed)	☐	☐
(c) Does the proposed project involve multiple buildings on the project site?	☒	☐
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(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?	☐	☒
(f) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. See Attachment K: Air Quality		
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) Would the proposed project result in the development of 350,000 square feet or more?	☒	☐
(d) If "yes" to any of the above, would the project require a GHG emission assessment based on guidance in Chapter 18?	☐	☒
○ If "yes," would the project result in inconsistencies with the City's GHG reduction goal? (See Local Law 22 of 2008; § 24-803 of the Administrative Code of the City of New York). Please attach supporting documentation.	☐	☐

16. *NOISE*: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	☒	☐
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) 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?	☒	☐
(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?	☒	☐
(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?	☐	☒
(e) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation.		
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	☐	☐
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a preliminary analysis, if necessary.		
18. *NEIGHBORHOOD CHARACTER*: CEQR Technical Manual Chapter 21		
(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?	☒	☐
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary. See Attachment M: Neighborhood Character		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
○ Construction activities lasting longer than two years?	☒	☐
○ Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☐	☒
○ Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)?	☐	☒
○ Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	☒	☐
○ The operation of several pieces of diesel equipment in a single location at peak construction?	☐	☒
○ Closure of a community facility or disruption in its services?	☐	☒
○ Activities within 400 feet of a historic or cultural resource?	☐	☒
○ Disturbance of a site containing or adjacent to a site containing natural resources?	☐	☒
○ 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?	☐	☒
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22, "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.		

20. *APPLICANT'S CERTIFICATION*

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	SIGNATURE	DATE
Michael Keane, AICP		01/27/2017

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.

Part III: DETERMINATION OF SIGNIFICANCE (To Be Completed by Lead Agency)

INSTRUCTIONS: 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.

1. 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.

IMPACT CATEGORY	Potentially Significant Adverse Impact YES	NO
Land Use, Zoning, and Public Policy	☐	☒
Socioeconomic Conditions	☐	☒
Community Facilities and Services	☐	☒
Open Space	☐	☒
Shadows	☐	☒
Historic and Cultural Resources	☐	☒
Urban Design/Visual Resources	☐	☒
Natural Resources	☐	☒
Hazardous Materials	☐	☒
Water and Sewer Infrastructure	☐	☒
Solid Waste and Sanitation Services	☐	☒
Energy	☐	☒
Transportation	☐	☒
Air Quality	☐	☒
Greenhouse Gas Emissions	☐	☒
Noise	☐	☒
Public Health	☐	☒
Neighborhood Character	☐	☒
Construction	☐	☒

2. 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? ☐ YES ☒ NO

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.

3. Check determination to be issued by the lead agency:

☐ **Positive Declaration**: 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 *Positive Declaration* and prepares a draft Scope of Work for the Environmental Impact Statement (EIS).

☐ **Conditional Negative Declaration:** A *Conditional Negative Declaration* (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.

☒ **Negative Declaration:** If the lead agency has determined that the project would not result in potentially significant adverse environmental impacts, then the lead agency issues a *Negative Declaration*. The *Negative Declaration* may be prepared as a separate document (see template) or using the embedded Negative Declaration on the next page.

4. ***LEAD AGENCY'S CERTIFICATION***

TITLE	LEAD AGENCY
Director, EARD	New York City Department of City Planning
NAME	DATE
Robert Dobruskin	January 26, 2017

SIGNATURE Robert Dobruskin

PART II: ENVIRONMENTAL (CEQR) ANALYSIS

ATTACHMENT B. CEQR ANALYSIS FRAMEWORK

INTRODUCTION

The Proposed Action requires discretionary approval by the City Planning Commission (CPC) and, therefore, is subject to CEQR—New York City's process for implementing the New York State Environmental Review Act (SEQRA), by which agencies of the City review proposed discretionary actions to identify and disclose the potential effects those actions may have on the environment. This Environmental Assessment Statement (EAS) has been prepared pursuant to Mayoral Executive Order No. 91 of 1977, as amended; Title 62 RCNY Chapter 5 (City Environmental Quality Review; CEQR), and the implementing regulations for SEQRA found at 6 NYCRR Part 617. This EAS informs the New York City Department of City Planning (DCP), acting as lead agency on behalf of the CPC, in making the determination whether the Proposed Action would potentially result in any significant adverse environmental impacts and require further environmental quality review.

ANALYSIS FRAMEWORK

The framework for the CEQR EAS assessment follows the guidelines established in the March 2014 Edition of the *CEQR Technical Manual* (*CEQR Technical Manual*). For each technical area, the *CEQR Technical Manual* defines thresholds that, if met or exceeded, typically require a detailed analysis. Accordingly, preliminary screening assessments were conducted for all applicable CEQR technical areas to determine if detailed analyses would be necessary. The following sections of this EAS report provide additional analyses and information for technical categories listed in Part II of the EAS for which CEQR thresholds were determined to have been met or exceeded, or if supplemental information is needed to complete the assessment.

In order to assess the potential effects of the Proposed Action, a Reasonable Worst Case Development Scenario (RWCDS) for both the "Future Without the Proposed Action," also referred to as the "No-Action Condition," and the "Future With the Proposed Action," also referred to as the "With-Action Condition," was analyzed for Build Year 2021. The With-Action Condition identifies the extent, type, and location of development that would be expected to occur by the end of 2021 as a result of the Proposed Action. The No-Action Condition identifies development projections for 2021 absent the Proposed Action. The potential environmental impacts of the Proposed Action are based on the incremental differences between the With-Action Condition and No-Action Condition.

PROJECT BUILD YEAR

The Proposed Project would be constructed in two phases over a period of approximately 48 months. Building 1 construction would be expected to begin in June 2017 and would be completed in 2019. Building 2 construction would begin immediately following completion of Building 1, and would be completed by 2021. For the purposes of this environmental review, a Build Year of 2021 will be used to assess the potential effects of the Proposed Action.

REASONABLE WORST CASE DEVELOPMENT SCENARIO (RWCDS)

No-Action Condition

The No-Action Condition projects development that is expected to occur on the Project Site absent the Proposed Action.

The existing M1-1 zoning district on the Project Site permits manufacturing and industrial uses at a maximum FAR of 1.0. Residential uses are not permitted as-of-right within the M1-1 zoning district. Lower-density residential uses dominate the area west of the Project Site; industrial uses are limited to the Project Site and the blocks to the north along Whitlock Avenue.

In the future No-Action Condition, it is assumed that conditions on the Project Site would remain unchanged.[6] Development trends in the area do not suggest that new manufacturing and industrial uses, or other uses permitted as-of-right in the current M1-1 district, would occupy the Project Site. As discussed above, several recent land use initiatives in the area, including the Crotona Park East/West Farms Rezoning, as well other site-specific development projects indicate a trend toward new residential and mixed-use development. Therefore, for the purposes of this environmental review, the "No-Action Condition" is the same as "Existing Conditions."

With-Action Condition

The With-Action Condition identifies the development on the Project Site projected to occur as a result of the Proposed Action. Approval of the Proposed Action would facilitate the construction of two, 14-story mixed-use buildings totaling approximately 472,484 gsf. The Proposed Project would include approximately 418,759 gsf of residential floor area (474 dwelling units)[7] (Use Group 2) on floors 2 through 14; approximately 9,520 gsf of ground floor community facility space (Use Group 4); and approximately 14,937 gsf of ground floor commercial space (Use Group 6).[8]

The proposed R8A zoning district (Quality Housing Program) would permit a maximum residential FAR of 7.2 with the provision of Inclusionary Housing; a maximum commercial FAR of 2.0 (C2-4 overlay);[9] and a maximum community facility FAR of 6.5.

The Proposed Project would utilize Option 1 of the MIH program, with at least 25 percent of residential floor area within the Proposed Project set aside for households with incomes averaging 60 percent AMI; at least 10 percent of the affordable housing must be set aside for households with incomes averaging 40 percent AMI.

[6] As stated above, the applicant is currently under contract to purchase the Project Site by the end of 2016. As a condition of the contract of sale, the Applicant is obligated to acquire the Project Site whether or not the proposed rezoning is approved.
[7] Average residential unit size: Studio – 380 gsf; 1-bedroom – 537 gsf; 2-bedroom – 775 gsf; and 3-bedroom- 1,042 gsf
[8] The Proposed Project would contain a total of approximately 426,107 zoning square feet (zsf) (6.9 FAR), including approximately 401,447 zsf (6.51 FAR) of residential floor area; approximately 9,520 zsf (0.15 FAR) of community facility floor area; and approximately 14,937 zsf (0.24 FAR) of commercial floor area. Note that the irregularly shaped lot, together with the request by the Bronx Office of the Department of City Planning to have the building "step down" at the west end of the property along 165th Street, limits the achievable FAR to 6.9, rather than the maximum allowable 7.2 FAR.
[9] Commercial floor area is limited to the ground floor in mixed-use buildings.

While the Proposed Project's maximum building height would be approximately 140 feet, the *maximum allowable building height* in the R8A zoning district is 145 feet. Therefore, for purposes of this environmental review, the maximum height under the proposed R8A zoning district (145 feet) will be analyzed under the With-Action Condition.

Incremental Difference: No-Action Condition and With-Action Condition

The incremental difference between the No-Action Condition and With-Action Conditions provides the basis by which the potential environmental impacts of the Proposed Action are evaluated in the EAS. The With-Action Condition would result in a net *increase* of 418,759 gsf of residential space (474 dwelling units, all affordable); a net *increase* of 14,937 gsf of commercial space; a net *increase* of 9,520 gsf of community facility space; a net *increase* of 69 parking spaces; and a net *decrease* of 20,824 gsf of manufacturing/industrial space. In addition, the With-Action Condition would result in an *increase* in height of 135 feet over the No-Action Condition.[10]

Table B-1: No-Action and With-Action Conditions

Land Use	No-Action Condition (gsf)	With-Action Condition (gsf)	Increment (gsf)
Residential (2A) (Total Dwelling Units)	0	418,759 (474)	418,759 (474)
Commercial (6A)	0	14,937	14,937
Community Facility (4A)	0	9,520	9,520
Accessory Parking	0	29,268	29,268
Industrial/Manufacturing	20,824	0	-20,824
Total	**20,824**	**472,484**	**451,660**

Source: *Newman Design Group (2016)*

[10] The Project Site contains several one-story industrial and auto-repair buildings. These buildings are assumed to have an average floor-to-ceiling height of 10 feet.

ATTACHMENT C. LAND USE, ZONING, AND PUBLIC POLICY

INTRODUCTION

According to the *CEQR Technical Manual*, a detailed assessment of land use, zoning, and public policy is appropriate if an action would result in a significant change in land use or would substantially affect regulations or policies governing land use. A land use analysis (i) characterizes the uses and development trends in the area that potentially could be affected by a proposed project;(ii)describes the zoning and public policies that guide development; and (iii) determines whether a proposed project is compatible with those conditions and policies or whether it might adversely affect them. An assessment of zoning is typically performed in conjunction with a land use analysis when an action would change the zoning on the site or result in the loss of a particular use.

Pursuant to *CEQR Technical Manual* guidelines, the land use, zoning and public policy analysis considers a 400-foot radius Study Area ("Study Area") around the Project Site (Figure 2). Geographical Information System (GIS) land use and zoning data provided by DCP, along with a site visit conducted by Langan, were used to ascertain existing land use patterns and neighborhood characteristics (Figure 5).

METHODOLOGY

The analysis methodology is based on the guidelines in the *CEQR Technical Manual* and involves an assessment of the Proposed Action's consistency with existing land use patterns and development trends, zoning regulations(including the Zoning for Quality and Affordability (ZQA) and Mandatory Inclusionary Housing (MIH) programs), and applicable public policies. The land use, zoning, and public policy analysis considers a 400-foot Study Area around the Project Site (Figure 5). Existing conditions were identified through field studies of the Study Area and research of available resources, including DCP's Land Use & CEQR Application Tracking System (LUCATS) and Primary Land Use Tax Lot Output (PLUTO™) data files; the New York City Mayor's Office of Environmental Coordination's (MOEC) CEQR Access; and the Bronx Community District 2 website. The ZR and DCP's web-based Zoning and Land Use Application (ZOLA) were utilized to identify and describe existing zoning districts in the Study Area and for the zoning evaluation of the future No-Action and With-Action conditions. The analysis also examines available information regarding the ZQA and MIH programs, including material on the City's web site and direct correspondence with DCP.[11] Relevant public policy documents were examined to assist in identifying and describing existing public policies that have the potential to affect the Project Site and Study Area.

[11] NYC Department of City Planning Zoning for Quality and Affordability (ZQA) and Mandatory Inclusionary Housing (MIH) programs.
(http://www1.nyc.gov/site/planning/plans/zqa/zoning-for-quality-and-affordability.page;
http://www1.nyc.gov/site/planning/plans/mih/mandatory-inclusionary-housing.page; Accessed on June 10, 2016)

LAND USE

Existing Conditions

The Project Site is an approximately 61,586-sf parcel located at 1125 Whitlock Avenue (Block 2756, Lots 85 and 90) in the Foxhurst neighborhood of the Bronx, in Community District 2 (Figure 1). The site is on the block bounded by East 165th Street to the north; Whitlock Avenue to the east; Aldus Street to the south; and detached 2-story residential buildings fronting on Longfellow Avenue to the west (Figures 2 and 3). The Project Site is currently occupied by several one-story industrial structures.

As shown in Figure 5, the predominant land uses within the Study Area are residential, industrial/manufacturing, and transportation/utility. The 400-foot Study Area includes a mix of low- and mid-rise multifamily residential buildings along Longfellow Avenue, Bryant Avenue, and Faile Street between Aldus Street and East 165th Street. Multifamily elevator buildings are concentrated at the intersection of Bryant Avenue and Aldus Street. Whitlock Avenue, which bounds the Project Site to the east, currently lacks commercial or retail uses. There is a concentration of industrial and manufacturing uses southeast of the Project Site and south of Bruckner Boulevard. Concrete Plant Park, a 6.44-acre public park, is east of the Project Site on Bronx River. The waterfront park was completed in September 2009 and contains facilities linking existing and planned multi–use pedestrian greenways with other bicycle and pedestrian routes. Additional public open space resources in the Study Area include Longfellow Garden, a 0.37-acre public garden to the north of the Project Site, and Lyons Square Playground, a 1.32-acre playground to the south of.

The elevated Sheridan Expressway, the Metropolitan Transportation Authority (MTA) New York City Transit (NYCT) No. 6 subway line, and the Amtrak rail line are east of the Project Site, parallel to Whitlock Avenue. The No. 6 subway line ascends to grade level near Aldus Street before entering the tunnel and descending below grade.

As shown in Figure 4, the Special Hunts Point District ("SHPD") is mapped south of the Project Site and separated from the Project Site by both the Sheridan Expressway and Bruckner Boulevard.; SHPD is adjacent to the Hunt's Point Food Market—a wholesale food distribution center. The SHPD aims to strengthen the expanding food industry market, creating an area of high-performance industrial and commercial uses.

Assessment

No-Action Condition

The existing M1-1 zoning district on the Project Site permits manufacturing and industrial uses at a maximum FAR of 1.0. Residential uses are not permitted as-of-right within the M1-1 district. Lower-density residential uses dominate the area west of the Project Site in an R7-1 zoning district; industrial uses are limited to the Project Site and the blocks north along Whitlock Avenue.

In the future No-Action Condition, it is assumed that conditions on the Project Site would remain unchanged from existing conditions. Development trends in the area do not suggest that new

manufacturing and industrial uses, or other uses permitted by the M1-1 zoning designation, would occupy the Project Site. In addition, there are no No-Build projects in the Study Area. As discussed above, recent land use initiatives in the area, including the Crotona Park East/West Farms Rezoning, as well other site-specific development projects, indicate a trend toward new residential and mixed-use development.

With-Action Condition

In the With-Action Condition, the existing 1-story industrial building and surface parking would be replaced by two, 14-story, approximately 472,484-gsf mixed-use buildings built in compliance with to the R8A/C2-4 zoning district regulations. The Proposed Project would occupy the majority of the Project Site and contain residential use on floors 2 through 14; community facility use on the ground floor of Building 1; and commercial uses on the ground floor of Building 2. The With-Action buildings would include approximately 418,759 gsf of residential use; approximately 14,937 gsf of commercial use; and approximately 9,520 gsf of community facility use. The residential component would include approximately 474 dwelling units, all of which would be affordable under the proposed MIH designation. The Proposed Project would include approximately 69 below-grade parking spaces.

As described above, the Study Area is comprised primarily of residential uses (low- and mid-rise residential buildings in the mapped R7-1 district), largely concentrated west of the Project Site along Longfellow Avenue and northwest of the Project Site along 165th Street. The Proposed Project would be consistent with these residential uses. In addition, the Proposed Project would activate Whitlock Avenue with new ground floor retail/commercial and community facility uses where none currently exist; these proposed retail/commercial uses would provide amenities for the local residential population and help revitalize a currently underutilized corridor along Whitlock Avenue. The Proposed Project would, therefore, be consistent with the existing land uses in the Study Area as well as current land use trends in the area.

Conclusion

The Proposed Action would reactivate a historically underutilized stretch of Whitlock Avenue and facilitate land uses on the Project Site that would be compatible with the existing residential uses that comprise the western half of the subject block as well as the mixed residential and commercial uses that characterize the surrounding neighborhood.

The Proposed Action would neither directly displace any current land uses that would result in an adverse impact on the surrounding land uses nor generate land uses that would be incompatible with current land uses within the Study Area. Based on this information, no significant adverse land use impacts resulting from the Propose Action are anticipated and, therefore, no further analysis is warranted.

ZONING

Existing Conditions

As shown in Figure 4A, zoning classifications within the 400-foot Study Area include an M1-1 and R7-1 zoning district. The R7-1 district is generally mapped from Bruckner Boulevard north to 174th Street Lower Street between Bryant Avenue and the Bronx River. The M1-1 district extends from the western edge of the Project Site east to the Bronx River, and is generally bounded by Bruckner Boulevard to the south and East 172nd Street to the north; the Project Site is in the M1-1 district.

Assessment

No-Action Condition

In the No-Action Condition, the Project Site would not be rezoned and would remain unchanged from existing conditions. The existing M1-1 zoning district on the Project Site permits manufacturing and industrial uses at a maximum FAR of 1.0. Residential uses are not permitted as-of-right within the M1-1 district. Development trends in the area do not indicate that new manufacturing and industrial uses, or other uses permitted by the M1-1 zoning designation, would occupy the Project Site.

With-Action Condition

The With-Action Condition identifies the development on the Project Site projected to occur as a result of the Proposed Action. Approval of the Proposed Action would facilitate the construction of two, 14-story mixed-use buildings totaling approximately 472,484 gsf. The Proposed Project would contain a total of approximately 425,904 zoning square feet (zsf) (6.9 FAR), including approximately 401,447 zsf (6.51 FAR) of residential floor area; approximately 9,520 zsf (0.15 FAR) of community facility floor area; and approximately 14,937 zsf (0.24 FAR) of commercial floor area.

The proposed R8A zoning district regulations permit a development with a maximum FAR of 7.2 (with Inclusionary Housing Designated area bonus) for residential use, a maximum FAR of 6.5 for community facility uses, and a maximum FAR of 2.0 for commercial uses under the C2-4 commercial overlay. Under the R8A zoning district, the maximum permitted building height is 145 feet, with a maximum base height between 60 to 85 feet. Above the maximum base height, buildings must be set back at least 10 feet from the street wall on a wide street and 15 feet on a narrow street. Pursuant to the R8A zoning requirements, open areas between the street wall and street line would be planted.

In terms of height and bulk standards, as a higher density residential district, the proposed R8A district is an appropriate district to map along this particular corridor which, collectively, is comprised of Whitlock Avenue, Sheridan Expressway, and rail rights-of-way. The proposed R8A district would facilitate a higher density mixed-use development that would front this wide corridor. At the same time, the Proposed Project would “step down” to the existing residential buildings located in the medium-density R7-1 district mapped west of the Project Site; this would help create a harmonious urban form between the existing R7-1 district and proposed R8A.

Further, in 2011 the City rezoned 11 blocks in the Crotona Park East/West Farms neighborhoods, north of the Project Site, from an M1-1 zoning district to R6A, R7X, and R8X zoning districts with C2-4 overlays. Thus, the Proposed Action, while smaller in scope is consistent with the Crotona Park East/West Farms rezoning in terms of use and bulk modification. The development associated with the Crotona Park East/West Farms rezoning, with a build year of 2022, would include ten mixed-use buildings, two public spaces, a playground, and potentially an elementary school. Similar to the Proposed Project, the purpose of the Crotona Park East/West Farms development was to respond to the needs of the community, including increased employment opportunities, affordable housing, and access to open space.

Conclusion

In the With-Action Condition, the Proposed Action would result in the rezoning of the Project Site from the existing M1-1 zoning district to the proposed R8A zoning district with a C2-4 commercial overlay. As discussed above, the proposed R8A/C2-4 district would be consistent with the existing R7-1 zoning district mapped west of the Project Site. The Proposed Action would facilitate a higher-density mixed-use development that is appropriate in terms of scale along this segment of Whitlock Avenue, and would be harmonious in terms of use and bulk with the existing residential and mixed-use buildings located in the R7-1. Based on this information, no significant adverse zoning impacts resulting from the Proposed Action are anticipated and, therefore, no further analysis is warranted.

The proposed R8A zoning district would be consistent with the existing R7X, R7-1, and R7-2 residential zoning districts mapped directly north and west of the Project Site. The maximum allowable building height of 120 feet under an R8A zoning district is appropriate given the Project Site's frontage along Whitlock Avenue and the Sheridan Expressway. The two 14-story buildings facilitated by the proposed R8A zoning district would create a buffer between Sheridan Expressway and the low-density residential neighborhood to the west of the Project Site.

The proposed C2-4 commercial overlay would be consistent with the existing C1-4 and C2-3 commercial overlays mapped along Westchester Avenue and East 165th Street west of the Project Site. The C2-4 commercial overlay permits a broad range of locally-oriented commercial uses, thus allowing for flexibility in programming the commercial ground floor spaces that can be changed according to the evolving needs of the local population. In addition, ground floor residential use would not be desirable, given the Project Site's frontage along the elevated rail line.

Further, the City's 2013 Sheridan-Hunts Point Land Use and Transportation Study made recommendations, including rezoning to encourage a mix of uses along the waterfront, as well as focusing on growth and job opportunities along transit rich corridors. The study identified the potential for significant new development in the area and the need to increase pedestrian safety and access to the Bronx River and waterfront amenities. The Proposed Project is consistent with these recommendations.

PUBLIC POLICY

According to the *CEQR Technical Manual*, a proposed project that would be located within areas governed by public policies controlling land use, or that has the potential to substantially affect land use regulation or policy controlling land use, requires an analysis of public policy. A preliminary

assessment of public policy should identify and describe relevant public policies, including formal plans or published reports that pertain to the Study Area. If the proposed action could potentially alter or conflict with identified policies, a detailed assessment should be conducted; otherwise, no further analysis of public policy is necessary.

Public policies applicable to portions of the Study Area include *One New York: The Plan for a Strong and Just City (*OneNYC*)* and *Housing New York: A Five-Borough, Five-Year Plan* (*Housing New York*).

OneNYC

OneNYC, originally released in 2007 as PlaNYC, is a policy document designed to address the City's long-term challenges, including a projected population of 9 million residents by 2040, changing climate conditions, an evolving economy, and aging infrastructure. OneNYC was released in 2015 to address New York City's long-term challenges previously identified in PlaNYC. OneNYC builds upon PlaNYC and focuses on four guiding principles: growth, equity, sustainability, and resiliency.

The Proposed Action is consistent with several initiatives detailed herein that are included in OneNYC. The Proposed Project supports several goals identified in OneNYC related to sustainability, growth, and resiliency. These goals fall under Vision 1, to create the world's most dynamic urban economy where families, businesses, and neighborhoods thrive. Under Vision 1, the Proposed Project would support the goals of "Housing" and "Thriving Neighborhoods."

Housing

Goal: New Yorkers will have access to affordable, high-quality housing coupled with robust infrastructure and neighborhood services.

To ensure that all New Yorkers have access to housing they can afford, OneNYC's goal for housing is to produce and preserve affordable units, increase the overall supply of all types of new housing, and coordinate with regional partners to stimulate production of more housing to meet demand.[12] The Proposed Action would support the following sub-goals under this initiative:

- Efforts by the private market to produce 160,000 units of market-rate housing over ten years to accommodate a growing population; and
- Efforts to create new housing and jobs throughout the region.

The Proposed Project would result in 474 affordable dwelling units. By creating affordable housing, the Proposed Project would support a diverse residential population and would create additional housing options within commuting distance to Manhattan, which would help strengthen the City's economy.

[12] *OneNYC* (http://www1.nyc.gov/html/onenyc/visions/thriving/goal-3.html) (Accessed 25 February 2016)

Thriving Neighborhoods

Goal: New York City's neighborhoods will continue to thrive and be well-served.

OneNYC identifies three core principles for guiding the City's neighborhood planning efforts: (i) supporting vibrant, mixed-use communities that align transit, housing, and jobs, and offer residents access to essential retail and services; (ii) proactively planning for current and future growth; and (iii) engaging New Yorkers in the planning process.13 In particular, OneNYC outlines how neighborhood planning, including zoning changes, has the potential to create a wide range of opportunities for mixed-use neighborhoods. The Proposed Project would rezone the Project Site from an M1-1 zoning district to an R8A zoning district with a C2-4 commercial overlay. The new residential and commercial zoning under the Proposed Project is designed to provide new affordable housing opportunities in the Foxhurst neighborhood as well as add new retail/commercial and community facility uses to activate the Project Site at the street level.

Based on this information, the Proposed Action is consistent with the policies of OneNYC.

Housing New York

Housing New York is the City's comprehensive housing development policy plan that seeks, as a primary goal, to build or preserve 200,000 units of high-quality affordable housing over the next decade. Framed by the policy goals and objectives in *Housing New York*, DCP is requiring, through zoning actions, a share of new housing to be permanently affordable. *Housing New York* was developed in conjunction with HPD to create housing opportunities for New Yorkers with a range of incomes while fostering vibrant and diverse neighborhoods.

The primary components of *Housing New York* include:

- Mandatory affordable housing: production of affordable housing would be a condition of residential development when developers build in an designated MIH, whether rezoned as part of a City neighborhood plan or a private rezoning application; and

- Affordable housing would be permanent: there would be no expiration to the affordability requirement of apartments generated through MIH, making them a long-term, stable reservoir of affordable housing.

The Proposed Action would support the policies and goals of *Housing New York*. Under the With-Action Condition, the Proposed Project would provide 474 new dwelling units, 100 percent of which would be permanently affordable under the MIH designation. The Proposed Project under the With-Action Condition would provide the area with additional affordable housing, supporting the City's efforts to increase the overall amount of affordable housing. Based on this information, the Proposed Project would be consistent with the policy goals and objectives of *Housing New York*.

[13] *OneNYC* (http://www1.nyc.gov/html/onenyc/visions/thriving/goal-4.html) (Accessed 25 February 2016)

Sheridan Expressway- Hunts Point Land Use and Transportation Study

The *Sheridan Expressway – Hunts Point Land Use and Transportation Study* was a multi-agency collaboration published on December 10, 2013. The study involved a two-year intensive, interdisciplinary analysis of the neighborhoods and infrastructure surrounding the Sheridan Expressway14. Ultimately the study provided recommendations for specific initiatives regarding connectivity and access, sustainability and environmental health, and neighborhood vitality. Due to the diversity of the area, the area surrounding the Sheridan was divided into six separate areas so more specialized initiatives could be developed for each neighborhood. The Project Site is located within the Westchester Avenue neighborhood as defined in the study. The specific initiatives for this neighborhood include:

- Reduce traffic and pedestrian conflicts by making geometric and traffic changes at Westchester Avenue intersections. Explore closure of Sheridan Expressway south bound off-ramp and north bound off-ramp at Westchester Avenue. Add pedestrian amenities and bike lanes, extend sidewalks where possible and install new screening along Amtrak right-of-way.

- Encourage remediation and redevelopment of abandoned gas station. Redevelopment of site is opportunity to visually and physically connect waterfront/ greenway/ open space to eastern neighborhoods.

- Analyze decking at Westchester Avenue over portion of Sheridan and/ or Amtrak. Evaluate the manufacturing zone along Westchester and Whitlock Avenue. Consider reuse of old Amtrak station for park access. Identify strategies to continue commercial corridor west of Bronx River along Westchester Avenue.

The Proposed Action would support the recommendations of the *Sheridan Expressway – Hunts Point Land Use and Transportation Study*. Under the With-Action Condition, the Proposed Project would provide approximately 14,937 gsf of commercial use. The Proposed Project under the With-Action Condition would provide Westchester Avenue with commercial space, supporting the recommendation to extend the commercial corridor west of the Bronx River along Westchester Avenue. Based on this information, the Proposed Project would be consistent with the initiatives recommended in the *Sheridan Expressway – Hunts Point Land Use and Transportation Study*.

[14] http://www1.nyc.gov/site/planning/plans/sheridan-hunts-point/sheridan-hunts-point.page (Accessed 6 January 2017)

ATTACHMENT D. SOCIOECONOMIC CONDITIONS

INTRODUCTION

According to the *CEQR Technical Manual,* the socioeconomic character of an area includes its population, housing, and economic activity. Even when socioeconomic change may not result in environmental 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. According to the *CEQR Technical Manual*, a socioeconomic assessment considers whether development resulting from a proposed project could result in significant adverse impacts on the socioeconomic character of the area as a result of: (i) direct displacement of the residential population on the project site; (ii) indirect displacement of the residential population within the project area; (iii) direct displacement of existing businesses from the project site; (iv) indirect displacement of existing businesses within the project area; and/or (v) adverse effects on specific industries.

METHODOLOGY

According to the *CEQR Technical Manual*, an assessment of socioeconomic conditions typically separates the socioeconomic conditions of area residents from those of area businesses, although a proposed project may affect both in similar ways. A proposed project may directly displace residents or businesses, or change the area's socioeconomic conditions that may indirectly displace residents or businesses.

The *CEQR Technical Manual* defines direct displacement as an involuntary displacement of residents or businesses from a project site or sites directly affected by a proposed project. Indirect displacement is the involuntary displacement of residents, businesses, or employees that results from a change in socioeconomic conditions in a particular study area created by the proposed project.

Direct Residential Displacement

Because there are no residential uses currently occupying the Project Site, the Proposed Action would not result in the direct displacement of any existing residential population in the With-Action Condition. Therefore, an assessment of direct residential displacement is not warranted.

Indirect Residential Displacement

The With-Action Condition would result in an increment of 474 new dwelling units. According to the *CEQR Technical Manual*, projects that would result in more than 200 new residential units may lead to indirect residential displacement. Therefore, an assessment of indirect residential displacement is warranted.

Direct Business Displacement

The Proposed Action would result in the direct displacement of existing businesses from the Project Site, specifically: two existing auto repair shops, three storage facilities, and one plastics facility.

Combined, this would result in the direct displacement of six employees.[15] However, the displacement of six employees does not exceed the 100-employee threshold warranting an assessment, as outlined in the *CEQR Technical Manual.* Moreover, the products and services offered by these businesses are not uniquely dependent on this location; are not the subject of other regulations or publically adopted plans aimed at their preservation; and do not serve a population uniquely dependent on their services in their present location. Based on these criteria, an assessment of direct displacement of existing businesses is not warranted.

Indirect Business Displacement

The With-Action Condition would result in an increment of approximately 14,937 gsf of new commercial floor area on the Project Site, including retail amenities targeted at the local population. According to the CEQR Technical Manual, projects resulting in less than 200,000 square feet of retail on a single development site would not typically result in indirect socioeconomic impacts due to market saturation. Based on these criteria, an assessment of indirect business displacement is not warranted.

Adverse Effects on Specific Industries

The Project Site is currently occupied by auto repair shops, storage facilities, and a plastics facility. The replacement of these uses with a mixed residential-commercial development would not affect the economic and operational conditions of the auto repair, storage, or plastics industries. These businesses are not unique to the Project Site and are found elsewhere in the vicinity of the Project Site, in the Borough of the Bronx, and citywide. Moreover, their replacement would not result in the loss or substantial diminishment of a particularly important product or service within the city. Based on these criteria, an assessment of the Proposed Action's potential effects on specific industries is not warranted.

STUDY AREA

According to the *CEQR Technical Manual,* the Socioeconomic Conditions Study Area is typically the same as the Land Use Study Area and should reflect the scale of the project relative to the area's population. The *CEQR Technical Manual* states that for projects that would increase the population by more than 5 percent within a 0.25-mile Study Area compared to the projected population in the future without the proposed action, a 0.5-mile Study Area would be appropriate for analysis purposes. In accordance with CEQR guidelines, all census tracts within the 0.25-mile Study Area were included to calculate the population increase in the With-Action Condition. The 0.25-mile Study Area boundaries were adjusted to make its boundaries contiguous with those of the census tracts (Figure 11). As shown in the Preliminary Assessment below, the With-Action Condition would result in a 4.7 percent increase the population within a 0.25-mile Study Area as compared to the No-Action Condition. For this analysis, the 0.25-mile Study Area includes Bronx Census Tracts 127.01, 123, 121.01, 121.02, 119, 115.02, 52, and 28.

[15] The existing number of employees on the Project Site is based on 3 employee per 1,000 sf of retail; 4 employee for every 1,000 sf of office space; 1 employee per 450 sf of community facility/institutional; 1 employee per 500 sf of hotel; 1 employee per 10,000 sf of parking; and 1 employee per 25 residential units. (http://nces.ed.gov/programs/stateprofiles/sresult.asp?mode=short&s1=36).

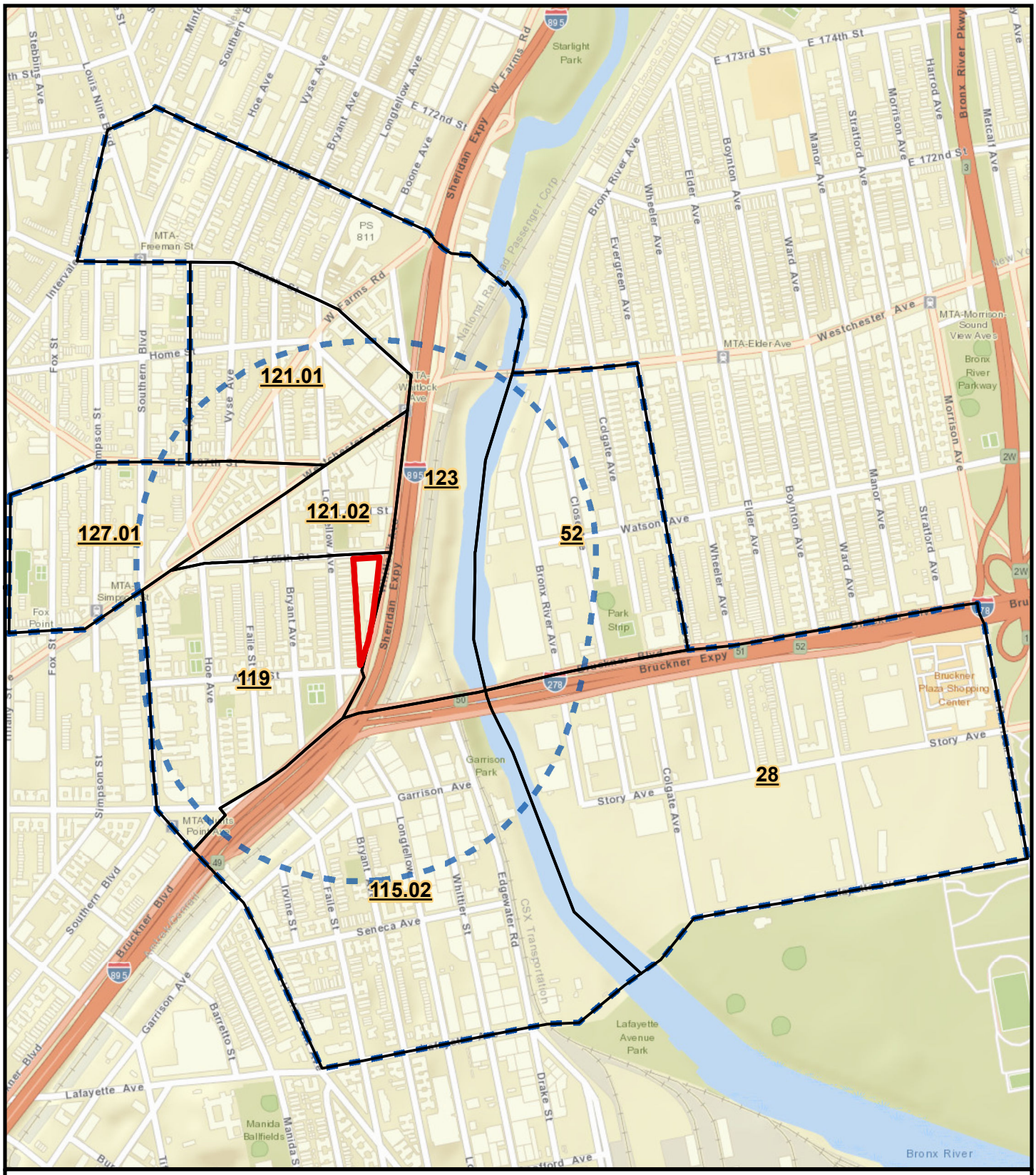

FIGURE 11: SOCIOECONOMIC ANALYSIS STUDY AREA
Whitlock and 165th Street Rezoning

0 500 1,000 2,000 Feet

N

Project Site
Census Tracts
0.25-mile Radius
Socioeconomic Study Area (0.25-mile radius modified)

FOXHURST
THE BRONX, NY

LANGAN

Map Reference: Basemap: ESRI; Shapefile: NYC Dept of Parks and Recreation; NYC Dept of City Planning

PRELIMINARY ASSESSMENT

Indirect Residential Displacement

The With-Action Condition would result in an increment of 474 new dwelling units, all of which are proposed to be allocated as affordable housing for low-, moderate-, and middle-income families. Assuming that the average household size for the Study Area would not change, the additional 474 dwelling units would result in an increase of 1,394 residents within the 0.25-mile Study Area.[16] Accordingly, the additional residents in the With-Action Condition would increase the total population in the Study Area by 4.7 percent to 30,175 by the 2021 Build Year, as compared to the No-Action Condition.

Table D-1: Residential Population and Dwelling Units – 0.25-mile Study Area

	Existing Condition (2016)	No-Action Condition (Build Year 2021)	With-Action Condition (Build Year 2021)	Increment between No-Action and With-Action (Build Year 2021)
Population	28,781	28,781	30,175	1,394
Dwelling Units	10,684	10,684	11,158	474

***Source**: Existing population is from US Census Bureau, 2010 Census; and existing Housing Units is from US Census Bureau, 2009-2013 American Community Survey (ACS) for Selected Census Tract(s) within 1/4-mile: Bronx 127.01, 123, 121.01, 121.02, 119, 115.02, 52, and 28.*

In accordance with CEQR Technical Manual guidelines, because the anticipated population increases within the 0.25-mile Study Area would be less than 5 percent, the 0.25-mile Study Area is used to analyze the Proposed Action's potential to result in indirect residential displacement.

According to the *CEQR Technical Manual,* an assessment of a particular project's potential to result in indirect residential displacement considers the following questions:

- Would the expected average incomes of the new population exceed the average incomes of the study area population?
- If yes, would the increase in population represent more than 5 percent of the primary study area population or otherwise potentially affect real estate market conditions?
- If yes, would the study area have a significant number of unprotected rental units?

In order to determine if the expected average incomes of the new residents in the development in the With-Action Condition would exceed the average incomes of the population in the Study Area, this analysis examines the new population expected for the proposed affordable dwelling units and the expected incomes of that population. According to the US Census Bureau 2010-2014 American Community Survey 5-year Estimates, the existing average (median) household income in the 0.25-mile Study Area around the Project Site is $25,230.[17] The average household size within the 0.25-

[16] The average household size of renter-occupied units in Bronx Census Tract 121.02 is 2.94 (Selected Housing Characteristics 2010-2014 ACS 5-Year Estimates)

[17] US Census Bureau 2010-2014 American Community Survey 5-Year Estimates for Selected Bronx Census Tracts 127.01, 123, 121.01, 121.02, 119, 115.02, 52, and 28.
(http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_14_5YR_DP03&prodType=table. Accessed on July 11, 2016)

mile Study Area for renter-occupied units is 2.83.[18] The Proposed Project would include an additional 474 dwelling units, all of which would be affordable for low-, moderate-, and middle-income families.

The Proposed Project would utilize Option 1 of the MIH program, with at least 25 percent of the total residential floor area allocated for affordable housing units for residents with incomes averaging at 60 percent AMI ($46,620 per year for a family of three); and at least 10 percent of the affordable housing would be set aside for households with incomes at 40 percent AMI ($31,080 per year for a family of three), according to the U.S. Department of Housing and Urban Development (HUD). The With-Action Condition would include additional affordable units over the MIH requirement for moderate- and middle-income families.

Under the Proposed Action, 100 percent of the residential floor area (474 dwelling units) would be allocated as affordable housing for low-, moderate-, and middle-income families. Approximately 427 units would be set aside for families with incomes at or below 60 percent AMI ($46,620 per year for a family of three) and approximately 47 units would be set aside for families with incomes at 80 percent AMI ($62,150 per year for a family of three).[19] Specifically:

- Approximately 20 percent of residential floor area (95 dwelling units) would be allocated to homeless families;
- Approximately 10 percent of residential floor area (47 dwelling units) would be allocated to families with incomes at 37 percent AMI;
- Approximately 10 percent of residential floor area (47 dwelling units) would be allocated to families with incomes at 47 percent AMI;
- Approximately 50 percent of residential floor area (238 dwelling units) would be allocated to families with incomes at 57 percent AMI; and
- Approximately 10 percent of residential floor area (47 dwelling units) would be allocated to families with incomes at 80 percent AMI.

Based on this information, the average income anticipated for the new population that would qualify for affordable housing in the With-Action development is expected to be approximately $33,739 for a family of three, which is higher than the existing average (median) household income in the 0.25-mile Study Area.

Although the expected average incomes of the incremental population under the With-Action Condition would be higher than the No-Action Condition average incomes in the Study Area, the total population in the With-Action Condition would result in less than a 5 percent increase in the Study Area population from the No-Action Condition. Furthermore, the development in the With-

[18] US Census Bureau 2010-2014 American Community Survey 5-Year Estimates for Selected Bronx Census Tracts 127.01, 123, 121.01, 121.02, 119, 115.02, 52, and 28.
(http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_14_5YR_DP04&prodType=table. Accessed on July 11, 2016)
[19] A total of two (2) dwelling units would be reserved for building superintendents.

Action Condition would ensure that 100 percent of the total dwelling units would remain permanently affordable— approximately 427 units for families with incomes at or below 60 percent AMI and approximately 47 units for families with incomes at 80 percent AMI.[20] The No-Action Condition would not include any affordable dwelling units. Consequently, based on the small increase in Study Area population and the addition of 100 percent permanent affordable dwelling units (474 dwelling units), it is unlikely that the development in the With-Action Condition would introduce a trend or accelerate a trend of a change in the residential real estate market that would potentially displace a vulnerable population to the extent that the socioeconomic character of the neighborhood would change.

CONCLUSION

Furthermore, in contrast to the No-Action Condition, in which all new residential units would be provided at the market rate, the Proposed Action would facilitate a 100 percent permanently affordable residential development that would include a mix of affordable dwelling units for low-, moderate-, and middle income families. The 4.7 percent increase in population in the Study Area that would result from the Proposed Action would be unlikely to affect real estate market conditions to the extent that it would result in indirect displacement of residents or businesses in comparison to the No-Action Condition. Moreover, given that the increase in population is less than 5 percent of the Study Area, and 100 percent of the residential floor area (474 dwelling units) would be permanently affordable (approximately 427 units for families with incomes at or below 60 percent AMI and approximately 47 units for families with incomes at 80 percent AMI), the Proposed Action is unlikely to increase incomes in the area to the extent that it would potentially displace a vulnerable population and adversely affect the socioeconomic character of the neighborhood.

Based on the preliminary analysis above, the Proposed Action is not expected to result in the indirect displacement of existing residents or businesses in the Study Area, and a detailed socioeconomic analysis is not warranted. Therefore, the development resulting from the Proposed Action would not result in any significant adverse impacts on the socioeconomic conditions of the neighborhood.

[20] A total of two (2) dwelling units would be reserved for building superintendents.

ATTACHMENT E. COMMUNITY FACILITIES AND SERVICES

INTRODUCTION

The *CEQR Technical Manual* defines community facilities as public or publicly funded schools, hospitals, libraries, child care centers, health care facilities, and fire and police protection services. A proposed project may affect facility services directly, when it physically displaces or alters a community facility or indirectly, when it causes a change in population that may affect the services delivered by a community facility. According to the *CEQR Technical Manual*, a proposed project would have indirect impacts if it results in an increase in population in an area that would increase demand for existing services.

METHODOLOGY

Direct Impacts

According to the *CEQR Technical Manual*, if a project would physically alter a community facility, whether by displacement of the facility or other physical change, this "direct" effect triggers the need to assess the service delivery of the facility and the potential effect that the physical change may have on that service delivery. The Proposed Action would not directly eliminate, displace, or alter any publicly funded community facilities, including public schools, libraries, health care facilities, day care centers, or police or fire stations. Therefore, an assessment of direct impacts on these services is not warranted.

Indirect Impacts

Libraries

The Proposed Project would not result in a five percent or more increase in the ratio of residential units to library branches; therefore, an assessment of the Proposed Action's potential indirect impacts on libraries is not warranted.

Fire and Police Services/Health Care Facilities

The Proposed Action is site specific and would not result in the introduction of a sizable new neighborhood. Therefore, an assessment of the Proposed Action's potential indirect impacts on fire and police services and health care facilities is not warranted.

Public Schools

According to the *CEQR Technical Manual*, an analysis of a project's potential impacts on elementary and intermediate public schools is required if the project would generate at least 90 new dwelling units. An analysis of a project's potential impacts on public high schools is required if the project would generate at least 787 new dwelling units.[21] Because the Proposed Action would result an incremental increase of 474 dwelling units, an analysis of potential indirect impacts on public

[21] *CEQR Technical Manual*, Table 6-1

elementary and intermediate schools is necessary; an analysis of potential indirect impacts on public high schools is not required.

Publicly Funded Child Care

According to the *CEQR Technical Manual*, an analysis of publicly funded child care and head start facilities is required if a proposed project introduces 20 or more eligible children under age six. Based on the number of low- to moderate-income housing units, the With-Action Condition would result in a net increase of 64 children under age six compared to the No-Action Condition, which would exceed the CEQR threshold for the Bronx.[22] Therefore, an analysis of the Proposed Project's impact on publicly funded child care is warranted.

EXISTING CONDITIONS

Elementary and intermediate schools in New York City are located in geographically defined school districts. As shown in Figure 12, and Table E-1, the Project Site is located within the boundary of Sub-District 1 of Community School District (CSD) 8 in the Foxhurst neighborhood of the Bronx. Schools located in CSD 8, Sub-District 1 can generally be defined by one of three categories: elementary, intermediate, or combined elementary/intermediate schools (PSIS). Elementary schools (PS) serve pre-kindergarten (Pre-K) or kindergarten through grade 5, intermediate schools (IS) serve grades 6 through 8, and PSIS schools serve pre-kindergarten or kindergarten through grade 8. Temporary buildings or transportable classroom units (TCUs) are temporary and, therefore, are not used in the No-Action and With-Action analyses, but are listed in existing conditions.

Elementary Schools

As shown in Table E-1, the DOE 2015-2016 school year enrollment figures indicate that nine elementary schools (excluding temporary buildings and TCUs) in CSD 8, Sub-District 1 ("Study Area") are operating at 94 percent capacity. With an enrollment of 4,567 students and a target capacity of 4,851, there is a surplus capacity of 284 seats.

[22] The minimum number of residential units to yield 20 children under six years of age is 141 in the Bronx. Multipliers to calculate children generated by the No-Action and With-Action Conditions are provided in the *CEQR Technical Manual*, Table 6-1b.

Table E-1: Existing Study Area Public Elementary School Enrollment, Capacity, and Utilization: 2015-2016 School Year

Elementary Schools Primary Study Area (CSD 8, Sub-District 1)						
School Name	**Address**	**Grades Served**	**Enrollment**	**Target Capacity**	**Seats Available**	**Percent Utilization**
P.S. 48	1290 Spofford Ave	Pre K–5th	749	720	-29	104%
P.S. 48 Auxiliary School	659 Coster Street	Pre K–5th	75	178	103	42%
P.S. 62	660 Fox St	Pre K–5th	788	799	11	99%
P.S. 75	984 Faile St	Pre K–5th	673	649	-24	104%
P.S. 130	750 Prospect Ave	Pre K–5th	521	455	-66	115%
P.S. 140	916 Eagle Ave	Pre K–5th	654	715	61	91%
P.S. 146	968 Cauldwell Ave	Pre K–5th	407	422	15	96%
P.S. 333	888 Rev James A Polite Ave	Pre K–5th	418	562	144	74%
P.S. 335	888 Rev James A Polite Ave	Pre K–5th	282	351	69	80%
Total Capacity for Elementary Schools			**4,567**	**4,851**	**284**	**94%**

***Source**: NYC School Construction Authority/Department of Education Blue Book, 2015-2016.*

Intermediate Schools

Table E-2 provides capacity, enrollment, and utilization information for intermediate schools in CSD 8, Sub-District 1. There are three intermediate schools (serving grades 6 through 8) and one intermediate/high school (serving grades 6 through 12). As shown in Table E-2, DOE's 2015-2016 school year enrollment figures indicate that intermediate schools in CSD 8, Sub-District 1 are operating at 66 percent capacity. With an enrollment of 1,271 and a target capacity of 1,915, there is a surplus capacity of 644 seats.

Table E-2: Existing Study Area Public Intermediate School Enrollment, Capacity, and Utilization: 2015-2016 School Year

Intermediate Schools Primary Study Area (CSD 8, Sub-District 1)						
School Name	**Address**	**Grades Served**	**Enrollment**	**Target Capacity**	**Seats Available**	**Percent Utilization**
The Casita Maria Center For Arts And Education (I.S./H.S. 269)	928 Simpson St	6th – 12th	252	240	-12	105%
I.S. 301	890 Cauldwell Ave	6th - 8th	202	249	47	81%
I.S. 302	681 Kelly St	6th - 8th	501	885	384	57%
I.S. 424 (Hunts Point School)	730 Bryant Ave	6th - 8th	316	541	225	58%
Total Capacity for Intermediate Schools			**1,271**	**1,915**	**644**	**66%**

***Source**: NYC School Construction Authority/Department of Education Blue Book, 2015-2016.*

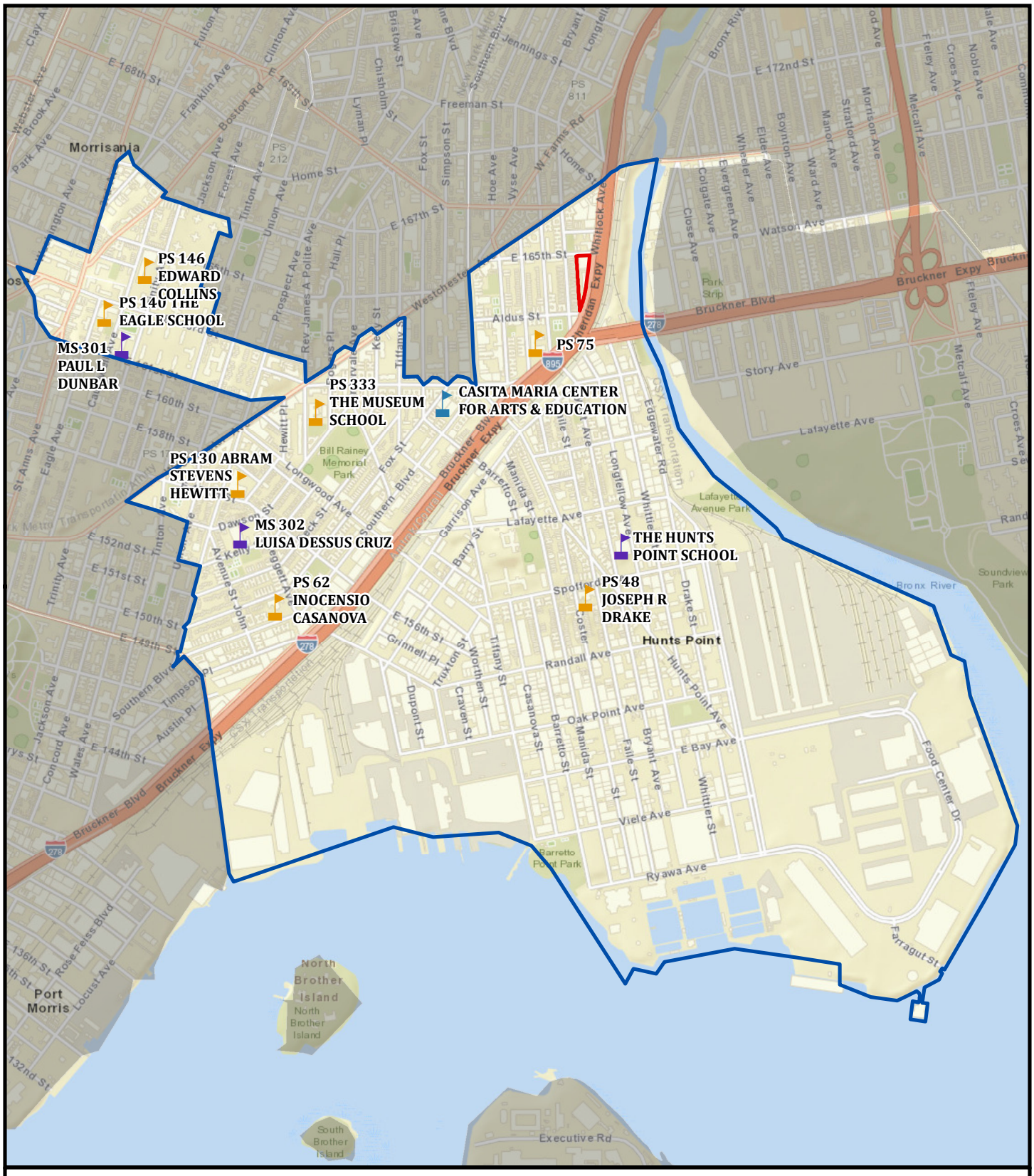

FIGURE 12: PUBLIC SCHOOLS MAP
Whitlock and 165th Street Rezoning

FOXHURST
THE BRONX, NY

Project Site
School Subdistrict (1)
School Subdistricts

Public Schools
Elementary School
Middle School
Junior/Senior High School

0 0.125 0.25 0.5 Miles

N

LANGAN

Map Reference: Basemap: ESRI; Shapefile: NYC Dept of City Planning

Child Care Facilities

As shown in Figure 13 and Table E-3, there are 28 group child care centers and five (5) Head Start centers within an approximately 1.5-mile radius of the Project Site. With an approximately 90 percent utilization rate, the 28 group child care centers have a total capacity of 2,033 and an enrollment of 1,820 children. There are approximately 213 available slots in group child care centers within a 1.5-mile radius of the Project Site. With a 94 percent utilization rate, the five (5) Head Start centers have a total capacity of 409 and an enrollment of 381 children. There are approximately 28 available slots in Head Start centers within a 1.5-mile radius of the Project Site. Overall, the group child care and Head Start centers are 90 percent utilized with a combined capacity of 2,442 slots, an enrollment of 2,201 children, and 241 available slots within the Study Area.

Table E-3: Publically Funded Group Child Care and Head Start Centers within the 1.5-Mile Study Area

Program	Address	Enrollment	Capacity	Slots Available	Percent Utilization
Group Child Care Facilities					
Homes for Homeless	730 Kelly St	17	20	3	85
Philip H. Michaels Child Care Center, Inc. - Anna Lefkowitz DCC	590 Westchester Ave	54	55	1	98
Brightside Academy - Intervale	960 Intervale Ave	28	30	2	93
Brightside Academy - Southern	1093 Southern Blvd	38	43	5	88
Brightside Academy - Louis Nine	1334 Louis Nine Blvd	65	66	1	98
Brightside Academy- St Ann	800 Saint Anns Ave	25	28	3	89
Brightside Academy- Webster	1455 Webster Ave	23	26	3	88
Lutheran Social Services of NY: Early LIFE Childrens Center 2	888 Westchester Ave	133	137	4	97
1332 Fulton Avenue Day Care Center, Inc.	1332 Fulton Ave	92	97	5	95
1332 Fulton Avenue Day Care Center, Inc.	421 East 161st St	143	154	11	93
Claremont Neighborhood Centers, Inc.	1240 Webster Ave	44	50	6	88
Highbridge Advisory Council Family Services, Inc.	383 East 162nd St	68	70	2	97
Sharon Baptist - Center I	507-509 East 165th St	114	119	5	96
Southeast Bronx Neighborhood Centers, Inc. - Blondell Joyner DCC	901 Tinton Ave	53	54	1	98
Southeast Bronx Neighborhood Centers, Inc. – Five Star DCC	3261 3rd Ave	87	91	4	96
Southeast Bronx Neighborhood Centers, Inc. - Gwendolyn Bland DC	749 East 163rd St	90	90	0	100
The Salvation Army, Bronx Citadel	425 East 159th St	35	36	1	97
HELP Day Care Corporation–HELP II	285 East 171st St	43	53	10	81
HELP Day Care Corporation–HELP III	785 Crotona Park North	27	28	1	96
Labor Bathgate Community CCC	1638 Anthony Ave	62	67	5	93
Tremont Monterey Day Care Center2	1600 Bathgate Ave	52	55	3	95
Children's Aid Society, Inc.	1515 Southern Blvd	74	79	5	94
Tremont Crotona Day Care Center-	1600 Crotona Park	88	135	47	65

Tremont Crotona	East				
Birch Family Services, Inc.	1880 Watson Ave	74	87	13	85
Bronxdale Tenants League DDC, Inc.	1065 Beach Ave	46	60	14	77
Bronxdale Tenants League DDC, Inc.	1211 Croes Ave	138	169	31	82
Tremont Crotona Day Care Center-Bronx River Child Care Center	1555 East 174th St	53	60	7	88
Tremont Crotona Day Care Center-East Bronx Day Care center	1113 Colgate Ave	54	74	20	73
Group Child Care Total Capacity		**1,820**	**2,033**	**213**	**90**
Headstart Programs					
La Peninsula Community Organization, Inc. - Manida (Center1)	711 Manida St	116	123	7	94
La Peninsula Community Organization, Inc.-Intervale(Center2)	1054 Intervale Ave	99	106	7	93
Children's Aid Society at CS 211	1919 Prospect Ave	54	54	0	100
La Peninsula Community Organization, Inc. - Fulton (Center #4)	1717 Fulton Ave	87	100	13	87
Trabajamos Community Head Start, Inc. Center #1	940 East 156th St	25	26	1	96
Head Start Total Capacity		**381**	**409**	**28**	**94**
Grand Total		**2,201**	**2,442**	**241**	**90**

Source: *Administration for Children's Services, 2015-2016.*

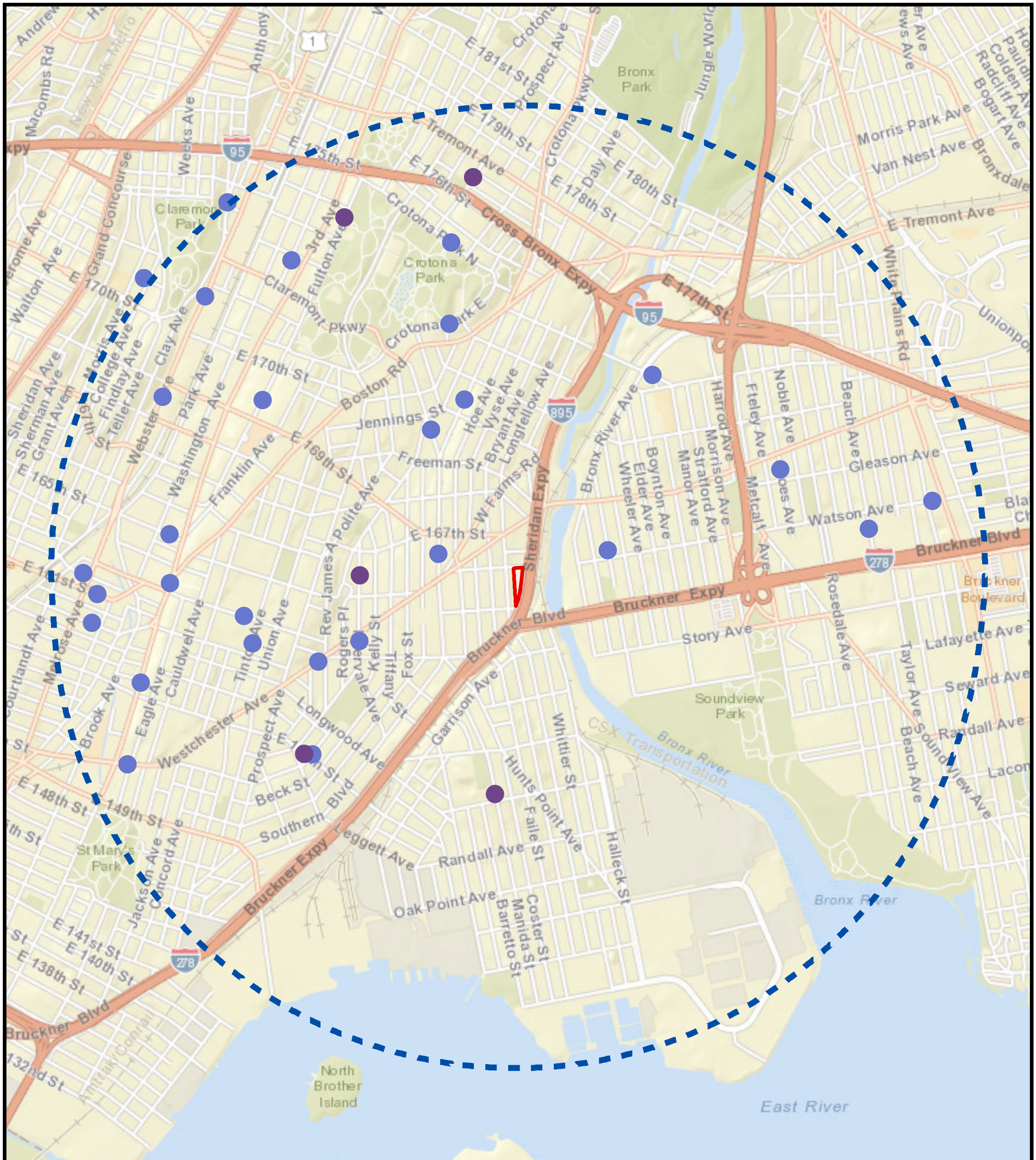

FIGURE 13: PUBLIC CHILD CARE FACILITIES

Whitlock and 165th Street Rezoning

0 0.25 0.5 1 Miles

N

Project Site

Study Area (1.5-mile radius)

Group Day Care

Head Start Center

FOXHURST
THE BRONX, NY

LANGAN

Map Reference: Basemap: ESRI; Shapefile: Administration for Children's Services

ASSESSMENT

Public Schools

The Study Area for the analysis of elementary and intermediate schools is the school district's "subdistrict" in which the proposed project is located. According to the *CEQR Technical Manual* only public schools operated by the New York City Department of Education (DOE) are included in the analysis. Therefore, private and parochial schools within the Study Area are not included in the analysis of schools. According to the *CEQR Technical Manual*, if a project would introduce more than 50 school-age children (elementary and intermediate school students), significant impacts on public schools may occur, and further analysis of schools may be warranted. An analysis of high school students is rarely necessary since high school-level students can usually elect to attend high schools outside their neighborhood. However, if the project would generate 150 or more high school students, there may be an impact on borough high schools, and further analysis may be appropriate.

According to the *CEQR Technical Manual*, a significant adverse impact may occur if the Proposed Project would result in both of the following:

1) a collective utilization rate of the elementary or intermediate schools that is equal to or greater than 100 percent in the With-Action Condition; and

2) an increase of 5 percentage points or more in the collective utilization rate between the No-Action and With-Action conditions.

No-Action Condition

Enrollment Projections

Under the No-Action Condition, future utilization of public elementary and intermediate schools in the Study Area would be affected by changes in enrollment and capacity. The School Construction Authority (SCA) has provided future enrollment projections by district for up to ten years. The latest available enrollment projections up to 2021 have been used to determine student enrollment based on the Proposed Project's anticipated build year of 2021. As shown in Table E-4, based on the latest enrollment projections, an estimated 46 elementary school students and 19 intermediate school students would be introduced to the Study Area by 2021 in the Future Without the Proposed Action.

Table E-4: Estimated Number of Students Introduced in the Study Area – 2021 No-Action Condition

Study Area	Students	
	Elementary	Intermediate
CSD 8, Sub-District 1	46	19

Source: *SCA Capital Planning Division, 2015*

Capacity Projections

As shown in Table E-5, elementary schools in the Study Area will operate with a surplus capacity, with 1,015 available seats (79 percent utilization). Intermediate schools in the Study Area will operate with a surplus capacity, with 619 available seats (68 percent utilization).

Table E-5: Estimated Public Elementary and Intermediate School Enrollment, Capacity, and Utilization in the Study Area – 2021 No-Action Condition

	Projected Enrollment 2021[1]	No-Action Students[2]	Total No-Action Enrollment	Capacity	Available Seats	Utilization (%)
Elementary Schools						
CSD 8, Sub-District 1	3,790	46	3,836	4,851	1,015	79%
Intermediate Schools						
CSD 8, Sub-District 1	1,277	19	1,296	1,915	619	68%

Sources:
[1] Grier Partnership, DOE Enrollment Projections (Actual 2011, Projected 2015-2024).
[2] SCA Capital Division, Housing Pipeline, 2015.

With-Action Condition

Enrollment Projections

Under the With-Action Condition, the Proposed Project would introduce approximately 474 net new residential dwelling units to the Study Area, all of which would be affordable. Based on the *CEQR Technical Manual* guidelines, the Proposed Project would generate up to approximately 185 elementary school students and 76 intermediate school students in the Study Area by 2021 (Table E-6).

Table E-6: Estimated Number of Students Introduced in the Study Area – 2021 With-Action Condition

	Housing Units	Students Introduced by the Proposed Project	
		Elementary	Intermediate
CSD 8, Sub-District 1	474	185	76

Source: *CEQR Technical Manual, Table 6-1a*

Capacity Projections

In the With-Action Condition, there would continue to be a surplus of elementary school seats in the Study Area (Table E-7). Elementary school enrollment would increase by approximately 185 students for a total of 3,975 students. As a result, the schools would operate at 82 percent utilization, with a surplus of 876 seats; this is a 3 percentage point increase over the No-Action Condition and does not exceed the 5% threshold for a detailed analysis. Because the With-Action Condition would not result in a collective utilization rate that exceeds 100 percent, based on the guidelines set forth in the *CEQR Technical Manual,* a detailed analysis would not be warranted. Based on this information, the Proposed Action would not result in significant adverse impacts to elementary schools in the Study Area.

Table E-7: Estimated Public Elementary and Intermediate School Enrollment, Capacity, and Utilization in the Study Area – 2021 With-Action Condition

	Projected Enrollment 2021[1]	Students Introduced by the Proposed Project[2]	Total Enrollment with the Proposed Project	Capacity	Available Seats	Utilization (%)
Elementary Schools						
CSD 8, Sub-District 1	3,790	185	3,975	4,851	876	82%
Intermediate Schools						
CSD 8, Sub-District 1	1,277	76	1,353	1,915	562	71%

***Sources**:*
[1] Grier Partnership, DOE Enrollment Projections (Actual 2011, Projected 2012-2021).
[2] SCA Capital Division, Housing Pipeline, 2015.

Under the With-Action Condition, intermediate school enrollment would increase by approximately 76 students for a total of 1,353 students. As a result, the schools would operate at 71 percent capacity, with a surplus of 562 seats; this is a 3 percentage point increase over the No-Action Condition and does not exceed the 5% threshold for a detailed analysis. Based on this information, the Proposed Action would not result in any significant adverse impacts on intermediate schools in the Study Area.

Public Child Care Facilities

The New York City Administration for Children's Services (ACS) provides subsidized child care in center-based group child care, family-based child care, informal child care facilities, and Head Start centers. Publicly financed child care services are available for income-eligible children through the age of 12. This analysis focuses on services for children under age 6 because eligible children aged 6 to 12 are expected to be in school for a majority of the day. Based on CEQR guidelines, because there are no locational requirements for enrollment in child care centers and some parents/guardians choose a child care center close to their employment rather than their residence, a Study Area of a 1.5-mile radius around the Project Site (the "Study Area") is used for this analysis.

Families eligible for subsidized child care must meet financial and social eligibility criteria established by ACS. In general, children in families that have incomes at or below 200 percent Federal Poverty Level (FPL), depending on family size, are financially eligible, although in some cases eligibility can go up to 275 percent FPL. The family must also have an approved "reason for care," such as involvement in a child welfare case or participation in a "welfare-to-work" program. Projects that would produce substantial numbers of subsidized, low- to moderate-income family housing units may therefore generate a sufficient number of eligible children to affect the availability of slots at publicly funded group child care and Head Start centers.

The City's affordable housing market is pegged to AMI rather than the FPL. Lower-income units must be affordable to households at or below 80 percent AMI. Because family incomes at or below 200 percent FPL fall under 80 percent AMI, for the purposes of this analysis, the number of housing units expected to be subsidized and targeted for incomes at 80 percent AMI or below are used as a proxy for eligibility. This provides a conservative assessment of demand, since eligibility for subsidized child care is not defined strictly by income (generally below 200 percent of poverty

level), but also takes into account family size and other reasons for care (*e.g*., low-income parent(s) in school; low income parent(s) training for work; or low-income parents who are ill or disabled).

The child care enrollment in the No-Action and With-Action conditions was estimated by using the number of low- to moderate-income housing unit multipliers in Table 6-1b of the *CEQR Technical Manual.* According to the *CEQR Technical Manual*, a significant adverse impact on public child care facilities may occur if a proposed project would result in both of the following:

(1) A collective utilization rate of the group child care/Head Start centers in the Study Area that is greater than 100 percent in the With-Action Scenario; and

(2) An increase of 5 percentage points or more in the collective utilization rate of the childcare/Head Start centers in the Study Area between the No-Action and With-Action Scenarios.

No-Action Condition

Planned or proposed development projects in a 1.5-mile radius of the Proposed Project would introduce approximately 510 affordable dwelling units by the 2021 Build Year. Based on Table 6-1b in the *CEQR Technical Manual*, these affordable units would generate approximately 71 children under the age of six eligible for publicly funded child care services (Table E-8). Demand for publicly funded child care slots in the Study Area would increase in the No-Action Condition, resulting in a reduction of 167 available slots and increasing the collective utilization rate of child care facilities to 93 percent (Table E-9).

Table E-8: Projected Number of Publicly Funded Child Care Pupils Generated by New Development in the No-Action Condition

	Affordable Units[1]	Generation Ratio Per Unit (Children ≤ Age 6)	Number of Children ≤ Age 6 Generated
Study Area Total	510	0.139	71

Source: *CEQR Technical Manual, Table 6-1b*
Notes:
[1] The number of affordable units was calculated based on projected residential and mixed-use developments within a 1.5-mile radius.

With-Action Condition

As discussed above, the *CEQR Technical Manual* requires a detailed analysis of child care centers when a proposed action would produce substantial numbers of subsidized low- to moderate-income family housing units that may therefore generate a sufficient number of eligible children to affect the availability of slots at publicly funded child care facilities in the Study Area. By 2021, as a result of the Proposed Action, up to 474 affordable housing units are assumed to be added to the Project Site. Under the With-Action Condition, a child care facility would be included under the proposed community facility uses.[23]

Based on *CEQR Technical Manual* Table 6-1b, these 474 affordable units would generate approximately 66 children under the age of six eligible for publicly funded child care services

[23] Number of day care slots is still to be determined.

(Table E-9). The additional 66 children would further reduce the number of available seats. The collective utilization rate of the child care facilities would increase to 96 percent, an increase of approximately 3 percentage points over the utilization rate in the No-Action Condition (Table E-10).

Table E-9: Projected Number of Publicly Funded Child Care Pupils Generated by the Proposed Project in the With-Action Condition

	Affordable Units	Generation Ratio Per Unit (Children ≤ Age 6)	Number of Children ≤ Age 6 Generated
With-Action Condition	474	0.139	66

Source: *CEQR Technical Manual, Table 6-1b*

Table E-10: Comparison of Capacity, Enrollment, Available Slots, and Percent Utilized for the No-Action and With-Action Conditions

	Enrollment	Capacity	Available Slots	Utilization (%)
No-Action Condition	2,264	2,431	167	93%
With-Action Condition	2,330	2,431	101	96%
Increment	**66**	**0**	**-66**	**3%**

According to the *CEQR Technical Manual*, a significant adverse impact could result if a proposed action results in: (i) a demand for slots greater than remaining capacity of child care facilities; and (ii) that demand constitutes an increase of 5 percentage points or more of the collective capacity of the child care facilities serving the Study Area over the No-Action Condition. In the With-Action Condition, childcare facilities would operate at approximately 96 percent of their designed capacity (Table E-10). Enrollment in childcare facilities would increase by 66 children for a total of 2,330 children enrolled in these facilities. As a result, childcare facilities would operate at approximately 96 percent utilization. The With-Action Condition would not result in a collective utilization rate that exceeds 100 percent, therefore; based on the guidelines set forth in the *CEQR Technical Manual*, a detailed analysis of childcare facilities would not be warranted. Based on this information, the Proposed Action would not result in significant adverse impacts to publicly funded childcare facilities in the Study Area.

CONCLUSION

Based on the analysis above, in the With-Action Condition, elementary schools would operate at approximately 94 percent of the target capacity. Furthermore, the With-Action Condition would *not* result in an increase of 5 percentage points or more in the collective utilization rate as compared to the No-Action Condition. Therefore, the Proposed Action is not anticipated to result in any significant adverse impacts on elementary schools. Intermediate schools are currently operating with surplus capacity, and would continue to do so under the With-Action Condition; therefore, the Proposed Action is not anticipated to result any significant adverse impact on intermediate schools. Enrollment in publicly funded childcare facilities under the With-Action Condition would result in an approximately 3 percent increase over the No-Action Condition and would not result in a collective utilization rate greater than 100 percent; therefore, the Proposed Action is not anticipated to result in any significant adverse impact on childcare facilities.

Based on this information, no significant adverse impacts to community facilities and services as a result of the Proposed Action are anticipated; therefore, no further analysis is warranted.

ATTACHMENT F. OPEN SPACE

INTRODUCTION

The *CEQR Technical Manual* defines open space as publicly or privately owned land that is publicly accessible and designated for leisure, play or sport, or land set aside for the protection and enhancement of the natural environment. An open space assessment is typically conducted to determine whether or not a proposed project would result in the displacement or alteration of a highly-utilized open space (direct impact) or result in an increase in population that would overburden available open space (indirect impact).

Study Area

According to the *CEQR Technical Manual*, an open space study area is defined by a reasonable walking distance that users would travel to reach local open space and recreation areas – typically a 0.5-mile radius for residential projects and a 0.25-mile radius for commercial projects with a worker population. Because the worker population generated by the Proposed Action falls well below the threshold of 750 additional employees, and given that the Proposed Project is primarily residential, a 0.5-mile radius is used as an appropriate study area boundary (Figure 14).

According to CEQR guidelines, boundary adjustments may be necessary to account for natural boundaries or built features (depressed highways, canals, railroad rights-of-way, etc.) that preclude access to open spaces within the study area. The Bronx River east of the Project Site is a natural boundary that impedes pedestrian access from the Project Site to neighborhoods east of the river. Further, the elevated Bruckner and Sheridan Expressways south of the Project Site impede pedestrian access to the industrial areas to the south. Given these natural and built features, location of Project Site relative to them, it is unlikely that residents generated from the Proposed Project would seek out open space resources in the neighborhoods east of the river and south of the elevated highways. Therefore, open space resources east of the Bronx River and south of the Bruckner and Sheridan Expressways are not included in the open space assessment.

Based on *CEQR Technical Manual* guidelines, the open space study area includes all census tracts with at least 50 percent of their area within the 0.5-mile radius and all publicly accessible open spaces within that area ("Study Area"). As shown in Figure 14, the Study Area includes Bronx Census Tracts 89, 119, 121.01, 121.02, 123, 125, 127.01, and 159. The existing open space resources within the Study Area are discussed below under "Existing Conditions."

EXISTING CONDITIONS

The Project Site is located in the Foxhurst neighborhood of the Bronx. As shown in Figure 14 and described in Table F-1, there is a wide variety of publically accessible open space in the vicinity of the Project Site. These resources are described further below.

Table F-1: Open Space Resources within 0.5-Mile Study Area

Open Space	Address	Acres	Category
Daniel Boone Playground	Boone Avenue, West Farms Road, and Freeman Street	1.20	Active
Freeman Triangle	Freeman Street, Longfellow Avenue, and West Farms Road	0.02	Passive
Bryant Triangle	Bryant, Westchester, and Longfellow avenues	0.17	Passive
Field of Dreams Park	East 167 Street, Southern Boulevard, and Simpson Street	0.17	Active
Longfellow Garden[1]	Longfellow Avenue, Lowell Street, and East 165th Street	0.37	Passive
Concrete Plant Park	Bronx River, Westchester Avenue, and Bruckner Boulevard	6.44	Active/ Passive
Benjamin Gladstone Square	Hoe Avenue, Westchester Avenue, and West Farms Road	0.20	Passive
Tiffany Playground	Fox Street, Tiffany Street, East 167 Street, and East 165th Street	1.21	Active
Printer's Park	Hoe Avenue, Aldus Street, and Westchester Avenue	1.34	Active
Lyons Square Playground	Aldus Street, Bruckner Boulevard, Bryant Avenue, and Longfellow Avenue	1.32	Active
Monsignor Raul Del Valle Square	Hunts Point Avenue, Bruckner Boulevard, and East 163 Street	0.42	Passive
	Total Existing Open Space (acres)	**12.86**	

Source: *NYC Department of Parks and Recreation (DPR) (Website Accessed 1/25/2016)*

Daniel Boone Playground

Daniel Boone Playground is a 1.2-acre City-owned playground directly north of the Project Site, bounded by West Farms Road to the north; the Sheridan Expressway to the east; Freeman Street to the south; and Boone Avenue to the west. The playground was upgraded in 1997 with new asphalt, fencing, safety surfacing, play equipment, and animal art in the spring.[24]

Freeman Triangle

Freeman Triangle is bounded by Freeman Street to the north; West Farms Road to the east and south; and Longfellow Avenue to the west. Several Linden trees occupy the triangle.[25]

Bryant Triangle

Bryant Triangle is bounded by East 167th Street to the north; Westchester Avenue to the east and south; and Bryant Avenue to the west. The triangle features pin oak (*Quercus palustris*) and white oak (*Quercus alba*) trees among a sitting area with several chess and checkers table.[26]

Field of Dreams Park

The Field of Dreams Park is a basketball court bounded by East 167th Street to the north; Southern Boulevard to the east; Westchester Avenue to the south; and Simpson Street to the west. The park contains athletic courts, sitting benches and a grass area.[27]

[24] DPR. 2016. Daniel Boone Playground. https://www.nycgovparks.org/parks/daniel-boone-playground. (Accessed on March 1, 2016)
[25] DPR. 2016. Freeman Triangle. https://www.nycgovparks.org/parks/freeman-triangle. (Accessed on March 1, 2016)
[26] DPR. 2016. Bryant Triangle. https://www.nycgovparks.org/parks/bryant-triangle. (Accessed on March 1, 2016)
[27] DPR. 2016. Field of Dreams Park. https://www.nycgovparks.org/parks/field-of-dreams-park. (Accessed on March 1, 2016)

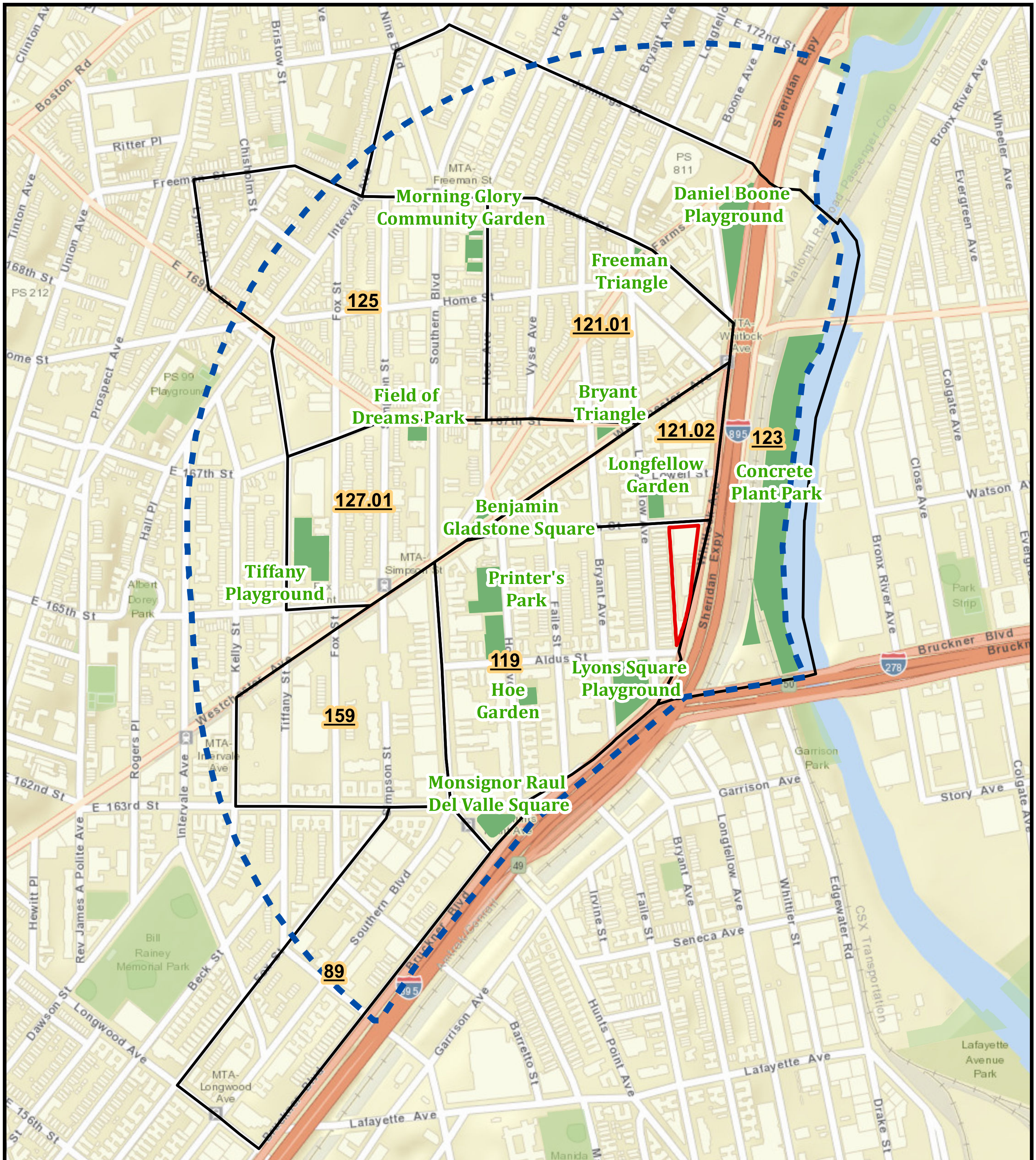

FIGURE 14: OPEN SPACE RESOURCES MAP

Whitlock and 165th Street Rezoning

0 | 0.125 | 0.25 | 0.5 Miles | N

- Project Site
- Modified 0.5-Mile Radius
- Census Tracts
- Open Space Resources
- Open Space Resources Outside the Study Area

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Map Reference: Basemap: ESRI; Shapefile: NYC Dept of Parks and Recreation; NYC Dept of City Planning

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Longfellow Garden

Longfellow Garden is located on the block bounded by Lowell Street to the north; Whitlock Avenue to the east; East 165th Street to the south; and Longfellow Avenue to the west. Currently closed to the public, the garden is undergoing a city-sponsored renovation that will include new play equipment, spray shower, seating, lighting, fencing, pavement, and planting. Design of the new garden began in January 2015 and renovations are projected to be complete by late 2018.[28]

Concrete Plant Park

Concrete Plant Park is an approximately 7-acre park situated on the western shore of the Bronx River, and generally bounded by the Westchester Avenue Bridge to the north; the Bronx River to the east; Bruckner Boulevard to the south; and the Sheridan Expressway to the west.

The park was completed in September 2009 and contains facilities supporting and linking existing and planned multi–use pedestrian greenways with bicycle and pedestrian routes. A canoe and kayak launch provides an access point to the Bronx River Corridor along the Park's shoreline. The Park also contains a waterfront promenade and reading circle.[29]

Benjamin Gladstone Square

Benjamin Gladstone Square is bounded by Hoe Avenue to the north and east; Westchester Avenue to the south; and West Farms Road to the west. The park currently provides the community with the essential features of a public park including trees, benches, and open space.[30]

Tiffany Playground

Tiffany Playground is bounded by East 167th Street to the north; Fox Street to the west; East 165th Street to the south; and Tiffany Street to the west. The playground was previously known as P.S. 150 Playground and was built in 1923 as part of P.S. 20, which was replaced by P.S. 150 in 1982. DPR acquired the 1.21 acres in 1959.

The Playground underwent extensive reconstruction in 1996. The main portion now contains brightly colored playground equipment on a safety surface, with separate areas for handball, basketball, table games, spray showers, and a sitting area with benches. London plane trees (*Platanus x acerifolia*) provide shade and greenery to the entire site.[31]

Printer's Park

Printer's Park is bounded by Westchester Avenue to the north; Hoe Avenue to the east; Aldus Street to the south; and Southern Boulevard to the west. Since 2001, the 1.34-acre Park has undergone

[28] DPR. 2016. Longfellow Garden. https://www.nycgovparks.org/planning-and-building/capital-project-tracker/project/7406 (Accessed on October 19, 2016)
[29] DPR. 2016. Concrete Plant Park. https://www.nycgovparks.org/parks/concrete-plant-park/map. (Accessed on March 1, 2016)
[30] DPR. 2016. Benjamin Gladstone Square. https://www.nycgovparks.org/parks/benjamin-gladstone-square/history (Accessed on March 1, 2016)
[31] DPR. 2016. Tiffany Playground. https://www.nycgovparks.org/parks/tiffany-playground/history. (March 1, 2016)

extensive renovations with city funds. The northern portion was renovated in 2001, at which time the park was renamed Printer's Park. The southern portion was reconstructed in 2009 with a playground modeled after the design of the rotary printing press. Green design elements include the drainage of the spray shower into the surrounding planting bed, and swales to catch water runoff and direct it to other planted areas. The park also incorporates recycled materials such as a safety surface.[32]

Lyons Square Playground

Lyons Square Playground is bounded by Aldus Street to the north; Longfellow Avenue to the east; Whitlock Avenue to the south; and Bryant Avenue to the west. Lyons Square Playground was renovated in 1997 and included the installation of play equipment, rubber safety surfaces, lion ornamental features, fencing, and pavement.[33]

Monsignor Raul Del Valle Square

Monsignor Raul Del Valle Square is bounded by East 163rd Street to the north; Bruckner Boulevard to the east and south; and Hunts Point Avenue to the west. The small square contains passive open space and recreation areas.[34]

ASSESSMENT

Direct Effects

Development facilitated by the Proposed Action would not result in a physical loss or alteration of an existing publicly accessible open space, and therefore an assessment of direct effects on open space is not warranted.

Indirect Effects

According to the *CEQR Technical Manual*, the threshold for an analysis of a project's indirect effects varies depending on whether the project site is in an area identified as well-served, underserved, or neither, by open space. For projects not within an underserved or well-served area, an open space assessment should be conducted if that project would generate more than 200 residents or 500 employees.

The Project Site is in an area identified as neither underserved nor well-served for open space. Accordingly, because the Proposed Action would result in an additional 1,356 residents in the With-Action Condition, a detailed analysis of the potential indirect impacts on open space is warranted.

[32] DPR. 2016. Printer's Park. https://www.nycgovparks.org/parks/printers-park/history. (March 1, 2016)
[33] DPR. 2016. Lyons Square Playground. https://www.nycgovparks.org/parks/lyons-square-playground/history. (March 1, 2016)
[34] DPR. 2016. Monsignor Raul Del Valle Square. https://www.nycgovparks.org/parks/monsignor-raul-del-valle-square/history. (March 1, 2016)

Open Space Ratio (OSR)

The *CEQR Technical Manual* defines Open Space Ratio (OSR) as the amount of open space acreage per 1,000-user population. Because local OSRs vary widely in New York City, as a planning goal, an OSR of 2.5 acres per 1,000 residents represents an area well-served by open space, and is consequently used as an optimal benchmark for residential populations in large-scale plans and proposals.[35] According to the *CEQR Technical Manual*, if the OSR would increase or remain substantially the same in the With-Action Condition compared to the No-Action Condition, no further analysis of open space is needed. If there is a decrease in the OSR that approaches or exceeds 5 percent, it is generally considered to be a substantial change warranting more detailed analysis. However, a greater percentage of change (more than 5 percent) may be tolerated if open space in the area exceeds the planning goal of 2.5 acres of open space per 1,000 residents.

The 0.5-mile Open Space Study Area contains approximately 12.86 acres of publicly accessible open space. With an existing/No-Action residential population of approximately 25,996, the Open Space Study Area has an overall OSR of 0.49 acres of open space per 1,000 residents in the existing and No-Action conditions.[36]

The development in With-Action Condition would result in an increase in population in the Study Area by approximately 1,356 residents, resulting in a total population of 27,352 within the Open Space Study Area.[37] As shown in Table F-2, based on approximately 12.86 acres of publicly accessible open space within the Open Space Study Area the overall OSR would equal 0.47 acres per 1,000 residents in the With-Action Condition; this is below the planning goal of 2.5 acres of open space per 1,000 residents. However, the With-Action Condition would result in a decrease in 4.96 percent in the OSR as compared to the OSR in the No-Action Condition; this is *less* than the 5 percent threshold for indirect open space impacts defined in the *CEQR Technical Manual*. Therefore, the With-Action Condition would not result in any significant adverse indirect impacts on publicly accessible open space in the Study Area.

[35] According to the *CEQR Technical Manual*, the City's planning goal of 2.5 acres of active open space per 1,000 residents is based, in part, on National Recreation and Park Association guidelines of 1.25 to 2.5 acres per 1,000 residents of neighborhood parks within one-half mile.

[36] U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates, Bronx Census Tract(s): 89, 119, 121.01, 121.02, 123, 125, 127.01, and 159.

[37] The Project Site is located within the Bronx Census Tract 119, and based on the 2011-2015 American Community Survey, the average household size of a renter-occupied unit in the Bronx Census Tract 119 is 2.89.

Table F-2: With-Action Open Space Ratio (OSR)

Existing/No-Action Residential Population within 0.5-mile Study Area	25,996
Additional Residents under With-Action Condition	1,356
Total User Population under With-Action Condition	27,352
Total Open Space within 0.5-mile (acres)	12.86
Existing/No-Action OSR (acres per 1,000 residents)	0.49
With-Action OSR (acres per 1,000 residents)	0.47
Change in Open Space Ratio (%)	**-4.96**

Notes:

*(1) With Action Open Space Ratio = Acres of Open Space/population * 1000*

(2) Existing Population Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates (Bronx Census Tracts: 89, 119, 121.01, 121.02, 123, 125, 127.01, and 159)

(3) Total Open Space Source: Department of Parks and Recreation (DPR)

CONCLUSION

According to the *CEQR Technical Manual*, significant impacts on open space resources include direct impacts, when a project would displace/alter existing open space within the study area; and indirect impacts, when a project would result in reduction of the open space ratio and consequently result in the overburdening of existing open spaces within the study area. The With-Action Condition would not directly displace or alter an existing open space and there would be no direct open space impacts.

Per the Per *CEQR Technical Manual* guidelines, the planning goal of 2.5 acres of open space per 1,000 residents represents an area well served by open space. The development in the With-Action Condition would add approximately 1,356 residents to the 0.5-mile Open Space Study Area as compared to the No-Action Condition (existing conditions). As shown in Table F-2, the OSR in the With-Action Condition would be reduced from 0.49 to 0.47, a 4.96 percent decrease. While the With-Action OSR would remain below the planning goal of 2.5 acres of open space per 1,000 residents, the resulting decrease as compared to the No-Action Condition (existing conditions) would be less than five percent, and in accordance with *CEQR Technical Manual* guidelines the decrease in OSR would not result in any adverse indirect open space impacts.

Based on this information, no significant adverse open space impacts resulting from the Proposed Action are anticipated and, therefore, no further analysis is warranted.

ATTACHMENT G. SHADOWS

INTRODUCTION

According to the *CEQR Technical Manual*, a shadow assessment is appropriate when a proposed action would result in a new structure(s) or an addition to an existing structure(s) that is greater than 50 feet in height or is adjacent to an existing sunlight-sensitive resource. The *CEQR Technical Manual* defines a shadow as a condition that results when a building or other built structure blocks the sunlight that would otherwise directly reach a certain area, space, or feature. An adverse shadow impact would occur when a shadow from a proposed project falls on a publicly accessible open space, historic landscape, or other historic resource that depends on sunlight for its enjoyment by the public, or its architectural and historic integrity (*e.g.*, stained glass windows), or if the shadow falls on an important natural feature and adversely affects its use or landscaping and vegetation. Shadows occurring on non-significant features (city streets, sidewalks, buildings, and privately-owned open space), or within 1.5 hours of sunrise or sunset, generally are not considered significant under CEQR.

METHODOLOGY

The analysis methodology is based on the guidelines of the *CEQR Technical Manual*, which includes conducting a preliminary assessment to determine whether shadows resulting from a proposed project could reach any sunlight-sensitive resource at any time of year. The Tier 1 screening assessment identifies the Shadow Study Area based on the height of the structure(s) in the future with the proposed action and the longest shadow a proposed structure(s) could cast, which in New York City is 4.3 times the height of the structure. If there are sunlight-sensitive resources within the Shadow Study Area, a Tier 2 screening assessment is warranted. As stated in the *CEQR Technical Manual*, because of the path the sun travels across the sky in the northern hemisphere, no shadow can be cast in a triangular area south of any given project site. In New York City, this area lies between -108 and +108 degrees from true north. If the area outside this triangular area contains a sunlight-sensitive resource(s), further analysis is necessary. The Tier 3 screening assessment is a detailed assessment that further refines the analysis once sunlight-sensitive resources have been identified by analyzing specific representative days of the year and determining the maximum extent of shadows over the course of each representative day on these sunlight-sensitive resources.

Based on the guidelines of the *CEQR Technical Manual*, if the three-tiered screening analysis described above does not rule out the possibility that project-generated shadows would reach any sunlight-sensitive resources, a detailed shadow analysis is warranted.

PRELIMINARY SCREENING ASSESSMENT

The Proposed Project consists of two, 14-story buildings. Building 1 would have a maximum height of approximately 140 feet; Building 2 would have a maximum height of 138 feet (Figures 7 and 8). While the Proposed Project's maximum building height would be approximately 140 feet, the maximum allowable building height in the R8A district is 145 feet.[38] Therefore, for purposes of this

[38] DPR. 2016. www.nycgovparks.org/parks/printers-park/history (Accessed March 1, 2016).

shadow impact assessment, the maximum building height under the proposed R8A zoning district (145 feet) will be analyzed.

Tier 1 Screening Assessment

As shown in Figure 15, a building with a maximum allowable height of 145 feet in the proposed R8A zoning district (the With-Action Condition) would cast a shadow extending over a maximum radius of 623.5 feet—the "Longest Shadow Study Area" occurring on December 21, the winter solstice (145 feet x 4.3 = 623.5 feet) As shown, the Longest Shadow Study Area includes three sunlight-sensitive open space resources: Longfellow Garden, Lyons Square Playground, and Concrete Plant Park (see Attachment F, "Open Space"). Therefore, a Tier 2 screening assessment is required to determine whether these three sunlight-sensitive resources would be adversely affected by any project-generated, incremental shadows.

Tier 2 Screening Assessment

The purpose of the Tier 2 screening is to determine whether Longfellow Garden, Lyons Square Playground, and Concrete Plant Park lie within the portion of the Longest Shadow Study Area that potentially can be shaded by the Proposed Project. According to the *CEQR Technical Manual,* shadows cast by a proposed building fall generally to the north, east, and west depending on the day and time. In New York City, the shadow area is between –108 degrees from true north and +108 degrees from true north (Figure 16). Conversely, any area lying to the south of a site in the triangular area beyond these angles cannot be shaded by a proposed project.

As shown in Figure 16, Longfellow Garden and Concrete Plant Park fall within the area of the Longest Shadow Study Area in which a shadow could occur; Lyons Square Playground falls within the area that cannot be shaded.

Based on the results of the Tier 2 screening, a Tier 3 screening assessment is required to determine whether the incremental shadows resulting from the Proposed Project could reach Longfellow Garden and Concrete Plant Park during the representative analysis days and result in an adverse impact.

FIGURE 15: TIER 1 SHADOW SCREENING ASSESSMENT
1125 Whitlock Avenue

Proposed Buildings (145')
Longest Shadow Study Area
Sunlight-Sensitive Open Space Resources

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Map Reference: Basemap: ESRI; Shapefile: NYC Dept of City Planning MapPLUTO

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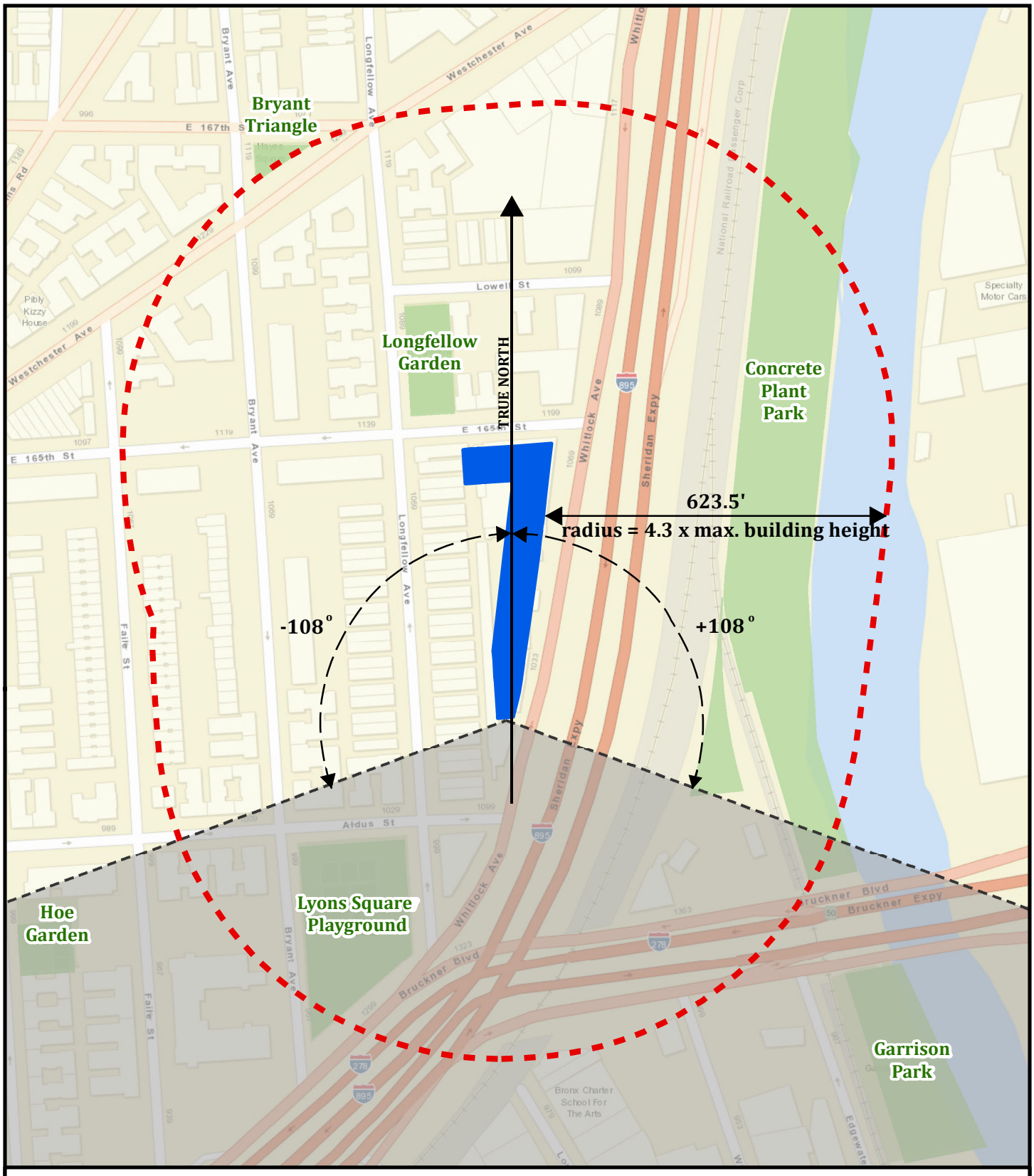

FIGURE 16: TIER 2 SHADOW SCREENING ASSESSMENT
1125 Whitlock Avenue

0 125 250 500 Feet

N

Proposed Buildings (145')
Longest Shadow Study Area
Area that Cannot be Shaded
Sunlight-Sensitive Open Space Resources

FOXHURST
BRONX, NY

Map Reference: Basemap: ESRI; Shapefile: NYC Dept of City Planning MapPLUTO

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Tier 3 Screening Assessment

Tier 3 screening used computer modeling software to calculate the shadow patterns of the Proposed Project within the Longest Shadow Study Area. The shadow model utilized the elements of the base maps used in the Tier 1 and Tier 2 assessment to determine the incremental shadow and shadow duration in the With-Action Condition.

DETAILED ANALYSIS OF SHADOW IMPACTS

Incremental Shadow Assessment

A shadow analysis was performed in accordance with the guidelines in the *CEQR Technical Manual* for four representative analysis days of the year: March 21, the vernal equinox (which is also equivalent to September 21, the autumnal equinox); May 6, the midpoint between the summer solstice and the equinox (and equivalent to August 6); June 21, the summer solstice and longest day of the year, and December 21, the winter solstice and shortest day of the year.

The shadow analysis shows the incremental difference in the proposed shadow impacts between the No-Action and With-Action conditions. In accordance with *CEQR Technical Manual* guidelines, all times reported herein are Eastern Standard Time and do not reflect adjustments for daylight savings time that is in effect from mid-March to early November.

The shadow analysis considers the times when the Proposed Project would increase shadows falling on Longfellow Garden and Concrete Plan Park. Longfellow Garden is currently closed, but will undergo reconstruction with an anticipated completion date of late 2018. For the purposes of this analysis, the proposed design of active and passive recreational uses in Longfellow Garden is assessed for shadow impacts. The maximum allowable building height of 145 feet under the proposed R8A zoning district represents the reasonable worst case development scenario for this environmental analysis and was used for all computer modeling of shadows. The incremental shadows resulting from the Proposed Project are shown in gray. The results of the shadow analysis are discussed below.

Table G-1 shows the duration of incremental shadows created by the Proposed Action in the With-Action Condition. These durations are represented in Figures 17 and 18.

FIGURE 17: TIER 3 SHADOW SCREENING ASSESSMENT (March 21 and May 6)

Whitlock and 165th Street Rezoning

0 125 250 500 Feet

N

Proposed Building (145')

Shadow from Proposed Building

Sunlight-sensitive Open Space Resources

FOXHURST
BRONX, NY

Map Reference: Basemap: ESRI; Shapefile: NYC Dept of City Planning MapPLUTO

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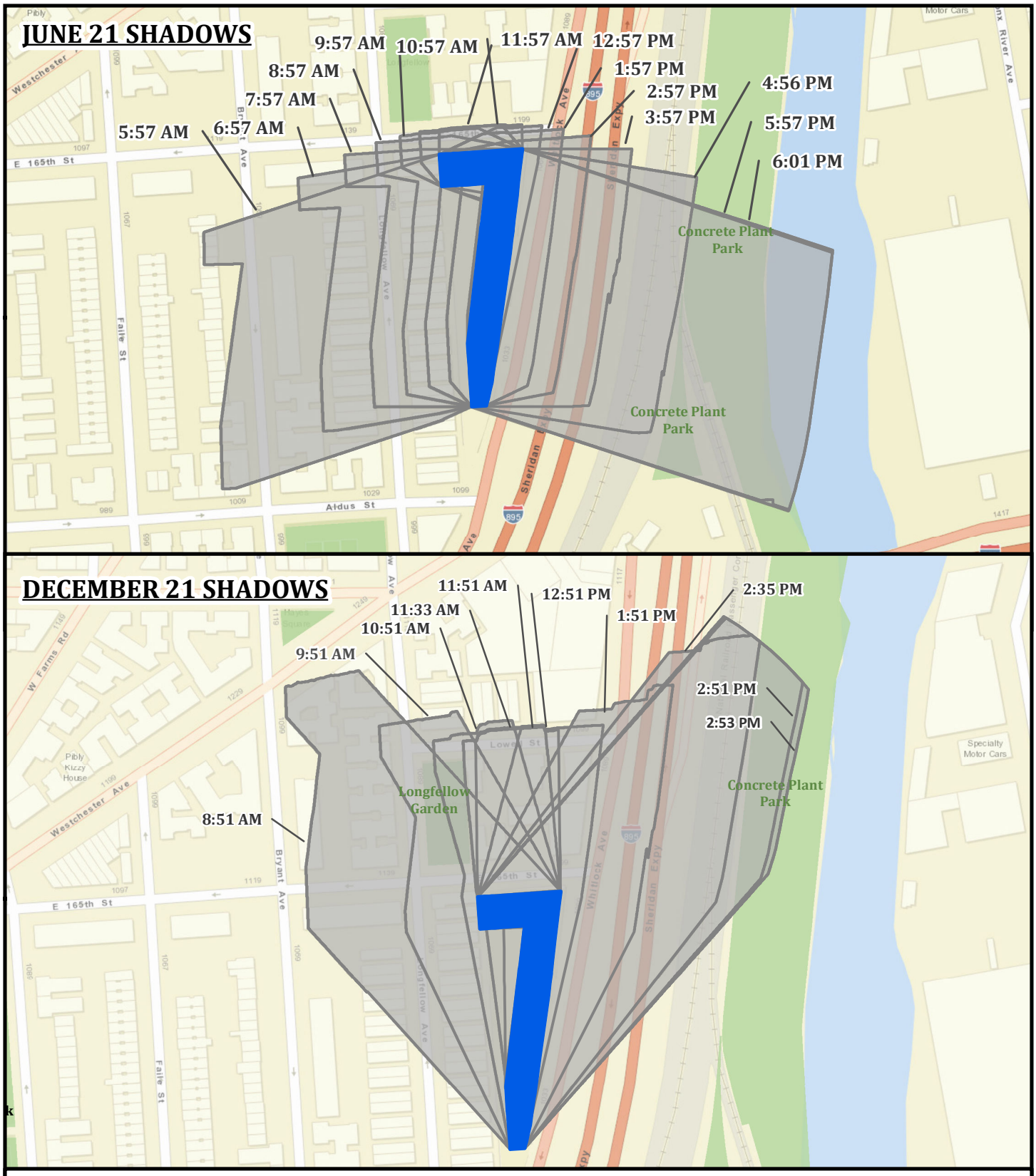

FIGURE 18: TIER 3 SHADOW SCREENING ASSESSMENT (June 21 and December 21)

Whitlock and 165th Street Rezoning

0 125 250 500 Feet

N

Proposed Building (145')

Shadow from Proposed Building

Sunlight-sensitive Open Space Resources

FOXHURST
BRONX, NY

Map Reference: Basemap: ESRI; Shapefile: NYC Dept of City Planning MapPLUTO

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Table G-1: Incremental Shadow Durations

Analysis Period	March 21	May 6	June 21	December 21
	Timeframe			
Start[1]	**7:36 a.m.**	**6:27 a.m.**	**5:57 a.m.**	**8:51 a.m.**
End[2]	**4:29 p.m.**	**5:18 p.m.**	**6:01 p.m.**	**2:53 p.m.**
Longfellow Garden				
With-Action Condition				
Shadow Enter Time	7:36 a.m.	10:44 a.m.	-	8:51 a.m.
Shadow Exit Time	11:40 a.m.	11:10 a.m.	-	11:33 a.m.
Total Shadow Duration	4:36	0:26	-	2:42
No-Action Condition				
Shadow Enter Time	-	-	-	-
Shadow Exit Time	-	-	-	-
Total Shadow Duration	-	-	-	-
Incremental Shadow Duration	**4:36**	**0:26**	**-**	**2:42**
Concrete Plant Park				
With-Action Condition				
Shadow Enter Time	-	-	4:56 p.m.	2:35 p.m.
Shadow Exit Time	-	-	6:01 p.m.[2]	2:53 p.m.[2]
Total Shadow Duration	-	-	1:05	0:18
No-Action Condition				
Shadow Enter Time	-	-	-	-
Shadow Exit Time	-	-	-	-
Total Shadow Duration	-	-	-	-
Incremental Shadow Duration	**-**	**-**	**1:05**	**0:18**

Notes:

[1] Time represents beginning of analysis period: 1.5 hours after sunrise.

[2] Time represents end of analysis period: 1.5 hours prior to sunset.

WITH-ACTION CONDITION

March 21

Concrete Plant Park

No incremental shadows would be cast on Concrete Plant Park during the March 21 analysis day. Therefore, no further analysis is necessary.

Longfellow Garden

As shown in Table G-1, on March 21, the time period for shadows analysis begins at 7:36 a.m. and continues until 4:29 p.m. As shown in Figure 17, the building in the With-Action Condition would cast an incremental shadow on Longfellow Garden beginning at 7:36 a.m. and ending at 11:40 a.m., for a duration of approximately 4 hours and 36 minutes. During this analysis day, the incremental shadows would cast shadows on the southern portion of the park, shading the passive open space seating area and vegetation that fronts East 165th Street. Incremental shadows would not be cast on other areas of the garden during this analysis period.

Out of the approximately six-month growing season, roughly late March through late September, incremental shadows would be cast on this area of Longfellow Garden during the March 21 analysis

day; however, incremental shadows would not be present on any open space resources within the garden during the May 6and June 21 analysis days. The March 21 analysis day represents only a minor portion of the growing season; the vegetation in Longfellow Garden would receive adequate sunlight during the remainder of the growing season.

In addition, the incremental shadows during the March 21 analysis day would shade only the proposed seating area at the southern portion of the park and would not shade the proposed recreational play area or spray showers. Moreover, the proposed seating area in the southern portion of the garden would be shaded by the existing tree canopy. Therefore, the incremental shadows would not shade an area that would not otherwise be shaded by existing vegetation.

Based on this information, during the March 21 analysis day the Proposed Action is not anticipated to result in any significant adverse shadow impacts on Longfellow Garden. Therefore, no further analysis is necessary.

May 6

Concrete Plant Park

No incremental shadows would be cast on Concrete Plant Park during the May 6/ analysis day. Therefore, no further analysis is necessary.

Longfellow Garden

As shown in Table G-1, on May 6, the time period for shadows analysis begins at 6:27 a.m. and continues until 5:18 p.m. As shown in Figure 17, the building in the With-Action Condition would cast a minor incremental shadow on the southern edge Longfellow Garden beginning at 10:44 a.m. and ending at 11:10 a.m. for a duration of 26 minutes. The incremental shadow would not shade the existing vegetation or proposed seating or play areas within the garden. Therefore, the incremental shadows cast would affect neither the public enjoyment of this open space resource nor the vegetation within the garden.

Based on this information, during the May 6 analysis day, the Proposed Action is not anticipated to result in any significant adverse shadow impacts on Longfellow Garden. Therefore, no further analysis is necessary.

June 21

Concrete Plant Park

As shown in Table G-1, on June 21, the summer solstice (the longest day of the year), the time period for shadows analysis begins at 5:57 a.m. and continues until 6:01 p.m. As shown in Figure 18, the building in the With-Action Condition would cast an incremental shadow on Concrete Plant Park beginning at 4:56 p.m. and ending at 6:01 p.m. for a duration of 1 hour and five minutes. The incremental shadow would not reach the active recreational areas within the park. However, the incremental shadow cast would cover a small area containing pedestrian walkways and some vegetation and plantings; this incremental coverage would be limited to the end of the analysis day (approximately 4:56 p.m.); therefore, park would receive sunlight for the majority of the day,

approximately 11 hours from sunrise until the first incremental shadow on the park is cast. The public would have ample time to utilize all passive open space resources during peak hours.[39] The 1 hour and five minutes of incremental shadow coverage would affect neither the public enjoyment nor the vegetation during the growing season.

Based on this information, during the June 21 analysis day, the Proposed Action is not anticipated to result in any significant adverse shadow impacts on Concrete Plant Park. Therefore, no further analysis is necessary.

Longfellow Garden

No incremental shadows would be cast on Longfellow Garden during the June 21 analysis day. Therefore, no further analysis is necessary.

December 21

Concrete Plant Park

As shown in Table G-1, on December 21st, the winter solstice (the shortest day of the year), the time period for shadows analysis begins at 8:51 a.m. and continues until 2:53 p.m. As shown in Figure 18, the building in the With-Action Condition would cast an incremental shadow on Concrete Plant Park beginning at 2:35 p.m. and would cast an incremental shadow on the park until the end of the analysis period (2:53 p.m.) for a duration of approximately 18 minutes. The incremental shadow would cover part of the active recreation areas in the park. However, due to the cold temperatures expected during the December 21 analysis day, it is assumed that active recreation areas would be less utilized. Moreover, the approximately 18-minute incremental shadow duration would not impede public enjoyment of the park.

Based on this analysis, during the December 21 analysis day, the Proposed Action is not anticipated to result in any significant adverse shadow impacts on Concrete Plant Park. Therefore, no analysis is further required.

Longfellow Garden

As shown in Table G-1, on December 21, the winter solstice (the shortest day of the year), the time period for shadows analysis begins at 8:51 a.m. and continues until 2:53 p.m. As shown in Figure 18, the building in the With-Action Condition would cast an incremental shadow on Longfellow Garden beginning at 8:51 a.m. and ending at 11:33 a.m. for a duration of two hours and 42 minutes. Although the incremental shadows would completely cover Longfellow Garden, December is not part of the growing season and, therefore, vegetation within the park would not be significantly affected by the shade. The With-Action building would also cast incremental shadows on the entirety of the seating areas, play areas, and spray shadows for a duration of two hours and 42 minutes. However, due to the cold temperatures expected during the December 21 analysis day, it

[39] DPR. 2016. Monsignor Raul Del Valle Square. https://www.nycgovparks.org/parks/monsignor-raul-del-valle-square/history. (Accessed on March 1, 2016)[40] See, also, Attachment G: Shadows for the assessment of potential shadow impacts on these open space resources.

is assumed that active recreation and outdoor seating areas would be less utilized; the proposed spray showers would not be operational during the winter months.

Based on this analysis, during the December 21 analysis day, the Proposed Action is not anticipated to result in any significant adverse shadow impacts on Longfellow Garden. Therefore, no further analysis is required.

CONCLUSION

Based on the results of the Tier 3 shadows analysis, the Proposed Action is not anticipated to result in any significant adverse shadow impacts on open space resources in the Study Area; therefore, no further analysis is required.

ATTACHMENT H. HISTORIC AND CULTURAL RESOURCES

INTRODUCTION

According to the 2014 *CEQR Technical Manual*, an assessment of architectural and archaeological resources is typically required for any project involving new construction, demolition, or any ground disturbance. Historic resources are defined as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, or archaeological importance. This includes designated New York City Landmarks (NYCL); properties calendared for consideration as landmarks by the New York City Landmarks Preservation Commission (LPC); properties listed on the State/National Register of Historic Places (S/NR) or contained within a district listed on or formally determined eligible for S/NR listing; properties recommended by the New York State Board for listing on the S/NR; National Historic Landmarks (NHL); and properties not identified by one of the programs listed above, but that meet their eligibility requirements.

EXISTING CONDITIONS

The Project Site is comprised of two tax lots (Lots 85 and 90) that have been previously excavated and improved upon. Lot 85 contains five, 1-story industrial structures totaling approximately 17,993 sf. These structures contain two auto repair shops and storage facilities. Lot 90 contains one, 1-story industrial structure totaling approximately 20,824 sf. This structure contains a plastics facility. According to the State Historic Preservation Office (SHPO) Cultural Resource Information System (CRIS), the Project Site is in an Archeologically Sensitive Area (Figure 19).

The Proposed Development Project would include below-grade parking totaling approximately 29,268 gsf (69 spaces). The proposed below-grade parking would involve approximately 24,650 cubic yards of excavation at a depth of approximately 13 feet; this would result in an increase in in-ground disturbance on the Project Site. Therefore, an assessment of the Proposed Action's potential impacts on historic resources has been performed.

ASSESSMENT

As part of the historic resources assessment, an environmental review request was sent to LPC for comment on the architectural and archaeological significance of the proposed project. Based on LPC's correspondence, there are no architectural or archaeological resources on the Project Site. All correspondence with LPC is included in Appendix C.

Furthermore, according to the New York City Zoning and Land Use (ZoLa) and CRIS online databases, the Project Site does not contain any historic resources.

CONCLUSION

Based on this assessment, the Proposed Action would not result in any potential adverse impacts to historic and cultural resources and, therefore, no further analysis is required.

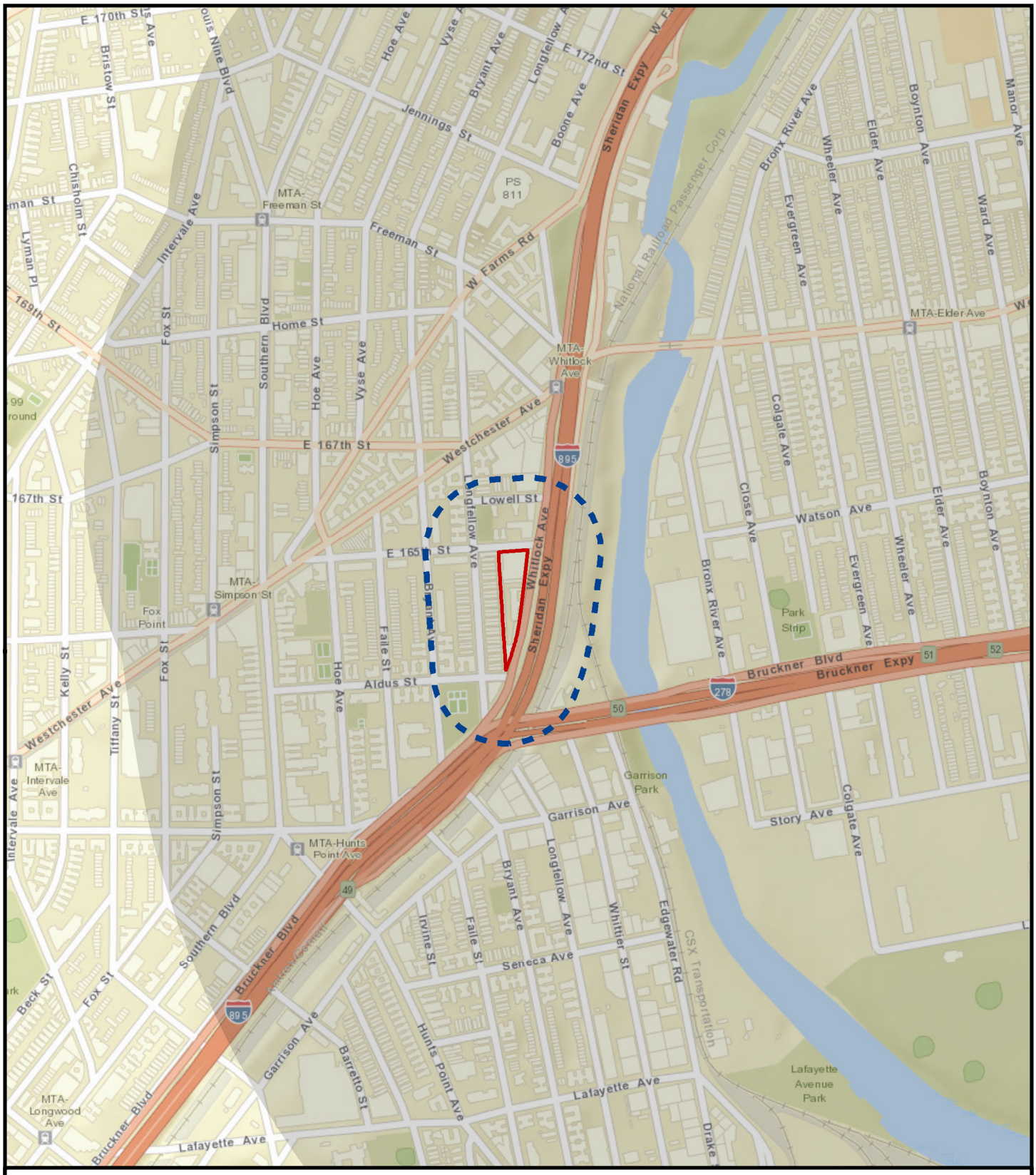

FIGURE 19: HISTORIC AND CULTURAL RESOURCES

Whitlock and 165th Street Rezoning

0 0.125 0.25 0.5 Miles

N

Project Site

Archaeologically Sensitive Areas

Study Area (400-foot radius)

FOXHURST

THE BRONX, NY

Map Reference: Basemap: ESRI; Shapefile: NYC Dept of City Planning MapPLUTO

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ATTACHMENT I. URBAN DESIGN AND VISUAL RESOURCES

INTRODUCTION

This section assesses the potential effects on urban design and visual resources that could result from the Proposed Action. According to the *CEQR Technical Manual*, a preliminary assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by the existing zoning, including projects that result in an increase in built floor area beyond what would be allowed as-of-right or in the No-Action Condition. CEQR requires a detailed analysis for projects that would result in substantial alterations to the streetscape of the neighborhood by noticeably changing the scale of buildings.

METHODOLOGY

Based on the guidelines and definitions in the *CEQR Technical Manual*, this assessment of urban design and visual resources considers the Proposed Action's potential effect on the following elements:

1. Streetscape and Buildings: Streetscape elements are physical features that make up a streetscape, such as building street walls, fenestration, sidewalks, street trees, street furniture, and other fixtures. A building's street wall forms the most common backdrop for public space and includes a building's size, shape, setbacks, lot coverage, and placement on the zoning lot and block.

2. Visual Resources: A visual resource is the connection from the public realm to significant natural or built features, including views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, or natural resources.

STUDY AREA

According to the *CEQR Technical Manual*, the study area for an urban design analysis is defined as the area where the project may influence land use patterns and the built environment, and is generally consistent with that used for the land use analysis (400-foot radius). However, in many cases where significant visual resources exist, it might be appropriate to look beyond the Land Use Study Area to encompass views outside of this area, as is often the case with waterfront sites or sites within or near historic districts. Because the Project Site is not adjacent to any significant visual resources, a 400-foot Study Area ("Study Area") will be used to analyze urban design and visual resources (Figure 20).

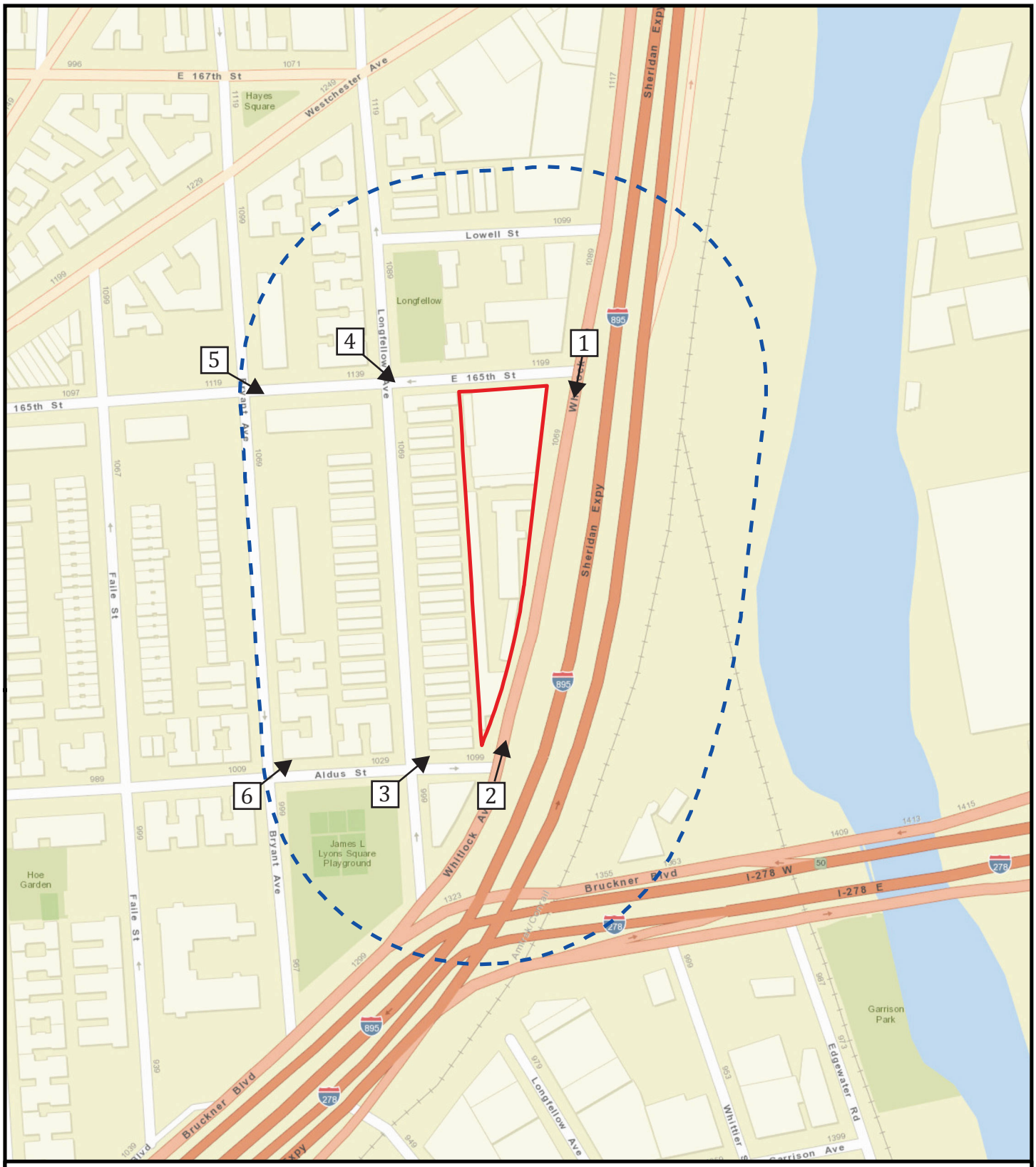

FIGURE 20: STUDY AREA AND VIEWSHED LOCATION MAP
Whitlock and 165th Street Rezoning

Project Site
Study Area (400-foot radius)
Viewsheds

0 100 200 400 Feet

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FOXHURST
BRONX, NY
Map Reference: Basemap: ESRI; Shapefile: NYC Dept of City Planning MapPLUTO

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EXISTING CONDITIONS

Project Site

The Project Site is a an approximately 61,586 square foot triangular-shaped lot (Block 2756, Lots 85 and 90), generally bounded by East 165th Street to the north, Whitlock Avenue to the east, Aldus Street to the south, and two-story residential buildings fronting Longfellow Avenue to the west (Figures 20 and 21). Further east of the Project Site is the elevated Sheridan Expressway, the No. 6 subway lines, commuter and freight rail line, Concrete Plant Park, and the Bronx River. Residential uses with height ranging between one and six stories generally define the area west of the Project Site.

Streetscape and Buildings

The Project Site is zoned M1-1 and is occupied by one- and two-story industrial buildings and storage and parking structures. The east side of Whitlock Avenue lacks pedestrian infrastructure due to the location of the elevated platform for the No. 6 subway line and the presence of a barrier wall. The industrial structures fronting the west side of Whitlock Avenue, the lack of retail amenities, and the dilapidated, discontinuous sidewalk create an unfriendly pedestrian experience along this corridor (Figure 22). The area immediately west of the Project Site is zoned R7-1 and is generally defined by lower and medium density residential buildings including detached two-family homes along Longfellow Avenue (Figure 23), and a six-story multifamily elevator buildings at the intersection of Bryant Avenue and Aldus Street (Figure 24). There is a three-story mixed use building at the southeast corner of East 165th Street and Longfellow Avenue (Figures 25).

Open Space and Visual Resources

Key visual resources in the Study Area include: James L. Lyons Square Playground, at Longfellow Avenue and Aldus Street; Longfellow Garden, at Longfellow Avenue and E. 165th Street; and Concrete Plant Park and the Bronx River waterfront, both east of the Project Site and not directly visible from the Project Site.

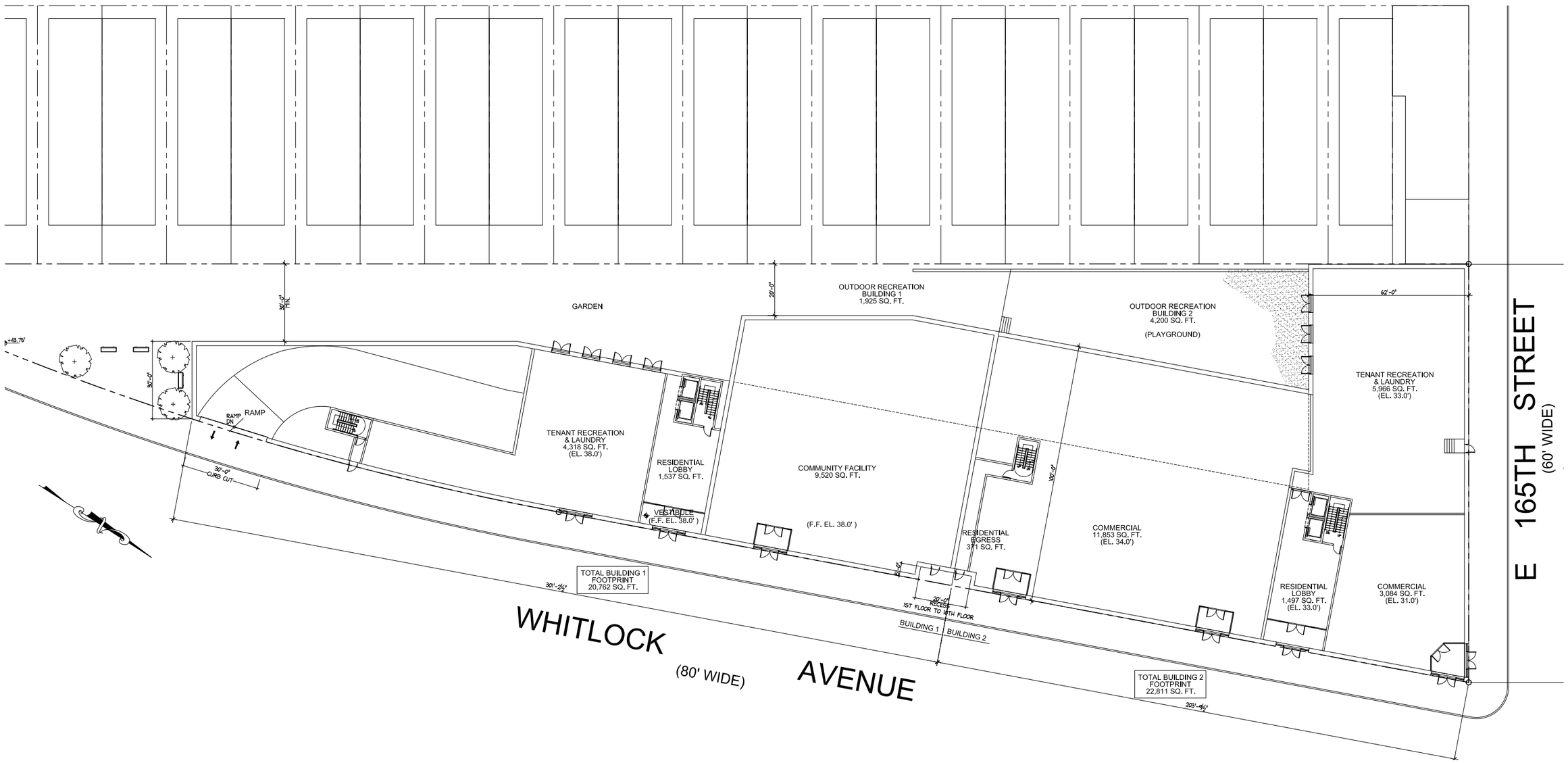

FIGURE 21: PROPOSED FIRST FLOOR SITE PLAN
Whitlock and 165th Street Rezoning

For Illustrative Purposes

FOXHURST
BRONX, NY
Source: Newman Design

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FIGURE 22: EXISTING CONDITIONS ON WHITLOCK AVENUE
Whitlock and 165th Street Rezoning

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FIGURE 23: TWO-FAMILY HOMES ALONG LONGFELLOW AVENUE
Whitlock and 165th Street Rezoning

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FIGURE 24: MULTI-FAMILY ELEVATOR BUILDINGS AT BRYANT AVENUE AND ALDUS STREET
Whitlock and 165th Street Rezoning

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FIGURE 25: THREE-STORY MIXED-USE BUILDING AT EAST 165TH STREET AND LONGFELLOW AVENUE
Whitlock and 165th Street Rezoning

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ASSESSMENT

The development in the With-Action Condition would consist of two, 14-story (145-foot) mixed-use buildings totaling approximately 472,484 gsf; the buildings would include ground floor retail and community facility uses, residential use on the upper floors, and a below-grade parking garage. Streetscape and Buildings

The Proposed Project would enhance the streetscape along Whitlock Avenue between Aldus Street and East 165th Street by providing new retail and commercial amenities targeting the local population. Additional streetscape improvements would include the planting of street trees or other landscape features and the installation of new lighting on the proposed buildings' east façade. A new sidewalk would be constructed along the west side of Whitlock Avenue that would improve pedestrian flow and the overall pedestrian experience. The streetscape on the north side of the Project Site along East 165th Street would also be enhanced with the proposed building's street wall that would include windows at the pedestrian level and new lighting (Figure 26).

The Proposed Project would facilitate the construction of two, 14-story, mixed-use buildings. These proposed buildings would be taller and bulkier than the existing residential buildings defining the area west of the Project Site, particularly those immediately west of the Project Site fronting Longfellow Avenue. However, the two proposed buildings would be uniformly massed to the east along Whitlock Avenue and E. 165th Street. The proposed buildings' northern section along East 165th Street and southern section facing Aldus Street would "step down" towards the existing lower-density residential buildings in the area in order to create a harmonious urban form. Moreover, the western portion of the Project Site would be occupied by outdoor recreation space and a garden. These open space areas would provide a buffer between the Proposed Project's west façade and the existing residential buildings fronting Longfellow Avenue (Figures 27, 28, and 29).

The upper floors of the Proposed Project would be partially visible from the intersection of Longfellow Avenue and Aldus Street (Figure 30), while a majority of the proposed building's north-facing street wall would be visible from the intersection of Longfellow Avenue and East 165th Street (Figure 31). The upper floors of the Proposed Project would be visible from the intersection of Bryant Avenue and East 165th Street (Figure 32); none of the Proposed Project would be visible from the intersection of Bryant Avenue and Aldus Street (Figure 33).

Based on this information, the Proposed Project would not adversely affect either the existing pedestrian experience or the existing urban context characterizing the lower density neighborhood east of the Project Site. At the same time, the Proposed Project would enhance streetscape and overall pedestrian experience along Whitlock Avenue and East 165th Street.

Visual and Open Space Resources

Key open space and visual resources in the Study Area include: James L. Lyons Square Playground, at Longfellow Avenue and Aldus Street; Longfellow Garden, at Longfellow Avenue and E. 165th Street; and Concrete Plant Park and the Bronx River waterfront, both east of the Project Site and not directly visible from the Project Site.

The James L. Lyons Square Playground is southeast of the Project Site and not directly visible from the Project Site. Longfellow Garden is adjacent to the northern portion of the Project Site along E. 165th Street. The Proposed Project would not adversely affect Longfellow Garden; in fact, the streetscape improvements along the southern side of E. 165th Street that would be provided in connection with the Proposed Project would complement the planned renovations of Longfellow Garden and improve the overall pedestrian experience along this corridor. Therefore, the Proposed Action would not affect these open space resources.[40]

Concrete Plant Park and the Bronx River waterfront are east of the Project Site Pedestrian views from the Project Site to both the park and waterfront are blocked by the elevated rail line and the Sheridan Expressway (Figure 34). Therefore, the Proposed Project would not affect these visual resources.

CONCLUSION

The Proposed Action would result in an increase in built floor area and building height beyond what is currently allowed "as-of-right" in the existing M1-1 zoning district. As discussed above, the Proposed Project would enhance the streetscape along Whitlock Avenue and East 165th Street by providing new retail and pedestrian amenities; would not adversely affect either the existing pedestrian experience or the existing urban context characterizing the lower density neighborhood east of the Project Site; and would have no effect on the open space and visual resources in the surrounding area, including the James L. Lyons Square Playground, Longfellow Garden, and Concrete Plant Park and the Bronx River waterfront. Based on this information, the Proposed Action would not result in any significant adverse impacts on urban design and visual resources; therefore, no further analysis is necessary.

[40] See, also, Attachment G: Shadows for the assessment of potential shadow impacts on these open space resources.

FIGURE 26: PROPOSED PROJECT RENDERING
Whitlock and 165th Street Rezoning

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Source: Newman Design

For Illustration Purposes

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FIGURE 27: PROPOSED PROJECT RENDERING
Whitlock and 165th Street Rezoning

For Illustration Purposes

FOXHURST
BRONX, NY
Source: Newman Design

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FIGURE 28: WITH-ACTION CONDITION - WHITLOCK AVENUE LOOKING SOUTH
Whitlock and 165th Street Rezoning

View 1: *Looking south on Whitlock Avenue at the intersection of East 165th Street and Whitlock Avenue*

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FIGURE 29: WITH-ACTION CONDITION - WHITLOCK AVENUE LOOKING NORTH
Whitlock and 165th Street Rezoning

View 2: *Looking north on Whitlock Avenue at the intersection of Aldus Street and Whitlock Avenue*

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FIGURE 30: WITH-ACTION CONDITION - LONGFELLOW AVENUE LOOKING NORTHEAST
Whitlock and 165th Street Rezoning

View 3: *Looking northeast at the intersection of Longfellow Avenue and Aldus Street*

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FIGURE 31: WITH-ACTION CONDITION - EAST 165TH STREET LOOKING SOUTHEAST
Whitlock and 165th Street Rezoning

View 4: *Looking southeast at the intersection of Longfellow Avenue and East 165th Street*

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FIGURE 32: WITH-ACTION CONDITION - BRYANT AVENUE LOOKING SOUTHEAST
Whitlock and 165th Street Rezoning

View 5: *Looking southeast at the intersection of Bryant Avenue and East 165th Street*

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FIGURE 33: WITH-ACTION CONDITION - BRYANT AVENUE LOOKING NORTHEAST
Whitlock and 165th Street Rezoning

View 6: *Looking northeast at the intersection of Bryant Avenue and Aldus Street*

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FIGURE 34: OBSTRUCTED VIEWS OF VISUAL RESOURCES EAST OF PROJECT SITE
Whitlock and 165th Street Rezoning

Looking east from the Project Site on Whitlock Avenue

Looking southeast from the Project Site along Whitlock Avenue

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ATTACHMENT J. HAZARDOUS MATERIALS

INTRODUCTION

The *CEQR Technical Manual* defines hazardous materials as any substances that pose a threat to human health or the environment. Substances that can be of concern include, but are not limited to, heavy metals, volatile and semi volatile organic compounds (VOCs, including petroleum constituents and chlorinated solvents, and SVOCs), methane, polychlorinated biphenyls (PCBs), and hazardous wastes (defined as substances that are chemically active, ignitable, corrosive, or toxic).

The potential for significant impacts from hazardous materials occurs when hazardous materials exist on a site and an action would increase pathways to their exposure to humans and the environment, or an action would introduce new activities or processes using hazardous materials.

In accordance with *CEQR Technical Manual* guidelines, the first step in evaluating potential hazardous materials on a Project Site is to conduct a Phase I ESA. Typically, a Phase 1 ESA is conducted to provide a qualitative evaluation of environmental conditions on a particular project site. In January 2016, a Phase I Environmental Site Assessment (ESA) was conducted for the Project Site to identify recognized hazardous substances or petroleum products that indicate an existing release, a past release, or a material threat of a release into structures on the property or into the ground, groundwater, or surface water of the property. The findings and recommendations contained in the Phase I ESA are summarized below.

PHASE I ENVIRONMENTAL SITE ASSESSMENT

The Phase I ESA was prepared in accordance with the ASTM Practice E1527-13 (Standard Practice for ESA: Phase I ESA Process) and the U.S. Environmental Protection Agency (USEPA) All Appropriate Inquiry (AAI) Rule for the property at 1125 Whitlock Avenue and the abutting property at 1156 East 165th Street (the "Phase I Site"). The purpose of the Phase 1 ESA was to identify the presence or likely presence, use, or release on the Phase I Site of hazardous substances or petroleum products as defined in ASTM E1527-13 as a Recognized Environmental Condition (REC). A copy of the Phase I report is included in Appendix D.

The specific scope of the Phase I ESA included the following:

- Visual inspection of the Phase I Site;
- A review of regulatory records and documents; and
- A review of historical records and documents are performed in accordance with ASTM E1527-13 and the appended Scope and Limitations (Appendix D).

PHASE I ESA FINDINGS

Recognized Environmental Conditions (RECs)

The Phase I ESA identified the following RECs, HRECs, and *de minimis* conditions at the Phase I Site.

REC 1- Historic Use, Petroleum Bulk Storage on Project Site

A historical Sanborn Fire Insurance map from 1950 for the 1156 East 165th Street lot indicates two 500-gallon tanks located on the Project Site. The New York State Department of Environmental Conservation (NYSDEC) database for petroleum bulk storage facilities does not list these tanks and no other information pertaining to the tanks were identified during the Phase I ESA. However, based on the Phase I ESA investigation, petroleum leakage from the tanks cannot be ruled out.

REC 2 – Historic Use, Auto Repair on Project Site

The Project Site at 1125 Whitlock Avenue from 1999 to 2012 was identified as Sonero Auto Repair. The Phase I ESA also indicates that the property was also operated as Metro City Auto Repair. Sites with such uses have the potential to generate wastes, which may contaminate local soil and/or groundwater if not disposed of properly. Other properties in the immediate vicinity of the Project Site also have the potential to generate similar wastes. A potential vapor encroachment condition exists based on the history of the Project Site and surrounding properties in the immediate vicinity.

Controlled Recognized Environmental Conditions (CRECs)

The Phase I ESA has not revealed any evidence of CRECs on the Project Site.

Historical Recognized Environmental Conditions (HRECs)

HREC 1 – Historic Unregulated/Closed Underground Storage Tanks

Whitlock Parking and Storage is located on the Project Site at 1125 Whitlock Avenue. Four 1,000-gallon underground storage tanks (USTs) were closed in place on December 1, 1999. The installation date of these USTs was not reported. The Project Site is listed with NYSDEC as unregulated/closed, and is considered a HREC.

De minimis Conditions

De minimis Condition 1 – Plastics Manufacturing Facility on Project Site

The northern portion of the Project Site (1156 East 165th Street) is currently occupied by a plastics facility. The drain on the site discharges to the municipal sewer and the site does not generate hazardous or regulated waste materials. Information on the site's floor drain was provided by the current owner and operator. The drain's connection to the municipal sanitary sewer was not independently verified. Because the plastics manufacturing facility is listed as a *de minimis* condition, it is assumed that the facility is not a threat to human health or the environment.

PHASE I ESA CONCLUSION

The Project Site previously contained fuel storage tanks, including four tanks on the parcel at the southernmost end of Whitlock Avenue, and two tanks located on the 1156 East 165th Street parcel. The four tanks located on the Whitlock Avenue lot have been closed in place and are registered with NYSDEC. No additional information was available regarding the two tanks at 1156 East 165th Street. Leakages from the tanks and past historical operations on the Project Site or on nearby properties have the potential to create a vapor intrusion condition; therefore, a subsurface investigation (Phase II Environmental Site Investigation (ESI)) would be needed in order to determine the condition of soil quality and soil vapor in the vicinity of these tanks and on the Project Site.

The results of the Phase II ESI, along with a Remedial Action Plan (RAP) and Construction Health and Safety Plan (CHASP) would be submitted, as appropriate, to the New York City Department of Environmental Protection (DEP) for review and approval prior to any ground disturbance. The Phase II ESI would be prepared in accordance with ASTM guidelines (ASTM E-1903), and should be comprised of three key elements, as outlined in the *CEQR Technical Manual*: (i) an analytical plan that addresses the types of sampling and rationale for the approach; (ii) a Health and Safety Plan (HASP) for personnel undertaking the work; and (iii) a quality assurance control plan for the acquisition, handling, and analysis of samples taken. If petroleum storage tanks are encountered at the site and it is determined that remedial measures would likely be required to mitigate contaminated soils, a RAP and CHASP should be submitted to DEP along with the Phase II Report. Prior to construction on the site, petroleum tanks should be properly closed and removed, along with contaminated soil in accordance with applicable regulations, including DEC spill report and registration requirements. Construction plans, to the extent they are known, should be referenced in, and attached to, the Phase II ESI Work Plan and subsequent reports.

(E) Designations

Based on information revealed and conclusions presented in the Phase I ESA, (E) designations would be assigned to Block 2756 Lots 85 and 90 for hazardous materials. By placing (E) designations on sites where there is a known or potential environmental concern, the potential for an adverse impact to human health and the environment resulting from the Proposed Action would be reduced or avoided. The (E) designation provides the impetus to identify and address facilities, activities or environmental conditions so that significant adverse impacts during site development would be reduced. The New York City Office of Environmental Remediation (OER) would provide regulatory oversight of the environmental investigation and remediation during this process. Building permits are not issued by the DOB without prior OER approval of the investigation and/or remediation pursuant to the provisions of Section 11-15 of the New York City Zoning Resolution (Environmental Requirements).

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

Task 1 – Sampling Protocol

> **The applicant submits to the OER, for review and approval, a Phase 1 Environmental Site Assessment (ESA) of the site along with a soil and groundwater**

testing protocol, including a description of methods and a site map with all sampling locations clearly and precisely represented.

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

Task 2 – Remediation Determination and Protocol

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

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

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

All demolition or rehabilitation would be conducted in accordance with applicable requirements for disturbance, handling and disposal of suspect lead-paint and asbestos-containing materials.

CONCLUSION

Human exposure to existing on-site hazardous materials would be reduced or eliminated using remedial technologies and institutional and engineering controls established in the Phase II ESI as well as through the assignment of (E) designations. Measures for addressing areas of identified contamination would be outlined in a DEP-approved CHASP and RAP; remediation measures would be undertaken pursuant to the DEP-approved RAP. The measures described in the CHASP and RAP would ensure that no significant adverse impacts related to hazardous materials would occur. Additionally, the implementation of the preventative and remedial measures outlined in the (E) designation requirements would reduce or avoid the potential of significant adverse hazardous

materials impacts from potential construction in the Project Area resulting from the Proposed Action.

With this (E) designation (E-413) in place, no significant adverse impacts due to hazardous materials are anticipated as a result of the Proposed Action. Therefore, no additional analysis is warranted.

ATTACHMENT K. WATER AND SEWER INFRASTRUCTURE

INTRODUCTION

New York City's water and sewer network is fundamental to the operation, health, safety, and quality of life of the city and its surrounding environment. The infrastructure network must be sized to fit the users and surface conditions in order to function adequately. Ensuring these systems have adequate capacity to accommodate land use or density changes and new development is critical to avoiding environmental and health problems such as sewer back-ups, street flooding, or pressure reductions.[41]

According to *CEQR Technical Manual* guidelines, a preliminary water infrastructure analysis is needed if the project would result in an exceptionally large demand for water (*e.g.,* those that are projected to use more than one million gallons per day (mgd)), or is in an area that experiences low water pressure. For proposed projects in Brooklyn, the Bronx, Queens, or Staten Island, a preliminary sewer infrastructure assessment is needed if the proposed project is in a combined sewer area and would exceed 400 incremental residential units or 150,000 incremental square feet (sf) or more of commercial, public facility, and institution and/or community facility space.

As described in Chapter 1, "Project Description," the development at 1125 Whitlock Avenue is in a combined sewer area, and in the With-Action Condition, would result in an increase of approximately 418,759 gross square feet (gsf) of residential floor area (474 dwelling units); approximately 9,520 gsf of ground floor community facility space (Building 1); approximately 14,937 gsf of ground floor commercial space (Building 2); and approximately 29,268 gsf of below-grade parking (69 spaces). Therefore, a preliminary water and sewer infrastructure assessment is warranted.

ASSESSMENT

Water Supply

Using rates provided in Table 13-2 of the *CEQR Technical Manual*, the development in the With-Action Condition is anticipated to require approximately 217,148 gallons per day (gpd) of water, which is an approximately 201,638-gpd increase over the No-Action Condition. This incremental demand of 201,638 gpd of water would be distributed over an approximately one-block area and represents less than 1 percent of New York City's water reservoir capacity of 550 billion gallons.[42] Because the incremental water demand created by the Proposed Project would be less than one mgd, and would not be in an area that experiences low water pressure, such as the Rockaway peninsula at the periphery of the distribution system, no further analysis regarding the Proposed Action's effect on water supply is necessary.

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Table K-1: Water Consumption & Wastewater Generation

	Future without the Proposed Action (No-Action)			Future with the Proposed Action (With-Action)			Incremental Change between the No-Action and With-Action Scenario		
Land Use	Area (sf)/ Dwelling Units (DU)	Water Demand (gpd)[1]	Wastewater Generation (gpd)	Area (sf)/ Dwelling Units (DU)	Water Demand (gpd)[1]	Wastewater Generation (gpd)	Area (sf)/ Dwelling Units (DU)	Water Demand (gpd)[1]	Wastewater Generation (gpd)
Residential	0	0	0	418,759 (474 DU)[2]	210,545	139,356	418,759 (474 DU)	210,545	139,356
Retail[3]	0	0	0	0	0	0	0	0	0
Commercial /Office	0	0	0	14,937	4,033	1,494	14,937	4,033	1,494
Community Facility[4]	0	0	0	9,520	2,570	952	9,520	2,570	952
Industrial/ Warehouse/ Auto-Related/ Garage[5]	38,817	15,510	8,911	0	0	0	-38,817	-15,510	-8,911
Total Water Demand (gpd)		**15,510**			**217,148**			**201,638**	
Total Wastewater Generation (gpd)		**8,911**			**141,802**			**132,891**	

Source: Consumption rates obtained from the CEQR Technical Manual (2014), Table 13-2, "Water Usage and Sewage Generation Rates for Use in Impact Assessment," unless otherwise noted.
Notes:
[1] Gallons per day (gpd).
[2] Approximately 2.94 residents per dwelling unit (DU) for residential development within Community District 2 (100 gpd per resident).
[3] Use group comprises retail, supermarket, and restaurant.
[4] Same rate as commercial/ office. Includes house of worship, day care, medical office, adult learning center, and community center uses.
[5] Based on rates provided in the Greenpoint-Williamsburg Rezoning FEIS (2005).

Wastewater Treatment

Wastewater generated by the Proposed Action would be processed by the Hunts Point Waste Water Treatment Plant (WWTP), which is designed to treat approximately 200 mgd of wastewater. Based on water usage and sewage generation rates in Table 13-2 of the *CEQR Technical Manual*, the development in the With-Action Condition would generate approximately 0.14 mgd of wastewater, which is an approximately 0.13 mgd increase over the No-Action Condition. This incremental generation of 0.13 mgd of wastewater represents approximately 0.065 percent of the Hunts Point WWTP wastewater capacity. This project-generated wastewater would be directed through the existing 18-inch sanitary connections to a larger 132-inch by 117-inch sanitary connection. The 132-inch by 117-inch sanitary connection extends along Whitlock Avenue adjacent to the Project Site and receives additional stormwater flow from catch basins along the Sheridan Expressway.

Because the incremental wastewater generated by the Proposed Project would be negligible in comparison to the Hunts Point WWTP capacity, no further analysis regarding the Proposed Action's effect on wastewater is necessary.

Stormwater and Drainage Management

The Project Site (approximately 59,538 sf) is covered in its entirety with impervious roof and pavement/walkway surfaces. The Project Site is served by a combined sewer system, in which stormwater and wastewater generated on the Project Site are both directed through the same sanitary connections to the Hunts Point WWTP. In the No-Action Condition, no changes to the Project Site are anticipated; therefore, the Project Site would remain entirely covered with impervious surface. In the With-Action Condition, the Proposed Project's impervious lot coverage would be approximately 43,175 sf; therefore, the With-Action Condition would result in an increase of approximately 16,363 sf of pervious surface.

As shown in Table K-2, for storm events with up to 2.5 inches of rain, the Project Site in its current condition may generate up to 0.09 million gallons (mg) of stormwater. Depending on intensity and continuity during storm events with up to 2.5 inches of rainfall, the total volume of stormwater and sanitary sewage flowing to the combined sewer system range from 0.00 to 0.10 mg.

Table K-2: Existing Runoff and Combined Flows Calculations

Rainfall Volume (inches)	Rainfall Duration (hours)	Runoff Volume Direct Drainage (mg)[1]	Runoff Volume to CSS (mg)	Sanitary Volume to CSS (mg)	Total Volume to CSS (mg)
0.00	3.80	0.00	0.00	0.00	0.00
0.40	3.80	0.00	0.01	0.00	0.02
1.20	11.30	0.00	0.04	0.00	0.05
2.50	19.50	0.00	0.09	0.01	0.10

Notes:
[1] Million gallons (mg).

As shown in Table K-3, for storm events with up to 2.5 inches of rain, the Project Site in the With-Action Condition may generate up to 0.07 mg of stormwater. Depending on intensity and continuity during storms events with up to 2.5 inches of rainfall, the total volume of stormwater and sanitary sewage flowing to the combined sewer system events range from 0.02 to 0.19 mg. The Proposed Project, therefore, would result in a maximum increase of 0.09 mg of combined stormwater and sanitary sewage during a storm event of up to 2.5 inches of rain. Because this increase is below the 5 percent threshold for dry and wet weather flows as defined in the *CEQR Technical Manual*, no further analysis is warranted.

Table K-3: With-Action Runoff and Combined Flows Calculations

Rainfall Volume (inches)	Rainfall Duration (hours)	Runoff Volume Direct Drainage (mg)[1]	Runoff Volume to CSS (mg)	Sanitary Volume to CSS (mg)	Total Volume to CSS (mg)
0.00	3.80	0.00	0.00	0.02	0.02
0.40	3.80	0.00	0.01	0.02	0.03
1.20	11.30	0.00	0.03	0.07	0.10
2.50	19.50	0.00	0.07	0.11	0.19

Notes:
[1] Million gallons (mg).

CONCLUSION

Based on the assessment above, the Proposed Action is not anticipated to result in any significant adverse water and sewer infrastructure impacts; therefore, no further analysis is required.

ATTACHMENT L. TRANSPORTATION

INTRODUCTION

The objective of a transportation analysis is to determine whether a proposed action may have a potentially significant adverse impact on traffic operations and mobility, public transportation facilities and services; pedestrian elements and flow; safety of roadway users (pedestrians, bicyclists, and vehicles); and on- and off-street parking or goods movement. The *CEQR Technical Manual* identifies minimum development densities that potentially require a transportation analysis. Development at less than the development densities shown in Table 16-1 of the *CEQR Technical Manual* generally result in fewer than 50 peak-hour vehicle trips, 200 peak-hour subway/rail or bus transit riders, and 200 peak-hour pedestrian trips, where significant adverse impacts are considered unlikely.

METHODOLOGY

For transportation analysis purposes, the incremental difference in trip generation between the No-Action and the With-Action Conditions provides the basis for assessing transportation conditions in the Study Area. The With-Action Condition would result in a net increase of 418,759 gsf of residential space (474 dwelling units, 100 percent affordable); a net increase of 14,937 gsf of commercial space; a net increase of 9,520 gsf of community facility space[43]; a net increase of 69 parking spaces; and a net decrease of 20,824 gsf of manufacturing/industrial space. A summary of the 2011-2015 ACS Journey to Work data for Bronx Census Tracts 119,121.01, 121.02, 123, 127.01, 129.01, 159 by transportation mode is located in Appendix E, "ACS 2011-2015 Journey to Work."

TRANSPORTATION SCREENING ASSESSMENT

The *CEQR Technical Manual* describes a two-tier screening process to determine if quantified analyses of transportation conditions are warranted. The preliminary assessment starts with a trip generation analysis (Level 1) to estimate the volume of person and vehicle trips attributable to the project. According to the *CEQR Technical Manual*, if the project is expected to result in fewer than 50 peak hour vehicle trips and fewer than 200 peak hour transit or pedestrian trips, further quantified analyses are not warranted. When these thresholds are exceeded, detailed trip assignments (Level 2) are performed to estimate the incremental trips that could be incurred at specific transportation elements and to identify potential locations for further analyses. If the trip assignments show that the Proposed Project would generate 50 or more peak hour vehicle trips at an intersection, 200 or more peak hour subway trips at a station, 50 or more peak hour bus trips in one direction along a bus route, or 200 or more peak hour pedestrian trips traversing a pedestrian element, then further quantified analyses may be warranted to assess transportation conditions in the Study Area.

[43] The community facility space will be occupied by a child day care facility. The trip generation estimates utilize the child day care transportation demand factors from the East New York Rezoning Proposal FEIS, 2016 (CEQR No. 15DCP102K).

Level 1 Screening Assessment

A Level 1 screening assessment was conducted to determine if the increment in the With-Action Condition would exceed CEQR thresholds for conducting quantified transportation analyses. To undertake this assessment, a trip generation analysis was conducted for the weekday AM, midday, PM, and Saturday midday peak hours. Trip estimates were developed for the local retail, community facility, and residential components for the With-Action Condition. However, conservatively, no credit was taken for the net decrease of 20,824 sf of manufacturing/industrial space. Trip estimates were not developed for the No-Action Condition given that there is no site development program in this scenario.

Transportation planning assumptions used in trip generation analysis are summarized in Table L-1 and are based on information provided in the *CEQR Technical Manual*, 2011-2015 U.S. Census Bureau's American Community Survey (ACS) database, East Fordham Road Rezoning FEIS 2013 (CEQR No.: 13DCP107X) and East New York Rezoning Proposal FEIS, 2016 (CEQR No. 15DCP102K).

As summarized in Table L-2, the With-Action Condition is expected to generate approximately 502, 643, 710, and 635 net incremental person trips, and 61, 52, 72, and 63 net incremental vehicle trips during the weekday AM, midday, PM, and Saturday midday peak hours, respectively.

Table L-1: Transportation Planning Assumptions

Use	Local Retail 14,937				Day Care 9,520				Residential (DU) 474			
Total Daily Person Trip	(1) Weekday 205 Trips/KSF		SAT 240		(4) Weekday 33 Trips/KSF		SAT 2		(1) Weekday 8.075 Trips/DU		SAT 9.60	
Trip Linkage	25%				0%				0%			
Net Daily Person Trip	Weekday 154 Trips/KSF		SAT 180		Weekday 33 Trips/KSF		SAT 2		Weekday 8.075 Trips/DU		SAT 9.60	
Temporal	(1)				(4)				(1)			
	AM	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**
	3.0%	19.0%	10.0%	10.0%	16.0%	5.0%	19.0%	12.0%	10.0%	5.0%	11.0%	8.0%
Direction	(3)				(4)				(3)			
In	50%	50%	50%	50%	53%	50%	47%	47%	15%	50%	70%	50%
Out	50%	50%	50%	50%	47%	50%	53%	53%	85%	50%	30%	50%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Modal Split	(3)				(4)				(2)			
	AM	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**
Auto	3.0%	3.0%	3.0%	3.0%	5.0%	5.0%	5.0%	5.0%	14.3%	14.3%	14.3%	14.3%
Taxi	2.0%	2.0%	2.0%	2.0%	1.0%	1.0%	1.0%	1.0%	0.7%	0.7%	0.7%	0.7%
Subway	5.0%	5.0%	5.0%	5.0%	3.0%	3.0%	3.0%	3.0%	57.3%	57.3%	57.3%	57.3%
Bus	10.0%	10.0%	10.0%	10.0%	6.0%	6.0%	6.0%	6.0%	17.1%	17.1%	17.1%	17.1%
Railroad	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	2.4%	2.4%	2.4%
Ferry	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.2%	0.2%	0.2%
Walk	80.0%	80.0%	80.0%	80.0%	85.0%	85.0%	85.0%	85.0%	7.9%	7.9%	7.9%	7.9%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Vehicle Occupancy	(3)				(4)				(2)(3)			
Auto	1.60				1.65				1.16			
Taxi	1.20				1.40				1.40			
Daily Delivery Trip Generation Rate	(1) Weekday 0.35 Delivery Trips/ KSF		SAT 0.04		(4) Weekday 0.07 Delivery Trips/ KSF		SAT 0		(1) Weekday 0.06 Delivery Trips/DU		SAT 0.02	
Delivery Temporal	(1)				(4)				(1)			
	AM	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**
	8.0%	11.0%	2.0%	11.0%	9.6%	11.0%	1.0%	0.0%	12.0%	9.0%	2.0%	9.0%
Delivery Direction	(1)				(4)				(1)			
In	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Out	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Sources
(1) 2014 CEQR Technical Manual
(2) Journey to Work, U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates (using weighted average of census tracts 87, 119, 121.01, 121.02, 123, 127.01, 129.01, 159 of Bronx county, New York.)
(3) East Fordham Road Rezoning FEIS 2013 (CEQR No. 13DCP107X)
(4) East New York Rezoning Proposal FEIS, 2016 (CEQR No. 15DCP102K)

Table L-2: Transportation Demand Forecast, With-Action Condition

Use	Peak Hour	In/Out	Person Trips									Vehicle Trips			
			Auto	Taxi	Subway	Bus	Railroad	Ferry	Bicycle	Walk	Total	Auto	Taxi	Delivery	Total
Local Retail	Weekday AM	In	1	1	2	3	0	0	0	28	34	1	1	0	2
		Out	1	1	2	3	0	0	0	28	34	1	1	0	2
		Total	2	1	3	7	0	0	0	55	69	1	2	0	4
	Weekday Midday	In	7	4	11	22	0	0	0	175	218	4	7	0	12
		Out	7	4	11	22	0	0	0	175	218	4	7	0	12
		Total	13	9	22	44	0	0	0	349	436	8	15	1	23
	Weekday PM	In	3	2	6	11	0	0	0	92	115	2	4	0	6
		Out	3	2	6	11	0	0	0	92	115	2	4	0	6
		Total	7	5	11	23	0	0	0	184	230	4	8	0	12
	Saturday Midday	In	4	3	7	13	0	0	0	108	134	3	4	0	7
		Out	4	3	7	13	0	0	0	108	134	3	4	0	7
		Total	8	5	13	27	0	0	0	215	269	5	9	0	14
Day Care	Weekday AM	In	1	0	1	2	0	0	0	23	27	1	0	0	1
		Out	1	0	1	1	0	0	0	20	24	1	0	0	1
		Total	3	1	2	3	0	0	0	43	50	2	1	0	2
	Weekday Midday	In	0	0	0	0	0	0	0	7	8	0	0	0	0
		Out	0	0	0	0	0	0	0	7	8	0	0	0	0
		Total	1	0	0	1	0	0	0	13	16	0	0	0	1
	Weekday PM	In	1	0	1	2	0	0	0	24	28	1	0	0	1
		Out	2	0	1	2	0	0	0	27	32	1	0	0	1
		Total	3	1	2	4	0	0	0	51	60	2	1	0	3
	Saturday Midday	In	0	0	0	0	0	0	0	1	1	0	0	0	0
		Out	0	0	0	0	0	0	0	1	1	0	0	0	0
		Total	0	0	0	0	0	0	0	2	2	0	0	0	0
Residential (DU)	Weekday AM	In	8	0	33	10	1	0	0	5	57	7	2	2	11
		Out	47	2	187	56	8	0	1	26	325	40	2	2	44
		Total	55	3	219	65	9	0	1	30	383	47	4	3	55
	Weekday Midday	In	14	1	55	16	2	0	0	8	96	12	1	1	14
		Out	14	1	55	16	2	0	0	8	96	12	1	1	14
		Total	27	1	110	33	5	0	0	15	191	24	2	3	28
	Weekday PM	In	42	2	169	50	7	0	1	23	295	36	2	0	39
		Out	18	1	72	22	3	0	0	10	126	16	2	0	18
		Total	60	3	241	72	10	0	1	33	421	52	4	1	57
	Saturday Midday	In	26	1	104	31	4	0	0	14	182	23	2	0	24
		Out	26	1	104	31	4	0	0	14	182	23	2	0	24
		Total	52	3	209	62	9	0	1	29	364	45	4	0	49
Total	Weekday AM	In	11	1	35	15	1	0	0	55	119	9	4	2	14
		Out	49	3	189	61	8	0	1	73	383	42	4	2	47
		Total	59	5	224	75	9	0	1	128	502	50	7	4	61
	Weekday Midday	In	21	5	66	39	2	0	0	189	322	16	8	2	26
		Out	21	5	66	39	2	0	0	189	322	16	8	2	26
		Total	41	10	132	77	5	0	0	378	643	32	17	3	52
	Weekday PM	In	47	5	176	64	7	0	1	139	438	39	6	0	46
		Out	23	4	79	35	3	0	0	129	273	19	6	0	26
		Total	70	8	255	99	10	0	1	268	710	58	13	1	72
	Saturday Midday	In	30	4	111	45	4	0	0	123	318	25	6	0	31
		Out	30	4	111	45	4	0	0	123	318	25	6	0	32
		Total	60	8	222	89	9	0	1	246	635	50	13	0	63

Traffic

As presented in Table L-2, the With-Action Condition would result in approximately 61, 52, 72, and 63 incremental vehicle trips during the weekday AM, midday, PM, and Saturday midday peak hours, respectively. The net incremental vehicle trips during the analysis peak hours exceed the CEQR Level 1 trip generation threshold (50 peak hour vehicle trip-ends); therefore, a Level 2 screening assessment for potential project-generated vehicular trips is required.

Transit

The Project Site is well served by various public transit options (Figure 35). These include the, Bx4, Bx4A, Bx5, Bx6, Bx11, Bx19, Bx27, and Bx35 local bus routes. All of these bus routes have stops within a 0.5-mile walking distance from the Project Site along at least one of the following roads: Westchester Avenue, Southern Boulevard, West Farms Road, East 163rd Street, or Hunts Point Avenue. The 2, 5, and 6 subway lines also serve the Project Site. The subway stations near the

Project Site are the Simpson Street Station of the 2 and 5 subway lines (approximately 0.4 miles away) and the Whitlock Avenue and Hunts Point Avenue stations of the 6 line (approximately 0.2 and 0.3 miles away, respectively). As presented in Table L-2, the With-Action Condition would result in approximately 224, 132, 255, and 222 incremental subway trips and 75, 77, 99, and 89 incremental bus trips during the weekday AM, midday, PM, and Saturday midday peak hours, respectively. This exceeds the CEQR Level 1 trip generation threshold (200 trips) during the four analysis peak hours; therefore, a Level 2 screening assessment for potential project-generated subway impacts is required.

Pedestrian

As presented in Table L-2, the With-Action Condition would result in approximately 502, 643, 710, and 635 net incremental person trips in the weekday AM, midday, PM, and Saturday midday peak hours, respectively. This exceeds CEQR Level 1 trip generation threshold during the four analysis peak hours; therefore, a Level 2 screening assessment for potential project-generated pedestrian impacts is required.

FIGURE 35: STUDY AREA TRANSPORTATION NETWORK

1125 Whitlock Avenue

FOXHURST
THE BRONX, NY

Map Reference: Basemap: ESRI; Shapefile: NYC Dept of Transportation (DOT)

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Level 2 Screening Assessment

Traffic

The Project Site is bordered by East 165th Street to the north, Aldus Street to the south, Whitlock Avenue to the east, and Longfellow Avenue to the west. Generally, the study area is accessible from the north by I-895 (Sheridan Expressway) and Southern Boulevard, from the south by I-278 (Bruckner Expressway)/Bruckner Boulevard, Southern Boulevard, and Westchester Avenue, from the east by I-278/Bruckner Boulevard and Westchester Avenue, and from the west by East 163rd and East 167th/169th Streets.

In terms of lane configuration, East 165th Street operates with one westbound travel lane with parking on both sides. Aldus Street operates with one eastbound travel lane with parking on both sides. Whitlock Avenue operates with one southbound travel lane with parking on the west side. Longfellow Avenue operates with one northbound travel lane and a northbound Class-II bike lane with parking on both sides. The intersections in the immediate vicinity of the site are mostly STOP-controlled, including: Whitlock Avenue and East 165th Street, East 165th Street and Longfellow Avenue, Longfellow Avenue and Aldus Street, and Aldus Street and Whitlock Avenue. The exception is the Whitlock Avenue and Longfellow Avenue intersection, which is signalized.

A Level 2 screening assessment was conducted for the weekday AM, midday, PM, and Saturday midday peak hours to identify specific intersections where detailed analyses could be warranted based on CEQR criteria. In terms of traffic distribution, given the existing street configuration in the Study Area, all project generated vehicular traffic is anticipated to use Whitlock Avenue to access and egress the site. It is expected that all inbound traffic will arrive from north of East 165th Street and all outbound traffic will travel south of Aldus Street. Based on this distribution, the maximum level of traffic any given intersection in the study area could experience during the two peak hours will be East 165th Street at Whitlock Avenue (up to 46 trips during the PM peak hour) and Aldus Street at Whitlock Avenue (up to 47 trips during the weekday AM peak hour). Therefore, none of the intersections in the Study Area would experience 50 or more peak hour project generated trips that would warrant further detailed analysis. Hence, the Proposed Action is not anticipated to result in any significant adverse traffic impactsand no further vehicular traffic analysis is necessary.

Transit

The Project Site is served by three different subway stations within a 0.5-mile walking distance. Therefore, the project generated subway trips would be distributed among these three subway stations. With a maximum of 255 peak hour subway trips in a given peak hour, none of the three stations is expected to experience 200 or more transit riders resulting from the Proposed Action. There are multiple bus routes within the 0.5 mile walking distance. With a maximum of 99 bus trips in a given peak hour, none of the bus routes are expected to experience 50 or more bus trips in a single direction. Based on this information, the Proposed Action is not anticipated to result in any significant adverse transit impacts; therefore, no further analysis is necessary.

Pedestrian

As shown in Table J-2, the projected peak hour pedestrian trips would exceed the CEQR analysis threshold of 200 pedestrians during the weekday AM, midday, PM, and Saturday midday peak hours. Therefore, a Level 2 pedestrian screening assessment was conducted for the weekday AM, midday, PM, and Saturday midday peak hours based on the most logical routes between the project site and various origins/destinations in the Study Area. Level 2 pedestrian trip assignments for the With-Action trips were individually developed for each associated travel mode as follows:

- *Auto Trips* – All project-generated vehicle trips were assigned to the on-site parking garage, which provides a direct access/egress to the building without the need to use sidewalks, crosswalks, or corners.
- *Taxi Trips* – Taxi patrons are expected to be dropped off and picked up along Whitlock Avenue between East 165th Street and Aldus Street near the site access points. As such, these pedestrians will only be present on the sidewalk immediately in front of the site.
- *Bus Trips* – Bus riders would use the stops along Westchester Avenue, Southern Boulevard, West Farms Road, East 163rd Street, and Hunts Point Avenue nearest to the project site. These pedestrians would use the sidewalks, crosswalks, and corners between the bus stops and the project site.
- *Subway Trips* – Subway riders would use the Whitlock Avenue station and Hunts Point station on the 6 line and the Simpson Street station on the 2 and 5 lines. These pedestrians would use the sidewalks, crosswalks, and corners between the subway stations and the project site. Pedestrians using the Whitlock Avenue station and Hunts Point station are expected to travel along Whitlock Avenue north and south of the project site, respectively. Pedestrians using the Simpson Street station would be split between Aldus Street and East 165th Street.
- *Walk-Only Trips* – These pedestrian assignments were based on existing travel patterns.

The pedestrian trip distribution and assignments discussed above are presented in Appendix E, Figures E-1 to E-20.

Since the intersections at Whitlock Avenue bordering the project site are unsignalized, the crosswalks and corners at these locations would not warrant detailed analysis. However, sidewalks at unsignalized locations would still require detailed pedestrian analysis if they experience more than 200 pedestrian trips in a given peak hour. The results of the pedestrian trip assignments show that the following sidewalks would exceed the CEQR threshold of 200 pedestrian trips during at least one peak hour to undertake additional quantified analysis:

1. West sidewalk of Whitlock Avenue south of East 165th Street
2. West sidewalk of Whitlock Avenue north of Aldus Street
3. West sidewalk of Whitlock Avenue at midblock between East 165th Street and Aldus Street (assumed to be the highest cumulative project generated pedestrian volume location)

PEDESTRIAN ANALYSIS METHODOLOGIES

The adequacy of the Study Area's sidewalk capacity in relation to the demand imposed on them is evaluated based on the methodologies presented in the 2010 HCM, pursuant to procedures detailed in the CEQR Technical Manual. Sidewalks are analyzed in terms of pedestrian space, expressed as square feet per pedestrian (ft^2/p).

The determination of walkway LOS is also dependent on whether the pedestrian flow being analyzed is best described as "non-platoon" or "platoon." Non-platoon flow occurs when pedestrian volume within the peak 15-minute period is relatively uniform, whereas, platoon flow occurs when pedestrian volumes vary significantly with the peak 15-minute period. Such variation typically occurs near bus stops, subway stations, and/or where adjacent crosswalks account for much of the walkway's pedestrian volume. The LOS standards for sidewalks are summarized in Table L-3.

Table L-3: Sidewalk/Walkway LOS for Non-Platoon and Platoon Conditions

LOS Level	Non-Platoon Flow	Platoon Flow
LOS A	>60 ft^2/p	>530 ft^2/p
LOS B	>40-60 ft^2/p	>90-530 ft^2/p
LOS C	>24-40 ft^2/p	>40-90 ft^2/p
LOS D	>15-24 ft^2/p	>23-40 ft^2/p
LOS E	>8-15 ft^2/p	>11-23 ft^2/p
LOS F	≤8 ft^2/p	≤11 ft^2/p

Significant Impact Criteria

The determination of significant pedestrian impacts considers the level of predicted deterioration in pedestrian flow or decrease in pedestrian space between the No-Action and With-Action Conditions. The criterion for determination of significant impacts of sidewalks varies by type of pedestrian flow (*i.e.*, non-platoon or platoon) and the type of area (CBD or non-CBD).

For analysis purposes, the non-CBD and platoon flow criteria have been used. Under these conditions, average pedestrian space under the With-Action Condition deteriorating within acceptable LOS (LOS C or better) should generally not be considered a significant impact. If the pedestrian space available under the With-Action Condition deteriorates to LOS D or worse, then the determination whether the impact is significant or not is based on a sliding scale. The sliding scale varies within the range of average pedestrian space available under the No-Action Condition. Determination of significant impacts for sidewalks with platoon flow in a non-CBD area is summarized as follows:

- If the average pedestrian space under the No-Action Condition is greater than 44.3 ft^2/p, then a decrease in pedestrian space under the With-Action Condition to 40.0 ft^2/p or less (LOS D or worse) should be considered a significant impact. If the average pedestrian space under the With-Action condition is greater than 40.0 ft^2/p (LOS C or better), the impact should not be considered significant.

- If the average pedestrian space under the No-Action condition is between 6.4 and 44.3 ft^2/p, a decrease in pedestrian space under the With-Action Condition should be considered significant using the sliding scale formula in the equation below or using Table L-4:

$Y \geq X / (9.5-0.321)$

Where:
Y = decrease in pedestrian space in ft^2/p to be considered a potential significant impact
X = No-Action pedestrian space in ft^2/p

Table L-4: Significant Impact Guidance for Sidewalks Platooned flow, Non-CBD Location

No-Action Condition Ped Space (ft^2/p)	With-Action Condition Ped Space Reduction to be considered significant impact (ft^2/p)
44.3	With-Action Condition ≤ 40.0
43.5	Reduction ≥ 4.3
42.5	Reduction ≥ 4.2
41.6	Reduction ≥ 4.1
40.6	Reduction ≥ 4.0
39.7	Reduction ≥ 3.9
38.7	Reduction ≥ 3.8
37.8	Reduction ≥ 3.7
36.8	Reduction ≥ 3.6
35.9	Reduction ≥ 3.5
34.9	Reduction ≥ 3.4
34	Reduction ≥ 3.3
33	Reduction ≥ 3.2
32.1	Reduction ≥ 3.1
31.1	Reduction ≥ 3
30.2	Reduction ≥ 2.9
29.2	Reduction ≥ 2.8
28.3	Reduction ≥ 2.7
27.3	Reduction ≥ 2.6
26.4	Reduction ≥ 2.5
25.4	Reduction ≥ 2.4
24.5	Reduction ≥ 2.3
23.5	Reduction ≥ 2.2
22.6	Reduction ≥ 2.1
21.6	Reduction ≥ 2
20.7	Reduction ≥ 1.9
19.7	Reduction ≥ 1.8
18.8	Reduction ≥ 1.7
17.8	Reduction ≥ 1.6
16.9	Reduction ≥ 1.5
15.9	Reduction ≥ 1.4
15	Reduction ≥ 1.3
14	Reduction ≥ 1.2
13.1	Reduction ≥ 1.1
12.1	Reduction ≥ 1
11.2	Reduction ≥ 0.9
10.2	Reduction ≥ 0.8
9.3	Reduction ≥ 0.7
8.3	Reduction ≥ 0.6
7.4	Reduction ≥ 0.5
6.4	Reduction ≥ 0.4
6.4	Reduction ≥ 0.3

EXISTING CONDITIONS

Existing conditions pedestrian data were collected in June 2016 at locations surrounding the Project Site during the weekday hours of 7:00 AM to 10:00 AM, 12:00 PM to 2:00 PM, and 4:00 PM to 7:00 PM, and during the Saturday hours of 12:00 PM to 4:00 PM.

Analysis peak hours were determined by comparing rolling hourly total volumes. Peak hours were determined to be as follows: 7:00 AM to 8:00 AM, 1:00 PM to 2:00 PM, and 4:00 PM to 5:00 PM on weekdays, and 1:30 PM to 2:30 PM on Saturday.

Appendix E, Figures E-21 to E-24 show the existing conditions pedestrian volumes for the weekday AM, midday, PM, and Saturday peak hours. As shown in Table L-5, all analyzed sidewalk locations operate at acceptable LOS A during existing conditions.

Table L-5: Existing Conditions Sidewalks Analysis

Existing Conditions Weekday AM Peak Hour								
No.	**Location**	**Corner**	**Sidewalk Movement**	**Effective Width (ft.)**	**Two-Way Peak Hour Volume**	**PHF**	**Average Space (ft^2/p)**	**Platoon LOS**
1	**East 165th Street and Whitlock Avenue**	**SW**	**North-South**	4.0	11	0.55	2,520	A
2	**Aldus Street and Whitlock Avenue**	**NW**	**North-South**	8.0	11	0.69	6,323	A
3	**Whitlock betw. E. 165th and Aldus**	**Mid-block**	**North-South**	5.7	11	0.71	4,603	A
Existing Conditions Weekday Midday Peak Hour								
No.	**Location**	**Corner**	**Sidewalk Movement**	**Effective Width (ft.)**	**Two-Way Peak Hour Volume**	**PHF**	**Average Space (ft^2/p)**	**Platoon LOS**
1	**East 165th Street and Whitlock Avenue**	**SW**	**North-South**	4.0	12	0.60	2,520	A
2	**Aldus Street and Whitlock Avenue**	**NW**	**North-South**	8.0	21	0.66	3,168	A
3	**Whitlock betw. E. 165th and Aldus**	**Mid-block**	**North-South**	5.7	21	0.71	2,411	A
Existing Conditions Weekday PM Peak Hour								
No.	**Location**	**Corner**	**Sidewalk Movement**	**Effective Width (ft.)**	**Two-Way Peak Hour Volume**	**PHF**	**Average Space (ft^2/p)**	**Platoon LOS**
1	**East 165th Street and Whitlock Avenue**	**SW**	**North-South**	4.0	16	0.80	2,520	A
2	**Aldus Street and Whitlock Avenue**	**NW**	**North-South**	8.0	19	0.68	3,608	A
3	**Whitlock betw. E. 165th and Aldus**	**Mid-block**	**North-South**	5.7	19	0.71	2,665	A
Existing Conditions Saturday Midday Peak Hour								
No.	**Location**	**Corner**	**Sidewalk Movement**	**Effective Width (ft.)**	**Two-Way Peak Hour Volume**	**PHF**	**Average Space (ft^2/p)**	**Platoon LOS**
1	**East 165th Street and Whitlock Avenue**	**SW**	**North-South**	4.0	13	0.46	1,783	A
2	**Aldus Street and Whitlock Avenue**	**NW**	**North-South**	8.0	12	0.75	6,300	A
3	**Whitlock betw. E. 165th and Aldus**	**Mid-block**	**North-South**	5.7	14	0.71	3,617	A

NO-ACTION CONDITION

No-Action Condition pedestrian volumes were estimated by increasing existing pedestrian levels to reflect expected growth in overall travel through and within the Study Area. In accordance with CEQR guidelines, an annual background growth rate of 0.25 percent was assumed for the years 2016 to 2021. There is no new development proposed for the Project Site in the No-Action Condition, and there are no planned development projects nearby that would be completed prior to the 2021 Build Year. As such, no additional trips were added to the existing volumes other than the annual background growth. The No-Action Condition pedestrian volumes for the weekday AM, midday, PM, and Saturday peak hours are presented in Appendix E, Figures E-25to E-28.

As summarized in Table L-6, all the sidewalk analysis locations will continue to operate at LOS A in the No-Action Condition.

Table L-6: No-Action Condition Sidewalks Analysis

No Action Condition Weekday AM Peak Hour								
No.	**Location**	**Corner**	**Sidewalk Movement**	**Effective Width (ft.)**	**Two-Way Peak Hour Volume**	**PHF**	**Average Space (ft^2/p)**	**Platoon LOS**
1	**East 165th Street and Whitlock Avenue**	**SW**	**North-South**	4.0	15	0.55	1,848	A
2	**Aldus Street and Whitlock Avenue**	**NW**	**North-South**	8.0	15	0.69	4,637	A
3	**Whitlock betw. E. 165th and Aldus**	**Mid-block**	**North-South**	5.7	15	0.71	3,376	A
No Action Condition Weekday Midday Peak Hour								
No.	**Location**	**Corner**	**Sidewalk Movement**	**Effective Width (ft.)**	**Two-Way Peak Hour Volume**	**PHF**	**Average Space (ft^2/p)**	**Platoon LOS**
1	**East 165th Street and Whitlock Avenue**	**SW**	**North-South**	4.0	15	0.60	2,016	A
2	**Aldus Street and Whitlock Avenue**	**NW**	**North-South**	8.0	27	0.66	2,464	A
3	**Whitlock betw. E. 165th and Aldus**	**Mid-block**	**North-South**	5.7	27	0.71	1,875	A
No Action Condition Weekday PM Peak Hour								
No.	**Location**	**Corner**	**Sidewalk Movement**	**Effective Width (ft.)**	**Two-Way Peak Hour Volume**	**PHF**	**Average Space (ft^2/p)**	**Platoon LOS**
1	**East 165th Street and Whitlock Avenue**	**SW**	**North-South**	4.0	20	0.80	2,016	A
2	**Aldus Street and Whitlock Avenue**	**NW**	**North-South**	8.0	25	0.68	2,742	A
3	**Whitlock betw. E. 165th and Aldus**	**Mid-block**	**North-South**	5.7	25	0.71	2,025	A
No Action Condition Saturday Midday Peak Hour								
No.	**Location**	**Corner**	**Sidewalk Movement**	**Effective Width (ft.)**	**Two-Way Peak Hour Volume**	**PHF**	**Average Space (ft^2/p)**	**Platoon LOS**
1	**East 165th Street and Whitlock Avenue**	**SW**	**North-South**	4.0	17	0.46	1,364	A
2	**Aldus Street and Whitlock Avenue**	**NW**	**North-South**	8.0	16	0.75	4,725	A
3	**Whitlock betw. E. 165th and Aldus**	**Mid-block**	**North-South**	5.7	18	0.71	2,813	A

WITH-ACTION CONDITION

The project-generated pedestrian volumes were assigned to the pedestrian network considering current land uses in the area, population distribution, existing pedestrian flows, available transit services, and surrounding pedestrian facilities, as described in the Level 2 Screening Assessment. The hourly incremental pedestrian volumes presented in the Level 2 Screening Assessment were added to the projected 2021 No-Action volumes to generate the 2021 With-Action pedestrian volumes for analysis. The With-Action Condition pedestrian volumes for the weekday AM, midday, PM, and Saturday peak hours are presented in Appendix E, Figures E-29 to E-32.

As shown in Tables L-7, all of the sidewalk analysis locations would continue to operate acceptably at LOS C or better when compared to the No-Action Condition. Based on this information, the Proposed Action is not anticipated to result in any significant adverse pedestrian impacts; therefore, no further analysis is necessary.

Table L-7: With-Action Condition Sidewalks Analysis

No.	Location	Corner	Sidewalk Movement	Effective Width (ft.)	Two-Way Peak Hour Volume	PHF	Average Space (ft^2/p)	Platoon LOS
1	East 165th Street and Whitlock Avenue	SW	North-South	4.0	329	0.55	84	C
2	Aldus Street and Whitlock Avenue	NW	North-South	8.0	139	0.69	500	B
3	Whitlock betw. E. 165th and Aldus	Mid-block	North-South	5.7	457	0.71	110	B
With-Action Condition Weekday Midday Peak Hour								
No.	**Location**	**Corner**	**Sidewalk Movement**	**Effective Width (ft.)**	**Two-Way Peak Hour Volume**	**PHF**	**Average Space (ft^2/p)**	**Platoon LOS**
1	East 165th Street and Whitlock Avenue	SW	North-South	4.0	397	0.60	76	C
2	Aldus Street and Whitlock Avenue	NW	North-South	8.0	237	0.66	281	B
3	Whitlock betw. E. 165th and Aldus	Mid-block	North-South	5.7	529	0.71	95	B
With-Action Condition Weekday PM Peak Hour								
No.	**Location**	**Corner**	**Sidewalk Movement**	**Effective Width (ft.)**	**Two-Way Peak Hour Volume**	**PHF**	**Average Space (ft^2/p)**	**Platoon LOS**
1	East 165th Street and Whitlock Avenue	SW	North-South	4.0	466	0.80	86	C
2	Aldus Street and Whitlock Avenue	NW	North-South	8.0	221	0.68	310	B
3	Whitlock betw. E. 165th and Aldus	Mid-block	North-South	5.7	665	0.71	76	C
With-Action Condition Saturday Midday Peak Hour								
No.	**Location**	**Corner**	**Sidewalk Movement**	**Effective Width (ft.)**	**Two-Way Peak Hour Volume**	**PHF**	**Average Space (ft^2/p)**	**Platoon LOS**
1	East 165th Street and Whitlock Avenue	SW	North-South	4.0	405	0.46	57	C
2	Aldus Street and Whitlock Avenue	NW	North-South	8.0	194	0.75	390	B
3	Whitlock betw. E. 165th and Aldus	Mid-block	North-South	5.7	592	0.71	85	C

CONCLUSION

Based on the results of the Level 1 and Level 2 screening assessments, the With-Action Condition does not exceed CEQR thresholds for undertaking detailed traffic, parking, or transit analyses during any of the given peak hours. Based on this information, the Proposed Action is not anticipated to result in any significant adverse impacts related to traffic, parking, or transit conditions; therefore no further analysis is necessary.

The Level 2 Screening Assessment showed that the With-Action Condition would exceed CEQR thresholds for undertaking detailed pedestrian analyses. Based on the results of the detailed pedestrian analyses of sidewalks in the Study Area, the With-Action Condition would not result in any significant adverse impacts to pedestrian conditions; therefore, no further analysis is necessary.

ATTACHMENT M. AIR QUALITY

INTRODUCTION

According to the guidelines provided in the *CEQR Technical Manual*, an air quality analysis is conducted in order to assess the effect of a proposed action on ambient air quality (i.e., the quality of the surrounding air), or effects on a proposed project because of ambient air quality. Air quality can be affected by mobile sources (pollutants produced by motor vehicles), and by stationary sources (pollutants produced by fixed facilities). According to the *CEQR Technical Manual*, an air quality assessment should be carried out for actions that can result in either significant adverse mobile source or stationary source air quality impacts.

This section evaluates the potential for significant adverse air quality impacts that may result from stationary sources generated by the Proposed Action and the potential adverse impacts from surrounding existing sources.

METHODOLOGY

The analysis methodology is based on the guidelines in the *CEQR Technical Manual.* The first step in performing an air quality analysis is to determine the appropriate Study Area. Study areas for the analysis of stationary source impacts depend on the magnitude of the pollutant emission rates from the new source(s), the relative harmfulness of the compounds emitted, the characteristics of the systems that would discharge such pollutants (*e.g.,* stack heights, stack exhaust velocities), and the surrounding topography relative to these sources (*e.g.,* tall residential buildings near shorter stacks). The 400-foot Study Area for a preliminary screening analysis includes nearby buildings with heights similar to or greater than the stack.

The Proposed Action was evaluated for potential air quality impacts from stationary sources including the project's HVAC sources as well as any potential industrial sources within 400 feet, and large or major sources within 1,000 feet of the Project Site. A mobile source analysis was conducted to evaluate the Proposed Action for potential impacts from carbon monoxide (CO), fine particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) and coarse plus fine particulate matter less than 10.0 microns in diameter (PM_{10}) due to vehicular traffic anticipated to be generated by the Proposed Action.

Traffic Data

Traffic data for the Sheridan Expressway provided by the New York State Department of Transportation was used for the analysis of the expressway. This includes the 2011 Detailed Report with hourly traffic counts and vehicle types, as well as the 2014 annual average daily traffic (AADT) volumes. Projections were made to 2021 using this data and the annual background growth rates from Table 16-4 of the *CEQR Technical Manual*. For the Bronx, a growth rate of 0.25 percent was used for each of the first five years and 0.125 percent for each year after that.

Emission Factors

Vehicular CO, $PM_{2.5}$ and PM_{10} emission factors to be utilized in the dispersion modeling were computed using EPA's mobile source emissions model, Motor Vehicle Emission Simulator, or MOVES. This emissions model is capable of calculating engine emission factors for various vehicle types, based on the fuel type (gasoline, diesel, or natural gas), meteorological conditions, vehicle speeds, vehicle age, roadway types, number of starts per day, engine soak time, and various other factors that influence emissions, such as inspection maintenance programs. MOVES was also used to calculate road dust emissions important for PM_{10}. Road dust silt factors were obtained from Chapter 17 of the 2014 CEQR Technical Manual. County-specific hourly temperature and relative humidity data obtained from DEC were used. Emission factors were developed for AM (6am to 9am), MD (9am to 4pm), PM (4pm to 7pm) and ON (7pm to 6am) based on traffic data obtained from the New York State Department of Transportation Data Services Bureau.

Dispersion Modeling

The CO mobile source analysis was conducted using the CAL3QHC model Version 2.0. The CAL3QHC model employs a Gaussian (normal distribution) dispersion assumption. CAL3QHC calculates emissions and dispersion of CO from idling and moving vehicles. The analysis of the Sheridan Expressway was based on free flow traffic movement.

Following the guidance in Section 321.1 of Chapter 17 of the 2104 CEQR Technical Manual, CAL3QHC computations were performed using a wind speed of 1 meter per second, and the neutral stability class D. In order to ensure that reasonable worst-case meteorology was used in estimating impacts, concentrations were calculated for all wind directions and use an assumed surface roughness based on the CAL3QHC guidelines and the building layout in the area. The 8-hour average CO concentrations were estimated from the predicted 1-hour average CO concentrations using a factor of 0.7 to account for persistence of meteorological conditions and fluctuations in traffic volumes.

If maximum predicted CO concentrations result in a potential impact, a refined version of the model, CAL3QHCR, will be used. CAL3QHCR is an extended module of the CAL3QHC model which allows for the incorporation of hourly traffic volumes factors, hourly emission factors and meteorological data. Five years of meteorological data (2011-2015) from the La Guardia International Airport and concurrent upper air data from Brookhaven, New York were used in the refined modeling. The refined CAL3QHCR version of the model was used for microscale analysis of PM2.5 and PM10, per current EPA guidance.

Multiple receptors (i.e., precise locations at which concentrations are predicted) were modeled, and placement of the receptors follow the guidance in the 2014 CEQR Technical Manual. Elevated receptors were placed at operable window locations on the façade of the development facing the Expressway, and ground-level receptors were placed at sidewalk locations around the proposed development in closest proximity to the Sheridan Expressway at a pedestrian height of 1.8 meters.

Background Concentrations

Pollutant background concentrations were added to modeling results for mobile and stationary sources, where applicable, to obtain total pollutant concentrations at an analysis site and/or receptor location. The background concentrations used in the analysis are summarized in Table M-1 below.

Table M-1: Background Concentrations

Location	Station	Pollutant	Averaging Period	Units	Background Level	NAAQS
Bronx	IS 52	$PM_{2.5}$	24-hour	$\mu g/m^3$	24.8	35
Bronx	IS 52	$PM_{2.5}$	Annual	$\mu g/m^3$	9.0	12
Bronx	IS 52	PM_{10}	24-hour	$\mu g/m^3$	39	150
Bronx	PFIZER LAB SITE	CO	1-hour	ppm	3.0	35
Bronx	PFIZER LAB SITE	CO	8-hour	ppm	2.8	9

These concentrations represent the most recent 3-year average for 24-hour average PM2.5 measurements, the highest 2nd maximum value from the three most recent years of data available for PM10, and the highest value from the five most recent years of data available for 1-hour and 8-hour average CO.[44]

ASSESSMENT

Mobile Source Analysis

Intersection Analysis

The *CEQR Technical Manual* describes a screening evaluation based on predicted incremental traffic counts determined from a separate traffic study in order to determine whether any roadway intersections would need to be evaluated. The increments are 170 or more automobile trips in the peak hour for CO for the Project Site. For $PM_{2.5}$ several thresholds of incremental peak hour trips for heavy duty diesel vehicles (HDDV) are specified depending on the type of roadway, ranging from 12 to 23 HHDVs. The expected traffic levels generated by the Proposed Action are provided in Table M-2.

[44] These background values were obtained from the NYSDEC (https://www.epa.gov/outdoor-air-quality-data).

Table M-2: Peak Hour Project Generated Vehicle Trips

Peak Hour	Intersection	Passenger Cars	Trucks	Total
Weekday AM	165th Street & Whitlock	9	2	11
	Aldus Street & Whitlock Avenue	31	2	33
	Total	39	4	43
Weekday Midday	165th Street & Whitlock Avenue	22	2	23
	Aldus Street & Whitlock Avenue	22	2	23
	Total	44	3	47
Weekday PM	165th Street & Whitlock Avenue	33	0	33
	Aldus Street & Whitlock Avenue	19	0	20
	Total	52	1	53
Saturday Midday	165th Street & Whitlock Avenue	24	0	24
	Aldus Street & Whitlock Avenue	24	0	24
	Total	48	0	48

As shown in Table M-2, the maximum number of automobile peak hour vehicle trips is 52 and the maximum for HDDVs is four. These values are well below the CO and $PM_{2.5}$ screening thresholds, and a detailed intersection analysis of mobile source emissions is not necessary.

Sheridan Expressway Analysis

The Project Site is located within 200 feet of the elevated Sheridan Expressway necessitating a detailed analysis to determine the potential impact from the mobile emissions generated by vehicles on the expressway to receptors on the Proposed Site.

Vehicular CO, PM2.5 and PM10 emission factors were estimated using MOVES. Dispersion modelling was conducted using CAL3QHC model dated 04244 for CO and CAL3QHCR model dated 13196 for refined analysis of PM10 and PM2.5.

Maximum predicted concentrations are shown in Table M-3. Results presented in Table M-3 include ground level and elevated receptors. The maximum predicted 24-hour average PM10 and PM2.5 concentrations did not exceed their respective NAAQS. The 24-hour de minimis criteria threshold for PM2.5 was not exceeded as an increase of 0.6 $\mu g/m^3$ was predicted, and prediction for PM2.5 results in an increase less than half the difference between baseline and the 24-hour standard. The maximum annual PM2.5 concentrations do not exceed the annual interim guidance criteria.

The de minimis criteria threshold for CO were not exceeded as an increase less than half the difference between baseline concentration and the 8-hour standard was predicted.

Table M-3: Maximum Predicted Concentrations

Pollutant	Averaging Period	Units	Maximum Predicted Concentration	Background level	Maximum Predicted Concentration with Background	NAAQS	De Minimis Criteria [1]
$PM_{2.5}$	24-hour	$\mu g/m^3$	0.6	24.8	25.4	35	5.1
	annual	$\mu g/m^3$	0.16	9.0	9.2	12	0.3 (interim guidance)
PM_{10}	24-hour	$\mu g/m^3$	1.5	39	40	150	n/a
CO	1-hour	Ppm	0.08	3.0	3.1	35	n/a
	8-hour	Ppm	0.05	2.8	2.9	9	3.1

[1] de minimis criteria to be compared against the maximum predicted (modelled) concentrations

Parking Garage Analysis

It is anticipated that a single parking garage would be included in the With-Action building. Based on the small size of the garage, and expected emissions, a detailed analysis is not necessary.

Stationary Source Analysis

Screening Analysis

The first step in the analysis of the HVAC systems for the two proposed buildings is to consider impacts following the screening procedures outlined in the *CEQR Technical Manual* to determine the potential for impacts on existing developments as well as "project-on-project impacts."[45] The nearest existing building and/or proposed development of a similar or greater height relative to the emission release height for the HVAC exhaust source in question was considered as the potential receptor for the screening evaluation.

Project-on-project impacts would only be of concern if one or either of the With-Action buildings is taller than the proposed HVAC system exhaust stack. The potential for the HVAC from each of the buildings to impact the other building 1 were assessed using AERSCREEN in accordance with the CEQR TM. The results of the AERSCREEN modeling determined the following:

- For Building 1 (Block 2756, Lot 85) no significant adverse impacts are predicted if the fuel is restricted to natural gas, the stack height is located at the highest tier or 156 feet high and the stack is at most 392 feet from Aldus Avenue.

- For Building 2 (Block 2756, Lot 90) no significant adverse impacts are predicted if the fuel type is restricted to natural gas, the stack height is located at the highest tier or 156 feet high and the stack is at most 133 feet from East 165th Street.

[45] This analysis assumes separate HVAC systems for the With-Action buildings.

There are no existing buildings that approach this height within the 400-foot Study Area surrounding the Project Site. Therefore, a potential significant impact due to boiler stack emissions is unlikely and no further analysis is required.

Cumulative Analysis

For potential cumulative HVAC impacts from the project-on-existing developments, Figure 17-7 from the Air Quality Appendix of the *CEQR Technical Manual* was referenced. Using this figure, the development size of 472,484 gsf requires that the distance to the nearest existing development would need to be approximately 200 feet. The actual distance to the nearest existing development is 400 feet. Therefore, the project passes the cumulative screening based on natural gas.

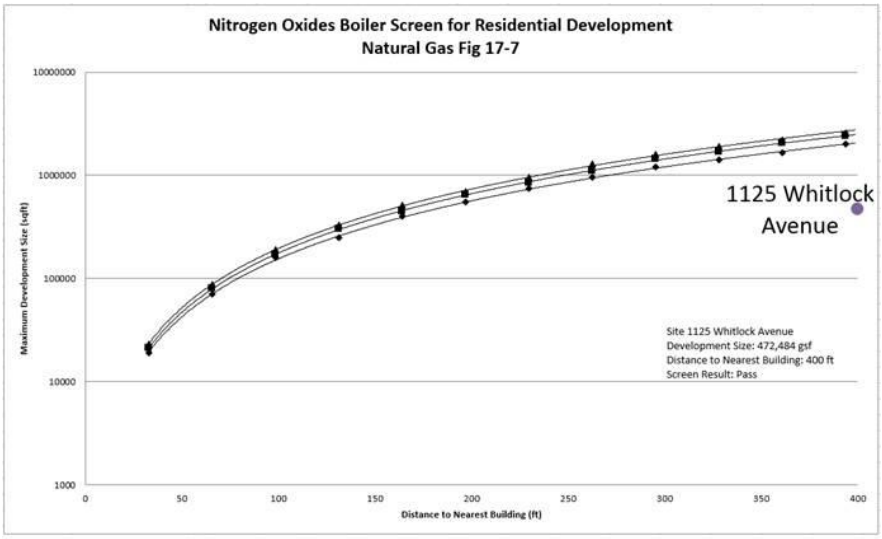

Image M-1: HVAC Screening for Natural Gas

Industrial Manufacturing Source Analysis (Air Toxics)

A survey was conducted for the Project Site to determine if there are any existing industrial facilities within 400 feet of the proposed project. Through this survey, it was confirmed that there are two industrial and/or manufacturing uses within a 400 feet radius of the Project Site. The locations of the two identified potential sources are shown in the attached Figure 36 and listed in Table M-3 below.

Table M-3: Identified Industrial and/or Manufacturing Uses

Site	Block	Lot	Existing Potential Industrial/ Manufacturing Use	Existing Air Permit
1	2757	112	YES	NO
2	2757	44	YES	NO

A review of the New York City DEP Clean Air Tracking System (CATS) database indicates that none of the identified lots have air quality permits. This was also confirmed via correspondence with DEP and DCP representatives. Based on this review of existing permits, there do not appear to be any

industrial sources within 400 feet of the Project Site, and an industrial source analysis for Air Toxics is not required.

Based on the existing land use survey and existing aerial (see Figure 27), Site 1 is currently vacant and Site 2 is currently a storage facility. Therefore, industrial uses with air toxics emissions are not expected from those locations and further analysis is not warranted.

Large or Major Sources

A search for existing large and major sources of emissions (i.e., sources having a Title V or State Facility Air Permit) within 1,000 feet of the Project Site was performed using registration lists maintained by NYSDEC and EPA.[46] No large or major sources were identified with Title V or State permits. Therefore, no significant air quality impacts are expected at the new project from existing large or major sources, and a detailed analysis is not warranted.

CONCLUSION

The Proposed Action would not result in any significant adverse mobile or stationary source air quality impacts. The Proposed Project would not result in traffic such that it would trigger CEQR thresholds requiring additional mobile source air quality analysis. Because there are no nearby buildings of equal or greater height in close proximity to the development under the Proposed Action, no adverse stationary source air quality effects would be expected. The Proposed Project would not create a new stationary air quality source that would adversely affect the surrounding area. In addition, based on correspondence with DEP, additional analysis of industrial and manufacturing uses within the Study Area is not warranted. Based on this assessment, the Proposed Project would not result in any adverse air quality impacts. To prevent Project-on-Project air quality impacts from stationary sources (designations would be assigned to Block 2756 Lot 90 for air quality. By placing (E) designations on sites where there is a known or potential environmental concern, the potential for an adverse impact to human health and the environment resulting from the Proposed Action would be reduced or avoided. The (E) designation provides the impetus to identify and address facilities, activities or environmental conditions so that significant adverse impacts during site development would be reduced. The New York City Office of Environmental Remediation (OER) would provide regulatory oversight of the environmental investigation and remediation during this process. Building permits are not issued by the DOB without prior OER approval of the investigation and/or remediation pursuant to the provisions of Section 11-15 of the New York City Zoning Resolution (Environmental Requirements). The requirements of the "E" designation would be as follows:

> **Building 1: Block 2756, Lot 85: Any new residential and/or commercial development on the above-referenced properties must use natural gas for HVAC systems and ensure that the heating, ventilating and air conditioning stack is located at the highest tier or 156 feet high and at most 392 feet from Aldus Avenue to avoid any potential significant adverse air quality impacts.**

[46] NYSDEC (http://www.dec.ny.gov/index.html) and EPA (http://oaspub.epa.gov/enviro/ef_home2.air).

> **Building 2: Block 2756, Lot 90: Any new residential and/or commercial development on the above-referenced properties must use natural gas for HVAC systems and ensure that the heating, ventilating and air conditioning stack is located at the highest tier or 156 feet high and at most 133 feet from East 165th Street to avoid any potential significant adverse air quality impacts.**

With this (E) designation (E-413) in place, no significant adverse impacts related to air quality are expected, and no further analysis is warranted.

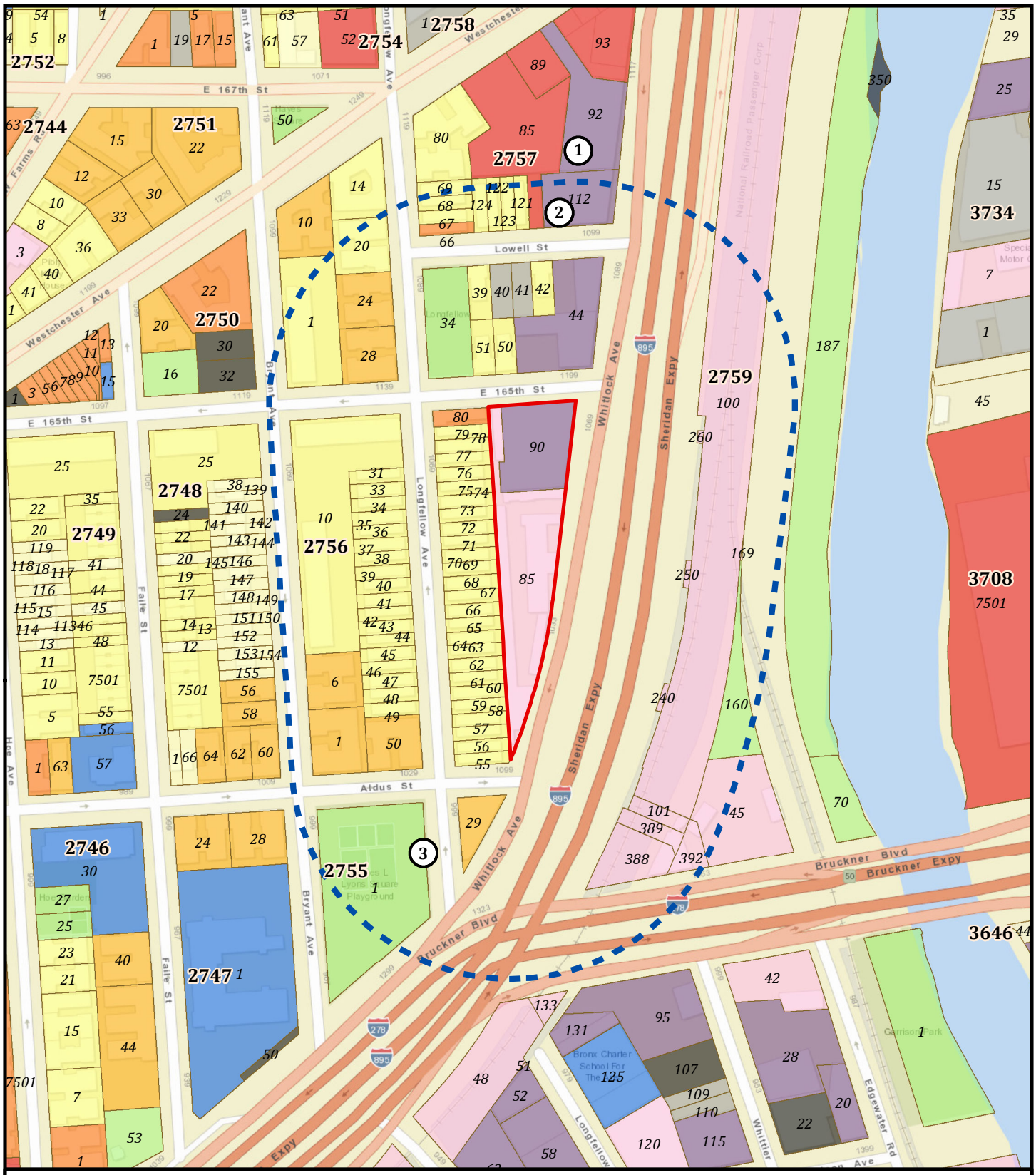

FIGURE 36: INDUSTRIAL USE LOCATION MAP

Whitlock and 165th Street Rezoning

FOXHURST
THE BRONX, NY

Map Reference: Basemap: ESRI; Shapefile: NYC Dept of City Planning MapPLUTO

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ATTACHMENT N. NOISE

INTRODUCTION

According to the *CEQR Technical Manual*, the goal of a CEQR noise assessment is to determine both (i) a proposed project's potential effects on sensitive noise receptors, including the effects on the level of noise inside residential, commercial, and institutional facilities (if applicable), and at open spaces; and (ii) the effects of ambient noise levels on new sensitive uses introduced by a proposed project. If significant adverse impacts are identified, CEQR requires such impacts to be mitigated or avoided to the greatest extent practicable.

As described in Attachment K, "Transportation", the proposed action would not generate sufficient traffic to have the potential to cause a significant noise impact (i.e., it would not result in a doubling of noise passenger car equivalents [PCEs] which would be necessary to cause a 3 dB increase in noise levels).

The noise analysis was conducted to determine the level of building attenuation necessary to ensure that interior noise levels within the Proposed Project would satisfy applicable interior noise criteria.

Noise Standards and Criteria

The CEQR Technical Manual provides attenuation requirements for buildings based on exterior noise levels (see Table L-1, "required Attenuation Values to Achieve Acceptable Interior Noise Levels"). Recommended noise attenuation values for buildings are designed to maintain interior noise levels of 45 dBA or lower for residential uses and 50 dBA or lower for commercial uses and are determined based on exterior L10(1) noise levels.

Table N- 1: Required Attenuation Values to Achieve Acceptable Interior Noise Levels

	Marginally Unacceptable				**Clearly Unacceptable**
Noise Level with Proposed Action	$70 < L_{10} \leq 73$	$73 < L_{10} \leq 76$	$76 < L_{10} \leq 78$	$78 < L_{10} \leq 80$	$80 < L_{10}$
Attenuation[A]	(I) 28 dB(A)	(II) 31 dB(A)	(III) 33 dB(A)	(IV) 35 dB(A)	$36 + (L_{10} - 80)$[B] dB(A)

Notes:

[A] *The above composite window-wall attenuation values are for residential dwellings. Retail uses would be 5 dB(A) less in each category. All the above categories require a closed window situation and hence an alternate means of ventilation.*

[B] *Required attenuation values increase by 1 dB(A) increments for L_{10} values greater than 80 dB(A).*

Source: New York City Department of Environmental Protection.

For this analysis, L_{DN} levels were calculated using the following equation:

L_{DN} = 10 * LOG[Energy Sum of the 24 Hourly Equivalent Sound Levels] – 13.8
where 10 dB is added to the A-weighted sound levels measured between 10 PM and 7 AM (i.e., nighttime)

METHODOLOGY

According to CEQR guidelines, an initial impact screening assessment considers whether a proposed project would (i) generate any mobile or stationary sources of noise; and/or (ii) be located in an area with existing high ambient noise levels. For a mobile source analysis to be triggered, a project must impact vehicular traffic noise, aircraft noise, and/or train noise. Because the Project Site is located in an area with existing high ambient noise levels from the elevated rail line and the Sheridan Expressway, an initial noise assessment on vehicular and train noise would be warranted. Based on the *CEQR Technical Manual*, an initial noise assessment on vehicular traffic noise is necessary if a proposed project would (i) generate or reroute traffic; or (ii) introduce a new receptor near a heavily trafficked thoroughfare. In order for a detailed analysis on train noise to be warranted the proposed project must (i) be located within 1,500 feet of existing rail activity and have a direct line of sight to that rail facility; or (ii) add rail activity to existing or new rail lines within 1,500 feet and have a direct line of site to a receptor. Because the Proposed Project will be within 1,500 feet of the existing elevated rail line and will have a direct line of site to the receptor, a detailed train noise assessment is warranted.

Noise survey locations were selected by examining the Proposed Project location and the location of the dominant sources of ambient noise (ex: elevated No. 6 subway train). Existing noise levels were determined at each location by performing field measurements. An elevated measurement was taken to calculate the L_{DN} and perform the Federal Transit Administration's analysis to determine contributions from the elevated subway train, Sheridan Expressway, Amtrak, and freight train lines. The measured noise levels and train noise assessment were used to determine minimum window/wall attenuation requirements to satisfy CEQR interior noise level criteria.

EXISTING NOISE LEVELS

As shown below in Table N-2 (also see Figure N-1), the existing noise levels at the Project Site were measured at four (4) locations. At Receptor Sites A and B, 24-hour continuous noise level measurements were conducted. At Receptor Site C, noise levels were measured for 1-hour periods during three weekday peak periods – AM (6:45AM – 8:45 AM), midday (11:30AM – 1:30PM), and PM (5:15PM – 7:15PM), as well as during a Saturday midday peak period – (11:45AM – 1:45PM). At Receptor Site D noise levels were measured for 20-minute periods during three weekday peak periods – AM (6:45AM – 8:45 AM), midday (11:30AM – 1:30PM), and PM (5:15PM – 7:15PM), as well as during a Saturday midday peak period – (11:45AM – 1:45PM). Measurements were taken on September 20, 21, 24, 2016 and October 1, 2016.

Table N- 2: Receptor Locations

Receptor	Location	Approximate Elevation (feet)	Approximate Distance from elevated 6 train (feet)
A	Whitlock Avenue and 165th Street	20	40
B	Whitlock Avenue and Aldus Street	Street-Level	40
C	Whitlock Avenue and 165th Street	Street-Level	40
D	Longfellow Avenue	Street-Level	NA

Measurements were performed using NTi XL2 and Bruel & Kjaer 2250 sound level meters. The SLMs are a Type 1 instrument according to ANSI Standard S1.4-1983 (R2006). For Site A, the microphone was mounted on a tripod at a height of approximately 5 feet above the roof of the existing building (or about 20 feet above street level). For Sites B, the microphone was mounted on an extension pole attached to a fence, approximately 8 feet above the ground and was mounted at least approximately 5 feet away from any large reflecting surfaces. For Sites C and D, the microphone was mounted on a tripod at a height of 5 feet above the ground and was mounted at least approximately 5 feet away from any large reflecting surfaces. The SLM's calibration was field checked before and after readings. Measurements at each location were made on the A-scale (dBA). The data were digitally recording by the SLMs and displayed at the end of the measurement period in units of dB(A). Measured quantities included Leq, L1, L10, L50, L90, and 1/3 octave band levels. A windscreen was used during all sound measurements except for calibration.

The results of the existing noise level measurements are summarized in Figures N-2 and N-3 and Table N-3.

Table N - 3: Existing Noise Levels at Sites A, B, C, and D

Site	Measurement Location	Day	Time	Leq	L1	L10	L50	L90
A	Whitlock Avenue and 165th Street (elevated)	Weekday	AM	77.2	87.0	**82.4**	71.1	67.5
			MD	75.3	86.3	77.3	70.6	67.4
			PM	76.4	86.5	81.1	70.7	67.0
		Saturday	MD	74.8	86.5	75.9	70.0	66.4
B	Whitlock Avenue and Aldus Street	Weekday	AM	73.5	81.5	**76.2**	71.8	67.0
			MD	72.1	79.9	75.0	69.9	65.8
			PM	71.2	78.5	73.6	69.3	65.1
		Saturday	MD	71.2	79.5	73.7	69.0	65.3
C	Whitlock Avenue and 165th Street	Weekday	AM	79.3	91.5	82.9	72.9	66.6
			MD	76.3	86.6	80.2	71.4	65.7
			PM	79.3	89.8	**84.9**	70.9	66.0
		Saturday	MD	78.5	91.0	79.5	71.2	65.2
D	Longfellow Avenue	Weekday	AM	61.9	68.3	65.6	59.8	58.0
			MD	61.1	69.6	64.2	58.2	56.2
			PM	65.3	73.3	66.7	61.8	58.5
		Saturday	MD	65.3	78.1	**67.9**	58.1	54.7

At Sites A, B, and C, rail noise from the elevated No. 6 subway train was the dominant noise source. Rail noise from the Amtrak and freight lines, and vehicular traffic from Whitlock Avenue and the Sheridan Express also contributed to the measured noise levels. Vehicular traffic noise from Aldus Street also contributed to the measured noise levels at Site B. Measured levels range from moderately low (Site D) to high (Site A and C) and reflect the level of vehicular activity on the adjacent roadways, as well as rail activity from the elevated No. 6 subway train. In terms of the CEQR criteria, in accordance with *CEQR Technical Manual* guidelines, the existing noise levels at Sites A and C are in the "clearly unacceptable" category, existing noise levels at Site B are in the "marginally unacceptable" category, and existing noise levels at Site D are in the "acceptable" category.

Figure L-2

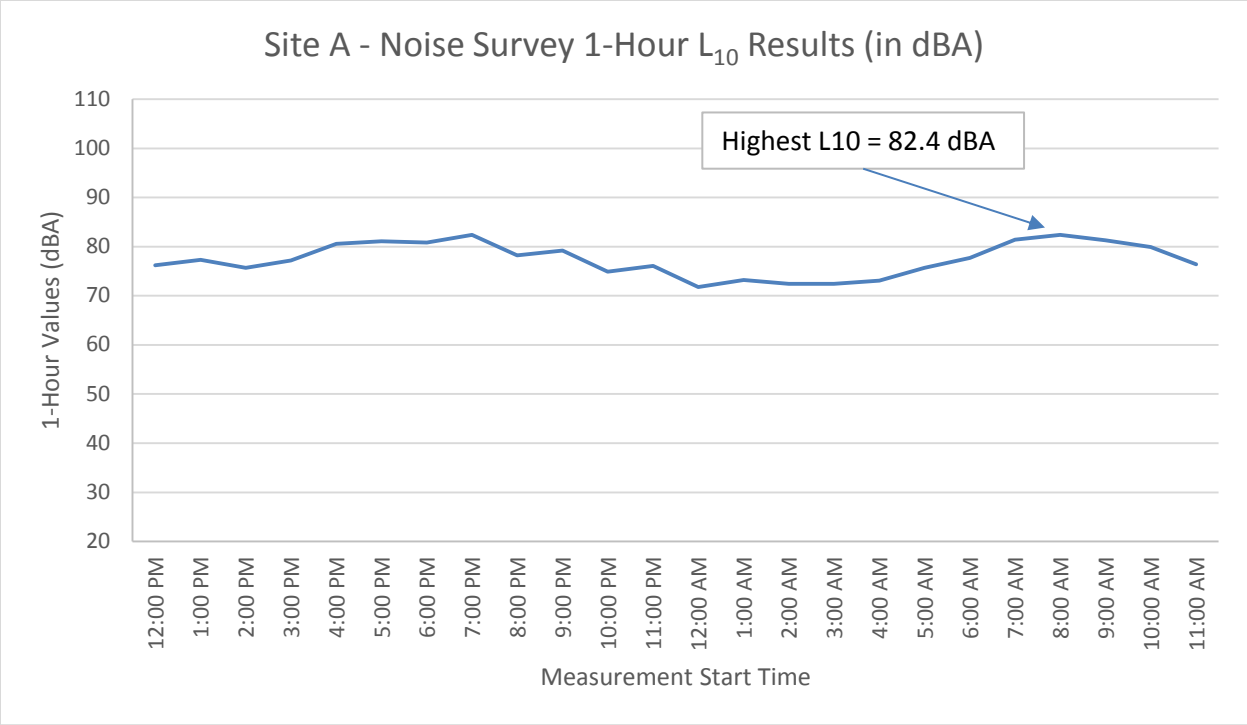
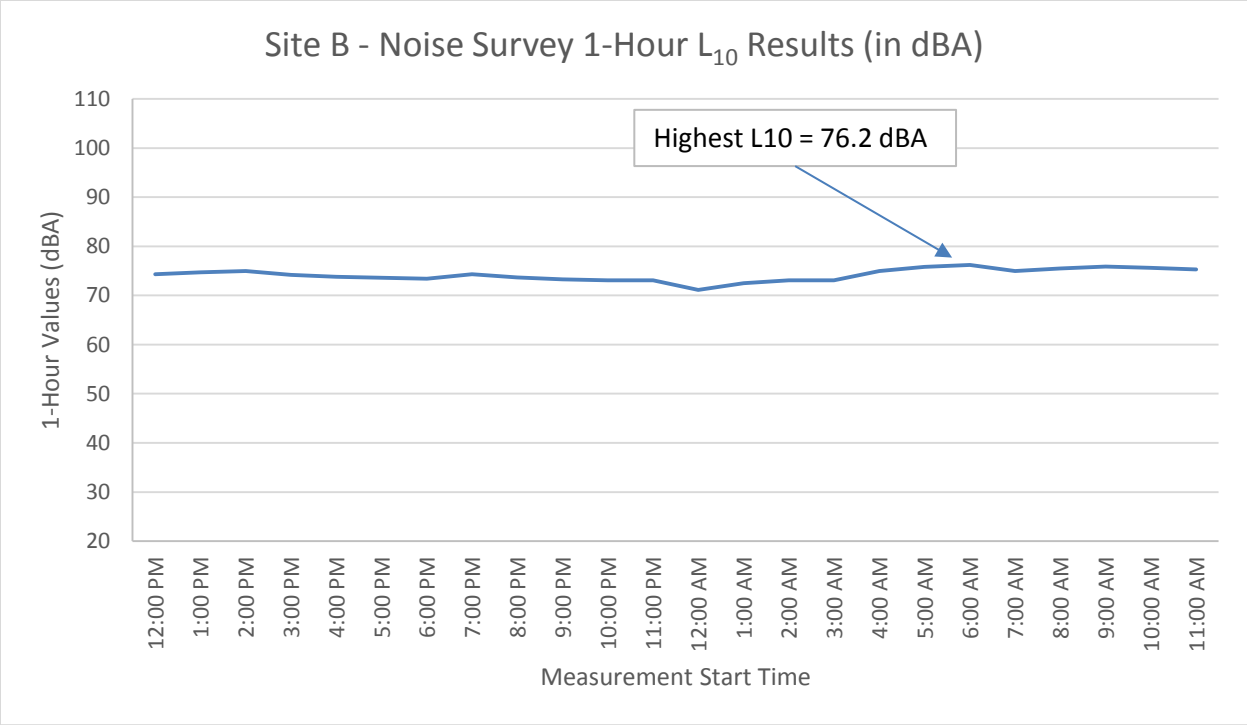


Figure L-3



To account for activity from the elevated No. 6 subway train, Sheridan Expressway, Amtrak, and freight train lines, an FTA analysis was performed for Sites A and B; additionally, an L_{DN} was calculated for Sites A and B. Based on the measured values, the calculated LDN for Sites A and B were 80.2 dB(A) and 77.7 dB(A), respectively. The analysis was limited to Sites A and B as Site A is representative of Site C, and Site D is shielded from the analyzed noise sources.

The FTA analysis of the elevated No. 6 subway train, Sheridan Expressway, Amtrak and freight lines resulted in an L_{DN} of 78 dB(A) at Site A and 75 dB(A) at Site B, which are lower than calculated L_{DN} values based on the measured noise levels.

For Site A, the highest measured 1-hour L_{10} value is 82.4 dB(A). Since the highest measured L_{10} value is greater than the L_{DN} value, the L_{10} descriptor is used at Site A to determine building attenuation values at Site A. For Site B, the highest measured 1-hour L_{10} value is 76.2 dB(A), which is lower than the L_{DN} value; therefore, the L_{DN} descriptor is used at Site B for purposes of determining building attenuation values for Site B.

The decreases in L10(1) noise levels from Figure N-1 to Figure N-2 is due to increased shielding of the No. 6 elevated subway train. At the intersection of Whitlock Avenue and 165th Street (Site A), the train tracks are elevated approximately 30 feet above street level. At the intersection of Whitlock Avenue and Aldus Street, the train enters the underground subway tunnel. The tunnel walls provide shielding to the site.

ASSESSMENT

Attenuation Requirements

As shown in Table N-1, the CEQR Technical Manual has set noise attenuation values for building facades, based on exterior L10 (1) noise levels. These recommended noise attenuation values are designed to maintain interior noise levels of 45 dB(A) or lower for residential, hotel, etc. uses and 50 dB(A) for commercial uses.

Table N-4 lists the required building attenuation values for each façade of the proposed development. The attenuation of a composite structure is a function of the attenuation provided by each of its component parts and how much of the area is made up of each part. Normally, a building façade consists of a wall, glazing, and any vents or louvers associated with the building mechanical systems in various ratios of area. The proposed development's design will include acoustically rated windows and an alternate means of ventilation (i.e., air conditioning) that does not degrade the acoustical performance of the façade. The proposed development's facades, including these elements, would be designed to provide a composite Outdoor-Indoor Transmission Class1 (OITC) rating greater than or equal to the attenuation requirements listed in Table N-4. By designing the proposed development to provide a composite OITC rating greater than or equal to the attenuation requirements listed in Table N-4 the proposed building would be expected to provide sufficient attenuation to achieve the CEQR interior noise level guideline of 45 dB(A) or lower for residential uses and 50 dB(A) or lower for commercial uses.

Table N- 4: CEQR Building Attenuation Analysis Summary

Building Façades On	Maximum L_{10} (in dBA)	Attenuation Requirement
Whitlock Avenue (between 165th Street and Aldus Street)	84.9	41
Aldus Street	77.7[1]	33
165th Street	84.9	41
Longfellow Avenue	67.9	NA[2]

Notes:

[1] Value based on calculated L_{DN}

[2] Maximum L10 is below 70 dB(A). The CEQR Technical Manual does not contain guidance for noise levels that are less than or equal to 70 dB(A).

To preclude the potential for significant adverse impacts related to noise, an (E) designation would be incorporated into the rezoning proposal for Block 2756 Lot 85, 90. The text for the (E) designation is as follows:

> **Block 2756, Lot 85, 90 (Projected Development Site)**
>
> **In order to ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with minimum attenuation of 41 dB(A) window/wall attenuation on northern, eastern and southern facades in order to maintain an interior noise level of 45 dB(A). To achieve 41 dBA of building attenuation, special design features that go beyond the normal double-glazed windows are necessary and may include using specially designed windows (i.e., windows with small sizes, windows with air gaps, windows with thicker glazing, etc.), and additional building attenuation. In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning (E-413).**

With this (E) designation (E-413) in place, no significant adverse noise impacts related to noise are expected, and no further analysis is warranted.

Mechanical Systems

The design of and specification for building mechanical systems, such as heating, ventilation, and air conditioning (HVAC), should be designed to meet all applicable noise regulations (i.e., Subchapter 5, §24-227 of the New York City Noise Control Code and the New York City Department of Buildings Mechanical Code) to ensure that the equipment does not result in any significant increase in ambient noise levels.

CONCLUSION

Based on the analyses presented above, the Proposed Project would not result in any predicted exceedances of *CEQR Technical Manual*-suggested incremental thresholds at noise receptor locations. Therefore, the project would not have any significant adverse noise impacts.

ATTACHMENT O. NEIGHBORHOOD CHARACTER

INTRODUCTION

According to the *CEQR Technical Manual*, neighborhood character is an amalgam of various elements that give neighborhoods their distinct personalities. These elements may include a neighborhood's land use, socioeconomic conditions, open space, historic resources, urban design and visual resources, shadows, transportation, or noise. A neighborhood character analysis considers how elements of the environment combine to create the context and feeling of a neighborhood and how a project might affect that context and feeling. Neighborhood character impacts are rare and it would be under unusual circumstances that, in the absence of an impact in any of the relevant technical areas, a combination of moderate effects to the neighborhood would result in an impact to neighborhood character. A moderate effect is generally defined as an effect that is reasonably close to the significant adverse impact threshold for a particular technical analysis area. However, a significant impact identified in one of the technical areas that contribute to a neighborhood's character is not automatically equivalent to a significant impact on the neighborhood.

METHODOLOGY

In accordance with the *CEQR Technical Manual*, the first step of a neighborhood character assessment is identifying defining features of the neighborhood and then determining whether the Proposed Project has the potential to adversely affect these defining features, either through the potential for a significant adverse impact in any relevant technical area, or a combination of moderate effects to several elements that could cumulatively adversely affect neighborhood character. If the assessment concludes that a proposed project has the potential to adversely affect defining features of the neighborhood, a detailed analysis is necessary. A detailed analysis would use information from the preliminary assessment as a baseline for analysis, and then the With-Action and No-Action conditions are projected and compared to determine whether a proposed project would result in a significant adverse impact on neighborhood character.

This assessment considers evaluations on land use, open space, urban design and visual resources, transportation, and noise to determine the effects of the Proposed Project on neighborhood character.

EXISTING CONDITIONS

The Project Site is an approximately 61,586 sf parcel bounded by East 165th Street to the north; Whitlock Avenue to the east; Aldus Street to the south; and existing buildings fronting on Longfellow Avenue to the west. The Project Site is on Whitlock Avenue directly west of the elevated Sheridan Expressway, the No. 6 subway line where it transitions from elevated to grade, and MTA Metro North and Amtrak rail lines and freight rail lines that run at grade. Immediately east of the commuter and freight rail lines is Concrete Plant Park and the Bronx River.

The Project Site is bounded to the west by a mix of low-rise and mid-rise multi-family residential buildings along Longfellow Avenue, Bryant Avenue, and Faile Street between Aldus Street and East

165th Street. Multifamily elevator buildings are concentrated at the interaction of Bryant Avenue and Aldus Street. Whitlock Avenue, which bounds the Project Site to the east, is primarily inactive. Southeast of the Project Site and south of Bruckner Boulevard, there is a concentration of industrial and manufacturing, and transportation and utility uses located within the Special Hunts Point District.

The Study Area that surrounds the Project Site includes several open space resources. Concrete Plant Park, a 6.44-acre public park, is directly east of the Project Site along the Bronx River. Longfellow Garden, a 0.37-acre public garden, is located to the north, and Lyons Square Playground, a 1.32-acre playground, is located to the south of the Project Site.

ASSESSMENT

As described in other sections of this EAS, the Proposed Action would not result in any potentially significant adverse impacts regarding land use, open space, urban design and visual resources, transportation, and noise. Accordingly, the principal conclusion for this assessment is the Proposed Action would not result in any potentially significant adverse impacts to neighborhood character.

No-Action Condition

In the No-Action Condition, the zoning map and zoning text amendments would not be granted, and the Project Site would remain unchanged from existing conditions. The existing 20,820 gsf plastics facility and single-story auto repair shops and storage structures facing Whitlock Avenue would remain.

With-Action Condition

In the With-Action Condition, the Project Site would be developed pursuant to the proposed R8A/C2-4 zoning district regulations and in conformance with the adopted MIH and ZQA text amendments. The Proposed Project would result in two, 14-story, approximately 472,480-gsf mixed-use buildings with 474 affordable dwelling units. The development would include approximately 418,760 gsf of residential use; approximately 14,940 gsf of commercial use; and approximately 9,520 gsf of community facility use in the two buildings.

Land Use

The Proposed Action would result in a mixed-use building that would include ground floor retail and community facility uses with upper floor residential uses. The Proposed Action would not result in an adverse impact on neighborhood character nor generate land uses that would be incompatible with current land uses within the Study Area that would affect neighborhood character. The Proposed Project would not result in any conflicts with applicable land use policy or other public initiatives for the area, including *One New York: The Plan for a Strong and Just City (*OneNYC*)* or *Housing New York,* which would adversely affect neighborhood character. Furthermore, the Proposed Project would reinforce the goals defined by the *Sheridan Expressway – Hunts Point Land Use and Transportation Study* by extending commercial uses along Westchester Avenue.

Open Space

The Proposed Project would not displace or alter open space resources in the Study Area (direct impact), or add new residents or workers to the Study Area that would overburden existing open space resources within the 0.5-mile Study Area to the extent that an adverse impact on neighborhood character would occur. The development in the With-Action Condition would result in the addition of approximately 1,394 residents to the Study Area. As shown in Table F-2 in Attachment F, "Open Space," the OSR in the With-Action Condition would be reduced to approximately 0.47 from 0.49. Because the existing OSR is less than 2.5 acres per 1,000 residents and would result in a change of 4.96 percent in the With-Action Condition, in accordance with the *CEQR Technical Manual* guidelines, the Proposed Project would not result in any adverse indirect or direct open space impacts.

Urban Design and Visual Resources

Based on the results of the assessment in Attachment H, "Urban Design and Visual Resources," the With-Action development would not result in any adverse impacts with regard to urban design and visual resources that would result in an adverse impact on neighborhood character.

Shadows

Based on the results of the assessment in Attachment G, "Shadows," the With-Action development would not result in any adverse impacts with regard to shadows that would result in an adverse impact on neighborhood character.

Transportation

Based on the results of the assessment in Attachment J, "Transportation," the With-Action development would not result in any adverse impacts with regard to traffic, parking, pedestrians, or transit that would result in an adverse impact on neighborhood character.

Noise

Based on the results of the assessment presented in Attachment L, "Noise," the With-Action development would not result in any exceedances of *CEQR Technical Manual* incremental thresholds at noise receptor locations. Therefore, the Proposed Action would not result in any adverse impacts with regard to noise that would result in an adverse impact on neighborhood character.

CONCLUSION

The With-Action development would not result in any significant impacts on neighborhood character based on the relevant evaluations for land use, open space, socioeconomic conditions, urban design and visual resources, shadows, noise, and transportation. Furthermore, the With-Action development would not result in a combination of moderate effects to the neighborhood that would result in an adverse impact to neighborhood character. Accordingly, the Proposed Action would not result in any adverse impacts to neighborhood character and, therefore, no further analysis is required.

ATTACHMENT P. CONSTRUCTION

INTRODUCTION

Construction activities, although temporary, may sometimes result in significant impacts. Construction duration, which is a critical measure to determine a project's potential for adverse impacts during construction, is categorized as short-term (less than two years) and long-term (two or more years). According to the *CEQR Technical Manual*, a preliminary construction assessment is generally not required unless the construction activities last longer than two years. Consideration of several factors, including the location and setting of the project in relation to other uses and the intensity of construction activities, also may indicate that a project's construction activities warrant analysis.

EXISTING CONDITIONS

The Project Site is an approximately 61,586-sf site located at 1125 Whitlock Avenue, bounded by East 165th Street to the north; Whitlock Avenue to the east; Aldus Street to the south; and residential buildings fronting Longfellow Avenue to the west. Lot 85 (41,807.8 sf) contains five, one-story industrial structures totaling approximately 17,993 sf. The structures contain two auto repair shops and storage facilities. Lot 90 (19,778.2 sf) contains one, one-story industrial structure totaling approximately 20,824 sf. The structure contains a plastics manufacturing facility.

The Proposed Action would facilitate an approximately 472,484-gsf mixed-use development on the Project Site, It is anticipated that the Proposed Project would be constructed in two phases over a period of approximately 48 months. Building 1 would have a construction period of 21 months, followed by a 3-month leasing period. Construction of Building 2 would commence immediately following the leasing of Building 1 and would also have a construction period of 21 months followed by a 3-month leasing period. Because the anticipated duration is over two years, a preliminary assessment of the construction activities is warranted.

ASSESSMENT

Transportation

Construction activities would generate construction worker and truck traffic. The anticipated construction activities are summarized in Appendix F. Based on this information, the construction related peak vehicle activity will be associated with the 'Excavation and Foundation' work when a maximum of four trucks per hour are expected to be generated. Assuming that the trucks arrive and depart in the same hour, this would result in a total of eight truck trips (4 inbound and 4 outbound trips). With each truck equaling two passenger car equivalents (PCEs), the 'Excavation and Foundation' work would result in a total of 16 PCEs from trucks. In addition, this work would generate four daily worker vehicles. Assuming the worker vehicles arrive or depart in the same hour as the truck trips, the total peak hour construction traffic volume would be 20 PCEs. Given that the total construction activity-related vehicle trips are less than 50 PCEs, a detailed transportation analysis is not required and the construction generated traffic is not anticipated to result in any significant adverse impacts related to traffic conditions during the peak construction phase.

Air Quality

The Proposed Action involves the construction of two, 14-story buildings.. The anticipated construction schedule is as follows:

- Month 0-21 - Building 1 Construction
- Month 22-24 - Building 1 Leasing
- Month 25-45 - Building 2 Construction
- Month 46-48 - Building 2 Leasing

Given that the overall construction period is expected to extend over a period of approximately 48 months a preliminary air quality assessment for stationary and mobile sources is warranted.

Stationary Sources

Construction activities associated with the Proposed Project would not include major stationary sources (*e.g.*, concrete batching plants) on the Project Site. The anticipated construction activities are summarized in Appendix F. There would be up to two pieces of on-site gasoline or diesel powered equipment throughout the construction period. The diesel powered equipment used will adhere to Local Law 77 of 2003, requiring any diesel powered non-road equipment, 50 horsepower or greater, that is owned by, operated by or on behalf of, or leased by a city agency be powered by Ultra Low Sulfur Diesel (ULSD) and utilize Best Available Technology (BAT). As a minimum, any on-site diesel equipment will be U.S. EPA Tier II-rated for emissions. In addition, the on-site diesel powered equipment will be located as far as possible from the nearby existing residential area on the western boundary of the Project Site, and from Building 1 during the construction of Building 2. In cases where it might become necessary to locate diesel powered equipment in close proximity to these sensitive receptors, Tier III-rated units (where available) with diesel particulate filters would be used to further reduce emissions from the exhaust.

All on-site activities would control fugitive dust by complying with the New York City Air Pollution Control Code, which regulates fugitive dust under Section 1402.2-9.11, "Preventing Particulate Matter from Becoming Air-Borne; Spraying of Asbestos Prohibited; Spraying of Insulating Material and Demolition Regulated" (Title 24 of the Administrative Code of the City of New York, Chapter 1, Subchapter 6, Section 24-146). Based on this information, no significant adverse stationary source air quality impacts resulting from construction activities are anticipated and, therefore, no further analysis is necessary.

Mobile Sources

For on-road emissions from construction generated diesel truck traffic, the amount of peak hour HDDV trips during construction is similar to, or lower than the project-generated peak hour trips. For most of the construction activities, the maximum truck traffic expected is one truck per hour. The only exception is during the excavation and foundation work when a maximum of four trucks per hour is expected (Appendix F). This is similar to the maximum peak hour traffic generated by the project of four trucks. With this in mind, a significant adverse impact is not anticipated and,

therefore, a detailed mobile source analysis to evaluate the potential for $PM_{2.5}$ is not necessary. Similarly, for potential CO impacts, a maximum of 50 workers per day is expected during the interior finishes stage of construction (Appendix F). Assuming all workers travel to the site using individual passenger vehicles, significant adverse impacts on surrounding local roadways is not anticipated and, therefore, a detailed mobile source analysis for CO is not necessary.

Noise

There are a limited number of sensitive receptors located in close proximity to the Project Site. To the north and south is light industrial and to the east is the No. 6 elevated train and Sheridan Expressway. To the west is low- and medium-density housing. As discussed in Attachment L, "Noise," the dominant sources of ambient noise in the Study Area is from the elevated No. 6 subway train and vehicular traffic along Whitlock Avenue and the Sheridan Expressway. Two factors in particular would limit potential adverse noise impacts on sensitive receptors resulting from construction activities: (i) the limited duration of heavy construction activities, and (ii) the majority of sensitive receptors currently have a line of sight to the elevated No. 6 subway train and Sheridan Expressway.

Noise effects from construction activities were evaluated using a CadnaA model, a computerized model developed by DataKustik for noise prediction and assessment. For each construction phase, noise levels at sensitive receptor sites were calculated based on anticipated equipment usage. Noise levels due to construction activity are calculated to increase ambient noise levels by more than 3 dB for no more than 2 consecutive months. While increases in ambient noise levels due to construction exceeding the *CEQR* impact criteria for two years or less may be noisy and intrusive, they are not considered to be significant adverse noise impacts. Heavy construction activities associated with the Proposed Project are expected to be no longer than 14 consecutive months (with a lag time between construction of Building 1 and Building 2). Construction noise is also regulated by the New York City Noise Control Code and by the EPA's noise emission standards for construction equipment. These local and federal requirements mandate that certain classifications of construction equipment and motor vehicles meet specified noise emission standards; that construction activities be limited to weekdays between the hours of 7 AM and 6 PM; and that construction material be handled and transported in such a manner as not to create unnecessary noise. If weekend or after hour work is necessary, permits would be required, as specified in the New York City Noise Control Code. In addition, the applicant would commit to a preparing a noise control plan that would be implemented during project construction. The plan's noise control measures would avoid to the greatest extent possible noise impacts on the surrounding area, as well as the future residents of Building 1 during the construction of Building 2. The plan would be prepared in compliance with the New York City Noise Control Code (which requires a "Construction Noise Mitigation Plan") and would include such measures as construction noise source controls, path controls, and receiver controls. With these measures in place, no significant adverse noise impacts resulting from construction activities are anticipated and, therefore, no further analysis is necessary.

CONCLUSION

Based on this assessment, the Proposed Project is not anticipated to result in any significant adverse transportation, air quality, or noise impacts related to construction activities; therefore, no further analysis is required.

PART III: APPENDICES

APPENDIX A: PROJECT SITE PHOTOGRAPHS

(Photographs Taken 17 February 2016)

FIGURE A-1: PHOTOGRAPH LOCATION MAP
1125 Whitlock Avenue

Project Site

0 100 200 400 Feet

N

FOXHURST
BRONX, NY
Map Reference: Basemap: ESRI; Shapefile: NYC Dept of City Planning MapPLUTO

LANGAN

Site Photographs
(Photographs taken on 17 February 2016)

Photograph 1: Southwest view of Project Site from Lowell Street and Whitlock Avenue

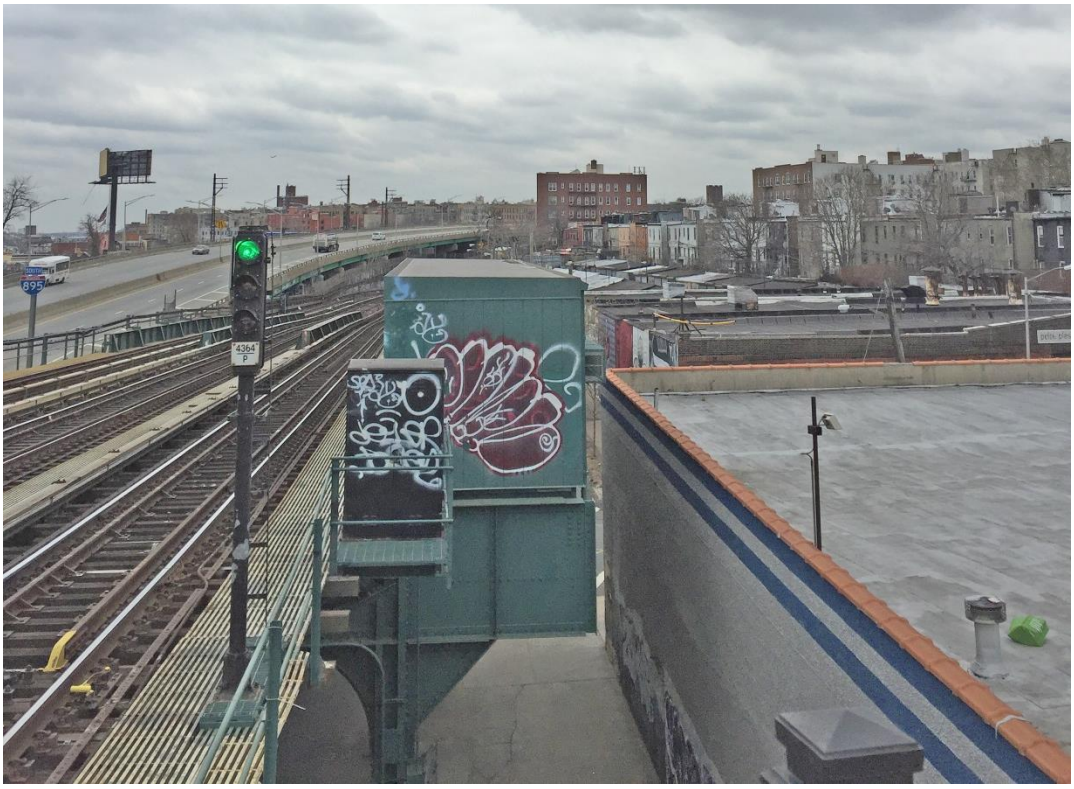
Photograph 2: West view of Project Site from No. 6 subway line

Photograph 3: North view along Whitlock Avenue (site on left and No. 6 subway line on right)

Photograph 4: South view along Whitlock Avenue (site on right and No. 6 subway line on left)

Photograph 5: North view of residential and industrial buildings on E. 165th Street from Project Site

Photograph 6: West view of residential buildings along Aldus Street from Project Site



Photograph 7: South view of Project Site from No.6 train subway elevated platform

Photograph 8: Northeast view towards Project Site from James L. Lyons Square Playground

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Photograph 13: East view towards Project Site of residences along Longfellow Avenue (northern block)

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Photograph 17: East view of NYCHA housing on Bryant Avenue from west side street

Photograph 18: East view of apartment building on Bryant Avenue from west side street

APPENDIX B: LANGAN LAND USE SURVEY

FIGURE B-1: LAND USE MAP
1125 Whitlock Avenue

Foxhurst
THE BRONX, NY

Map Reference: Basemap: ESRI; Shapefile: NYC Dept of City Planning MapPLUTO

Project Site
Study Area (400-foot radius)

0 112.5 225 450 Feet

N

Land Use

- One & Two Family Residences
- Multi Family Walkup Residences
- Multi Family Elevator Residences
- Mixed Residential/ Commercial
- Commercial Uses
- Industrial/Manufacturing
- Transportation/Utility
- Public Facilities/Institutions
- Open Space
- Parking
- Vacant Land

LANGAN

Block 2757				
Lot	**Address**	**Land Use**	**Floors**	**Current Use/Notes**
10	1240 Westchester Chester Avenue	Multi-Family Elevator Residence	6	Multi-Family Elevator Residence
1	1070 Bryant Avenue	Multi-Family Walkup Residence	3	Multi-Family Walkup Residence (NYCHA Housing)
28	1075 Longfellow Avenue	Multi-Family Elevator Residence	6	Multi-Family Elevator Residence
24	1083 Longfellow Avenue	Multi-Family Elevator Residence	6	Multi-Family Elevator Residence
20	1091 Longfellow Ave.	Multi-Family Walkup Residence	6	Multi-Family Walkup Residence
14	1244 Westchester Avenue	Multi-Family Walkup Residence	6	Multi-Family Walkup Residence
69	1096 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
68	1094 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
67	1092 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
66	1033 Lowell Street	Mixed Residential/ Commercial	3	Ground floor commercial use (grocery store) with residential use on floors 2 and 3.
124	1039 Lowell Street	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
123	1041 Lowell Street	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
122	1043 Lowell Street	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
121	1045 Lowell Street	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
85	1260 Westchester Avenue	Commercial	6	Commercial (Elico). Truck loading area for commercial use on Westchester Avenue.
112	1049 Lowell Street	Industrial/ Manufacturing	1	Industrial/Manufacturing. Pelican Products Supply Warehouse.
44	1056 Lowell Street	Industrial/ Manufacturing	1	Industrial/manufacturing. Warehouse with garage doors on all sides. Driveway on Lowell Street and parking area on East 165th Street
42	1050 Lowell Street	Multi-Family Walkup Residence	5	Multi-Family Walkup Residence
41	1046 Lowell Street	Parking	-	Parking. Lot connect to Lot 40
40	1042 Lowell Street	Parking	-	Parking. Lot connected to Lot 41
39	1038 Lowell Street	Multi-Family Walkup Residence	5	Multi-Family Walkup Residence
34	1070 Lowell Street	Open Space	0	Open Space. Longfellow Garden- NYC public park that is currently closed. Contains rusty and deteriorated benches and structures.

51	1151 East 165th Street	Multi-Family Walkup Residence	5	Multi-Family Walkup Residence
50	1155 East 165th Street	Multi-Family Walkup Residence	5	Multi-Family Walkup Residence

Block 2756				
Lot	**Address**	**Land Use**	**Floors**	**Current Use/Notes**
90	1156 East 165th Street	Industrial/ Manufacturing	1	Industrial/ Manufacturing. Pulse Plastic Products- Plastic Fabrication Company. Located on Project Site.
85	1125 Whitlock Avenue	Transportation/ Utility	1	Parking. Contains five buildings and parking area. Located on Project Site.
80	1142 East 165th Street	Mixed Residential/ Commercial	3	Ground floor commercial (Turcci Deli and Grocery) with residential use on floors 2 and 3.
79	1062 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
78	1060 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
77	1056 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
76	1054 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
75	1052 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
74	1050 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
73	1046 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
72	1044 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
71	1042 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
70	1040 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
69	1036 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
68	1034 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
67	1032 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
66	1030 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
65	1026 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
64	1024 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
63	1022 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
62	1020 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence

61	1016 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
60	1014 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
59	1012 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
58	1010 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
57	1006 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
56	1004 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
55	1002 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
50	1025 Longfellow Avenue	Multi-Family Elevator Residence	2	Multi-Family Elevator Residence
49	1011 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
48	1015 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
47	1017 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
46	1014 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
45	1021 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
44	1025 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
43	1027 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
42	1029 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
41	1031 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
40	1035 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
39	1037 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
38	1039 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
37	1041 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
36	1043 Longfellow Avenue	Multi-Family Walkup Residential	2	Multi-Family Walkup Residence
35	1045 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
34	1047 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
33	1049 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
31	1053 Longfellow Avenue	Multi-Family Walkup Residence	2	Multi-Family Walkup Residence
10	1024 Bryant Avenue	Multi-Family Walkup Residence	3	Multi-Family Walkup Residence. NYCHA Housing. Two buildings each with three

				floors. Large grass area and parking lot in between buildings.
6	1016 Bryant Avenue	Multi-Family Elevator Residence	5	Multi-Family Elevator Residence
1	1010 Bryant Avenue	Multi-Family Elevator Residence	5	Multi-Family Elevator Residence

Block 2755				
Lot	**Address**	**Land Use**	**Floors**	**Current Use/Notes**
1	Longfellow Avenue	Open Space	-	Open Space- James L. Lyons Square Playground. Operational NYC Park. Contains seven basketball courts and a playground area.
29	1032 Aldus Avenue	Multi-Family Elevator Residence	6	Multi-Family Elevator Residence

Block 2759				
Lot	**Address**	**Land Use**	**Floors**	**Current Use/Notes**
388	Bruckner Boulevard	Transportation/ Utility	-	Transportation/Utility - Amtrak Railroad
392	1361 Bruckner Boulevard	Transportation/ Utility	2	Industrial use. Auto Repair Shop (Bruckner Muffler and Repair Shop Inc.)
45	1365 Bruckner Boulevard	Transportation/ Utility	1	Transportation/Utility. U-Haul Facility. Contains one building and parking area with multiple U-Haul trucks.
160	Edgewater road	Open Space	-	Open Space- Concrete Plant Park. Operational NYC park along the Bronx River with a bicycle/pedestrian path, waterfront promenade, reading circle, and refurbished remnants of the former concrete plant use.
169	Edgewater road	Transportation/ Utility	-	Transportation/Utility- Amtrak Railroad
389	Bruckner Boulevard	Transportation/ Utility	-	Transportation/Utility- Amtrak Railroad
101	Bruckner Boulevard	Transportation/ Utility	-	Transportation/Utility- Amtrak Railroad
240	Sheridan Expressway	Transportation/ Utility	-	Transportation/Utility- Amtrak Railroad
250	Sheridan Expressway	Transportation/ Utility	-	Transportation/Utility- Amtrak Railroad
260	Sheridan Expressway	Transportation/ Utility	-	Transportation/Utility- Amtrak Railroad
100	1324 Westchester Avenue	Transportation/ Utility	-	Transportation/Utility- Amtrak Railroad

APPENDIX C: AGENCY CORRESPONDENCE

Landmarks Preservation Commission

1 Centre Street
9th Floor North
New York, NY 10007

Voice (212)-669-7700
Fax (212)-669-7960
http://nyc.gov/landmarks

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / LA-CEQR-X
Project:
Date received: 12/1/2016

Properties with no Architectural or Archaeological significance:
1) ADDRESS: 1125 WHITLOCK AVENUE, BBL: 2027560085
2) ADDRESS: 1156 EAST 165 STREET, BBL: 2027560090

12/7/2016

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 31961_FSO_DNP_12072016.doc

APPENDIX D: PHASE I ENVIRONMENTAL SITE ASSESSMENT

PHASE I ENVIRONMENTAL SITE ASSESSMENT

1156 EAST 165th STREET
1125 WHITLOCK AVENUE
BRONX
BRONX COUNTY, NEW YORK
BLOCK 2756 LOTS 85 AND 90

PREPARED FOR:

The Ader Group
25 Robert Pitt Drive Suite 215
Monsey, New York 10952

PREPARED BY:

PVE Sheffler
Engineering • Survey • Environmental
48 Springside Avenue
Poughkeepsie, New York 12603
Phone: 845-454-2544 • Fax: 845-454-2655

January 26, 2016

File #560999

PHASE I ENVIRONMENTAL SITE ASSESSMENT

1156 EAST 165th STREET
1125 WHITLOCK AVENUE
BRONX
BRONX COUNTY, NEW YORK
BLOCK 2756 LOTS 85 AND 90

PVE Sheffler, LLC is submitting this report for work performed at the above-referenced site. This report has been prepared in conformance with the scope and limitations ASTM Standard E-1527-13, *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.* If you have any questions or comments, please contact one of the individuals listed below. We declare that, to the best of our professional knowledge and belief, we meet the definition of *Environmental professional* as defined in §312.10 of 40 CFR § 312. We have the specific qualifications based on education, training, and experience to assess a *property* of the nature, history, and setting of the subject *property*. We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

PVE SHEFFLER, LLC

Anthony J. Spadavecchia
Environmental Technician

Christopher B. Brown, CPG
Senior Hydrogeologist/Environmental Professional

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APPENDICES

1.0 Introduction

1.1 Objectives of Report

This Environmental Site Assessment (ESA) is intended to identify *recognized environmental conditions* (RECs) with respect to the range of contaminants within the scope of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) and petroleum products on the subject property (defined in Section 3.0). The term *recognized environmental conditions* (REC) is defined in accordance with **ASTM E 1527-13 Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process** as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. Consideration is given to potential impacts to soil, groundwater, vapor, and other media.

1.2 Scope and Limitations of Report

Visual inspection of the subject property, a review of regulatory records and documents, and a review of historical records and documents are performed in accordance with ASTM E1527-13 and the appended Scope and Limitations (Appendix F). Note that, as stated in Practice 1527-13, no environmental site assessment can wholly eliminate uncertainty regarding the potential for RECs in connection with a property and that performance of Practice 1527-13 is intended to reduce, but not eliminate, uncertainty regarding the potential for RECs in connection with a property, recognizing reasonable limits of time and cost.

1.3 Significant Assumptions

PVE Sheffler assumes that all database records, historical information, interviews conducted, and information obtained from others regarding the subject property are from reliable sources. No attempt was made to independently verify the reliability of said sources, as it is not required to verify the information provided according to Section 7.5.2.1 of ASTM E1527-13. Where access to portions of the site or to structures on the site was unavailable or limited, PVE Sheffler renders no opinion as to the presence of regulated or hazardous materials or to the presence of indirect evidence relating to hazardous or regulated material in that portion of the site or structure. Conclusions and recommendations are based on information obtained from said sources and a visual inspection of the subject property on the date listed herein. References and sources used for the preparation of this report are documented in this report.

1.4 Special Terms and Conditions

An environmental liens and activity and use limitations (AULs) search was not included with the scope of this report, as per the direction of the user. In order to satisfy the ASTM E 1527-13 requirements for a Phase I ESA, a search for environmental liens and AULs must be appended.

1.5 User Reliance

The user is the party seeking to use Practice E1527 to complete this environmental site assessment of the subject property. The user has specific obligations for completing a successful application of Practice E1527 outlined in Section 6 of E1527. Completion of the user questionnaire (attached in Appendix G) helps satisfy these obligations.

In addition to the user, additional parties may rely on the contents of this environmental site assessment as listed below.

User:	The Ader Group
Authorized to rely on this report:	The Ader Group 25 Robert Pitt Drive Suite 215 Monsey, New York 10952

The scope of this Phase I ESA may not meet the needs of other users. Any reliance on the contents of this report by any third party is the sole responsibility of that party.

1.6 Definitions

Below are some important definitions (as defined in E1527-13) that are not otherwise defined in this report:

Fill dirt: Dirt, soil, sand, or other earth, that is obtained off-site, that is used to fill holes or depressions, create mounds, or otherwise artificially change the grade or elevation of a real property. It does not include material that is used in limited quantities for normal landscaping activities.

Material threat: A physically observable or obvious threat which is reasonably likely to lead to a release that, in the opinion of the environmental professional, is threatening and might result in impact to public health or the environment. An example might include an aboveground storage tank system that contains a hazardous substance and which shows evidence of damage. The damage would represent a material threat if it is deemed serious enough that it may cause or contribute to tank integrity failure with a release of contents to the environment.

Migrate/Migration: For the purposes of a Phase I ESA, "migrate" and "migration" refers to the movement of hazardous substances or petroleum products in any form, including, for example, solid and liquid at the surface or subsurface, and vapor in the subsurface. Note that vapor migration in the subsurface is described in Guide E2600; however, for the purposes of a Phase I ESA, there is no requirement to apply the Guide E2600 standard to achieve compliance with all appropriate inquiries.

2.0 Site Description

2.1 Subject Property Location

Street Address:	1156 East 165th Street
Municipality:	New York City
County:	Bronx County
State:	New York
Tax Parcel ID:	Block 2756 Lot 90

Street Address:	1125 Whitlock Avenue
Municipality:	Not Applicable
County:	Bronx County
State:	New York
Tax Parcel ID:	Block 2756 Lot 85

See Appendix A for site maps. The parcel outline was obtained from the NYC Department of Finance Digital Tax Map (http://gis.nyc.gov/taxmap/map.htm).

2.2 General Site Features, Characteristics, and Current Operations

Site Features:	The subject property consists of two lots (Block 2756 Lot 90 and Block 2756 Lot 85). Lot 90 is a one story manufacturing structure and Lot 85 contains multiple rectangular one story structures used for storage purposes.
Current Use:	Lot 90 is a plastic parts manufacture; Lot 85 is a storage facility.
Topography:	At grade with Whitlock Avenue and rises gradually towards the west.
Potable Water Supply:	Municipal Utilities
Sewage Disposal System:	Municipal Utilities
Means of heating/cooling:	Natural Gas

2.3 Current Uses of Adjoining Properties

Adjoining properties are any real property or properties the border of which is contiguous or partially contiguous with that of the subject property, or that would be contiguous or partially contiguous with that of the subject property but for a street, road, or other public thoroughfare separating them. Adjoining parcels were obtained from the New York City Department of Finance (DOF) Digital Tax Map (http://gis.nyc.gov/taxmap/map.htm) with additional information obtained from the New York City Office of Environmental Remediation Searchable Property Environmental E-Database (SPEED)(https://maps.nyc.gov/moer/speed/).

Below is a table describing the current uses of adjoining properties.

1156 East 165th Street

Direction from Subject Property	Address	Owner	Notes	Impact to Subject Property
West	1125 Whitlock Avenue (Block 2756 Lot 85)	1125 Whitlock Garages	Transportation and utility	None anticipated
South	1125 Whitlock Avenue (Block 2756 Lot 85)	1125 Whitlock Garages	Transportation and utility	None anticipated
East	1324 Westchester Avenue (Block 2759 Lot 100)	Penn Central Company	Transportation and utility	None anticipated
North	1056 Lowell Street (Block 2757 Lot 44)	P.D.J. Simone Realty Co.	Industrial and manufacturing	None anticipated
Northwest	1155 East 165th Street (Block 2757 Lot 50)	Persam Hope LLC	Multi-family walk up building	None anticipated

1125 Whitlock Avenue

Direction from Subject Property	Address	Owner	Notes	Impact to Subject Property
West	1142 East 165th Street (Block 2756 Lot 80)	1142 Realty Inc.	Mixed residential and community building	None anticipated
West	1062 Longfellow Avenue (Block 2756 Lot 79)	Gevan Chandoo	Multi-family walk up building	None anticipated
West	1060 Longfellow Avenue (Block 2756 Lot 78)	Michael Stanley	Multi-family walk up building	None anticipated
West	1056 Longfellow Avenue (Block 2756 Lot 77)	Ejike Irozuru	Multi-family walk up building	None anticipated
West	1054 Longfellow Avenue (Block 2756 Lot 76)	Ejike Irozuru	Multi-family walk up building	None anticipated

Direction from Subject Property	Address	Owner	Notes	Impact to Subject Property
West	1052 Longfellow Avenue (Block 2756 Lot 75)	Favian Hamlette	Multi-family walk up building	None anticipated
West	1050 Longfellow Avenue (Block 2756 Lot 74)	Isabel Diaz	Multi-family walk up building	None anticipated
West	1046 Longfellow Avenue (Block 2756 Lot 73)	Anthony Monique	Multi-family walk up building	None anticipated
West	1044 Longfellow Avenue (Block 2756 Lot 72)	Fernando P. Troche	Multi-family walk up building	None anticipated
West	1042 Longfellow Avenue (Block 2756 Lot 71)	City of New York	Multi-family walk up building	None anticipated
West	1040 Longfellow Avenue (Block 2756 Lot 70)	Dhanraj Rajkumar	Multi-family walk up building	None anticipated
West	1036 Longfellow Avenue (Block 2756 Lot 69)	Nardai Rajkumar	Multi-family walk up building	None anticipated
West	1034 Longfellow Avenue (Block 2756 Lot 68)	Marian Cambridge, LLC	Multi-family walk up building	None anticipated
West	1032 Longfellow Avenue (Block 2756 Lot 67)	Luis N. Diaz Jr.	Multi-family walk up building	None anticipated
West	1030 Longfellow Avenue (Block 2756 Lot 66)	Xuan Nugyen	Multi-family walk up building	None anticipated
West	1026 Longfellow Avenue (Block 2756 Lot	Renaldo Ferreira	Multi-family walk up building	None anticipated

Direction from Subject Property	Address	Owner	Notes	Impact to Subject Property
	65)			
West	1024 Longfellow Avenue (Block 2756 Lot 64)	Norma Johnson	Multi-family walk up building	None anticipated
West	1022 Longfellow Avenue (Block 2756 Lot 63)	Pharoah Osei Cranston	Multi-family walk up building	None anticipated
West	1020 Longfellow Avenue (Block 2756 Lot 62)	Lyla E. Dhanrag	Multi-family walk up building	None anticipated
West	1016 Longfellow Avenue (Block 2756 Lot 61)	Evelyn Montanez	Multi-family walk up building	None anticipated
West	1014 Longfellow Avenue (Block 2756 Lot 60)	Vivian Chen	Multi-family walk up building	None anticipated
West	1012 Longfellow Avenue (Block 2756 Lot 59)	1012 Longfellow Avenue, Etc.	Multi-family walk up building	None anticipated
West	1010 Longfellow Avenue (Block 2756 Lot 58)	Elida H. Alcarez	Multi-family walk up building	None anticipated
West	1006 Longfellow Avenue (Block 2756 Lot 57)	Dominick Withanachchi	Multi-family walk up building	None anticipated
West	1004 Longfellow Avenue (Block 2756 Lot 56)	Jacqueline Rosa	Multi-family walk up building	None anticipated
West	1002 Longfellow Avenue (Block 2756 Lot 55)	Ramon Hernandez	Multi-family walk up building	None anticipated
Southwest	1032 Aldus Street (Block 2755 Lot	1032 Aldus Green Corp	Multi-family elevator	None anticipated

Direction from Subject Property	Address	Owner	Notes	Impact to Subject Property
	29)		buildings	
Southeast/East	1324 Westchester Avenue (Block 2759 Lot 100)	Penn Central Company	Transportation and utility	None anticipated
Northeast	1155 East 165th Street (Block 2757 Lot 50)	Persam Hope LLC	Multi-family walk up building	None anticipated
Northwest	1151 East 165th Street (Block 2757 Lot 51)	Persam Hope LLC	Multi-family walk up building	None anticipated
North	1156 East 165th Street (Block 2756 Lot 90)	Alan Backelman	Industrial and manufacturing	None anticipated

3.0 Database Search

A review of state and federal documents and databases was performed to identify recorded hazardous waste or regulated substance activities on or near the subject property. Information from state and federal databases was compiled by Environmental Data Resources (EDR), an independent subcontractor to PVE Sheffler, LLC. The information presented below is a summary of this report. A complete listing of the sources searched and a complete copy of the database report are provided in Appendix B. The search distances as assigned in ASTM E1527-13 were used at a minimum for each of the following environmental record sources. Additional reviewed records are provided in Appendix C.

Not all sites identified in the database records can be accurately located due to incomplete or conflicting information supplied to the regulatory agencies. Asterisked (*) sites are indicative of sites listed as un-mappable ("orphan") in the EDR database report. Based on location information provided, the asterisked sites may be located within the appropriate search radius and are included in this Phase I ESA report. Information about these sites can be reviewed in the EDR Radius Map Report in Appendix B.

3.1 Federal and State Hazardous Waste Sites

Federal National Priority List

National Priority Listing (NPL) sites are those listed with the USEPA as hazardous waste disposal sites, also known as Superfund sites. Proposed and delisted NPL site lists are also maintained by the USEPA. Further information can be reviewed in Appendix B.

EDR Database Acronym:	*Subject Property*:	*Properties within 1.0 mile*:	*Impact to Subject Property*	*Rationale*
NPL	No	0 / 0*	None	Not Present
Proposed NPL	No	0 / 0*	None	Not Present
DELISTED NPL	No	0 / 0*	None	Not Present

Federal CERCLIS

The USEPA CERCLIS (Comprehensive Environmental Response Compensation & Liability Information System) list details proposed and existing federal Superfund sites. The USEPA also maintains a CERCLIS No Further Remedial Action Planned (NFRAP) inventory. Further information can be reviewed in Appendix B.

EDR Database Acronym:	*Subject Property*:	*Properties within 0.5 mile*:	*Impact to Subject Property*	*Rationale*
CERCLIS	No	0 / 0*	None	Not Present
CERC-NFRAP	No	0 / 0*	None	Not Present

State-Equivalent NPL & CERCLIS

Inactive State Hazardous Waste Disposal Sites are designated by NYSDEC and are state-equivalent CERCLIS sites. NYSDEC also maintains an inventory of delisted SHWS. Further information can be reviewed in Appendix B.

EDR Database Acronym:	*Subject Property*:	*Properties within 1.0 mile*:	*Impact to Subject Property*	*Rationale*
NY SHWS	No	0 / 0*	None	Not Present
NY DEL SHWS	No	0 / 0*	None	Not Present

Hazardous Substance Waste Disposal Sites

The Hazardous Substance Waste Disposal Sites (HSWDS) Inventory is maintained by New York State. Further information can be reviewed in Appendix B.

EDR Database Acronym:	*Subject Property*:	*Properties within 0.5 mile*:	*Impact to Subject Property*	*Rationale*
NY HSWDS	No	0 / 0*	None	Not Present

3.2 Hazardous Waste Treatment, Storage, or Disposal

RCRA Treatment, Storage, and Disposal Facilities

The database of RCRA facilities for treatment, storage, or disposal of hazardous materials (RCRA TSD) is maintained by the USEPA. Further information can be reviewed in Appendix B.

EDR Database Acronym:	*Subject Property*:	*Properties within 0.5 mile*:	*Impact to Subject Property*	*Rationale*
RCRA-TSDF	No	0 / 0*	None	Not Present

RCRA Corrective Action Sites

The USEPA maintains a database of sites within the RCRA Corrective Action program, which are facilities permitted by the USEPA for treatment, storage, or disposal of hazardous waste which have conducted or are currently conducting a corrective action as regulated under the Resource Conservation and Recovery Act. Further information can be reviewed in Appendix B.

EDR Database Acronym:	*Subject Property*:	*Properties within 1.0 mile*:	*Impact to Subject Property*	*Rationale*
CORRACTS	No	1 / 0*	Not Anticipated	Proximity

- American Bank Note Company, located at Tiffany Street and Garrison Avenue, 2,654 feet southwest of the subject property. The assessment determined that the area was designated a low corrective action priority and current human exposures are under control and have been verified. The assessment date was not provided.

3.3 Hazardous Waste Generation

The USEPA maintains a database of facilities that generate hazardous waste. Large Quantity Generators (LQG) generate over 1,000 kg of hazardous waste or over 1 kg of acutely hazardous waste per month. Small Quantity Generators (SQG) generate between 100 kg and 1,000 kg of hazardous waste per month. Conditionally-exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste or less than 1 kg of acutely hazardous waste per month. Non-generators are sites that do not presently generate hazardous waste. Further information can be reviewed in Appendix B.

EDR Database Acronym:	*Subject Property*:	*Adjoining Properties*:	*Impact to Subject Property*	*Rationale*
RCRA-LQG	No	0 / 0*	None	Not Present
RCRA-SQG	No	0 / 0*	None	Not Present
RCRA-CESQG	No	1 / 0*	Not Anticipated	See Below
RCRA NonGen/NLR	No	1 / 0*	Not Anticipated	See Below

RCRA-CESQG:

- NYCT-Whitlock Avenue Station, located at Whitlock Avenue and Lowell Street, 306 feet northeast of the subject property. No violations were found in association with this property.

RCRA Non-generator:

- NYS DOT Contract D254615, located at Whitlock Avenue and Aldus Street, 30 feet south of the subject property. No violations were found in association with this property.

3.4 State Landfill and/or Solid Waste Disposal Sites

NYSDEC maintains a database of solid waste disposal facilities (SWF) and landfills (LF). Further information can be reviewed in Appendix B.

EDR Database Acronym:	Subject Property:	Properties within 0.5 mile:	*Impact to Subject Property*	*Rationale*
NY SWF/LF	No	7 / 0*	Not Anticipated	See Below

- The Sheridan Expressway – Tully Construction Company, located at Sheridan Expressway Edgewater Road, 1,427 feet northwest of the subject property, is listed as an inactive transfer station.

- The Alamar Carting Corporation, located at 1351 Garrison Avenue, 696 feet southeast of the subject property, is listed as an inactive transfer station.

- The Specialty Motor Cars Inc., located at 1125 Bronx River Avenue, 937 feet northeast of the subject property, is listed as an inactive transfer station.

- The Elite Motor Cars Inc., located at 985 Bronx River Avenue, 1,264 feet southeast of the subject property, is listed as an inactive transfer station.

- The Paper Fibers Corp., located at 960 Bronx River Avenue, 1,477 feet southeast of the subject property, is listed as an inactive transfer station.

- The Bronx Iron & Metal Company, located at 850 Edgewater Road, 1,946 feet southeast of the subject property, is listed as an inactive transfer station.

- The LKQ Hunts Point Auto Parts Corporation, located at 1480 Sheridan Expressway, 2,309 feet northeast of the subject property, is an active transfer station.

3.5 State Registered Storage Tanks

NYSDEC maintains a database of petroleum bulk storage (PBS) facilities with regulated storage tanks. Further information can be reviewed in Appendix B.

EDR Database Acronym:	*Subject Property*:	*Adjoining Properties*:	*Impact to Subject Property*	*Rationale*
UST	Yes	0 / 0*	Potentially	See Below
AST	No	2 / 0*	None Anticipated	See Below

UST Site:

- Whitlock Parking and Storage, 1125 Whitlock Avenue, PBS #2-603713, the subject property. The following tanks are associated with the subject property: Four 1,000-gallon gasoline USTs that were closed in place on December 1, 1999. The installation date was not reported.

AST Site:

- 165th Street Bronx LLC, located on 1151 East 165th Street, PBS #2-611310, 92 feet northwest of the subject property. The following tanks are associated with the property: One 1,080-gallon #4 fuel oil steel tank installed January 1, 1990. The tank is reported closed, however the date is not reported.

- Aldus Green Associates, located on 1032 Aldus Street, PBS #2-213624, 133 feet south of the subject property. The following tanks are associated with the property: One 5,000-gallon #2 fuel oil tank that was installed on February 18, 1977 and is still active.

3.6 Petroleum and Hazardous Material Releases

Emergency Response Notification System

The USEPA Emergency Response Notification System (ERNS) stores information reported to the USEPA on sudden and/or accidental releases of hazardous substances to the environment. Further information can be reviewed in Appendix B.

EDR Database Acronym:	*Subject Property*:	*Impact to Subject Property*	*Rationale*
ERNS	No	None	Not Present

Petroleum Spills

NYSDEC maintains a database of petroleum spills reported to the department. Further information can be reviewed in Appendix B.

Open files indicate spills that have not been closed by the lead agency, which may indicate that contamination remains to be remediated and/or the agency has not yet received final confirmation that remedial action is complete. Closed files indicate spills whose files have been closed by the lead agency. Spills are usually closed when the agency determines the contamination relating to the spill has been remediated to meet the applicable standards. Spill files may be closed even though contaminants in soil and groundwater do not meet applicable standards; this is especially true if groundwater is not relied upon for purposes of consumption or other institutional controls exist which minimize or prevent exposure to remaining contamination. Closed spill files always have the possibility of being reopened if additional information is received by the agency that demonstrates an increased risk to human health or the environment.

EDR Database Acronym:	*Subject Property*:	*Adjoining Properties*:	*Impact to Subject Property*	*Rationale*
SPILLS - Open File	No	0 / 0*	None	Not Present
SPILLS - Closed File	No	2 / 0*	Not Anticipated	See Below

Closed:

- NYSDEC Spill #8706894, located at 1151 East 165th Street, 108 feet northwest of the subject property occurred on November 13, 1987 when a spill was reported in the basement of the building. The spill file was closed November 13, 1987.

- NYSDEC Spill #9913058, located at Manhole 17576, Aldus Street and Longfellow Avenue, 136 feet southwest of the subject property occurred on November 16, 2004 when a caller reported a dielectric fluid spill from a cable onto a manhole. Oil did not enter sump pit in the manhole and the spill was contained in an area away from the sump pit. The spill file was closed on February 16, 2000.

State Leaking Storage Tank List

NYSDEC maintains a database of leaking registered storage tank incident reports (LTANKS). Further information can be reviewed in Appendix B.

Open files indicate spills that have not been closed by the lead agency, which may indicate that contamination remains to be remediated and/or the agency has not yet received final confirmation that remedial action is complete. Closed files indicate spills whose files have been closed by the lead agency. Spills are usually closed when the agency determines the contamination relating to the spill has been remediated to meet the applicable standards. Spill files may be closed even though contaminants in soil and groundwater do not meet applicable standards; this is especially true if groundwater is not relied upon for purposes of consumption or other institutional controls exist which minimize or prevent exposure to remaining contamination. Closed spill files always have the possibility of being reopened if additional information is received by the agency that demonstrates an increased risk to human health or the environment. Due to the high frequency of LUSTs in the applicable search radius, only those that cannot be precisely located (orphans) or those thought to have a potentially negative environmental impact on the subject property are summarized below. All LUSTs files, both closed and open, within the search radius were reviewed.

EDR Database Acronym:	*Subject Property*:	*Properties within 0.5 mile*:	*Impact to Subject Property*	*Rationale*
LTANKS - Open File	No	0 / 0*	None	Not Present
LTANKS - Closed File	No	39 / 0*	Not Anticipated	All closed

- NYSDEC Spill #9201510, located at 1151 East 165th Street, 92 feet northwest of the subject property, was reported on May 5, 1992 when a tank was overfilled. The tank opening was repaired and less than 1 gallon was reported lost. The spill file was closed on October 31, 2006.

- NYSDEC Spill #9211493, located at 1025 Aldus Street, 188 feet southwest of the subject property, was reported on January 7, 1993 when a caller reported a tank overfill. The caller had the spill contained in the tank room and was conducting the cleanup. The spill file was closed on January 7, 1993.

  The remaining 37 closed L Tanks have been addressed to the satisfaction of the NYSDEC and are not likely to impact the subject property.

3.7 Brownfield Sites

A Brownfield is any real property where redevelopment or reuse may be complicated by the presence or potential presence of hazardous waste, petroleum, pollutants, or contaminants.

Further information can be reviewed in Appendix B.

EDR Database Acronym:	*Subject Property*:	*Properties within 0.5 mile*:	*Impact to Subject Property*	*Rationale*
BROWNFIELDS	No	3 / 0*	Not Anticipated	See Below

- This Brownfield is located at 1095 Southern Boulevard, 1,325 feet west of the subject property. The building on this site was destroyed by a fire in 2008. The site historically has been used for several commercial uses, including a dry cleaning facility. Chlorinated solvents that were detected on-site are related to the past dry cleaning use. Tetrachloroethylene (PCE) have been detected in soil, groundwater and soil vapor. Information submitted with the BCP application concerning the conditions at the site are under review and will be revised as additional information becomes available.

- Lockheed Martin Electronic Defense System, located at 825 Bronx River Avenue, 2,172 feet southeast of the subject property. The property was contaminated with arsenic, chromium, lead mercury, VOCs and SVOCs and these contaminates are impacting the soil and groundwater. Information submitted with the BCP application concerning the conditions at the site are under review and will be revised as additional information becomes available.

- The Boathouse, located at 1399 Lafayette Avenue, 2,459 feet southeast of the subject property. The property was a former fur dressing plant. No other information was provided.

3.8 State Voluntary Cleanup Program Sites

The VCP was established to address the environmental, legal, and financial barriers that hinder redevelopment and reuse of contaminated sites, and to enhance private sector cleanup of Brownfield sites by enabling parties to remediate using private rather than public funds.

EDR Database Acronym:	*Subject Property*:	*Properties within 0.5 mile*:	*Impact to Subject Property*	*Rationale*
NY VCP	No	1 / 1*	Not Anticipated	Proximity

- The Boathouse, located at 1399 Lafayette Avenue, 2,459 feet southeast of the subject property. The property was a former fur dressing plant. No other information was provided.

- *Dexter Chemical Corporation, located at 819-845 Edgewater Road and 810-842 Whittier Street, 2,186 feet southeast of the subject property. In the 1950s, the site was a paint manufacturing company, metal works and a door and art craft table company. The company manufactured industrial organic chemicals (primarily phosphation and sulfation batches) as well as other solvents and paint thinners. Investigations led to the discovery of the following contaminants in soil and ground water: volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs) and metals. PVES does not consider

this to be an impact to the subject property due to remediation at the site is complete and residual contamination in the soil and groundwater is being controlled by a Site Management Plan.

3.9 Federal & State Engineering & Institutional Controls, & Activity & Use Limitations

Activity and use limitations (AULs) are legal or physical restrictions or limitations on the use of, or access to, a site or facility to reduce or eliminate potential exposure to contaminants or to prevent activities that could interfere with the effectiveness of a response action protecting public health or the environment. AULs are often recorded at the land title office (commonly the County Clerk's office). AUL information is not typically contained in a chain of title report. In some cases, an AUL may not have been filed at the land title office but may be found in a separate environmental agency database.

Engineering control (EC) and institutional control (IC) listings are maintained by the USEPA and NYSDEC and are controls designed to prevent exposure to contaminants remaining on a site. Engineering and institutional controls are types of AULs. Engineering controls are physical modifications to a site. Institutional controls are legal or administrative restrictions on the use of, or access to, a site.

Readily available EC and IC listings were reviewed by EDR, but other AUL information may be applicable. If an AUL search was conducted as part of the environmental liens search, the results are indicated below. However, AULs may only exist in project documentation, which may not be readily available to the environmental professional. Further information can be reviewed in Appendix B.

EDR Database Acronym:	*Subject Property*:	*Impact to Subject Property*	*Rationale*
US ENG CONTROLS	No	None	Not Present
NY ENG CONTROLS	No	None	Not Present
US INST CONTROL	No	None	Not Present
NY INST CONTROL	No	None	Not Present
AULs	Not Searched	N/A	Not Searched

3.10 Environmental Liens

An environmental lien is a charge, security, or encumbrance upon title to a property to secure the payment of a cost, damage, debt, obligation, or duty arising out of response actions, cleanup, or other remediation of hazardous substances or petroleum products upon a property, including (but not limited to) liens imposed pursuant to CERCLA 42 U.S.C. §§9607(1) & 9607(r) and similar state or local laws. An environmental liens report was not acquired for this report.

	Subject Property:	*Impact to Subject Property*	*Rationale*
Environmental Liens	No	N/A	Not Searched

3.11 Other Conditions of Concern

No additional conditions of concern were identified in the database records review.

E-Designation Site list

An (E) designation requires that the fee owner of a property conduct a testing and sampling protocol, and remediation where appropriate, to the satisfaction of the NYCDEP before the issuance of a building permit by the Department of Buildings pursuant to the provisions of Section 11-15 of the Zoning Resolution (Environmental Requirements). The (E) designation also includes a mandatory construction-related health and safety plan which must be approved by NYCDEP. Details pertaining to these sites can be reviewed in Appendix B.

EDR Database Acronym:	*Subject Property*:	*Properties within 0.125 mile*:	*Impact to Subject Property*	*Rationale*
NY E DESIGNATION	No	1 / 0*	Not Anticipated	See Below

- Block 2755 Lot 52, located at 967 Longfellow Avenue, 619 feet south of the subject property. An underground gasoline storage tank testing protocol is being evaluated at this site. A satisfaction date is not reported.

Manifests

A manifest is a document that lists and tracks hazardous waste from the generator, through transporters, to a TSD facility indicating that hazardous wastes have been properly transported in accordance with state and federal regulations. Details pertaining to these sites can be reviewed in Appendix B.

EDR Database Acronym:	*Subject Property*:	*Properties within 0.25 mile*:	*Impact to Subject Property*	*Rationale*
NY MANIFEST	No	75 / 0*	Not Anticipated	See Below
NJ MANIFEST	No	4 / 0*	Not Anticipated	No Violations
PA MANIFEST	No	0 / 0*	None	Not Present

NY MANIFEST:

- 1167 East 165th Street, 55 feet northwest of the subject property. No violations were found for this property.

- 1050 Longfellow Avenue, 114 feet northwest of the subject property. No violations were found for this property.

No violations were found for the remaining NY Manifests, and therefore an impact to the subject property is not anticipated.

Manufactured Gas Plants

Manufactured gas plants (MGPs) produced gas for fuel until the 1950s. A significant amount of waste and hazardous byproducts were typically generated and often disposed of at the plant, resulting in contamination of the site.

EDR Database Acronym:	*Subject Property*:	*Properties within 1 mile*:	*Impact to Subject Property*	*Rationale*
EDR MGP	No	1 / 0*	Not Anticipated	See Below

- East 173rd Street Works, located at West Farms Road and Bronx River, 3,233 feet northeast of the subject property, is listed as an MGP. No additional information was provided about the site.

  This listing is considered too far from the subject property to represent an impact to the site.

Drycleaners

EDR has searched NYSDEC's list of registered drycleaning facilities. Further information can be reviewed in Appendix B.

EDR Database Acronym:	*Subject Property*:	*Properties within 0.25 mile*:	*Impact to Subject Property*	*Rationale*
DRYCLEANERS	No	2 / 0*	Not Anticipated	See Below

- Lucky/Bethel/J&Y Cleaners, located at 1120 (1240) Westchester Avenue, 894 feet northwest of the subject property.

- Aldus Dry Cleaners, located at 945 Aldus Street, 1,042 feet southwest of the subject property.

These listings are expected to be too far from the subject property to represent a potential impact.

Historic Service Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's

opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches. Further information can be reviewed in Appendix B.

EDR Database Acronym:	*Subject Property*:	*Properties within 0.25 mile*:	*Impact to Subject Property*	*Rationale*
EDR US Hist Auto Stat	Yes	9 / 0*	Potentially	See Below

- 1125 Whitlock Avenue, the subject property, is identified as Sonero Auto Repair from 1999 to 2012.

  We consider the past operating condition of the subject property to be a REC.

- 1361 Bruckner Boulevard, 407 feet southeast of the subject property, is identified as Maritza Service Station from 1999 to 2001, Bronx Auto Tech Inc. in 2002, P & P Auto Clinic Center Inc. in 2003, Naz Auto Repair Corp. from 2004 to 2008, Bruckner Muffler & Tires Repair Shop in 2011.

- 1133 Whitlock Avenue, 438 feet northeast of the subject property is identified as Macorix Repairs from 2011 to 2012.

- 1141 Whitlock Avenue, 460 feet northeast of the subject property is identified as Best Of New York Body Shop in 2009.

- 1360 Bruckner Boulevard, 529 feet southeast of the subject property, is identified as Bruckner Boulevard Amoco from 1999 to 2000.

- 959 Whittier Street, 558 feet southeast of the subject property, is identified as Edward Automotive Center in 2001, Edwards Automotive Repair Service in 2002, Edward Automobiles in 2003, Edward Automotive in 2004 and Edward Automobiles in 2005.

- 1244 Westchester Avenue, 572 feet northwest of the subject property, is identified as Felix Auto Repair in 2007.

- 1203 Whitlock Avenue, 630 feet north of the subject property is identified as Art Auto Body and Repair Shop Company in 2005.

- 1255 Westchester Avenue, 639 feet northwest of the subject property is identified as T & J Auto Body from 1999 to 2000, Patrony Gas Station Inc. from 2001 to 2003, Patrony Gas Station in 2004, Mexico Becerrils Auto Repair Elc. in 2005, Patrony Gas Station Inc.

from 2006 to 2007, Mexico Becerril Auto Repair in 2008, Patrony Gas Station Inc. from 2009 to 2011 and Patrony Auto Group in 2012.

- 1207 Whitlock Avenue, 642 feet north of the subject property is identified as Perez Transmissions from 1999 to 2001, Art Auto Body in 2002, Rosario Art Auto Body Inc. from 2003 to 2004, Art Auto Body in 2005, Art Auto Body and Repair Shop Company in 2006, Jaws 2 Auto Body Center from 2007 to 2008, H & S Auto Shop from 2009 to 2011 and Art Auto Repair in 2012.

  Facilities such as these are likely to generate wastes which if handled improperly have the potential to contaminate local soil and/or groundwater, which can result in a potential vapor intrusion condition. We consider the proximity of these listings to represent a potential impact to the subject property through a vapor encroachment condition.

Historic Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash and dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches. Further information can be reviewed in Appendix B.

EDR Database Acronym:	*Subject Property*:	*Properties within 0.25 mile*:	*Impact to Subject Property*	*Rationale*
EDR US Hist Cleaners	No	3 / 0*	Not Anticipated	See Below

- 1255 Westchester Avenue, 639 feet northwest of the subject property, is identified as D & J Laundromat in 2011.

- 1262 Westchester Avenue 642 feet north of the subject property is identified as Class Cleaners from 1999 to 2011.

- 1264 Westchester Avenue, 651 feet north of the subject property, is identified as Class Cleaners from 2007 to 2008 and Kathys Cleaners from 2010 to 2012.

  Facilities such as these are likely to generate wastes which if handled improperly have the potential to contaminate local soil and/or groundwater, which can result in a potential vapor intrusion condition. We consider the proximity of these listings to

represent a potential impact to the subject property through a vapor encroachment condition.

Registered Recycling Facility List

NYSDEC maintains a database of recycling facilities (SWRCY). Only those that cannot be precisely located (orphans) or those thought to have a potentially negative environmental impact on the subject property are summarized below. Further information can be reviewed in Appendix B.

EDR Database Acronym:	*Subject Property*:	*Properties within 0.5 mile*:	*Impact to Subject Property*	*Rationale*
SWRCY	No	4 / 0*	Not Anticipated	See Below

- Sal's Metal Corp., located at 900 Edgewater Road, 1204 feet southeast of the subject property is listed as an active recycling facility. No additional information is provided.

- Canal Place Recycling Facility, located at 246-266 Canal Place, 1,394 feet southeast of the subject property is listed as an active recycling facility. No additional information is provided.

- Paper Fibers Corp., located at 960 Bronx River Avenue, 1,477 feet southeast of the subject property is listed as an active recycling facility. No addition information is provided.

- Bronx Iron & Metal Company, located at 850 Edgewater Road, 1,946 feet southeast of the subject property is listed as an active recycling facility. No additional information is provided.

Considering the lack of any violations reported we do not consider it a REC, nor should there be an impact to the subject property.

Chemical Bulk Storage Database

NYSDEC maintains a database of facilities store regulated hazardous substances tanks (CBS), including aboveground tanks with capacities of 185 gallons or greater (CBS AST), and/or in underground tanks of any size (CBS UST). Only those that cannot be precisely located (orphans) or those thought to have a potentially negative environmental impact on the subject property are summarized below. Further information can be reviewed in Appendix B.

EDR Database Acronym:	*Subject Property*:	*Properties within 0.25 mile*:	*Impact to Subject Property*	*Rationale*
CBS	No	0 / 0*	None	Not Present
CBS AST	No	1 / 0*	Not Anticipated	See Below
CBS UST	No	0 / 0*	None	Not Present

- LKQ Hunts Point Auto Parts Corp., located at 1480 Sheridan Expressway, 1,204 feet north of the subject property, CBS #2-000383. The tanks facility status is listed as 'in service' and no violations have been reported. No additional information is provided.

Considering the distance from this listing to the subject property, we do not consider it a REC, nor should there be an impact to the subject property.

Recovered Government Archive Waste Facilities

NYSDEC maintains a database of facilities solid waste and hazardous waste facilities. Further information can be reviewed in Appendix B.

EDR Database Acronym:	*Subject Property*:	*Properties within 0.5 mile*:	*Impact to Subject Property*	*Rationale*
NY RGA HWS	No	0 / 0*	None	Not Present
NY RGA LF	No	0 / 0*	None	Not Present

4.0 Physical Setting Analysis

The physical setting of the subject property was evaluated by consulting regional maps and other sources. Following is a summary of this review.

4.1 7.5 Minute USGS Topographic Map

According to the Central Park, New York USGS topographic map, the subject property is approximately 38 feet above mean sea level.

4.2 Regional Hydrogeology

Based on topography, groundwater is presumed to flow to the southeast, toward the Bronx River.

5.0 Site Reconnaissance

PVE Sheffler personnel inspected the subject property on January 6, 2016 and January 18, 2016. The site reconnaissance and interviews were conducted by Conor Tarbell and Anthony Spadavecchia respectively. Photographs are attached in Appendix D.

The reconnaissance included a walk-through of all accessible interior common areas of the subject property and exterior locations. Adjoining properties were visually assessed from the subject property boundary, public right-of-ways, or other vantage points, and are summarized in Section 2.3. The entire subject property was inspected.

5.1 General Site Observations Table

Below are items visually and/or physically observed. Items marked with "†" are defined below.

Item	Observed at Site or Known to Exist		Further explanation below	Brief notes
	Yes	No		
Storage Tanks		X		
Drums†	X			Drums of solvent based paints, pigments and PVC.
Hazardous† or Regulated Substances	X			Drums of solvent based paints, pigments and PVC.
Petroleum Products† Containers		X		
Unidentified Substance Containers		X		
Polychlorinated Biphenyls (PCBs)		X		
Evidence of Solid Waste Disposal (including mounds or filled areas)		X		
Strong, Pungent, or Noxious Odors	X			Odors associated with plastic parts production.
Pools of Liquid		X		
Stained Soil or Pavement	X			Staining witnessed near ovens and painting areas.
Corrosion		X		
Stressed Vegetation		X		
Septic Systems		X		
Pits, Ponds, or Lagoons†		X		
Floor Drains or Sumps†	X			Observed centrally near ovens.
Wastewater†		X		

Item	Observed at Site or Known to Exist		Further explanation below	Brief notes
	Yes	No		
Liquid discharges into drainage systems, including stormwater		X		
Wells (including dry wells†)		X		
Other Conditions of Concern		X		

Definitions

Drum: A container (typically, but not necessarily, holding 55 gallons) that may be used to store hazardous substances or petroleum products.

Dry wells: Underground areas where soil has been removed and replaced with pea gravel, coarse sand, or large rocks. Dry wells are used for drainage, to control storm runoff, for the collection of spilled liquids (intentional and unintentional) and wastewater disposal (often illegal).

Hazardous substance: A substance defined as a hazardous substance pursuant to CERCLA 42 U.S.C.§9601(14), as interpreted by EPA regulations and the courts: "(A) any substance designated pursuant to section 1321(b)(2)(A) of Title 33, (B) any element, compound, mixture, solution, or substance designated pursuant to section 9602 of this title, (C) any hazardous waste having the characteristics identified under or listed pursuant to section 3001 of the Resource Conservation and Recovery Act of 1976 (RCRA), as amended, (42 U.S.C. §6921) (but not including any waste the regulation of which under RCRA (42 U.S.C.§§6901 et seq.) has been suspended by Act of Congress), (D) any toxic pollutant listed under section 1317(a) of Title 33, (E) any hazardous air pollutant listed under section 112 of the Clean Air Act (42 U.S.C. §7412), and (F) any imminently hazardous chemical substance or mixture with respect to which the Administrator (of EPA) has taken action pursuant to section 2606 of Title 15. The term does not include petroleum, including crude oil or any fraction thereof which is not otherwise specifically listed or designated as a hazardous substance under subparagraphs (A) through (F) of this paragraph, and the term does not include natural gas, natural gas liquids, liquefied natural gas, or synthetic gas usable for fuel (or mixtures of natural gas and such synthetic gas)."

Petroleum products: Those substances included within the meaning of the petroleum exclusion to CERCLA, 42 U.S.C. §9601(14), as interpreted by the courts and EPA, that is: petroleum, including crude oil or any fraction thereof which is not otherwise specifically listed or designated as a hazardous substance under Subparagraphs (A) through (F) of 42 U.S.C. § 9601(14), natural gas, natural gas liquids, liquefied natural gas, and synthetic gas usable for fuel (or mixtures of natural gas and such synthetic gas). (The word fraction refers to certain distillates of crude oil, including gasoline, kerosene, diesel oil, jet fuels, and fuel oil, pursuant to Standard Definitions of Petroleum Statistics.)

Pits, Ponds, or Lagoons: Man-made or natural depressions in a ground surface that are likely to hold liquids or sludge containing hazardous substances or petroleum products. The likelihood of such liquids or sludge being present is determined by evidence of factors associated with the pit, pond, or lagoon, including, but not limited to, discolored water, distressed vegetation, or the presence of an obvious wastewater discharge.

Sump: A pit, cistern, cesspool, or similar receptacle where liquids drain, collect, or are stored.

Wastewater: Water that (1) is or has been used in an industrial or manufacturing process, (2) conveys or has conveyed sewage, or (3) is directly related to manufacturing, processing, or raw materials storage areas at an industrial plant. Wastewater does not include water originating on or passing through or adjacent to a site, such as stormwater flows, that has not been used in industrial or manufacturing processes, has not been combined

with sewage, or is not directly related to manufacturing, processing, or raw materials storage areas at an industrial plant.

5.2 Site Visit Observations

The subject property consists of two lots (Block 2756 Lots 85 & 90) containing multiple structures. The subject property is bordered to the east by the NYC MTA 6-line subway station at Whitlock Avenue, Interstate 895 and the Bronx River.

The northern most structure is a one-story plastic parts manufacturing building accessed on the northern side of the structure along 165th Street. The north-central portion of the structure, as you enter from the 165th Street entrance, contains multiple offices associated with the plastic manufacturing business (Pulse Plastic Products, Inc). The remainder of the large structure is utilized for plastic parts productions. This production includes multiple ovens, cooling tanks, parts storage, painting/finishing areas, and packing for shipment. Drums of liquid PVC, used in the plastic parts production, are stored throughout the property. The current operator claims all of these drums are non-toxic and inflammable. Drums, ranging in size, of solvent based paints and pigments are stored in a room located in the northwestern corner of the structure. No floor drains were observed in this area; no staining was observed in this area. Multiple floor drains were observed in the vicinity of the ovens and parts storage with visible staining leading to drains near PVC drums. Based on information provided by the current tenant and owner of the site, these drains discharge to the local municipal sewer.

According to the current operator, the plastic parts business has been operating out of that location since 1972; prior to their occupation the subject property was utilized as a non-service garage.

The southern portion of the subject property is made up of several individual rectangular shaped storage structures. The outside perimeter is bordered by barbed wire fence and has two entrances located on the Whitlock Avenue side (one located in the middle of the property that is opened only to remove snow and the southern entrance is the main entrance) are locked. The northern entrance is barricaded and locked and connects to a very narrow strip of property to the west of 1156 East 165th Street building and connects to a dilapidated door that was locked inside the storage facility along the northwest section. PVES was granted permission and escorted on the property to observe these structures. Every individual unit was shut closed and locked. One pile of wooden debris was observed near the middle area entrance.

6.0 Property History

The history of the subject property and surrounding area was researched through a review of readily ascertainable standard historical sources. These sources may include current and past owners, property records, recorded land title records, property tax files, building department records, and/or zoning and land use records. This review was conducted in order to identify those uses that are likely to have led to recognized environmental conditions. Following is a summary of these findings. Specific sources are documented first, followed by a summary at the end of this section, which may include information initially described in other sections of this report.

6.1 Property Ownership

Property ownership history was researched through the New York City Department of Finance Office of the City Register. No property ownership information was discovered from this search. This ownership record is based on reasonably attainable information and does not constitute a title search.

1156 East 165th Street

Seller/Grantor	*Buyer/Grantee*	*Approximate Date of Purchase*
Doris Bauer	Dori Lee Enterprises	01/12/1971
Dori Lee Enterprises	Doris Bauer	06/29/1979
Doris Bauer	Alan J. Backelman Wendy Backelman	05/16/1984
Alan J. Backelman Wendy Backelman	Alan J. Backelman	12/28/2010

1125 Whitlock Avenue

Seller/Grantor	*Buyer/Grantee*	*Approximate Date of Purchase*
Sherry Joseph	William B. Falow	07/28/1967
William B. Falow	William B. Falow Marilyn Falow	03/13/1972
Commissioner of Finance of the City of New York	City of New York	10/05/1981
City of New York	Ernest Bauer	06/23/1983
Ernest Bauer	1125 Whitlock Avenue LLC	06/25/2001

Seller/Grantor	*Buyer/Grantee*	*Approximate Date of Purchase*
1125 Whitlock Avenue LLC	1125 Whitlock Garages LLC	06/17/2002

6.2 Topographic Maps

USGS topographic maps were provided in the EDR report. The maps are attached in Appendix B. Below is a discussion of the changes to the subject property and pertinent changes in surrounding properties:

1156 East 165th Street

1898	No structures depicted on the subject property.
1900	No structures depicted on the subject property.
1901	No structures depicted on the subject property.
1905	No structures depicted on the subject property.
1907	No structures depicted on the subject property.
1908	No structures depicted on the subject property.
1910	No structures depicted on the subject property.
1913	No structures depicted on the subject property.
1919	No structures depicted on the subject property.
1925	No structures depicted on the subject property.
1928	No structures depicted on the subject property.
1944	No structures depicted on the subject property.
1946	No structures depicted on the subject property.
1947	The subject property is developed, individual structures are not depicted due to the high density of development in the area.
1948	No structures depicted on the subject property.
1956	No structures depicted on the subject property.
1959	No structures depicted on the subject property.

1960	No structures depicted on the subject property.
1964	No structures depicted on the subject property.
1965	No structures depicted on the subject property.
1967	No structures depicted on the subject property.
1970	No structures depicted on the subject property.
1972	No structures depicted on the subject property.
1979	No structures depicted on the subject property.
1988	No structures depicted on the subject property.
1999	No structures depicted on the subject property.

1125 Whitlock Avenue

1898	No structures depicted on the subject property.
1900	No structures depicted on the subject property.
1901	No structures depicted on the subject property.
1905	No structures depicted on the subject property.
1907	No structures depicted on the subject property.
1908	No structures depicted on the subject property.
1910	No structures depicted on the subject property.
1913	No structures depicted on the subject property.
1919	No structures depicted on the subject property.
1925	No structures depicted on the subject property.
1928	No structures depicted on the subject property.
1944	No structures depicted on the subject property.
1946	No structures depicted on the subject property.
1947	The subject property is developed; individual structures are not depicted due to the high

	density of development in the area.
1948	No structures depicted on the subject property.
1956	No structures depicted on the subject property.
1959	No structures depicted on the subject property.
1960	No structures depicted on the subject property.
1964	No structures depicted on the subject property.
1965	No structures depicted on the subject property.
1967	No structures depicted on the subject property.
1970	No structures depicted on the subject property.
1972	No structures depicted on the subject property.
1979	No structures depicted on the subject property.
1988	No structures depicted on the subject property.
1999	No structures depicted on the subject property.

6.3 Aerial Photographs

Aerial photographs were provided in the EDR report. The photographs are attached in Appendix B. Below is a discussion of the changes to the subject property and pertinent changes in surrounding properties:

1156 East 165th Street

1954	All structures currently located on the subject property are depicted.
1966	Refer to year 1954.
1974	Refer to year 1954.
1980	Refer to year 1954.
1995	Photo resolution too poor to discern individual structures.
2004	Refer to year 1954.
2006	Refer to year 1954.

2008	Refer to year 1954.
2009	Refer to year 1954.
2011	Refer to year 1954.
2012	Refer to year 1954.
2013	Refer to year 1954.

1125 Whitlock Avenue

1954	All structures currently located on the subject property are depicted.
1966	Refer to year 1954.
1974	Refer to year 1954.
1980	Refer to year 1954.
1995	Photo resolution too poor to discern individual structures.
2004	Refer to year 1954.
2006	Refer to year 1954.
2008	Refer to year 1954.
2009	Refer to year 1954.
2011	Refer to year 1954.
2012	Refer to year 1954.
2013	Refer to year 1954.

6.4 Fire Insurance Maps

Fire Insurance maps were provided in the EDR report and are attached in Appendix B. Below is a discussion of the changes to the subject property and pertinent changes in surrounding properties:

1156 East 165th Street

1896	In the northwest section of the subject property, five structures are connected. The structure in the most northwest corner is labeled ‘G” (presumably for garage) that is

	attached to a long rectangular one story structure labeled ‘G” (presumably for garage) and connects to the northern most adjoining property (1056 Lowell Street). In the northeast section of the subject property is a one story structure. In the northern central section of the subject property, there are four individual structures.
1901	In the northwest section of the subject property, five structures are connected. The structure in the most northwest corner is labeled ‘stable’ and attached to a long rectangular two story structure labeled ‘cow house’ and connects to the northern most adjoining property (1056 Lowell Street). In the northeast section of the subject property is a one story structure. In the northern central section of the subject property, there are three individual structures.
1903	The existing subject property is not defined by the Sanborn map for this year. It is part of one large parcel.
1915	The existing subject property is not defined by the Sanborn map for this year. It is part of one large parcel.
1950	Almost the entire subject property is made up of one large structure labeled ‘garage’. In the central area of the garage is labeled ‘2-550gal. gasol tanks buried’ (presumably two 550-gallon gasoline tanks are buried). Attached to the garage in the northwest and west central areas are one story structure labeled ‘auto’.
1977	Almost the entire subject property is made up of one large structure. Attached to the structure in the northwest of the subject property is a one story structure labeled ‘auto repair’ and ‘2-550gal. gasol tanks buried’ (presumably two 550-gallon gasoline tanks are buried) is no longer labeled in the central area of the structure.
1978	Refer to year 1977.
1979	Refer to year 1977.
1980	Refer to year 1977.
1981	Refer to year 1977.
1983	Refer to year 1977.
1985	Refer to year 1977.
1986	Refer to year 1977.
1989	Refer to year 1977.
1991	Refer to year 1977.
1992	Refer to year 1977.

1993	Refer to year 1977.
1994	Refer to year 1977.
1995	Refer to year 1977.
1996	Refer to year 1977.
1998	Refer to year 1977.
2001	Refer to year 1977.
2002	Refer to year 1977.
2003	Refer to year 1977.
2004	Refer to year 1977.
2005	Refer to year 1977.
2006	Refer to year 1977.
2007	Refer to year 1977.

1125 Whitlock Avenue

1896	The existing subject property is not defined by the Sanborn map for this year. It is part of one large parcel.
1901	The existing subject property is not defined by the Sanborn map for this year. It is part of one large parcel.
1903	The existing subject property is not defined by the Sanborn map for this year. It is part of one large parcel.
1915	The existing subject property is not defined by the Sanborn map for this year. It is part of one large parcel.
1950	The northern most section has a long rectangle one story structure (running from east to west) labeled ‘auto houses’ and appears to be connected to the southern section of the 1165 East 165th Street garage structure. South of this structure is another a long rectangle one story structure (running from east to west) labeled ‘auto houses’. Perpendicular to this structure, are two long rectangular one story structures (running north to south) labeled ‘auto houses’. In the southeast section of the subject property are 2 one story structures labeled ‘A’ (presumably for auto or garage). The west section of the subject property is almost made up entirely of one story structure labeled ‘auto houses’ (running

	north to south), and 3 one story structures are connected at the southern end. The southern section of the subject property has 'filling sta' (presumably meaning filling or gas station) with three small circles (presumably indicating three gasoline tanks).
1977	The northern most section has a long rectangle one story structure (running from east to west) labeled 'auto houses' and appears to be connected to the southern section of the 1165 East 165th Street garage structure. South of this structure is another a long rectangle one story structure (running from east to west) labeled 'auto houses'. Perpendicular to this structure, are two long rectangular one story structures (running north to south) labeled 'auto houses'. In the southeast section of the subject property are 2 one story structures labeled 'A' (presumably for auto or garage). The west section of the subject property is almost made up entirely of one story structure labeled 'auto houses' (running north to south), and 3 one story structures are connected at the southern end. The southern section of the subject property no longer has 'filling sta' (presumably meaning filling or gas station) with three small circles (presumably indicating three gasoline tanks) as it did in 1950.
1978	Refer to year 1977.
1979	Refer to year 1977.
1980	Refer to year 1977.
1981	Refer to year 1977.
1983	Refer to year 1977.
1985	Refer to year 1977.
1986	Refer to year 1977.
1989	Refer to year 1977.
1991	Refer to year 1977.
1992	Refer to year 1977.
1993	Refer to year 1977.
1994	Refer to year 1977.
1995	Refer to year 1977.
1996	Refer to year 1977.
1998	Refer to year 1977.
2001	Refer to year 1977.

2002	Refer to year 1977.
2003	Refer to year 1977.
2004	Refer to year 1977.
2005	Refer to year 1977.
2006	Refer to year 1977.
2007	Refer to year 1977.

6.5 City Directories

City directories list telephone company records of past occupants and businesses for an address by year, and is reviewed to determine if past occupants and businesses of the subject property and adjacent properties may have led to recognized environmental conditions. The city directory report is attached in Appendix B.

Subject Property

1156 East 165th Street
2005 – North America Plastics
Pulse Plastic Products Inc.
2000 – N America Plastics
Pulse Plas Prods
1940 – El Ray Garage Inc.
Joes Rodio Svce

1125 Whitlock Avenue
2005 - All Star Auto Glass
Auto Glass
Caceres Pedro
Olympic Alarm Systems
1961- Jay-Dee Service Station
1940- Consumers Refrigeration Service

Adjoining Properties

Adjoining property addresses are based on the Department of Finance Digital Tax Map, and are listed in Section 2.3. Only environmentally pertinent occupants and businesses are listed below.

1036 Whitlock Avenue
1927 – Whitlock Garage

1044 Whitlock Avenue
1927 – Printz Garage Inc.

6.6 Other Records and Interviews

Listed below are additional records requested and/or reviewed as part of this Phase I ESA. If information relevant to the findings and conclusions of this ESA has been received from these departments, it is summarized below and/or in other sections of this report.

Health Agency Records

An information request was sent via email to the NYC Department of Health and Mental Hygiene on January 8, 2016 requesting any information the department has regarding on-site septic systems, supply or monitoring wells, chemical spills, health violations, or other environmental contamination issues associated with the site. Any written response from the department is included in Appendix C. If further information is received at a later date and modifies the conclusions of this report, we will notify the user of the report.

Fire Department Records

A fuel tank special report request form was sent via fax on January 8, 2016 to the NYC Fire Department requesting any information the department has regarding tanks associated with the site. Any written response from the department is included in Appendix C. If further information is received at a later date and modifies the conclusions of this report, we will notify the user of the report.

NYC Property

The NYC Property website, http://webapps.nyc.gov:8084/CICS/fin1/find001I, was accessed for records relating to the subject property (Appendix C). The most recent assessment indicates there is a one story building on Lot 90 and Lot 85 to be present on the property.

Building Department

NYC Department of Buildings (DOB) records were accessed via http://a810-bisweb.nyc.gov/bisweb/bispi00.jsp (Appendix C). The Department of Finance Building Classification for Lot 90 is F1-FACTORY/INDSTRIAL and Lot 85 is G9-GARAGE/GAS STAT'N.

One certificate of occupancy was obtainable for Block 2756 Lot 85 dated April 15, 1958 for the use of auto repair shop and for Block 2756 Lot 90 dated December 3, 1963 for the use of storage. A list of actions for the lot is attached in Appendix C.

Interview - Regulatory Agency

No interviews were conducted with regulatory agencies.

Interview - Current Owner

No interviews were conducted with current owners because none were provided by the user.

Interview - Current Operator/Occupant

No interviews were conducted with current operators or occupants because none were provided by the user.

Interview - Past Owner

No interviews were conducted with past owners because none were provided by the user.

Interview - Past Operator/Occupant

No interviews were conducted with past operators or occupants because none were provided by the user.

Interview - User

The user did not possess any specialized knowledge or experience that was material to recognized environmental conditions in the connection with the property.

Other Interviews

No other interviews, other than those already mentioned, were conducted.

6.7 Summary of General Property History and Use

The oldest reviewable historical record, the 1896 Sanborn Fire Insurance Map, depicts the property as five structures connected and labeled a garage along the northern section of the subject property. One of the structures links to the northern adjoining property, 1056 Lowell Street. These structures remain on the property in 1901, however are labeled cow house and stable, leading to believe this property was used as some type of farm for a limited time. It is unclear what the subject property was from this year until 1950 due to unattainable records. In 1950, Lot 90 was made up of one large structure, a garage and had two 550-gallon gasoline underground tanks and Lot 85 was made up of seven rectangular structures labeled auto sales or garages with a gas filling station located at the southern section. The 1977 Sanborn Map depicts Lot 90 made up of one structure without the two 550-gallon gasoline tanks and depicts Lot 85 made up of several rectangular structures labeled auto sales or houses without the gas filling station in the southern section and remains that way present day.

7.0 Findings and Conclusions

PVE Sheffler personnel have conducted a Phase I Environmental Site Assessment in conformance with ASTM Standard E1527-13 of the property at 1156 East 165th Street and 1125 Whitlock Avenue (the subject property). Any exceptions to, or deletions from, this practice are described in Section 1.4 and 7.5 of this report.

Environmental Concern	Number of Findings
Recognized Environmental Conditions (RECs)	2
Controlled Recognized Environmental Conditions (CRECs)	None
Historical Recognized Environmental Conditions (HRECs)	1
De minimis Conditions	1
Data Gap/Data Failure	4

7.1 Recognized Environmental Conditions

The definition of a *recognized environmental condition* (REC) is the presence or likely presence of any *hazardous substances* or *petroleum products* in, on, or at a *property*: (*1*) due to release to the environment; (*2*) under conditions indicative of a *release* to the *environment*; or (*3*) under conditions that pose a *material threat* of a future *release* to the *environment*. This assessment has revealed no evidence of *recognized environmental conditions* in connection with the property, except for the following: modifying

1. A Sanborn Fire Insurance map from 1950 for the property at 1156 East 165th indicates two 550-gallon gasoline tanks are located on the property. These tanks do not appear on the NYSDEC database of petroleum bulk storage facilities, no other information pertaining to these tanks was identified during preparation of this Phase I ESA. Leakage of petroleum products from these tanks cannot be ruled out.

2. The subject property at 1125 Whitlock Avenue was identified as Sonero Auto Repair from 1999 to 2012. Recent imagery indicates the property was also operated as Metro City Auto Repair. Sites such as these generate wastes which if handled improperly have the potential to contaminate local soil and/or groundwater. Other properties are listed in the immediate vicinity which also have the potential to generate similar wastes. Considering the past operating history of the subject property and immediately surrounding properties, a potential vapor encroachment condition exists.

7.2 Controlled Recognized Environmental Conditions

The definition of a *controlled environmental condition* (CREC) is a *recognized environmental condition* resulting from a past *release* of *hazardous substances* or *petroleum products* that has been addressed to the satisfaction of the applicable regulatory authority with *hazardous substances* or *petroleum products* allowed to remain in place subject to the implementation of required controls. Examples of controls include property use restrictions, activity and use limitations, institutional controls, and engineering controls. CRECs are a subset of RECs. This assessment has revealed no evidence of *controlled recognized environmental conditions* in connection with the property.

7.3 Historical Recognized Environmental Conditions

The definition of a *historical recognized environmental condition* (HREC) is a past *release* of any *hazardous substances* or *petroleum products* that has occurred in connection with the *property* and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the *property* to any required controls. This assessment has revealed no evidence of *historical recognized environmental conditions* in connection with the property, except for the following, which PVE Sheffler do not consider to be RECs:

1. Whitlock Parking and Storage, at 1125 Whitlock Avenue, the subject property, is listed as PBS #2-603713. Four 1,000-gallon USTs were closed in place on December 1, 1999. The date of installation was not reported. This site is listed with NYSDEC as unregulated/closed, and is considered an HREC.

7.4 De minimis Conditions

The term *recognized environmental conditions* is not intended to include *de minimis conditions*. *De minimis conditions* generally do not present a threat to human health or the environment and generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be *de minimis* are *not* RECs or CRECs. The following are *de minimis* conditions that are being brought to the attention of the user of this environmental site assessment:

1. 1156 East 165th Street, the subject property is currently a plastics manufacturing facility. Based on information provided by the current owner, and operator, this drain discharges to the municipal sewer, and the site does not generate hazardous or regulated waste materials. No attempt was made to independently verify that the floor drain is connected to the municipal sanitary sewer.

7.5 Data Gaps and Data Failures

Data gaps are defined as a lack or inability to obtain information required by ASTM E-1527-13 despite good faith efforts to gather such information. A *data gap* by itself is not inherently significant and is only significant if other information raises reasonable concerns. Examples of *data gaps* are the inability to inspect portions of the subject property during the site inspection, and an inability to identify the historical use of the subject property back to 1940 but the earliest source shows the subject property to be undeveloped.

Data failures are a subset of *data gaps* and indicate a failure to achieve historical research objectives even after reviewing standard historical sources that are reasonably attainable and likely to be useful. *Data failures* can occur when the use of the property was unable to be identified at approximately five-year intervals back to the first use or 1940, whichever is earlier.

The following are data failures or data gaps encountered during this assessment:

1. Records of ownership of the subject property may be incomplete. The ownership record obtained during this assessment is based on reasonably attainable information and does not constitute a title search.

2. Data gaps in excess of five years were encountered during the review of the standard historical sources.

3. Interviews were not conducted with past owners, present operators, past operators, present occupants, or past occupants.

4. Even though the subject property and some of the adjoining properties were identified on one or more of the standard environmental record searches, a regulatory file review was not performed because the files were not considered reasonably ascertainable (either not publically available, not obtainable within reasonable cost and time constraints [20 days], or not practically reviewable).

7.6 Conclusions and Opinions

Fuel storage tanks are known to have been located on the subject property, including four tanks at the southern-most extent of the parcel on Whitlock Avenue, and two tanks located on the parcel at 1156 E 165th Street.

- The four tanks on the Whitlock Avenue lot are known to have been closed in place, and are registered as such with NYSDEC. Although leakage from these tanks cannot be ruled out, these tanks were presumably closed to the satisfaction of NYSDEC.

- No additional information was available regarding the two tanks on the 1156 East 165th Street lot.

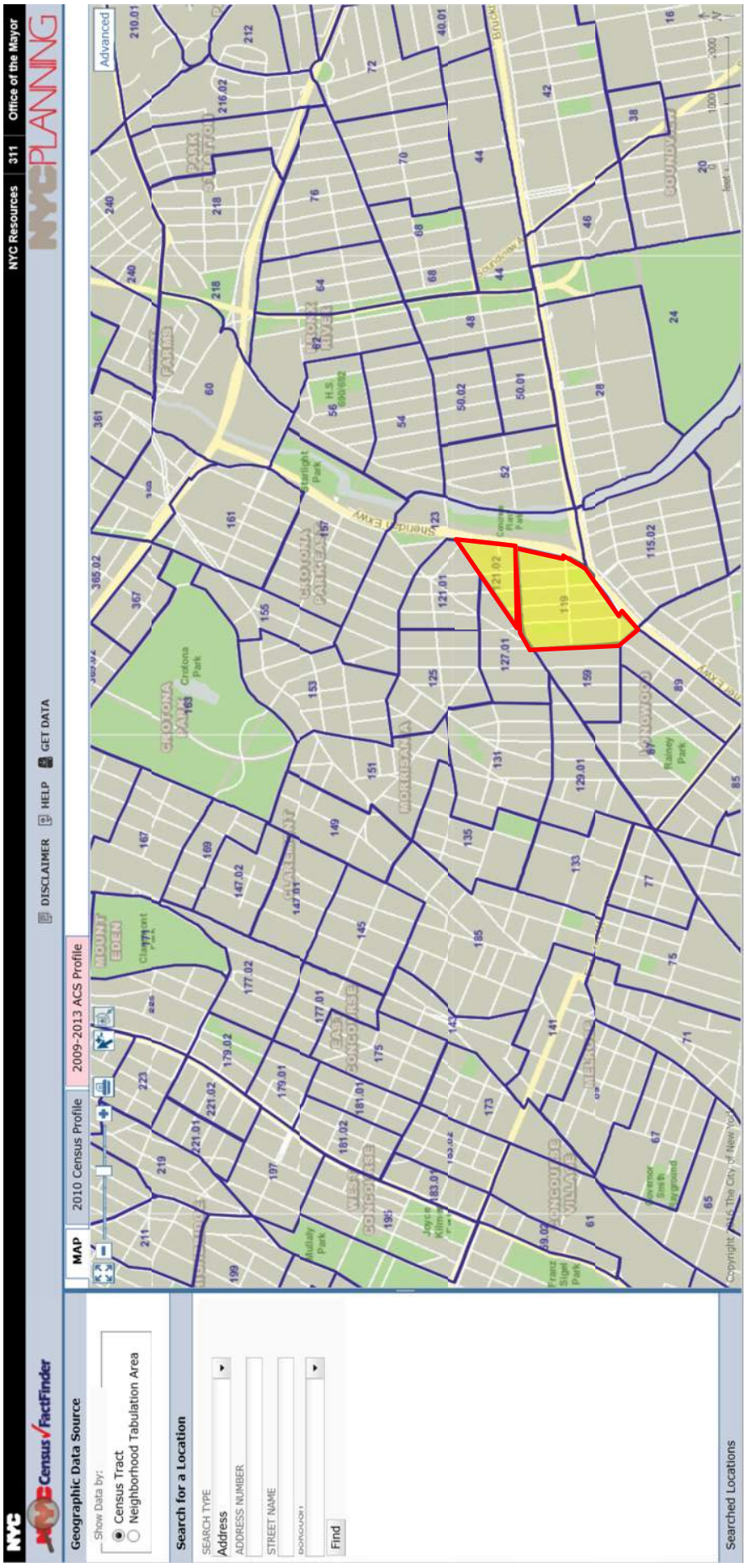
- Leakages from tanks, past historical operations, or nearby properties, have the potential to create a vapor intrusion condition.

A subsurface investigation would be needed to determine the condition of soil quality and soil vapor in the vicinity of these tanks and on the subject property.

Other sources consulted during this Phase I ESA indicate that the above-referenced data gaps are not significant.

Standard Notes: As part of this Phase I ESA and in accordance with Section 7.5.2.1 of ASTM E 1527-13, PVE Sheffler has made no attempt to independently verify the reliability of information provided. In addition and in accordance with Section 3.2.18 Note 3 of ASTM E 1527-13, a condition identified as a CREC does not imply that the environmental professional has evaluated or confirmed the adequacy, implementation, or continued effectiveness of the required control that has been, or is intended to be, implemented.

APPENDIX E: ACS 2014 JOURNEY TO WORK


NYC Resources
311
Office of the Mayor
NYCPLANNING
DISCLAIMER
HELP
GET DATA
Census FactFinder
MAP
2010 Census Profile
2009-2013 ACS Profile
Advanced
Geographic Data Source
Show Data by:
Census Tract
Neighborhood Tabulation Area
Search for a Location
SEARCH TYPE
Address
ADDRESS NUMBER
STREET NAME
BOROUGH
Find
Searched Locations
Crotona Park
Starlight Park
Joyce Kilmer Park
Mullay Park
Franz Sigel Park
Rainey Park
Vernon Smith Playground
Copyright © The City of New York

U.S. Census Bureau

AMERICAN FactFinder

B08301 MEANS OF TRANSPORTATION TO WORK

Universe: Workers 16 years and over
2010-2014 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

	Census Tract 119, Bronx County, New York		Census Tract 121.02, Bronx County, New York	
	Estimate	Margin of Error	Estimate	Margin of Error
Total:	1,868	+/-283	411	+/-136
Car, truck, or van:	166	+/-85	82	+/-61
Drove alone	76	+/-54	66	+/-50
Carpooled:	90	+/-74	16	+/-25
In 2-person carpool	65	+/-64	2	+/-12
In 3-person carpool	13	+/-20	0	+/-11
In 4-person carpool	0	+/-16	0	+/-11
In 5- or 6-person carpool	12	+/-19	0	+/-11
In 7-or-more-person carpool	0	+/-16	14	+/-18
Public transportation (excluding taxicab):	1,505	+/-276	309	+/-114
Bus or trolley bus	350	+/-109	52	+/-43
Streetcar or trolley car (carro publico in Puerto Rico)	39	+/-41	0	+/-11
Subway or elevated	1,083	+/-247	257	+/-97
Railroad	33	+/-39	0	+/-11
Ferryboat	0	+/-16	0	+/-11
Taxicab	0	+/-16	0	+/-11
Motorcycle	0	+/-16	0	+/-11
Bicycle	10	+/-16	0	+/-11
Walked	113	+/-83	20	+/-21
Other means	0	+/-16	0	+/-11
Worked at home	74	+/-58	0	+/-11

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

Workers include members of the Armed Forces and civilians who were at work last week.

While the 2010-2014 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

Table 16-2
Examples of Previously Approved and Researched Trip Generation Rates (Weekday and Saturday)

		Weekday Peak Hour Percentage				
Land Use	**Weekday Daily Person Trips**	**AM**	**Midday**	**PM**	**Saturday Daily Person Trips**	**Saturday Peak Hour Percentage**
Office (multi-tenant type building)	18.0 per 1,000 sf	12	15	14	3.9 per 1000 sf	17
Residential (3 or more floors)	8.075 per DU	10	5	11	9.6 per DU	8
Residential (2 floors or less)	12.6 per DU	10	5	11	13.7 per DU	8
Hotel	9.4 per room	8	14	13	9.4 per room	9
Home Improvement Store	72 per 1,000 sf	7	7	8	96.4 per 1,000 sf	10
Supermarket	175 per 1,000 sf	5	6	10	231 per 1,000 sf	9
Museum	27 per 1,000 sf	1	16	13	20.6 per 1,000 sf	17
Passive Park Space*	44 per acre	3	5	6	62 per acre	6
Active Park Space*	139 per acre	3	5	6	196 per acre	6
Local Retail	205 per 1,000 sf	3	19	10	240 per 1,000 sf	10
Destination Retail**	78.2 per 1,000 sf	3	9	9	92.5 per 1,000 sf	11
Fast Food Restaurant***	1,746 per 1,000 sf	7	11	11	418 per 1,000 sf	35
Public School (Students)	2 per student	49.5	N/A	49.5	N/A	N/A
Public School (Parents)	4 per student	23.6	N/A	24.7	N/A	N/A
Public School (Staff)	2 per student	40	N/A	40	N/A	N/A
Academic University	26.6 per 1,000 sf	16	NA	26	13.5 per 1,000 sf	16
Cineplex	3.26 per seat	1	3	8	6.25 per seat	5
Health Club	44.7 per 1,000 sf	4	9	5	26.1 per 1,000 sf	9
Television Studio	10 per 1,000 sf	12	15	11	NA	NA
	Daily Vehicle Trips				**Saturday Daily Vehicle Trips**	
Truck						
Local Retail	0.35 per 1,000 sf	8	11	2	0.04 per 1,000 sf	11
Office	0.32 per 1,000 sf	10	11	2	0.01 per 1,000 sf	11
Residential	0.06 per DU	12	9	2	0.02 per DU	9

NOTES: NA = Not Available; DU = Dwelling Unit
These trip generation rates are for all boroughs.
The truck trip generation rates are based on the use of a 50-50 directional split.
*Temporal distributions for Passive and Active Park Uses are based on 18-hour operation. If fewer or different hours, please contact DOT.
**The trip generation rates for Destination Retail Land Use account for linked trips, so no linked trip credit can be applied.
*** The Fast Food trip generation for a weekday is based on a 12-hour period and Saturday is based on a 3-hour period.

Trip generation rates should be based on information for generally similar facilities. There may also be a condition specific to the proposed project being analyzed that makes its trip generation expectations significantly different from those listed in Table 16-2. For example, the trip generation rate cited for midtown office space may not be appropriate for back-office space outside Manhattan, or

Table 2.2
Travel Demand Factors

Use	Residential			Local Retail			Destination Retail			Fresh Market			Restaurant			Community Facility(Medical Office) Staff			Community Facility(Medical Office) Visitors			Community Facility (Science Classroom)			Office		
Daily Person Trip Generation Rate	(1) Weekday 8.075 Trips / Unit			(1) Weekday 205 Trips / KSF			(1) Weekday 78.2 Trips / KSF			(2) Weekday 205 Trips / KSF			(2) Weekday 173.0 Trips / KSF			(2) Weekday 10.0 Trips / KSF			(2) Weekday 33.6 Trips / KSF			(1) Weekday 26.6 Trips / KSF			(1) Weekday 18.0 Trips / KSF		
Net Daily Person trip Generation Rate	Weekday 8.1 Trips / Unit			Weekday 153.8 Trips / KSF			Weekday 58.7 Trips / KSF			Weekday 153.8 Trips / KSF			Weekday 129.8 Trips / KSF			Weekday 10.0 Trips / KSF			Weekday 33.6 Trips / KSF			Weekday 26.6 Trips / KSF			Weekday 18.0 Trips / KSF		
	AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
Temporal	(1)			(1)			(1)			(2)			(2)			(2)			(2)			(1,6)			(1)		
	10%	5%	11%	3%	19%	10%	3%	9%	9%	3.1%	12.0%	9.6%	1.0%	17.2%	7.7%	24.0%	17.0%	24.0%	6.0%	9.0%	5.0%	16.0%	10.7%	26.0%	12%	15%	14%
Direction	(2)			(2)			(4)			(2)			(2)			(2)			(2)			(6)			(2)		
In	15%	50%	70%	50%	50%	50%	51.8%	51.8%	51.8%	45%	46%	47%	94%	65%	65%	100%	50%	0%	92%	50%	31%	100%	52%	66%	96%	39%	5%
Out	85%	50%	30%	50%	50%	50%	48.2%	48.2%	48.2%	55%	54%	53%	6%	35%	35%	0%	50%	100%	8%	50%	69%	0%	48%	34%	4%	61%	95%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Modal	(3)			(2)			(5)			(2)			(2)			(5)			(2)			(6)			(5)		
Auto	18.0%	18.0%	18.0%	3%	3%	3%	51.0%	51.0%	51.0%	4%	4%	4%	40%	40%	40%	51.0%	51.0%	51.0%	25.0%	25.0%	25.0%	20.0%	20.0%	20.0%	51.0%	51.0%	51.0%
Taxi	3.0%	3.0%	3.0%	2%	2%	2%	2.0%	2.0%	2.0%	3%	3%	3%	5%	5%	5%	2.0%	2.0%	2.0%	15.0%	15.0%	15.0%	1.0%	1.0%	1.0%	2.0%	2.0%	2.0%
Subway	31.0%	31.0%	31.0%	5%	5%	5%	12.0%	12.0%	12.0%	5%	5%	5%	4%	4%	4%	12.0%	12.0%	12.0%	19.0%	19.0%	19.0%	24.0%	24.0%	24.0%	12.0%	12.0%	12.0%
Railroad	4.0%	4.0%	4.0%	0%	0%	0%	2.0%	2.0%	2.0%	0%	0%	0%	1%	1%	1%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	0.0%	0.0%	0.0%	2.0%	2.0%	2.0%
Bus	20.0%	20.0%	20.0%	10%	10%	10%	17.0%	17.0%	17.0%	5%	5%	5%	5%	5%	5%	17.0%	17.0%	17.0%	19.0%	19.0%	19.0%	47.0%	47.0%	47.0%	17.0%	17.0%	17.0%
Walk	24.0%	24.0%	24.0%	80%	80%	80%	16.0%	16.0%	16.0%	83%	83%	83%	45%	45%	45%	16.0%	16.0%	16.0%	20.0%	20.0%	20.0%	8.0%	8.0%	8.0%	16.0%	16.0%	16.0%
Work at Home	0.0%	0.0%	0.0%	0%	0%	0%	0.0%	0.0%	0.0%	0%	0%	0%	0%	0%	0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Vehicle Occupancy	(2)(3)			(2)			(2,4)			(2)			(2)			(2,5)			(2)			(6)			(2,5)		
Auto	1.19	1.19	1.19	1.60	1.60	1.60	2.20	2.20	2.20	1.65	1.65	1.65	2.20	2.20	2.20	1.14	1.14	1.14	1.65	1.65	1.65	1.10	1.10	1.10	1.14	1.14	1.14
Taxi	1.40	1.40	1.40	1.20	1.20	1.20	2.00	2.00	2.00	1.40	1.40	1.40	2.30	2.30	2.30	1.40	1.40	1.40	1.40	1.40	1.40	1.10	1.10	1.10	1.40	1.40	1.40
Daily Delivery Trip Generation Rate	(1) Weekday 0.06 Delivery Trips / Unit			(1) Weekday 0.35 Delivery Trips / KSF			(1) Weekday 0.35 Delivery Trips / KSF			(2) Weekday 0.35 Delivery Trips / KSF			(2) Weekday 3.60 Delivery Trips / KSF			(2) Weekday 0.45 Delivery Trips / KSF						(6) Weekday 0.03 Delivery Trips / KSF			(1) Weekday 0.35 Delivery Trips / KSF		
	AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
Delivery Temporal	(1)			(1)			(1)			(2)			(2)			(2)						(6)			(1)		
	12%	9%	2%	8%	11%	2%	8%	11%	2%	9.7%	7.8%	5.1%	6.0%	6.0%	1.0%	9.6%	1.0%	9.6%				9.7%	7.8%	7.8%	10%	11%	2%
Delivery Direction	(1)			(1)			(1)			(2)			(2)			(2)						(6)			(1)		
In	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%				50%	50%	50%	50%	50%	50%
Out	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%				50%	50%	50%	50%	50%	50%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%				100%	100%	100%	100%	100%	100%

Source
(1) 2012 CEQR Technical Manual
(2) Webster Avenue Rezoning FEIS, 2011. Subway and rail modal splits for restaurant and community facility visitor uses adjusted to account for local travel characteristics. Destination retail auto occupancy same as restaurant, as per DCP guidance.
(3) ACS 2007-2011 5-year Journey To Work estimates for Bronx Tracts 387, 389, 393, and 397
(4) Gateway Center at Bronx Terminal Market FEIS (2005), with adjusted subway and rail modal splits to account for local travel characteristics.
(5) 2000 Census Reverse Journey To Work for Bronx Tracts 387, 389, 393, and 397. Destination retail uses the same modal splits as per DCP guidance
(6) Lower Concourse Rezoning and Related Actions EIS (2009)
(7) A 25% link trip credit was applied to commercial uses.

TABLE 11-2
Transportation Planning Factors

Land Use:	Office		Residential		Destination Retail		Local Retail		Community Facility (Office)		Community Facility (Recreation)		Community Facility (Dormitory)		Community Facility (Museum)	
Trip Generation:	(1)		(1)		(1)		(1)		(1)		(4)		(5)		(1)	
Weekday	18		8.075		78.2		205		18		44.7		4		27	
Saturday	3.9		9.6		92.5		240		3.9		26.6		4		20.6	
	per 1,000 sf		per DU		per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf		per Unit		per 1,000 sf	
Temporal Distribution:	(1)		(1)		(1)		(1)		(4)		(4)		(1,5)		(1)	
AM (8-9)	12.0%		10.0%		3.0%		3.0%		12.0%		5.8%		9.1%		1.0%	
MD (12-1)	15.0%		5.0%		9.0%		19.0%		15.0%		7.4%		4.7%		16.0%	
PM (5-6)	14.0%		11.0%		9.0%		10.0%		14.0%		7.6%		10.7%		13.0%	
Sat MD (1-2)	17.0%		8.0%		11.0%		10.0%		17.0%		10.0%		8.0%		17.0%	
	(3)		(2)		(4)		(4)		(3,4)		(4)		(5)		(6)	
Modal Splits:	AM/PM/SAT	MD	AM/MD/PM/SAT		AM/MD/PM/SAT		AM/MD/PM/SAT		AM/PM/SAT	MD	AM/MD/PM/SAT		AM/MD/PM/SAT		AM/MD/PM	SAT
Auto	38.7%	5.0%	16.7%		9.0%		2.0%		38.7%	5.0%	4.0%		12.0%		12.0%	14.0%
Taxi	1.9%	5.0%	2.0%		14.5%		3.0%		1.9%	5.0%	9.0%		3.0%		10.0%	10.0%
Subway	32.1%	10.0%	56.7%		21.5%		6.0%		32.1%	10.0%	12.0%		41.5%		7.0%	7.0%
Bus	11.9%	5.0%	14.6%		20.0%		6.0%		11.9%	5.0%	5.0%		14.5%		29.0%	29.0%
Walk/Other	15.4%	75.0%	10.0%		35.0%		83.0%		15.4%	75.0%	70.0%		29.0%		42.0%	40.0%
	100.0%	100.0%	100.0%		100.0%		100.0%		100.0%	100.0%	100.0%		100.0%		100.0%	100.0%
	(4)		(4)		(4)		(4)		(4)		(4)		(5)		(6)	
In/Out Splits:	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM (8-9)	95%	5%	16%	84%	50%	50%	50%	50%	95%	5%	66%	34%	20%	80%	50%	50%
MD (12-1)	48%	52%	50%	50%	50%	50%	50%	50%	48%	52%	58%	42%	51%	49%	63%	37%
PM (5-6)	15%	85%	67%	33%	50%	50%	50%	50%	15%	85%	34%	66%	65%	35%	52%	48%
Sat MD (1-2)	60%	40%	53%	47%	50%	50%	50%	50%	60%	40%	58%	42%	51%	49%	63%	37%
Vehicle Occupancy:	(3,4)		(3,4)		(4)		(4)		(3,4)		(4)		(5)		(6)	
Auto	1.14		1.26		2.00		2.00		1.14		1.40		1.20		2.34	
Taxi	1.40		1.40		2.00		2.00		1.40		1.40		1.20		1.90	
Truck Trip Generation:	(1)		(1)		(1)		(1)		(4)		(4)		(1,5)		(6)	
	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday
	0.32	0.01	0.06	0.02	0.35	0.04	0.35	0.04	0.32	0.01	0.04	0.01	0.03	0.01	0.05	0.01
	per 1,000 sf		per DU		per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf	
	(1)		(1)		(1)		(1)		(4)		(4)		(1,5)		(6)	
AM (8-9)	10.0%		12.2%		8.0%		8.0%		10.0%		7.7%		9.7%		9.6%	
MD (12-1)	11.0%		9.0%		11.0%		11.0%		11.0%		11.0%		9.1%		11.0%	
PM (5-6)	2.0%		2.0%		2.0%		2.0%		2.0%		2.0%		5.1%		1.0%	
Sat MD (1-2)	11.0%		9.0%		11.0%		11.0%		11.0%		11.0%		11.0%		11.0%	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
All Peak Hours	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%

Notes :

(1) Source: *CEQR Technical Manual*.

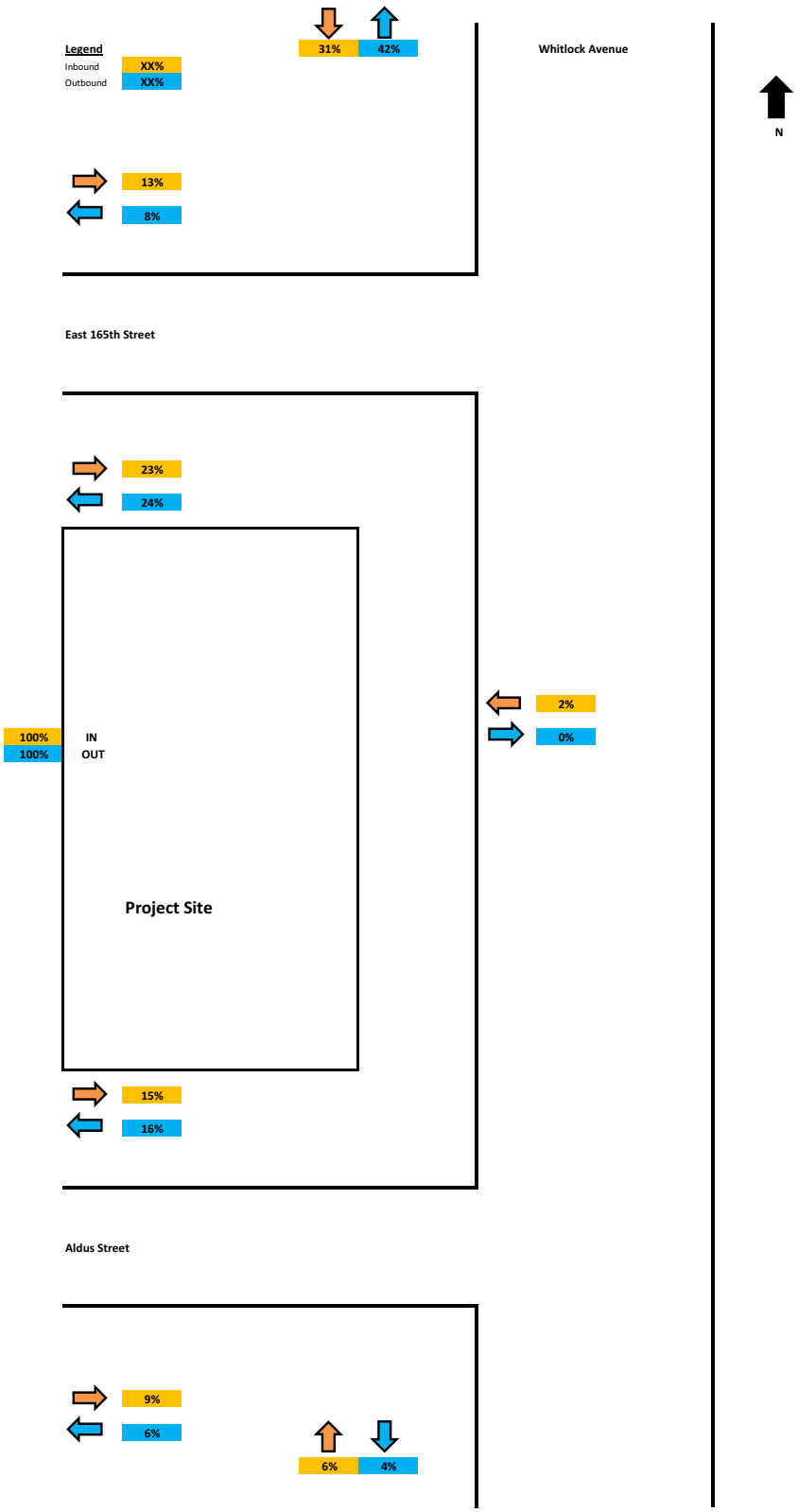
(2) Based on 2000 US Census Journey-to-Work Data for Manhattan Tracts 213.01, 213.02, 217.01, 217.02, 219, 221.01, 221.02, 223.01, 223.02, 224, 225, 226, 227.01, 227.02, 229, 231.01, 231.02, 233, 235.01, 235.02 and 237.

(3) Based on 2000 US Census Reverse Journey-to-Work Data (see above for tracts).

(4) *125th Street Corridor Rezoning and Related Actions FEIS*, February 2008.

(5) *Manhattanville in WestHarlem Rezoning and Academic Mixed-Use Development FEIS*, 2007.

(6) *No. 7 Subway Extension- Hudson Yard Rezoning and Development Program FGEIS*, 2004.

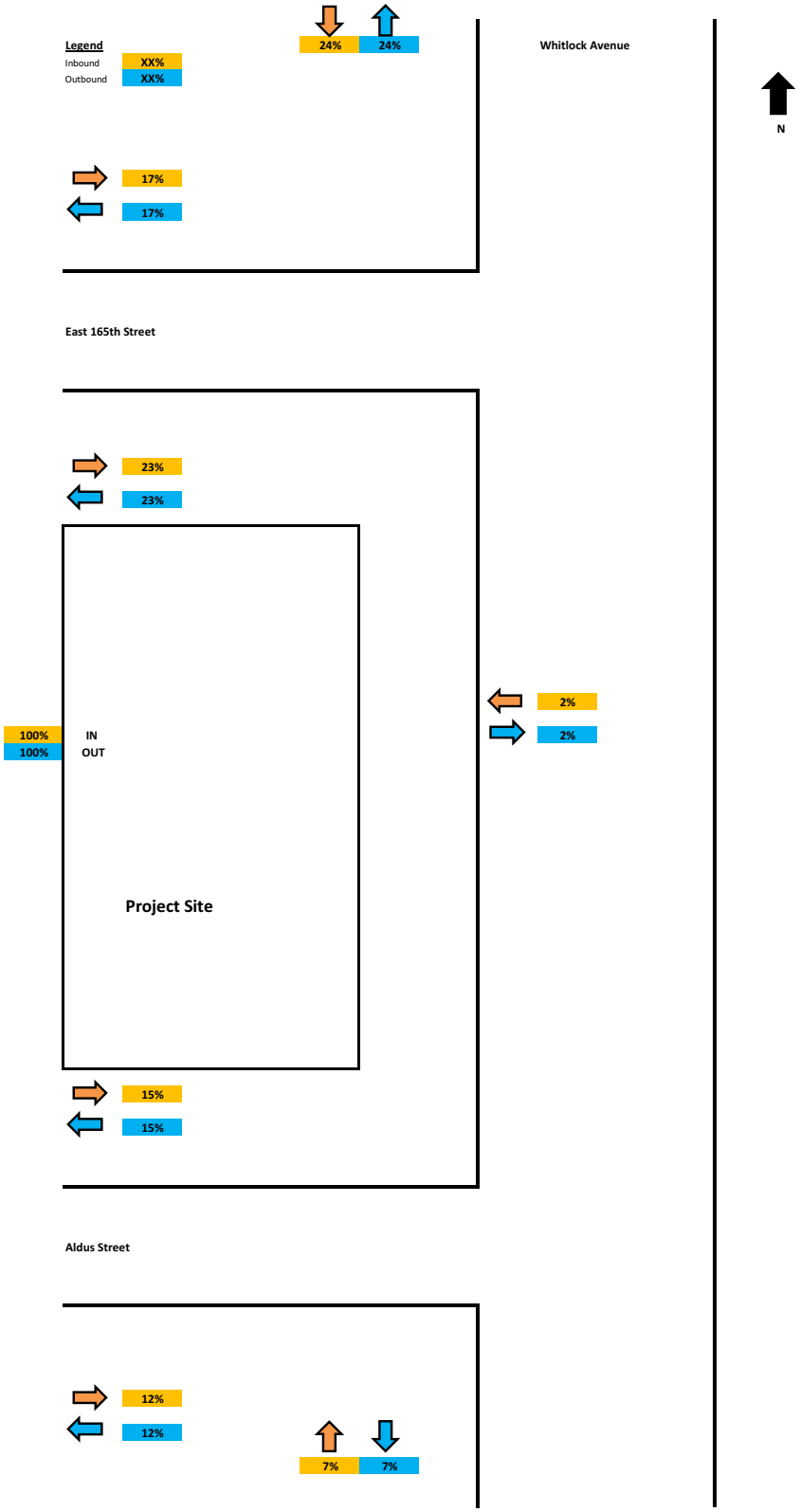


2021 With-Action Project Generated Pedestrian Trips Assignment

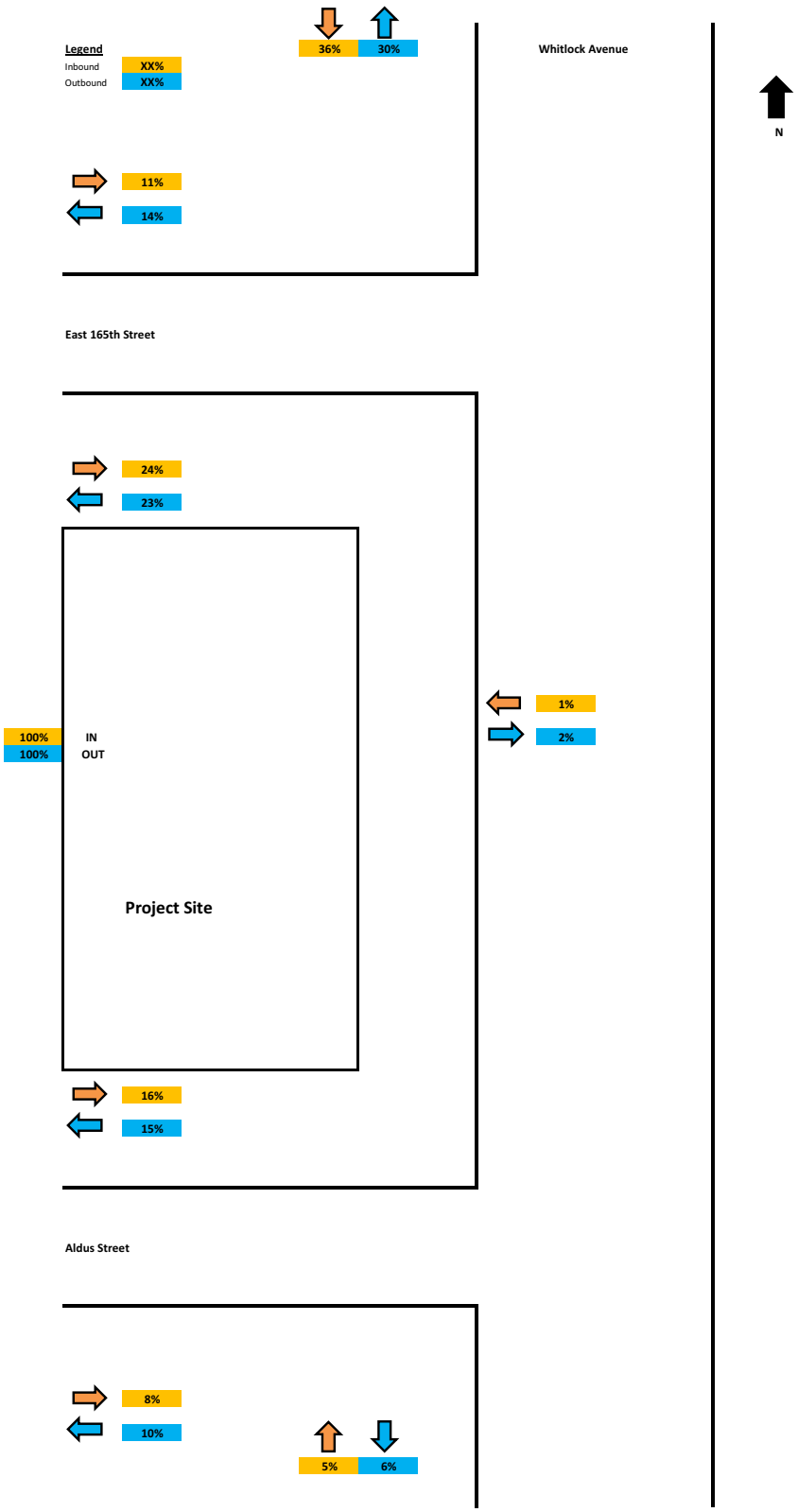
Weekday AM Peak Hour

1125 Whitlock Avenue

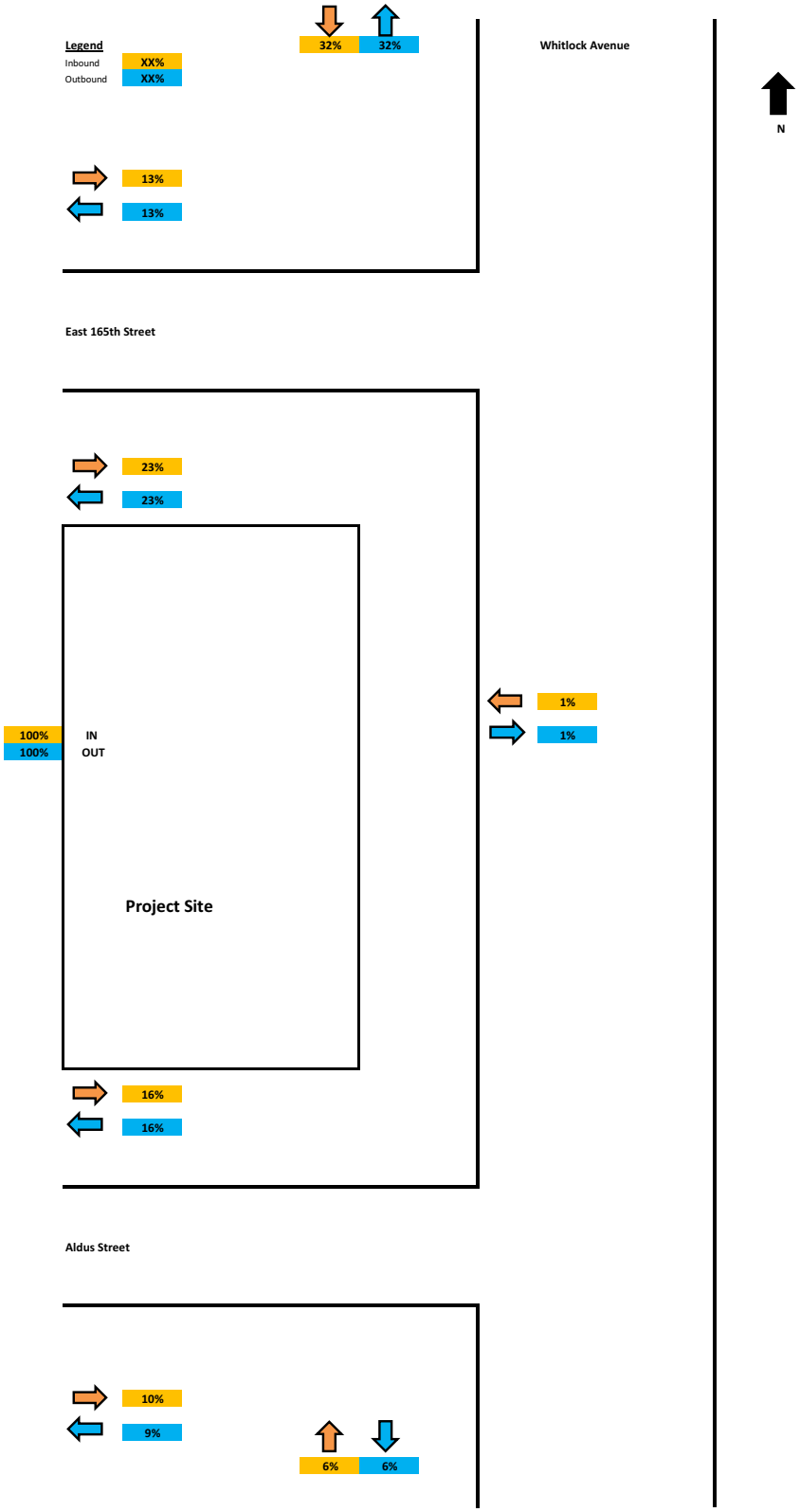
Figure: E-1



2021 With-Action Project Generated Pedestrian Trips Assignment
Weekday Midday Peak Hour
1125 Whitlock Avenue **Figure: E-2**



2021 With-Action Project Generated Pedestrian Trips Assignment
Weekday PM Peak Hour
1125 Whitlock Avenue **Figure: E-3**

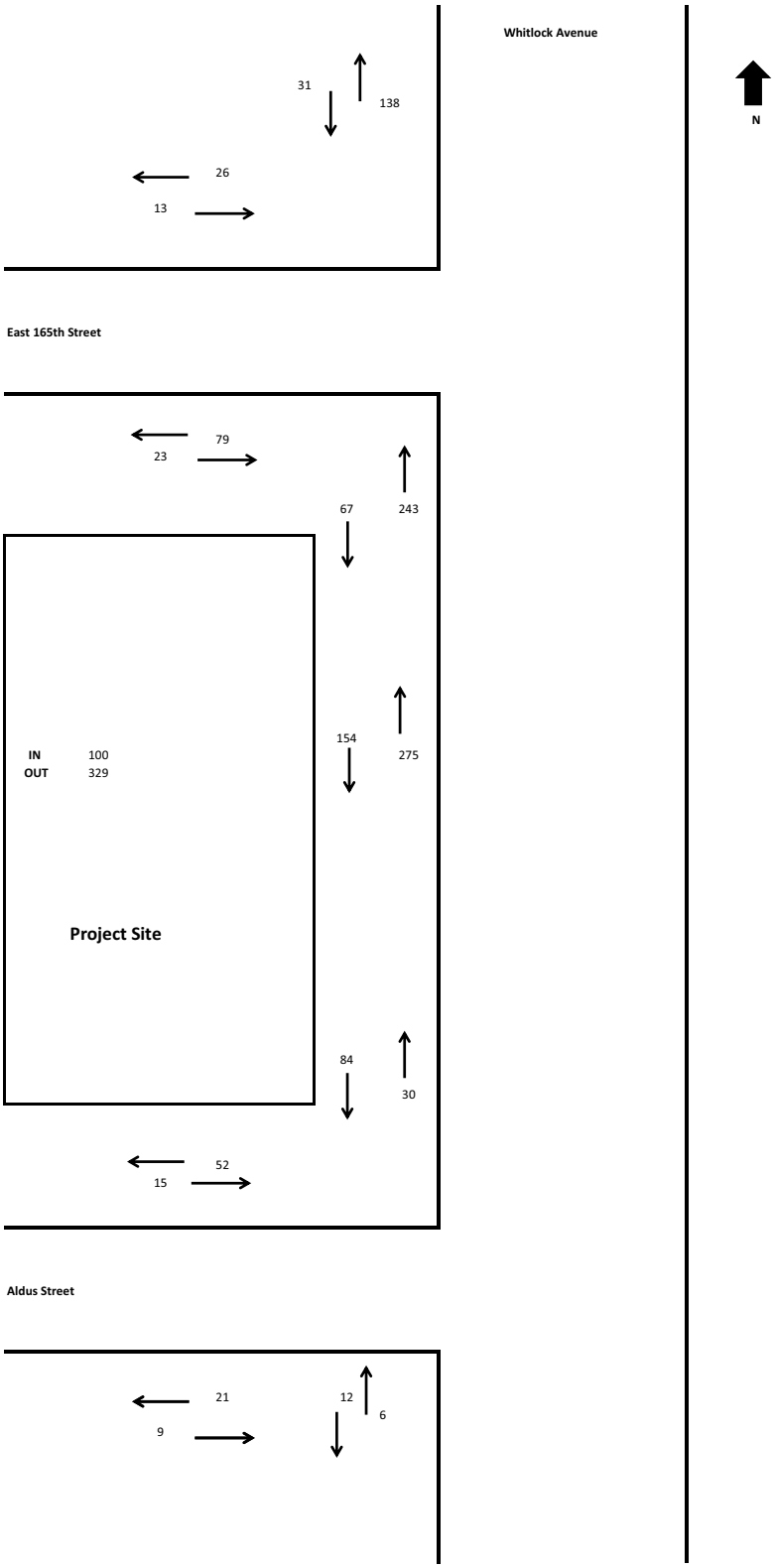


2021 With-Action Project Generated Pedestrian Trips Assignment

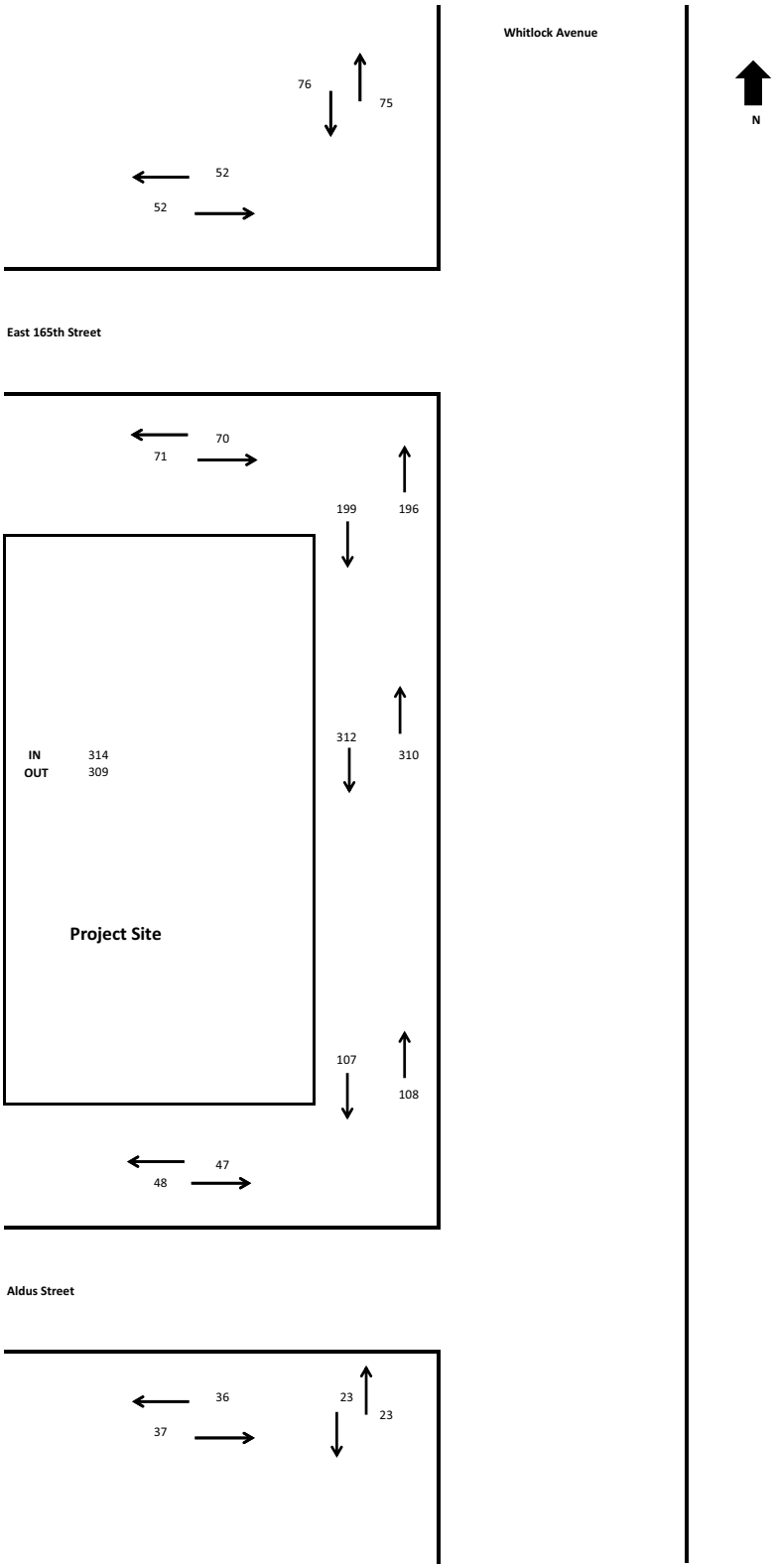
Saturday Midday Peak Hour

1125 Whitlock Avenue

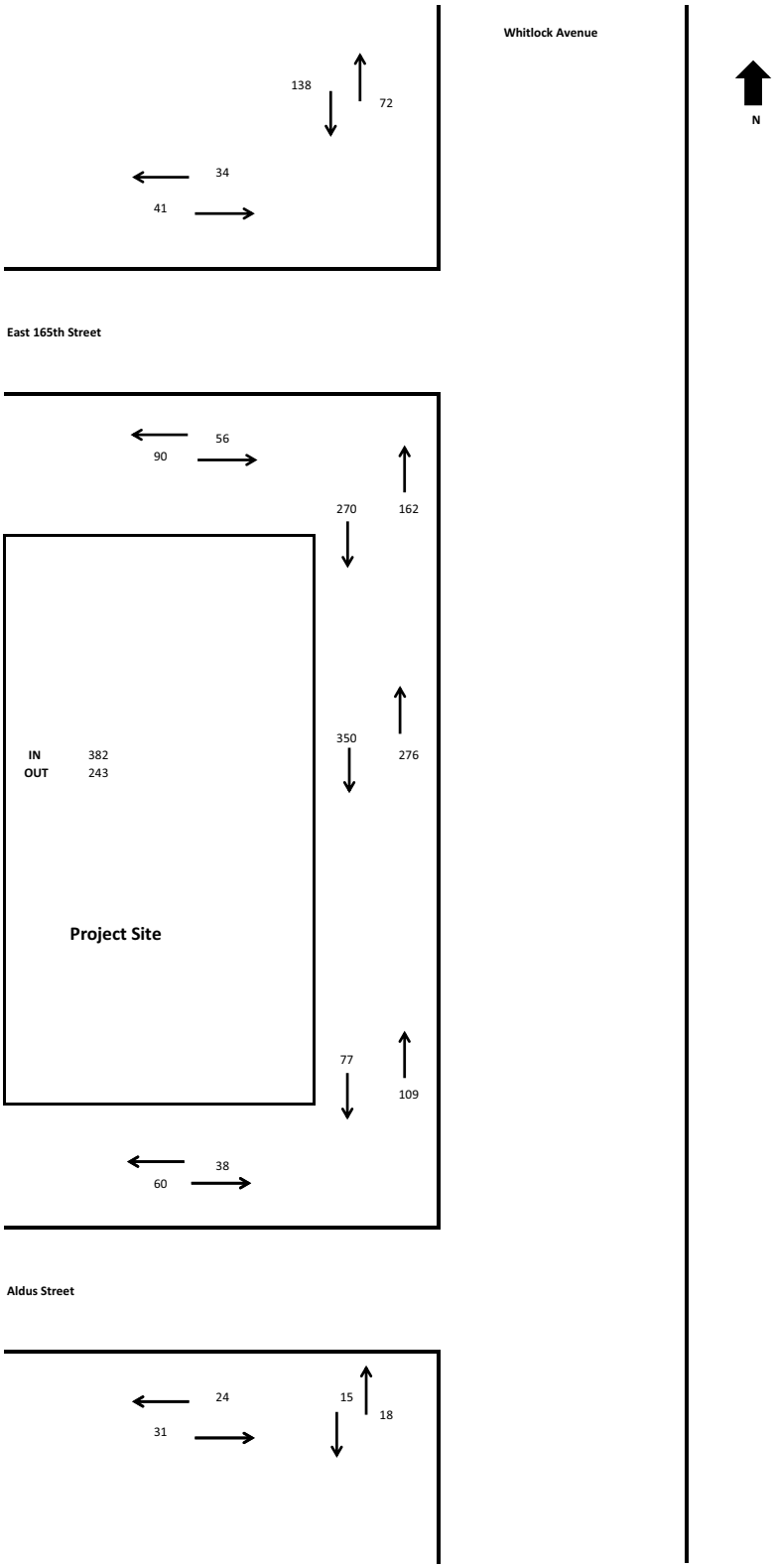
Figure: E-4



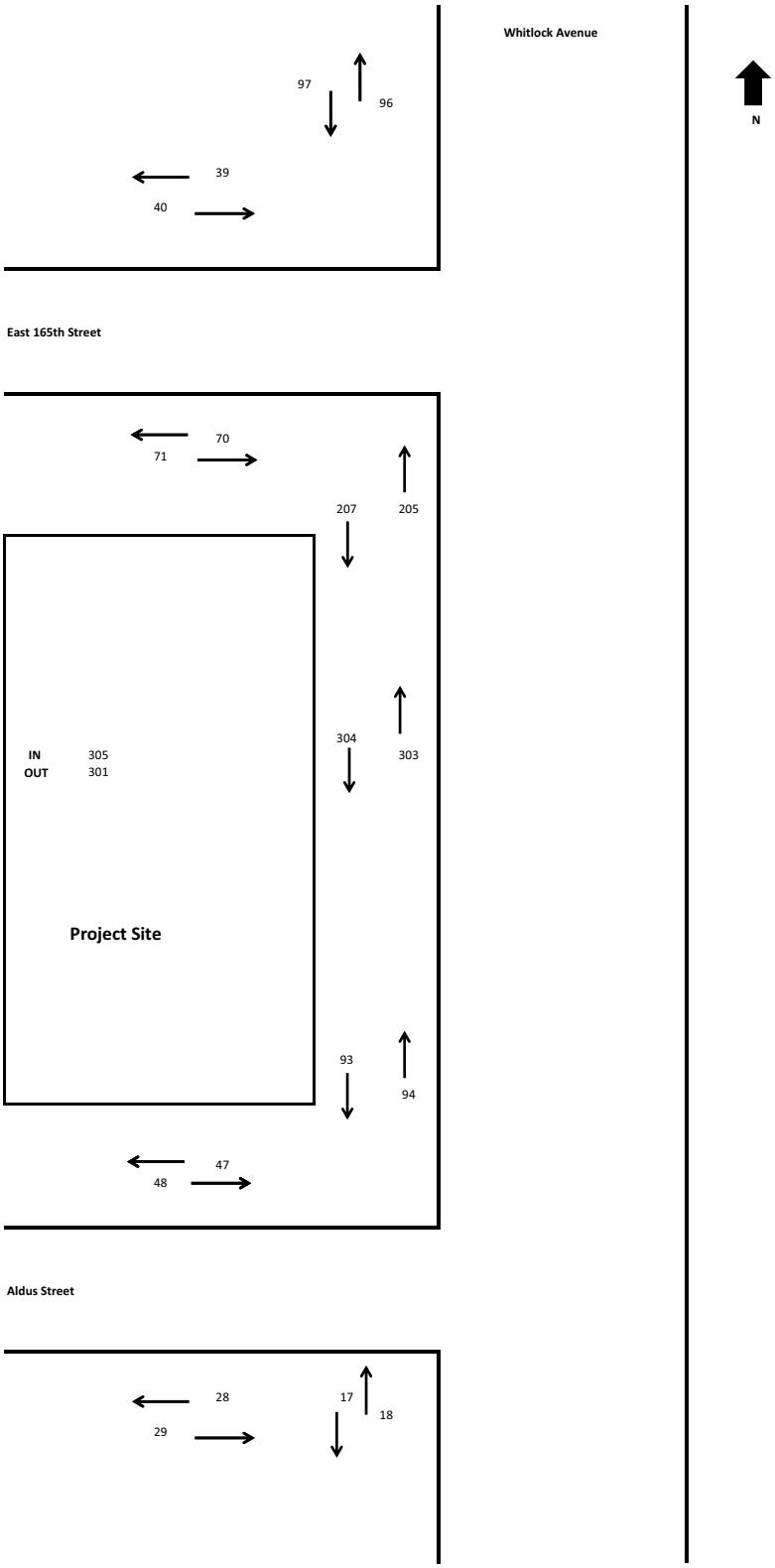
2021 With-Action Project Generated Pedestrian Trips
Weekday AM Peak Hour
1125 Whitlock Avenue **Figure: E-5**



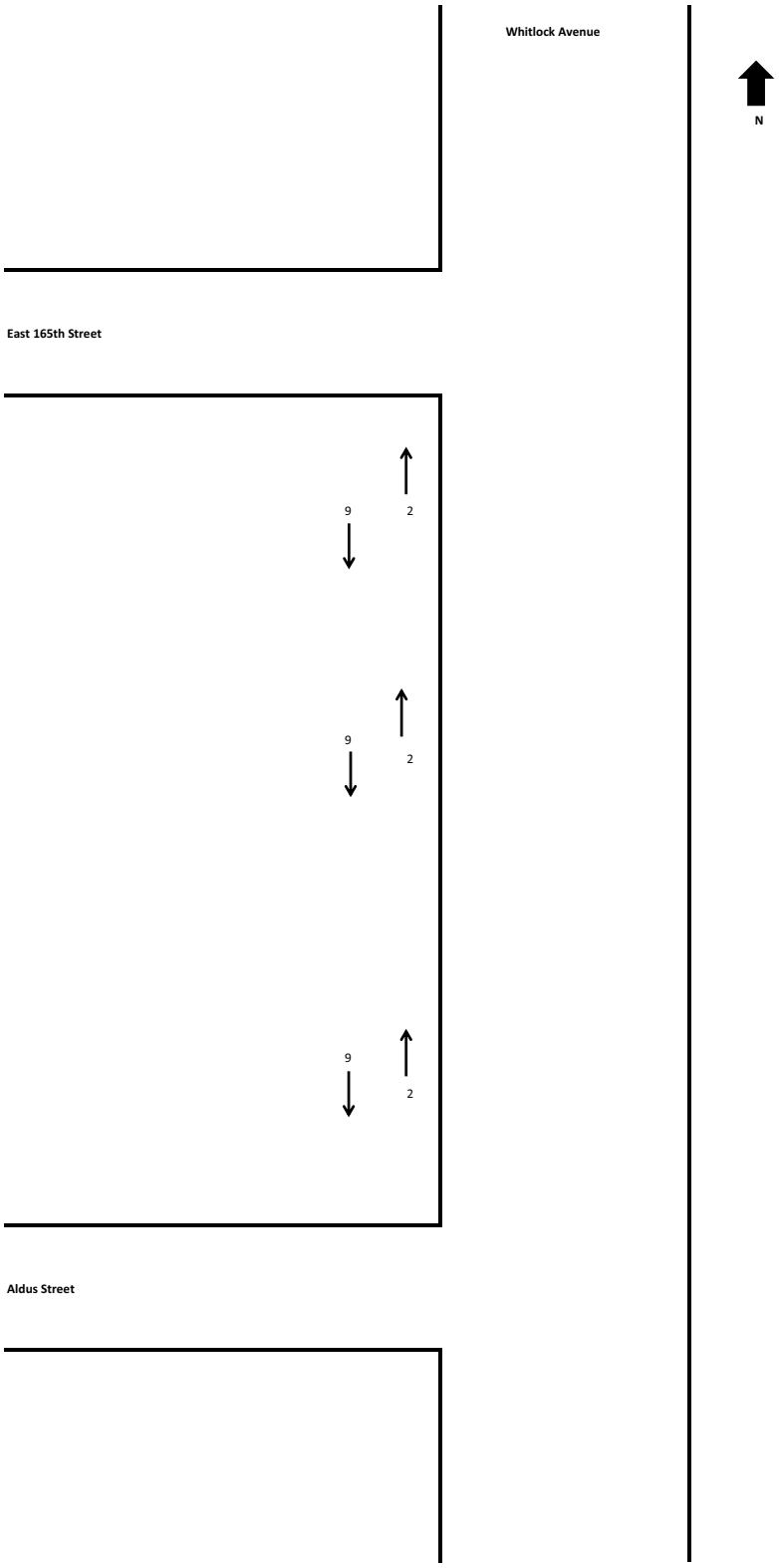
2021 With-Action Project Generated Pedestrian Trips
Weekday Midday Peak Hour
1125 Whitlock Avenue **Figure: E-6**



2021 With-Action Project Generated Pedestrian Trips
Weekday PM Peak Hour
1125 Whitlock Avenue **Figure: E-7**

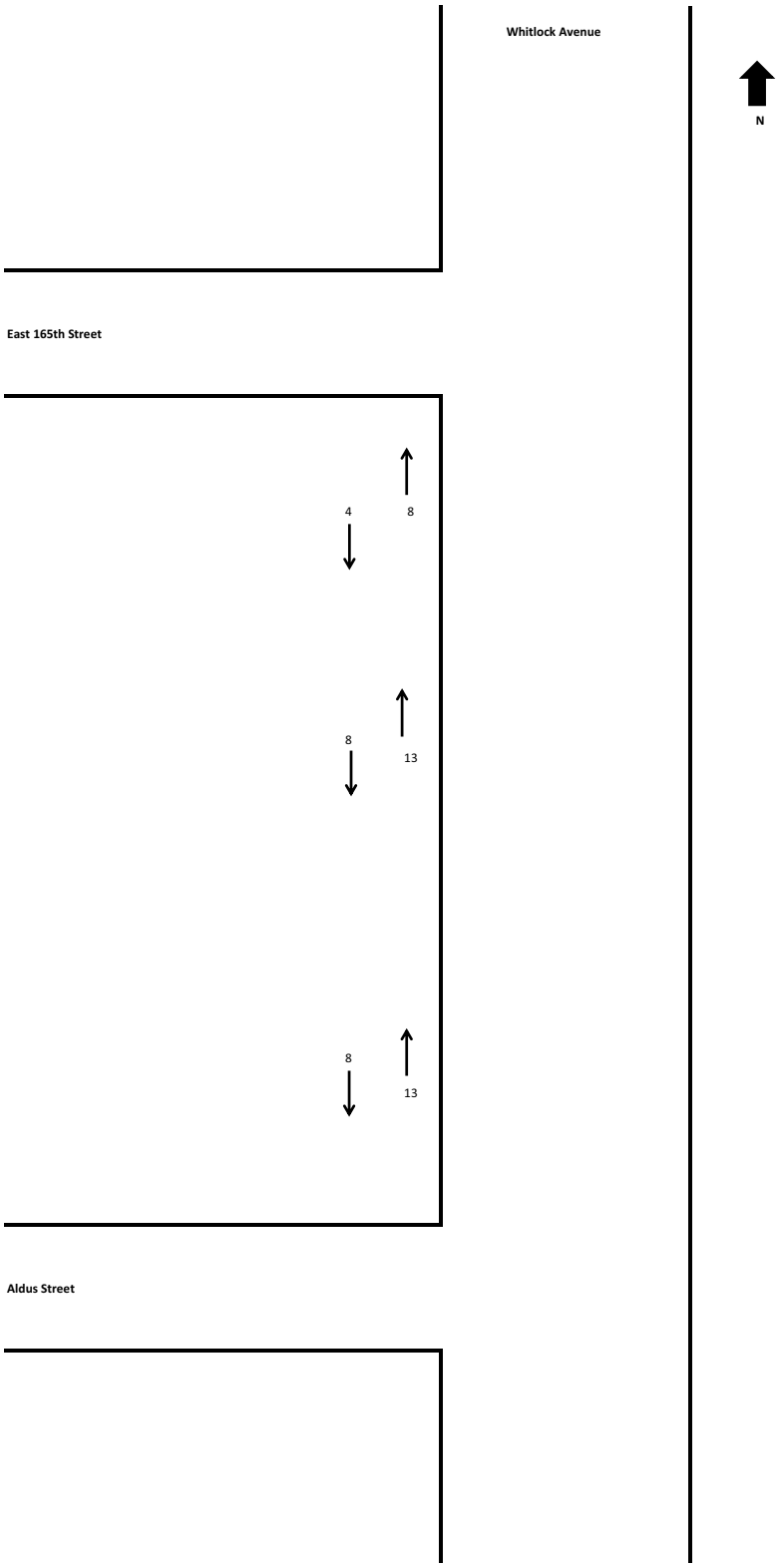


2021 With-Action Project Generated Pedestrian Trips
Saturday Midday Peak Hour
1125 Whitlock Avenue **Figure: E-8**



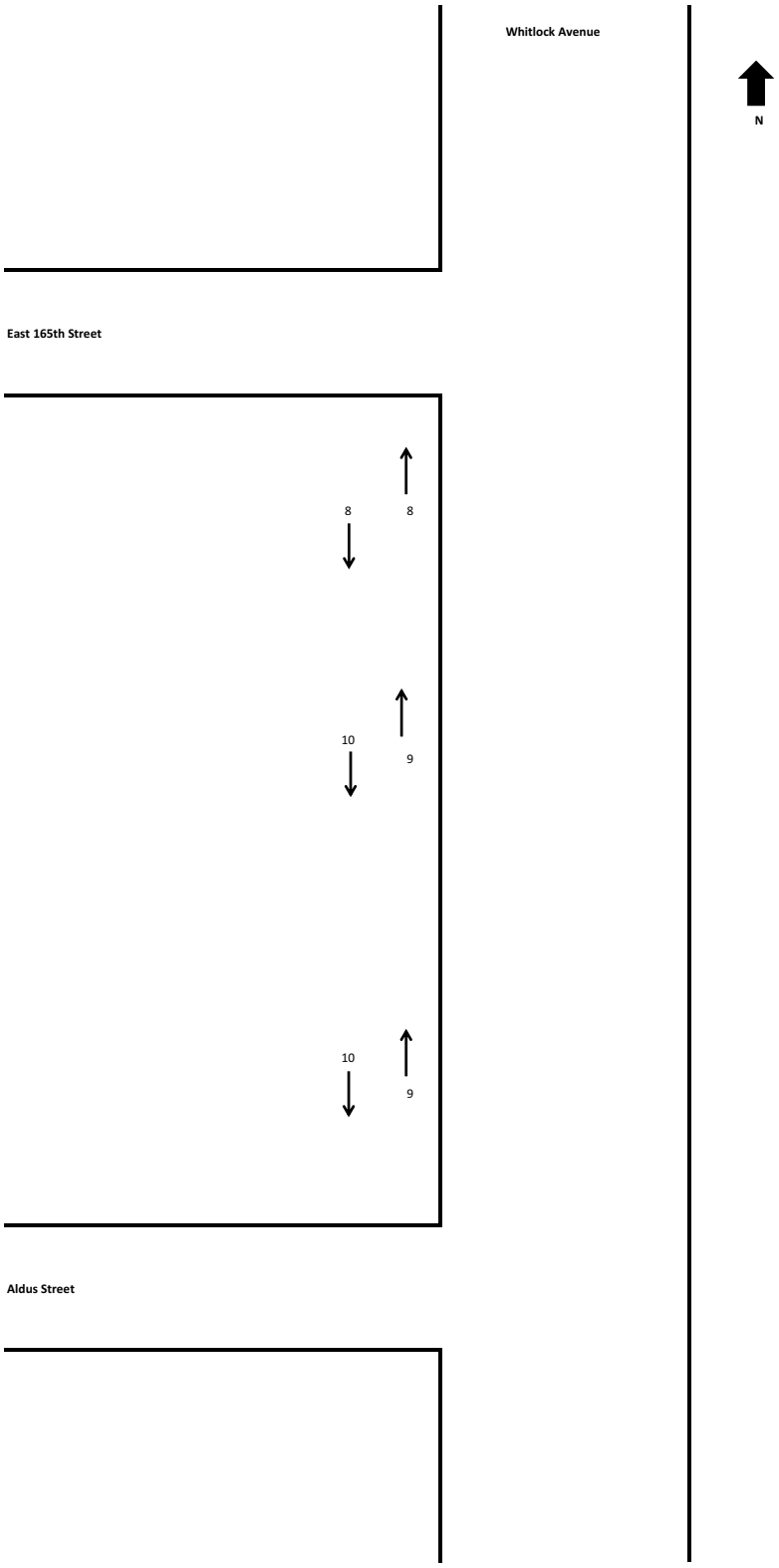
2016 Existing Pedestrian Volumes
Weekday AM Peak Hour

1125 Whitlock Avenue **Figure: E-9**

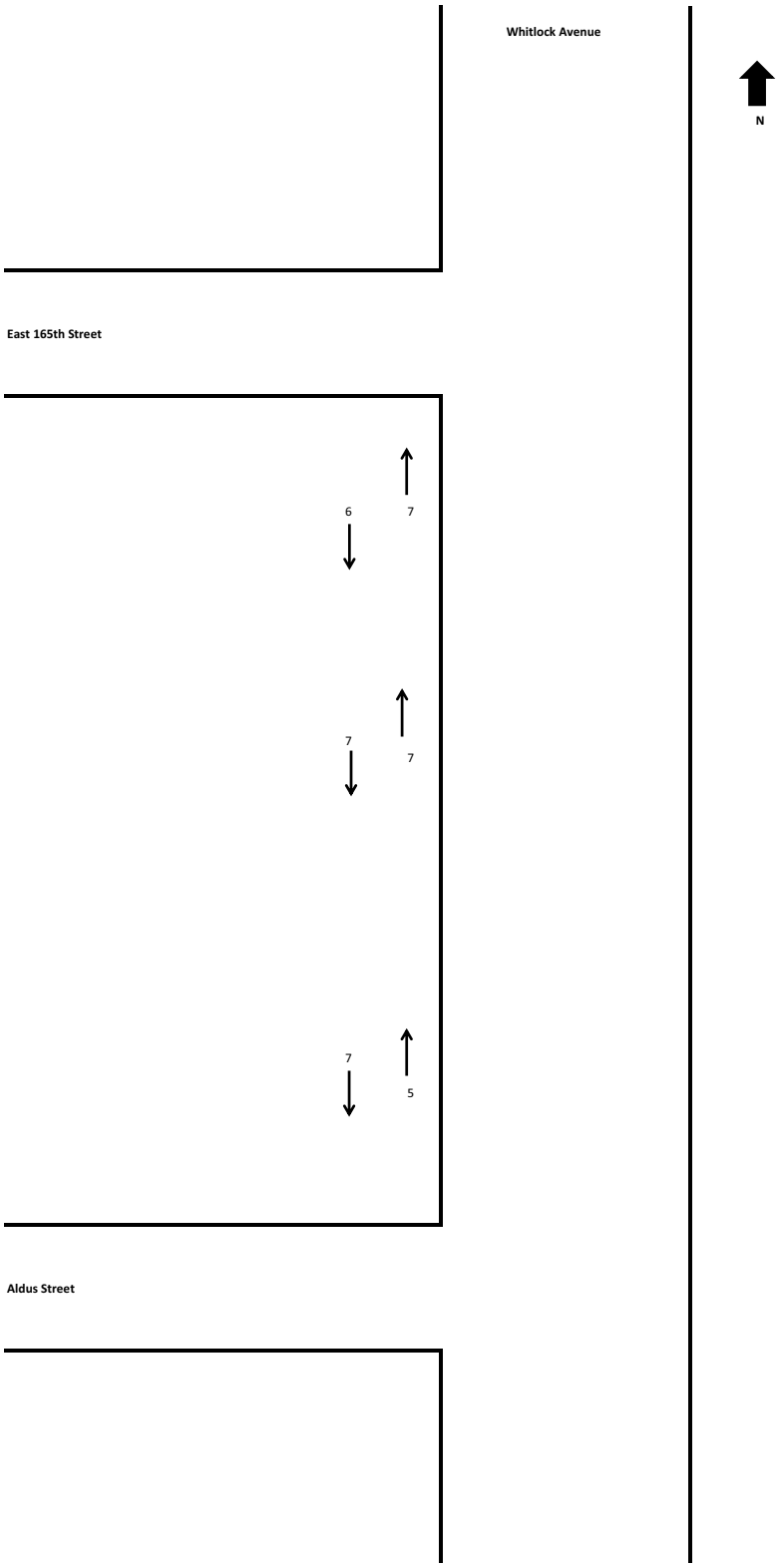


2016 Existing Pedestrian Volumes
Weekday Midday Peak Hour

1125 Whitlock Avenue **Figure: E-10**

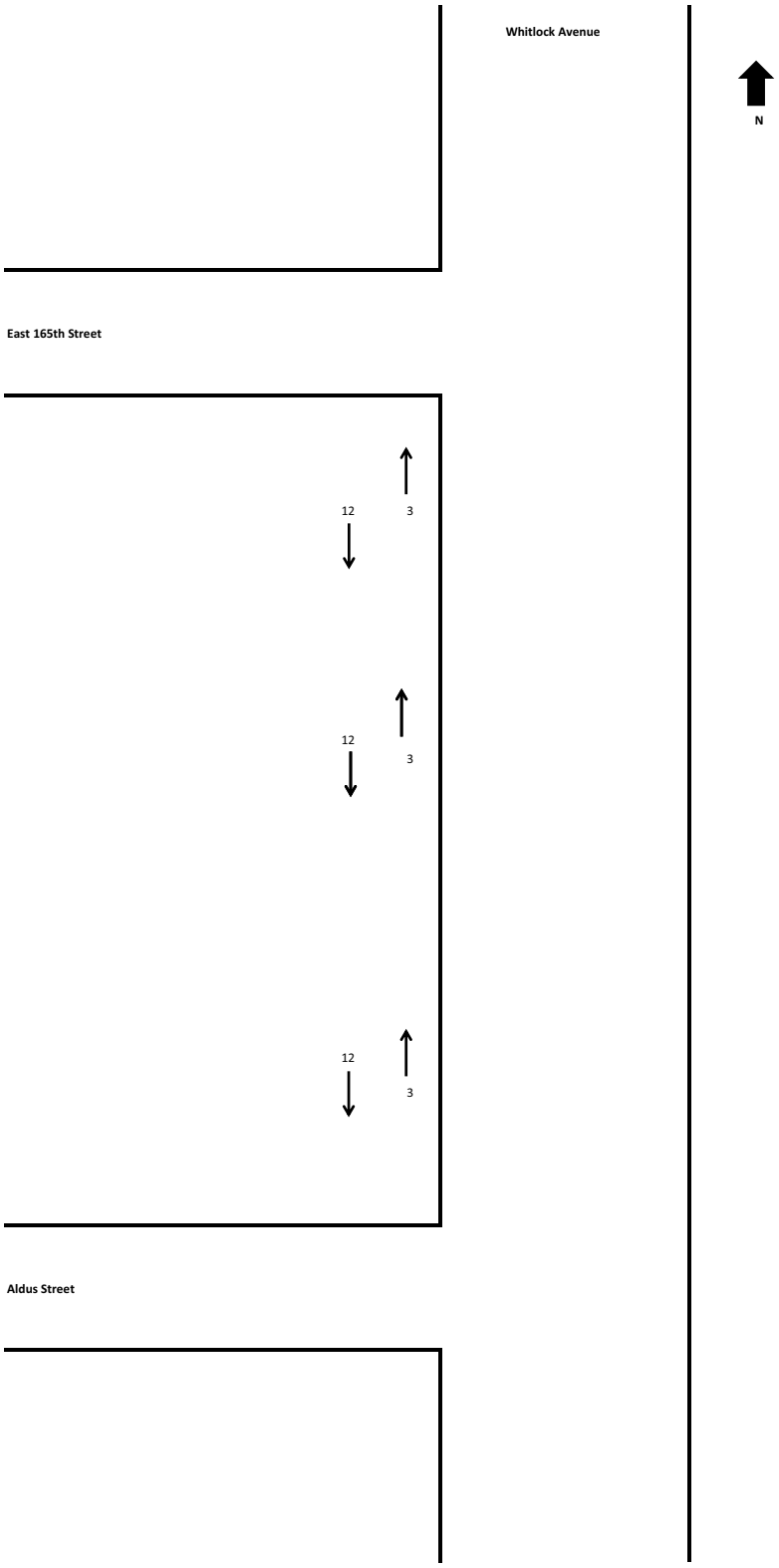


2016 Existing Pedestrian Volumes
Weekday PM Peak Hour
1125 Whitlock Avenue **Figure: E-11**

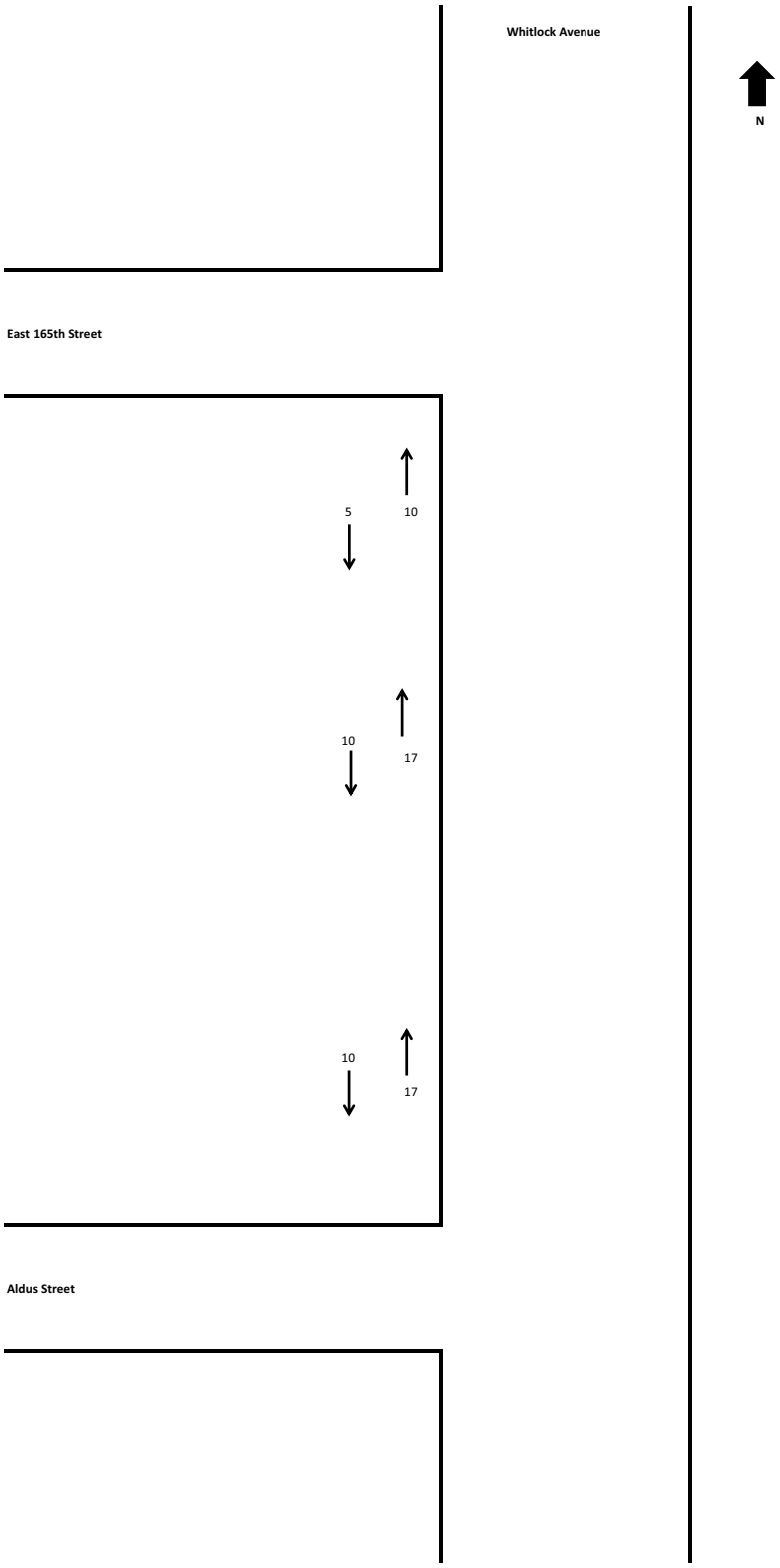


2016 Existing Pedestrian Volumes
Saturday Midday Peak Hour

1125 Whitlock Avenue **Figure: E-12**

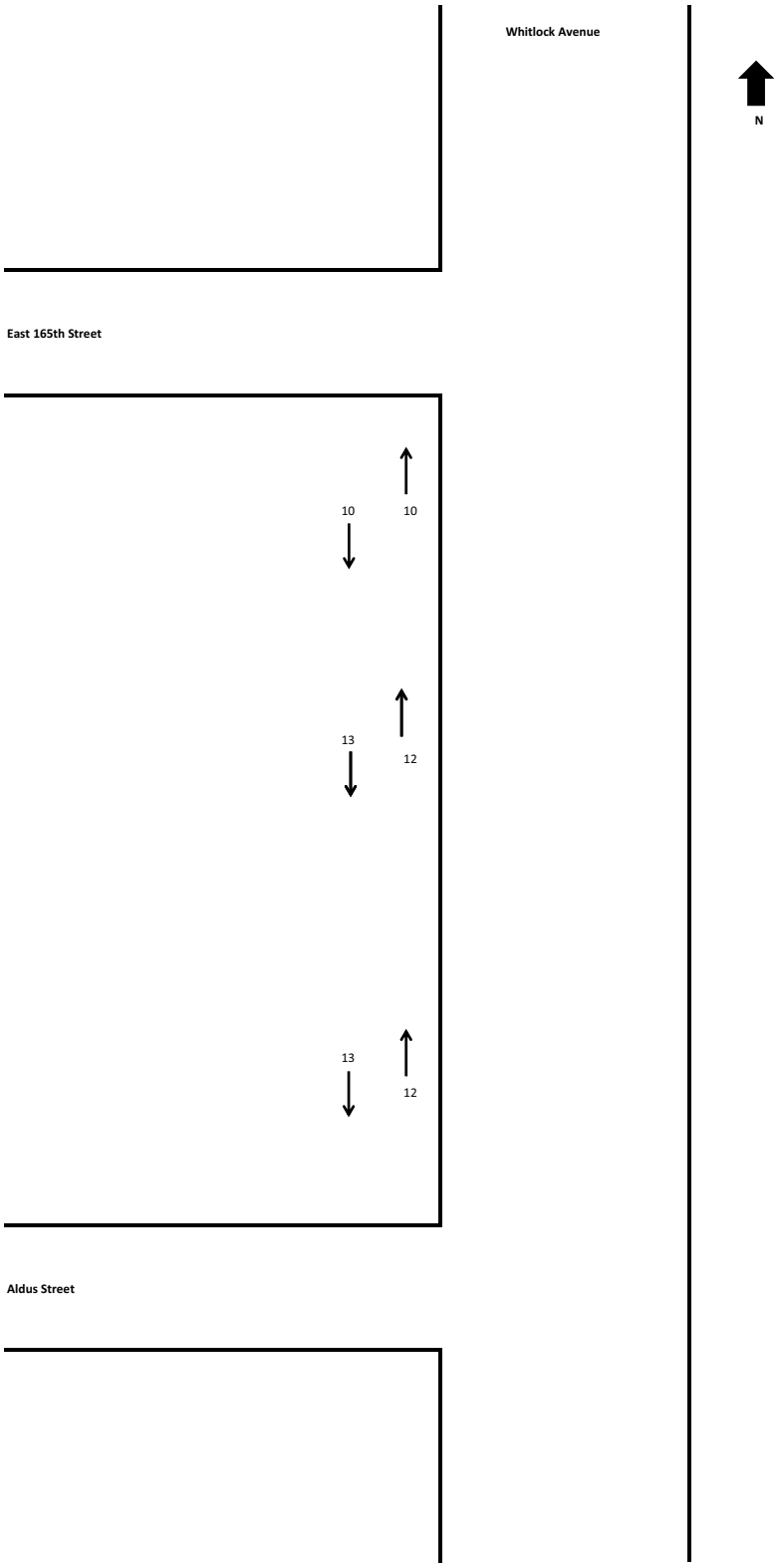


2021 No Action Pedestrian Volumes
Weekday AM Peak Hour
1125 Whitlock Avenue **Figure: E-13**



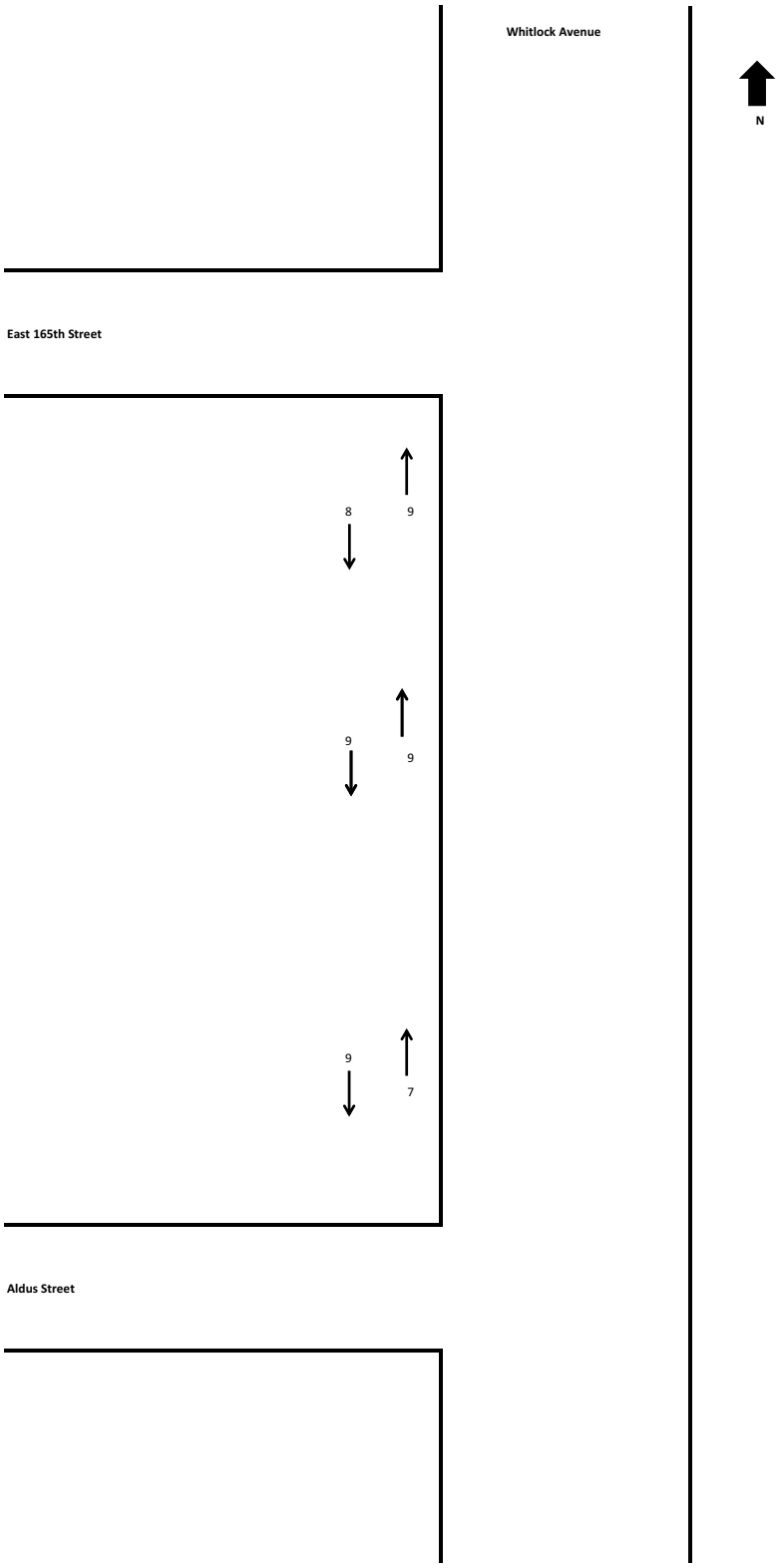
2021 No Action Pedestrian Volumes
Weekday Midday Peak Hour

1125 Whitlock Avenue **Figure: E-14**

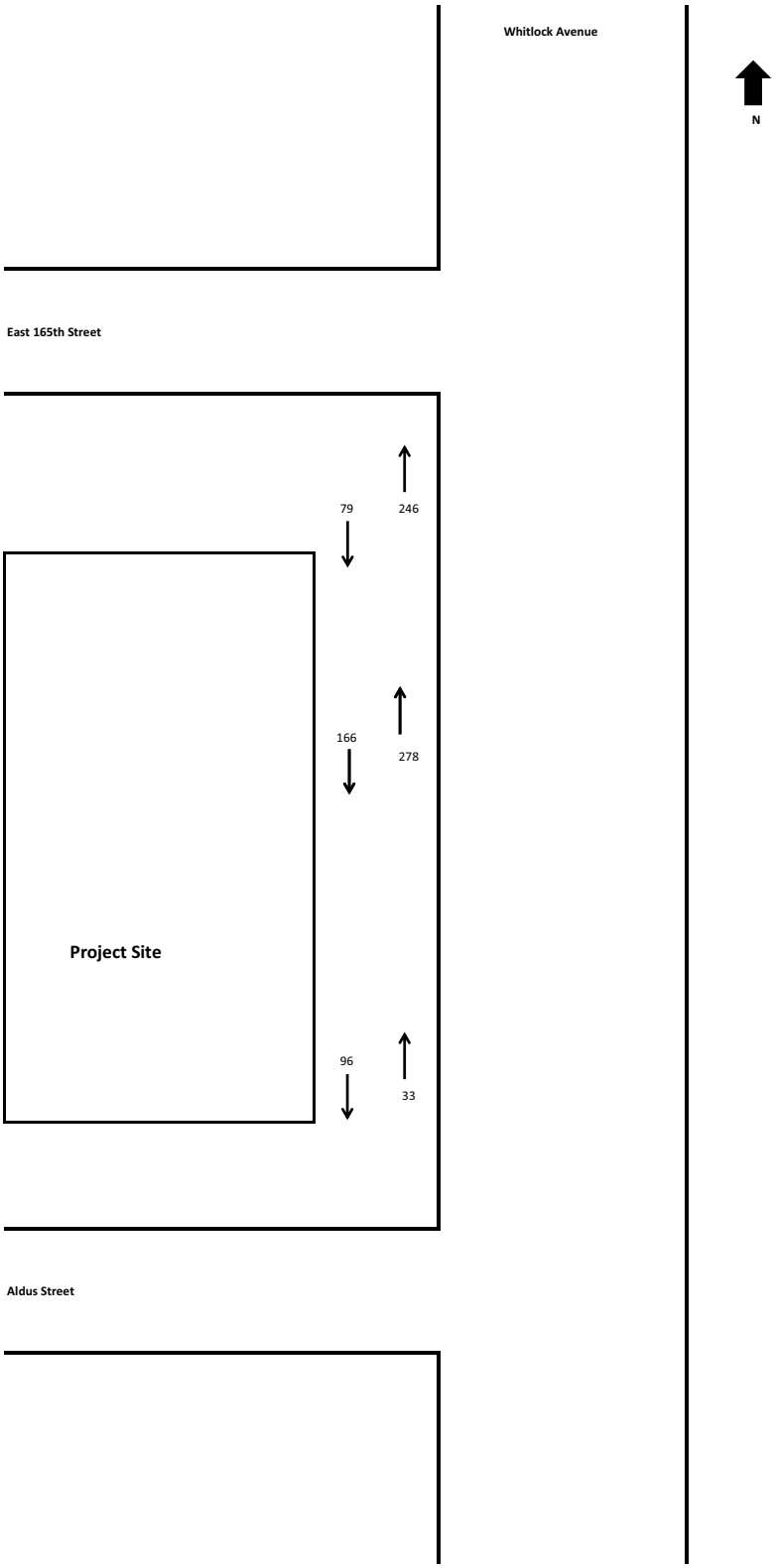


2021 No Action Pedestrian Volumes
Weekday PM Peak Hour

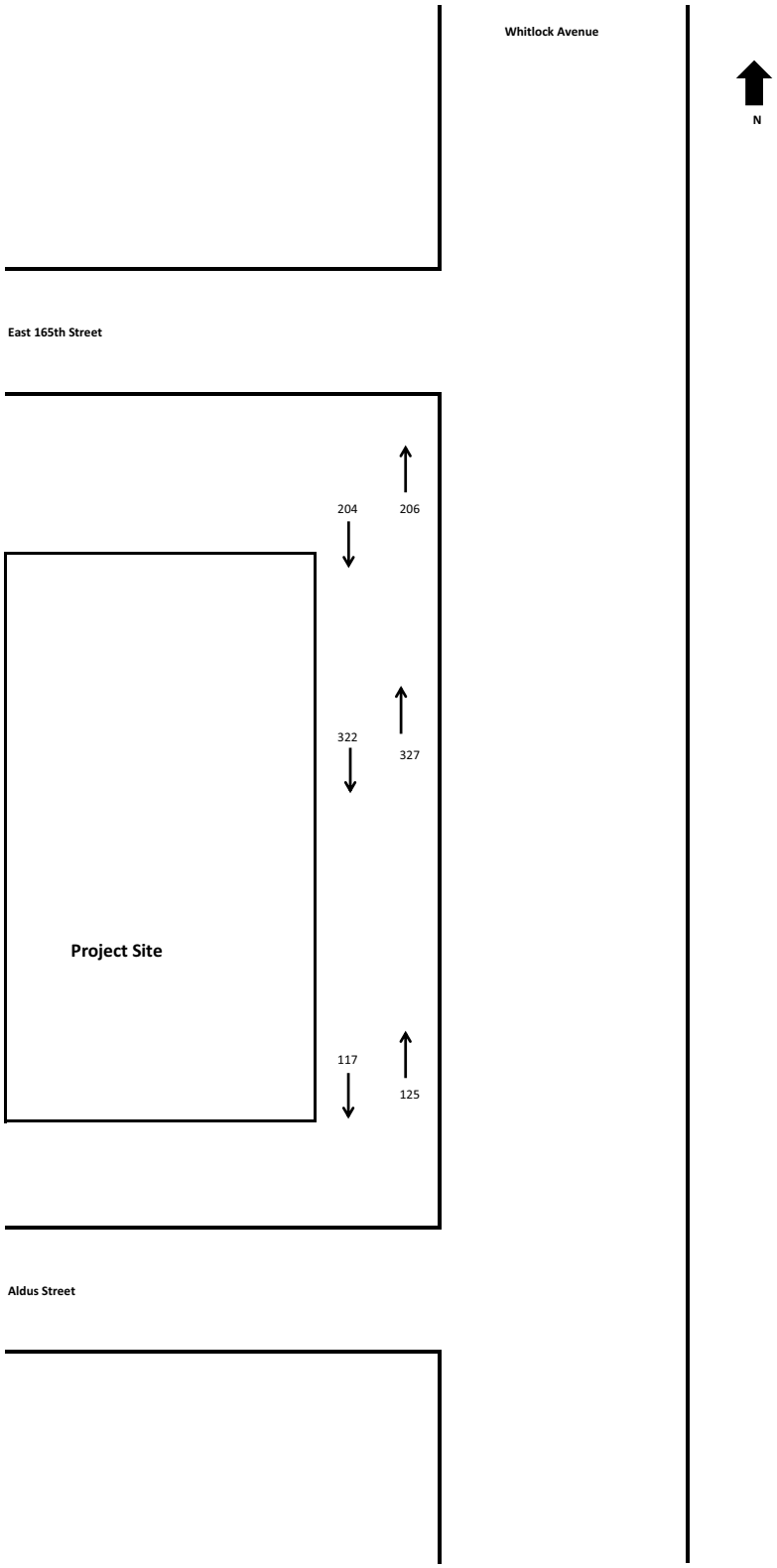
1125 Whitlock Avenue **Figure: E-15**



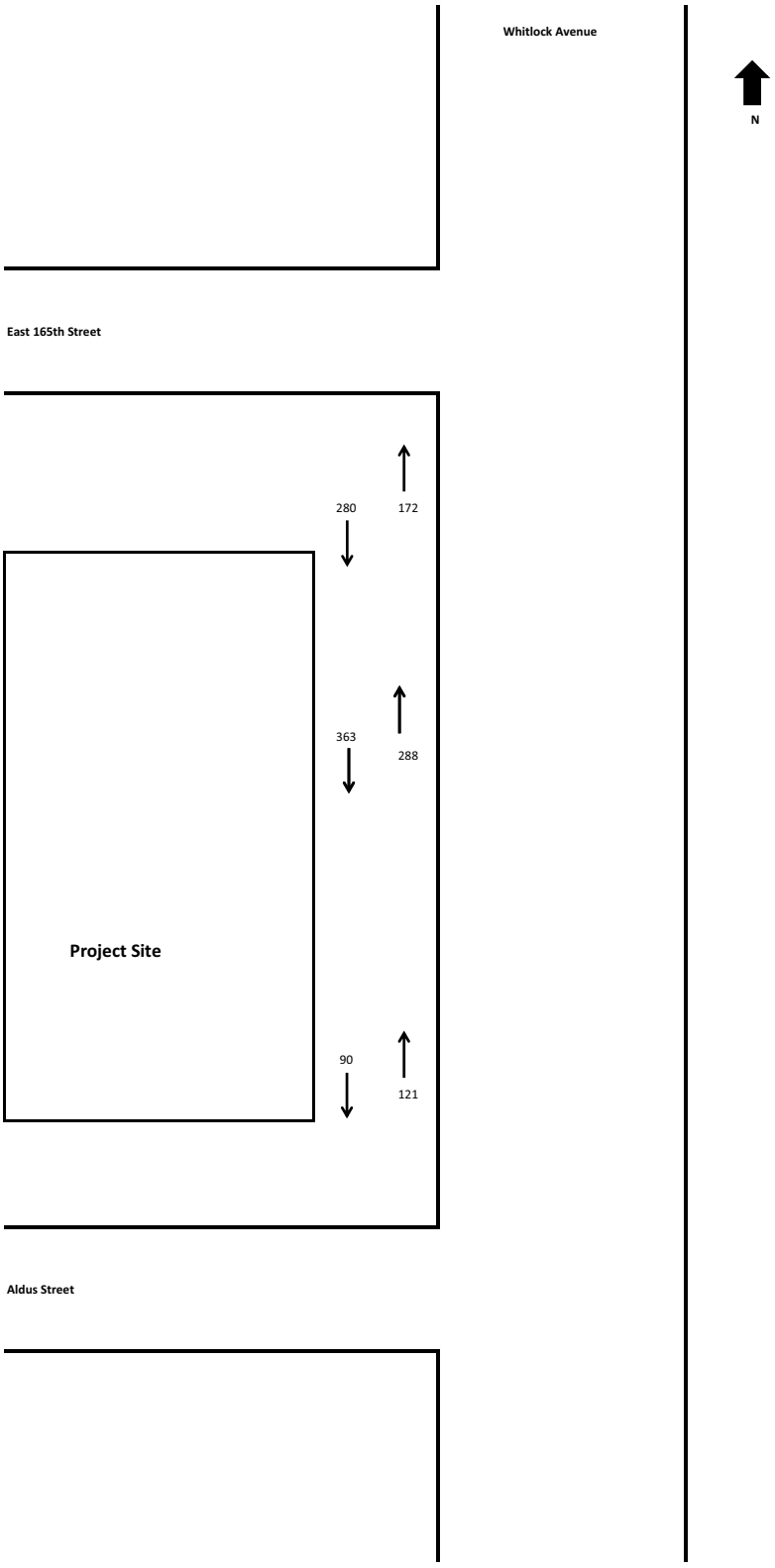
2021 No Action Pedestrian Volumes
Saturday Midday Peak Hour
1125 Whitlock Avenue **Figure: E-16**



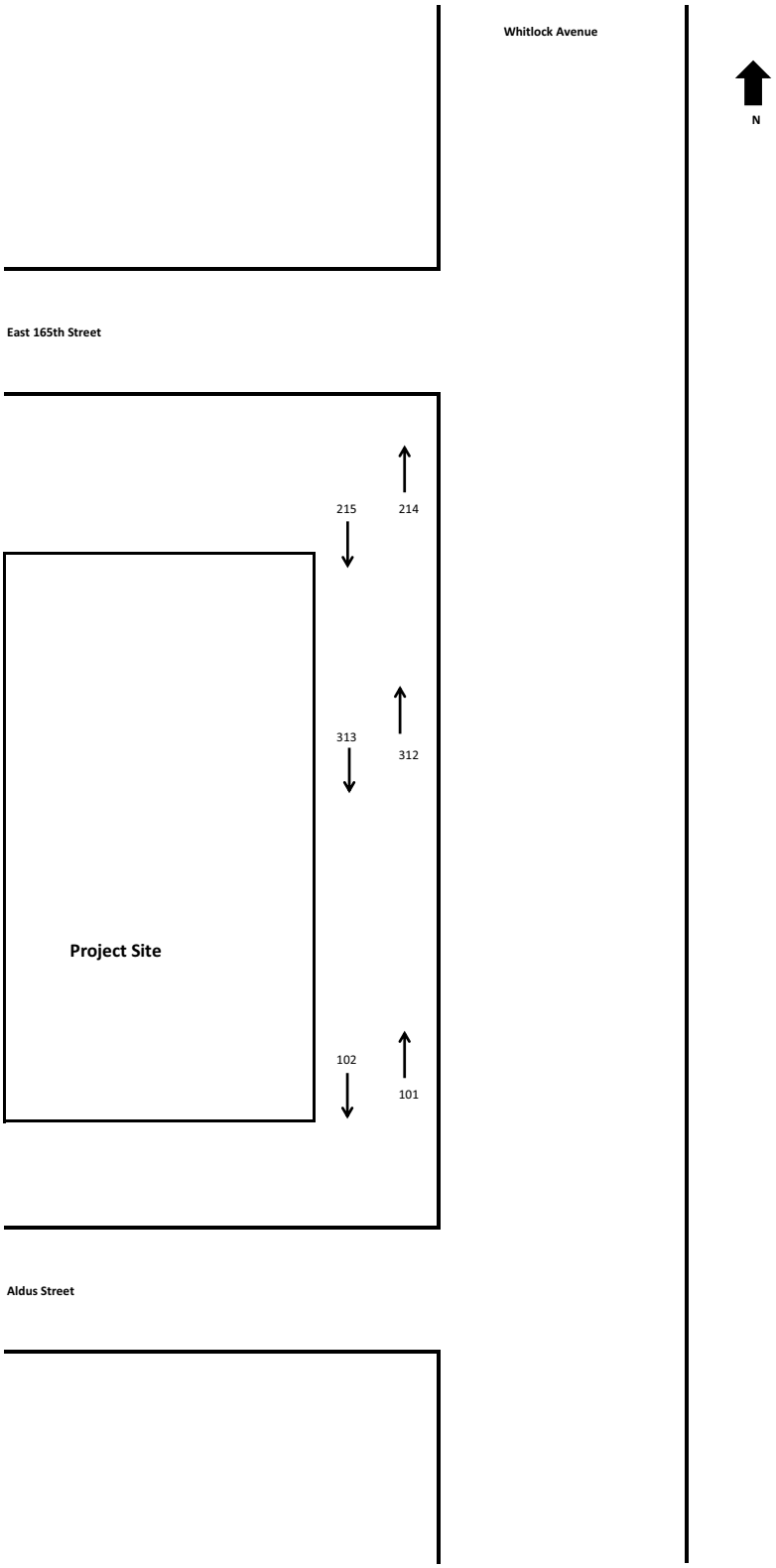
2021 With-Action Pedestrian Volumes
Weekday AM Peak Hour
1125 Whitlock Avenue **Figure: E-17**



2021 With-Action Pedestrian Volumes
Weekday Midday Peak Hour
1125 Whitlock Avenue **Figure: E-18**



2021 With-Action Pedestrian Volumes
Weekday PM Peak Hour
1125 Whitlock Avenue **Figure: E-19**



2021 With-Action Pedestrian Volumes
Saturday Midday Peak Hour
1125 Whitlock Avenue **Figure: E-20**

APPENDIX F: CONSTRUCTION ACTIVITIES TABLE

Whitlock Avenue Construction Activities
9.20.16

Building Number	Item	Demolition	Excavation & Foundation	Utility & Sewer	Building Superstructure	Building Exterior	Interior Finishes	Site Amenities
1	Daily Employees	10	25	8	40	25	50	5
	Daily Delivery Trucks	10	15	1	1	1	1	1
	Daily Haul Trucks	1	8	1	5	2	3	1
	Daily Worker Vehicles	2	4	1	6	4	6	1
	Maximum Trucks/Hour	1	**4**	1	1	1	1	1
	Duration (months)	1	3	1	6	3	6	1
	Maximum Noise PCE's/hour							
	On-site equipment (pieces) (diesel & gasoline powered)	2	2	2	2	1	1	1

Building Number	Item	Demolition	Excavation & Foundation	Utility & Sewer	Building Superstructure	Building Exterior	Interior Finishes	Site Amenities
2	Daily Employees	10	25	8	40	25	50	5
	Daily Delivery Trucks	10	15	1	1	1	1	1
	Daily Haul Trucks	1	8	1	5	2	3	1
	Daily Worker Vehicles	2	4	1	6	4	6	1
	Maximum Trucks/Hour	1	**4**	1	1	1	1	1
	Duration (months)	0	4	1	6	3	6	1
	Maximum Noise PCE's/hour							
	On-site equipment (pieces) (diesel & gasoline powered)	2	2	2	2	1	1	1