



# East 178<sup>th</sup> Street City Map Amendment

## Environmental Assessment Statement

**CEQR NUMBER**

19DCP019X

**ULURP NUMBER**

150355MMX

**Site:**

East 178<sup>th</sup> Street  
Bronx NY

**Tax Lots:**

Block: 3909, Lot 61 (adjacent)

**Lead Agency:**

New York City Department of City Planning  
120 Broadway  
New York, NY 10271

**Prepared for:**

420 Morris Park Avenue LLC

**Prepared by:**

Equity Environmental Engineering  
500 International Drive, Suite 150  
Mount Olive, NJ 07828

**September 27, 2021**

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

**Part I: GENERAL INFORMATION**

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

If “yes,” **STOP** and complete the **FULL EAS FORM**.

**2. Project Name** East 178<sup>th</sup> Street City Map Amendment

**3. Reference Numbers**

CEQR REFERENCE NUMBER (to be assigned by lead agency) 19DCP019X		BSA REFERENCE NUMBER (if applicable)	
ULURP REFERENCE NUMBER (if applicable) 150355MMX		OTHER REFERENCE NUMBER(S) (if applicable) (e.g., legislative intro, CAPA)	
<b>4a. Lead Agency Information</b> NAME OF LEAD AGENCY City Planning Commission		<b>4b. Applicant Information</b> NAME OF APPLICANT 420 Morris Park Avenue LLC	
NAME OF LEAD AGENCY CONTACT PERSON Stephanie Shellooe, AICP, EARD		NAME OF APPLICANT’S REPRESENTATIVE OR CONTACT PERSON Kevin Williams, AICP, PP	
ADDRESS 120 Broadway 31 <sup>st</sup> Floor		ADDRESS 500 International Drive	
CITY New York	STATE NY	ZIP 10007	CITY Mount Olive
TELEPHONE 212-720-3423	EMAIL SSHELLOOE@planning.nyc.gov	TELEPHONE 973-527-7451	STATE NJ
			ZIP 07828
			EMAIL kevin.williams@equityenvironmental.com

**5. Project Description**

The applicant, 420 Morris Park Avenue LLC, is seeking an amendment of the City Map to eliminate, discontinue, and close an unopened and unimproved section of East 178<sup>th</sup> Street from the City Map, and the related disposition of this city-owned property, in connection with a proposal to develop a 88,797-gross square foot, 2-story, 30 foot tall, Use Group 6 Medical Office on the affected area and an adjacent lot. The affected area is in the West Farms section of Bronx Community District 6. The area to be demapped consists of East 178<sup>th</sup> Street east of Morris Park Avenue. The affected area is approximately 18,394 square feet in size, and is currently paved and used for vehicle parking by a refrigerating contractor located immediately to the south of the affected area, at 390 Morris Park Avenue.

**Project Location**

BOROUGH Bronx	COMMUNITY DISTRICT(S) 6	STREET ADDRESS 420 Morris Park Avenue (adjacent)
TAX BLOCK(S) AND LOT(S) Block 3909, Lot 61 (adjacent)	ZIP CODE 10460	
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS East 178 <sup>th</sup> Street between Morris Park Avenue and Van Nest Avenue		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY M1-1	ZONING SECTIONAL MAP NUMBER 3d	

**6. 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)

<input type="checkbox"/> LEGISLATION	<input type="checkbox"/> FUNDING OF CONSTRUCTION, specify:
<input type="checkbox"/> RULEMAKING	<input type="checkbox"/> POLICY OR PLAN, specify:
<input type="checkbox"/> CONSTRUCTION OF PUBLIC FACILITIES	<input type="checkbox"/> FUNDING OF PROGRAMS, specify:
<input type="checkbox"/> 384(b)(4) APPROVAL	<input type="checkbox"/> PERMITS, specify:
<input type="checkbox"/> OTHER, explain:	

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

<input type="checkbox"/> PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)	<input type="checkbox"/> LANDMARKS PRESERVATION COMMISSION APPROVAL
	<input type="checkbox"/> OTHER, explain:

**State or Federal Actions/Approvals/Funding:**  YES  NO If "yes," specify:

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

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

<input checked="" type="checkbox"/> SITE LOCATION MAP	<input checked="" type="checkbox"/> ZONING MAP	<input checked="" type="checkbox"/> SANBORN OR OTHER LAND USE MAP
<input checked="" type="checkbox"/> TAX MAP	<input type="checkbox"/> FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)	
<input checked="" type="checkbox"/> 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.): approximately 18,394 Waterbody area (sq. ft) and type:  
 Roads, buildings, and other paved surfaces (sq. ft.): 18,394 Other, describe (sq. ft.):

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

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 88,797  
 NUMBER OF BUILDINGS: 1  
 HEIGHT OF EACH BUILDING (ft.): 30  
 GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 45,327 GSF of Use Group 6 Medical Office use and 43,470 GSF below grade parking  
 NUMBER OF STORIES OF EACH BUILDING: 2

Does the proposed project involve changes in zoning on one or more sites?  YES  NO  
 If "yes," specify: The total square feet owned or controlled by the applicant:  
 The total square feet non-applicant owned area:

Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading?  YES  NO  
 If "yes," indicate the estimated area and volume dimensions of subsurface permanent and temporary disturbance (if known):  
 AREA OF TEMPORARY DISTURBANCE: 43,957 sq. ft. (width x length) VOLUME OF DISTURBANCE: 654,934.80 cubic ft. (width x length x depth)  
 AREA OF PERMANENT DISTURBANCE: 43,957 sq. ft. (width x length)

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

	Residential	Commercial	Community Facility	Industrial/Manufacturing
<b>Size</b> (in gross sq. ft.)			45,327	
<b>Type</b> (e.g., retail, office, school)	units		UG 6 Medical Office	

Does the proposed project increase the population of residents and/or on-side workers?  YES  NO  
 If "yes," please specify: NUMBER OF ADDITIONAL RESIDENTS: 0 NUMBER OF ADDITIONAL WORKERS: 91  
 Provide a brief explanation of how these numbers were determined: assumes two employees per thousand square feet.

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

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

If “yes,” see [Chapter 2](#), “Establishing the Analysis Framework” and describe briefly: Under no-action conditions, an adjacent site would be developed with a smaller UG6 medical office building. This building would contain 51,098 gross square feet of UG 6 medical office floor area and cellar parking.

**9. Analysis Year** [CEQR Technical Manual Chapter 2](#)

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2024

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 18

WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE?  YES  NO IF MULTIPLE PHASES, HOW MANY?

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE:

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

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

**Part II: TECHNICAL ANALYSIS**

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


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

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

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

	YES	NO
(e) If the project is located within the <a href="#">Jamaica Bay Watershed</a> or in certain <a href="#">specific drainage areas</a> , including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or generate contaminated stormwater in a separate storm sewer system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>11. SOLID WASTE AND SANITATION SERVICES:</b> <a href="#">CEQR Technical Manual Chapter 14</a>		
(a) Using Table 14-1 in <a href="#">Chapter 14</a> , the project's projected operational solid waste generation is estimated to be (pounds per week): 1,183 (2 employees per 1,000 sf = 91 employees x 13 pounds per week = 1,183 pounds per week total)		
o Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>12. ENERGY:</b> <a href="#">CEQR Technical Manual Chapter 15</a>		
(a) Using energy modeling or Table 15-1 in <a href="#">Chapter 15</a> , the project's projected energy use is estimated to be (annual BTUs): 9,821,534.1 (Source energy 216.3 MBtu x 45,407 sf)		
(b) Would the proposed project affect the transmission or generation of energy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>13. TRANSPORTATION:</b> <a href="#">CEQR Technical Manual Chapter 16</a>		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in <a href="#">Chapter 16</a> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If "yes," conduct the screening analyses, attach appropriate back up data as needed for each stage and answer the following questions:		
o Would the proposed project result in 50 or more Passenger Car Equivalent (PCEs) per project peak hour?	<input type="checkbox"/>	<input type="checkbox"/>
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? <i>**It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of <a href="#">Chapter 16</a> for more information.</i>	<input type="checkbox"/>	<input type="checkbox"/>
o Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?	<input type="checkbox"/>	<input type="checkbox"/>
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line?	<input type="checkbox"/>	<input type="checkbox"/>
o Would the proposed project result in more than 200 pedestrian trips per project peak hour?	<input type="checkbox"/>	<input type="checkbox"/>
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?	<input type="checkbox"/>	<input type="checkbox"/>
<b>14. AIR QUALITY:</b> <a href="#">CEQR Technical Manual Chapter 17</a>		
(a) <i>Mobile Sources:</i> Would the proposed project result in the conditions outlined in Section 210 in <a href="#">Chapter 17</a> ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) <i>Stationary Sources:</i> Would the proposed project result in the conditions outlined in Section 220 in <a href="#">Chapter 17</a> ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in <a href="#">Chapter 17</a> ? (Attach graph as needed)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Does the proposed project involve multiple buildings on the project site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>15. GREENHOUSE GAS EMISSIONS:</b> <a href="#">CEQR Technical Manual Chapter 18</a>		
(a) Is the proposed project a city capital project or a power generation plant?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project fundamentally change the City's solid waste management system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If "yes" to any of the above, would the project require a GHG emissions assessment based on the guidance in <a href="#">Chapter 18</a> ?	<input type="checkbox"/>	<input type="checkbox"/>
<b>16. NOISE:</b> <a href="#">CEQR Technical Manual Chapter 19</a>		
(a) Would the proposed project generate or reroute vehicular traffic?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project introduce new or additional receptors (see Section 124 in <a href="#">Chapter 19</a> ) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	YES	NO
(d) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>17. PUBLIC HEALTH: <a href="#">CEQR Technical Manual Chapter 20</a></b>		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in <a href="#">Chapter 20</a> , "Public Health." Attach a preliminary analysis, if necessary. No impacts were identified to any of the areas of inquiry relating to public health.		
<b>18. NEIGHBORHOOD CHARACTER: <a href="#">CEQR Technical Manual Chapter 21</a></b>		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in <a href="#">Chapter 21</a> , "Neighborhood Character." Attach a preliminary analysis, if necessary. No potential impacts were identified related to any of the constituent elements of neighborhood character.		
<b>19. CONSTRUCTION: <a href="#">CEQR Technical Manual Chapter 22</a></b>		
(a) Would the project's construction activities involve:		
o Construction activities lasting longer than two years?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o The operation of several pieces of diesel equipment in a single location at peak construction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Closure of a community facility or disruption in its services?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Activities within 400 feet of a historic or cultural resource?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Disturbance of a site containing or adjacent to a site containing natural resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in <a href="#">Chapter 22</a> , "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination. All construction activities and sidewalk or roadway narrowing would be conducted subject to proper permitting by DOT and DOB.		
<b>20. APPLICANT'S CERTIFICATION</b>		
I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of the pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records.		
Still under oath, I further swear or affirm that I make this statement in my capacity as the applicant or representative of the entity that seeks the permits, approvals, funding, or other governmental action(s) described in this EAS.		
APPLICANT/REPRESENTATIVE NAME Kevin Williams, AICP	DATE September 27 <sup>th</sup> , 2021	
SIGNATURE 		

**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.

**Potentially Significant Adverse Impact**

IMPACT CATEGORY	YES	NO
Land Use, Zoning, and Public Policy	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Socioeconomic Conditions	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Community Facilities and Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Open Space	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Shadows	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Historic and Cultural Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Urban Design/Visual Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Natural Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hazardous Materials	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Water and Sewer Infrastructure	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Solid Waste and Sanitation Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Energy	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Greenhouse Gas Emissions	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Public Health	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Neighborhood Character	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?

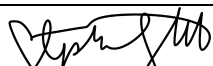
YES  NO

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 Deputy Director, EARD	LEAD AGENCY Department of City Planning
NAME Stephanie Shellooe	DATE October 1, 2021
SIGNATURE 	



CITY PLANNING COMMISSION  
CITY OF NEW YORK

OFFICE OF THE CHAIR

**CONDITIONAL NEGATIVE DECLARATION**

**Project Identification**

CEQR No. 19DCP019X  
ULURP No. 150355MMX  
SEQRA Classification: Unlisted

**Lead Agency**

City Planning Commission  
120 Broadway, 31<sup>st</sup> Floor  
New York, NY 10271  
Contact: Stephanie Shellooe  
(212) 720-3328

**Name, Description and Location of Proposal**

East 178<sup>th</sup> Street Demapping

The Applicant, 420 Morris Park Avenue, LLC is seeking an amendment to the City Map to eliminate, discontinue, and close an unopened and unimproved section of East 178th Street and the related disposition of this city-owned property. The proposed action would facilitate a proposal by the Applicant to develop a 2-story, 88,797-gross-square-foot (GSF) medical office with at-grade and cellar parking for 145 vehicles on the affected area and an adjacent lot (the "Proposed Development"). The area to be demapped, the affected area, consists of East 178th Street east of Morris Park Avenue in the West Farms neighborhood of Bronx Community District 6.

The street segment proposed to be eliminated, discontinued and closed is the portion of East 178th Street east of Morris Park Avenue, which terminates just west of the Bronx River Parkway. The street is owned by the City of New York and is under the jurisdiction of the Department of Transportation ("DOT"). The street is not open or improved and is not currently used by the public. It is fenced along Morris Park Avenue by a chain link fence, and used for truck parking by a refrigeration contractor that occupies the adjacent property to the south at 390 Morris Park Avenue. Temporary trailers are also located partially on the street proposed to be demapped and are being utilized for site operations by the same refrigeration contractor. The street segment proposed for demapping is approximately 236 feet long and approximately 60 feet wide with an area of approximately 18,394 sf.

The Applicant owns the parcel immediately adjacent to the proposed demapped portion of East 178th Street, known as Lot 61. The Applicant's Property has a lot area of 25,563 sf and approximately 22 feet of frontage on East Tremont Avenue, 280 feet of frontage on Morris Park Avenue, and 302 feet of frontage on the Bronx River Parkway South Extension. The lot is an irregularly-shaped triangular parcel and is comprised of both corner lot and through lot portions. The lot has approximately 185 feet of frontage on the mapped and unopened portion of East 178th Street.

Stephanie Shellooe, AICP, *Deputy Director*  
120 Broadway, 31<sup>st</sup> Floor, New York, NY 10271  
(212) 720-3328  
sshellooe@planning.nyc.gov

**East 178<sup>th</sup> Street Demapping**  
CEQR No. 19DCP019X  
*Conditional Negative Declaration*

The proposed action would facilitate a proposal by the Applicant to develop the street segment and Lot 61 (the projected development site) with a 88,797 gsf, 30-foot-tall, two-story building containing approximately 43,470 zoning square feet of above-grade floor area (.99 FAR) to be occupied by a medical office and approximately 43,470 square feet of below-grade parking. The cellar level and surface parking would accommodate 145 vehicles. The portion of the new development site where the roadbed is currently located would be a paved parking area for the proposed building.

The analysis year for the Proposed Action is 2024.

To avoid any potential significant adverse impacts with respect to hazardous materials and noise, the Mapping Agreement between the Applicant and the City of New York in connection with the proposed demapping shall set forth the environmental requirements outlined below concerning the Applicant's property at Block 3909, Lot 61.

The environmental requirements for hazardous materials are as follows:

**Task 1-Sampling Protocol**

**The applicant submits to OER, for review and approval, a Phase I of the site along with a soil, groundwater and soil vapor 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 samples should be selected to adequately characterize the site, specific sources 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 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.**

**A construction-related health and safety plan should be submitted to OER and would be implemented during excavation and construction activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil, groundwater and/or soil vapor. This plan would be submitted to OER prior to implementation.**

**East 178<sup>th</sup> Street Demapping**  
CEQR No. 19DCP019X  
*Conditional Negative Declaration*

The environmental requirements for noise are as follows:

**In order to ensure an acceptable interior noise environment, future community facility uses must provide a closed window condition with a minimum of 28 dB(A) window/wall attenuation on all facades in order to maintain an interior noise level of 45 dB(A). 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.**

With the above environmental requirements ensured through the Mapping Agreement, no significant hazardous materials or noise impacts are expected as a result from the proposed action.

**Statement of No Significant Effect:**

The Environmental Assessment and Review Division of the Department of City Planning, on behalf of the City Planning Commission, has completed its technical review of the Environmental Assessment Statement, dated October 1, 2021, prepared in connection with the ULURP Application (No. 150355MMX). The City Planning Commission has determined that the proposed action will have no significant effect on the quality of the environment, once it is modified as follows:

1. If future development of the Applicant's property and the demapped property should occur, the applicant agrees to prepare a Phase II Environmental Assessment Statement (ESA) and submit to the Office of Environmental Remediation (OER) for approval. This requirement will be embodied in the Mapping Agreement to be executed in connection with the demapping.
2. If future development of the Applicant's property and the demapped property should occur, the applicant agrees that in order to ensure an acceptable interior noise environment, future community facility uses must provide a closed window condition with a minimum of 28 dB(A) window/wall attenuation on all facades in order to maintain an interior noise level of 45 dB(A). 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. This requirement will be embodied in the Mapping Agreement to be executed in connection with the demapping.

**Supporting Statement:**

The above determination is based on an environmental assessment which finds that:

1. A Phase I Environmental Site Assessment (ESA) was prepared for the area to be demapped. The Phase I ESA was reviewed by DEP and pursuant to a letter dated February 19, 2016, a Phase II Environmental Site Assessment (ESA) would be required if future development of the demapped property should occur. As such, the applicant agrees that the Mapping Agreement will ensure that a detailed Phase II testing would occur, and is binding upon the property's successors and assigns. The environmental requirements set forth in the Mapping Agreement

**East 178<sup>th</sup> Street Demapping**  
CEQR No. 19DCP019X  
*Conditional Negative Declaration*

will serve as a mechanism to assure the potential for hazardous material contamination, that may exist in the subsurface soils and groundwater on the area to be demapped, would be characterized prior to any site disturbance (i.e. site grading, excavation, demolition, or building construction). Consequently, no significant adverse impacts related to hazardous materials will occur.

2. The environmental requirements that will be set forth in the Mapping Agreement for hazardous materials will ensure that the proposed action will not result in significant adverse impacts due to hazardous materials.
3. The environmental requirements that will be set forth in the Mapping Agreement for noise will ensure that the proposed action will not result in significant adverse impacts due to noise.
4. No other significant adverse effects on the environment which would require an Environmental Impact Statement are foreseeable.

It is fully agreed and understood that if the foregoing conditions, modification, and alterations are not fully incorporated into the proposed action, this Conditional Negative Declaration shall become null and void. In such event, the applicant shall be required to prepare a Draft Environmental Impact Statement before proceeding further with said proposal.

This Conditional Negative Declaration has been prepared in accordance with Article 8 of the Environmental Conservation Law 6NYCRR part 617.

I, the Undersigned, as the applicant or authorized representative for this proposal, hereby affix my signature in acceptance of the above conditions to the proposed action.



\_\_\_\_\_  
Signature of Applicant or Authorized Representative

Date: 10/1/2021

Kevin Williams, AICP

\_\_\_\_\_  
Name of Applicant or Authorized Representative



\_\_\_\_\_  
Stephanie Shellooe, Deputy Director  
Environmental Assessment and Review Division  
Department of City Planning

Date: October 1, 2021

\_\_\_\_\_  
Anita Laremont, Chair  
City Planning Commission

Date: \_\_\_\_\_

Figure 1.7: Photos 1-3



#1 View of Project Site from Morris Park Avenue



#2 View of Project Site from Morris Park Avenue



#3 View east down E. Tremont Avenue





Figure 1.8: Photos 4-6



#4 View looking south at intersection of Morris Park Avenue and E. Tremont Avenue



#5 View north along Morris Park Avenue



#6 View east down E. 178<sup>th</sup> Street



Figure 1.9: Photos 7-9



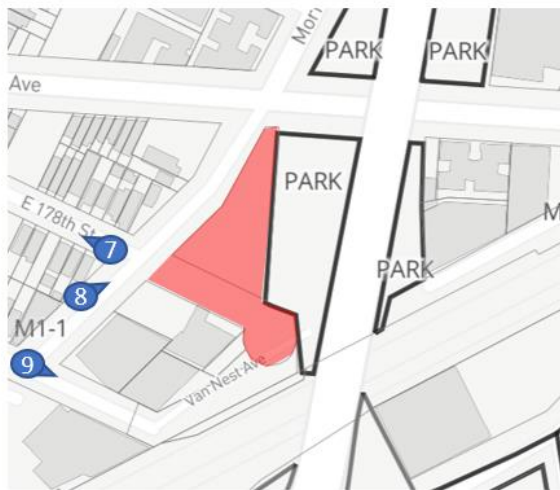
#7 View west along E. 178<sup>th</sup> Street



#8 View of Project Site from Morris Park Avenue



#9 View east along Wyatt Street



## 1.0 PROJECT OVERVIEW

### 1.1 Introduction

The Applicant, 420 Morris Park Avenue LLC, is seeking an amendment to the City Map to eliminate, discontinue, and close an unopened and unimproved section of East 178th Street and the related disposition of this city-owned property, in connection with a proposal to develop a 2-story, 88,797-gross-square-foot (GSF) medical office with at-grade and cellar parking for 145 vehicles on the affected area and an adjacent lot<sup>1</sup> (the “Proposed Action” and the “Proposed Development”). The area to be demapped, the affected area, consists of East 178th Street east of Morris Park Avenue in the West Farms neighborhood of Bronx Community District 6. The affected area is approximately 18,394 square feet in size, and is currently paved and used for vehicle parking by a refrigeration contractor located immediately to the south of the affected area, at 390 Morris Park Avenue. A site plan of the proposed development is shown in **Figures 1.5**.

The Proposed Action would facilitate the development of the Applicant’s property, located at Block 3909, Lot 61, (the “Applicant’s Property”), together with the demapped portion of East 178th Street (the “Development Site”). The proposed demapping and disposition of City-owned land to the Applicant would result in an improved site plan and facilitate the development of the Applicant's property, which has been vacant for approximately 13 years, with an as-of-right 2-story Use Group 6 medical office building.

However, on June 9, 2017, the owner of Block 3908, Lots 51, 56, 63, 64, 66, and 68 (390 Morris Park Avenue LLC) submitted a letter of interest to the New York City Department of City Planning seeking to purchase half of the straight portion of East 178<sup>th</sup> Street, along with the entire bulb portion of East 178<sup>th</sup> Street (turn-around portion created as part of the Van Nest Demapping)—an area of approximately 13,120 SF.

The ultimate terms of the disposition of the demapped street are not known at this time. Two potential development scenarios could result from the Proposed Actions

1. The Applicant acquires the entire 18,394 SF demapped roadbed and adds it to their existing lot. The Applicant would then build a 1.00 FAR medical office with cellar parking.
2. Splitting the demapped roadbed between the Applicant and 390 Morris Park Avenue LLC, with 4,900 SF going to the applicant (half of the straight portion of the roadway) and 13,494 SF going to 390 Morris Park Avenue LLC (half of the straight portion of the roadway plus the entire bulb portion). The Applicant would then build a 1.00 FAR medical office with cellar parking. The portion of the demapped roadbed disposed of to 390 Morris Park Avenue LLC would remain as per existing conditions, used for parking and storage.

By letter dated June 21, 2021, New York City Department of Environmental Protection (DEP) provided a list of conditions by which The Applicant’s ULURP application for the demapping and disposition of the street could move forward. The DEP letter and the required conditions are included as an appendix to this EAS. Any future development within the demapped street bed would be subject to the terms of an easement agreement between the applicant and DEP. No construction of permanent structures within the easement would be permitted.

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<sup>1</sup> Any future development within the demapped street bed would be subject to the terms of an easement agreement between the applicant and DEP. No construction of permanent structures within the easement would be permitted.

## 1.2 Background

In 1999, pursuant to ULURP No. 980208 MMX, the City Planning Commission approved an amendment to the City Map involving the elimination, discontinuance and closing of Morris Park Avenue between E. 177th Street and Wyatt Street, Wyatt Street from a point 150 feet southeasterly from its intersection with Morris Park Avenue to Van Nest Avenue, Van Nest Avenue between Wyatt Street and E. 178th Street, and the establishment of a turn-around at the terminus of E. 178th Street east of Morris Park Avenue (the “Van Nest Demapping”).

The applicant for the Van Nest Demapping, Delma Construction Co., owned and operated its business on a parcel comprised of Block 3907, Lot 19; Block 3910, Lots 29 and 36; and Block 3908, Lots 51, 66, 63, and 64. The Van Nest Demapping facilitated a better site layout for Delma Construction, allowing Delma to operate more efficiently and park vehicles on-site instead of on neighboring streets. The Proposed Actions would eliminate the portion of East 178<sup>th</sup> Street that includes the turn-around established by the Van Nest Demapping.

## 1.3 Description of the Proposed Development Site

The street segment proposed to be eliminated, discontinued and closed is the portion of East 178th Street east of Morris Park Avenue, which terminates just west of the Bronx River Parkway. The street is owned by the City of New York and is under the jurisdiction of the Department of Transportation (“DOT”). The street is not open or improved and is not currently used by the public. It is fenced along Morris Park Avenue by a chain link fence, and used for truck parking by a refrigeration contractor that occupies the adjacent property to the south. Temporary trailers are also located partially on the street proposed to be demapped and are being utilized for site operations by the same refrigeration contractor. The street segment proposed for demapping is approximately 236 feet long and approximately 60 feet wide with an area of approximately 18,394 sf.

The Applicant owns the parcel immediately adjacent to the proposed demapped portion of East 178<sup>th</sup> Street, known as Lot 61. The Applicant’s Property has a lot area of 25,563 sf and approximately 22 feet of frontage on East Tremont Avenue, 280 feet of frontage on Morris Park Avenue, and 302 feet of frontage on the Bronx River Parkway South Extension. The lot is an irregularly-shaped triangular parcel and is comprised of both corner lot and through lot portions. The lot has approximately 185 feet of frontage on the mapped and unopened portion of East 178<sup>th</sup> Street.

The Applicant’s property is currently vacant and used for parking by Conedison, having previously been improved by a two-story building built in the 1950’s as a kennel and occupied by the American Society for the Prevention of Cruelty to Animals (“ASPCA”). The building was vacated by the ASPCA in or around 1982, and was most recently occupied as a food storage warehouse prior to the Applicant’s purchase of the property in 2005. The existing building was demolished in or around 2008.

The street segment and the Applicant’s property together comprise the proposed development site, and equal 43,957 sf.

## 1.4 Description of the Surrounding Area

A Site Location, Tax, Land Use, and Zoning Map are enclosed as **Figures 1.1 through 1.4**. Photographs of the Development Site and surrounding area are shown in **Figures 1.7 through 1.9**. Morris Park Avenue

bounds the development site to the West and East Tremont Avenue bounds the development site to the north. The development site is bounded by an properties owned by 390 Morris Park Avenue LLC, to the south and by the Bronx River Parkway to the east. A vacant, wooded piece of land is located between the development site and the parkway. Although this wooded area, and the parkway itself, is mapped as parkland, it is not accessible to the public and is not improved for public use.

The properties owned by Morris Park Avenue LLC include Block 3908, Lot 56 which is developed with a one-story refrigeration contractor's establishment fronting on Morris Park Avenue and Lots 51, 63, 64, 66, and 68 which are used as Verizon's fleet repair facility and associated parking.

Morris Park Avenue is a wide street, carrying two-way traffic and running in front of the Development Site, which is located at the intersection of Morris Park Avenue and 178<sup>th</sup> Street. The portion of East 178<sup>th</sup> Street which is open and used by the public is a two-way, narrow street that is only one block long, running from Bronx Park Avenue to Morris Park Avenue. Wyatt Street, located south of the Project Area, is a narrow, two-way street with limited utilization.

The Project Area is well served by mass transit, with transit access located approximately 0.25 miles away at the 180<sup>th</sup> Street station (2 and 5 train lines) to the north and the West Farms Square – East Tremont Avenue station to the west. The subway is above grade in this area and does not conform to the street grid. There are also several bus lines that serve the area including the Bx36 along East Tremont Avenue, the BxM10 along Morris Park Avenue and East 180<sup>th</sup> Street, and the Bx40 at East Tremont Avenue and Bronx Park Avenue. The development site is also located near several major roads with access to East Tremont Avenue to the north and to the Sheridan Expressway, Bronx River Parkway, and Cross Bronx Expressway via East 177<sup>th</sup> Street to the south. The Bronx River Parkway is above grade to the east. In addition an at-grade railroad right of way runs from southwest to the northeast to the south of the development site.

Bronx Park is approximately 0.15 miles north of the development site with access via East 180<sup>th</sup>. The Bronx River runs from the Bronx Park to the south west of Devoe Avenue and East 177<sup>th</sup> Street in this area.

The physical elements of the study area discussed above, including the above-grade Bronx River Parkway and railroad right of way to the east, the heavily-trafficked East 177<sup>th</sup> Street to the south, Bronx River to the west, and Bronx Park to the north generally function as boundaries that define the context of the surrounding area. East Tremont Avenue is the main thoroughfare providing vehicular access to the area while East 177<sup>th</sup> Street general serves through traffic among the various highways nearby.

The surrounding area, as defined by these boundaries, is mixed use in character and zoned for industrial use as described further in the land use, zoning and public policy section below. Land uses in the surrounding area are predominantly residential west of Morris Park Avenue, with a small number of residential uses located on East Tremont Avenue, and commercial and manufacturing east of Morris Park Avenue. Industrial uses are generally low-rise at 1-story with extensive surface parking, residential uses are generally one- and two-family homes with larger multi-family apartment buildings fronting on East Tremont Avenue, Morris Park Avenue, and East 177<sup>th</sup> Street. Commercial uses generally occupy the ground floor of buildings on East Tremont Avenue.

The New York City Transit West Farms Bus Depot is located just outside this area south of East 177<sup>th</sup> Street and a concrete batching plant is located on the east side of the railroad right of way. The residential neighborhood of Parkchester is east of the Bronx River Parkway and West Farms is west of Boston Road.

## 1.5 Description of the Proposed Development

It is expected that if the street is demapped and acquired in its entirety by the Applicant, the proposed area for demapping would be incorporated into a Development Site containing existing Block 3909, Lot 61, currently owned by the Applicant. This combined site, with a total lot area of 43,957 sf, would be developed with a 30-foot-tall, two-story building containing approximately 88,797 GSF (43,470 ZSF) of above-grade floor area to be occupied by a medical office (traditional doctor's office) as well as approximately 43,470 square feet of below-grade parking. The proposed development would contain 43,470 square feet of zoning floor area (.99 FAR) and 88,911 square feet of gross floor area inclusive of below-grade parking spaces. The cellar level and at-grade surface parking would accommodate 145 vehicles and one loading berth would be provided<sup>2</sup>. A proposed site plan is enclosed as **Figure 1.5**.

## 1.6 Action Necessary to Facilitate the Project

One action is necessary to facilitate the Proposed Development on the Development Site: an amendment of the City Map to eliminate, discontinue, and close an unopened and unimproved section of East 178th Street from the City Map and the related disposition of this city-owned property, in connection with a proposal to develop a 88,797-GSF UG 6 medical office building with at-grade and cellar parking for 145 vehicles on the Development Site.

## Purpose and Need

The proposed demapping would allow development and occupancy of a mapped but unimproved City street, and redevelopment of adjacent Lot 61, which is currently vacant and used for parking. The Proposed Action would increase the amount of floor area available for development by increasing the total lot area of the Applicant's site. The Applicant also believes that a 1.00 FAR UG 6 building for medical office use is the most reasonable future development scenario because such a building could potentially be leased to other conforming UG 6 uses, whereas a 2.40 UG 4 building may be too large to be fully tenanted by the limited permitted UG 4 uses and would represent increased risk to the Applicant due to potential long-term vacancy.

## 1.7 Analysis Framework

This EAS studies the potential for individual and cumulative environmental impacts related to the proposed action. This Environmental Assessment establishes a baseline of existing conditions from which the future With-Action Scenario and the future No-Action Scenario are compared in order to assess the potential effects of the Proposed Action. The analysis framework is described further below:

## Existing Conditions

The existing condition of the development site is described above in Section 1.3 and 1.4. The street segment proposed for demapping is owned by the City of New York under DOT jurisdiction and is not open or improved and is not currently used by the public. The Applicant owned parcel (Lot 61) is used for surface parking. The lots owned by 390 Morris Park Avenue LLC to the south are utilized by two businesses. Lot 56 is developed with a refrigerator contractor's establishment and the remaining parcels are utilized by Verizon for the repair of its vehicle fleet.

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<sup>2</sup> Any future development within the demapped street bed would be subject to the terms of an easement agreement between the applicant and DEP. No construction of permanent structures within the easement would be permitted.

**Table 1.7-1: Existing Conditions**

Block	Lot	Lot Size (SF)	Floor Area (GSF)	FAR
3908	51	13,340	11,600	0.87
	56	14,960	6,320	0.42
	63	2,227	0	0
	64	1,062	0	0
	66	9,865	8,164	0.83
	68	15,452	0	0
3909	61	25,563	0	0
3910	36	3,795	0	0
<b>Total</b>		<b>86,264</b>	<b>26,084</b>	<b>0.30</b>

GSF = Gross Square Feet

SF = Square Feet

FAR = Floor Area Ratio

Site Plans of the no-action and proposed scenarios are shown in **Figures 1.5 and 1.6**

**Build Year**

The environmental review analyzes the effects of the Proposed Actions at time in which the project would be complete and operational. Factoring the ULURP process, closing for financing sources, and an 18--month construction schedule, the proposed development is expected to be complete in 2024. Therefore, the analysis framework considers a future setting of 2024 With-Action and No-Action Scenario as described further below.

**Future No-Action Scenario**

In the future No-Action Scenario, the segment of East 178<sup>th</sup> Street east of Morris Park Avenue would remain as per existing conditions, unimproved and closed to the public. Block 3909, Lot 61, which is currently vacant, would be developed as-of-right pursuant to the underlying M1-1 zoning with a two-story, 30-foot, 51,098 GSF (25,563 ZSF, 1.0 FAR) medical office with cellar level and surface parking for 83 vehicles and one loading berth. The future no-action scenario is illustrated in **Figure 1.6**.

The properties owned by 390 Morris Park Avenue LLC are developed with active businesses and anticipated to remain as per existing conditions in the future no-action scenario.

**Future With-Action Scenario**

The Proposed Action has the potential to result in two different with-action scenarios as described above in Seciton 1.1; either the entire streetbed is disposed of to the applicant (the full acquisition with-action scenario), or a part of the streetbed is disposed of to the applicant and the remaining part of the streetbed is disposed of to the owner of 390 Morris Park Avenue LLC (the partial acquisition with-action scenario).

In the full acquisition With-Action Scenario the proposed development would occur; the subject section of East 178<sup>th</sup> Street would be demapped and disposed of in its entirety to the Applicant. The Applicant would develop the street segment and Lot 61 (the projected development site) with a 88,797 gsf, 30-foot-tall, two-story building containing approximately 43,470 zoning square feet of above-grade floor area (.99 FAR) to be occupied by a medical office and approximately 43,470 square feet of below-grade parking. The cellar level and surface parking would accommodate 145 vehicles. The portion of the new development site where the roadbed is currently located would be a paved parking area for the proposed building<sup>3</sup>.

In the partial acquisition With-Action Scenario 4,900 SF of the demapped roadbed would be disposed of to the Applicant (half of the straight portion of the roadbed) and 13,494 SF of the roadbed would be disposed of to 390 Morris Park Avenue LLC (half of the straight portion of the roadway plus the entire bulb portion). The partial With-Action scenario would not induce additional development on 390 Morris Park Avenue LLC's property. 390 Morris Park Avenue LLC has indicated that the roadbed would be utilized as a paved lot for access and egress, storage, and parking. The Applicant would develop Lot 61 (the projected development site) with a 1.00 FAR, 60,926 gsf medical office with cellar parking and would utilize the 4,900 GSF portion of the demapped roadbed for surface level parking.

The full acquisition With-Action Scenario is illustrated in **Figure 1.6**. The applicant is not expected to develop at greater than 1.0 FAR in either With-Action Scenario because any floor area developed above 1.0 FAR would only be occupiable with a community facility use. Floor area up to 1.0 FAR would be permitted to be occupiable by any use permitted by the underlying M1-1 zoning.

### Incremental Development

For the purposes of an assessment of potential environmental impacts, the incremental development – or the difference between the above future no-action and future with-action scenario - is assessed for a 2024 analysis year. As shown in Table 1.7-1, the incremental development between the no-action and with-action scenario is 37,699 GSF or 18,394 ZSF of medical office development and 18,422 GSF of subsurface garage spaces and a net of 62 parking spaces at the development site for the full acquisition with-action scenario.

The partial acquisition with-action scenario would result in less development than the full acquisition with-action scenario, an increment of 9,828 GSF as compared to 37,699 GSF. Therefore, for the purposes of a conservative analysis, the environmental review will assess the full acquisition with-action scenario for all technical areas where more intensive development is more conservative. Due to the similarity of the two with-action scenarios, for those technical areas where the effects of the two actions are different rather than one resulting in greater effects than the other, the analysis of the full acquisition with-action scenario has been determined to be sufficient to establish the potential for significant adverse impacts as a result of the Proposed Action.

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<sup>3</sup> Any future development within the demapped street bed would be subject to the terms of an easement agreement between the applicant and DEP. No construction of permanent structures within the easement would be permitted.



**Table 1.7-2: Existing, No-Action, With-Action and Net Increment of Development**

Site	Project Info	Existing Conditions	No-Action	With-Action	Increment
1	Zoning Lot Size (SF)	25,563	25,563	43,957	18,394
	FAR	0	1	1	0
	# of Accessory Parking Spaces	0	83	145	62
	Building Height (ft.)	0	30	30	0
	GSF of Medical Office Space	0	26,050	45,327	19,277
	GSF of Parking (Cellar and At-Grade)	0	25,048	43,470	18,422
	<b>Total GSF of Uses</b>	<b>0</b>	<b>51,098</b>	<b>88,797</b>	<b>37,699</b>

## 2.0 SUPPLEMENTAL ANALYSES

The following technical sections are provided as supplemental assessments to the Environmental Assessment Statement (“EAS”) Short Form. Part II: Technical Analyses of the EAS is a series of technical thresholds for each analysis area in the respective chapter of the *CEQR Technical Manual*. If the proposed project was demonstrated not to meet or exceed the threshold, the ‘NO’ box in that section was checked; additional analyses were not needed. If the proposed project was expected to meet or exceed the threshold, or if this was not able to be determined, the ‘YES’ box was checked on the EAS Short Form, resulting in a preliminary analysis to determine whether further analyses were needed. For those technical sections, the relevant chapter of the *CEQR Technical Manual* was consulted for guidance on providing additional analyses (and supporting information, if needed) to determine whether detailed analysis was needed.

Based on the answers to the questions contained in the attached Environmental Assessment Statement (EAS) Form, the following technical area were identified as requiring further analysis: Land Use, Zoning, and Public Policy; Historic and Cultural Resources; Urban Design and Visual Resources; Hazardous Materials; Air Quality; and Noise.

Additional analysis was conducted for each of these technical area, as discussed in detail in subsequent sections of this report. The analysis concluded that the proposed actions do not have the potential to result in significant adverse impacts in any of the technical areas identified for further analysis. A summary of the conclusion regarding each technical area analysis is provided below.

- Land Use, Zoning, and Public Policy: Demapping of East 178<sup>th</sup> Street would allow for development within the bed of a currently mapped street. The location would allow for the development as per the underlying zoning with land uses that are appropriate given the context of the surrounding area.
- Urban Design and Visual Resources: Demapping of East 178<sup>th</sup> Street would allow development within the bed of a currently mapped street. However, this street is not opened and is not part of the established road network. Development would not block any significant public views or alter the scale of the area’s built form.
- Historic and Cultural Resources: The project area is not close to any historic resource and does not possess a visual relationship with any such historic resource. The Development Site is not an archaeologically sensitive site.
- Hazardous Materials: A Phase I Environmental Site Assessment was prepared in May 2013 by Equity Environmental Engineering. This ESA identified stained pavement within the affected area that may be due to leaking vehicle fluids. Based on their review of this Phase I, DEP requested preparation of a Remedial Investigation Work Plan (RIWP). The RIWP was approved by DEP by letter dated February 19, 2016. Implementation of the RIWP will determine if hazardous materials are present on site and will identify the need, if any, for remedial measures as a condition of site development and occupancy. Such investigation and remediation would ensure that no adverse impacts related to Hazardous Materials would occur. The full acquisition with-action scenario was assessed because it is more conservative than the partial acquisition with-action scenario. Because (E)-Designations are not applicable to city map changes, the city map amendment will not be filed until The Applicant has executed a mapping agreement which would contain provisions governing the testing for and remediation of hazardous materials as necessary, in accordance with DEP

requirements. With the inclusion of this provision in the mapping agreement the proposed actions would not have the potential to result in significant adverse impacts related to hazardous materials.

- **Air Quality:** Based on a screening analysis using Figure 17-3 of the CEQR Technical Manual, the full acquisition with-action does not have the potential for adverse impacts related to HVAC emissions. A detailed analysis of potential impacts from nearby industrial emission sources and from tailpipe emissions from the Bronx River Parkway was conducted and indicated that no adverse impacts associated with ambient air quality would result from the Proposed Development.
- **Noise:** Noise monitoring was conducted at the affected area to document noise from both vehicular traffic and rail traffic. Based on the area's ambient noise levels, there is no potential for project occupants to be adversely affected by noise.

## 2.1 LAND USE, ZONING AND PUBLIC POLICY

The *CEQR Technical Manual* recommends procedures for analysis of land use, zoning and public policy to ascertain the impacts of a project on the surrounding area. Land use, zoning and public policy are described in detail below. Existing land uses were determined by reference to the New York City Zoning and Land Use (Zola) database and PLUTOTM 18v2.1 shapefiles and site visits. Existing zoning districts within the 400-foot study area were identified with reference to New York City Zoning Maps and the Zoning Resolution of the City of New York and served as the basis for the zoning evaluation of the Future No-Action and Future With-Action Scenarios. Public Policy research was performed through an evaluation of New York City Department of City Planning (NYCDCP) and other city agencies programs and documentation.

### 2.1.1 Land Use

#### ***Existing Conditions***

Existing land use patterns of city blocks within approximately 400 feet of the affected area are presented in **Figure 2.1-1**. The *CEQR Technical Manual* suggests that a land use, zoning and public policy study area should extend 400 feet from the site of the proposed action.

#### Affected Area

The Affected Area is a vacant, approximately 18,394 square foot area consisting of the portion of East 178<sup>th</sup> Street mapped east of Morris Park Avenue.

The Affected Area is located at the mapped but unbuilt section of East 178<sup>th</sup> Street east of Morris Park Avenue. The site is approximately 60 feet wide, with a length of approximately 236 feet and a semi-circular area at the eastern end (see **Figure 1.3**). The area is paved and fenced, and is currently used by the adjacent property owner to the south (not the project applicant) to store commercial vehicles.

#### Surrounding Area

The study area for land use, zoning, and public policy consists generally of the area within a 400-foot radius of the Affected Area (see Figure 1.3). The land use study area is mixed use in character. Land uses in the surrounding area are predominantly residential west of Morris Park Avenue. Low-density residential uses front on East 178<sup>th</sup> Street, Wyatt Avenue, and East Tremont Avenue. East Tremont Avenue is developed with both low-density one- and two-family homes and larger medium-density apartment buildings. Commercial uses generally occupy the ground floor of buildings on East Tremont Avenue. Commercial and manufacturing uses are generally located east of Morris Park Avenue. Industrial uses are typically low-density with extensive surface parking. Parts of a former NYCT railroad right of way have recently been developed with new medium-density apartment buildings while other parts of the former right of way remain vacant and undeveloped or utilized as a surface parking lot. The NYCT West Farms Bus Depot, a major regional bus depot, is located outside the study area south of East 177<sup>th</sup>.

#### ***Future No-Action***

#### Projected Development Site

In the future without the Proposed Action, the Lot 61 would be developed with a 51,098 GSF/25,563 ZSF medical office building with surface and below-grade accessory parking for 83 vehicles.

#### Surrounding Area

No other development activities or changes to land use are anticipated in the project vicinity in the future without the proposed action, and no changes to the zoning and public policy guiding land use in the area are proposed.

### ***Future With-Action***

#### *Affected Area and Projected Development Sites*

In the future with the Proposed Action, the applicant would construct the proposed development. A 2-story, 43,470 ZSF medical facility (.99 FAR) would be built, and 145 parking spaces would be provided at cellar level.

#### *Surrounding Area*

No changes in land use within the surrounding area are anticipated in the Future With-Action Scenario. The proposed redevelopment of the Affected Area and Applicant's Property would not induce land use changes in the surrounding area.

### **2.1.2 Zoning**

The *New York City Zoning Resolution* dictates the use, density and bulk of developments within New York City. Additionally, the Zoning Resolution provides required and permitted accessory parking and loading regulations. The City has three basic zoning district classifications – residential (R), commercial (C), and manufacturing (M). These classifications are further divided into low, medium, and high-density districts.

### ***Existing Conditions***

#### *Projected Development Site and Surrounding Area*

The projected development site and surrounding area are zoned M1-1 (see Figure 1.4). Use groups 4 through 14, 16, and 17 are generally permitted as-of-right in M1 districts. Manufacturing uses in Use Groups 16, 17, and 18 are permitted in M1 districts pursuant to strict performance standards. Commercial uses are generally permitted as-of-right with few exceptions; including certain retail uses with over 10,000 square feet of floor area. Certain community facility uses in Use Group 4, primarily houses of worship and medical offices, are permitted as-of-right in M1 districts.

The site's M1-1 zoning district permits commercial and manufacturing uses at a Floor-Area Ratio (FAR) of 1.0, and community facilities uses at an FAR of 2.4. In all manufacturing districts there are no requirements for front or side yards.

Rear yards on interior lots are required to be 20 feet deep w, while through lots require a 40-foot rear yard equivalent above the ground floor. There are no lot coverage limitations in manufacturing districts and building heights are governed by a sky exposure plane.

Parking is required at 1 space per 300 square feet of floor area for uses in Use Group 6 in Parking Requirement Category B1. No loading berths are required for developments with less than 25,000 square feet of office floor area, 1 loading berth is required for developments with floor area between 25,000 square feet and 100,000 square feet.

### ***Future No-Action***

#### *Projected Development Site and Surrounding Area*

In the future with the Proposed Action, zoning on the development site and surrounding area would remain as per existing conditions.

No changes in zoning or land use policies that affect the surrounding area are anticipated in the future with the proposed action.

The as-of-right development on the Project Site would comply with the underlying M1-1 zoning district. The building would be a UG 6 medical office built at 1.00 FAR and would provide 83 parking spaces between the cellar level and at-grade. The building would be 30 feet tall with 50 percent lot coverage and would have no front yard set back, a side yard setback of 8 feet, and a rear yard set back of 196 feet.

### ***Future With-Action***

#### *Projected Development Site and Surrounding Area*

In the future with the Proposed Action, zoning on the development site and surrounding area would remain as per existing conditions.

No changes in zoning or land use policies that affect the surrounding area are anticipated in the future with the Proposed Action.

The proposed development would comply with the underlying M1-1 zoning district. A UG 6 medical office built at .99 FAR would be constructed with 145 parking spaces provided at the cell level and at-grade. The building would be 30 feet tall with 50 percent lot coverage and would have no front yard set back, a side yard setback of 20 feet, and a rear yard set back of 20 feet. The portion of the new development site where the roadbed is currently located would be a paved parking area for the proposed building<sup>4</sup>.

### **2.1.3 Public Policy**

The Development Site is not part of, or subject to, an Urban Renewal Plan (URP), adopted community 197-a Plan, Solid Waste Management Plan, Business Improvement District (BID), Industrial Business Zone (IBZ), or the New York City Landmarks Law. The proposed action is also not a large publicly sponsored project, and as such, consistency with the City's PlanNYC 2030 for sustainability is not warranted. The affected area is not located in the Coastal Management Zone, and a consistency review is not required.

Past actions of the City of New York in this area including the 1999 Van Nest Demapping as described in the Project Description and the 2011 East Tremont Apartment UDAAP and Special Permit. The East Tremont Apartment action facilitated the development of two medium-density mixed use developments on either side of East Tremont Avenue on the site of a former railroad right of way approximately 1.5 blocks from the development site as part of an application submitted by HPD (C 110101 HAX). The project was intended to protect and promote sound growth and development in this area.

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<sup>4</sup> Any future development within the demapped street bed would be subject to the terms of an easement agreement between the applicant and DEP. No construction of permanent structures within the easement would be permitted.

## Conclusions

The proposed medical office use would be compatible with surrounding land uses, and is permitted by the underlying M1-1 zoning. The proposed project would serve the nearby residential area and would not conflict with nearby commercial and light industrial uses in the vicinity. The development site is near mass transit and other transportation infrastructure. The Proposed Action would not change the area's zoning nor adversely affect surrounding uses. The actions are consistent with the City's past public policy of demapping under-utilized streets to facilitate development as appropriate and of promoting active uses in this area.

Therefore, the Proposed Action would not have the potential to result in significant adverse impacts to land use, zoning, and public policy.

## 2.2 HISTORIC AND CULTURAL RESOURCES

An assessment of historic and cultural resources is usually necessary for projects that are located in close proximity to historic or landmark structures or districts, or for projects that require in-ground disturbance, unless such disturbance occurs in an area that has been formerly excavated.

The term “historic resources” defines districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, architectural and archaeological importance. In assessing both historic and cultural resources, the findings of the appropriate city, state, and federal agencies are consulted. Historic resources include: the New York City Landmarks Preservation Commission (LPC) designated landmarks, interior landmarks, scenic landmarks, and historic districts; locations being considered for landmark status by the LPC; properties/districts listed on, or formally determined eligible for, inclusion on the State and/or National Register (S/NR) of Historic Places; locations recommended by the New York State Board for Historic Preservation for listings on the State and/or National Register of Historic Places and National Historic Landmarks.

The closest historic resource is the East 180<sup>th</sup> Street station of the IRT #2 and #5 lines, which was formerly the administration building of the New York, Westchester, and Boston Railroad. This structure is located over 850 feet and has no visual relations from the development site. The Cross Bronx Expressway is also a historic resource but bears no visual relations with the development site. No other historic resources and cultural resources are within the study area or bear a visual relationship to the development site.

The project was submitted to LPC on June 15, 2018, for environmental review. LPC responded on June 28, 2018 stating that the development sites does not possess architectural or archaeological significance (Appendix B).

Therefore, the Proposed Action does not have the potential to result in significant adverse impacts to historic and cultural resources.



## 2.3 URBAN DESIGN AND VISUAL RESOURCES

Per the *CEQR Technical Manual*, urban design is the totality of components that may affect a pedestrian's experience of public space. Elements that play an important role in the pedestrian's experience include streets, buildings, visual resources, open space, and natural features, as well as wind as it relates to channelization and downwash pressure from tall buildings.

Pursuant to the *2020 CEQR Technical Manual*, an assessment of Urban Design may be warranted when a proposed action may affect one or more of the elements that contribute to the pedestrian experience of an area, specifically the arrangement, appearance, and functionality of the built environment. As stated in the *CEQR Technical Manual*, the study area for urban design is the area where the project may influence land use patterns and the built environment, and is generally consistent with the study area used for the land use analysis (i.e., within 400 feet of a site). For visual resources, existing publicly accessible view corridors within the study area should be identified. The purpose of the preliminary assessment is to determine whether any physical changes proposed by a project may raise the potential to significantly and adversely affect elements of urban design, which would warrant the need for a detailed urban design and visual resources assessment.

### 2.4.1 Preliminary Analysis

#### ***Existing Conditions – Affected Area***

The affected area street is currently used for vehicle parking by a business located to the south. Pelham Bay Air Conditioning and is fenced and closed to the public. There are no significant publicly accessible views down the street to be demapped. At the end of the street to be demapped there is a retaining wall which blocks any views to the Bronx River Parkway or beyond. The applicant's property is currently paved, used for parking, surrounding by a chainlink fence with gated access along Morris Park Avenue. The properties to the south are occupied by paved parking lots and single-story warehouse buildings. The Pelham Bay Air Condition Inc. warehouse (Lot 56) is developed with a front yard for parking and loading activities and the site has a shallow grade from the street to the warehouse garage entrance. The property is fenced and gated with storage activities on a portion of the demapped road visible from the street. The subject street segment breaks the continuity of the sidewalk.

The remaining properties on the block, to the south, are tenanted by Verizon and are developed without setback. The building on Lot 51, 390 Morris Park Avenue, is setback from the intersection of Morris Park Avenue and Wyatt Street providing a small paved area used for vehicle parking. Wyatt Street terminates at the gated entrance to Verizon's parking lot on Lot 63, 64, 68, and the portion of the subject street segment. This portion of the roadway is gated and closed to the public.

Demapping Area



*Area proposed for demapping, seen from intersection of East 178<sup>th</sup> Street and Morris Park Avenue*

Applicant's Property

The applicant's property is an open lot that is paved and utilized as parking.



*View across applicant's property toward affected area*

### **Existing Conditions – Surrounding Area**

The study area is approximately bound by East Tremont Avenue to the north, the Bronx River Parkway and railroad right of way to the east, Wyatt Street to the south, and Bronx Park Avenue to the west.

Morris Park Avenue is a two-way, two-travel-lane, north-south running street with parking on both sides. North of East Tremont Avenue it functions as a local truck route. The Western frontage of Morris Park south of East Tremont Avenue is developed with a warehouse building and a few low-rise residential homes with yards.

The southwest corner of Morris Park Avenue and East Tremont Avenue is developed with a gas station. The remaining parts of East Tremont Avenue within the study area is developed with a mix of attached two-story residential homes and both modern and pre-war mid-rise apartment buildings including the properties that were developed as part of the HPD East Tremont Apartment project on the former railroad right of way. East of Morris Park Avenue, East Tremont Avenue runs below the elevated Bronx River Parkway.

As shown in **Figure 1.3**, the part of the study area west of Morris Park Avenue consists primarily of residential uses along East 178<sup>th</sup> Street. This segment of East 178<sup>th</sup> Street is a one-travel-lane, east-west, two-way street with parking on both sides. Low-rise residential buildings are located on both sides of this part of East 178<sup>th</sup> Street and are generally two-stories without any distinct style. Most of these homes are developed with fenced front yards and are either attached or are very close to the adjacent building. The former railroad right of way is developed with a mid-rise multifamily building on the north side of East 178<sup>th</sup> Street which is developed without setback on East Tremont Avenue but is fenced and developed with a large paved parking lot on its East 178<sup>th</sup> Street frontage. The part of the railroad right of way that runs between East 178<sup>th</sup> Street and Wyatt Street is fenced, vacant, and overgrown with vegetation.

Wyatt Street to the south is mixed in character, it is an east-west running two-way street with one-travel-lane and parking on each side of the street. Morris Park Avenue terminates at its intersection with Wyatt Street. East of Morris Park Avenue the north side of Wyatt Street is developed with the one-story warehouse structures associated with 390 Morris Park Avenue LLC and the eastern portion of Wyatt Street terminates at the gated entrance of the associated parking area. The southern portion of Wyatt Street is developed with a one- and two-story warehouse building with the majority of the frontage fenced and developed with surface parking. The southern portion of Wyatt Street does not have a sidewalk and is used for surface parking and storage. The northwest corner of Morris Park Avenue and Wyatt is developed with a one-story warehouse building, a few residential homes with front yards, and the vacant through lot associated with the former railroad right of way. Bronx River Park Avenue, just outside the study area provides services to East 177<sup>th</sup> Street and ultimately the nearby highway network.



*Warehouse development south of affected area*



*Residential development west of Morris Park Avenue*



*Wooded buffer between Applicant's Property and the Bronx River Parkway*

### **Future No-Action Scenario**

In the future without the Proposed Action, the subject street segment would remain as per existing conditions. The applicant's property would be improved with a two-story, 30-foot-tall medical office building with below-grade and surface parking. The No-Action development would be massed on the southern part of the applicant's site with a curb cut just north of the building (see **Figure 1.6**) and surface parking on the remainder of the site. Parking areas would be fenced and closed to the public. The site would be developed at 1.00 FAR with 50 percent lot coverage. The development would provide an eight-foot side yard and a 196-foot rear yard.

### **Future With-Action Scenario**

In the future with the Proposed Action, the subject street segment would be demapped and the applicant would construct the proposed development. The proposed development is a two-story, 30-foot-tall, medical office with curb cuts and access to the site south of the proposed development. Surface parking would be developed on the southern portion of the Applicant's site over the demapped roadbed, with additional parking at cellar level. Parking areas would be fenced and closed to the public (see **Figure 1.5**). The site would be developed at .99 FAR with 50 percent lot coverage. The development would provide a twenty-foot side yard and a twenty-foot rear yard.

Comparative Photomontage

**Existing Condition – East Tremont Ave and Morris Park Ave**



**Existing Condition – East 178<sup>th</sup> Street and Morris Park Ave**





**No-Action Scenario – East Tremont Ave and Morris Park Ave**



**With-Action Scenario – East Tremont Ave and Morris Park Ave**



No-Action – 178<sup>th</sup> Street and Morris Park Ave



**With-Action – East 178<sup>th</sup> Street and Morris Park Ave**



## **Conclusion**

The subject street segment is a part of East 178<sup>th</sup> Street that is closed to the public. The demapping and disposition of the street segment would not affect block layout within the area.

The proposed development would not block public views of significant visual resources. The With-Action and No-Action Scenarios would be developed to the same height but different bulk. The With-Action development would extend across a larger portion of the applicant's site to the north than the No-Action development. The With-Action development would also improve Morris Park Avenue and activate the streetscape as compared to the No-Action development in which the street segment would remain as a surface parking lot.

The With-Action Scenario would not significantly differ from the No-Action Scenario and would be consistent with the existing urban design of the surrounding areas. No views to visual resources would be affected by the proposed actions. Therefore, the proposed actions do not have the potential to result in significant adverse impacts related to urban design and visual resources.

## 2.4 HAZARDOUS MATERIALS

According to the CEQR Technical Manual, the potential for significant impacts from hazardous materials can occur when: (a) hazardous material exists on a site, and (b) an action would increase pathways to their exposure, or (c) an action would introduce new activities or processes using hazardous materials. Since the proposed action would result in incremental in-ground disturbance, a Phase I Environmental Site Assessment was conducted. This analysis was carried out in May 2013 as summarized below.

### 2.4.1 Summary of Phase I ESA

One Recognized Environmental Condition (REC) was identified in the 2013 Phase I ESA due to stained pavement. There were multiple stains on the pavement of the subject property which appeared to be caused by automobiles leaking fluids. The pavement in the area of the stains is in poor condition. Such fluids could potentially pass through the pavement and impact the soil. Further investigation would be needed to determine if there has been an impact to the soil.

### 2.4.2 Conclusions

Based on their review of the Phase I, the Department of Environmental Protection (DEP) by letter dated November 15, 2015 requested that a Remedial Investigation Work Plan (RIWP) be prepared for their review. The RIWP was submitted, and by letter dated February 19, 2016, DEP indicated their acceptance of the work plan. Upon completion of the Remedial Investigation, a Remedial Investigation Report (RIR) will be submitted for OER review. If future development of The Applicant's property (Block 3909, Lot 61) and the demapped property should occur, to avoid the potential for significant adverse impacts with respect to hazardous materials, the preparation of the RIR would be required pursuant to the Mapping Agreement entered between The Applicant and the City of New York in connection with the Proposed Action.

By letter dated June 21, 2021, New York City Department of Environmental Protection (DEP) provided a list of conditions by which The Applicant's ULURP application for the demapping and disposition of the street could move forward. The DEP letter and the required conditions are included as an appendix to this EAS. Any future development within the demapped street bed would be subject to the terms of an easement agreement between the applicant and DEP. No construction of permanent structures within the easement would be permitted.

To avoid any potential significant adverse impacts with respect to hazardous materials, the Mapping Agreement between the Applicant and the City of New York in connected with the proposed demapping shall set forth the environmental requirements outlined below concerning the Applicant's property at Block 3939 / Lot 61:

#### Task 1-Sampling Protocol

The applicant submits to OER, for review and approval, a Phase I of the site along with a soil, groundwater and soil vapor 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 samples should be selected to adequately characterize the site, specific sources 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 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.

A construction-related health and safety plan should be submitted to OER and would be implemented during excavation and construction activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil, groundwater and/or soil vapor. This plan would be submitted to OER prior to implementation.

With the above environmental requirements ensured through the Mapping Agreement, no significant hazardous materials impacts are expected as a result from the proposed action.

## 2.5 AIR QUALITY

Ambient air quality describes pollutant levels in the surrounding environment to which the public has access. To assess potential health hazards due to ambient air quality, the impact of air pollutants emitted by motor vehicles (mobile source) and by fixed facilities (stationary source) are analyzed, where the effects of both the proposed project on ambient air quality and the ambient air quality effect on the proposed project are considered. The analysis framework, as mandated by the State Environmental Review Act, follows the *New York City Environmental Quality Review 2020 Technical Manual (CEQR TM)*. The potential air quality impacts of the following sources of emissions are estimated following the procedures and methodologies prescribed in the *CEQR TM*:

- The potential for changes in vehicular travel associated with proposed development activities to result in significant mobile source (vehicular related) air quality impacts.
- The potential for an atypical (e.g., not at-grade) source of vehicular pollutants to significantly impact the proposed development.
- The potential for emissions from the heating, ventilation and air conditioning (HVAC) systems of the proposed development to significantly impact nearby existing land uses.
- The potential for air toxic emissions released from existing industrial facilities to significantly impact the proposed development.
- The potential for significant air quality impacts from the emissions of existing HVAC systems with a 20 or more million Btu per hour (MMBtu/hr) design capacity to significantly impact the proposed development.
- The potential for significant air quality impacts from the emissions of facilities that require Prevention of Significant Deterioration permits (Title V), and facilities which require a state facility permit to significantly impact the proposed development.
- The potential for facilities' malodorous emissions to unreasonably interfere with the proposed project's occupant's comfortable enjoyment of life or their property.

### Air pollutants and applicable standards/guidelines

#### National Ambient Air Quality Standards

The U.S. Environmental Protection Agency (EPA) has identified six pollutants, known as criteria pollutants which are being of concern nationwide, and established threshold concentration based upon adverse effect on human health. The six pollutants and their characteristics are:

- Carbon Monoxide (CO) is mainly produced by motor vehicles from the incomplete combustion of gasoline. The impact of CO on the ambient air is analyzed next to roadways, intersections, parking lots, and parking garages vents as these locations are the most affected.
- Nitrogen Dioxide (NO<sub>2</sub>) is a main concern related to the burning of natural gas. Emitted NO<sub>x</sub> from the burning of fossil fuel gradually convert to NO<sub>2</sub> in a chemical reaction that is effected by ozone concentration and the presence of sunlight. In a micro scale analysis, buildings' HVAC systems are analyzed for NO<sub>2</sub> impact.
- Ozone (O<sub>3</sub>) is formed by chemical reaction between hydrocarbons and nitrogen oxides and its impact is analyzed on a regional scale by monitoring stations.
- Lead (Pb) in the ambient air is monitored on a regional level. In a project scale analysis, impacts due to Lead concentration levels are analyzed if a new source, such as a lead smelter, is introduced into the environment or if a project is located next to a lead emitter.



- Particulate Matter emissions are associated with both stationary sources and mobile sources. Two sizes of particulate matters are analyzed: Inhalable Particles (PM<sub>10</sub>) and Fine Particulate Matter (PM<sub>2.5</sub>), where the subscript number refers to the diameter of the particulate matter in micrometers.
- Sulfur Dioxide (SO<sub>2</sub>) emission is principally associated with stationary sources that use oil or coal as the fossil fuel for the equipment.

As required by the Clean Air Act, National Ambient Air Quality Standards (NAAQS) have been established for the criteria pollutants by EPA, and New York State has adopted the NAAQS as the State ambient air quality standards. The relevant standards together with their health-related averaging periods are presented in **Table 2.5-1**.

**Table 2.5-1. National And New York States Ambient Air Quality**

Pollutant	Averaging Period	National and State Standards
PM <sub>2.5</sub>	24-Hour Concentration	35 µg/m <sup>3</sup>
	Average of 3 Consecutive Annual Means	12 µg/m <sup>3</sup>
PM <sub>10</sub>	Maximum 24-Hour Concentration	150 µg/m <sup>3</sup>
CO	8-Hour	9 ppm
	1-Hour	35 ppm

### New York State Standards

As mentioned, New York State has adopted the national standard, NAAQS. In addition, the New York State Department of Environmental Conservation (NYSDEC) has established guidelines for maximum allowable concentration of “noncriteria pollutants,” which are potentially toxic or carcinogenic pollutants. The maximum allowable guidelines set a maximum 1-hour and annual averaging time concentrations and are published in the DAR-1 AGC/SGC Table, where AGC/SGC refers to Annual and Short-term Guideline Concentrations. The most recent DAR-1 guidelines were created on July 14, 2016.

NYSDEC also regulates pollutants that produce discomfort due to odors, where significant discomfort is evaluated on quantity, characteristic or duration.

### NYC Interim Guidelines

In addition to the NAAQS, the *CEQR TM* requires that projects subject to CEQR apply PM<sub>2.5</sub> and CO significant impact criteria (based on concentration increments). These criteria are called *de minimis* and they are more stringent than the NAAQS and the state standards as the criteria set a maximum increase of pollutant concentration that is below the national standard. If the estimated impacts of a proposed project are less than the *de minimis* criteria, the impacts are not considered to be significant. As outlined in the *CEQR TM*, CO significant impacts are evaluated as follow:

- An increase of 0.5 parts per million (ppm) or more in the maximum 8-hour average CO concentration at a location where the predicted No-Action 8-hour concentration is equal to 8 ppm or between 8 ppm and 9 ppm; or
- An increase of more than half the difference between baseline (*i.e.*, No-Action) concentrations and the 8-hour standard, when No-Action concentrations are below 8 ppm.

Per the *CEQR TM*, relevant significant adverse PM<sub>2.5</sub> concentration is determined by:

- Predicted 24-hour maximum PM<sub>2.5</sub> concentration increase of more than half the difference between the 24-hour background concentration and the 24-hour standard.

### Background Concentrations

Determination of the NAAQS significant impact criteria is evaluated by adding the background concentrations at the nearest NYSDEC monitoring station to the predicted concentrations of criteria pollutants in the ambient air of the Development Site.

Background concentrations of the relevant criteria pollutants were obtained from the NYSDEC’s annual report for 2016 at the Bronx Botanical Garden monitoring station or from the IS 52 for unavailable data. **Table 2.5-2** shows the background concentrations.

**Table 2.5-2. Background Concentration at the Queens College and JHS 126 Monitoring Stations (NYSDEC 2016 Report)**

Pollutant	Averaging Period	Background Concentration	Monitoring Station
PM <sub>2.5</sub>	24-Hour Concentration	24.0 µg/m <sup>3</sup>	Bronx Botanical Garden
	Average of 3 Consecutive Annual Means	9.0 µg/m <sup>3</sup>	
PM <sub>10</sub>	Maximum 24-Hour Concentration	44.0 µg/m <sup>3</sup>	IS 52
CO	Maximum 8-Hour	1.86 ppm	Bronx Botanical Garden
	Maximum 1-Hour	1.1 ppm	

The *de minimis* impact criteria for CO and PM<sub>2.5</sub> were evaluated as described in the NYC Interim Guidelines. The concentrations increments are presented below:

- CO 8-hour 3.95 ppm
- 24-hour PM<sub>2.5</sub> 5.5 µg/m<sup>3</sup>

## MOBILE SOURCE ANALYSIS

### Methodology

Projects may result in significant mobile source impacts when they create mobile sources of pollutants, change traffic pattern, or add new uses near mobile sources of pollutants. Per CEQR guidelines, a detailed analysis is conducted to predict whether the proposed actions could potentially have a significant adverse air quality impact if certain threshold criteria are met or exceeded, while proposed projects that do not meet or exceed the threshold criteria (screen out) are not expected to have a mobile source impact. As such, projects that require a detailed analysis model the ambient air CO and PM<sub>10</sub>/PM<sub>2.5</sub> concentrations—the mobile source pollutants of concern—and compare the modeled concentrations with the applicable air quality standard.

Mobile source impacts are a function of vehicle-related emissions and the pollutants’ dispersion. The emission rates of vehicular mechanical components are generated with the latest EPA’s Mobile Vehicle Emission Simulator 2014a version (MOVES2014a), and emission of dust generated by vehicles travelling on

paved roadways are added to estimate total particulate matter emission rates. The pollutants' concentrations at sensitive receptors are modeled with the EPA's CAL3QHC or CAL3QHCR Gaussian dispersion models. Alternatively, dispersion analysis of parking facilities may use the spreadsheet and formula referenced in the *CEQR TM Appendices*.

### Emission Factors

The EPA's MOVES2014 emission factor algorithm was used to estimate CO, PM<sub>10</sub>, and PM<sub>2.5</sub> emission factors. MOVES can be used to calculate emission rates of criteria air pollutants, greenhouse gas emissions, and some hazardous air pollutants for both on road motor vehicles and nonroad equipment. MOVES models calculate emissions at the national, county, and project level by use of databases and by specifying the characteristics (Run Specification) of the scenario that is modeled.

Modeling inputs for inspection/maintenance, fuel supply, fuel formulation, age distribution, meteorology, etc., were all provided by the NYSDEC for the borough of Bronx, year 2021. Primary total CO, PM<sub>2.5</sub>, and PM<sub>10</sub> running and crankcase exhaust, and primary PM<sub>2.5</sub> and PM<sub>10</sub> brake and tire wear emissions, were all included in the Run Specification.

Post-processing was conducted using the MOVES MySQL Workbench data management software application to extract the emission factors from MOVES output for each link considered in the analysis. These emission factors, together with traffic volumes on each link, were used to model nearby roadway links in the CAL3QHCR dispersion analysis.

Fugitive dust emissions were estimated using equations from Section 13.2.1-3 of EPA's AP-42 for roadways. The formulas are based on an average fleet weight, which varies according to the vehicular mix for a given roadway, and a silt loading factor as recommended by the *CEQR TM*.

### Gaussian Dispersion

The EPA's CAL3QHCR (version 2.0) with Lakes Environmental 5 years of meteorology data for the Bronx was used to determine CO, PM<sub>10</sub>, and PM<sub>2.5</sub> concentrations from vehicular traffic. CAL3QHCR estimates air pollution concentrations by modeling roadway as a "line source" emission, and that pollutants disperse in a Gaussian distribution. The one-hour meteorology data provided wind speed and direction, ambient temperature, Stability Class, and urban or rural mixing height as specified in the model. Other inputs included in the CAL3QHCR runs were: 60 minutes averaging time, roughness coefficient of 321 centimeters, urban setting, and settling and deposition velocities of 0.

Per *CEQR TM* and the EPA's MOVES2014 user guide, links (roadways) were modeled as free flow links and links mixing zone width were set at the actual links' widths plus 6 meters. Per CAL3QHCR, free-flow links were modeled for a distance of 1,000 feet.

A CAL3QHCR Tier I approach, specifying pick hour traffic volume and slowest speed, was applied.

## **Mobile Source Screen**

### Traffic Pattern Screen

Under the *CEQR TM*, in this part of New York City, projects generating fewer than 170 vehicular trips and fewer than 12-23 heavy-duty diesel vehicles or its equivalent, depending on road type, in any given hour are not expected to have significant adverse air quality impact. The trip generation numbers are the predicted difference between the Future No-Action and the Future With-Action scenarios. Using the *CEQR* online

application to determine the incremental trips generated by the Proposed Action, the peak hour vehicular count would be 22 cars during the Midday analysis hour, assuming an increment of 18,660 GSF of development.

The incremental development associated with the Proposed Action would not exceed the threshold of 170 hourly vehicular trips for CO. For PM<sub>2.5</sub>, reference was made to Chapter 17, Section 210, to convert the 22 peak hour vehicles into the HDDV equivalent. The screening table results are shown below, and indicate that the project would pass the PM<sub>2.5</sub> screen for paved roads (Morris Park Avenue) and collector roads (East Tremont Avenue). Therefore, no detailed air quality analysis is required, and the Proposed Action would not have the potential to result in significant adverse mobile source air quality impacts.

<b>Table 2: Equivalent Truck Calculation</b>			
<b>Road Types</b>	<b>Equ. truck</b>	<b>Screen value</b>	<b>PM2.5 Screen</b>
Paved road < 5000 veh/day	11	12	Pass Screen
Collector roads	4	19	Pass Screen
Principal and minor arterials	1	23	Pass Screen
Expressways and limited access roads	1	23	Pass Screen

Bronx River Parkway

According to the *CEQR TM*, projects that would result in new sensitive uses within 200 feet of atypical roadways may result in significant mobile source air quality impacts. These impacts are estimated at sensitive receptors located at adjacent sidewalks, air intakes, operable windows, and terraces of the receptor building.

As the proposed action would result in new development located 68 feet from the Bronx River Parkway, an above grade roadway, a detailed analysis using MOVES2014a and CAL3QHCR was conducted.

The Cross Bronx Expressway is located approximately 800 feet to the south of the Project Site and a detailed analysis of this roadway is not required.

**Detailed Analysis**

Bronx River Parkway

Dispersion Analysis Input

The Bronx River Parkway, a 3 lane in each direction expressway, is raised onto a 30 feet embankment made of compacted soil. Commercial vehicles are prohibited from using the parkway. As such, passenger car use was used in the analysis.

Hourly traffic count was obtained from the New York State Department of Transportation (DOT) for station 010910, located 263 feet south of E Tremont Avenue, for the week of September 13<sup>th</sup>, 2015. The traffic count report included the northbound and southbound data. The Tier 1 approach assumed the maximum traffic count in each direction. The *CEQR Technical Manual*, Table 16-4: *Annual Background Growth Rates*, of 0.250% was used to account for the general background traffic growth in the Bronx.

Vehicle speed was obtained from the City of New York Department of Transportation for the Bronx River Parkway segment between Watson Avenue and Fordham Road. The data, available through NYC Open Data website, contained 6,080 northbound weekday data points between May 5<sup>th</sup> and July 20<sup>th</sup>, 2017, and 4,063 southbound weekday data points between May 5<sup>th</sup> and June 23<sup>rd</sup>, 2017.

The DOT data was compiled and the average speed for each hour of the day calculated. The Tier 1 approach assumed the slowest hourly averaged speed in each direction independently.

Per *CEQR TM*, an average vehicle weight of 6,000 pounds and a silt loading factor of 0.015 g/m<sup>2</sup> for expressway were used. The Tier 1 approach traffic data and emission rates are shown in **Table 2.5-3**.

**Table 2.5-3. Tier 1 Traffic Count and Speed, and Emission Rates**

Pollutant/ Averaging Time	Northbound			Southbound		
	Peak Hour Link Volume	Speed (mph)	Emission Rate (g/veh-mil)	Peak Hour Volume Speed	Speed (mph)	Emission Rate (g/veh-mil)
CO 1&8-hour	4,387	24.25	2.416	4,182	22.63	2.476
PM10 24-hour			0.1380			0.1439
PM2.5 24-hour			0.0309			0.0316
PM2.5 Annual			0.0146			0.0149

As a conservative measure and for simplicity, the CAL3QHCR models used one link placed closest to the Development Site for each direction. Each link, measured in Google earth, was assumed to be 12 feet wide and 30 feet above grade.

Sensitive receptors were placed 68 feet from the edge of the roadway, at a height of 2 to 15 meters every meter to model potential receptor locations on the development expected to occur under the proposed action.

Dispersion Analysis Results

CAL3QHCR was run for 5 years of meteorology data between 2012-2016 and the dispersion analysis results extrapolated. **Table 2.5-4** shows the dispersion analysis results.

**Table 2.5-4. Dispersion Analysis Results**

Pollutant and Averaging time	Unit	Background Concentration	CAL3QHCR Output					Result	Standard	Threshold Criteria
			2012	2013	2014	2015	2016			
PM2.5 24hour	µg/m <sup>3</sup>	24.0 µg/m <sup>3</sup>	2.74	2.61	2.28	2.47	2.31	<b>2.48</b>	<i>de minimis</i>	5.5
PM2.5 Annual	µg/m <sup>3</sup>	9.0 µg/m <sup>3</sup>	0.28	0.25	0.28	0.27	0.28	<b>9.3</b>	NAAQS	12
CO 1hour	ppm	1.1 ppm	0.33	0.33	0.33	0.33	0.33	<b>2.19</b>	NAAQS	35
CO 8hour	ppm	1.86 ppm	0.32	0.31	0.29	0.27	0.28	<b>0.32</b>	<i>de minimis</i>	3.95
PM10 24hour	µg/m <sup>3</sup>	44.0 µg/m <sup>3</sup>	12.4	11.8	10.3	11.2	10.4	<b>56</b>	NAAQS	150

The predicted concentrations of the 24-hour PM<sub>2.5</sub> and CO 8-hour were compared with the NYC Interim Guideline, and the annual PM<sub>2.5</sub>, PM<sub>10</sub>, and CO 1-hour with the NAAQS. As seen, the predicted concentrations of all the pollutants and corresponding averaging times are below the threshold criteria.

Therefore, no significant adverse air quality impacts are expected to the proposed project from the emission associated with the vehicular traffic on the Bronx River Parkway.

## STATIONARY SOURCES

As outlined in the *CEQR TM*, projects that would introduce new uses near industrial sources, major sources, large sources, and odor producing facilities may result in potentially significant adverse air quality impacts. The study area considers industrial sources within 400 feet of the Development Site and major sources, large sources, and odor producing facilities within 1,000 feet of the Development Site. These sources are categorized as follows:

Industrial sources are identified as commercial, industrial, or processing facilities that are likely to have NYCDEP operational permits.

Major emission sources are identified as those sources located at Title V facilities that require Prevention of Significant Deterioration permits.

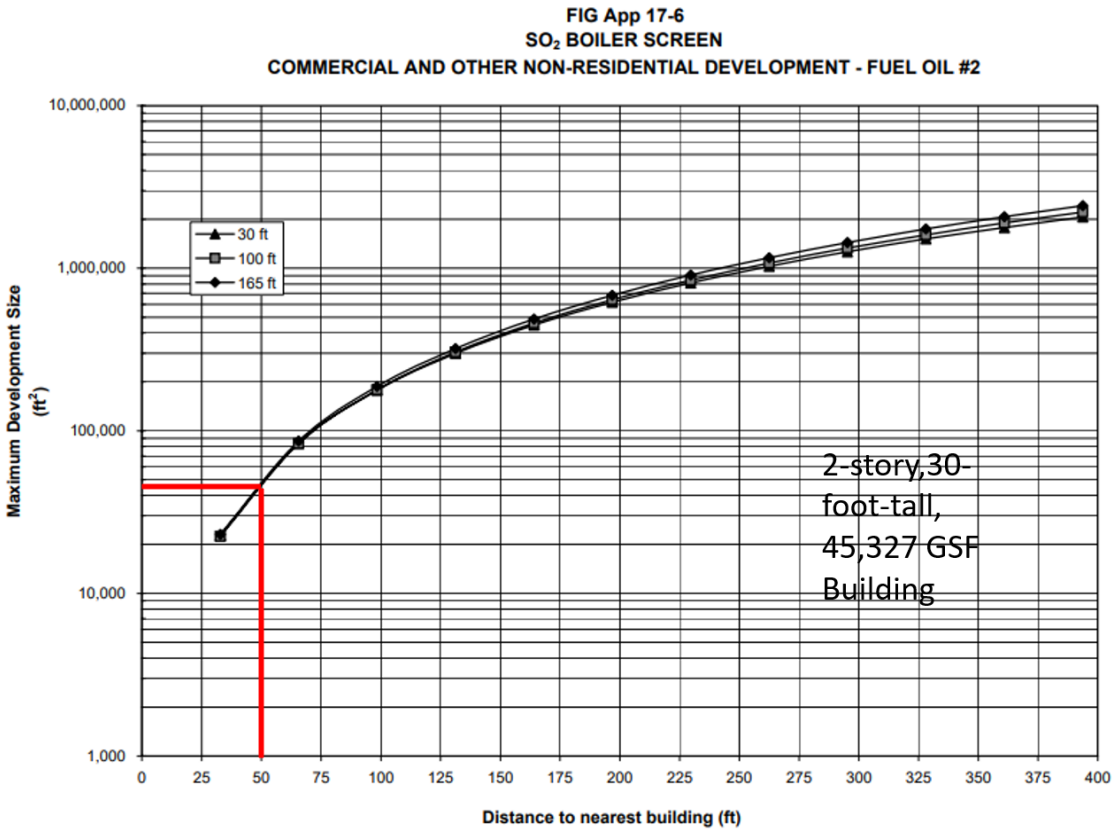
Large emission sources are identified as sources located at facilities which require a State facility permit, such as solid waste or medical waste incinerators, asphalt and concrete plants, or large printing facilities.

Odor producing facilities are operations that have the potential to cause discomfort, such as: solid waste management facilities, water pollution control plants (i.e., sewage treatment plants), and incinerators.

Additionally, the proposed project must be screened using Figure 17-6 in the Air Quality Appendix of the *CEQR TM*. As **Figure 2.5-1 Stationary Source Screen** indicates, the Proposed Development would not have a significant air quality impact from HVAC emissions on any building of similar or greater height that is more than 50 feet away. The closest building to the Proposed Development is located on Block 3909, Lot 40 (409 Morris Park Avenue), which is approximately 90 feet to the west of the Affected Area. Because there are no buildings of similar or greater height within 50 feet of the Proposed Development, the project would not have a significant impact resulting from HVAC emissions. If future development of The Applicant's

property (Block 3909, Lot 61) under the demapped property should occur, to avoid the potential for significant adverse impacts with respect to air quality, a minimum stack height of 33 feet above grade will be required.

**Figure 2.5-1 Stationary Source Screen**



**Methodology**

Information regarding potential emissions of toxic air pollutants from existing industrial sources within 400 feet of the Development Site, and emissions of air pollutants from existing major and large sources within 1,000 feet of the Development Site were developed using the following procedure:

- A study area was developed that includes all industrial facilities with potential air toxic emissions located within 400 feet of the Development Site using ZoLa and a site visit;
- New York City’s Open Accessible Space Information System Cooperative (OASIS), Google Street View, on-line searches, and land surveys were used to identify and categorize facilities;
- A search was performed to identify permits listed in the EPA Envirofacts database in this study area; The New York City Department of Environmental Protection (DEP) online Clean Air Tracking System (CATS) was consulted to determine whether air emissions permits had been issued for any of the nonresidential zoned lots.

**Study Result – Major and Large Sources and Odor Producing Facilities**

A review of the EPA Envirofacts and the NYSDEC Issued Permits databases identified one facility with a State Air Facility permit within 1,000 feet of the Development Site. The facility is the NYCT West Farms Bus Depot, located at 1100 E 177<sup>th</sup> Street (Block 3910, Lots: 16, 34, 40). The bus depot's State Air Facility permit ID is: 2-6005-00864/00001.

*NYCT West Farms Bus Depot (Permit ID: 2-6005-00864/00001)*

The West Farms Bus Depot's primary function is to service, maintain, and store NYCT buses. The equipment registered under the permit are:

- Two 12.55 MMBtu/hr boilers capable of firing natural gas or fuel oil #2.
- Three 800 horse power (HP) natural gas compressor engines with oxidation catalysts. Each engine is fueled by natural gas and is used by the facility for CNG bus operation.
- 670 and 350 HP emergency diesel generators operating no more than 50 hours per year.  
The regulated pollutants under the certificate are NOx and carbon dioxide (CO<sub>2</sub>). The contaminants and their short-term and annual emission rate are as follows:
  - Oxides of Nitrogen 24.9 tons per year.
  - CO<sub>2</sub> 100,000 tons per year.

In accordance with 6 NYCRR 201-3.2(c), the emergency generators are considered exempt from permitting. In addition, CO<sub>2</sub> is a greenhouse gas, which is not regulated under CEQR.

As previously stated, large sources within 1,000 feet could potentially have an adverse air quality impact. The West Farms Bus Depot is 975 feet south from the Development Site. As the Air State Facility permit provides the location of the emission points in UTM coordinates with a kilometer resolution, additional sources were consulted to determine the emission points' locations. The January 2006 *Technical Report NREL/TP-540-38843 New York City Transit Hybrid and CNG Transit Buses: Interim Evaluation Results* situates the three compressors station outside the building and next to the Cross-Bronx Expressway, 1,375 feet from the Development Site. The State Air Facility permit shows that each of the two 12.55 MMBtu/hr boilers have a 22 inch diameter, 180 foot high stack. The stacks were not identified in the land survey. However, google street map show the possible location of these stacks in the south-west portion of the Bus Depot building, and 1,380 feet from the Development Site. **Figure 2.5-2** displays the likely boilers stacks and the compressors station.



**Figure 2.5-2. Google Street View of the West Farms Bus Depot, Showing the Boilers Stacks and the Compressors Station. Image Insert of the Compressors Station from Technical Report NREL/TP-540-38843 New York City Transit Hybrid and CNG Transit Buses: Interim Evaluation Results**

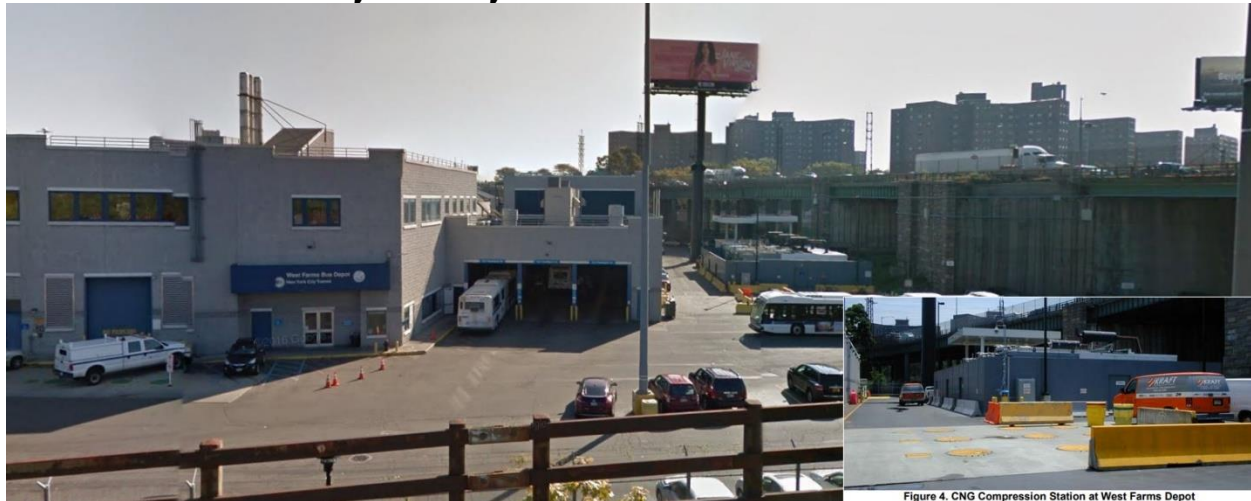


Figure 4. CNG Compression Station at West Farms Depot

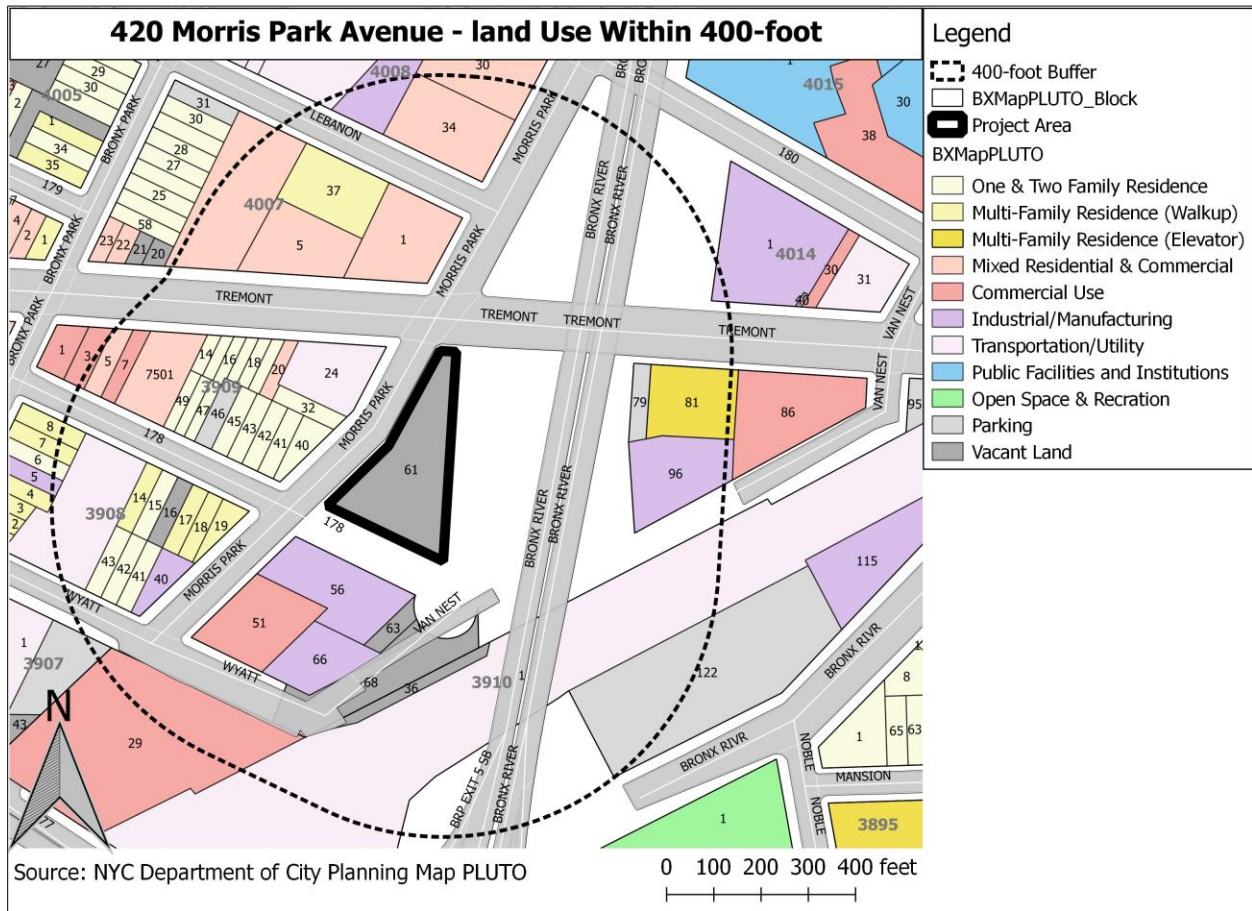
As the emission points are outside the area of influence, no analysis is warranted, and no significant adverse air quality is predicted from the West Farms Bus Depot to the Development Site

No other existing large combustion sources, such as power plants, cogeneration facilities, etc., located within 1,000 feet of the Development Site were identified. In addition, no odor producing facility was identified within 1,000 feet of the Development Site. As such, no further analysis was warranted.

#### **Study Result – Industrial Sources Toxic Air Emission**

22 lots within 400 feet of the Development Site were identified as commercial, industrial, or processing facilities that have the potential to have NYC operational permits. Figure 2.6-3 shows the Development Site with a 400-foot buffer zone, where the land use map was obtained from the NYC Department of City Planning.

Figure 2.5-3: Land Use Map of the Development Site with a 400-foot buffer zone



An online search of the NYCDEP CATS database showed that two nonresidential facilities have NYCDEP active operational permits. **Table 2.5-5** shows the record search results.

**Table 2.5-5. Land Survey Results Within 400 Feet of the Development Site**

Block	Lot	Address	CATS Database	Land Survey
3907	19	172 Wyatt Street	No Record	Parking lot/ Vacant land
3908	5	370 Bronx Park	No Record	Warehouse
	10	East 178 Street	No Record	Vacant land
	16	1176 East 178 Street	No Record	Vacant land
	40	365 Morris Park Ave	No Record	Gerardo Marchese Inc./ Gen Contractor
	51	390 Morris Park Ave	No Record	NYS Department of Labor
	56	396 Morris Park Ave	No Record	Pelham Bay Air Conditioning
	63	East 178 Street	No Record	Parking Lot
	64	Van Nest Avenue	No Record	Parking Lot
	66	1211 Wyatt Street	No Record	Warehouse/storage
	68	1206 Morris Park	No Record	Parking Lot
3909	7	1162 E Tremont Ave	No Record	Interboro Fuel (garage)
	34	415 Morris Park Ave	Current - GA019989	Gas Station
	46	1177 East 178 Street	No Record	Small Parking garage
	79	1226 E Tremont Ave	No Record	Vacant Land
	86	1240 East Tremont Ave	Cancelled PA077089 Expired - CA119499	Clean Rite Service - Laundry service
	96	427 Van Nest	No Record	Warehouse/ Storage
3910	1	Van Nest Avenue	No Record	Rail Track/ Parking
	29	1208 Wyatt Street	Expired - CA308793 Current - CB191002	Delma Construction; Ciminello Properties; Tomcon Industries (Heavy construction equipment rental); Verizon parking lot
	36	Van Nest Avenue	No Record	Vacant land
4008	10	East 180 Street	No Record	Rail Track
	16	1178 East 180 Street	No Record	Unoccupied

Two facilities have active operational permits from the NYCDEP. The facilities with NYCDEP operational permits are:

1. Gas station at 415 Morris Park Avenue – GA019989
2. Office building at 1208 Wyatt Street -CB191002

Gas stations are not analyzed for microscale projects under CEQR. Therefore, no action was taken. Operational permits beginning with a “C” are boiler permits and not industrial or processing facilities. Therefore, no action was taken.

In addition to the NYCDEP CATs permit search, no other sites that are likely to emit toxic air were identified in the land survey study. Therefore, the proposed action does not have the potential to result in significant adverse impacts related industrial sources emissions.

## 2.6 NOISE

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

In terms of hearing, humans are less sensitive to low frequencies (<250 Hz) than mid-frequencies (500-1,000 Hz). Humans are most sensitive to frequencies in the 1,000 to 5,000 Hz range. Since ambient noise contains many different frequencies all mixed together, measures of human response to noise assign more weight to frequencies in this range. This is known as the A-weighted sound level.

Noise is measured in sound pressure level (SPL), which is converted to a decibel scale. The decibel is a relative measure of the sound level pressure with respect to a standardized reference quantity. Decibels on the A-weighted scale are termed “dB(A).” The A-weighted scale is used for evaluating the effects of noise in the environment because it most closely approximates the response of the human ear. On this scale, the threshold of discomfort is 120 dB(A), and the threshold of pain is about 140 dB(A). **Table 2.6-1** shows the range of noise levels for a variety of indoor and outdoor noise levels.

Because the scale is logarithmic, a relative increase of 10 decibels represents a sound pressure level that is 10 times higher. However, humans do not perceive a 10 dB(A) increase as 10 times louder; they perceive it as twice as loud. The following are typical human perceptions of dB(A) relative to changes in noise level:

- 3 dB(A) change is the threshold of change detectable by the human ear;
- 5 dB(A) change is readily noticeable; and
- 10 dB(A) increase is perceived as a doubling of the noise level.

The *CEQR Technical Manual* recommends an analysis of two principal types of noise sources: mobile sources; and stationary sources. Both types of noise sources are examined in the following sections.

### Site Location

Since the proposed development would consist of a community facility use in an area where vehicular traffic and warehousing activity may be significant sources of ambient noise, a noise analysis is warranted. The proposed use is not a significant stationary source noise generator. Additionally, incremental development under the proposed action would be below the screening levels identified in the *CEQR Technical Manual* and therefore project-generated traffic would not double vehicular traffic on nearby roadways, and therefore would not result in a perceptible increase in vehicular noise. This noise assessment is limited to an assessment of ambient noise that could adversely affect occupants of the development.

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

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

### 2.6.1 Mobile Sources

Mobile noise sources are those which move in relation to receptors. The mobile source screening analysis addresses potential noise impacts associated with vehicular traffic generated by the proposed action.

Per the *CEQR Technical Manual*, if existing passenger car equivalent (PCE) values are increased by 100 percent or more due to a Proposed Action, a detailed analysis is generally performed. Vehicular traffic studies are not warranted, as the Proposed Action is not expected to generate a magnitude of trips through any local intersection during peak periods that would trigger the need for detailed analysis—the project would generate a maximum peak hour of 22 vehicular trips, while the existing conditions generate approximately 252 vehicular trips, inclusive of buses, trucks, and cars. Therefore the Proposed Action does not have the potential to result in significant adverse mobile source noise impacts due to vehicular traffic generated by the Proposed Action.

### 2.6.2 Stationary Sources

The *CEQR Technical Manual* states that based upon previous studies, unless existing ambient noise levels are very low and/or stationary source levels are very high (and there are no structures that provide shielding), it is unusual for stationary sources to have significant impacts at distances beyond 1,500 feet. A detailed analysis may be appropriate if the proposed project would: cause a substantial stationary source (i.e., unenclosed mechanical equipment for manufacturing or building ventilation purposes, playground, etc.) to be operating within 1,500 feet of a receptor, with a direct line of sight to that receptor; or introduce a receptor in an area with high ambient noise levels resulting from stationary sources, such as unenclosed manufacturing activities or other loud uses. Machinery, mechanical equipment, heating, ventilating and air-conditioning units, loudspeakers, new loading docks, and other noise associated with building structures may also be considered in a stationary source noise analysis. Impacts may occur when a stationary noise source is near a sensitive receptor, and is unenclosed.

Even though the affected area is within an M1-1 district, no unenclosed specific stationary noise sources of concern were observed during field inspection. As the Development Site is not subject to high ambient noise levels from any nearby stationary source, no stationary source noise impacts from surrounding uses are anticipated. Additionally, as the proposed project would not introduce a new stationary noise source, no significant adverse stationary source impacts are anticipated because of the proposed action, and no further analysis is warranted.

In 1983, the New York City Department of Environmental Protection (NYCDEP) adopted the City Environmental Protection Order-City Environmental Quality Review (CEPO-CEQR) noise standards at the exterior façade to achieve interior noise levels of 45 dB(A) or below. CEPO-CEQR Noise Standards classify noise exposure into four categories: Acceptable, Marginally Acceptable, Marginally Unacceptable and Clearly Unacceptable. As noted in the *CEQR Technical Manual*, these standards are the basis for classifying noise exposure into the following categories based on the L<sub>10</sub> measured directly outside the projected development site:

**Table 2.6-1: Attenuation Values to Achieve Acceptable Interior Noise Levels**

	Marginally Unacceptable				Clearly Unacceptable
Noise Level with Proposed Project	$70 < L_{10} \leq 73$	$73 < L_{10} \leq 76$	$76 < L_{10} \leq 78$	$78 < L_{10} \leq 80$	$80 < L_{10}$
Attenuation <sup>1</sup>	(I) 28 dB(A)	(II) 31 dB(A)	(III) 33 dB(A)	(IV) 35 dB(A)	$36 + (L_{10} - 80)^2$ dB(A)

**Source:** *CEQR Technical Manual*

**Notes:**

<sup>1</sup> The above composite window-wall attenuation values are for residential dwellings. Commercial and office spaces/meeting rooms 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.

<sup>2</sup> Required attenuation values increase by 1 dB(A) increments for L<sub>10</sub> values greater than 80 dBA.

**Framework of Noise Analysis**

The *CEQR Technical Manual* provides noise exposure guidelines in terms of L<sub>eq</sub> and L<sub>10</sub> for the maximum amount of allowable noise under existing regulations. L<sub>eq</sub> is the continuous equivalent sound level. The sound energy from the fluctuating sound pressure levels is averaged over time to create a single number to describe the mean energy or intensity level. High noise levels during a measurement period will have greater effect on the L<sub>eq</sub> than low noise levels. The L<sub>eq</sub> has an advantage over other descriptors because L<sub>eq</sub> values from different noise sources can be added and subtracted to determine cumulative noise levels. In comparison, L<sub>10</sub> is the SPL exceeded 10 percent of the time. Similar descriptors include the L<sub>50</sub>, L<sub>01</sub>, and L<sub>90</sub> values.

**Table 2.6-2: Sound Pressure Level & Loudness of Typical Noises in Indoor & Outdoor Environments**

Sound Source	SPL (dB(A))
Air Raid Siren at 50 feet	120
Maximum Levels at Rock Concerts (Rear Seats)	110
On Platform by Passing Subway Train	100
On Sidewalk by Passing Heavy Truck or Bus	90
On Sidewalk by Typical Highway	80
On Sidewalk by Passing Automobiles with Mufflers	70
Typical Urban Area	60-70
Typical Suburban Area	50-60
Quiet Suburban Area at Night	40-50
Typical Rural Area at Night	30-40
Isolated Broadcast Studio	20
Audiometric (Hearing Testing) Booth	10
Threshold of Hearing	0
<i>Notes: A change in 3dB(A) is a just noticeable change in SPL. A change in 10 dB(A) is perceived as a doubling or halving in SPL.</i>	
<i>Source: 2020 CEQR Technical Manual</i>	

**Table 2.6-3: Noise Exposure Guidelines for Use in City Environmental Impact Review**

Receptor Type	Time Period	Acceptable General External Exposure	Airport <sup>3</sup> Exposure	Marginally Acceptable General External Exposure	Airport <sup>3</sup> Exposure	Marginally Unacceptable General External Exposure	Airport <sup>3</sup> Exposure	Clearly Unacceptable General External Exposure	Airport <sup>3</sup> Exposure
1. Outdoor area requiring serenity and quiet <sup>2</sup>		$L_{10} \leq 55$ dBA	Ldn < 60 dBA		Ldn < 60 dBA		Ldn < 60 dBA		Ldn < 75 dBA
2. Hospital, Nursing Home		$L_{10} \leq 55$ dBA		$55 < L_{10} \leq 65$ dBA		$65 < L_{10} \leq 80$ dBA		$L_{10} > 80$ dBA	
3. Residence, residential hotel or motel	7 am to 10 pm	$L_{10} \leq 65$ dBA		$65 < L_{10} \leq 70$ dBA		$70 < L_{10} \leq 80$ dBA		$L_{10} > 80$ dBA	
	10 pm to 7 am	$L_{10} \leq 55$ dBA		$55 < L_{10} \leq 70$ dBA		$70 < L_{10} \leq 80$ dBA		$L_{10} > 80$ dBA	
4. School, museum, library, court house of worship, transient hotel or motel, public meeting room, auditorium, out-patient public health facility		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM- 10 PM)		Same as Residential Day (7 AM –10 PM)	
5. Commercial or office		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM –10 PM)		Same as Residential Day (7 AM-10 PM)	
6. Industrial, public areas only <sup>4</sup>	Note 4	Note 4	Note 4	Note 4	Note 4				

Source: New York City Department of Environmental Protection (adopted policy 1983).

## Measurement Location and Equipment

Because the predominant noise source in the area of the proposed project is vehicular traffic and train traffic, noise monitoring was conducted during peak vehicular travel periods, 7:30-9:00 a.m., 12 -2 p.m., and 4-6 p.m. Pursuant to 2020 *CEQR Technical Manual* methodology, readings were conducted for 20-minute periods during each peak hour to capture vehicular noise. The vehicular noise monitoring was conducted on the sidewalk in front of the Development Site along Morris Park Ave and at the rear of the Development Site, at the edge of the site that is closest to the Bronx River Parkway. To capture train noise, monitoring was conducted at the eastern-most end of East 178th Street on the Verizon parking lot with a line-of-sight to the train tracks (see the attached site plan identifying noise monitoring locations). Noise monitoring was conducted using a Type 2 Larson-Davis LxT2 sound meter, with wind screen, and Type 1 Casella CEL-633 sound meter with wind screen. The monitor was placed on a tripod at a height of approximately three feet above the ground, away from any other surfaces. The monitor was calibrated prior to and following each monitoring session.

## Measurement Conditions

Monitoring was conducted on a typical weekday, with vehicular and train noise monitoring conducted on Thursday, May 16, 2019. Traffic volumes and vehicle classification were documented during the noise monitoring. The sound meter was calibrated before and after each monitoring session.

## Existing Conditions

Based on the noise measurements taken at the Development Site, the predominant source of noise at the site is vehicular traffic along Morris Park Ave. and East Tremont Ave, which is one block north of the subject site. Table **2.6-4** contains the results for the measurements taken at the subject site.

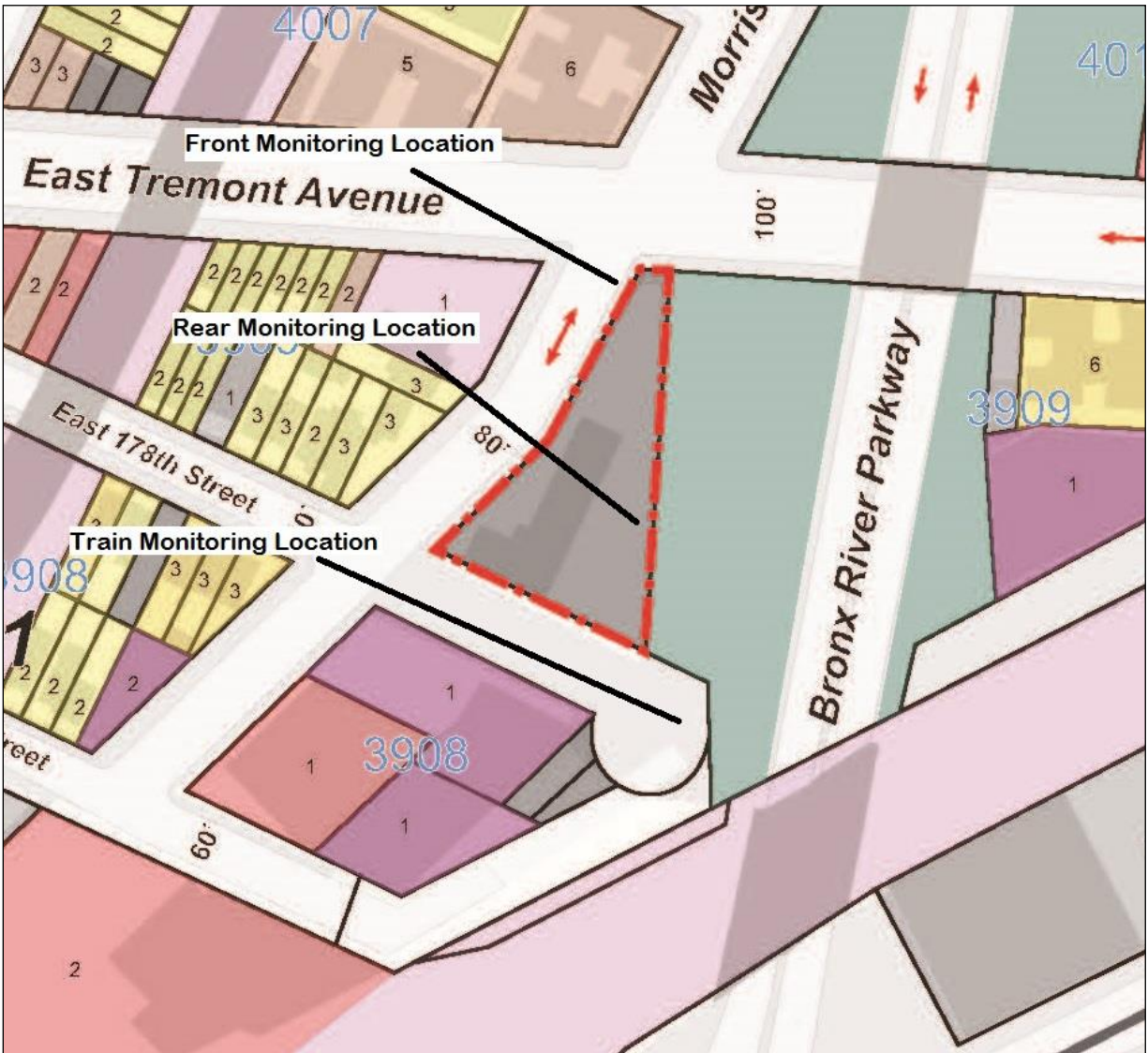


**Table 2.6-4: Noise Readings**

<b>Noise Levels at the Front of the Development site along Morris Park Ave.</b>			
	7:30-7:50	12:00-12:20	16:30-16:50
L <sub>max</sub>	90.1	84.8	90.9
<b>L<sub>10</sub></b>	<b>72.5</b>	<b>71.0</b>	<b>71.5</b>
L <sub>eq</sub>	70.1	68.2	69.8
L <sub>50</sub>	67.0	65.5	65.5
L <sub>90</sub>	63.5	60.5	62.0
L <sub>min</sub>	55.9	54.6	57.1
<b>Noise Levels at the Rear of the Development Site</b>			
	7:57-8:17	12:27-12:47	16:58-17:18
L <sub>max</sub>	92.3	89.0	94.6
<b>L<sub>10</sub></b>	<b>57.5</b>	<b>63.9</b>	<b>55.5</b>
L <sub>eq</sub>	57.2	59.3	53.9
L <sub>50</sub>	54.2	54.9	52.7
L <sub>90</sub>	53.0	52.2	50.7
L <sub>min</sub>	51.1	47.3	48.9
<b>Noise Levels at Terminus of East 178<sup>th</sup> Street (train noise monitoring)</b>			
	7:54 – 8:54 am	12:25-13:25 pm	16:54-17:54 pm
L <sub>max</sub>	94.1	93.5	94.6
<b>L<sub>10</sub></b>	<b>60.5</b>	<b>67.5</b>	<b>60.5</b>
L <sub>eq</sub>	63.5	66.0	65.0
L <sub>50</sub>	57.5	59.5	56.0
L <sub>90</sub>	56.5	56.5	54.0
L <sub>min</sub>	54.6	53.6	51.5

All readings conducted on Thursday, May 16, 2019.

Figure 2.6-1: Noise Monitoring Locations



Traffic volumes and vehicle classifications during the noise monitoring sessions are presented in **Table 2.6-5**.

**Table 2.6-5: Traffic Volumes and Vehicle Classifications (20-minute counts)**

	AM		Midday		PM	
	Front	Rear Tracks	Front	Rear Tracks	Front	Rear Tracks
Car/taxi	102	N/A	72	N/A	93	N/A
Light truck/van	136	N/A	102	N/A	118	N/A
Medium Truck	11	N/A	21	N/A	15	N/A
Heavy truck	19	N/A	26	N/A	10	N/A
Bus	32	N/A	13	N/A	16	N/A
Train	N/A	3	N/A	2	N/A	2

Traffic counts are of vehicles on Morris Park Avenue.

There were four passing trains during both the AM and Midday train monitoring periods, and three trains during the PM monitoring period.

### **Conclusions**

The CEQR Technical Manual Table 19-2 contains noise exposure guidelines. For a use such as would occur under the proposed action, an L<sub>10</sub> between 65 and 70 dB(A) is identified as marginally acceptable. The highest recorded L<sub>10</sub> at the Development Site was 72.5, during the morning period along Morris Park Ave. If future development of The Applicant's property (Block 3909, Lot 61) and the demapped property should occur, to avoid the potential for significant adverse impacts with respect to noise, an attenuation level of 28dB would be required pursuant to the Mapping Agreement entered between The Applicant and the City of New York in connection with the Proposed Action.

To avoid any potential significant adverse impacts with respect to noise, the Mapping Agreement between the Applicant and the City of New York in connection with the proposed demapping shall set forth the environmental requirements outlined below concerning the Applicant's property at Block 3909, Lot 61:

In order to ensure an acceptable interior noise environment, future community facility uses must provide a closed window condition with a minimum of 28 dB(A) window/wall attenuation on all facades in order to maintain an interior noise level of 45 dB(A). 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.

With the above environmental requirements ensured through the Mapping Agreement, no significant noise impacts are expected as a result from the proposed action.

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Appendix A: Site Drawings

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Appendix B: Hazardous Materials

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November 13, 2015

Mr. Ronald Ying  
Environmental Assessment and Review Division  
New York City Department of City Planning  
22 Reade Street  
New York, New York 10007

**Re: East 178<sup>th</sup> Street  
Block 3909, Lot 61  
CEQR # 77DCP156X  
Bronx, New York**

**Emily Lloyd**  
*Commissioner*

**Angela Licata**  
*Deputy Commissioner of  
Sustainability*

59-17 Junction Blvd.  
Flushing, NY 11373

Tel. (718) 595-4398  
Fax (718) 595-4479  
alicata@dep.nyc.gov

Dear Mr. Ying:

The New York City Department of Environmental Protection, Bureau of Sustainability (DEP) has reviewed the November 2014 Environmental Assessment Statement and the May 2013 Phase I Environmental Site Assessment Report (Phase I) prepared by Equity Environmental Engineering, LLC on behalf of 420 Morris Park LLC (applicant) for the above referenced project. It is our understanding that the applicant is seeking an amendment of the City Map from the New York City Department of City Planning (DCP) to eliminate, discontinue, and closed an unopened and unimproved section of East 178<sup>th</sup> Street from the City Map and acquisition of this City- owned property. The amendment would facilitate the development of an approximately 43,564 square feet at- grade surface Health Care Facility with 145 accessory parking in an M1-1 zoning, located between Morris and Van Nest Avenues in the Bronx, Community District 6. It should be noted that the approximately 18,000 square feet site is currently paved and is being used for vehicle parking will be merge with the applicant owned site (Lot 3909, Lot 1) to a create a 43,564 square feet development site to developed the health care facility with the accessory parking.

The May 2013 Phase I report revealed that historical on-site and surrounding area land uses consisted of a variety of residential and commercial uses including parking lots, Pelham Bay Air Conditioning Inc., commercial facilities, mobile gas station, a stable, a sash and door mill, iron works facility, lumber and saw mill facility, and an auto body repair center. It should be noted that multiple stains were observed on the pavement of the subject property which appeared to be caused by automobiles leaking fluids. The New York State Department of Environmental Conservation (NYSDEC) Spills database identified 22 spills within a 1/8-mile radius of the subject property. The NYSDEC leaking storage tanks (LTANKS) database identified 23 LTANKS within a 1/2-mile radius of the subject property.

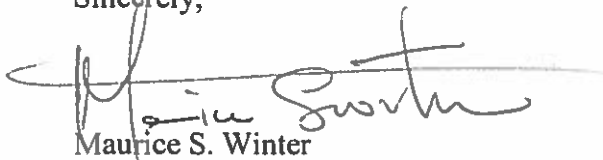


Based upon our review of the submitted documentation, we have the following comments and recommendations to DCP:

**Block 3909, Lot 61 and Block 3909 Lot 1 (Proposed Demapped and Applicant Control Sites)**

- DCP should inform the applicant that based on the historical on-site and/or surrounding area land uses, a Phase II Environmental Site Assessment (Phase II) is necessary to adequately identify/characterize the surface and subsurface soils of the subject parcels (Block 3909, Lot 61 and Block 3909 Lot 1) . It should be noted that Block 3909, Lot 61, the proposed demapped City - owned property will be merged with Block 3909 Lot 1, the applicant owned site to create a 43,564 square feet site in order to facilitate the development of the health care facility with approximately 145 accessory parking. Therefore, the Phase II should be conducted on both Block 3909, Lot 61 and Block 3909 Lot 1. A Phase II Investigative Protocol/Work Plan summarizing the proposed drilling, soil, groundwater, and soil vapor sampling activities should be submitted to DEP for review and approval. The Work Plan should include blueprints and/or site plans displaying the current surface grade and sub-grade elevations and a site map depicting the proposed soil, groundwater, and soil vapor sampling locations. Soil and groundwater samples should be collected and analyzed by a New York State Department of Health (NYSDOH) Environmental Laboratory Approval Program (ELAP) certified laboratory for the presence of volatile organic compounds (VOCs) by United States Environmental Protection Agency (EPA) Method 8260, semi-volatile organic compounds by EPA Method 8270, pesticides by EPA Method 8081, polychlorinated biphenyls by EPA Method 8082, and Target Analyte List metals (filtered and unfiltered for groundwater samples). The soil vapor sampling should be conducted in accordance with the NYSDOH October 2006 Guidance for Evaluating Soil Vapor Intrusion in the State of New York. The soil vapor samples should be collected and analyzed by a NYSDOH ELAP certified laboratory for the presence of VOCs by EPA Method TO-15. An Investigative Health and Safety Plan (HASP) should also be submitted to DEP for review and approval.
- DCP should also instruct the applicant that the Phase II Work Plan and HASP should be submitted to DEP for review and approval prior to the start of any fieldwork. Future correspondence and submittals related to this project should include the following **CEQR number 77DCP156X**. If you have any questions, you may contact Maurice Winter at (718) 595-4514.

Sincerely,



Maurice S. Winter  
Deputy Director, Site Assessment

c: E. Mahoney; M. Winter; W. Yu; T. Estes; M. Wimbish; R. Dobruskin; O. Abinader – DCP; File



**Environmental  
Protection**

**Emily Lloyd**  
*Commissioner*

**Angela Licata**  
*Deputy Commissioner of  
Sustainability*

59-17 Junction Blvd.  
Flushing, NY 11373

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alicata@dep.nyc.gov

February 19, 2016

Mr. Ronald Ying  
Environmental Assessment and Review Division  
New York City Department of City Planning  
22 Reade Street  
New York, New York 10007

**Re: East 178<sup>th</sup> Street  
Block 3909, Lot 61  
CEQR # 77DCP156X  
Bronx, New York**

Dear Mr. Ying:

The New York City Department of Environmental Protection, Bureau of Sustainability (DEP) has reviewed the January 2016 Phase II Environmental Site Investigation Workplan (Phase II Workplan) and Health and Safety Plan (HASP) prepared by Equity Environmental Engineering on behalf of 420 Morris Park LLC (applicant) for the above referenced project. It is our understanding that the applicant is seeking an amendment of the City Map from the New York City Department of City Planning (DCP) to eliminate, discontinue, and closed an unopened and unimproved section of East 178<sup>th</sup> Street from the City Map and acquisition of this City- owned property. The amendment would facilitate the development of an approximately 43,564 square feet at- grade surface Health Care Facility with 145 accessory parking in an M1-1 zoning, located between Morris and Van Nest Avenues in the Bronx, Community District 6. It should be noted that the approximately 18,000 square feet site is currently paved and is being used for vehicle parking will be merge with the applicant owned site (Lot 3909, Lot 1) to a create a 43,564 square feet development site to developed the health care facility with the accessory parking.

The January 2016 Phase II Work Plan proposes to conduct soil, groundwater and soil vapor sampling. Seven soil borings will be conducted to a maximum depth of 40 feet below grade surface (ft. bgs). Two soil samples will be collected from each soil boring (one surface soil sample will be collected from approximately 0-2 ft.bgs and the second sample will be collected from the proposed excavation depth of the building). It should be noted that additional samples will be collected based on the two-foot interval where there is evidence of contamination based on observations and or Photo Ionization Detector reading; the 2-foot interval immediately above the water table encountered and the bottom of the boring if no evidence of contamination and groundwater is not encountered. Soil samples will be collected and analyzed for Volatile Organic Compounds (VOCs) with Methyl Tertiary Butyl Ether (MTBE) by United States Environmental Protection Agency (EPA) Method 8260B, Target

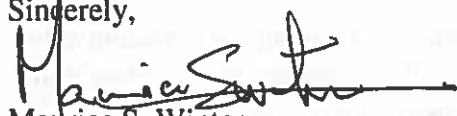
Compound List (TCL) Semi-Volatile Organic Compound (SVOCs) by EPA Method 8270C, Pesticides by EPA Method 8081A, Polychlorinated Biphenyls (PCBs) by EPA Method 8082 and Target Analyte List (TAL) metals by EPA Method 6010/6020/7471. Three groundwater samples will be collected via temporary monitoring well and analyzed for VOCs by EPA Method 8260B, TCL SVOCs by EPA Method 8270, Pesticides by EPA Method 8081A, PCBs by EPA Method 8082 and TAL metals (both filtered and unfiltered) by EPA Method 6010/6020/7471. Three soil vapor samples will be collected from approximately 10 ft. bgs and analyzed for VOCs by EPA Method TO-15. In addition, a geophysics survey will be conducted during the Phase II Investigation.

Based upon our review of the submitted documentation, we have the following comments and recommendations to DCP:

- DEP finds the January 2016 Phase II Work Plan and HASP for the proposed project acceptable. DCP should inform the applicant that upon completion of the investigation activities, the consultant should submit a detailed Phase II report to DEP for review and approval. The report should include, at a minimum, an executive summary, narrative of the field activities, laboratory data and conclusions, comparison of soil, groundwater, and soil vapor analytical results (i.e., NYSDEC 6NYCRR Part 375, NYSDEC Water Quality Regulations, and the New York State Department of Health's October 2006 Guidance for Evaluating Soil Vapor Intrusion in the State of New York), updated site plans depicting sample locations, boring logs, and remedial recommendations, if warranted.

Future correspondence and submittals related to this project should include the following **CEQR number 77DCP156X**. If you have any questions, you may contact Maurice Winter at (718) 595-4514.

Sincerely,



Maurice S. Winter

Deputy Director, Site Assessment

c: E. Mahoney  
W. Yu  
T. Estes  
M. Wimbish  
R. Dobruskin- DCP  
O. Abinader – DCP  
File

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Appendix C: Agency Correspondence

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## **ENVIRONMENTAL REVIEW**

**Project number:** DEPARTMENT OF CITY PLANNING / 77DCP156X  
**Project:** East 178th Street Demapping  
**Date received:** 6/19/2018

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**Properties with no Architectural or Archaeological significance:**

1) ADDRESS: , BBL: 2039090061

*Gina Santucci*

6/28/2018

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SIGNATURE  
Gina Santucci, Environmental Review Coordinator

DATE

**File Name:** 33443\_FSO\_DNP\_06212018.doc



Vincent Sapienza, P.E.  
*Commissioner*

Angela Licata  
*Deputy Commissioner of  
Sustainability*

June 21, 2021

Phillip Montgomery, P.E.  
Chief Engineer  
New York City Department of City Planning  
120 Broadway, 31<sup>st</sup> Floor  
New York, NY 10271

Re: ULURP# 150355MMX

The discontinuance and closing of a portion of East 178<sup>th</sup> Street east of Morris Park Avenue, including authorization for any acquisition or disposition of real property related thereto

Community District 6  
Borough of the Bronx

Dear Mr. Montgomery,

The following is the New York City Department of Environmental Protection (DEP) updated statement on the referenced ULURP application.

DEP initially issued a polling response letter on July 23, 2015, which stated the proposed action would affect the City's drainage plan. Therefore, the letter reported two stipulations required for DEP to approve the de-mapping. Additionally, DEP found no existing water supply infrastructure within the proposed de-mapped street, and therefore, issued no requirements regarding water mains.

In accordance with the Long Term Control Plan approved by the New York State Department of Environmental Conservation (DEC) on March 7, 2017, DEP subsequently began a capital project (CSO-BXR) to reduce CSO volume and floatables in the Bronx River. As facility planning for CSO-BXR advanced, the preferred alternative for the alignment involved constructing a relief sewer in East 178<sup>th</sup> Street. An update to DEP's initial polling response was issued on February 5, 2020, stating that DEP had identified a need to use the street bed of East 178<sup>th</sup> Street east of Morris Park Avenue, and that in order to construct and maintain this relief sewer infrastructure, DEP needed to retain ownership and access to East 178<sup>th</sup> street, which would preclude any development on the mapped street bed.

After DEP's updated polling response was issued, the representative for the applicant of the referenced ULURP application had subsequent discussions with DEP. An agreement was reached to allow the proposed de-mapping and disposition of this portion of East 178<sup>th</sup> Street subject to the City's retention of an easement (see **Attachment A - Metes and Bounds Description for HP-007 Easement** and **Attachment B - Metes and Bounds Map for HP-007 Easement**) and the owner's compliance with the following conditions, the purpose of which is to secure DEP's rights to construct, access and maintain the proposed sewer infrastructure:

1. The owner must covenant and agree that any deed for the conveyance of the portion of East 178<sup>th</sup> Street, or any portion thereof, shall contain a provision establishing the Easement and related obligations for the benefit of DEP and all necessary parties.
2. No construction of any kind resulting in permanent structures shall be erected within, under or over said Easement.
3. The owner will be permitted to grade and place pavement within said Easement for use as a parking area except that a ten foot radius around DEP's manhole casting shall be denoted a No Parking Area, with an unobstructed direct path to the manhole access point. All existing or proposed manholes within said Easement shall be brought flush to the finished surface grade and installed with a manhole cover in accordance with the standards of DEP.
4. The owner may erect any nonpermanent improvements within said Easement but must covenant and agree that if access to DEP's Infrastructure requires removing such pavement or nonpermanent improvements, the owner shall bear the cost of removing and replacing the pavement and nonpermanent improvements installed by the owner.
5. Complete vehicular access shall be available at all times to DEP and all necessary parties, including DEP's agents, employees, servants and contractors, to enter the Easement in order to inspect, maintain, repair, reconstruct and replace DEP's infrastructure.
6. No materials or equipment of any kind shall be placed for storage within or over said Easement.
7. No trees or shrubs of any kind shall be placed within said Easement, nor shall any tree or shrub located outside of the Easement Area intrude upon the Easement or impair DEP's access to the Easement.
8. Any new footings constructed for any new structures shall be outside of the Easement and located at such elevations as to prevent the possibility of any loading being transmitted from the footings to DEP's Infrastructure.
9. The owner must covenant that it shall provide and pay all costs in connection with the maintenance and repair of the Easement, including all maintenance and repair required to facilitate the permissible uses of the Easement by the owner and others, and DEP shall not be responsible for any such maintenance and repair.

DEP is issuing this updated polling response letter to state that the referenced ULURP application may proceed provided that the project incorporates the above conditions. Please consider this new letter an update superseding our previous polling response. If you have any questions, please contact Terrell Estes at (718) 595-4473.

Sincerely,



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Mark Page Jr.  
Managing Director, Environmental Impact Analysis and Technical Review  
NYCDEP

Attachments:

**Attachment A - Metes and Bounds Description for HP-007 Easement**

**Attachment B - Metes and Bounds Map for HP-007 Easement**

CC: Nora Martins, Akerman LLP  
Emily Keyes, NYC Law  
Tom Wynn, DEP BWSO  
Jannine McColgan, DEP BWSO  
Angela DeLillo, DEP BWT  
Susan Gordon, DEP BLA  
Daniel Solimando, DEP BEDC  
Steven Oliveri, DEP BEDC  
Nurul Sadat, DEP BEDC  
Terrell Estesens, DEP BEPA  
Dylan Adler, DEP BEPA



**METES AND BOUNDS DESCRIPTION  
FOR HP-007 EASEMENT**

**E. 178<sup>TH</sup> Street, Bronx, NY  
0.422 acres**

All that certain plot, piece or parcel of land, being situated in and lying and being in the Borough and County of Bronx, City and State of New York, known and designated as East 178<sup>th</sup> street as shown on a map entitled, City of New York Office of The Borough President of the Bronx Topographical Bureau, Map No. 13079 the elimination, discontinuance and closing of Morris Park Avenue from E. 177<sup>th</sup> street to Wyatt Street and Van Nest Avenue From Wyatt Street to E. 178<sup>th</sup> Street and Wyatt Street From a point 150.00 feet south-easterly from it's intersection with Morris Park Ave. to Van Nest Avenue and The establishment of a turn-around at the newly -formed east 178<sup>th</sup> street dead end and the adjustment of legal grades necessitated thereby. Amendment to section 37 block nos.(section 15 of land map) shown thus: 3907 dated New-York February 1, 1999. Filed date April 30<sup>th</sup> 2001, being more particularly bounded and described as follows:

**BEGINNING** at the intersection of the southeasterly side of Morris Park Avenue and southerly side of East 178<sup>th</sup> street;

**THENCE** N. 46°02'55" E. along the easterly side of Morris Park Avenue, a distance of 64.01' to the northerly side of East 178<sup>th</sup> street;

**THENCE** S. 64°21'36" E. along the northerly side of East 178<sup>th</sup> street, a distance of 236.18' to the westerly side of Bronx River Parkway SB;

**THENCE** S. 03°46'24" W. along the westerly side of Bronx River Parkway SB, a distance of 42.83' to a point;

**THENCE** along a non-tangent curve to the right, having a radius of 45.00', an arc length of 155.05' a central angle of 197° 25' 08", a chord bearing of S. 77°30'48" E. and a chord length 88.96' forming a cul-de-sac around to the southerly side of East 178<sup>th</sup> street to a point;

**THENCE** N. 64°21'36" W. along the southerly side of East 178<sup>th</sup> street, a distance of 187.83' to the Point of Beginning

**CONTAINING** 0.422 acres of land more or less.



R. Stephen Moncrief Jr, PLS  
New York Professional Land Surveyor  
License No. 049819  
June 3, 2021



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Appendix D: Noise Back-Up

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## Report On CEL-63X

Instrument Model	CEL-633C		
LAeq	69.8 dB	Battery Low	No
LCpeak with Time	110.0 dB (5/16/2019 4:44:51 PM)	Duration	00:20:01 HH:MM:SS
Lepd(Projected)	69.8 dB	End Date & Time	5/16/2019 4:50:35 PM
Lex8h(Projected)	69.8 dB	Overload	No
LAFmax with Time	90.9 dB (5/16/2019 4:32:50 PM)	Pause Duration	00:00:00 HH:MM:SS
LAlmax with Time	91.2 dB (5/16/2019 4:32:50 PM)	Response	Random
LAFmin with Time	57.1 dB (5/16/2019 4:47:43 PM)	Run Number	72
LAlmin with Time	58.7 dB (5/16/2019 4:49:43 PM)	Serial Number	2670911
LZeq	82.7 dB	Start Date & Time	5/16/2019 4:30:34 PM
LCeq	80.1 dB	Site	Unallocated
LCeq-LAeq	10.3 dB	Location	Unallocated
LAleq	73.1 dB	Person	Unallocated
LAE	100.6 dB	Process	Unallocated
Calibration (Before) Date	5/16/2019 4:25:35 PM	Result	Cumulative
Calibration (Before) SPL	114 dB	LAF 50%	65.5 dB
Calibration (After) Date	5/16/2019 4:53:49 PM	LAF 90%	62 dB
Calibration Drift	0.0 dB	LAF 95%	60.5 dB
LAF 10%	71.5 dB		
Notes			

Instrument Model	CEL-633C		
LAeq	68.2 dB	Battery Low	No
LCpeak with Time	102.7 dB (5/16/2019 12:10:34 PM)	Duration	00:20:14 HH:MM:SS
Lepd(Projected)	68.2 dB	End Date & Time	5/16/2019 12:20:31 PM
Lex8h(Projected)	68.2 dB	Overload	No
LAFmax with Time	84.8 dB (5/16/2019 12:13:05 PM)	Pause Duration	00:00:00 HH:MM:SS
LAlmax with Time	88.0 dB (5/16/2019 12:16:00 PM)	Response	Random
LAFmin with Time	54.6 dB (5/16/2019 12:07:13 PM)	Run Number	70
LAlmin with Time	54.8 dB (5/16/2019 12:07:13 PM)	Serial Number	2670911
LZeq	81.8 dB	Start Date & Time	5/16/2019 12:00:17 PM
LCeq	78.4 dB	Site	Unallocated
LCeq-LAeq	10.2 dB	Location	Unallocated
LAleq	71.3 dB	Person	Unallocated
LAE	99.1 dB	Process	Unallocated
Calibration (Before) Date	5/16/2019 11:50:15 AM	Result	Cumulative
Calibration (Before) SPL	114 dB	LAF 50%	65.5 dB
Calibration (After) Date	5/16/2019 4:25:35 PM	LAF 90%	60.5 dB
Calibration Drift	-0.1 dB	LAF 95%	58.5 dB
LAF 10%	71 dB		

Notes

<b>Instrument Model</b>	<b>CEL-633C</b>		
LAeq	70.1 dB	Battery Low	No
LCpeak with Time	110.4 dB (5/16/2019 7:42:28 AM)	Duration	00:20:02 HH:MM:SS
Lepd(Projected)	70.1 dB	End Date & Time	5/16/2019 7:50:19 AM
Lex8h(Projected)	70.1 dB	Overload	No
LAFmax with Time	90.1 dB (5/16/2019 7:42:28 AM)	Pause Duration	00:00:00 HH:MM:SS
LAlmax with Time	91.2 dB (5/16/2019 7:42:28 AM)	Response	Random
LAFmin with Time	55.9 dB (5/16/2019 7:35:36 AM)	Run Number	68
LAlmin with Time	56.2 dB (5/16/2019 7:35:36 AM)	Serial Number	2670911
LZeq	82.7 dB	Start Date & Time	5/16/2019 7:30:17 AM
LCeq	80.9 dB	Site	Unallocated
LCeq-LAeq	10.8 dB	Location	Unallocated
LAleq	74.8 dB	Person	Unallocated
LAE	100.9 dB	Process	Unallocated
Calibration (Before) Date	5/16/2019 7:23:20 AM	Result	Cumulative
Calibration (Before) SPL	114 dB	LAF 50%	67 dB
Calibration (After) Date	5/16/2019 11:50:15 AM	LAF 90%	63.5 dB
Calibration Drift	0.2 dB	LAF 95%	62 dB
LAF 10%	72.5 dB		

Notes

## Report On CEL-63X

Instrument Model	CEL-633C		
LAeq	65 dB	Battery Low	No
LCpeak with Time	107.7 dB (5/16/2019 5:32:59 PM)	Duration	01:00:01 HH:MM:SS
Lepd(Projected)	65 dB	End Date & Time	5/16/2019 5:54:32 PM
Lex8h(Projected)	65 dB	Overload	No
LAFmax with Time	94.6 dB (5/16/2019 5:32:59 PM)	Pause Duration	00:00:00 HH:MM:SS
LAlmax with Time	96.5 dB (5/16/2019 5:32:59 PM)	Response	Random
LAFmin with Time	51.5 dB (5/16/2019 4:54:37 PM)	Run Number	73
LAlmin with Time	52.2 dB (5/16/2019 5:43:13 PM)	Serial Number	2670911
LZeq	79.9 dB	Start Date & Time	5/16/2019 4:54:31 PM
LCeq	75.6 dB	Site	Unallocated
LCeq-LAeq	10.6 dB	Location	Unallocated
LAleq	67.7 dB	Person	Unallocated
LAE	100.5 dB	Process	Unallocated
Calibration (Before) Date	5/16/2019 4:53:49 PM	Result	Cumulative
Calibration (Before) SPL	114 dB	LAF 50%	56 dB
Calibration (After) Date		LAF 90%	54 dB
Calibration Drift	-0.4 dB	LAF 95%	53.5 dB
LAF 10%	60.5 dB		
Notes			

Instrument Model	CEL-633C		
LAeq	66 dB	Battery Low	No
LCpeak with Time	107.7 dB (5/16/2019 12:39:59 PM)	Duration	01:00:31 HH:MM:SS
Lepd(Projected)	66 dB	End Date & Time	5/16/2019 1:25:48 PM
Lex8h(Projected)	66 dB	Overload	No
LAFmax with Time	93.5 dB (5/16/2019 12:39:59 PM)	Pause Duration	00:00:00 HH:MM:SS
LAlmax with Time	94.6 dB (5/16/2019 12:39:59 PM)	Response	Random
LAFmin with Time	53.6 dB (5/16/2019 1:21:42 PM)	Run Number	71
LAlmin with Time	53.9 dB (5/16/2019 1:21:47 PM)	Serial Number	2670911
LZeq	81.9 dB	Start Date & Time	5/16/2019 12:25:17 PM
LCeq	76.5 dB	Site	Unallocated
LCeq-LAeq	10.5 dB	Location	Unallocated
LAleq	68.8 dB	Person	Unallocated
LAE	101.6 dB	Process	Unallocated
Calibration (Before) Date	5/16/2019 11:50:15 AM	Result	Cumulative
Calibration (Before) SPL	114 dB	LAF 50%	59.5 dB
Calibration (After) Date	5/16/2019 4:25:35 PM	LAF 90%	56.5 dB
Calibration Drift	-0.1 dB	LAF 95%	56 dB
LAF 10%	67.5 dB		

Report On CEL-63X

Notes

<b>Instrument Model</b>	<b>CEL-633C</b>		
L <sub>A</sub> eq	63.5 dB	Battery Low	No
L <sub>C</sub> peak with Time	109.7 dB (5/16/2019 8:21:50 AM)	Duration	01:00:02 HH:MM:SS
L <sub>epd</sub> (Projected)	63.5 dB	End Date & Time	5/16/2019 8:54:47 AM
L <sub>ex8h</sub> (Projected)	63.5 dB	Overload	No
L <sub>AF</sub> max with Time	94.1 dB (5/16/2019 8:21:56 AM)	Pause Duration	00:00:00 HH:MM:SS
L <sub>AI</sub> max with Time	95.3 dB (5/16/2019 8:21:56 AM)	Response	Random
L <sub>AF</sub> min with Time	54.6 dB (5/16/2019 8:50:41 AM)	Run Number	69
L <sub>AI</sub> min with Time	55.0 dB (5/16/2019 8:50:41 AM)	Serial Number	2670911
L <sub>Z</sub> eq	79.9 dB	Start Date & Time	5/16/2019 7:54:45 AM
L <sub>C</sub> eq	74.8 dB	Site	Unallocated
L <sub>C</sub> eq-L <sub>A</sub> eq	11.3 dB	Location	Unallocated
L <sub>A</sub> eq	66.7 dB	Person	Unallocated
L <sub>AE</sub>	99.1 dB	Process	Unallocated
Calibration (Before) Date	5/16/2019 7:23:20 AM	Result	Cumulative
Calibration (Before) SPL	114 dB	LAF 50%	57.5 dB
Calibration (After) Date	5/16/2019 11:50:15 AM	LAF 90%	56.5 dB
Calibration Drift	0.2 dB	LAF 95%	56 dB
LAF 10%	60.5 dB		

Notes