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

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

Part I: GENERAL INFORMATION

PROJECT NAME Tres Puentes

1. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
15DCP119X	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable)
N150287ZRX; 150288ZMX; 150289ZSX; N150290ZAX	(*e.g.*, legislative intro, CAPA)

2a. *Lead Agency Information*			**2b. *Applicant Information***		
NAME OF LEAD AGENCY			NAME OF APPLICANT		
Department of City Planning			West Side Federation for Senior and Supportive Housing		
NAME OF LEAD AGENCY CONTACT PERSON			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON		
Robert Dobruskin			James Heineman, Equity Environmental Engineering		
ADDRESS 22 Reade Street, 4N			ADDRESS 227 Route 206, Suite 6		
CITY New York	STATE NY	ZIP 10007	CITY Flanders	STATE NJ	ZIP 07836
TELEPHONE 212-720-3427	EMAIL rdobrus@planning.nyc.gov		TELEPHONE 973-527-7451x 101	EMAIL jim.heineman@equityenvironmental.com	

3. *Action Classification and Type*

SEQRA Classification

☐ UNLISTED ☒ TYPE I: Specify Category (see 6 NYCRR 617.4 and NYC Executive Order 91 of 1977, as amended): 617.a4(b)9

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

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

4. *Project Description*

The Applicant, Westside Federation of Senior and Supportive Housing, is seeking a Zoning Map Amendment to rezone a portion of an R6 district to R7-2, R7-2/C2-4, R7-2/C1-4, and R6/C1-4; a Zoning Text Amendment to modify ZR Section 74-745 to permit waiver or reduction in parking requirements for non-profit residences for elderly in R7-2 districts within Bronx Community District 1; a Special Permit pursuant to ZR 74-74 to modify bulk requirements and reduce required parking; a Zoning Authorization pursuant to ZR 36-72 to reduce required bike parking; and modification to the Restrictive Declaration (D34) to permit the enlargement of an existing senior housing development, known as Borinquen Court, located at 285 East 138th Street (the "Project Site") with two new buildings. The Project Site is identified as Block 2314, Lot 1, and is located immediately adjacent to the Mott Haven Historic District, in Bronx Community District 1.

The proposed action would facilitate a proposal by the Applicant to enlarge Borinquen Court with two new buildings: an 8-story (maximum 85'tall), ±57,700 gross square feet residential building, and a 12-story (maximum 125' tall), ±129,900 gross square feet residential building. Borinquen Court currently includes ±134,300 gross square feet and 145 dwelling units. The two new buildings would contain a total of 178 income restricted dwelling units and would be connected to Borinquen Court by enclosed walkways. When completed, Borinquen Court and the two new buildings would contain 321,900 gross square feet and 323 residential units and would be known as Tres Puentes.

The proposed Zoning Map Amendment would affect the Project Site (Block 2314, Lot 1) as well as the two adjacent lots identified as Block 2314, lots 29 and 30. The two adjacent lots are located within the Mott Haven Historic District, and contain the 10th Precinct Police Station (Lot 30) and a ten-unit apartment building (Lot 29). The proposed Zoning Text Amendment would affect all R7-2 zoning district within Bronx Community District 1 while the proposed Zoning Authorization, Special Permit and modification to the Restrictive Declaration would only affect the Project Site.

Project Location

BOROUGH Bronx	COMMUNITY DISTRICT(S) 1	STREET ADDRESS 285 East 138th Street
TAX BLOCK(S) AND LOT(S) 2314, Lot 1		ZIP CODE 10454
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS northeast corner of Third Avenue and East 138th Street		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY R6		ZONING SECTIONAL MAP NUMBER 6a

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

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

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

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

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION Special Permit under 74-74 to modify provisions of 24-33, 25-25, 23-532, 23-632, 23-711, and 23-842; Authorization under 36-72 to waive requirements of 36-71.

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

☐ VARIANCE (use)
☐ VARIANCE (bulk)
☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:
SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

***Department of Environmental Protection*:** ☐ YES ☒ NO If "yes," specify:

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

☐ LEGISLATION	☒ FUNDING OF CONSTRUCTION, specify: Bond financing, Low Income Housing Tax Credits, as well as other City and State sources
☐ RULEMAKING	☐ POLICY OR PLAN, specify:
☐ CONSTRUCTION OF PUBLIC FACILITIES	☐ FUNDING OF PROGRAMS, specify:
☐ 384(b)(4) APPROVAL	☐ PERMITS, specify:
☐ OTHER, explain:	

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

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

***State or Federal Actions/Approvals/Funding*:** ☒ YES ☐ NO If "yes," specify: NYS Brownfield Tax Credits, various possible State funding sources

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

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

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

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 79,400	Waterbody area (sq. ft.) and type:
Roads, buildings, and other paved surfaces (sq. ft.): 21,400 existing building	Other, describe (sq. ft.): 58,000 open space

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

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 321,900 including 134,300 existing

NUMBER OF BUILDINGS: 3, including one existing building	GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 129,900 (Third Avenue Building), 57,700 (East Building)
HEIGHT OF EACH BUILDING (ft.): Max. 125' (3rd Ave building); Max. 85' (East Building); 67'10" (existing Borinquen Court)	NUMBER OF STORIES OF EACH BUILDING: 12 (3rd Ave building), 8 (East Building); 7 and 6 (existing Borinquen Court)

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: 79,400

The total square feet not owned or controlled by the applicant: 10,000 - NYPD 40th Precinct building, 5-story residence

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

If "yes," indicate the estimated area and volume dimensions of subsurface disturbance (if known):

AREA OF TEMPORARY DISTURBANCE: 18,200 sq. ft. (width x length) VOLUME OF DISTURBANCE: 200,000 cubic ft. (width x length x depth)

AREA OF PERMANENT DISTURBANCE: 18,200 sq. ft. (width x length)

8. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2017

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 24

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

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE:

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

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

DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS

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

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
LAND USE				
Residential	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type of residential structures	senior housing, 5-story residence	senior housing, 5-story residence	senior housing, 5-story residence	
No. of dwelling units	155	155	333	178
No. of low- to moderate-income units	145	145	323	178
Gross floor area (sq. ft.)	143,405	143,405	310,455	167,050
Commercial	☐ YES ☒ NO	☐ YES ☒ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type (retail, office, other)			local retail	
Gross floor area (sq. ft.)			17,720	17,720
Manufacturing/Industrial	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
Type of use				
Gross floor area (sq. ft.)				
Open storage area (sq. ft.)				
If any unenclosed activities, specify:				
Community Facility	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Type	40th police precinct	40th police precinct	40th police precinct and senior center	
Gross floor area (sq. ft.)	10,296	10,296	13,126	2,830
Vacant Land	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:				
Publicly Accessible Open Space	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify type (mapped City, State, or Federal parkland, wetland—mapped or otherwise known, other):				
Other Land Uses	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	
If "yes," describe:				
PARKING				
Garages	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
No. of public spaces				
No. of accessory spaces				
Operating hours				
Attended or non-attended				
Lots	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
No. of public spaces				
No. of accessory spaces	33	33	10	-23
Operating hours	24/7	24/7	24/7	
Other (includes street parking)	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	
If "yes," describe:				
POPULATION				
Residents	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify number:	188	188	366	178

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Briefly explain how the number of residents was calculated:	single occupancy of proposed senior housing studio and one-bedroom units, assume average of two residents per unit for the 10-unit building on lot 29 - 261 Alexander Avenue			
Businesses	☐ YES ☒ NO	☐ YES ☒ NO	☒ YES ☐ NO	
If "yes," specify the following:				
No. and type			one or more retail	
No. and type of workers by business	13 staff of senior housing	13 staff of senior housing	27 senior housing staff; 8 senior center staff; 36 retail staff	58
No. and type of non-residents who are not workers		senior center patrons	retail and senior center patrons	
Briefly explain how the number of businesses was calculated:	project sponsor information for housing and senior center staff, assume 2 retail employees per thousand square feet of retail			
Other (students, visitors, concert-goers, *etc.*)	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	
If any, specify type and number:				
Briefly explain how the number was calculated:				
ZONING				
Zoning classification	R6	R6	R7-2; R7-2/C2-4; R7-2/C1-4; R6/C1-4	
Maximum amount of floor area that can be developed	0.78-2.43 (height factor) 3.00 (QH wide street)	0.78-2.43 (height factor) 3.00 (QH wide street)	0.87-3.44 (height factor) 4.0 (QH wide street)	
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	residential, commercial, warehouse; R6, C1-4, C2-4, M1-4/R7X, M1-4/R7A	residential, commercial, warehouse; R6, C1-4, C2-4, M1-4/R7X, M1-4/R7A	residential, commercial, warehouse; R6, R7-2, C1-4, C2-4, M1-4/R7X, M1-4/R7A	
Attach any additional information that may be needed to describe the project. If your project involves changes that affect one or more sites not associated with a specific development, it is generally appropriate to include total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

Part II: TECHNICAL ANALYSIS

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

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

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

	YES	NO
enhance, or otherwise protect it?		
iv. Indirect Business Displacement		
o Would the project potentially introduce trends that make it difficult for businesses to remain in the area?	☐	☐
o Would the project capture retail sales in a particular category of goods to the extent that the market for such goods would become saturated, potentially resulting in vacancies and disinvestment on neighborhood commercial streets?	☐	☐
v. Effects on Industry		
o Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?	☐	☐
o Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?	☐	☐
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
o Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
i. Child Care Centers		
o Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	☐	☒
o If "yes," would the project result in a collective utilization rate of the group child care/Head Start centers in the study area that is greater than 100 percent?	☐	☐
o If "yes," would the project increase the collective utilization rate by 5 percent or more from the No-Action scenario?	☐	☐
ii. Libraries		
o Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	☐	☒
o If "yes," would the project increase the study area population by 5 percent or more from the No-Action levels?	☐	☐
o If "yes," would the additional population impair the delivery of library services in the study area?	☐	☐
iii. Public Schools		
o Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	☐	☒
o If "yes," would the project result in a collective utilization rate of the elementary and/or intermediate schools in the study area that is equal to or greater than 100 percent?	☐	☐
o If "yes," would the project increase this collective utilization rate by 5 percent or more from the No-Action scenario?	☐	☐
iv. Health Care Facilities		
o Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
o If "yes," would the project affect the operation of health care facilities in the area?	☐	☐
v. Fire and Police Protection		
o Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
o If "yes," would the project affect the operation of fire or police protection in the area?	☐	☐
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7		
(a) Would the project change or eliminate existing open space?	☐	☒
(b) Is the project located within an under-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☐	☒
(c) If "yes," would the project generate more than 50 additional residents or 125 additional employees?	☐	☐
(d) Is the project located within a well-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☐	☒
(e) If "yes," would the project generate more than 350 additional residents or 750 additional employees?	☐	☐
(f) If the project is located in an area that is neither under-served nor well-served, would it generate more than 200 additional residents or 500 additional employees?	☐	☒
(g) If "yes" to questions (c), (e), or (f) above, attach supporting information to answer the following:		
o If in an under-served area, would the project result in a decrease in the open space ratio by more than 1 percent?	☐	☐
o If in an area that is not under-served, would the project result in a decrease in the open space ratio by more than 5	☐	☐

	YES	NO
percent?		
o If "yes," are there qualitative considerations, such as the quality of open space, that need to be considered? Please specify:	☐	☐
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	☒	☐
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	☒	☐
(c) If "yes" to either of the above questions, attach supporting information explaining whether the project's shadow would reach any sunlight-sensitive resource at any time of the year.		
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	☒	☐
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	☐	☒
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources. area to be rezoned includes a portion of the Mott Haven Historic District		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	☒	☐
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	☐	☒
(c) If "yes" to either of the above, please provide the information requested in Chapter 10.		
8. *NATURAL RESOURCES*: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11?	☐	☒
o If "yes," list the resources and attach supporting information on whether the project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed?	☐	☒
o If "yes," complete the Jamaica Bay Watershed Form and submit according to its instructions.		
9. *HAZARDOUS MATERIALS*: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	☒	☐
(b) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	☒	☐
(c) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?	☒	☐
(d) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	☐	☒
(e) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (*e.g.*, gas stations, oil storage facilities, heating oil storage)?	☒	☐
(f) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	☐	☒
(g) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	☒	☐
(h) Has a Phase I Environmental Site Assessment been performed for the site?	☒	☐
o If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: past industrial uses and USTs	☐	☐
(i) Based on the Phase I Assessment, is a Phase II Investigation needed? A Phase II was conducted as part of site investigation and remediation that has been completed in accordance with Brownfield Cleanup Agreement #C203056-05-11.	☒	☐
10. *WATER AND SEWER INFRASTRUCTURE*: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	☐	☒
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of	☐	☒

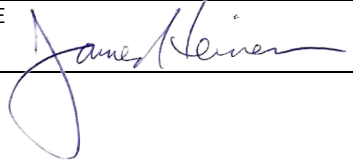
	YES	NO
commercial space in the Bronx, Brooklyn, Staten Island, or Queens?		
(c) If the proposed project located in a separately sewered area, would it result in the same or greater development than that listed in Table 13-1 in Chapter 13?	☐	☐
(d) Would the project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	☐	☒
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas, including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	☐	☐
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☐	☒
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or contribute contaminated stormwater to a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
(i) If "yes" to any of the above, conduct the appropriate preliminary analyses and attach supporting documentation.		
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): 6,626		
o Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	☐	☒
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	☐	☒
o If "yes," would the proposed project comply with the City's Solid Waste Management Plan?	☐	☐
12. *ENERGY*: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs): 23,768,920		
(b) Would the proposed project affect the transmission or generation of energy?	☐	☒
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☒	☐
(b) If "yes," conduct the appropriate screening analyses, attach back up data as needed for each stage, and answer the following questions:		
o Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☐	☒
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.*	☐	☐
o Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?	☐	☒
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway/rail trips per station or line?	☐	☐
o Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☒	☐
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?	☐	☒
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☐	☒
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☒	☐
o If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed)	☐	☒
(c) Does the proposed project involve multiple buildings on the project site?	☒	☐
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	☒
(f) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation.		
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) Would the proposed project result in the development of 350,000 square feet or more?	☐	☒
(d) If "yes" to any of the above, would the project require a GHG emissions assessment based on guidance in Chapter 18?	☐	☐

	YES	NO
o If "yes," would the project result in inconsistencies with the City's GHG reduction goal? (See Local Law 22 of 2008; § 24-803 of the Administrative Code of the City of New York). Please attach supporting documentation.	☐	☐
16. *NOISE*: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	☐	☒
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☒	☐
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	☐	☒
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☐	☒
(e) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation.		
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	☒	☐
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a preliminary analysis, if necessary. No impacts to any of the constituent elements of public health would occur.		
18. *NEIGHBORHOOD CHARACTER*: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	☒	☐
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary. No impacts to any of the constituent elements of neighborhood character would occur.		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
o Construction activities lasting longer than two years?	☐	☒
o Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☐	☒
o Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)?	☒	☐
o Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	☐	☒
o The operation of several pieces of diesel equipment in a single location at peak construction?	☐	☒
o Closure of a community facility or disruption in its services?	☐	☒
o Activities within 400 feet of a historic or cultural resource?	☒	☐
o Disturbance of a site containing or adjacent to a site containing natural resources?	☐	☒
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?	☐	☒
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination. All construction would be performed pursuant to applicable DOB and DOT regulations and will comply with the procedures set forth in TPPN 10/88 to avoid damage to historic structures within the Mott Haven Historic District. Measures would be taken to minimize effects of construction on occupants of the senior housing currently occupying a portion of the project site.		

20. *APPLICANT'S CERTIFICATION*

I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of the pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records.

Still under oath, I further swear or affirm that I make this statement in my capacity as the applicant or representative of the entity that seeks the permits, approvals, funding, or other governmental action(s) described in this EAS.

APPLICANT/REPRESENTATIVE NAME	SIGNATURE	DATE
James Heineman		April 13, 2015

PLEASE NOTE THAT APPLICANTS MAY BE REQUIRED TO SUBSTANTIATE RESPONSES IN THIS FORM AT THE DISCRETION OF THE LEAD AGENCY SO THAT IT MAY SUPPORT ITS DETERMINATION OF SIGNIFICANCE.

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

INSTRUCTIONS: In completing Part III, the lead agency should consult 6 NYCRR 617.7 and 43 RCNY § 6-06 (Executive Order 91 or 1977, as amended), which contain the State and City criteria for determining significance.

1. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.

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

2. Are there any aspects of the project relevant to the determination of whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? ☐ YES ☒ NO

If there are such impacts, attach an explanation stating whether, as a result of them, the project may have a significant impact on the environment.

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

☐ **Positive Declaration**: If the lead agency has determined that the project may have a significant impact on the environment, and if a Conditional Negative Declaration is not appropriate, then the lead agency issues a *Positive Declaration* and prepares a draft Scope of Work for the Environmental Impact Statement (EIS).

☐ **Conditional Negative Declaration:** A *Conditional Negative Declaration* (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements of 6 NYCRR Part 617.

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

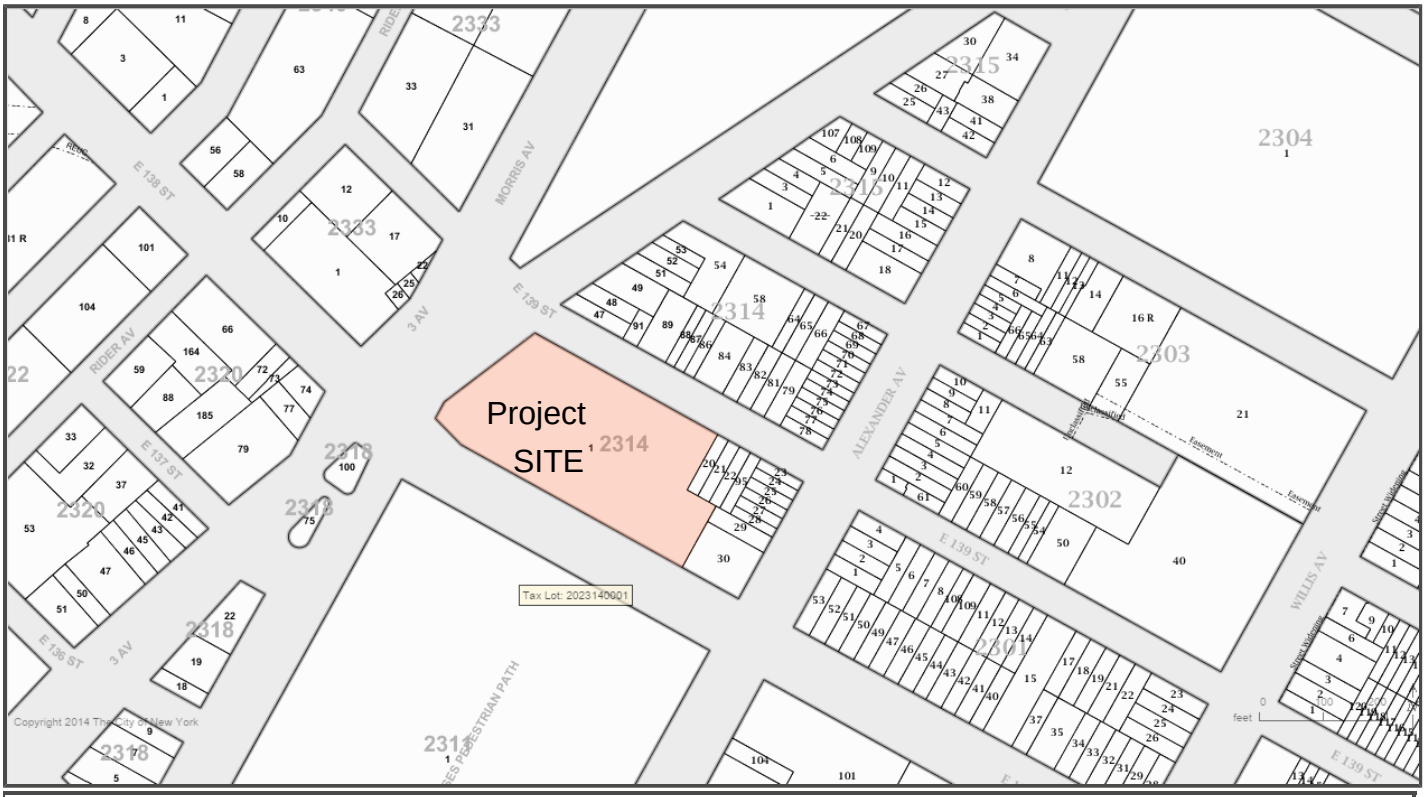
4. ***LEAD AGENCY'S CERTIFICATION***

TITLE	LEAD AGENCY
Director, Environmental Assessment and Review Division	NYC Department of City Planning
NAME	DATE
Robert Dobruskin, AICP	April 17, 2015

SIGNATURE Robert Dobruskin

Tax Map - Tres Puentes - 285 East 138th Street, Bronx - 9/29/2014

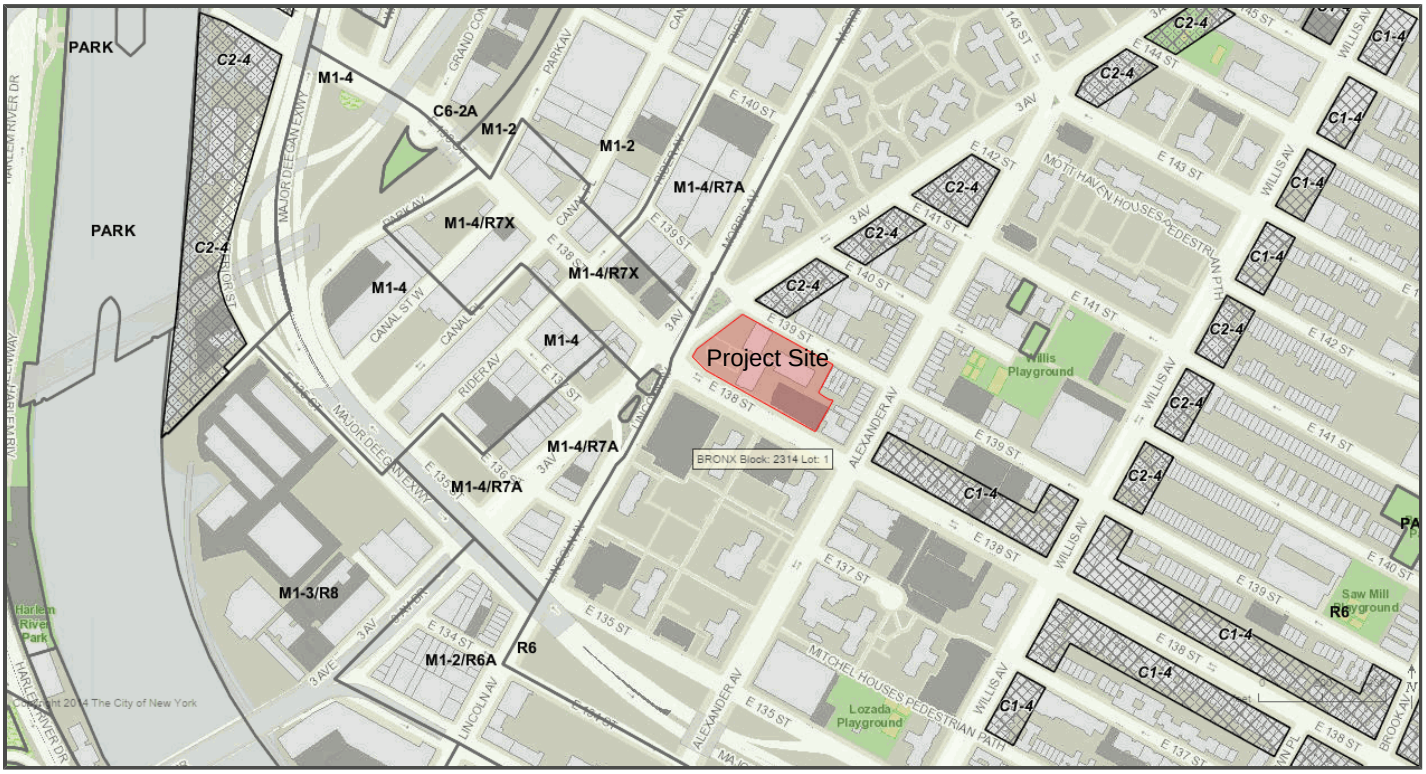
[Digital Tax Map - New York City Dept. of Finance]

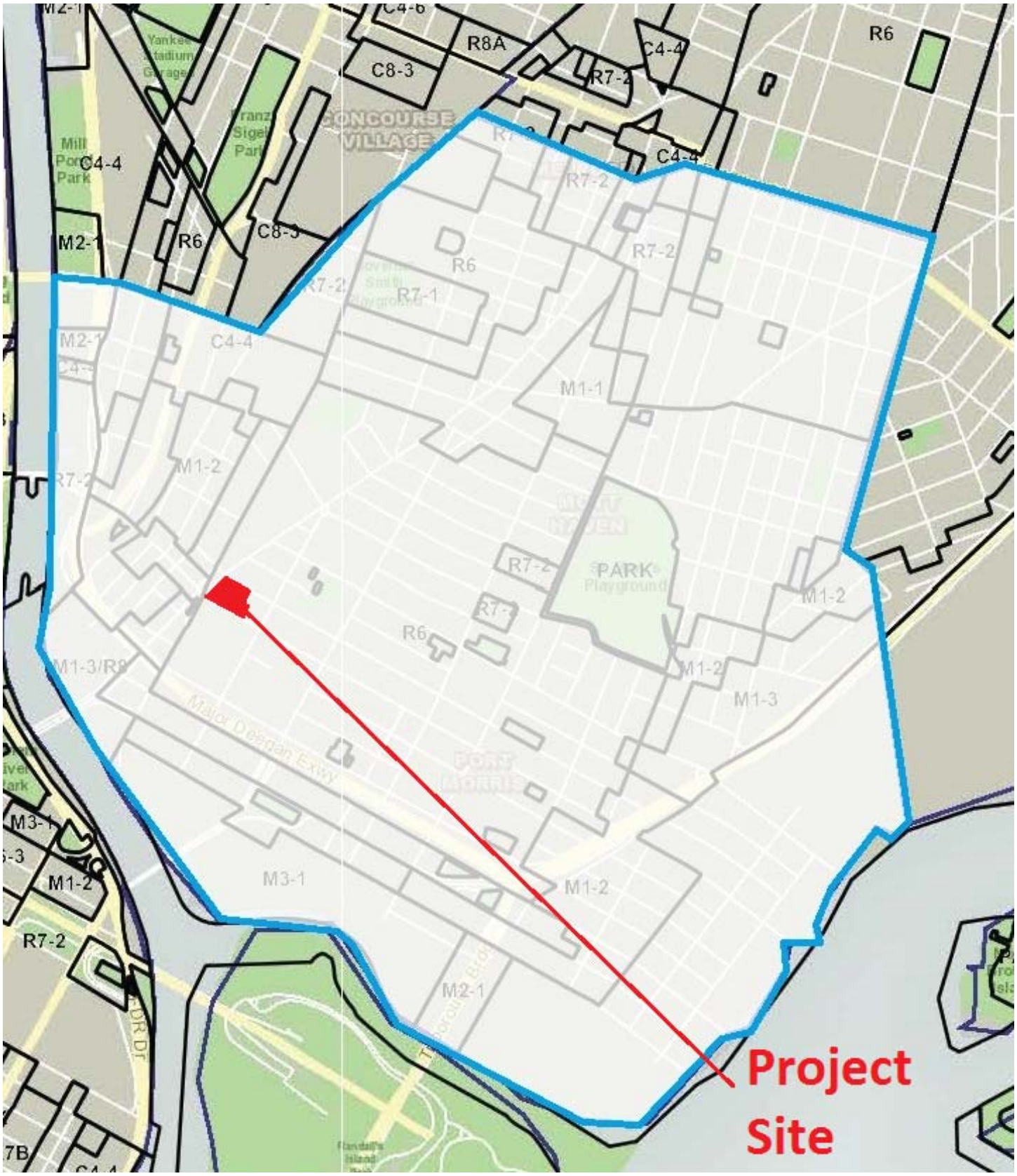


Borough Boundary		C50	Condo Flag/Condo Nunber
Tax Block Boundary		A50	Air Right Flag/Lot Number
50	Tax Block Number	S50	Subterranean Right Flag/Lot Number
Tax Lot Boundary		R	REUC Flag
50	Tax Lot Number		Under Water Tax Lot Boundary
~~50~~	Condo FKA Tax Lot Number		Other Boundary
50.5	Tax Lot Dimension		Possession Hook
+/-5.5	Approximate Tax Lot Dimension	Misc	Miscelaneous Text
1500 - 1550	Condo Units Range Label		Small Tax Lot Dimension
	Building Footprint		Surface Water

Zoning Map - Tres Puentes - 285 East 138th Street, Bronx

ZoLa



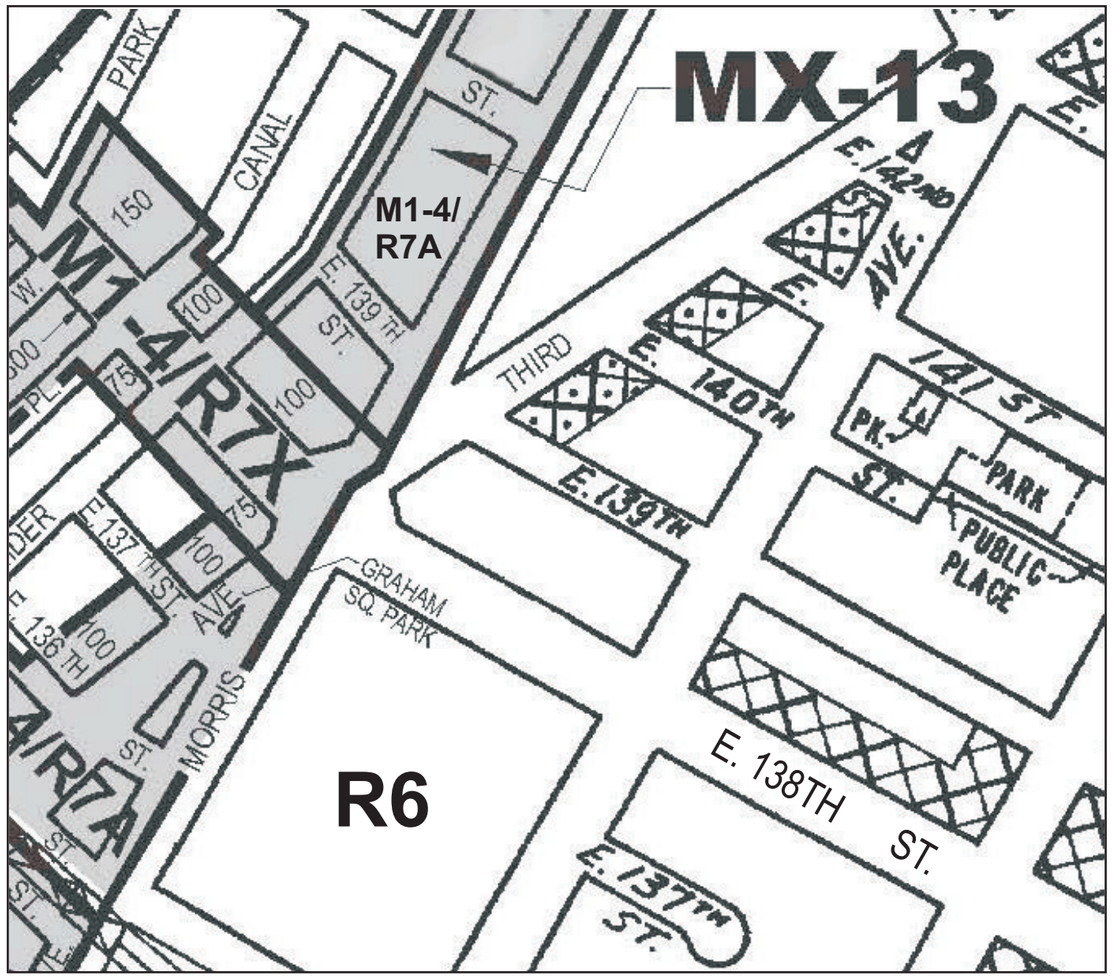


Bronx Community District 1 - Zoning Map

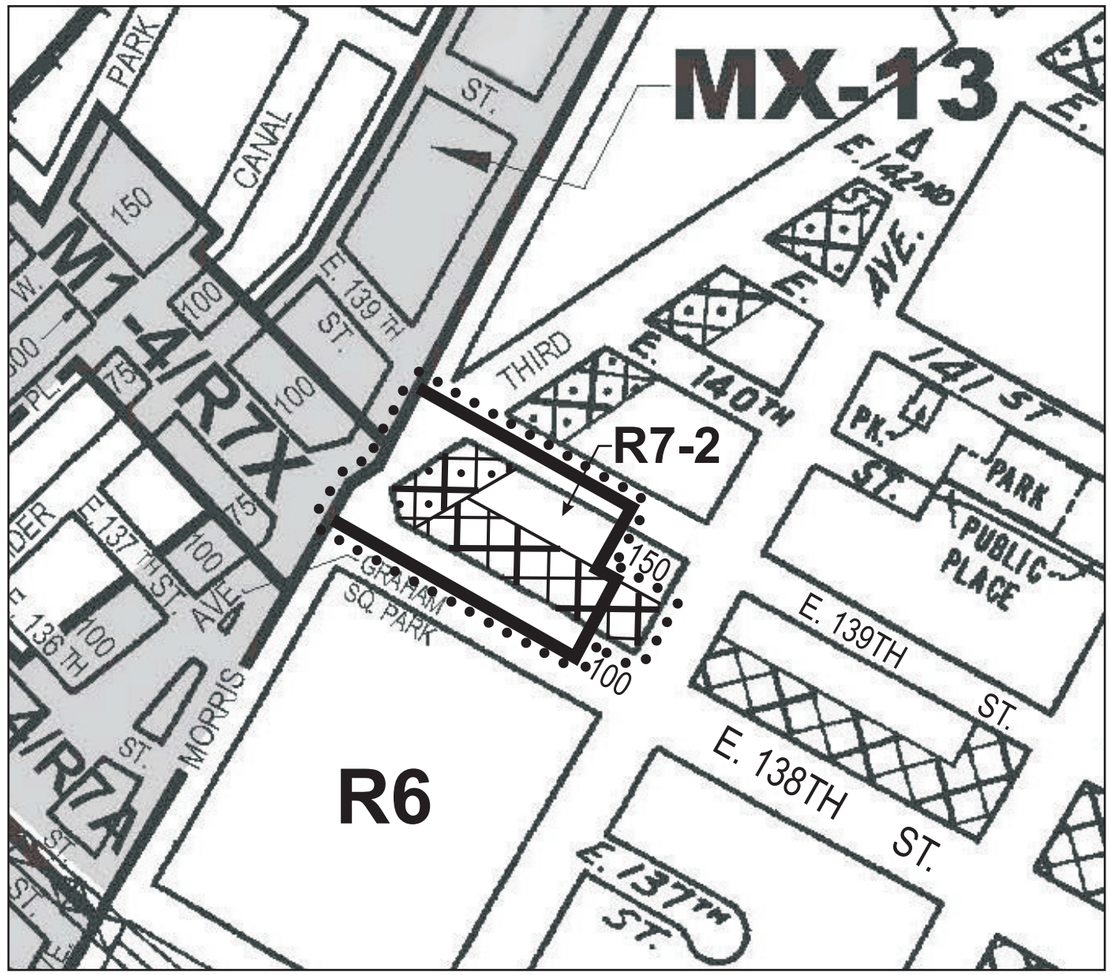
proposed zoning text amendment would affect all R7-2 districts within Bronx Community District 1

285 East 138th Street, Bronx
Project ID: P2014X0051

Zoning Change Map



Current Zoning Map (Map 6a)



Proposed Zoning Map (Map 6a)

Rezoning from R6 to R7-2, R7-2/C2-4, R7-2/C1-4 and R6/C1-4 zoning districts.

Legend

Zoning District Boundaries ••••• Proposed Project Area

C1-1 C1-2 C1-3 C1-4 C1-5 C2-1 C2-2 C2-3 C2-4 C2-5

Area Map

285 138th Street, Bronx
Block 2314, Lot 1
Project ID: P2014X0051

Project Information

- 600' Buffer
- Development Site
- Project Area

Existing Zoning Districts

Existing Special Districts

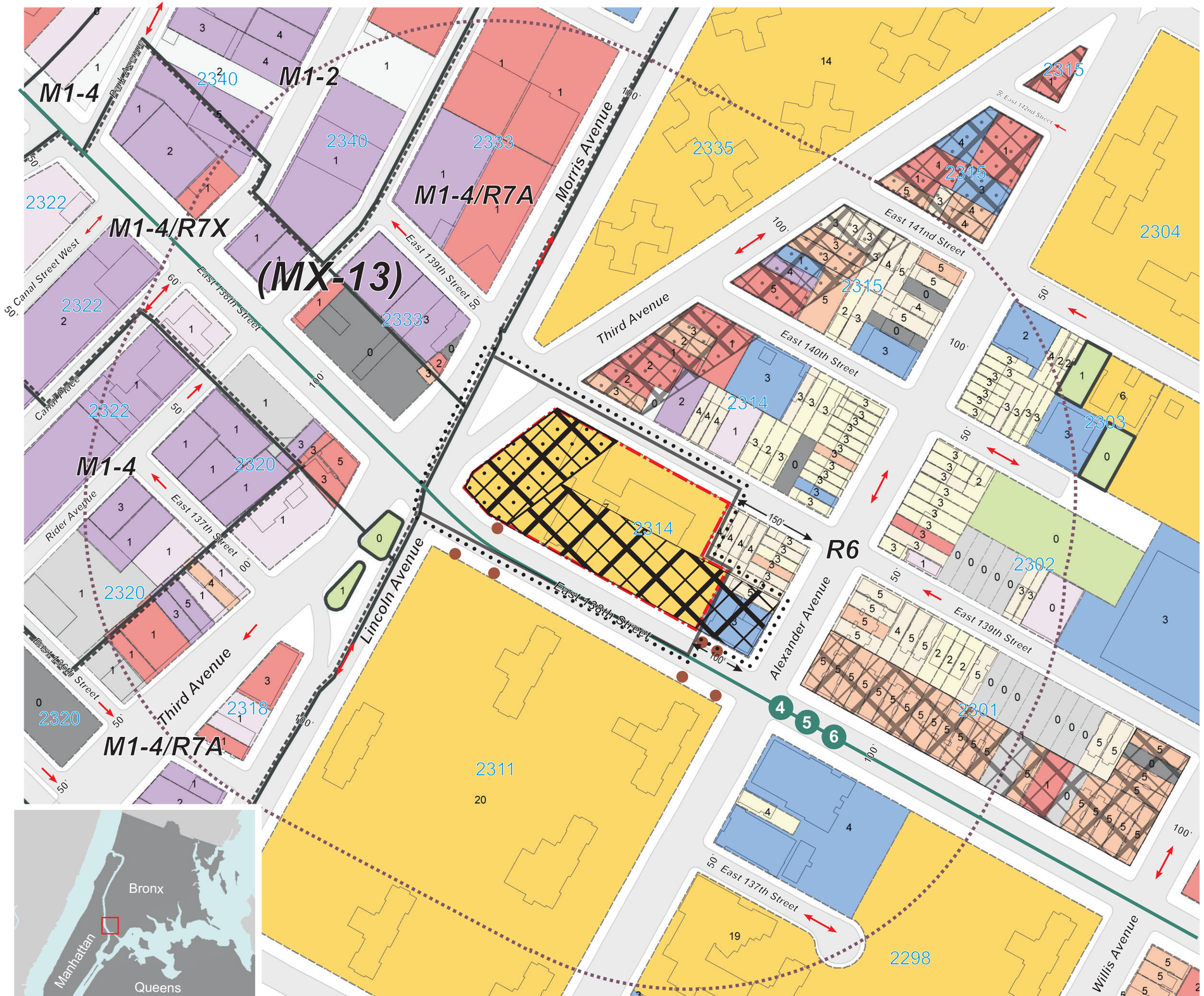
Existing Commercial Overlays

- C1-1
- C1-2
- C1-3
- C1-4
- C1-5
- C2-1
- C2-2
- C2-3
- C2-4
- C2-5

- Subway Entries
- 5037 Block Numbers
- Property Lines
- 5 Number of Floors

Land Uses

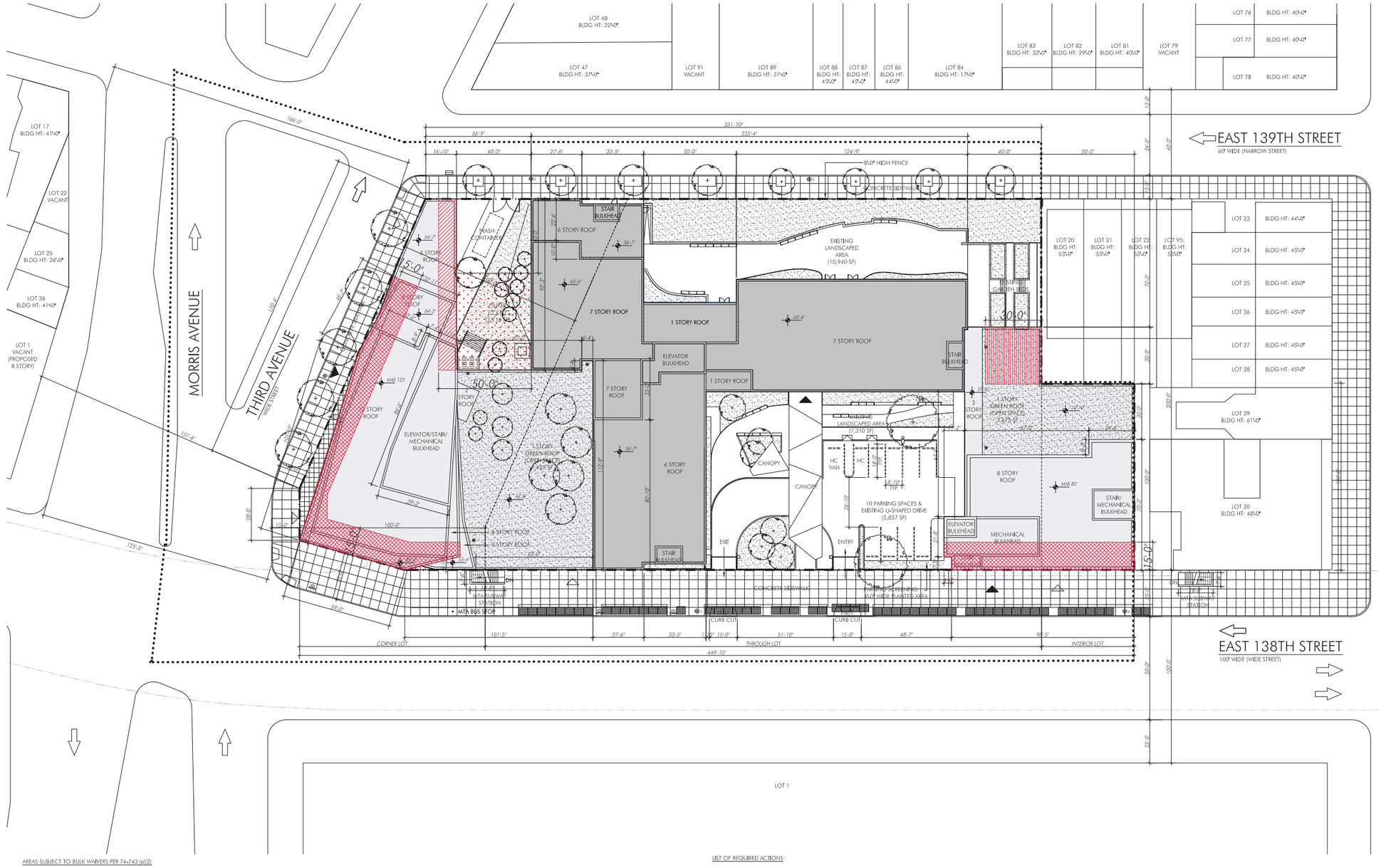
- One & Two Family Residential Buildings
- Multi-Family Residential Buildings
- Mixed Residential & Commercial Buildings
- Commercial/Office Buildings
- Industrial/Manufacturing
- Transportation/Utility
- Public Facilities & Institutions
- Open Space
- Parking Facilities
- Vacant Land



North

0 200 400 600 Feet

Prepared by Urban Cartographics December 2014



AREAS SUBJECT TO BULK WAIVERS PER 74-743 (a)(2)

- MODIFICATION TO 23-842 WIDE OUTER COURT REQUIREMENTS
- MODIFICATION TO 23-711 MINIMUM DISTANCE BETWEEN BUILDINGS: WINDOW TO WALL CONDITION
- MODIFICATION TO 23-632 REQUIRED FRONT SETBACKS W/IN INITIAL SETBACK DISTANCE
- MODIFICATION TO 23-33(b)(3)(iii) PERMITTED OBSTRUCTION IN REAR YARD EQUIVALENT

LEGEND

- ZONING LOT LINE
- LINE OF GENERAL LARGE SCALE DEVELOPMENT
- LINE OF SUBWAY TUNNEL BELOW
- DIRECTION OF TRAFFIC
- FIRE HYDRANT, EXISTING
- STREET LIGHT, EXISTING
- EXISTING BUILDING TO REMAIN
- PROPOSED BUILDING
- ENTRY, RESIDENTIAL
- ENTRY, COMMERCIAL
- ACCESS AT OPEN SPACE AT ROOFTOP

01 SITE WAIVER PLAN
SCALE: 3/64" = 1'-0"

LIST OF REQUIRED ACTIONS

1. CPC LSGD SPECIAL PERMIT PURSUANT TO ZR 74-743(a)(2) & 74-745(c)
2. CPC AUTHORIZATIONS PURSUANT TO ZR 36-72

LIST OF REQUESTED WAIVERS PER 74-743(a)(2) ACTIONS

1. MODIFICATION TO 24-33(b)(3)(iii) PERMITTED COMMUNITY FACILITY OBSTRUCTION IN REAR YARD OR REAR YARD EQUIVALENT BEYOND 100 FEET FROM A WIDE STREET
2. MODIFICATION TO 23-632 REQUIRED FRONT SETBACKS W/IN INITIAL SETBACK DISTANCE
3. MODIFICATION TO 23-711 MINIMUM DISTANCE BETWEEN BUILDINGS: WINDOW TO WALL CONDITION
4. MODIFICATION TO 23-842 WIDE OUTER COURT REQUIREMENTS

LIST OF REQUESTED WAIVERS PER 74-745 (c) ACTIONS

1. MODIFICATION TO 25-25 PARKING REQUIREMENTS (PER PROPOSED TEXT CHANGE)

RELATED ACTIONS

1. ZONING MAP AMENDMENT
2. ZONING TEXT AMENDMENT

CALCULATION OF OPEN SPACE

- TOTAL OPEN SPACE = 3,676 + 7,310 +10,940 + 3,716 + 7,625 + 5,857 (PARKING) = 39,104 SF > 37,632 REQUIRED = COMPLIES
- TOTAL PARKING = 5,857 SF < 50% TOTAL OPEN SPACE (37,632 * 0.50 = 18,816 SF MAXIMUM ALLOWABLE) = COMPLIES

NOTES:

1. BUILDING ENTRANCES ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY
2. STREET TREES ARE FOR ILLUSTRATIVE PURPOSES ONLY. NO STREET TREES ALONG EAST 138TH STREET DUE TO VAULTS INTO SUBWAY STATION BELOW. STREET TREES SHALL BE PROVIDED OFFSITE PER ZR 26-41 & 33-03

N

0 10 25 50 100

TRES PUENTES
285 East 138th Street
Bronx, NY 10454
Block: 2314 Lot: 1

Owner:
West Side Federation For Senior & Supportive Housing
2345 Broadway
New York, New York 10024
212.721.6032
212.501.0569 FAX

Architects:
Redtop Architects LLP
29 West 17th Street, 4th Fl.
New York, NY 10011
212.274.0770

Structural Engineers:
Robert Silman Associates
88 University Place
New York, NY 10003-4513
212.620.7970

MEP Engineer:
Dagher Engineering, PLLC
29 Broadway
New York, NY 10006
212.480.2591

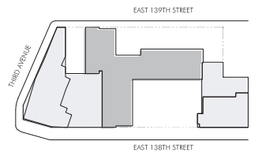
Civil Engineer:
AKRF Engineering, PC
440 Park Avenue South, 7th Floor
New York, NY 10016
212.696.0670

Landscape Architect:
Joanna Pertz Landscape Architecture
68 Jay Street, Suite 411
Brooklyn, NY 11201
718.797.1106

Elevator Consultant:
IROS Elevator Design Services, LLC.East
Rutherford, New Jersey 07073
973.773.4404

MTA Consultant:
FNA Associates, Inc.
670 Bergen Boulevard
Ridgefield, NJ, 07657
201.241.2444

KEY PLAN



REVISION 02 08 APRIL 2015
REVISION 01 27 FEBRUARY 2015
SUBMISSION TO DEPARTMENT OF CITY PLANNING 12 DECEMBER 2014

PROJECT:
TRES PUENTES
Bronx, New York

DRAWING TITLE:
WAIVER AND ENCROACHMENT PLAN

SEAL & SIGNATURE

DATE: 12 DECEMBER 2014
PROJECT No. 1408
DRAWING BY:
CHK BY:
DWG No.:

Z-110.00

04 OF 11

APPLICANT'S STAMP AND SEAL CORRESPONDS TO THE INFORMATION REGARDING THE DEVELOPMENT SITE, ZONING LOT, AND RELATED CURB CUTS. INFORMATION REGARDING THE SURROUNDING PROPERTIES IS FOR ILLUSTRATIVE PURPOSES ONLY.



1. View of East 138th Street facing northwest (Site at right).



2. View of the Site facing north from East 138th Street.



3. View of the sidewalk along the north side of East 138th Street facing northwest (Site at right).





4. View of the side of East 138th Street facing south from the Site.



5. View of the Site facing north from East 138th Street.



6. View of the south side of East 138th Street facing southeast from the Site.





7. View of the Site facing east from East 138th Street.



8. View of East 138th Street facing southeast (Site at left).



9. View of the sidewalk along the north side of East 138th Street facing southeast (Site at left).





10. View of the Site facing east from the intersection of Lincoln Avenue and East 138th Street.



11. View of Lincoln Avenue facing southwest from the Site.



12. View of Morris Avenue facing northwest from the Site.





13. View of the sidewalk along the east side of Lincoln Avenue facing northeast (Site at right).



14. View of 3rd Avenue facing northwest from the Site.



15. View of the Site facing southeast from 3rd Avenue.





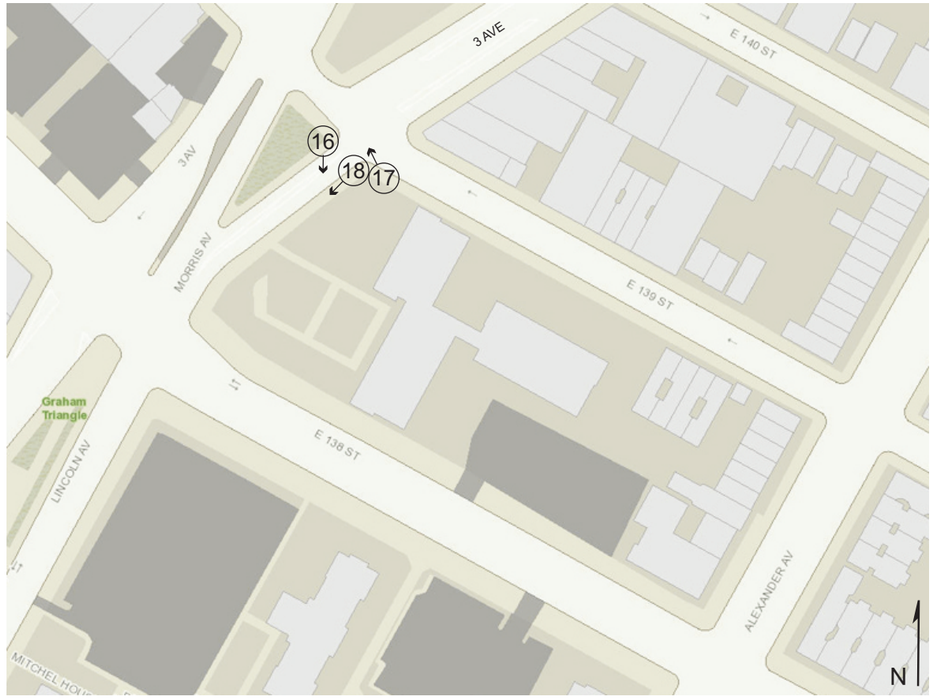
16. View of the Site facing south from 3rd Avenue.



17. View of East 139th Street facing northwest from the Site.



18. View of the sidewalk along the southeast side of 3rd Avenue facing southwest (Site at left).





19. View of East 139 Street facing southeast from 3rd Avenue.



20. View of the Site facing south from 3rd Avenue.



21. View of the sidewalk along the south side of East 139th Street facing southeast (Site at right).





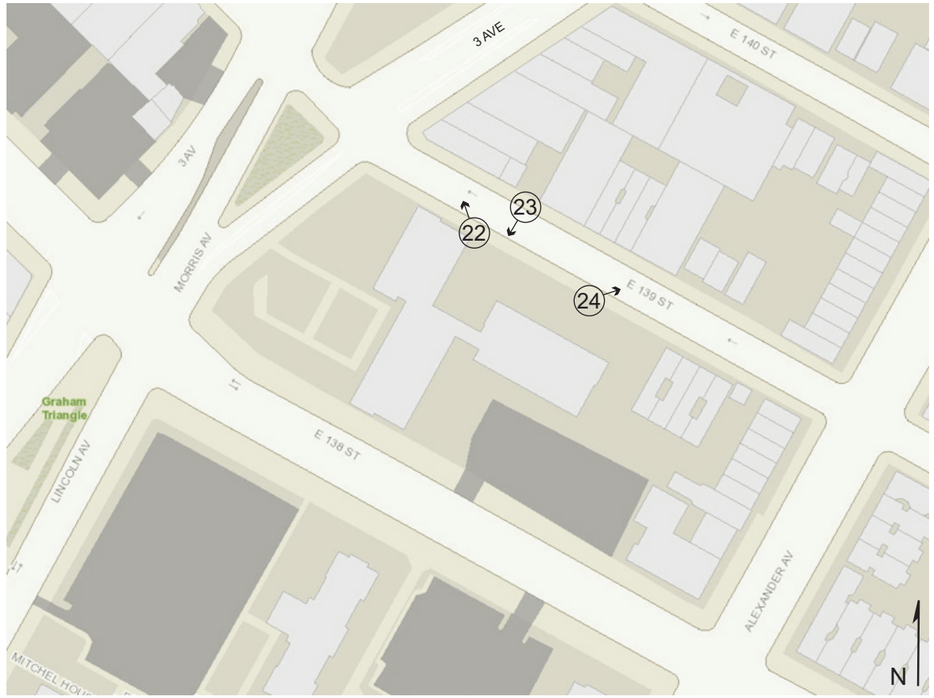
22. View of East 139th Street facing north from the Site.



23. View of the Site facing southwest from East 139th Street.



24. View of East 139th Street facing east from the Site.





25. View of the Site facing west from East 139th Street.



26. View of the sidewalk along the south side of East 139th Street facing northwest (Site at left).



27. View of East 139th Street facing northwest (Site at left).



Introduction, Land Use, Zoning, and Public Policy

Introduction

The project applicant, The West Side Federation for Senior and Supportive Housing (WSFSSH) requests approval of:

- Zoning Map Amendment to zoning sectional map 6a to change a R6 to R7-2, R7-2/C1-4, R7-2/C2-4 and R6 to R6/C1-4.
- Zoning Text Amendment to modify ZR Section 74-745 to add a new paragraph (c) to permit reduction or waiver of required accessory parking for non-profit residences for the elderly in R7-2 districts in Community District 1 in the Borough of the Bronx and a new subparagraphs (c) (1), (2) and (3) to establish findings that the anticipated automobile ownership patterns for residents of such non-profit residence for the elderly are minimal and that such reduction or waiver is warranted, that any such parking reduction would not have undue adverse impacts on residents, business or community facilities in the surrounding area and that such reduction results in a better site plan than would be available without such reduction in required parking.
- Special Permits for a General Large-Scale Development pursuant to ZR Sections
    - 74-743 (a)(2) to permit location of buildings without regard to applicable yard, court, distance between buildings and height and setback regulations and
    - 74-745 (c) to permit modification of the parking requirements
- Authorizations pursuant to ZR Sections 25-82 and 36-72 to permit a reduction or waiver of bicycle parking spaces where there are site planning considerations that make such spaces on or below the first story of the building infeasible and
- Modification of the Restrictive Declaration RD No. D34 (C770657ZMX) governing use of the Project Site that limits development to the current site plan.

The proposed actions are requested to permit enlargement of an existing senior housing development located at 285 East 138th Street, at the northeast corner of East 138th Street and Third Avenue in the Bronx.

The enlargement would consist of two new buildings, connected to the existing building by one- story or one- and two-story enclosed walkways. Pursuant to the proposed Zoning Map Amendment and Special Permit, the applicant proposes to build a new 8-story structure with maximum height of 85 feet at the eastern side of the site (near East 138th Street) and a 12-story structure with maximum height of 125 feet at the western side (near Third Avenue). 178 new units for seniors would be built, in addition to the 145 existing units on the site. Together, the proposed new development will be known as Tres Puentes. The existing central building to remain is identified as Borinquen Court, and will retain this name.

The proposed Zoning Map Amendment would affect Block 2314, Lot 1 (the Project Site), as well as Block 2314, Lots 29 and 30. The area affected by the proposed Zoning Map Amendment (the Affected Area) is illustrated in Zoning Change Map figure provided earlier in this document. The proposed Zoning Text Amendment would affect all R7-2 zoning districts within Bronx Community District 1; however, the Project Site is the only property in an R7-2 district in Bronx Community District 1 that is developed with non-profit residences for the

elderly; therefore, the text amendment would be applicable only to the Project Site. These districts are illustrated in the Bronx Community District 1 Zoning Map figure provided earlier in this document. The proposed Special Permit, Authorization, and cancellation of Restrictive Declaration would only affect Block 2314, Lot 1 (the Project Site). The Project Site is illustrated in the Tax Map figure earlier in this document.

Project Description

The Project Site is located in the Mott Haven section of the Bronx (Community District 1) within an R6 zoning district. The project applicant seeks to develop the Project Site with two new buildings (Tres Puentes) which would be connected to the existing building (Borinquen Court) by one-story or one- and two-story enclosed walkways. The new buildings would provide 178 income-restricted studio and one bedroom apartments for senior and disabled individuals and anchored by ground level community-oriented commercial space. A 1978 Restrictive Declaration governing development of the site (the 'Amended Declaration'), which restricts development on the Project Site to housing for the elderly with no more than 145 dwelling units, open landscaped recreation area, lighting and parking for 33 automobiles, would be cancelled.

The proposed Zoning Map Amendment would establish an R7-2 zoning district with a C2-4 commercial overlay on the site's Third Avenue frontage, and a C1-4 overlay on the site's East 138th Street frontage. This C1-4 overlay would extend beyond the Project Site, reaching to Alexander Avenue. The area beyond the project site that would be affected by the proposed Zoning Map Amendment contains the 40th Precinct Police Station (Lot 30) and a five-story, ten-unit apartment building (Lot 29). No new development is proposed or anticipated for the portion of the affected area beyond the Project Site.

While the proposed zoing map amendment would affect the Project Site as well as an area within 100 feet of East 138th Street extending from the Project Site's eastern boundary to Alexander Avenue, the proposed Zoning Special Permit, Zoning Authorization, and cancellation of Restrictive Declaration would affect only the Project Site. The proposed Zoning Text Amendment would affect all R7-2 zoning districts within Bronx Community District 1. The text amendment would modify Section 74-745 to allow the City Planning Commission, by Special Permit, to waive or reduce the accessory parking requirements for a non-profit residence for the elderly within an R7-2 district within Bronx Community District 1.

The proposed Special Permit under Section 74-74 would permit the following waivers:

Under 743(a)(2)

- Modification to the requirements of ZR Sections 23-532 and 24-382 (Rear Yard Equivalent at Through Lot regulations) and ZR Section 24-33 (b)(3)(iii) (Permitted Obstructions in required Yards in Rear Yard Equivalents) to place the East Building along the zoning lot's east property line, within the existing 30-foot wide Rear Yard Equivalent (RYE) along the Side Lot Line. The RYE provisions permit three options for the location of the RYE. For this property, the RYE is to be provided as a 30-foot year along the side lot line. When the side lot line is split or discontinuous as is the case here, a 30-foot wide RYE is required along both portions of the RYE subject to the permitted obstruction rules. Within 100 feet of a

wide street, there is an exemption pursuant to ZR Section 24-33 (b)(3)(iii) that permits the ground floor community facility use as a permitted obstruction in the RYE within 100 feet of a wide street but beyond 100 feet is limited to schools, houses of worship, colleges and universities or hospitals and related facilities. The modification is needed for the one story community facility portion within the 30' RYE along the east side lot line in the R7-2 portion of the lot is not a permitted obstruction since it is beyond 100 ft of a wide street.

- The location for this building is necessary to allow for a building and its commercial frontage to be placed along the Street Wall Line of East 138th Street, and to allow enough units to make the building feasible, while not blocking any existing dwelling unit windows at the Borinquen Court building or adversely effecting and adjoining residential windows.

- Modification to the requirements of ZR Section 23-632 (Required front setbacks in districts where front yards are not required) to, modify the Initial Setback Distance. For both the Third Avenue Building and East Building a waiver is sought to allow the building to rise to eight stories within the initial setback distance without a setback above six stories in order to be able to maximize units on the site. In the Third Avenue Building, which is proposed to be 12 stories tall, we request a waiver of the initial setback distance from wide streets to be six feet wide above the 8th story instead of 15 ft. This allows the design to maximize units while putting more building mass closer to the corner of Third Avenue and East 138th Street, rather than closer to the existing Borinquen Court building. Both the proposed base and building heights of the taller Third Avenue Building are similar to those permitted across the street in the M1-2/R7X district.

- For the Third Avenue Building, modifications are sought to both ZR Section 23-711 (Standard minimum distance between buildings) regarding Window to Wall Condition and ZR Section 23-842 (Wide Outer Court) to waive the requirement for a width of 60 feet. This waiver would allow the Third Avenue building to extend fully along the entire length of Third Avenue from East 138th Street to East 139th Street which would extend the building streetwall along Third Avenue to the north and allow for the project to maximize the number of dwelling units that can be provided. The courtyard between this section of the building and the Existing Borinquen court building would be 40' wide, rather than the required 50 feet for Window to Wall Condition, or 60 feet for an outer courtyard this deep.

Under 745 (c)

Modification of vehicular parking requirements is sought. We are proposing modifications to the parking requirements of ZR Section 25-25 (Modification of Requirements for Public, Publicly-Assisted and Government Assisted Housing or for Non-profit Residences for the Elderly) by CPC special permit per a proposed text change.

When completed, the existing Borinquen Court and the two new wings would function as a single campus of 321,900 gross square feet with 323 residential units sharing building security, staff, and programs.

As part of a separate action, the Department of City Planning is proposing a series of zoning text amendments entitled Zoning for Quality and Affordability Text Amendments, to eliminate unnecessary obstacles to the creation of housing, especially affordable housing. The proposed text amendment includes provisions to eliminate parking requirements for new affordable senior housing developments and allow existing affordable housing developments reduce or eliminate their existing parking. This proposal is expected to be in public review, under the CEQR# 15DCP104Y, concurrent with the proposed Tres Puentes application .

Analysis Framework

This environmental assessment considers the potential effects of the proposed action compared to future conditions without the approvals sought by the project sponsor. This analysis framework is described below:

Description of the Proposed Development:

Pursuant to the proposed Zoning Map Amendment and Special Permit and cancellation of the Restrictive Declaration governing use of the Project Site, the applicant proposes to build a new 8-story structure with a maximum height of 85' to the roof of the highest occupied floor at the eastern side of the site and a 12-story structure with a maximum height of 125 feet to the height of the highest occupied floor at the western side. The eastern building would be connected to the existing building by a one- or two-story walkway, and the western building would be connected to the existing building by a one-story walkway. The new buildings, known as Tres Puentes, would contain a total of approximately 187,600 gross square feet of floor area and would provide 178 income-restricted studio and one bedroom apartments for senior and disabled individuals and anchored by ground level community-oriented commercial space.

The western wing (the 'Third Avenue Building') would contain 116,400 gross square feet of residential floor area inclusive of ground floor lobby space and the eastern wing (the 'East Building') would contain 50,650 gross square feet of residential floor area inclusive of ground floor lobby space. Tres Puentes would contain non-residential floor area of up to 20,550 square feet. As currently planned, this non-residential floor would be allocated among 13,500 gross square feet of ground floor commercial retail floor area within the Third Avenue Building, and 4,220 gross square feet of ground floor commercial (local retail) floor area and 2,830 gross square feet of community facility space in the East Building.

When completed, the existing Borinquen Court and the two new wings would function as a single campus of 321,900 gross square feet with 323 residential units sharing building security, staff, and programs. The ground floor commercial space in the Third Avenue Building and East Building would serve project occupants, other local residents, and travelers using the adjacent station of the #6 subway line. A total of ten accessory parking spaces would be provided. This amount of accessory parking is less than the 40 spaces that would be required for the proposed 323 dwelling units (145 existing units at Borinquen Court and 178 new units in Tres Puentes), necessitating a reduction in parking pursuant to the proposed amended text of Z.R. Section 74-745.

Build Year:

Factoring the ULURP process, closing for financing sources, and an 18-24 month construction schedule, the projected build year will be 2017.

Purpose and Need:
The Project Site's existing R6 zoning precludes development of economically feasible senior housing. Specifically, developing a Non-Profit Residence for the Elderly under the site's existing R6 designation has two primary limiting factors when compared to R7-2. To develop under R6 would still require all of the modifications per 74-74 that the proposed action seeks, but would also need to request a modification for Open Space on the site and a more significant modification for parking.

Open Space: The existing R6 zoning requires an Open Space Ratio of 17.7%, compared to the R7-2's requirement of 12.8%. The proposed development under R7-2 can comply with the R7-2 requirement. The applicant believes that the R6 open space ratio precludes development with a large enough footprint to be economically feasible.

The proposed Tres Puentes project contains 167,050 sf of new residential floor area and when added to the existing Borinquen Court building's area of 134,300 sf, this totals 301,350 square feet of building on the lot. That amount of residential area would require 38,234 sf of Open Space on the site under R7-2, while an R6 development would require about 52,870 sf of Open Space. As the zoning lot currently only has 58,000 sf of open space in its present configuration, R6 requires development of a building with a residential footprint of less than 5,130 (58,000 sf - 52,870 sf = 5,130) rather than the total of almost 18,200 sf that that is proposed under the With-Action R7-2 Scenario and allows for a practical building design.

Parking: The requirements for an R6 development per 25-25 requires that there be spaces for 22.5% of dwelling units, while R7-2 requires 12.5%. Therefore the proposed action would require a more significant modification to this rule than is contemplated under the proposed zoning text amendment. As the proposed development would increase the units on the Project Site to approximately 323 dwelling units, R6 zoning would require 72 parking spaces on site while R7-2 requires 40 spaces. The project would provide 10 spaces, requiring a 75% reduction in required parking. Under R6 parking requirements, an 86% reduction in required parking would be necessary.

The proposed Zoning Map Amendment and Special Permit would allow for an efficient site plan that provides for what the applicant believes is a need for senior housing and services and community-oriented commercial space. The Tres Puentes enlargement would provide affordable housing for local seniors and people with disabilities. The enlargement would be integrated with the existing Borinquen Court to form an integrated campus providing senior housing and social services, as well as community-oriented commercial space that would serve local needs and enliven the intersection of Third Avenue and East 138th Street. The existing Borinquen Court project has accessory parking for 33 spaces.

No-Action Scenario:
Under the Project Site's existing R6 zoning, the existing Borinquen Court development is expected to remain unchanged. This development contains 145 dwelling units, in a building of

134,300 gross square feet. Thirty-three accessory parking spaces are provided. While the site is underbuilt relative to allowable floor area ratio (1.69 built FAR vs. 3.90 permitted for non-profit residences for the elderly) and number of dwelling units (145 vs 436), enlargement would be constrained by the presence of a Restrictive Declaration limiting development to 145 units of senior housing and 33 accessory parking spaces, as well as the R6 district's yard and setback requirements. The Applicant believes that any enlargement under existing zoning would be constrained and limited in scope as described above to be viable; and would not be permitted without modifications to the existing Restricted Declaration.

With-Action Scenario:

The proposed project as envisioned constitutes a Reasonable Worst-Case Development Scenario. The proposed Special Permit specifies the bulk, density, site layout, and uses that can be built. This development scenario is described above under *Description of the Proposed Development*.

Because of the Project Site's configuration and the presence of the existing Borinquen Court building, the applicant believes that as-of-right development under the proposed R7-2 district, without the proposed zoning waivers, is not feasible. Additionally, the applicant believes that the building would be architecturally inefficient without the waivers. The setback after the 6th story in the Third Avenue building creates a floor plan on stories 7-12 with a single-loaded corridor and only four units per floor but still requires an extension of the entire core. Similarly, the East Building would be large enough for only five units per floor, but still requires an elevator and two egress stairways.

Other Affected Sites

The proposed amendment to Z.R. Section 74-745 would allow the City Planning Commission, by Special Permit, to reduce or waive required parking for non-profit residences for the elderly within an R7-2 district within Bronx Community District 1. Research identified five non-profit residences for the elderly in Bronx CD1, including Borinquen Court. None of these facilities is within an R7-2 district. Therefore the proposed waiver would not be available to any of these facilities unless it were accompanied by a zoning map amendment.

The proposed Zoning Map Amendment includes placing a C1-4 overlay to a depth of 100 feet on the northern side of East 138th Street between Third Avenue and Alexander Avenue. This overlay would extend beyond the Project Site's eastern boundary. The area beyond the Project Site that would be affected by the proposed Zoning Map Amendment contains the 40th Precinct Police Station, and a five-story ten-unit apartment building. No new development is proposed or anticipated for the portion of the affected area beyond the Project Site. The precinct house is city-owned and is in active use as a community facility, and the apartment building is fully occupied for residential use. The placement of a local commercial district over these properties would not result in any change to their use.

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
LAND USE				
Residential	X YES ☐ NO	X YES ☐ NO	X YES ☐ NO	
If "yes," specify the following:				
Describe type of residential structures	senior housing; 10-unit apartment	senior housing; 10-unit apartment	senior housing; 10-unit apartment	
No. of dwelling units	145 (senior housing) 10 (apartment building)	145 (senior housing) 10 (apartment building)	323 (senior housing) 10 (apartment building)	178
No. of low- to moderate-income units	145	145	323	178
Gross floor area (sq. ft.)	134,300 (senior housing) 9,105 (apartment building)	134,300 (senior housing) 9,105 (apartment building)	301,350 (senior housing) 9,105 (apartment building)	167,050
Commercial	☐ YES X NO	☐ YES X NO	X YES ☐ NO	
If "yes," specify the following:				
Describe type (retail, office, other)			Local retail	
Gross floor area (sq. ft.)			17,720	17,720
Manufacturing/Industrial	☐ YES X NO	☐ YES X NO	☐ YES X NO	
If "yes," specify the following:				
Type of use				
Gross floor area (sq. ft.)				
Open storage area (sq. ft.)				
If any unenclosed activities, specify:				
Community Facility	X YES NO	X YES NO	X YES NO	
If "yes," specify the following:				
Type	40th police precinct	40th police precinct	40th police precinct and senior center	
Gross floor area (sq. ft.)	10,296	10,296	13,126	2,830
Vacant Land	☐ YES X NO	☐ YES X NO	☐ YES X NO	
If "yes," describe:				
Other Land Uses	☐ YES X NO	☐ YES X NO	☐ YES X NO	
If "yes," describe:				
PARKING				
Garages	☐ YES X NO	☐ YES X NO	☐ YES X NO	
If "yes," specify the following:				
No. of public spaces				
No. of accessory spaces				
Lots	X YES ☐ NO	X YES ☐ NO	X YES ☐ NO	
If "yes," specify the following:				
No. of public spaces				
No. of accessory spaces	33	33	10	-23
ZONING				
Zoning classification	R6	R6	R7-2; R7-2/C2-4; R7-2/C1-4; R6/C1-4	
Maximum amount of floor area that can be developed	0.78-2.43 (height factor) 3.00 (QH wide street)	0.78-2.43 (height factor) 3.00 (QH wide street)	0.87-3.44 (height factor) 4.0 (QH wide street)	
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	residential, commercial, warehouse; R6, C1-4, C2-4, M1-4/R7X, M1-4/R7A	residential, commercial, warehouse; R6, C1-4, C2-4, M1-4/R7X, M1-4/R7A	residential, commercial, warehouse; R6, R7-2, C1-4, C2-4, M1-4/R7X, M1-4/R7A	

Land Use

Existing Conditions

The Project Site is identified as 285 East 138th Street, Block 2314, Lot 1 and is located on the northeast corner of East 138th Street and Third Avenue in the Mott Haven section of Bronx Community District 1. The site is irregular in shape with approximately 450 feet of frontage on East 138th Street, 198 feet of frontage on Third Avenue, and 332 feet of frontage on East 139th Street. Total lot area is 79,400 square feet. The site is developed with a seven-story T-shaped building (Borinquen Court) with 134,300 gross square feet of floor area, and has 58,000 square feet of open space. There are currently thirty-three accessory parking spaces on site.

The Project Site is located in the Mott Haven section of the Bronx within an R6 zoning district that is developed predominantly with medium density residential uses. The NYPD 40th Precinct House is located to the east of the Project Site and is within the area where a C1-4 commercial overlay is proposed, while the remainder of the block is developed with 3- to 5-story residences fronting on East 139th Street and on Alexander. One of these residences, at 261 Alexander Avenue (Block 2314, Lot 29) is within the area proposed for mapping for a C1-4 overlay. The NYCHA Mitchel Houses are located immediately to the south of the site, across East 138th Street. North of the site, across East 139th Street, are 3- and 4-story residences, as well as garages and non-conforming commercial and storage uses.

The vicinity of the Project Site is well served by community recreation areas. The Graham Triangle Park located is across the street from the Project Site at the southwest corner of East 138th Street and Third Avenue. The La Finca del Sur Community Garden is located approximately five blocks (0.2 miles) to the northwest of the site. The Willis Playground is located approximately two blocks (0.1 miles) to the northeast of the Project Site, and the Lozada Playground is located approximately three blocks (0.2 miles) to the southeast of the Project Site.

The vicinity of the Project Site is also well served by public transportation. A stop of the IRT #6 subway is immediately adjacent to the Project Site to the south. Nearby bus services includes a bus stop on East 138th Street (adjacent to the project site on the south) for NYC bus lines Bx15, Bx32, and Bx33, as well as a station stop on Morris Avenue (one block to the southwest of the site) for bus lines Bx1, Bx2, Bx21, and Bx32.

Future Without the Proposed Action

Under the Project Site's existing R6 zoning, the existing Borinquen Court development is expected to remain unchanged, with the exception of occupancy of an existing but unoccupied 4,900-square foot senior center that is categorized as residential floor area in the building's Certificate of Occupancy. The existing development contains 145 dwelling units, in a building of 134,300 gross square feet. Thirty-three accessory parking spaces are provided. While the site is underbuilt relative to allowable floor area ratio (1.69 built FAR vs. 3.90 permitted for non-profit residences for the elderly) and number of dwelling units (145 vs 436), enlargement would be constrained by existing yard and setback requirements. The applicant believes that any enlargement under existing zoning would be constrained and limited in scope, to be viable and

would not be permitted without revocation or modification of the 1978 Restrictive Declaration governing development of the site.

Existing land use patterns in the project vicinity are expected to remain in the future without the proposed action. A new 8-story mixed residential and commercial building, providing 99 units of mixed income housing and ground floor retail space, is proposed for a site at 255 East 138th Street, across Third Avenue from the Project Site. This development would be consistent in scale and use with surrounding development, and would not alter land use patterns. No other changes in land use are anticipated for the area.

Future With the Proposed Action

Under the proposed action, two mixed-use residential and community facility buildings would be developed on the Project Site. The new buildings, known as Tres Puentes, would contain a total of approximately 187,600 gross square feet of floor area and would provide 178 income-restricted studio and one bedroom apartments for senior and disabled individuals and anchored by new ground level community-oriented commercial space and an enlarged senior center that would augment the existing senior center that would be occupied under a no-action condition. The total zoning floor area of the two new buildings would be approximately 321,900 square feet, with an FAR of 4.06. The development would comply with the bulk and density regulations of the proposed R7-2 district.

The western wing (the 'Third Avenue Building') would contain 116,400 gross square feet of residential floor area inclusive of ground floor lobby space and the eastern wing (the 'East Building') would contain 50,650 gross square feet of residential floor area inclusive of ground floor lobby space. New development would include up to 20,550 square feet of non-residential floor area. As currently planned, this floor area would be allocated among 13,500 gross square feet of ground floor commercial retail floor area in the Third Avenue Building, and 4,220 gross square feet of ground floor Use Group 6 commercial (local retail) floor area and 2,830 gross square feet of community facility space, to be occupied by a senior center, in the East Building.

When completed, the existing Borinquen Court and the two new wings would function as a single campus of 321,900 gross square feet with 323 residential units sharing building security, staff, and programs. The ground floor commercial space in the Third Avenue Building and East Building would serve project occupants, other local residents, and travelers using the adjacent station of the #6 subway line, and would enliven the intersection of Third Avenue and East 138th Street, which is a pivotal location in the Mott Haven community. A total of ten accessory parking spaces would be provided. This amount of accessory parking is less than the 40 spaces required for the proposed 323 dwelling units (145 existing units at Borinquen Court and 178 new units in Tres Puentes), necessitating a 75% reduction in parking pursuant to the proposed amended text of Z.R. Section 74-745.

The proposed use is consistent with the surrounding land use pattern of high-density residences. The proposed development would not introduce a new land use into the area, would not create conflicts with existing land uses, and would not alter the overall land use pattern in the area.

The proposed C1-4 overlay on East 138th Street would extend beyond the Project Site, and would encompass Block 2314, Lots 29 and 30. Lot 29 contains a five-story, ten-unit apartment building, and Lot 30 is occupied by the 40th Precinct house. Lots 29 and 30 are within the Mott Haven Historic District. The precinct house is city-owned and is in active use as a community facility, and the apartment building is fully occupied for residential use. The placement of a local commercial district over these properties would not result in any change to their use.

Zoning

Existing Conditions

The Project Site is within an R6 zoning district that is mapped over a large area east of Lincoln Avenue and Morris Avenue. Within this R6 district a C2-4 local commercial overlay is mapped on the east side of Third Avenue for several blocks to the north of the Project Site. Also, approximately two blocks to the east of the Project Site, along the east side of Willis Avenue, are C2-4 and C2-1 commercial overlays. One block to the east of the Project Site a C1-4 commercial overlay is mapped on the north side of East 138th Street.

The area to the west of the Project Site, west of Lincoln Avenue and Morris Avenue, is mapped with an M1-4/R7X mixed use zoning district along East 138th Street, and M1-4/R7A to the north and south.

Future Without the Proposed Action

No zoning changes are anticipated in the zoning pattern in the project vicinity.

Future With the Proposed Action

The proposed action includes the mapping of an R7-2 zoning district over Block 2314 to a distance of 100 feet from Alexander Avenue along the East 138th Street frontage, and to a distance of 150 feet from Alexander Avenue along the East 139th Street frontage. Additionally, a C2-4 commercial overlay would be placed along the block's Third Avenue frontage to a depth of 100 feet, and a C1-4 overlay would be placed on the block's East 138th Street frontage to a depth of 100 feet. The C1-4 overlay would extend east of the Project Site and would include Block 2314, Lot 30, which is occupied by the 40th Precinct police station, and Lot 29, which is occupied by a five-story, ten-unit apartment building. The other proposed zoning changes would affect the Project Site only. These commercial overlays would extend the commercial overlays that are currently mapped to the north and to the east of the area proposed for rezoning. The proposed zoning map amendment is illustrated in the Zoning Map Change figure above.

In addition to the proposed zoning map amendment, an amendment to the text of Section 74-745 would allow the City Planning Commission, by Special Permit, to reduce or waive the accessory parking requirements for a non-profit residence for the elderly within an R7-2 district within Bronx Community District 1. A Special Permit under the proposed new text would allow a reduction of required parking on the Project Site from 40 to 10.

The proposed zoning map amendment from R6 to R7-2 would be compatible with the area's established zoning pattern which includes M1-4/R7X and M1-4/R7A mixed use districts that allow residential development at 4.0 and 5.0 respectively, which is greater than the FAR permitted under height factor rules of the R7-2, and similar to the Quality Housing provisions, which allow 4.0 FAR on a wide street. The placement of local commercial overlay districts on Third Avenue and East 138th Street would extend existing commercial districts and would allow for the incorporation of a local retail component at a location immediately adjacent to a subway station entrance.

Public Policy

Public policy for land use in the area is established by the area's zoning. New York City land use law includes the availability of Special Permits providing modifications of the provisions of the zoning where certain findings are met. Granting a zoning map amendment, a zoning text amendment, and special permit to allow for enlargement of an existing senior housing development would not have a significant effect on public policy regarding land use in the affected area. The proposed action would be supportive of public policy goals calling for the provision of affordable senior housing in areas where the development would be integrated into an established community and building occupants would have access to surrounding services.

The applicant believes that the requested reduction in required accessory parking is appropriate for a development providing affordable senior housing, community-serving retail and senior center that is located in immediate proximity to a subway station and multiple bus lines.

Open Space

An open space assessment is generally required if the proposed action would have a direct or indirect effect on open space resources. Direct effects would occur if the proposed action would result in the physical loss of a public open space; change of use of an open space so that it no longer serves the same user population; limit public access to an open space; or cause increased noise or air pollutant emissions, odors, or shadows on public open space that would affect its usefulness, whether temporary or permanent.

The proposed development of Tres Puentes would not directly affect any public open space. The proposed development includes two roof gardens on the roof of the one-story commercial component of the project located on East 138th Street east of Third Avenue and on the roof of the senior center expansion between the proposed East Building and Borinquen Court. These roof gardens would provide a total of 11,300 square feet of passive open space. An existing 7,310-square foot landscaped courtyard would continue to be provided adjacent to the East 138th Street entrance, and a 3,716-square foot outer courtyard fronting on East 139th Street, between the proposed Third Avenue building and the existing building. Additionally the existing 2,770-square foot landscaped area adjacent to the East 139th Street entrance to Borinquen Court would remain. These are private open spaces intended for the use of project residents.

The population introduced (approximately 178 residents) as a result of development under the proposed action would be below the relevant threshold size requiring assessment of open space utilization and availability. The affected area is within an area that is not identified as being either underserved or well-served by open spaces, and therefore the threshold for assessment of the potential for indirect impacts is 200 new residents. The proposed 178-unit development would consist of studio and one-bedroom apartments with single occupancy. Therefore the proposed action would result in an increase in area population of fewer than 200 residents, and no assessment of indirect effects on public open space resources is warranted.

The proposed action has the potential to cast new shadows on two public parks located in the vicinity of the proposed development. Graham Triangle is a city-owned public park located across Third Avenue from the project site. These shadows would be of short duration and limited extent. The potential for project-related shadows on these public open spaces, and their effects on the spaces' usability, is discussed in the Shadows section.

Shadows

The shadow assessment considers actions that result in new shadows long enough to reach publicly accessible open space or significant architectural or historical resources. Approval of the proposed actions would lead to the infill development of underutilized portion of the project site with a new 12-story building at the site's western end (Third Avenue Building) and an 8-story building at the site's southeastern corner (East Building).

Shadow impacts occur when a new shadow intersects an existing public open space or historic resource for a significant period during the day. The proposed development's maximum height, inclusive of rooftop bulkheads, is 135 feet. The length of the longest shadow is 4.3 times the maximum height of the proposed project, or (135 feet times 4.3) 580 feet. Within this distance, the Mott Haven Historic District is located to the east and north of the Project Site. However, the buildings within the district are not identified as sunlight sensitive in the Designation Report for the Historic District. Further, any shadows cast by the proposed building would fall on the unornamented rear or side facades of buildings in the historic district, rather than their public frontages. A series of landscaped traffic islands that comprise Graham Triangle, formed by the intersection of Third Avenue and Lincoln Avenue, are located to the west of the subject site within the area that could be affected by the shadow cast by the project. Graham Triangle consists of public park and Greenstreets property, which are identified as sunlight sensitive resources. As such, additional analyses would be required.

The northern triangle, north of East 138th Street between Third Avenue and Lincoln Avenue, contains a landscaped central area with a memorial column obelisk at its northern end, and wide paved sidewalks. There are no seating areas in this section of Graham Triangle. The southern triangle, south of East 139th Street, contains wide paved areas, some planting beds and small trees, and seating, and an obelisk at its southern end. Because of this park's location at the terminus of multiple bus routes, there are frequently buses parked around its perimeter.



Southern portion of Graham Triangle, facing north



Southern portion of Graham Triangle, facing south



Memorial Column – northern portion of Graham Triangle

Pursuant to the methodology identified in the 2014 *CEQR Technical Manual*, shadow coverage was assessed on four analysis dates – December 21 the winter solstice, June 21 the summer solstice, March 21/September 21 the equinox, and May 6/August 6, a date midway between the equinox and the summer solstice. As the sun moves across the southern sky, long shadows are first cast to the west by the rising sun, then the shadow shortens and moves to the north, before lengthening and moving to the east as the sun sets. CEQR considers shadows occurring from 90 minutes after sunrise to 90 minutes before sunset. Because Graham Triangle is located to the west of the project site, it is affected by early morning and midday shadows from the proposed development.

The duration of shadow coverage on the analysis dates is presented in the following tables:

INCREMENTAL SHADOWS: NORTHERN TRIANGLE

ANALYSIS DAY	December 21	March 21/ September 21	May 6/ August 6	June 21
SHADED RESOURCE	Paved Area, Planting Beds	Paved Area, Planting Beds	Paved Area	N/A
SHADOW ENTER/EXIT TIMES	10:30 AM to 2:53 PM	9:00 AM to 1:15 PM	9:00 to 10:00 AM	
SHADOW DURATION	4:23	4:15	1:00	

INCREMENTAL SHADOWS: SOUTHERN TRIANGLE

ANALYSIS DAY	December 21	March 21/ September 21	May 6/ August 6	June 21
SHADED RESOURCE	NA	Paved Area, Benches, Planting Beds	Paved Area and Planting Bed	Paved Area
SHADOW ENTER/EXIT TIMES		7:36 to 8:00 AM	8:00 to 8:15 AM	5:57 to 8:15 AM
SHADOW DURATION		0:24	0:15	2:18

The following shadow figures show the shadow coverage on the parks resulting from existing buildings in the area, as well as the incremental shadows attributable to the Project.

June 21 On the summer solstice, a portion of Graham Triangle's southern triangle would be affected by project-generated shadows for approximately 2 hours and 18 minutes during the early morning hours. Project-generated shadows would exit the park by 8:15 am. This shadow would affect the paved portion of the triangle, during an early morning period when the park is lightly used. The planted areas of the triangle would continue to receive ample sunlight.

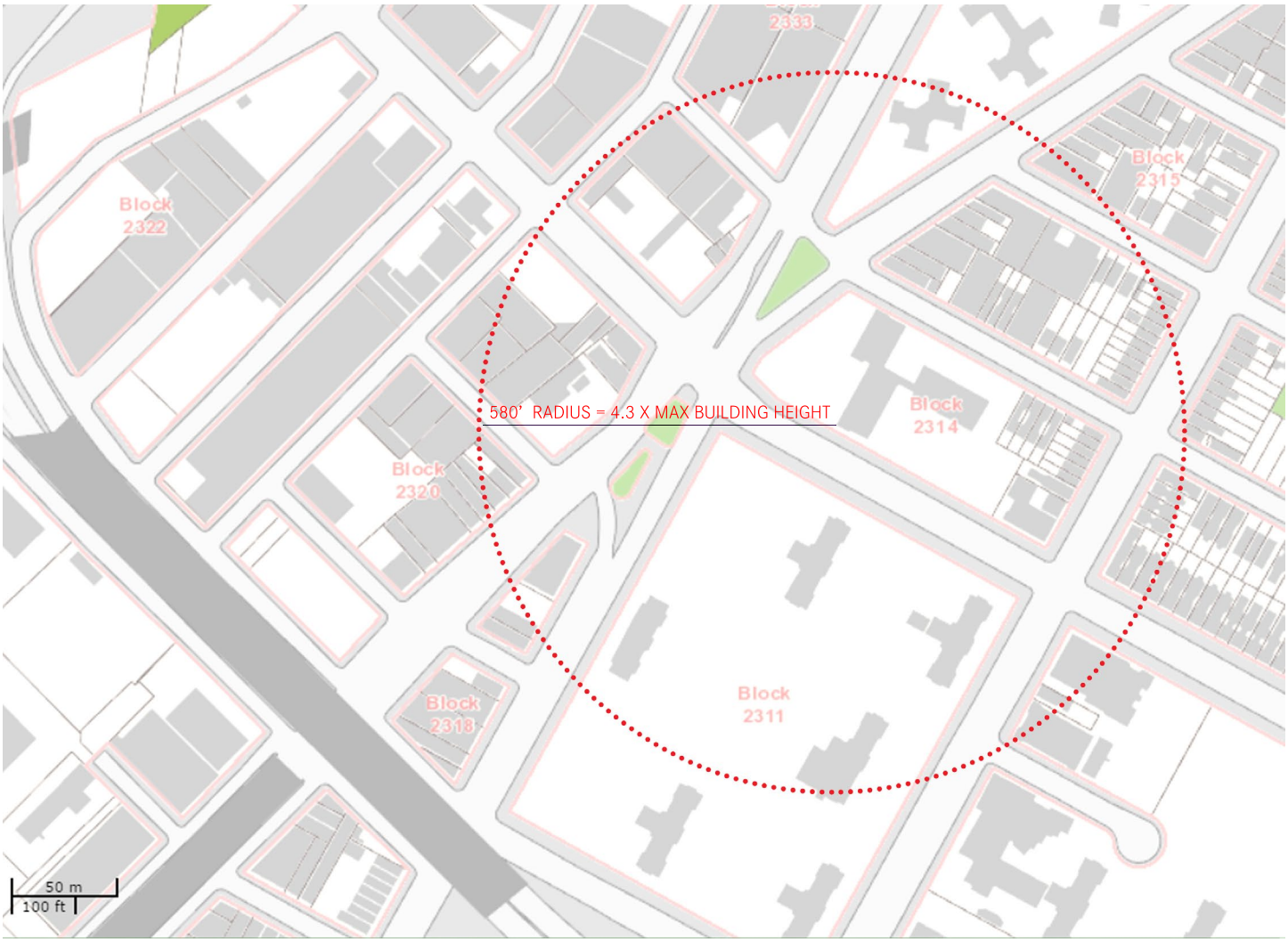
May 6/August 6 On the dates midway between the equinox and the summer solstice, portions of the northern and southern portions of Graham Triangle would be affected by project-generated shadows in the early morning period. Shadows would affect the southern section between 8:00 and 8:15 am, and the northern section between 9:00 and 10:00 am. This brief period of additional shadow would be too short in duration to affect growing conditions within the triangle's planting beds and would not affect the seating areas of the southern triangle

March 21/September 21 On the equinox, project-generated shadows would briefly affect the southern section of Graham Triangle from approximately 7:36 to 8:00 am, and would affect the northern section of the triangle from 9:00 am to 1:15 pm, a period of 4.25 hours. The shadow on the southern triangle would be of very short duration, with correspondingly minimal effect on public usability and growing conditions for planting areas. There would be a more prolonged incremental shadow affecting the northern triangle. However, this section of Graham Triangle does not contain any seating, and planted areas within the northern triangle would continue to have ample afternoon sun.

December 21 On December 21, the shortest day of the year, project-generated shadows are cast on the northern section of Graham Triangle for much of the day, from 10:40 am to 2:53 pm. The northern triangle does not have seating areas so it is unlikely this area would be used by visitors, and this shadow coverage would not occur during the growing season and therefore would not affect plants' growing conditions.

Conclusions Graham Triangle is currently affected by shadows cast by buildings to the south, east, and west, particularly in the fall and winter. Shadows from the towers of the J.P. Mitchel Houses and from Borinquen Court affect the triangle during morning periods at most times of the year. The proposed development would contribute additional shadow coverage during the early and mid-morning period. The park is almost entirely in sunlight throughout much of the day during the spring and summer and would remain so with the proposed action. The most extensive shadows occur in fall and winter, when plants are dormant. The park's vegetation, and its usability by area residents, do not appear to be adversely affected by the presence of shadows cast by existing buildings. The incremental shadow attributable to the proposed project, which would primarily affect the park during early and mid-morning hours in the fall and winter, when plants are dormant and the park is lightly used, would similarly not affect its usability. Therefore no impacts related to shadows are anticipated.

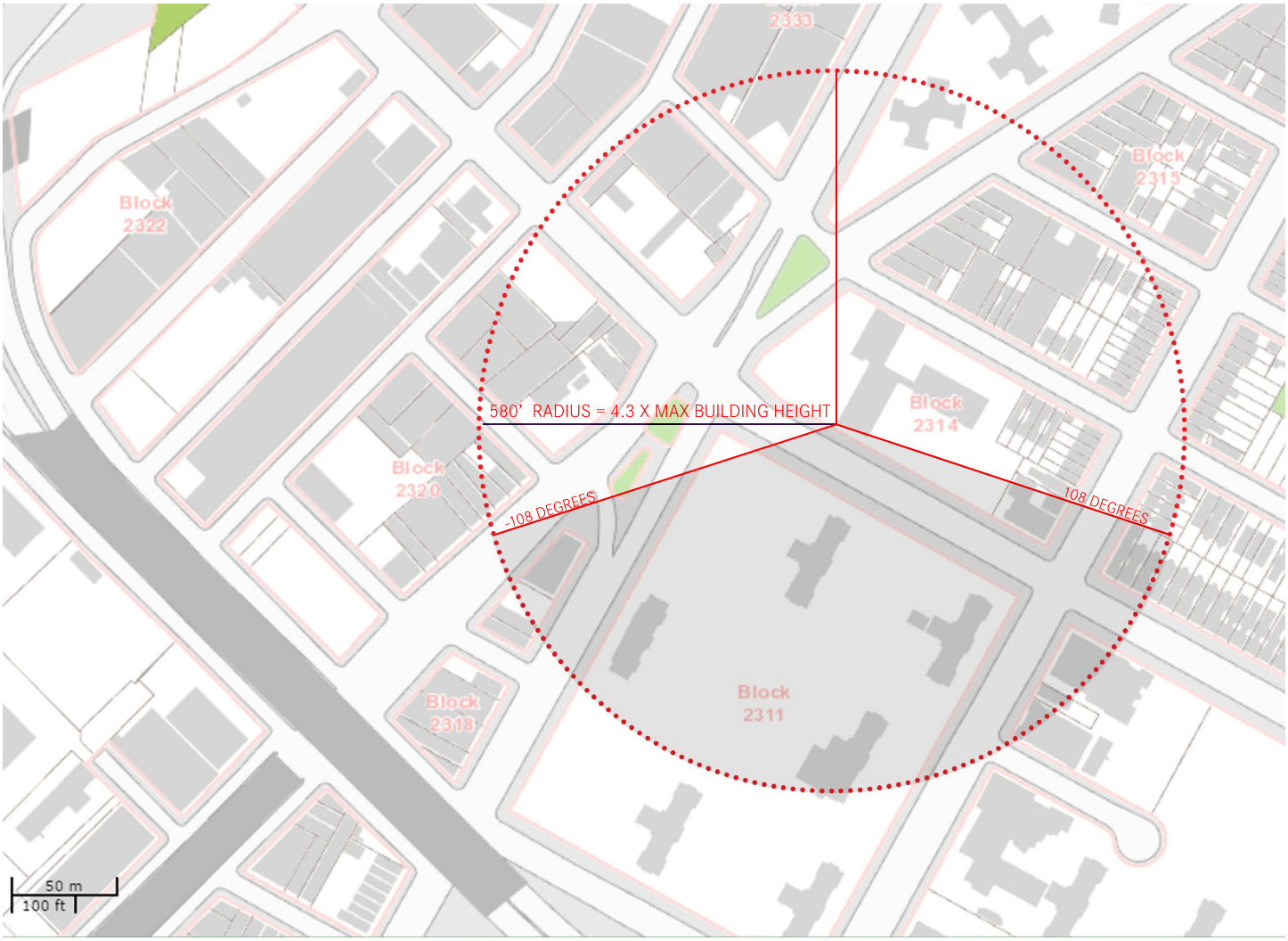
TIER 1 LONGEST SHADOW STUDY AREA



red top ARCHITECTS

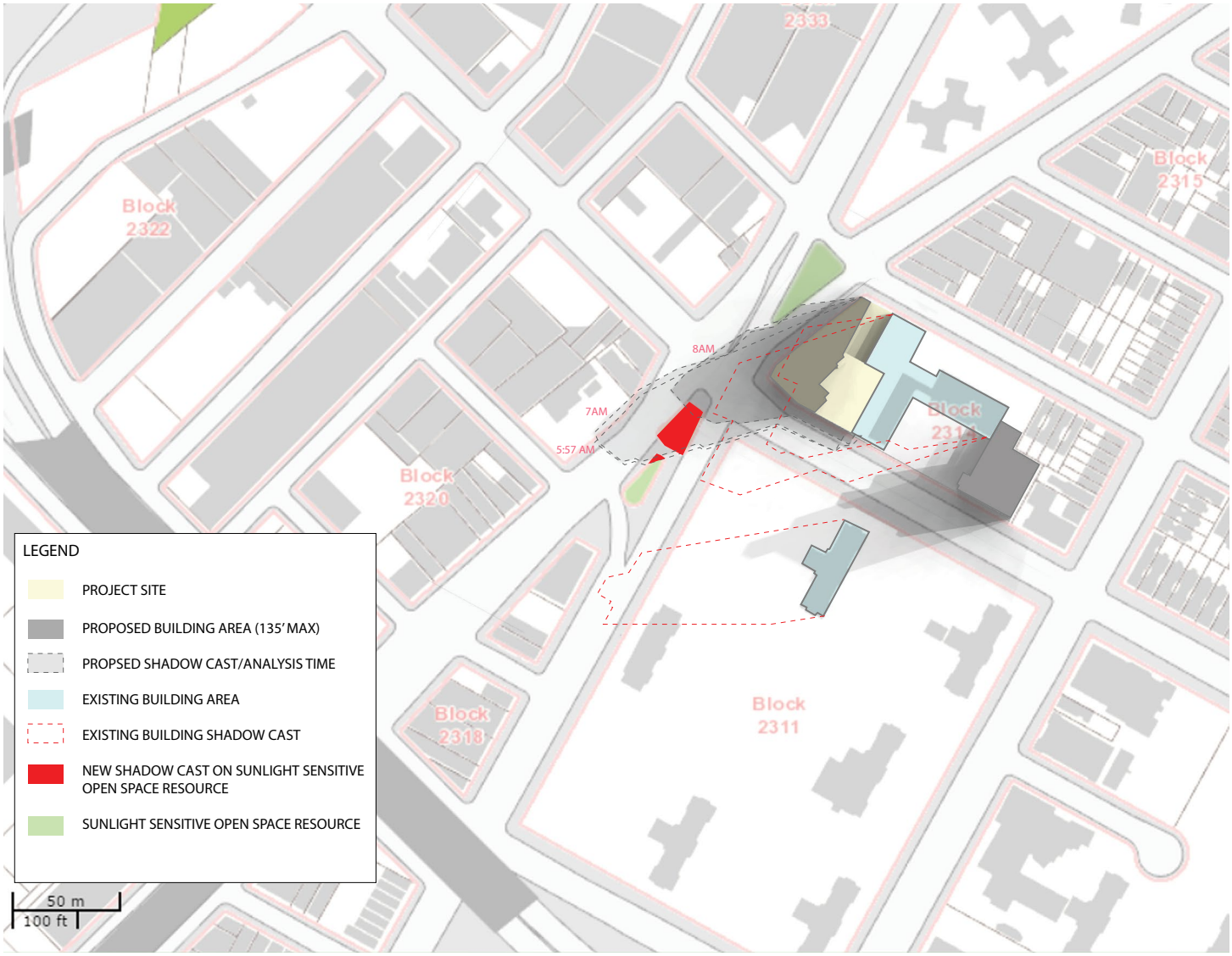
2250 3RD AVE BRONX, NY
TRES PUENTES SHADOW STUDY

TIER 2 AREA OF NO SHADOW

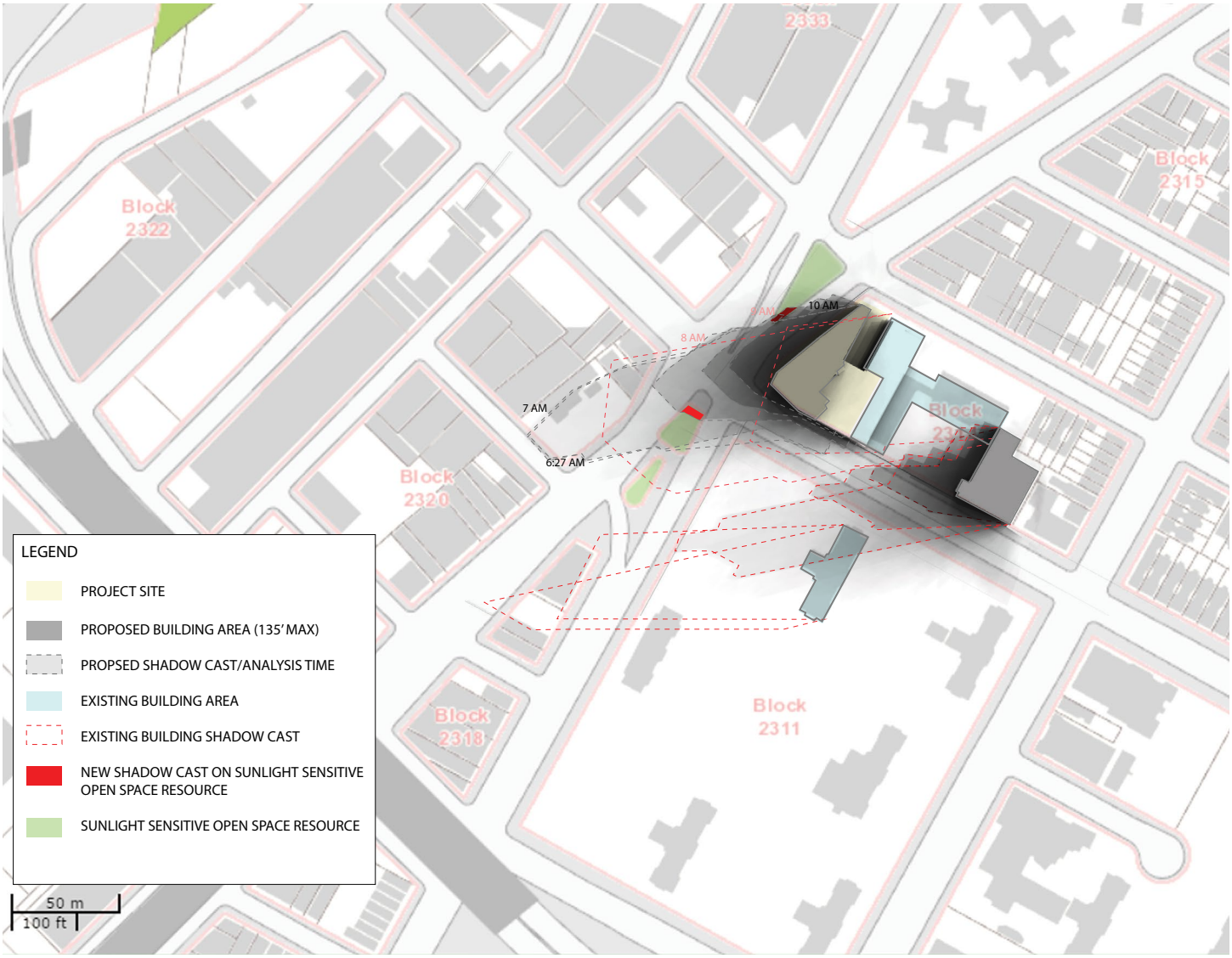


red top ARCHITECTS

2250 3RD AVE BRONX, NY
TRES PUENTES SHADOW STUDY



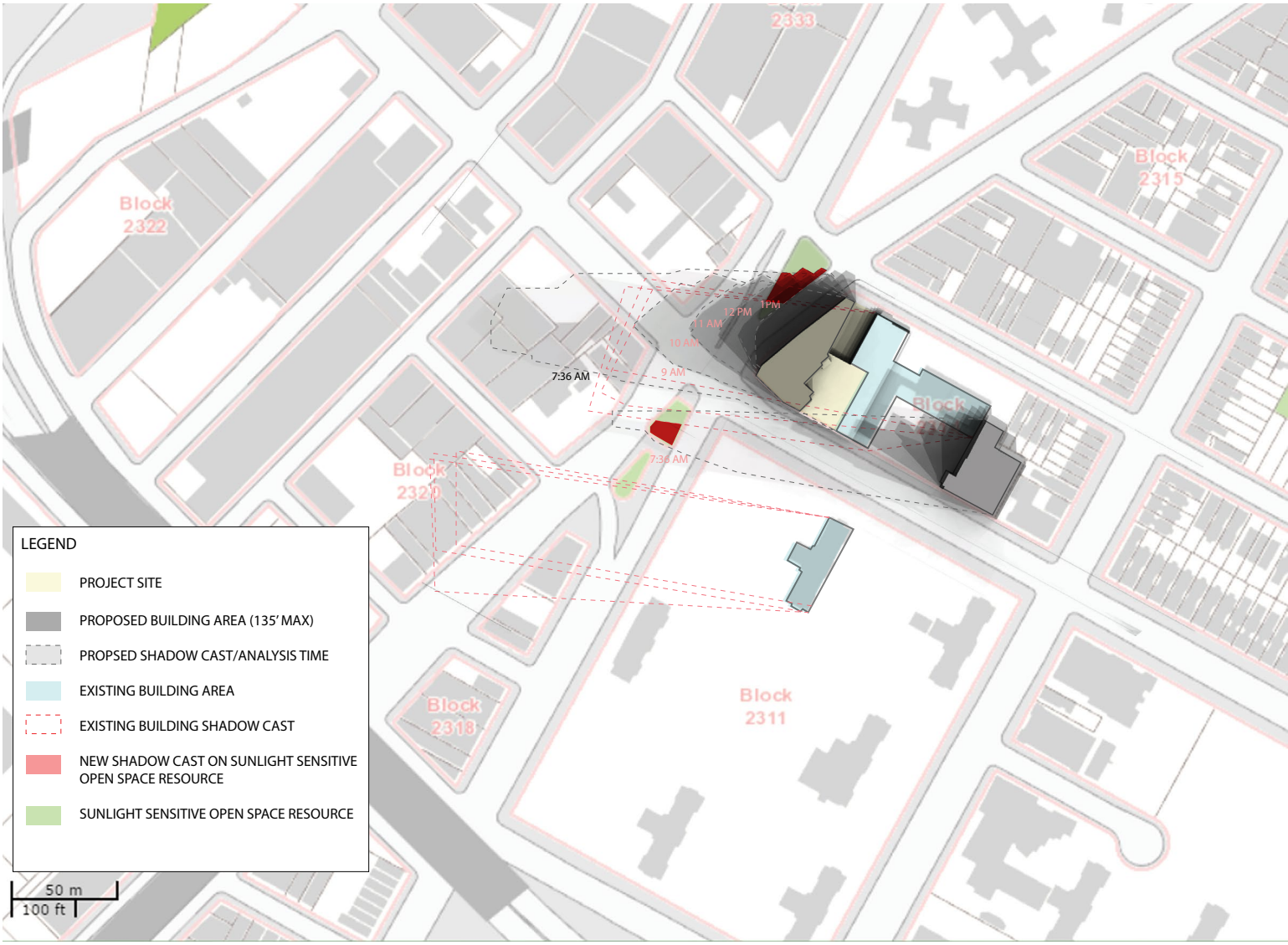
Range of Impact: 5:57 am to approx. 8:15 am.



Range of Impact: Approx. 8:00 am to 8:15 am (South Triangle)
9:00 am to 10:00 am (North Triangle)

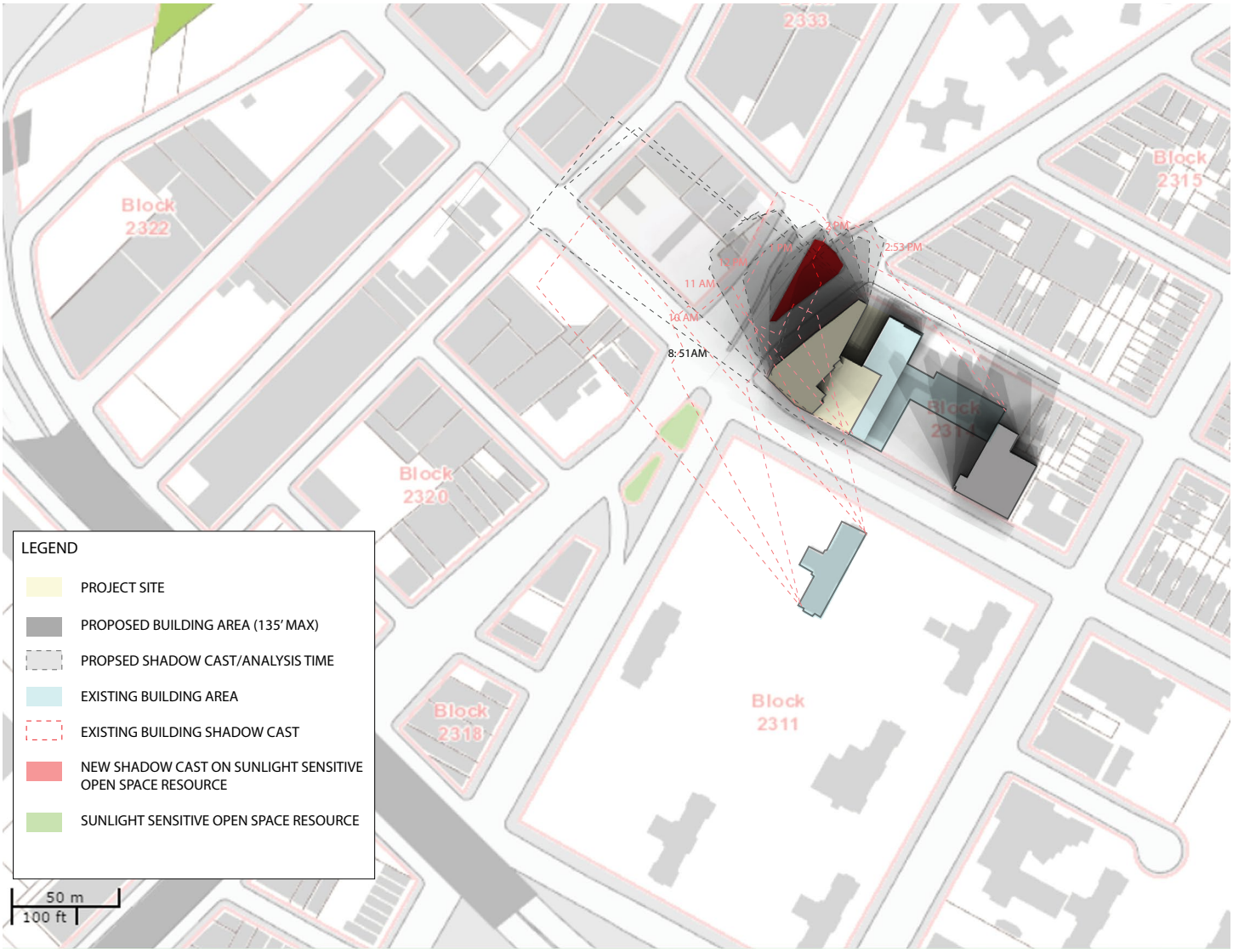
red top ARCHITECTS

2250 3RD AVE BRONX, NY
TRES PUENTES SHADOW STUDY



Range of Impact: Approx. 7:36 am to 8 am (South Triangle)
9 am to 1:15 pm (North Triangle)

red top ARCHITECTS



Range of Impact: Approx. 10:30 am to 2:53 pm

Urban Design and Visual Resources

Pursuant to the 2014 *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. The proposed action would result in infill development of a site that is currently developed with a seven-story senior housing building, Borinquen Court. The development that would result is not permitted under the site's current zoning and would constitute a new element in the built environment that could not occur without the proposed action.

Existing Conditions

The Project Site is 1.8 acres in size located on the east side of Third Avenue between East 138th Street and East 139th Street. The Project Site contains a T-shaped seven-story building occupying the central portion of the site, with its main entrance oriented to East 138th Street. A 33-car parking lot is located on the southeastern portion of the site. The western portion of the Project Site, fronting on Third Avenue, is undeveloped. The eastern portion of the site, adjacent to the 40th Precinct building, contains open parking.

The surrounding area contains a mix of low-rise row houses north and east of the Project Site on East 139th Street, the high-rise residential towers of the New York City Housing Authority (NYCHA) J.P. Mitchell Houses located to the south, across East 138th Street, and the three-story 40th Precinct building located east of the site on East 138th Street. North of the Project Site there is a mixture of low-rise residences and storage/warehouse uses. West of the Project Site, the diagonal intersection of Third Avenue and Lincoln Avenue creates a triangular open space, known as Graham Triangle, which contains benches, statuary including a flagpole and memorial column, and landscaping. West of Third Avenue and Lincoln Avenue, development consists of a mix of low- and mid-rise residential, a gasoline service station, and local retail uses.

Future Without the Proposed Action

No changes to the area's urban design are anticipated in the future without the proposed action. Built form and the street grid would remain as under existing conditions. A new 8-story mixed residential and commercial building is proposed for 255 East 138th Street, across Third Avenue from the Project Site. This building would be within the range of building bulk and height found in the area and would not create a change in urban design, compared to existing conditions.

Future With the Proposed Action

The proposed rezoning and related action would allow infill development of open areas on the Project Site. This new development would be integrated with the existing Borinquen Court to provide two new wings to Borinquen Court. The two new wings to Borinquen Court. When completed, the physical structures of Borinquen Court and of Tres Puentes would function as a single campus of 321,900 square feet and 323 units with shared building security, staff, and programs. The commercial component of the project would add new retail offerings for residents of the buildings and neighborhood. The retail component, to be constructed at the

southwestern portion of the Project Site adjacent to the subway entrance, would enliven this location and provide a more welcoming pedestrian environment.

The new development would consist of a 12-story building along Third Avenue and an eight-story building at the eastern end of the Project Site. The proposed development would create a new building on the street line of Third Avenue, a local retail area adjacent to the subway entrance on East 138th Street east of Third Avenue, and a new building on the street line of East 138th Street at the southeastern portion of the Project Site. The new development would bring activity out to the street line in these locations, providing a more pedestrian-friendly design. The scale of the new development would be within the range of existing building heights in the area, which ranges from one- and two-story commercial and warehouse buildings, to low- and mid-rise residences, to the 17-, 19-, and 20-story towers of the J.P. Mitchel Houses.

According to the *CEQR Technical Manual*, determining the significance of an urban design impact requires consideration of the degree to which a project results in a change to the built environment's arrangement, appearance, or functionality such that the change would negatively affect a pedestrian's experience of the area.

The proposed infill would result in a site plan that is more suited to an active urban location with significant pedestrian activity associated with the adjacent subway station. By bringing buildings and activity out to the street line on Third Avenue and on East 138th Street, ad more pedestrian-friendly environment would be created. The building heights would be within the existing range of building heights in the area.

No significant adverse impacts related to urban design are anticipated.

Visual Resources

An assessment of visual resources is concerned with whether a proposed development has the potential to block publicly accessible views of significant features such as view corridors or historic structures. The proposed development would not encroach on public streets or sidewalks, and would be within the range of building heights in the area. There are no significant visual resources in the area. Therefore no further assessment of visual resources is needed.



WEST BUILDING: 12 STORIES
(11 STORIES OF HOUSING ABOVE 1 STORY COMMERCIAL FLOOR)

6 TRAIN SUBWAY ENTRANCE

1 STORY COMMERCIAL CONNECTOR W/ ROOF GARDEN

BORINQUEN COURT BUILDING: 7 STORIES

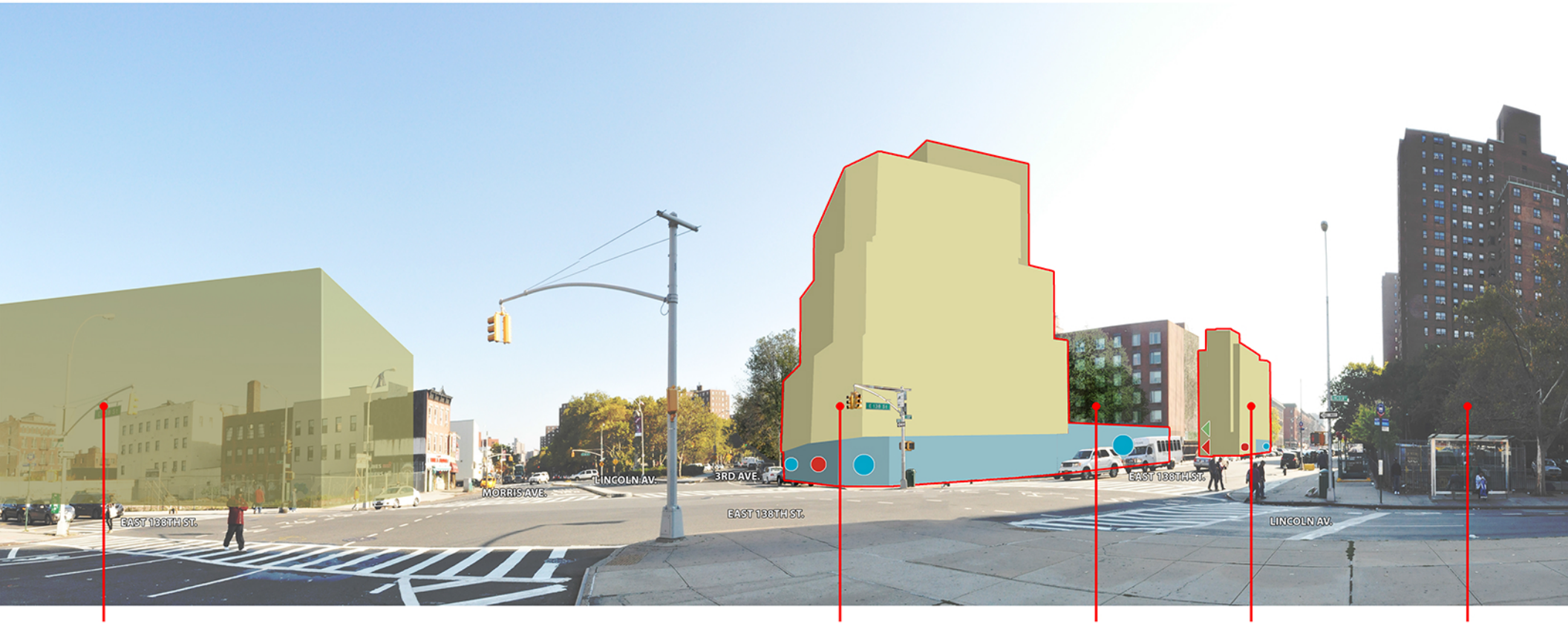
EAST BUILDING : 8 STORIES
7 STORIES OF HOUSING ABOVE 1-STORY COMMERCIAL /COMMUNITY FACILITY SPACE

1-STORY COMMERCIAL /COMMUNITY FACILITY SPACE

SENIOR CENTER ENTRANCE
COMMERCIAL ENTRANCE
RESIDENTIAL ENTRANCE

RESIDENTIAL

COMMERCIAL



PLANNED NEW 8-STORY BUILDING AT 255 EAST138TH

WEST BUILDING: 12 STORIES
(11 STORIES OF HOUSING ABOVE 1 STORY COMMERCIAL FLOOR)

BORINQUEN COURT BUILDING: 7 STORIES

EAST BUILDING : 8 STORIES
7 STORIES OF HOUSING ABOVE 1-STORY COMMERCIAL /COMMUNITY FACILITY SPACE

EXISTING 20-STORY BUILDING MITCHELL SENIOR CENTER AT 300 E138TH ST.

- SENIOR CENTER ENTRANCE
- COMMERCIAL ENTRANCE
- RESIDENTIAL ENTRANCE
- RESIDENTIAL
- COMMERCIAL

Hazardous Materials

Pursuant to *CEQR Technical Manual* methodology, actions that would result in ground disturbance in an area where current or past uses on or near the site raise the potential for the presence of hazardous materials should be assessed for hazardous materials.

The subject site formerly was occupied by a gasoline service station, an auto repair facility, and a metal works facility. The site was investigated under the jurisdiction of the New York State Department of Environmental Conservation (DEC) brownfield cleanup program as site #C203056. This investigation identified the presence of polycyclic aromatic hydrocarbons (PAHs) in site soils.

Subsequent to the investigation, the site was remediated in accordance with Brownfield Cleanup Agreement Index #C203056-05-11, which was executed on June 28, 2011 and amended on September 7, 2011 and December 12, 2013.

Post-remediation management of the site is governed by the Site Management Plan (SMP) for the site, which was submitted to DEC on December 2, 2013. The purpose of the SMP is to control exposure to remaining contamination during the use of the site to ensure protection of public health and the environment. An Environmental Easement granted to DEC and recorded with the Bronx County Clerk will require compliance with the SMP and all engineering controls and institutional controls placed on the site. The institutional controls place restrictions on site use, and mandate operation, maintenance, monitoring and reporting measures for all engineering controls and institutional controls. The SMP has been approved by DEC and may only be revised with DEC's approval. The Brownfield Cleanup Program Certificate of Completion dated December 19, 2013 is attached.

With these measures and ongoing controls in place, redevelopment of the site as proposed would not result in significant adverse impacts related to hazardous materials.

NYSDEC BROWNFIELD CLEANUP PROGRAM (BCP)

CERTIFICATE OF COMPLETION

CERTIFICATE HOLDER(S):

Name	**Address**
Borinquen Court Associates, L.P.	c/o WSFSSH, 2345 Broadway New York, NY 10024
East One Thirty Eighth Housing Development Fund Company Inc.	c/o WSFSSH, 2345 Broadway New York, NY 10024
Tres Puentes, L.P.	c/o WSFSSH, 2345 Broadway New York, NY 10024

Application Approval: 5/11/11 **Agreement Execution:** 6/28/11 **Agreement Index No.:**C203056-05-11

Application Approval Amendment: 8/18/11 **Agreement Execution Amendment:** 9/7/11

Application Approval Amendment: 12/5/13 **Agreement Execution Amendment:** 12/10/13

SITE INFORMATION

Site No.: C203056 **Site Name:** Borinquen Court

Site Owner: Borinquen Court Associates, L.P.

Street Address: 285 E. 138th St

Municipality: Bronx **County:** Bronx **DEC Region:** 2

Site Size: 1.819 Acres

Tax Map Identification Number(s): 9-2314-1

Percentage of site located in an EnZone: 100 %

A description of the property subject to this Certificate is attached as Exhibit A and a site survey is attached as Exhibit B.

CERTIFICATE ISSUANCE

This Certificate of Completion, hereinafter referred to as the "Certificate," is issued pursuant to Article 27, Title 14 of the New York State Environmental Conservation Law ("ECL").

This Certificate has been issued upon satisfaction of the Commissioner, following review by the Department of the final engineering report and data submitted pursuant to the Brownfield Site Cleanup Agreement, as well as any other relevant information regarding the Site, that the applicable remediation requirements set forth in the ECL have been or will be achieved in accordance with the time frames, if any, established in the remedial work plan.

The remedial program for the Site has achieved a cleanup level that would be consistent with the following categories of uses (actual site use is subject to local zoning requirements):

Allowable Uses under the BCP: Restricted-Residential, Commercial, and Industrial

Cleanup Track: Track 4: Restricted use with site-specific soil cleanup objectives

Tax Credit Provisions for Entities Taxable Under Article 9, 9-A, 32, and 33:

Site Preparation and On-Site Groundwater Remediation Credit Component Rate is 28 %.

Tangible Property Credit Component Rate is 20 %.

Tax Credit Provisions for Entities Taxable Under Article 22 & S Corporations:

Site Preparation and On-Site Groundwater Remediation Credit Component Rate is 28 %.

Tangible Property Credit Component Rate is 18 %.

The Remedial Program includes use restrictions or reliance on the long term employment of institutional or engineering controls which are contained in the approved Site Management Plan and an Environmental Easement granted pursuant to ECL Article 71, Title 36 which has been duly recorded in the Recording Office for Bronx County as 2013000503766.

LIABILITY LIMITATION

Upon issuance of this Certificate of Completion, and subject to the terms and conditions set forth herein, the Certificate holder(s) shall be entitled to the liability limitation provided in ECL Section 27-1421. The liability limitation shall run with the land, extending to the Certificate holder's successors or assigns through acquisition of title to the Site and to a person who develops or otherwise occupies the Site, subject to certain limitations as set forth in ECL Section 27-1421. The liability limitation shall be subject to all rights reserved to the State by ECL Section 27-1421.2 and any other applicable provision of law.

CERTIFICATE TRANSFERABILITY

This Certificate may be transferred to the Certificate holder's successors or assigns upon transfer or sale of the Site as provided by ECL Section 27-1419.5 and 6NYCRR Part 375-1.9.

CERTIFICATE MODIFICATION/REVOCATION

This Certificate of Completion may be modified or revoked by the Commissioner following notice and an opportunity for a hearing in accordance with ECL Section 27-1419 and 6NYCRR Part 375-1.9(e) upon a finding that:

(1) either the Applicant or the Applicant's successors or assigns have failed to comply with the terms and conditions of the Brownfield Site Cleanup Agreement;

(2) the Applicant made a misrepresentation of a material fact tending to demonstrate that it was qualified as a Volunteer;

(3) either the Applicant or the Applicant's successors or assigns made a misrepresentation of a material fact tending to demonstrate that the cleanup levels identified in the Brownfield Site Cleanup Agreement were reached;

(4) there is good cause for such modification or revocation;

(5) either the Applicant or the Applicant's successors or assigns failed to manage the controls or monitoring in full compliance with the terms of the remedial program;

(6) the terms and conditions of the environmental easement have been intentionally violated or found to be not protective or enforceable.

The Certificate holder(s) (including its successors or assigns) shall have thirty (30) days within which to cure any deficiency or to seek a hearing. If the deficiency is not cured or a request for a hearing received within such 30-day period, the Certificate shall be deemed modified or vacated on the 31st day after the Department's notice.

Joseph J. Martens
Commissioner
New York State Department of Environmental Conservation

By: RWS Date: December 19, 2013

Robert W. Schick, P.E., Director
Division of Environmental Remediation

Historic and Cultural Resources

Architectural Resources

The Project Site is immediately adjacent to the Mott Haven Historic District, which is a designated New York City Historic District and is listed on the National Register of Historic Places. The proposed zoning map amendment would include the establishment of a C1-4 to a depth of 100 feet along the northern side of East 138th Street that would extend from Third Avenue to Alexander Avenue, and would include a portion of the Historic District that contains the 40th Precinct House and a five-story residential building. The proposed development of Tres Puentes would result in development of the East Building that would immediately abut the 40th Precinct House as well as residences located on East 139th Street. Because the proposed action would alter the zoning designation of a portion of the Historic District and result in new development immediately adjacent to the historic district, the potential of the proposed development to adversely affect the context of this historic resource was considered.

Existing Conditions

The Mott Haven Historic District was designated in 1969, as the first historic district in the Bronx. According to the designation report,

"The Mott Haven Historic District consists of an interesting cross-section of buildings including, primarily, handsome residential rows of houses, two churches, a library and a police station."

Regarding the 40th Precinct House, located at the northwest corner of East 138th Street and Alexander Avenue, immediately east of the Project Site, the report states,

"The 40th Precinct Police Station, with garage, was designed by Thomas E. O'Brien and was built on this conspicuous corner site in 1922-1924. Designed in the style of the Italian Renaissance, both the first floor of the station house and the garage are handsomely rusticated.

The garage has a large, arched doorway flanked on either side by small windows. A bold band course serves as a coping above the garage and extends around the main building above the rusticated first floor. The two upper floors of the main building have English cross-bond brickwork trimmed at the corners by stone quoins.

All the window openings in the upper portion of the building are framed in stone. In contrast to the semicircular arched windows of the first floor, where the window muntins are formed in a radial design, the windows of the second floor are square-headed with alternating triangular and arched pediments carried on vertically placed console brackets. The building is surmounted by a handsome, dentiled roof cornice and pediments of the second floor windows.

The two fronts of this fine civic building are characterized by a play of light and shade resulting from the contrast of materials and textures and from the projection of the band course, roof cornice, and pediments of the second floor windows."

The Police Precinct was designed with two frontages, on East 138th Street and on Alexander Avenue. The western wall of the precinct house, which abuts the Project Site, is unornamented.



40th Precinct from southeast. Project site is visible at left.



Project Site from southeast. 40th Precinct is to the right



Western façade of Police Station from Project Site

Regarding 261 Alexander Avenue (Lot 29), which is located immediately north of the 40th Precinct House and is within the area proposed for a C1-4 overlay, the report states,

"This five story, late Romanesque Revival apartment house was designed by J.A. Webster for William J. O'Gorman and was built in 1890-1892. As seen from the street, it has a rusticated basement and first floor which features a porch with arches carried on squat columns with full Romanesque capitals. Arched windows flank the entrance porch and reappear at the top floor across the width of the building. At the middle floors, two sheet-metal bay windows extend from the second through the fourth floor. A bold cornice surmounts the building and, in the ornamental fascia beneath the roof cornice, an interesting Romanesque design Is much in evidence.



40th Precinct House (left) and 261 Alexander Avenue (right)



40th Precinct House (left) and 261 Alexander Avenue (right)

Regarding the residential buildings located north of the portion of the Project Site proposed for the East Building, 302-308 East 139th Street, the designation report states,

"This row of four apartment houses was built by Thomas Overington, a carpenter, for John Demerest. Each building, four stories high, provided for eight families. The row was designed in the Romanesque Revival style and achieves its main expression through its fine use of materials including rock-faced stone at the basement and first floor with expressive brickwork above. The entire row is surmounted by a corbeled brick and sheet-metal cornice with small panels of toothed brickwork below it.

An interesting contrast is achieved between the semi-circular arched windows of the first floor and the segmental-arched ones of the upper floors and the relatively low stoops have their original wrought iron hand railings and ornamental cast iron newel posts. These details present the only relief to the imposing simplicity of this row."



Street frontage of 302-308 East 139th Street



Rear of 302-308 East 139th Street from Project Site. Western Façade of Police Station is at right.



Western party wall of 302 East 139th Street adjacent to Project Site

With regard to the surrounding area beyond the boundaries of the Historic District, the designation report states,

"The Mott Haven Historic District is now surrounded by tall, impersonal housing projects. It remains as a happy oasis that recalls the elegant character which this neighborhood once had."

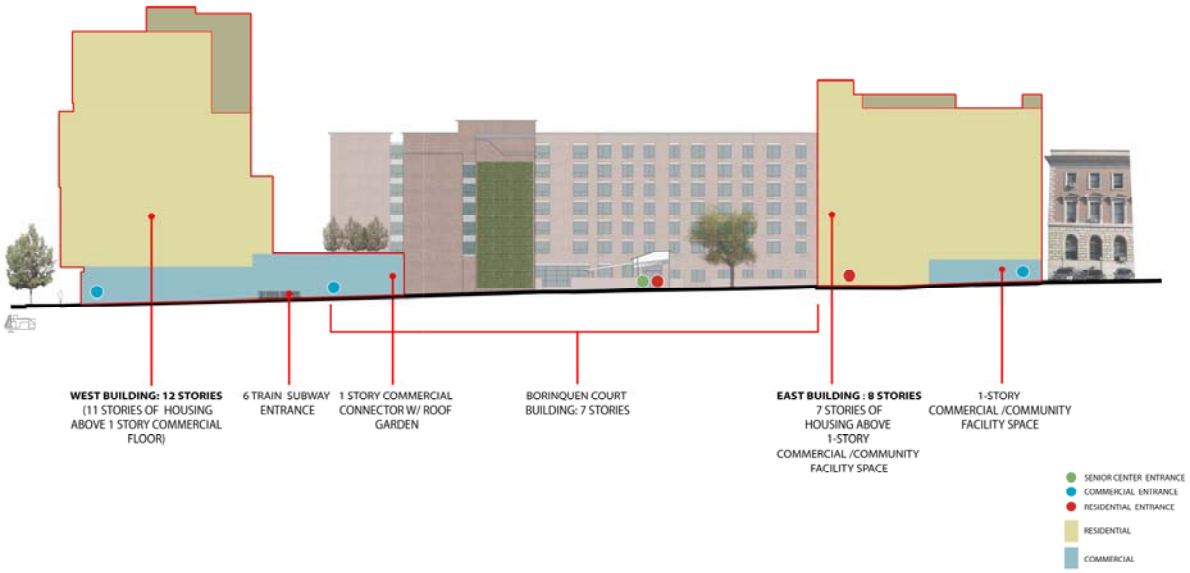
As noted in the Designation Report, the Mott Haven Historic District's current context is that it is surrounded by "tall, impersonal housing projects." Specifically, the John Purroy Mitchell Houses are located across East 138th Street to the south of the 40th Precinct House, the Mott Haven Houses are located north of East 141st Street, and the Parkside Houses are located west of Third Avenue. The portion of the Project Site immediately adjacent to the Historic District is open space used for accessory parking along the East 138th Street frontage, and for a walkway and landscaped area along the East 189th Street frontage. These surrounding Tower in a Park developments, including on the Project Site, create a surrounding context that differs from the Historic District's finely grained development pattern and continuous or nearly continuous street walls.

Future Without the Proposed Action

No changes to conditions within or adjacent to the Mott Haven Historic District are anticipated in the future without the proposed action. No new development would be permitted on the Project Site due to the Restrictive Declaration which limits the site's development to the existing 145 dwelling units. The surrounding context of the Historic District would remain one primarily of Tower in the Park development including on the Project Site.

Future With the Proposed Action

The proposed action would permit redevelopment of open areas on the Project Site with new senior residential buildings. The 8-story East Building would be built on an area used for open parking that is adjacent to the 40th Precinct Police Station within the Mott Haven Historic District. A one-story rear portion of the East Building containing a senior center would be built adjacent to the rear lot lines of 302-308 East 139th Street within the Mott Haven Historic District. The building would be 15' from the unornamented western façade of the 40th Precinct Police Station. The following figure shows the proposed building's relationship to the Police Station.



Proposed Development from the South, with 40th Precinct Police Station at Right

The one-story rear extension of the East Building, which would be occupied by a senior center, would extend to the rear lot line of the houses at 302-308 East 139th Street. These houses have approximately 30-foot rear yards.

The proposed development would create a continuous streetwall adjacent to the 40th Precinct Police House, providing a context that is more consistent with the Historic District than the predominant Tower in a Park development that characterizes most development in the area surrounding the Historic District. The proposed development would face the unornamented brick western façade of the Police Station, and the rear yards of the buildings at 302-308 East 139th Street. The public frontages of these buildings would not be affected, and the proposed development would not adversely affect the context of the Historic District. Because the Project Site is located within 90 feet of the Mott Haven Historic District, any new development on the Project Site would need to comply with the procedures included in the NYC Department of Buildings Technical Policy Procedure Notice #10/88 and LPC's Guidelines for Construction Adjacent to a Historic Landmark and Protection Programs for Landmark Buildings. Pursuant to these procedures, a Construction Protection Plan (CPP) is required. The CPP would be prepared and submitted to LPC prior to the start of construction. Please see the related LPC correspondence included in the Agency Correspondence Appendix to this document,

Therefore the proposed project would not result in significant adverse impacts related to historic resources.

Transportation

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

Trip Generation

The proposed action would not result in development that would directly affect any element of the transportation system. According to Table 16-1 of the 2014 *CEQR Technical Manual*, a residential development of fewer than 200 residential units, 25,000 square feet of community facility space, or 15,000 square feet of local retail typically does not warrant further assessment of the potential for adverse effects on Transportation. The proposed project's 178 dwelling units and 2,830 square foot community facility space are below these threshold sizes, while the proposed 17,720 square feet of community-oriented retail exceeds the threshold. Because the proposed project contains both residential, community facility, and commercial elements, further assessment is warranted. The initial step in determining this potential is to analyze the proposed trip generation characteristics. According to the CEQR Technical Manual, a proposed action that would generate over fifty vehicular trips during the peak travel hour, over 200 transit trips, or over 200 walking trips, would warrant more detailed study.

The Development would provide 178 units of affordable housing for seniors. To assess the trip generation characteristics of the proposed development, the following sources were used: The sources for the daily residential trip rate of 8.075, and the AM and PM peak hour temporal distributions for the residents living in the new DUs is the 2014 *CEQR Technical Manual*. For the weekday Midday, the temporal distribution is estimated based on the average of the AM and PM peak hours of the Generator for ITE LU CODE 254 – Assisted Living. The 2014 CEQR Technical Manual states that an average of 8.075 daily trips is associated with each dwelling unit. This factor is based on a citywide average household size of 2.6 persons. Given the occupancy of the units by seniors, many of whom would not be travelling on a daily basis for work or school, and the unit mix which consists exclusively of studio and one-bedroom apartments and would be occupied by singles, this factor was adjusted proportionally, so that 3.05 daily resident trips per unit are assumed.

The senior housing would be supported by staff at the building, as well as by visiting health care providers. To account for trips by non-residents that are associated with the project's residential component, sign-in logs for health care providers and guests, as well as time sheets for employees, at Borinquen Court were consulted to determine arrival and departure times and number of trips. The visitor, staff, and health care provider trips associated with the existing Borinquen Court, which has 168 residents, were adjusted to provide a projection of trips that would be associated with the 178 residents of the proposed Tres Puentes.

Based on data from the 2006-2010 U.S. Census American Community Survey, it was determined that 18.1% of area residents' travel is by private car, 54.44% is by subway, 7.7% is by bus, and 15.6% of trips are walk only. Because the proposed project would serve seniors who meet income eligibility for affordable housing, project residents would be generally less affluent than the surrounding community as a whole and it is expected that none would own or use private cars. It is expected that a portion of these trips may use taxi, private car service, or paratranist modes. This would not cause the proposed project to exceed the CEQR TM 50 vehicle per hour threshold for traffic. Therefore, in order to provide for a conservative pedestrian analysis, as described below, the walk only component was increased to 33.7%.

Pushkarev and Zupan also provides information on temporal distribution and direction of those trips, as presented in Table "Transportation-1: Transportation Planning Assumptions for Project Components."

The project would include 17,720 square feet of local retail space that would serve the surrounding community. Trip generation and temporal distribution for the retail component were taken from the 2014 CEQR Technical Manual. Travel mode was taken from the FEIS for the Lower Concourse Rezoning. The project's retail component is expected to generate trips at the rate of 205 trips per thousand square feet of space, with peak activity occurring during the midday period, when 19% of daily traffic would occur. Travel would be primarily by foot, with 80% of travel walk-only, 5% by subway, 10% by bus, 3% private vehicle, and 2% taxi.

The project would include a 2,830-square foot community facility space. It is assumed this space would be used as a senior center. A projection of trips associated with this use was made, relying on data promulgated by the Institute of Transportation Engineers for Land Use 495: Recreational Community Center. Travel mode for trips associated with this use were expected to be consistent with mode split for local retail as described above, since this facility will serve seniors living in the area, with most trips anticipated to be local walk-only trips. It is anticipated that 25% of the visitors to the senior center would live within Borinquen Court and Tres Puentes, and therefore not constitute new trips associated with the senior center.

Applying these trip generation assumptions to the proposed project and the projected development, as presented in Table Transportation-2 below, the proposed action has the potential to generate up to 28 vehicular trips in the midday peak period, 136 subway trips in the pm peak period, 58 bus trips during the midday peak period, and 442 walk-only trips during the midday peak period. Adding together bus, subway, and walk-only trips, the maximum total number of trips including a pedestrian component would be 556 during the midday peak period. Since in all instances, vehicular and subway trip generation would be below the relevant thresholds, no further assessment is warranted, and no impacts are anticipated.

The proposed project would generate 556 total walk trips during the midday period and 327 walk trips during the pm period. Therefore the project's walk trips would exceed the CEQR manual threshold of 200 pedestrian trips during both the midday and pm peak periods. Accordingly the next step in the CEQR analysis is to assign those trips to the local pedestrian network, to determine if any individual element (sidewalk, crosswalk, corner) would experience incremental pedestrian traffic in excess of 200 hourly trips.

Transportation -1: Transportation Planning Assumptions

SUMMARY - Transportation Planning Assumptions for Project Components																
						Local			Senior Center			Visitor, Staff and Home Health Aides				
Land Use			Residential			Commercial										
Daily			3.05			205			22.88			2.1				
Trip Generation			(per d.u.)						(per 1,000 gsf)			(per d.u.)				
Temporal		AM (8-9)	10.0%			3.1%			7.2%			10.0%				
Distribution		MD(12-1)	10.9%			19.0%			7.2%			4.0%				
		PM(5-6	11.0%			9.6%			7.2%			5.0%				
Modal Split		Auto	0.0%			3.0%			3.0%			41.2%				
		Taxi	1.0%			2.0%			2.0%			1.5%				
		Subway	54.4%			5.0%			5.0%			21.4%				
		Bus	7.7%			10.0%			10.0%			24.7%				
		Walk-only	33.7%			80.0%			80.0%			8.1%				
Vehicle		Auto	1.20			1.6			1.6			1.2				
Occupancy		Taxi	1.4			1.2			1.2			1.2				
Directional			Inbound	Outbound		Inbound	Outbound		Inbound	Outbound		Inbound	Outbound			
Distribution		AM (8-9)	17%	83%		50%	50%		61%	39%		96%	4%			
		MD(12-1)	40%	60%		50%	50%		29%	71%		43%	57%			
		PM(5-6	67%	33%		50%	50%		29%	71%		54%	46%			
Daily Truck			0.07			0.35			0.35			N/A				
Trip Gen.			(trips/d.u.)			(trips/1,000 gsf)			(trips/1,000 gsf)							
Truck Trip		AM (8-9)	12%			8%			8%							
Temporal		MD(12-1)	9%			11%			11%							
Distribution		PM(5-6	2%			2%			2%							
sources:																
residential trip generation, temporal distribution, directional distribution from 2014 *CEQR Technical Manual* and Pushkarev & Zupan, Urban Space for Pedestrians																
residential trips modified to reflect single occupancy vs. NYC average of 2.6 occupants per DU																
residential mode split and vehicle occupancy from 2006-2010 U.S. Census American Community Survey for tract 39 modified for senior affordable housing																
Local commercial trip generation from 2014 CEQR Technical Manual																
local commercial trip mode split, vehicle occupancy, and directional distribution from Lower Concourse EIS																
residential and commercial truck trip generation, temporal distribution from Harlem Park EAS																
senior center trip generation from ITE Land Use 495: Recreational Community Center																
senior center mode split, vehicle occupancy from Lower Concourse EIS for Local Retail																
staff and home health aide trip generation, temporal distribution, directional distribution from Borinquen Plaza data																
staff and home health aide travel mode from 2006-2010 U.S. Census American Community Survey for tract 39 reverse journey to work																

Transportation- 2: Project Trip Generation

Residential Trip Generation

Residential Component Trip Generation

						Peak Hours		Inbound	Outbound
Residential Units =			178		AM	10.0%	of daily trips	17%	83%
Person Trips/Unit/Day =			3.05		Midday	10.9%	of daily trips	40%	60%
Daily Person Trips =			542.9		PM	11.0%	of daily trips	67%	33%
Percent Auto Use =			0.0%						
Auto Occupancy =			1.2						
Percent Subway Use =			54.4%			Peak Hour Auto Trips			
Percent Bus Use =			7.7%				Arriving	Departing	Total
Percent Taxi Use =			1.0%			AM	0	0	0
Taxi Occupancy =			1.4			Midday	0	0	0
Percent Walk Only =			33.7%			PM	0	0	0

Peak Hour Person Trips

	Inbound	Outbound	Total
AM	9	45	54
Midday	24	36	59
PM	40	20	60

Peak Hour Taxi Trips

	Arriving	Departing	Total
AM	0	0	0
Midday	0	0	0
PM	0	0	0

Peak Hour Person Trips by Auto

	Arriving	Departing	Total
AM	0	0	0
Midday	0	0	0
PM	0	0	0

Peak Hour Person Trips by Taxi

	Arriving	Departing	Total
AM	0	0	1
Midday	0	0	1
PM	0	0	1

Peak Hour Vehicle Trips auto, taxi, truck

	Arriving	Departing	Total
AM	1	1	2
Midday	1	1	2
PM	0	0	0

Daily Truck		0.07				Peak Hour Subway Trips			
Trip Gen.		**(trips/d.u.)**					Arriving	Departing	Total
						a.m.	5	25	**30**
Truck Trip		**AM (8-9)**	8%			midday	13	19	**32**
Temporal		**MD(12-1)**	11%			p.m.	22	11	**32**
Distribution		**PM(5-6**	2%						
						Peak Hour Bus Trips			
							Arriving	Departing	Total
Daily Truck Trips						a.m.	1	3	**4**
12						midday	2	3	**5**
						p.m.	3	2	**5**

Balanced Truck Trips

	Inbound	Outbound	Total
AM	1	1	1
Midday	1	1	2
PM	0	0	0

Peak Hour Walk-only Trips

	Arriving	Departing	Total
a.m.	3	15	**18**
midday	8	12	**20**
p.m.	13	7	**20**

Transportation- 2: Project Trip Generation (cont.)

Residential Non-Occupant Trip Generation

Residential Component Trip Generation

							Peak Hours		Inbound	Outbound
Residential Units =			178		AM	10.0%	of daily trips		96%	4%
Person Trips/Unit/Day =			2.1		Midday	4.0%	of daily trips		43%	57%
Daily Person Trips =			373.8		PM	5.0%	of daily trips		54%	46%
Percent Auto Use =			41.2%							
Auto Occupancy =			1.2							
Percent Subway Use =			21.4%			Peak Hour Auto Trips				
Percent Bus Use =			24.7%				Arriving	Departing	Total	
Percent Taxi Use =			1.5%			AM	12	1	13	
Taxi Occupancy =			1.4			Midday	2	3	5	
Percent Walk Only =			8.1%			PM	3	3	6	

Peak Hour Person Trips

	Inbound	Outbound	Total
AM	36	1	37
Midday	6	9	15
PM	10	9	19

Peak Hour Taxi Trips

	Arriving	Departing	Total
AM	1	1	2
Midday	0	0	0
PM	0	0	0

Peak Hour Person Trips by Auto

	Arriving	Departing	Total
AM	15	1	15
Midday	3	4	6
PM	4	4	8

Peak Hour Person Trips by Taxi

	Arriving	Departing	Total
AM	1	0	1
Midday	0	0	0
PM	0	0	0

Peak Hour Vehicle Trips auto, taxi, truck

	Arriving	Departing	Total
AM	12	1	13
Midday	2	3	5
PM	3	3	6

Daily Truck		0.00					Peak Hour Subway Trips		
Trip Gen.		**(trips/d.u.)**					Arriving	Departing	Total
						a.m.	20	1	**20**
Truck Trip		**AM (8-9)**	8%			midday	3	5	**8**
Temporal		**MD(12-1)**	11%			p.m.	5	5	**10**
Distribution		**PM(5-6**	2%						
							Peak Hour Bus Trips		
							Arriving	Departing	Total
Daily Truck Trips						a.m.	3	0	**3**
0						midday	0	1	**1**
						p.m.	1	1	**1**

Balanced Truck Trips

	Inbound	Outbound	Total
AM	0	0	0
Midday	0	0	0
PM	0	0	0

Peak Hour Walk-only Trips

	Arriving	Departing	Total
a.m.	12	1	**13**
midday	2	3	**5**
p.m.	3	3	**6**

Transportation- 2: Project Trip Generation (cont.)

Senior Center Trip Generation

Floor area (1000 square foot)			2.83			Peak Hour Trips		Percent Auto Use =		3%
Daily visitors (per 1000 ft)			22.88		a.m.	7.2%		Auto Occupancy =		1.6
Daily visitors			65		midday	7.2%		Percent Taxi Use=		2%
					p.m.	7.2%		Taxi Occupancy=		1.2
Peak Hour Person Trips								Percent Bus Use=		10%
	Inbound	Outbound	Total					Percent Subway Use=		5%
AM	2	2	5					Percent Walk=		80%
Midday	2	2	5					Directonal Distributior		50%/50%
PM	2	2	5					(all periods)		
Net Peak Hour Person Trips*						Peak Hour Auto Trips				
	Inbound	Outbound	Total				Arriving	Departing	Total	
AM	2	2	3			AM	0	0	0	
Midday	2	2	3			Midday	0	0	0	
PM	2	2	3			PM	0	0	0	
*assumes 25% of senior center use is by project residents										
Peak Hour Person Trips by Auto										
	Arriving	Departing	Total			Peak Hour Taxi Trips				
AM	0	0	0				Arriving	Departing	Total	
Midday	0	0	0			AM	0	0	0	
PM	0	0	2			Midday	0	0	0	
						PM	0	0	0	
Peak Hour Person Trips by Taxi						Peak Hour Vehicle Trips auto, taxi, truck				
	Arriving	Departing	Total				Arriving	Departing	Total	
AM	0	0	0			AM	1	1	2	
Midday	0	0	0			Midday	0	0	0	
PM	0	0	0			PM	0	0	0	
Daily Truck		0.35					Peak Hour Subway Trips			
Trip Gen.		(trips/1,000 gsf)					Arriving	Departing	Total	
						a.m.	0	0	**0**	
Truck Trip		AM (8-9)	8%			midday	0	0	**0**	
Temporal		MD(12-1)	11%			p.m.	0	0	**0**	
Distribution		PM(5-6	2%							
							Peak Hour Bus Trips			
							Arriving	Departing	Total	
Daily Truck Trips						a.m.	0	0	**0**	
1						midday	0	0	**0**	
						p.m.	0	0	**0**	
Balanced Truck Trips										
	Inbound	Outbound	Total				Peak Hour Walk-only Trips			
AM	1	1	2				Arriving	Departing	Total	
Midday	0	0	0			a.m.	1	1	**3**	
PM	0	0	0			midday	1	1	**3**	
						p.m.	1	1	**3**	

Transportation- 2: Project Trip Generation (cont.)

Retail Trip Generation

Floor area (1000 square foot)			17.72			Peak Hour Trips		Percent Auto Use =		3%
Daily visitors (per 1000 ft)			205		a.m.	3.1%		Auto Occupancy =		1.6
Daily visitors			3633		midday	19.0%		Percent Taxi Use=		2%
					p.m.	9.6%		Taxi Occupancy=		1.2
Peak Hour Person Trips								Percent Bus Use=		10%
	Inbound	Outbound	Total					Percent Subway Use=		5%
AM	56	56	113					Percent Walk=		80%
Midday	345	345	690					Directonal Distributior		50%/50%
PM	174	174	349					(all periods)		
Net Peak Hour Person Trips						Peak Hour Auto Trips				
	Inbound	Outbound	Total				Arriving	Departing	Total	
AM	42	42	84			AM	1	1	2	
Midday	259	259	518			Midday	5	5	10	
PM	131	131	262			PM	2	2	5	
Peak Hour Person Trips by Auto										
	Arriving	Departing	Total			Peak Hour Taxi Trips				
AM	1	1	3				Arriving	Departing	Total	
Midday	8	8	16			AM	1	1	1	
PM	4	4	2			Midday	4	4	9	
						PM	1	1	2	
Peak Hour Person Trips by Taxi						Peak Hour Vehicle Trips auto, taxi, truck				
	Arriving	Departing	Total				Arriving	Departing	Total	
AM	1	1	2			AM	2	2	5	
Midday	5	5	10			Midday	9	9	18	
PM	3	3	5			PM	3	3	7	
Daily Truck		0.35					Peak Hour Subway Trips			
Trip Gen.		**(trips/1,000 gsf)**					Arriving	Departing	Total	
						a.m.	2	2	**4**	
Truck Trip		**AM (8-9)**	8%			midday	13	13	**26**	
Temporal		**MD(12-1)**	11%			p.m.	7	7	**13**	
Distribution		**PM(5-6**	2%							
							Peak Hour Bus Trips			
							Arriving	Departing	Total	
Daily Truck Trips						a.m.	4	4	**8**	
6						midday	26	26	**52**	
						p.m.	13	13	**26**	
Balanced Truck Trips										
	Inbound	Outbound	Total				Peak Hour Walk-only Trips			
AM	1	1	2				Arriving	Departing	Total	
Midday	0	0	0			a.m.	34	34	**68**	
PM	0	0	0			midday	207	207	**414**	
						p.m.	105	105	**209**	

Transportation- 2: Project Trip Generation (cont.)

PROJECT TOTAL - COMBINED COMPONENTS

Peak Hour Person Trips			
	Arriving	Departing	Total
AM	89	91	180
Midday	291	305	595
PM	183	161	343

Peak Hour Auto Trips			
	Arriving	Departing	Total
AM	1	1	2
Midday	5	5	10
PM	2	2	25

Peak Hour Person Trips by Auto			
	Arriving	Departing	Total
AM	16	2	18
Midday	10	11	22
PM	8	8	16

Peak Hour Taxi Trips			
	Arriving	Departing	Total
AM	2	2	4
Midday	5	5	9
PM	1	1	3

Peak Hour Person Trips by Taxi			
	Arriving	Departing	Total
AM	2	1	3
Midday	6	6	11
PM	3	3	6

Peak Hour Taxi Trips - Balanced*			
	Arriving	Departing	Total
AM	3	3	6
Midday	7	7	14
PM	2	2	4

Peak Hour Subway Trips			
	Arriving	Departing	Total
a.m.	27	28	54
midday	29	37	66
p.m.	34	22	136

Daily Truck Trips
19

Peak Hour Bus Trips			
	Arriving	Departing	Total
a.m.	8	8	16
midday	28	29	58
p.m.	17	15	33

Balanced Truck Trips			
	Inbound	Outbound	Total
AM	2	2	4
Midday	2	2	2
PM	0	0	0

Peak Hour Walk-only Trips			
	Arriving	Departing	Total
a.m.	50	51	101
midday	219	223	442
p.m.	123	116	238

Total Vehicle Trips - Cars, Taxis, Trucks			
	Inbound	Outbound	Total
AM	6	6	**12**
Midday	14	14	**28**
PM	4	4	**9**

Total Walk Trips Inclusive of Transit			
	Arriving	Departing	Total
a.m.	85	86	**171**
midday	276	290	**566**
p.m.	174	153	**327**

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

Pedestrian Trip Assignment

Incremental trips associated with the proposed development would include residents and staff of the Third Avenue and East buildings, visitors and staff at the senior center, and shoppers and staff of the project's retail component.

Residents of the Third Avenue Building would enter and leave via an entrance on Third Avenue approximately midway between East 138th Street and East 139th Street. Residents of the East Building would enter and leave via an entrance on East 138th Street. Users of the Third Avenue building retail component would be divided between entrances on the Third Avenue and East 138th Street frontages of the retail space. Subway trips to the Third Avenue retail component would use the 138th Street entrance, which is closest to the subway station. Bus trips to the Third Avenue retail component would be approximately ¼ via the 138th Street entrance and ¾ via the Third Avenue entrance, based on the locations of the stops of the multiple bus routes serving the site – the Bx1, Bx2, Bx21, Bx 32, and Bx 33.

Users of the East Building retail component would use an entrance on East 138th Street. Visitors to the senior center would enter and leave via an entrance into the existing Borinquen Court building on East 138th Street.

The Third Avenue Building would contain 122 of the proposed 178 new dwelling units, or 68%, while the East building would contain 56 units, or 32%. The Third Avenue retail component would be 13,500 square feet, or 76.2% of the total, while the East Building retail component would be 4,220 square feet, or 23.8% of the total.

It is assumed that traffic associated with each element of the development would be directed to the various entrances in proportion to the floor area served by each entrance. Assignment of the 566 midday peak period pedestrian trips to each entrance would be as follows:

Component	Component Pedestrian Only/Subway/Bus Trips	3rd Ave Bldg Residential Entrance	3rd Ave Bldg Commercial Entrance – 3rd Ave side	3rd Ave Bldg Commercial Entrance – E 138th side	Senior Center Entrance – Borinquen Court	East Building Residential Entrance	East Building Commercial Entrance
Residents	20/32/5	14/22/3				6/10/2	
Residential Visitors	5/8/1	3/5/1				2/3/0	
Retail	414/26/52		157/0/30	158/20/10			99/6/12
Community Facility	3/0/0				3/0/0		

It is assumed that walk-only trips would be distributed evenly to the north, south, east, and west, with travelers using the closest entrance to their destination. For example, for the Third Avenue Building's retail component, walk-only trips from the north or from the west, crossing Third Avenue, would use the Third Avenue entrance, and walk-only trips from the south or east would use the 138th Street entrance. Similarly, subway riders would use the stairway closest to their destination within the building. There are entrances at either end of the block of 138th Street between Third Avenue and Alexander Avenue, on both the north and south sides of the street. It is assumed that subway trips associated with the East Building's retail and residential

components would use the subway stair on the north side of East 138th Street at the Alexander Avenue end of the block, while trips associated with the Third Avenue Building and the senior center accessed via Borinquen Court would use the Alexander Avenue end of the subway station. There are multiple bus lines serving the intersection of East 138th Street and Third Avenue (Bx21, 33, 2, 32, 1). All bus related trips were directed toward this intersection.

Figure: Assignment of Pedestrian Trips to Project Entrances – Walk Only

9	L										
8	⌐	3d Av resid									
79	L	3d Av comm									
78	←		3d Av comm		senior		East resid		East Comm		
			↓	L	⌟	L	⌟	L	⌟	L	
			79	79	1	2	4	4	49	50	

Figure: Assignment of Pedestrian Trips to Project Entrances – Subway

	L									
27	⌐	3d Av resid								
	L	3d Av comm								
	←		3d Av comm		senior		East resid		East Comm	
			↓	L	⌟	L	⌟	L	⌟	L
			20					13		6

Figure: Assignment of Pedestrian Trips to Project Entrances – Bus

	L									
4	⌐	3d Av resid								
	L	3d Av comm								
30	←		3d Av comm		senior		East resid		East Comm	
			↓	L	⌟	L	⌟	L	⌟	L
			10					2		12

Figure: Assignment of Pedestrian Trips to Project Entrances – Total

9	L										
39	⌐	3d Av resid									
79	L	3d Av comm									
108	←		3d Av comm		senior		East resid		East Comm		
			↓	L	⌟	L	⌟	L	⌟	L	
			109	79	1	2	4	19	49	68	

With trips assigned in this way, the element of the pedestrian network that would receive the greatest incremental traffic would be the eastern crosswalk across 138th Street at Third Avenue, with 108 trips. Therefore no element of the pedestrian network would receive in excess of the CEQR Technical Manual threshold of 200 pedestrian trips, and no further assessment is warranted

Parking

Based on the trip generation assumptions presented above in Table Transportation-2, the total number of vehicle trip-ends generated by the proposed project is calculated to range from 9 vehicles trip-ends in the weekday PM peak hour to a maximum of 23 vehicle trip-ends in the Midday peak hour. Because the proposed project trip generation does not exceed 50 vehicular trips per hour, and consistent with the guidelines presented in the 2014 CEQR Technical Manual, further analysis of the parking system is not warranted.

The proposed action includes a Special Permit to reduce required accessory parking on the Project Site from 40 to 10. Based on the project sponsor's experience with Borinquen Court, there is minimal parking demand expected to be associated with the residential component of the proposed project, since residents do not own cars. The existing 33-space parking lot is minimally used. Because of the Project Site's immediate proximity to the subway and multiple bus lines, it is not expected that the proposed Tres Puentes development would significantly increase parking demand.

The proposed commercial and community facility components would generate no accessory parking requirement under the proposed R7-2/C1-4 and R7-2/C2-4 zoning. Based on the Project Site's immediate proximity to a subway station and multiple bus lines, and the expectation that local hiring will predominate, it is expected that few if any of these employees would drive to work. This is consistent with the Lower Concourse EIS transportation planning assumption that only 2% of travel associated with local retail in the area would be by private auto. Public parking is available in close proximity to the Project Site, with lots at 258 East 138th Street, one block west of the site, and at 363 East 138th Street, 1.5 blocks east of the site. Therefore the proposed action would not result in significant adverse impacts related to parking.

Air Quality

Introduction

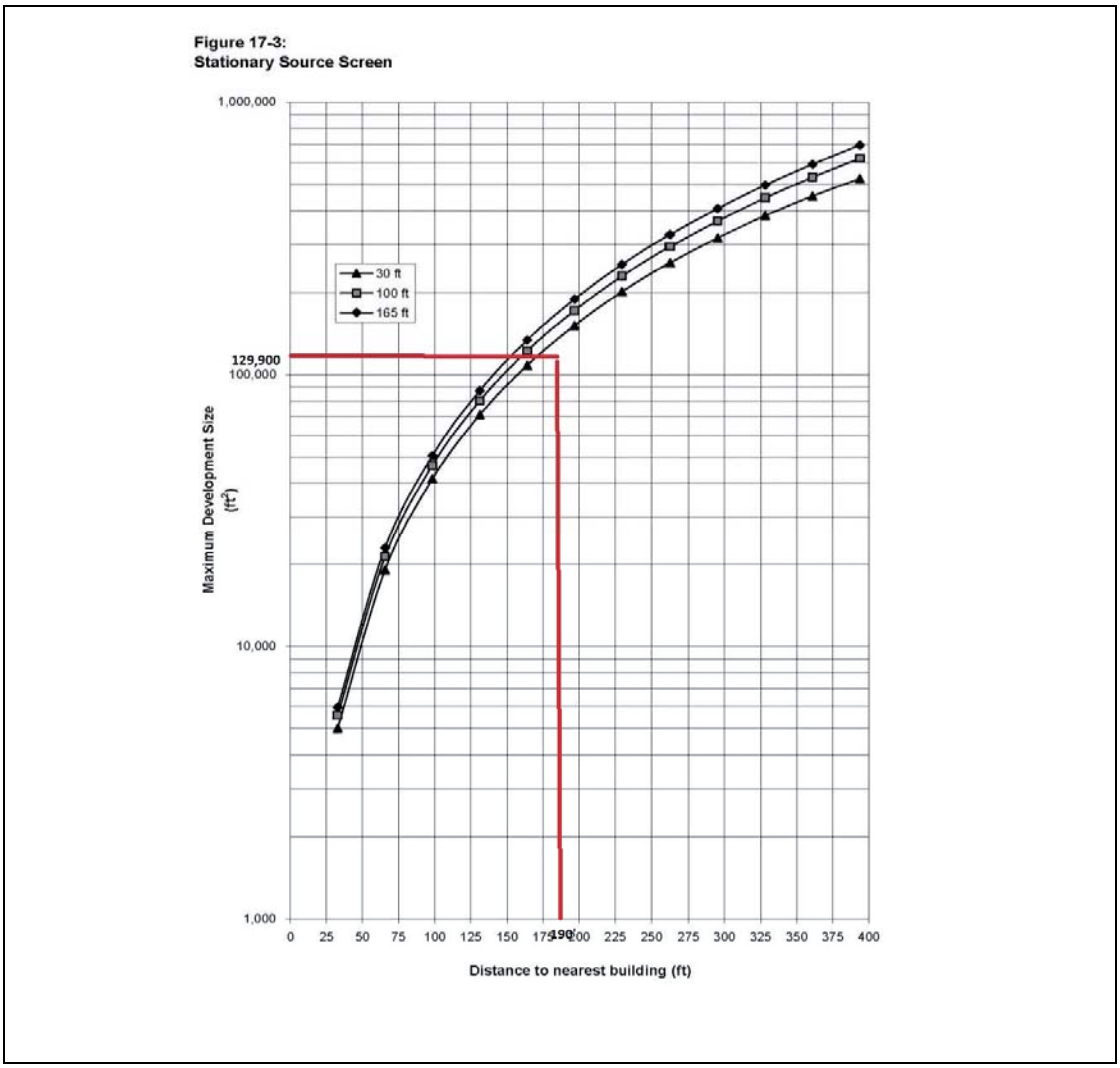
The proposed action would introduce a new residential population within new development on a site that is currently occupied by the six-story Borinquen Court senior residence. Therefore the potential that nearby emission sources could adversely affect the project must be considered. Additionally, the proposed project would result in the development of a new building that would have an HVAC system that would be emission sources.

Mobile Source (Tailpipe)

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

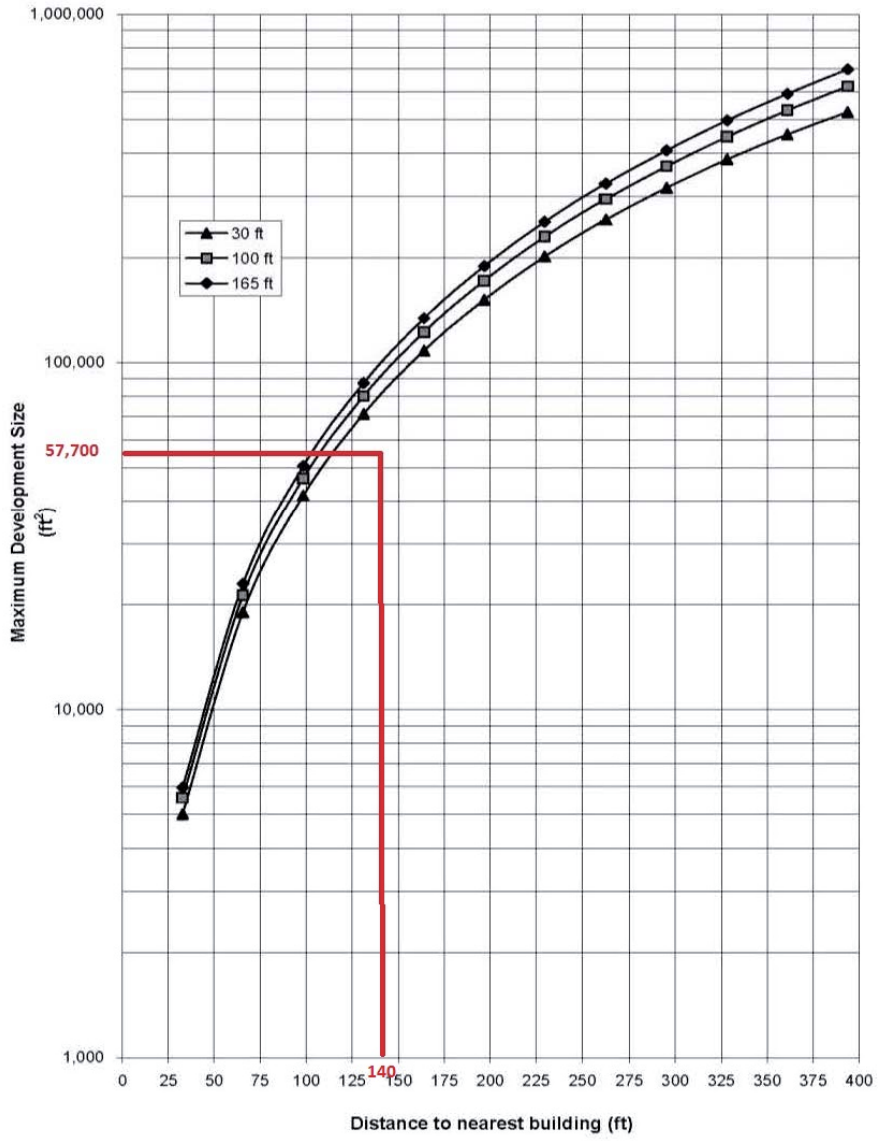
HVAC

The proposed development would consist of a twelve-story building at the western end of the Project Site (the Third Avenue Building) and an eight-story building at the southeastern corner of the Project Site (the East Building). The Third Avenue building would contain 129,900 gross square feet of floor area, and the East Building would contain 57,700 gross square feet of floor area. The closest buildings of equal or greater height to the twelve-story Third Avenue Building are the 17- to 20-story towers of the J.P. Mitchel Houses, located across East 138th Street from the site. The closest of these buildings is located directly across the street from the Borinquen Court building, at a distance of approximately 190'from the proposed Third Avenue Building. The closest existing building of equal or greater height to the proposed eight-story East Building would be the building within the J.P. Mitchel Houses located at the southwest corner of Alexander Avenue and East 138th Street, at a distance of 140 feet. The proposed Third Avenue Building would be at a distance of over 272 feet from the proposed East Building. Accordingly, the building within the J.P. Mitchel Houses constitutes the worst-case receptor location for HVAC emissions from this building. Screening analyses were conducted using Figure 17-3 of the 2014 CEQR Technical to determine the potential for each of the buildings of the proposed development to have an impact on its nearest receptor location. As indicated in the attached figures, the proposed project screens out of the need for further assessment of HVAC emissions.



HVAC Screening – Third Avenue Building

Figure 17-3:
Stationary Source Screen



HVAC Screening – East Building

Industrial Emissions

The proposed action would introduce a sensitive land use into the area. Accordingly, a preliminary screening was conducted to determine if there are any potential sources of industrial process emissions that could affect project residents. The area east of Lincoln Avenue, including the Project Site, is zoned residential, with local commercial overlays on Third Avenue and on East 138th Street. The area west of Lincoln Avenue is mapped with a range of mixed use districts including M-14/R7X and M1-4/R7A. Based on a land use survey, potential industrial

emission sources were identified, as identified in the following table. Based on an inquiry made to the Department of Environmental Protection (DEP), no industrial emission permits are held by any uses within 400 feet of the Project Site.

Potential Emission Sources

Address	Block/Lot	Use	Emission Permit?
2503-2505 Third Avenue	2320/45&46	Mets Auto Tops	N
2491 Third Avenue	2320/51	NY1 Transmissions	N
347 East 138th Street	2301/46	Cesca Dry Cleaner	N
333 East 139th Street	2302/61	Dominion Auto Repair	N
2604 Third Avenue	2315/1	All Med Medical Center	N

According to records maintained by DEP, Cesca Dry Cleaner no longer has Perchloroethylene (PERC) equipment, and the permit for this equipment was cancelled in July 2014. This cancelled permit is included in the Agency Correspondence appendix to this document.

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

Noise

Project Site

The proposed action would allow for enlargement of an existing senior housing development. The Project Site is located at the northeast corner of East 138th Street and Third Avenue within the Mott Haven section of Bronx, New York. Vehicular traffic is the predominant source of noise, and therefore the proposed development warrants an assessment of the potential for adverse effects on project occupants from ambient noise. The proposed expansion of the existing building would not create a significant noise generator. Additionally, based on the transportation study performed for the proposed action, project-generated traffic would not result in a doubling of vehicular traffic (Passenger Car Equivalents, or PCEs) on nearby roadways, and therefore would not result in a perceptible increase in vehicular noise. It is assumed that the building's mechanical systems (i.e., HVAC systems) would be designed to meet all applicable noise regulations (i.e., Subchapter 5, §24-227 of the New York City Noise Control Code, the New York City Department of Buildings [DOB] Code) and to avoid producing levels that would result in any significant increase in ambient noise levels. Therefore, the proposed development would not result in any significant adverse noise impacts related to building mechanical equipment.

This noise assessment is therefore limited to an assessment of ambient noise that could adversely affect occupants of the development.

Framework of Noise Analysis

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. The following Table Noise-1 lists some noise levels for typical daily activities.

Table Noise-1: Noise Levels of Common Sources

Table 19-1 Noise Levels of Common Sources

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

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.

Source: 2014 CEQR Technical Manual

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

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

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

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

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

- $L_{eq(24)}$ is the continuous equivalent sound level over a 24-hour time period.

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

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

Measurement Location and Equipment

Because the predominant noise source in the area of the proposed project is vehicular traffic, noise monitoring was conducted during peak vehicular travel periods, 8:00-9:00 am, 12:00 pm-1:00 pm, and 5:00-6:00 pm. Pursuant to CEQR Technical Manual methodology, readings were conducted for 20-minute periods during each peak hour. Noise monitoring was conducted using a Type 2 Larson-Davis LxT2 sound meter, with wind screen. The monitor was placed on a tripod at a height of approximately three feet above the ground, away from any other surfaces. The monitor was calibrated prior to and following each monitoring session. Noise monitoring was conducted on three frontages of the Project Site (East 138th Street in front of the proposed East Building, Third Avenue in front of the proposed Third Avenue Building, and East 139th Street in front of the existing building). Since several bus lines operate on both E. 138th Street and on Third Avenue, the Third Avenue location constitutes worst-case conditions for noise at the Project Site.

Measurement Conditions

Monitoring was conducted during typical midweek conditions, on Wednesday, October 1, 2014 for the evening period, and Tuesday February 24, 2015 for the morning and midday periods. All

measurements were taken during dry conditions, and wind speeds were moderate throughout all monitoring periods. 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 Project Site, the predominant source of noise at the site is commercial vehicular traffic. The volume of traffic, and its corresponding level of noise, is moderate on East 138th Street, heavy on Third Avenue, and light on West 139th Street. A figure identifying the noise monitoring locations is attached. Table Noise-2 contains the results for the measurements taken at the Project Site.

Table Noise-2 (1 of 3): Noise Levels at East 138th Street

	Tuesday February 23, 2015 8:14 - 8:34 am	Tuesday February 23, 2015 12:01 - 12:21 pm	Wednesday October 1, 2014 5:00 - 5:21 pm
L_{max}	74.1	79.2	76.7
L_5	67.4	66.6	69.3
L_{10}	**64.8**	**64.1**	**67.6**
L_{eq}	61.9	61.4	64.1
L_{50}	59.1	58.8	61.6
L_{90}	56.1	55.2	58.7
L_{min}	52.1	52.3	56.0

Table Noise-2 (2 of 3): Noise Levels at Third Avenue

	Tuesday February 23, 2015 8:37 – 8:58 am	Tuesday February 23, 2015 12:23 - 12:44 pm	Wednesday October 1, 2014 5:23 - 5:44 pm
L_{max}	77.5	78.6	86.5
L_5	68.2	65.0	72.6
L_{10}	**66.2**	**63.1**	**69.7**
L_{eq}	63.1	61.2	68.6
L_{50}	60.3	58.6	64.4
L_{90}	57.2	55.8	60.7
L_{min}	53.0	53.3	58.3

Table Noise-2 (3 of 3): Noise Levels at East 139th Street

	Tuesday February 23, 2015 8:59 – 9:23 am	Tuesday February 23, 2015 12:45 – 1:06 pm	Wednesday October 1, 2014 5:46 – 6:09 pm
L_{max}	88.0	75.1	68.7
L_5	65.3	67.7	63.8
L_{10}	**62.2**	**64.0**	**61.6**
L_{eq}	63.0	60.3	58.8
L_{50}	55.5	54.8	57.0
L_{90}	50.8	50.3	54.2
L_{min}	48.9	47.8	52.2

Table Noise-3: Traffic Volumes and Vehicle Classifications (20-minute counts for duration of each monitoring session)

	AM			Mid-Day			PM		
	138th	Third	139th	138th	Third	139th	138th	Third	139th
Car/Taxi	143	150	27	117	167	27	126	212	22
Van/Lt. Truck/SUV	95	151	27	127	145	16	124	184	24
Heavy Truck	25	23	2	24	15	0	13	2	2
Bus	13	22	0	4	16	0	8	20	0
Mini Bus	2	9	0	1	1	0	8	3	0
Motorcycle	0	0	0	1	0	0	0	0	0

Conclusions

The 2014 *CEQR Technical Manual* Table 19-2 contains noise exposure guidelines. For a residential use such as would occur under the proposed action, an L_{10} of between 65 and 70 dB(A) is identified as marginally acceptable general external exposure. The highest recorded L_{10} at the East 138th Street frontage of the subject property was 67.6 during the evening period. The highest recorded L_{10} at the Third Avenue frontage of the subject property was 69.7 during the morning period. The highest recorded L_{10} at the East 139th Street frontage of the subject property was 64.0 during the morning period.

Table 19-3 of the CEQR Technical Manual identifies the window-wall noise attenuation required to achieve acceptable indoor noise levels. With all ambient noise readings showing an L_{10} of less than 70 dB(A), no attenuation measures are required and no impacts related to noise are anticipated.



Noise Monitoring Locations

Public Health

According to the 2014 CEQR Technical Manual, for most proposed projects, a public health analysis is not necessary. Where no significant unmitigated adverse impact is found in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise, no public health analysis is warranted. As described elsewhere in this document, no significant adverse impacts related to these aspects of the environment are anticipated. Therefore no further analysis of public health is warranted and no impacts are anticipated.

Neighborhood Character

According to the 2014 CEQR Technical Manual, a neighborhood character assessment under CEQR, one considers how elements of the environment combine to create the context and feeling of a neighborhood and how a project may affect that context and feeling. Thus, to determine a project's effects on neighborhood character, the elements that contribute to a neighborhood's context and feeling are considered together. These elements may include land use, urban design, visual resources, historic resources, socioeconomic conditions, traffic, and /or noise.

The CEQR Technical Manual notes that neighborhood character impacts are rare. Only under unusual circumstances would a combination of moderate effects to the neighborhood result in in an impact to neighborhood character, in the absence of an impact in any of the relevant technical areas. A 'moderate' effect is generally defined as an effect that is reasonably close to the significant adverse impact threshold for a particular technical analysis area. As described in detail in the EAS, no significant adverse impacts or moderate effects related to land use, urban design, visual resources, socioeconomic conditions, traffic, or noise are anticipated. The proposed project would not change the character of the neighborhood. Therefore no further analysis of neighborhood character is warranted and no impacts are anticipated.

APPENDIX A

PROPOSED ZONING TEXT

74-74
Large-Scale General Development

* * *

74-745
~~Accessory parking spaces and loading berths~~
Modifications of parking and loading regulations

For a #large-scale general development# the City Planning Commission may permit:

(a) Modification of location requirements

When a #large-scale general development# includes two or more #zoning lots#, the City Planning Commission may permit required or permitted #accessory# off-street parking spaces, bicycle parking spaces or loading berths to be located anywhere within a #large-scale general development# without regard for #zoning lot lines#, provided that the Commission shall find:

(1) such off-street parking spaces, bicycle parking spaces and loading berths will be conveniently located in relation to the #use# to which such spaces or berths are #accessory#;

(2) such location of off-street parking spaces, bicycle parking spaces and loading berths will result in a better site plan; and

(3) such location of off-street parking spaces, bicycle parking spaces and loading berths will not unduly increase the number of spaces in any single #block#, draw excessive traffic through local #streets#, or otherwise adversely affect traffic conditions in the surrounding area.

Whenever required off-street parking spaces, bicycle parking spaces and loading berths are permitted to be located without regard for #zoning lot lines# in accordance with the provisions of this Section, the number of spaces required for each #building# shall be kept available for such #building# throughout its life.

(b) Waiver or reduction of loading berth requirements

For #zoning lots# in a #large-scale general development#, located within a waterfront area pursuant to paragraph (b) of Section 62-132, in Community District 1 in the Borough of Brooklyn, that contains one or more #retail or service uses# listed in Use Group 6A, 6C, 7B, 8B, 9A, 10A, 12B, 14A or 16A, and where no single such establishment exceeds 8,500 square feet in #floor area#, the City Planning Commission may waive or reduce the number of required loading berths, provided that:

(1) curbside deliveries will not create or contribute to serious traffic congestion or unduly inhibit vehicular or pedestrian movement and will not interfere with the efficient functioning of nearby #uses#;

(2) an efficient goods receiving system will be implemented within the #commercial# establishment to expedite the movement of goods from the curb to areas within the establishment;

(3) such modification allows for a better relationship between the #street walls# of the #building# containing such establishment and the adjacent sidewalk and surrounding area; and

(4) such modification will not impair or adversely affect the development of the surrounding area.

(c) Reduction of parking requirements

For #buildings# on #zoning lots# in a #large-scale general development#, within R7-2 districts in Community District 1 in the Borough of the Bronx, that contain a #non-profit residence for the elderly#, the City Planning Commission may reduce or waive the number of required #accessory# off-street parking spaces, including any spaces previously required for an existing #building# provided that the Commission finds:

(1) that the anticipated automobile ownership patterns for residents of such #non-profit residence for the elderly# are minimal and that such reduction or waiver is warranted;

(2) that such reduction of parking spaces will not have undue adverse impacts on the residents, businesses or community facilities in the surrounding area; and

(3) that such reduction of parking spaces will result in a better site plan with better quality open areas.

In determining the amount of parking spaces to reduce or waive, the Commission may take into account current automobile ownership patterns for an existing #non-profit residence for the elderly# on the #zoning lot#, as applicable.

The City Planning Commission may prescribe additional conditions and safeguards to minimize adverse effects on the surrounding area.

APPENDIX B

AGENCY

CORRESPONDENCE

Landmarks Preservation Commission

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

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

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / 15DCP119X
Project:
Date received: 3/4/2015

Comments: as indicated below. Properties that are individually LPC designated or in LPC historic districts require permits from the LPC Preservation department. Properties that are S/NR listed or S/NR eligible require consultation with SHPO if there are State or Federal permits or funding required as part of the action.

The LPC is in receipt of the EAS dated 2/26/15. As indicated in the EAS, a construction protection plan (CPP) is required. The CPP should be submitted to the LPC for review and comment prior to start of construction.

Properties with no Archaeological significance:
ADDRESS: 271 EAST 138 STREET, BBL: 2023140001
ADDRESS: 261 ALEXANDER AVENUE, BBL: 2023140029
ADDRESS: 257 ALEXANDER AVENUE, BBL: 2023140030

Properties with no Architectural significance:
1) ADDRESS: 271 EAST 138 STREET, BBL: 2023140001

Properties with Architectural significance:
1) ADDRESS: 261 ALEXANDER AVENUE, BBL: 2023140029, LPC FINDINGS: DESIGNATED LPC HISTORIC DISTRICT; PERMIT FROM THE LPC PRESERVATION DEPARTMENT REQUIRED, STATE/NATIONAL REGISTER FINDINGS: PROPERTY W/IN NATIONAL REGISTER HD, COMMENTS: MOTT HAVEN
2) ADDRESS: 257 ALEXANDER AVENUE, BBL: 2023140030, LPC FINDINGS: DESIGNATED LPC HISTORIC DISTRICT; PERMIT FROM THE LPC PRESERVATION DEPARTMENT REQUIRED, STATE/NATIONAL REGISTER FINDINGS: PROPERTY W/IN NATIONAL REGISTER HD, COMMENTS: MOTT HAVEN

Gina Santucci 3/10/2015

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 30290_FSO_DNP_03102015.doc

Reports [Browsing] PA044096 K Override

Original Application Date: 11/25/96

Facility: THREE BROTHERS CLEANERS
FacilityNo: X2FN
347 EAST 138 STREET
BRONX NY 10454
Application Type: CERTIFICATE TO OPER.
Trans Type: CER
Status: Cancelled

Owner: THREE BROTHERS CLEANERS
PE/RA:
Rep Name: LOUIS MASTRIANNI
Installer: HI TECH ENGINEERING
Maintainer:

	Issue Dates	Expire Dates	Cancel Date
Work Permit	07/17/97	06/12/00	
Cert/Reg	01/23/02	06/12/03	07/28/14

Folder Location: File Room
07/28/14
Superseded by:
Supersedes:



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