1932 Bryant Avenue

Environmental Assessment Statement[1]	CEQR No. : 16DCP155X
	ULURP Nos. : 160365ZMX 160366ZRX 160367ZSX 160367ZSX 160368ZSX N160369ZAX M160291ZSX

Prepared by:
AKRF, Inc.

Applicant:
Second Farms Neighborhood HDFC

Lead Agency:
New York City Planning Commission

[1] Revised

October 3, 2016

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

PART I: GENERAL INFORMATION

1. ***Does Action Exceed Any Type I Threshold in 6 NYCRR Part 617.4 or 43 RCNY §6-15(A) (Executive Order 91 of 1977, as amended?)***

☐ **Yes** ■ **No**

If "yes," STOP, and complete the FULL EAS FORM

2. ***Project Name*** **1932 Bryant Avenue**

3. ***Reference Numbers***

CEQR REFERENCE NUMBER (To Be Assigned by Lead Agency)	BSA REFERENCE NUMBER (If Applicable)
16DCP155X	
ULURP REFERENCE NUMBER (If Applicable) **160365ZMX; 160366ZRX, 160367ZSX, 160367ZSX, 160368ZSX, N160369ZAX, M160291ZSX**	OTHER REFERENCE NUMBER(S) (If Applicable) (e.g., Legislative Intro, CAPA, etc.) **P2014X0534**

4a. ***Lead Agency Information***	**4b.** ***Applicant Information***
NAME OF LEAD AGENCY **New York City Department of City Planning**	NAME OF APPLICANT **Second Farms Neighborhood HDFC**
NAME OF LEAD AGENCY CONTACT PERSON **Robert Dobruskin** **Director, Environmental Assessment and Review Division**	NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON **Caroline G. Harris** **GoldmanHarris LLC**
ADDRESS **120 Broadway, 31st Floor**	ADDRESS **475 Park Avenue South, Suite 2803**
CITY **New York** STATE **NY** ZIP **10271**	CITY **New York** STATE **NY** ZIP **10016**
TELEPHONE **(212) 720-3423** FAX **(212) 720-3488**	TELEPHONE **(212) 935-1622** FAX **(212) 935-2651**
EMAIL ADDRESS **rdobrus@planning.nyc.gov**	EMAIL ADDRESS **charris@goldmanharris.com**

5. ***Project Description***

The project applicant, Second Farms Neighborhood HDFC, is seeking discretionary actions including a modification of an existing Large Scale Residential Development, a zoning map amendment, special permits, authorizations, and a zoning text amendment. The proposed actions would facilitate a proposal by the applicant to develop the 1932 Bryant Avenue site with an up to 15-story, 320,280 gross square foot (gsf) mixed-use building measuring up to 168 feet tall (including rooftop mechanical) and containing up to 327 affordable residential units, approximately 14,500 gsf of retail uses, and an approximately 10,000-gsf community facility use (anticipated to be a pre-K facility). See Attachment A, "Project Description" for more information.

Project Location[1]

BOROUGH	COMMUNITY DISTRICT(S)	STREET ADDRESS
Bronx	**6**	**1932 Bryant Avenue**
TAX BLOCK(S) AND LOT(S) **Block 3005, Lot 65**		ZIP CODE **10460**

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS
Block bounded by East Tremont Avenue, Boston Road, and Bryant Avenue

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY **R7-1** ZONING SECTIONAL MAP NO: **3d**

6. ***REQUIRED ACTIONS OR APPROVALS*** *(check all that apply)*

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

☐ CITY MAP AMENDMENT	☐ ZONING CERTIFICATION	☐ CONCESSION
■ ZONING MAP AMENDMENT	☐ ZONING AUTHORIZATION	☐ UDAPP
■ 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 SECTION(S) OF THE ZONING RESOLUTION

Board of Standards and Appeals: YES ☐ NO ■

☐ VARIANCE (USE)

☐ VARIANCE (BULK)

☐ SPECIAL PERMIT (if appropriate, specify type: ☐ MODIFICATION; ☐ RENEWAL; ☐ OTHER); EXPIRATION DATE:

SPECIFY AFFECTED SECTION(S) OF THE ZONING RESOLUTION

[1] Responses on the EAS form are for the Development Site (Block 3005, Lot 65). Please see Attachment A, "Project Description" for more information.

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

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

- ☐ LEGISLATION
- ☐ RULEMAKING
- ☐ CONSTRUCTION OF PUBLIC FACILITIES
- ☐ 384(B)(4) APPROVAL
- ☐ OTHER; EXPLAIN
- ☐ FUNDING OF CONSTRUCTION; specify
- ☐ POLICY OR PLAN; specify
- ☐ FUNDING OR PROGRAMS; specify
- ☐ PERMITS; specify

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

- ■ PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMD)
- ☐ LANDMARKS PRESERVATION COMMISSION APPROVAL
- ☐ OTHER; explain:

State or Federal Actions/Approvals/Funding: YES ■ NO ☐ If "yes," specify **State and/or federal funding may be pursued in the future.**

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

GRAPHICS *The following graphics must be attached and each box must be checked off before the EAS is complete. Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11x17 inches in size and, for paper filings, must be folded to 8.5x11 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.): **49,620** Waterbody area (sq. ft.) and type: **0**

Roads, building and other paved surfaces (sq. ft.): **49,620** Other, describe (sq. ft.): **0**

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

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): **Up to 320,280 GSF[1]**

NUMBER OF BUILDINGS: **1** GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): **320,280 GSF[1]**

HEIGHT OF EACH BUILDING (ft): **Up to 168' (including rooftop mechanical)[1]** NUMBER OF STORIES OF EACH BUILDING: **Up to 15**

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: **49,620 SF**

The total square feet non-applicant owned area: **0 SF**

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: **TBD** sq. ft. (width x length) VOLUME OF DISTURBANCE: **TBD** cubic feet (width x length x depth)

AREA OF PERMANENT DISTURBANCE: **TBD** sq. ft. (width x length)

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

	Residential	*Commercial*	*Community Facility*	*Industrial/Manufacturing*
Size *(in gross sq. ft.)*	**295,780**	**14,500**	**10,000**	**0**
Type *(e.g., retail, office, school)*	**327 affordable units**	**Retail**	**Anticipated to be Pre-K classrooms**	**N/A**

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

If "yes," please specify: NUMBER OF ADDITIONAL RESIDENTS: **952** NUMBER OF ADDITIONAL WORKERS: **47**

Provide a brief explanation of how these numbers were determined:

- Residents: 2.91 residents per apartment (average household size for Bronx Community District 6, 2010 US Census)
- Workers: 1 superintendent, 400 sf per employee for retail, 1,000 sf per employee for community facility

Does the project create new open space? YES ☐ NO ■ If "yes," specify size of project-created open space: **N/A** (sq. ft)

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

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

9. *Analysis Year* *CEQR Technical Manual, Chapter 2*

ANTICIPATED BUILD YEAR (date the project would be completed and operational): **2019**

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: **Up to approx. 24 months**

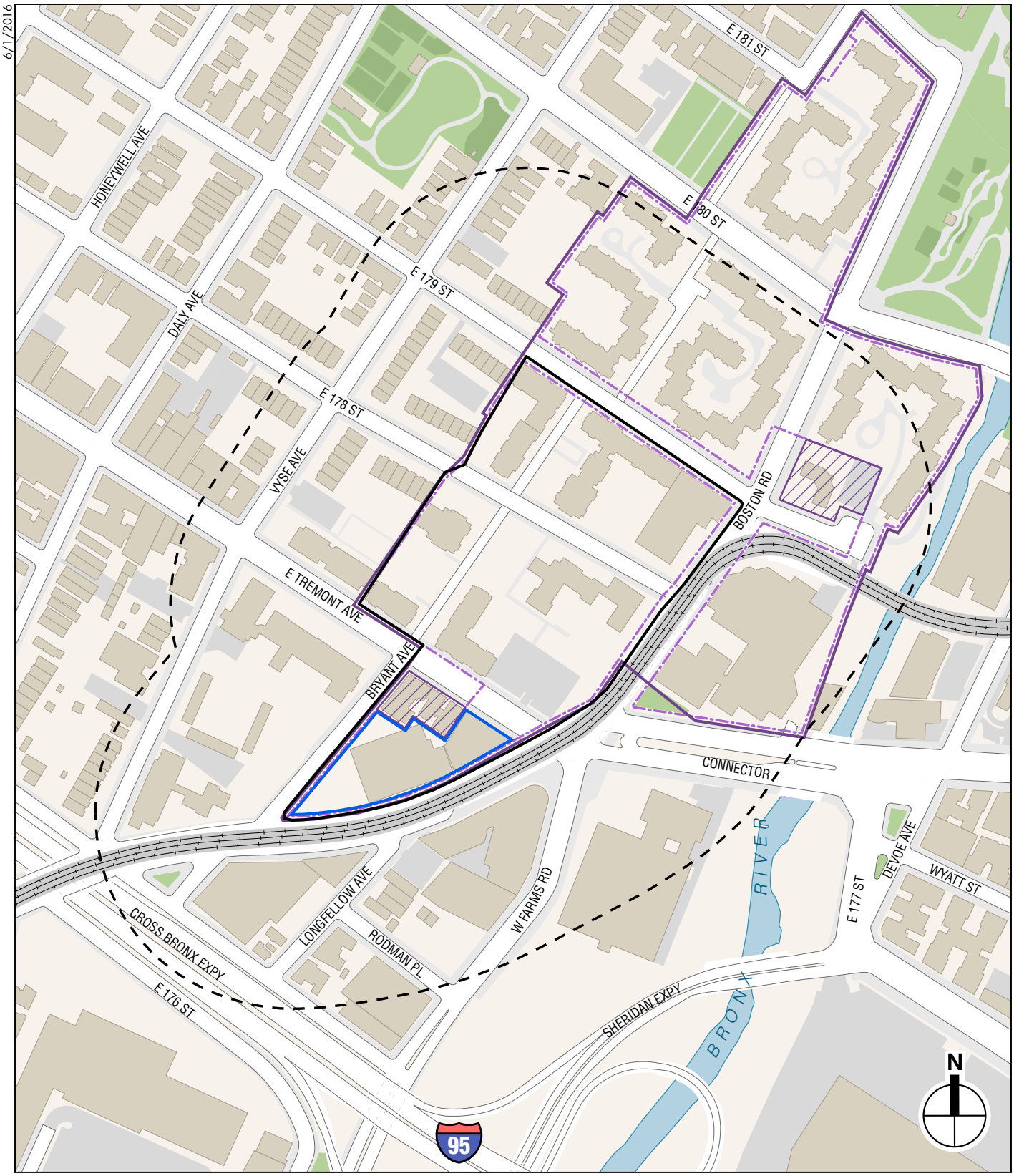
WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? YES ■ NO ☐ IF MULTIPLE PHASES, HOW MANY?

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE:

10. *What is the Predominant Land Use in Vicinity of Project?* *(Check all that apply)*

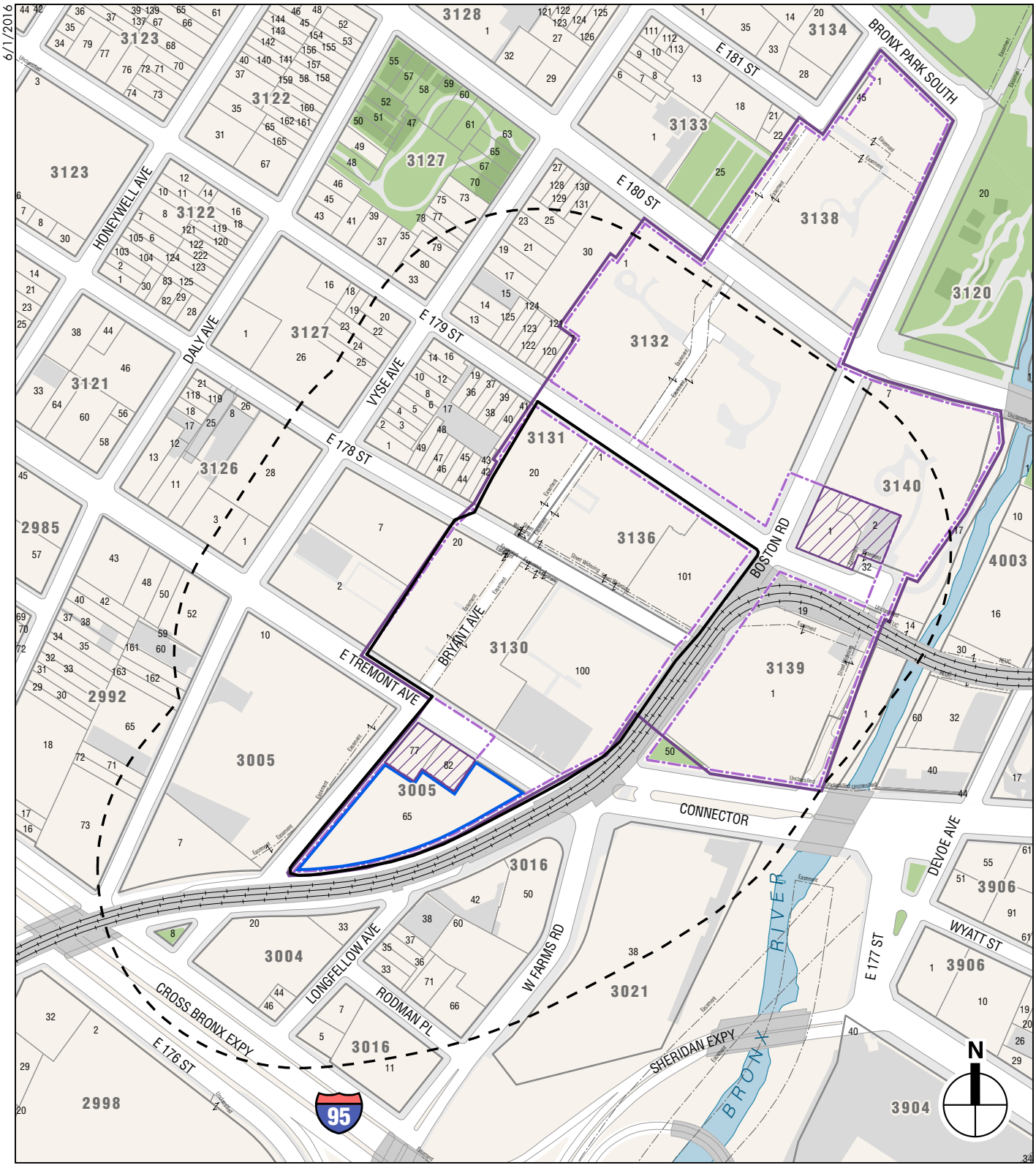
■ RESIDENTIAL ■ MANUFACTURING ■ COMMERCIAL ☐ PARK/FOREST/OPEN SPACE ■ OTHER, Describe: **Community Facility**

1



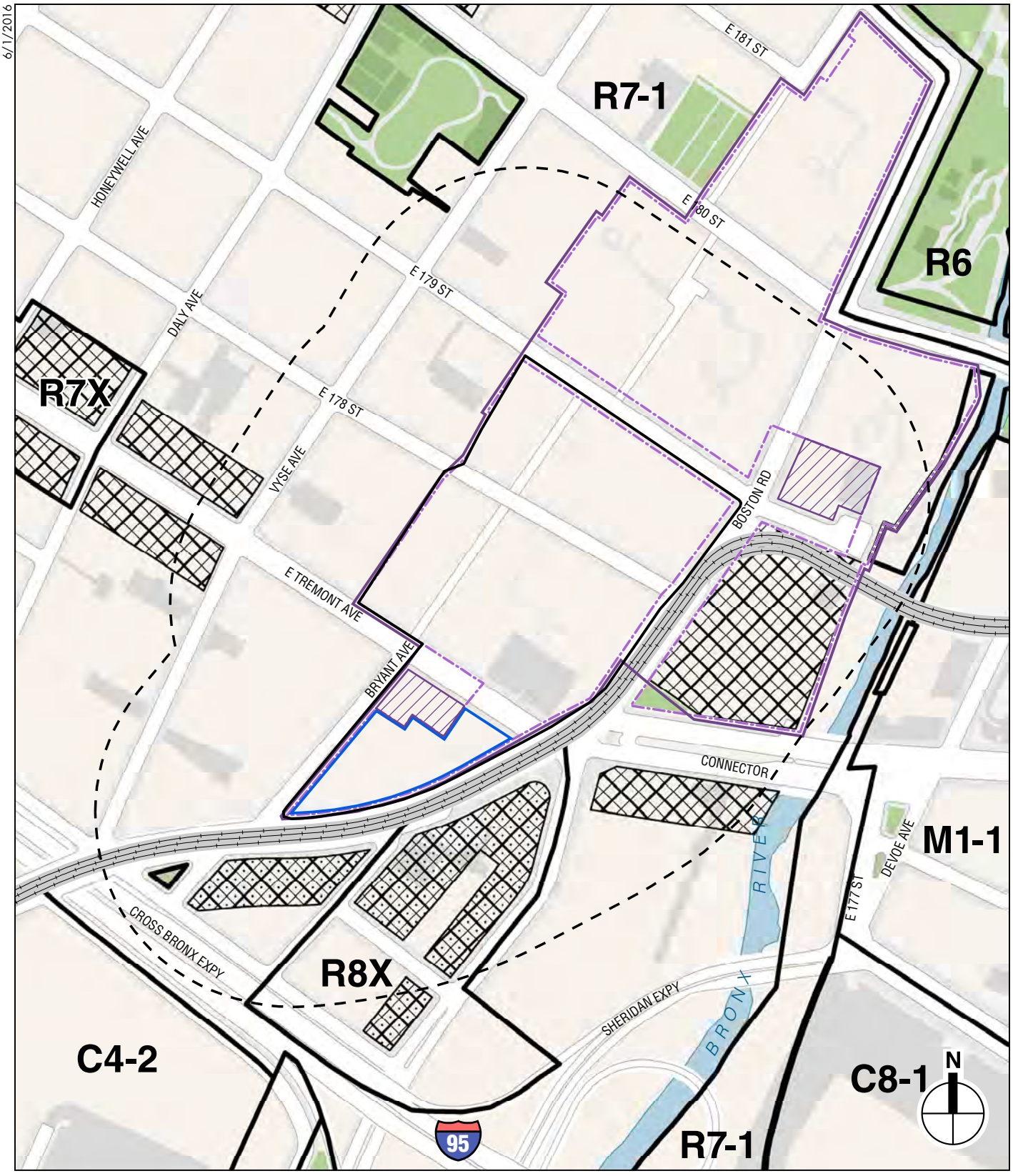
1932 Bryant Avenue

Project Location
Figure 1



1932 Bryant Avenue

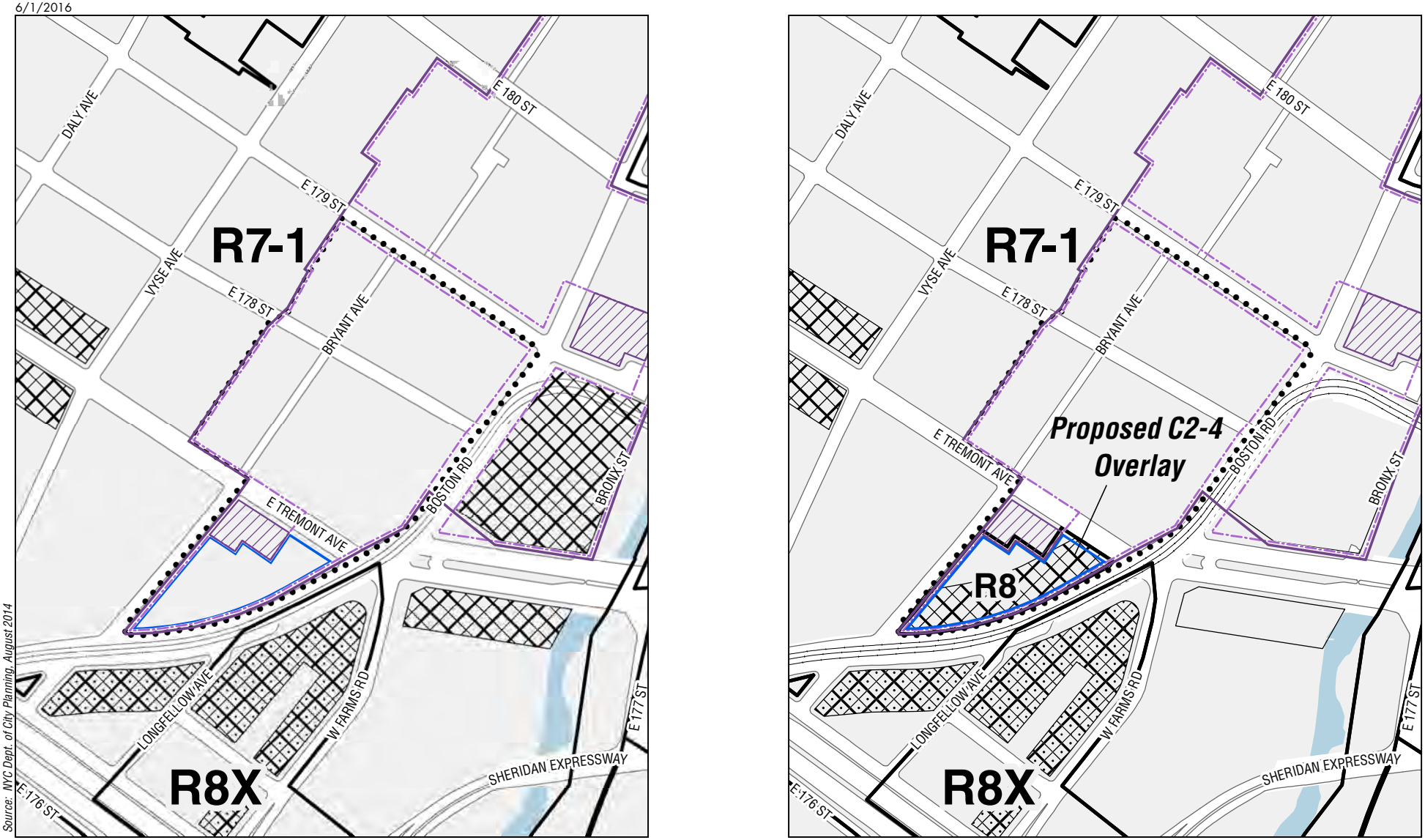
Tax Map
Figure 2



1932 Bryant Avenue

Current Zoning
Figure 3

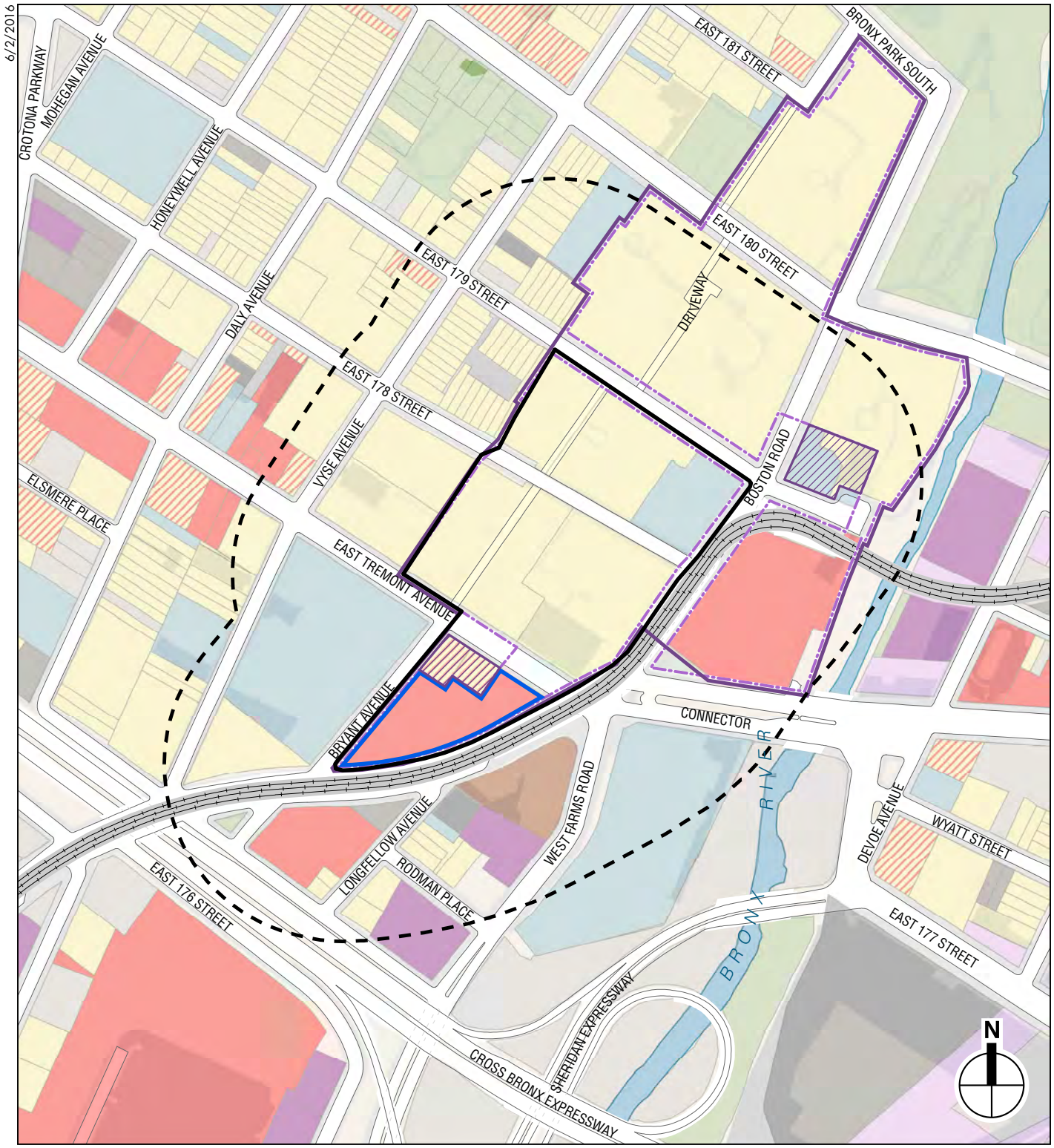
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1932 Bryant Avenue

Existing and Proposed Zoning

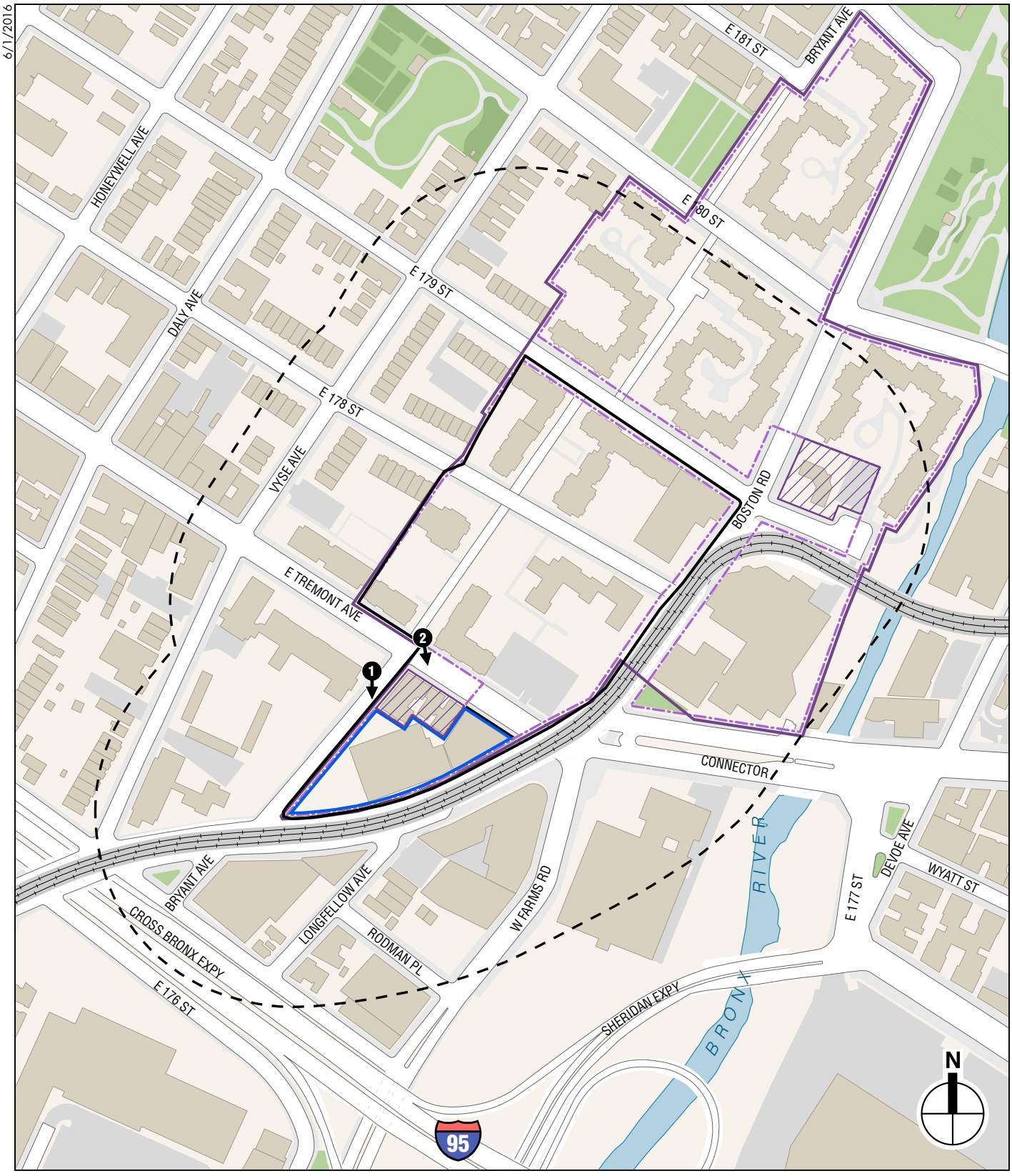
Figure 4



Existing Land Use

1932 Bryant Avenue

Figure 5



Development Site
Project Area
Study Area (400-foot boundary)
Photograph View Direction and Reference Number
Existing LSRD Boundary
Q Parcels not part of Original LSRD
Modified LSRD Boundaries

0 400 FEET

1932 Bryant Avenue

Key to Photographs
Figure 6



The parking garage and rock outcropping as seen from Bryant Avenue looking east **1**



The one-story retail located on the project site as seen from East Tremont and Bryant Avenues, looking east. Two early 20th-century apartment buildings, located on the same block, are visible in the foreground with the elevated rail in the background **2**

Photographs of the Development Site

1932 Bryant Avenue

Figure 7

PART II: TECHNICAL ANALYSES

INSTRUCTIONS: The questions in the following table refer to the thresholds for each analysis area in the respective chapter of the CEQR Technical Manual.

- If the proposed project can be demonstrated not to meet or exceed the threshold, check the '**NO**' box.
- If the proposed project will meet or exceed the threshold, or if this cannot be determined, check the '**YES**' box.
- For each 'Yes' response, provide additional analyses (and attach supporting information, if needed) based on guidance in the *CEQR Technical* Manual to determine whether the potential for significant impacts exists. Please note that a "yes" answer does not mean that 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 either provide additional information to support this Short 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 chance 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. **SEE ATTACHMENT B**		
(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 200 or more residential units?	■	☐
o Generate a net increase of 200,000 or more square feet of commercial space?	☐	■
o Directly displace more than 500 residents?	☐	■
o Directly displace more than 100 employees?	☐	■
o Affect conditions in a specific industry?	☐	■
3. *COMMUNITY FACILITIES:* *CEQR Technical Manual, Chapter 6* **SEE ATTACHMENT C**		
(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		
o **Child Care Centers:** Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	■	☐
o **Libraries:** Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	☐	■
o **Public Schools:** Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	■	☐
o **Health Care Facilities and Fire/Police Protection:** Would the project result in the introduction of a sizeable new neighborhood?	☐	■
4. *OPEN SPACE:* *CEQR Technical Manual, Chapter 7* **SEE ATTACHMENT D**		
(a) Would the project change or eliminate existing open space?	☐	■
(b) Is the project located within an underserved area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☐	■
o If "yes," would the proposed project generate more than 50 additional residents or 125 additional employees?	N/A	
(c) Is the project located within a well-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	■	☐
If "yes," would the project generate 300 or more additional residents or 750 additional employees?	■	☐
(d) If the project is located in an area that is neither underserved nor well-served, would it generate more than 200 additional residents or 500 additional employees?	N/A	

	YES	NO
5. *SHADOWS:* *CEQR Technical Manual, Chapter 8.* **SEE ATTACHMENT E**		
(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?	☐	■
6. *HISTORIC AND CULTURAL RESOURCES:* *CEQR Technical Manual, Chapter 9* **SEE ATTACHMENT F**		
(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 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 archaeological resources.		
7. *URBAN DESIGN AND VISUAL RESOURCES:* *CEQR Technical Manual, Chapter 10* **SEE ATTACHMENT G**		
(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?	☐	■
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 proposed 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* **SEE ATTACHMENT H**		
(a) Would the proposed project allow commercial or residential use 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) designations or a Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	☐	■
(c) Does the project require soil disturbance in a manufacturing zone or any development on or near a manufacturing zone 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 or unknown origin?	■	☐
(e) Would the project result in development where underground and/or aboveground storage tanks (e.g., gas stations) are or were on or near the site?	■	☐
(f) Would the project result in renovation of interior existing space on a site with potential compromised air quality, vapor intrusion from on-site or off-site sources, asbestos, PCBs or lead-based paint?	☐	■
(g) Would the project result in development on or near a government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, municipal incinerators, coal gasification or gas storage sites, or railroad tracks and rights-of-way?	☐	■
(h) Has a Phase I Environmental Site Assessment been performed for the site?	■	☐
o If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: **SEE ATTACHMENT H**	■	☐
10. *WATER AND SEWER INFRASTRUCTURE:* *CEQR Technical Manual, Chapter 13*		
(a) Would the proposed project result in water demand of more than one million gallons per day?	☐	■
(b) Is the proposed project located in a combined sewer area and result in at least 1,000 residential units or 250,000 sq. ft. or more of commercial space in Manhattan or at least 400 residential units or 150,000 sq. ft. or more of commercial space in the Bronx, Brooklyn, Staten Island or Queens?	☐	■
(c) Is the proposed project located in a separately sewered area and result in the same or greater development than that listed in Table 13-1 in Chapter 13?	☐	■
(d) Would the proposed 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 generate contaminated stormwater in a separate storm sewer system?	☐	■
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	■
11. *SOLID WASTE AND SANITATION:* *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): **16,517**		
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?	☐	■

	YES	NO
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): **40,579,476 MBTu**		
(b) Would the proposed project affect the transmission or generation of energy?	☐	■
13. *TRANSPORTATION:* *CEQR Technical Manual, Chapter 16* **SEE ATTACHMENT I**		
(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 in 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 trips per station or line?	N/A	
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* **SEE ATTACHMENT J**		
(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 the Figure 17-3, Stationary Source Screen Graph? (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-designations or a Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	■
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) If "yes" to any of the above, would the proposed project require a GHG emissions assessment based on the guidance in Chapter 18?	☐	■
16. *NOISE:* *CEQR Technical Manual, Chapter 19* **SEE ATTACHMENT K**		
(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 sight 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-designations or a Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☐	■
17. *PUBLIC HEALTH:* *CEQR Technical Manual, Chapter 20* **SEE ATTACHMENT L**		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality, Hazardous Materials, Noise?	■	☐
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a preliminary analysis, if necessary.		
18. *NEIGHBORHOOD CHARACTER:* *CEQR Technical Manual, Chapter 21* **SEE ATTACHMENT M**		
(a) Based upon the analyses conducted for the following technical areas, check 'Yes' if any of the following technical areas required 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.		

	YES	NO
19. *CONSTRUCTION:* *CEQR Technical Manual, Chapter 22* **SEE ATTACHMENT N**		
• **(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 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 service?	☐	■
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 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. **See Attachment M.**

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 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
Greg Holisko, AKRF, Inc.—Applicant Representative		**October 3, 2016**

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	New York City Department of City Planning
NAME	DATE
Robert Dobruskin, AICP	October 3, 2016

SIGNATURE

Robert Dobruskin

A. INTRODUCTION

The applicant, Second Farms Neighborhood HDFC, is seeking discretionary actions including a modification of an existing Large Scale Residential Development (LSRD), a zoning map amendment, a special permit, and a zoning text amendment (the "proposed actions") in the West Farms neighborhood of Bronx Community District 6. The proposed actions would facilitate a proposal by the applicant to develop the 1932 Bryant Avenue site (Bronx Block 3005, Lot 65—the "development site") with an up to 15-story, approximately 320,280 gross square feet (gsf), mixed-use building measuring 168 feet tall (including rooftop mechanical) and containing approximately 295,780 gsf of affordable Use Group (UG) 2 residential uses (up to 327 affordable residential units[1]), approximately 14,500 gsf of UG 6 retail uses (anticipated to be local retail uses), and an approximately 10,000-gsf community facility use, anticipated to be a pre-K facility (altogether, the "proposed project"). In connection with the proposed project, a restrictive declaration would be recorded at the time the proposed actions are approved. Additionally, the proposed project may require discretionary financing through the New York City Department of Housing Preservation and Development (HPD) and the New York City Housing Development Corporation (HDC). Environmental review is not being coordinated at this time. The proposed actions are described in greater detail below.

B. PROJECT DESCRIPTION

PROPOSED ACTIONS

The development site (Block 3005, Lot 65) is designated as Parcel 9 of the Bronx Park South Urban Renewal Area and associated LSRD, which were established in 1970; although the Bronx Park South Urban Renewal Plan expired in 2005, the LSRD continues to regulate allowable uses and building massing on the development site. For example, the LSRD limits the maximum floor area ratio (FAR) of the development site to 0.87; limits the use of the development site to residential accessory parking and commercial use; restricts commercial use within the LSRD to two percent of overall floor area and to only Use Groups (UG) 6A and 6F; and restricts the height and setbacks of the buildings in the LSRD.

Phipps Houses controls Parcels 1, 3, 5, and 10 of the current LSRD and, with HPD, is proposing to establish a new LSRD consisting of their parcels, pursuant to a separate and independent application that was certified on April 25, 2016. Thus, the development site (Parcel 9) and Parcel 6 (Block 3131, Lot 20), Parcel 7 (Block 3136, Lot 1), Parcel 8a (Block 3130, Lot 20) and Parcel

[1] The proposed project would include between 290 and 327 affordable units. The unit count is being finalized based on HPD and HDC funding requirements and project economics. 327 units (or approximately 900 gsf per unit) has been assumed for analysis purposes.

8b (Block 3130, Lot 100) would form a modified LSRD. As part of the proposed actions, the existing regulations that restrict uses and massing on the development site (noted above) would be eliminated, but the maximum FAR of the proposed development (on the development site) would be limited to 6.28 FAR by the LSRD approval process. The existing and future LSRD boundaries are shown on **Figure A-1**. Collectively, the development site and the other four parcels of the proposed modified LSRD comprise the project area, which is shown on **Figure A-2**.

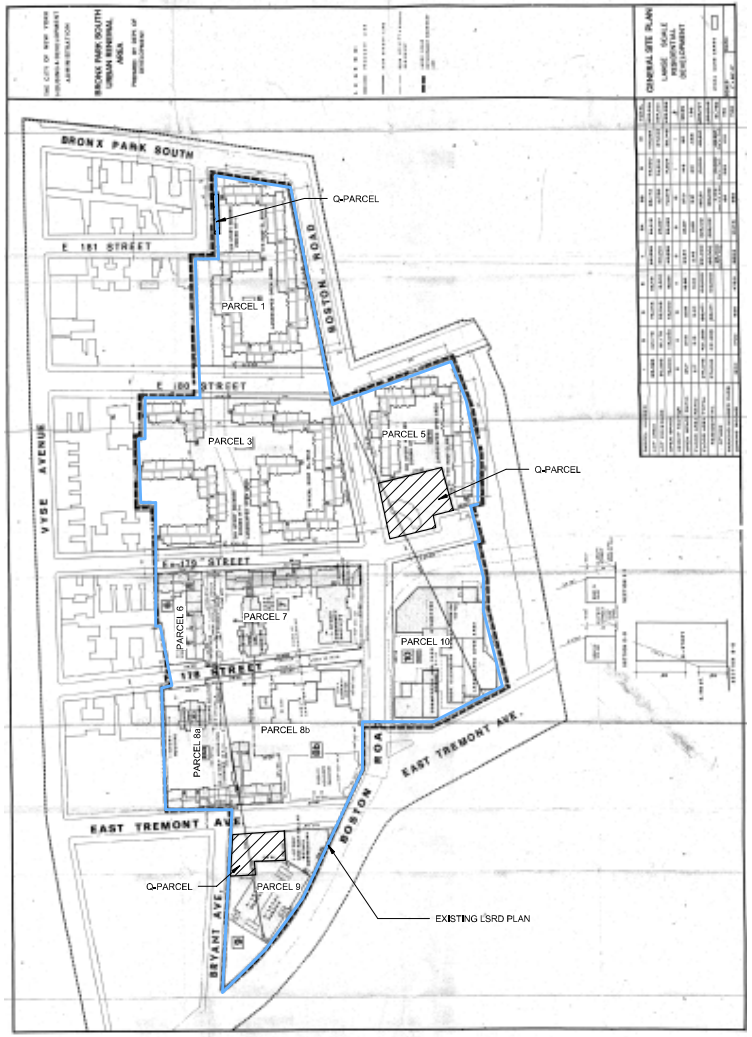
In addition to the modification of the current LSRD encompassing the project area, which includes the development site and the additional parcels described above, the proposed project requires a series of discretionary actions by CPC, including a rezoning. The proposed project would be governed by the proposed LSRD, which will require approval of the bulk and massing of the proposed development. The additional CPC actions are as follows:

- Zoning Map Amendment to rezone the development site from R7-1 to R8 and to establish a C2-4 commercial overlay district to a depth of 100 feet from Boston Road. The R7-1 district currently mapped on the development site permits residential and community facility uses as-of-right to a maximum FAR of 0.87 to 3.44; in addition, the existing LSRD permits up to two percent of overall floor area for commercial use, restricted to UG 6A and 6F. The overlay would permit greater commercial floor area on the development site; and broaden the permitted uses to include UGs 6B, 6C, 6D, and 6E, allowing a wider variety of retail uses.
- Modification of the Bronx Park South LSRD.
- Special Permit pursuant to Zoning Resolution (ZR) Section 78-312 to allow:
  - Location of buildings without regard for required rear yards.
- Proposed height and setback waiver for street wall frontage along the periphery of the proposed LSRD. Special permit to waive required, accessory, off-street parking for existing affordable dwelling units located on Parcels 6, 7, and 8a, pursuant to ZR Section 74-532.
- Authorizations within Large Scale Residential Developments (ZR Section 78-311) to allow proposed height and setback waivers for portions of the proposed project's street wall frontage wholly within the LSRD.
- Zoning text amendment to ZR Appendix F to establish a Mandatory Inclusionary Housing Area (MIHA). All of the residential units provided by the proposed project would be for households earning up to 80 percent of area median income (AMI).

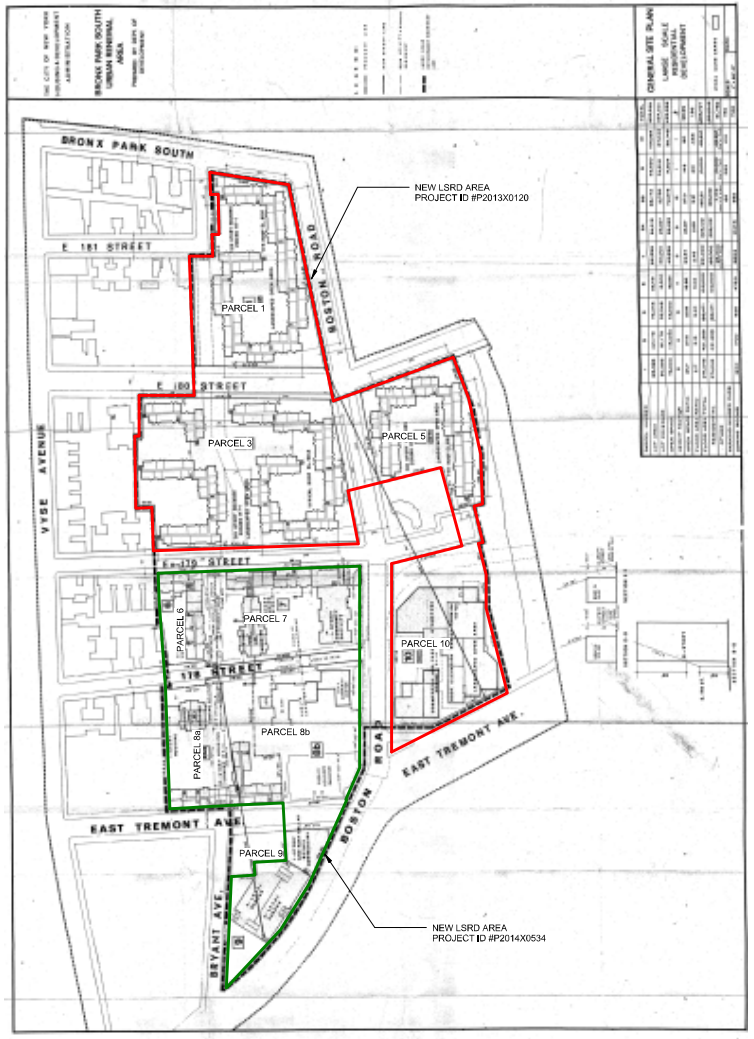
In addition to zoning related actions, the project may require discretionary financing through HPD and HDC.

The proposed Special Permit pursuant to ZR Section 78-312 would facilitate an approximately 153-sf rear yard encroachment that is needed due to the irregular geometry of the development site; a height and setback encroachment of 80 feet along Boston Road by the corner of East Tremont Avenue; a height and setback encroachment of 72 feet in the middle of the Boston Road frontage, between the intersection of Bryant Avenue and East Tremont Avenue; a height and setback encroachment of 10 feet on Boston Road at the intersection of Bryant Avenue; and a height and setback waiver of 42 feet along Bryant Avenue, approximately 100 feet north of its intersection with Boston Road.

The proposed actions include mapping MIH program Options 1 and 2, to meet community needs and in keeping with the applicant's objective of providing affordable housing (see **Appendix 1**).



Existing Large Scale Residential Development (LSRD)



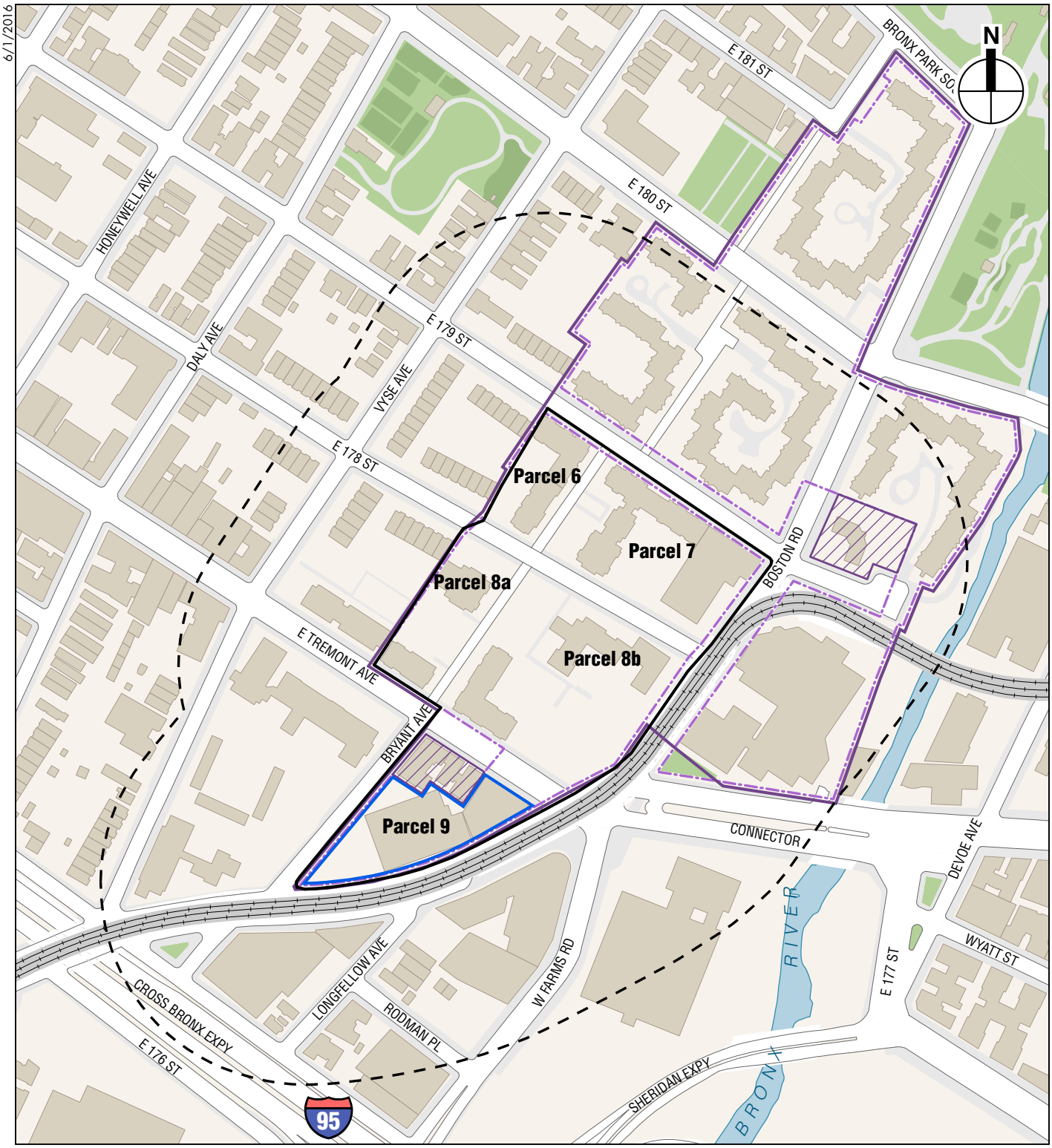
Proposed Large Scale Residential Development (LSRD)

Note: Site Plans from Bronx Park South Urban Renewal Area General Site Plan. Parcel numbers refer to the Urban Renewal Plan.

Existing LSRD
Modified LSRD (Phipps Houses)
Modified LSRD (Second Farms Neighborhood HDFC)
Q Parcels not part of Original LSRD

1932 Bryant Avenue

Existing LSRD and Proposed LSRD
Figure A-1



Development Site

Project Area

Study Area (400-foot boundary)

Existing LSRD Boundary

Q Parcels not part of Original LSRD

Modified LSRD Boundaries

1932 Bryant Avenue

Proposed Modified LSRD

Figure A-2

As noted above, the proposed actions include modification of the LSRD and a proposed special permit to waive required, accessory, off-street parking for existing affordable dwelling units located on Parcels 6, 7, and 8a. Originally, accessory parking spaces for these parcels were to be provided in the garage on the development site; however, the garage was never able to be fully used, and was underutilized before being completely closed due to structural and safety concerns (more information on the site history is provided below). Therefore, the number of spaces provided in the garage were never needed. Recently, 73 new spaces have been provided on Parcels 7 and 8a. The proposed modifications of the LSRD and special permit would waive all required parking for Parcels 6, 7, and 8a and recognize the 73 accessory spaces on Parcels 7 and 8a as permitted spaces. The proposed modifications of the LSRD would also allow the application of the parking requirements and applicable waivers for R8 districts providing Low Income Restricted Housing Units or Mandatory Inclusionary Housing Units to the proposed project.

DESCRIPTION OF THE PROJECT AREA

BACKGROUND

Since 1961, the project area has been zoned R7-1, with segments of C2-2 and C2-4 commercial overlays along Boston Road, East 180th Street, and a portion of East Tremont Avenue (there were no commercial overlays on Parcel 8a, 8b, or 9 along East Tremont Avenue). In 1962, the area was rezoned to include a C1-4 commercial overlay along portions of Parcels 8a, 8b, and 9, in addition to a C2-4 commercial overlay on the entire southern portion of Parcel 9. In 1970 the commercial overlays were removed from the project area in concert with the establishment of the LSRD.

As noted above, Phipps Houses controls Parcels 1, 3, 5, and 10 of the current LSRD and is proposing, with HPD, to establish a new LSRD consisting of their parcels, pursuant to a separate and independent application. Thus, the development site (Parcel 9) and Parcel 6, Parcel 7, Parcel 8a and Parcel 8b would form a modified LSRD. The certified application filed by Phipps Houses and HPD includes a zoning map amendment to change portions of that proposed new LSRD from R7-1 and R7-1/C1-4 zoning districts to R8 and R8/C1-4 zoning districts.

There have been two other noteworthy rezonings in the surrounding area outside of the project area. In 2010, an area long East Tremont Avenue between Daly Avenue and Marmion Avenue, was rezoned to R7X (one block west of the project area). In 2011, the area bounded by Boston Road, the Cross Bronx Expressway, Longfellow Avenue, and Second Farms Road (across from the development site) was rezoned to R8X.

PROJECT AREA

As noted above and shown on **Figure A-2**, the project area includes the parcels in the modified LSRD. The project area is zoned R7-1, which permits residential uses and certain community facility uses, with an overall FAR of 0.87 to 3.44. The LSRD parcels within the project area include:

Parcel 6 (Block 3131, Lot 20). This parcel has a lot area of 33,731 square feet and contains a six-story, 102,000-sf residential building with 90 affordable housing units. The current built FAR is 3.02, which is slightly less than the 3.05 FAR allocated under the LSRD. There are no accessory parking spaces provided on Parcel 6; however, as indicated on the latest certificate of

occupancy, 51 accessory parking spaces were provided on Parcel 9. This parcel is owned by the West Farms/Fordham Bedford Housing Corporation.

Parcel 7 (Block 3136, Lot 1). This parcel has a lot area of 88,889 sf and contains a seven-story residential building and a 21-story residential tower, with a total of 205 affordable housing units. The parcel also contains the Kennedy Center, a one-story, 26,000-sf community facility use. The total floor area of Parcel 7 is 198,000 sf and the current built FAR is 2.52. The built FAR is below the maximum of 2.25 for residential use and 0.63 for community facility use set forth in the LSRD. There are 23 accessory parking spaces provided at grade on Parcel 7. This parcel is owned by the West Farms/Fordham Bedford Housing Corporation

Parcel 8a (Block 3130, Lot 20). This parcel has a lot area of 81,597 sf and contains a 7-story residential building and a 21-story tower with a total of 231 affordable housing units. The current built FAR is 2.68, which is less than the maximum of 3.27 FAR set forth in the LSRD. The parcel also contains 48 accessory parking spaces at grade. Parcel 8a is owned by West Farms/New York Association of Catholic Homes.

Parcel 8b (Block 3130, Lot 100). This parcel has a lot area of 22,500 sf and contains a 21-story residential building with 225 affordable housing units, a one-story community facility, and 66 accessory parking spaces at grade. The current built FAR is 2.21. This parcel is owned by the New York City Housing Authority.

Parcel 9 (Block 3005, Lot 65). This parcel is owned by Second Farms HDFC and contains retail uses and an unused parking garage. The current built FAR is 0.75.

As noted above, the proposed rezoning would apply only to the development site (Parcel 9), and there would be no changes to land use or development potential on any of the modified LSRD parcels, except for Parcel 9. A more detailed description of the development site is provided below.

DEVELOPMENT SITE

The development site (Block 3005, Lot 65) is a 49,620-square-foot parcel located within the irregularly shaped block bounded by East Tremont Avenue, Boston Road, and Bryant Avenue. There are two structures currently on the development site. The first is an unused, approximately 27,000-gsf four-level parking garage with a capacity of 273 parking spaces, although due to a structural inadequacy, the Certificate of Occupancy only permitted 233 parking spaces. The garage has been completely closed for the past three years due to structural and safety concerns. The garage occupies the middle portion of the development site and has its vehicular entrance on Boston Road. To the north of this garage along East Tremont Avenue is a structure containing a one-story "strip" of retail stores totaling approximately 9,700 gsf. The retail strip contains three establishments: a delicatessen, a convenience store, and a vacant retail space. On the southern portion of the development site, there is a large rock outcropping. As noted above, the development site is located within an R7-1 residential zoning district, which permits residential and certain community facility uses, with an overall FAR of 0.87 to 3.44. The current built FAR of the development site is 0.75.

DESCRIPTION OF THE PROPOSED PROJECT

The proposed building of up to 15 stories would be approximately 168 feet tall (including rooftop mechanical) and contain approximately 320,280 gsf of floor area (6.28 FAR). The building would include up to 327 affordable residential units, approximately 14,500 gsf of UG 6 and/or 10 retail uses, and an approximately 10,000-gsf community facility use (anticipated to be

a pre-K facility). The exact number of units within the proposed 295,780 gsf of residential space would depend on the unit size distribution, and could range from 290 units to 327 units. The residential entrance would be located midblock on Bryant Avenue. The proposed local retail use would be located on the ground level of the building and front onto East Tremont Avenue and Boston Road. The proposed pre-K or community facility use would also have an entry on East Tremont Avenue, with most of the use located on the second floor. The proposed project would also include a large residential courtyard for building residents along Bryant Avenue, with seating, landscaping, elevated planters, shrubs, and trees.

As noted above, vehicular access to the existing garage on the sire is provided via a curb cut on Boston Road. As the proposed project would not include parking, no new curb cuts are proposed. The existing and proposed zoning are shown on **Figure A-3**. **Figure A-4** is a site plan, **Figure A-5** is a building elevation, and **Figure A-6** is a waiver plan of the proposed project.

The proposed project would take up to 24 months to construct, following the completion of the CPC approval process towards the end of 2016. Therefore, it is conservatively expected to be built and operational in 2019.

C. ANALYSIS FRAMEWORK

This document has been prepared in accordance with the guidelines presented in the 2014 *City Environmental Quality Review (CEQR) Technical Manual*. For each Environmental Assessment Statement (EAS) technical assessment, the analysis includes descriptions of existing conditions, conditions in the future without the proposed project (the "No Action" condition), and conditions in the future with the proposed project (the "With Action" condition). For each relevant technical area, the incremental difference between the No Action and With Action condition is analyzed to determine the potential environmental effects of the proposed project.

EXISTING CONDITIONS

The analysis framework begins with an assessment of existing conditions on the project site and in the relevant study area because these can be most directly measured and observed. The assessment of existing conditions does not represent the condition against which the proposed project is measured, but serves as a starting point for the projection of future conditions with and without the proposed project and the analysis of project impacts.

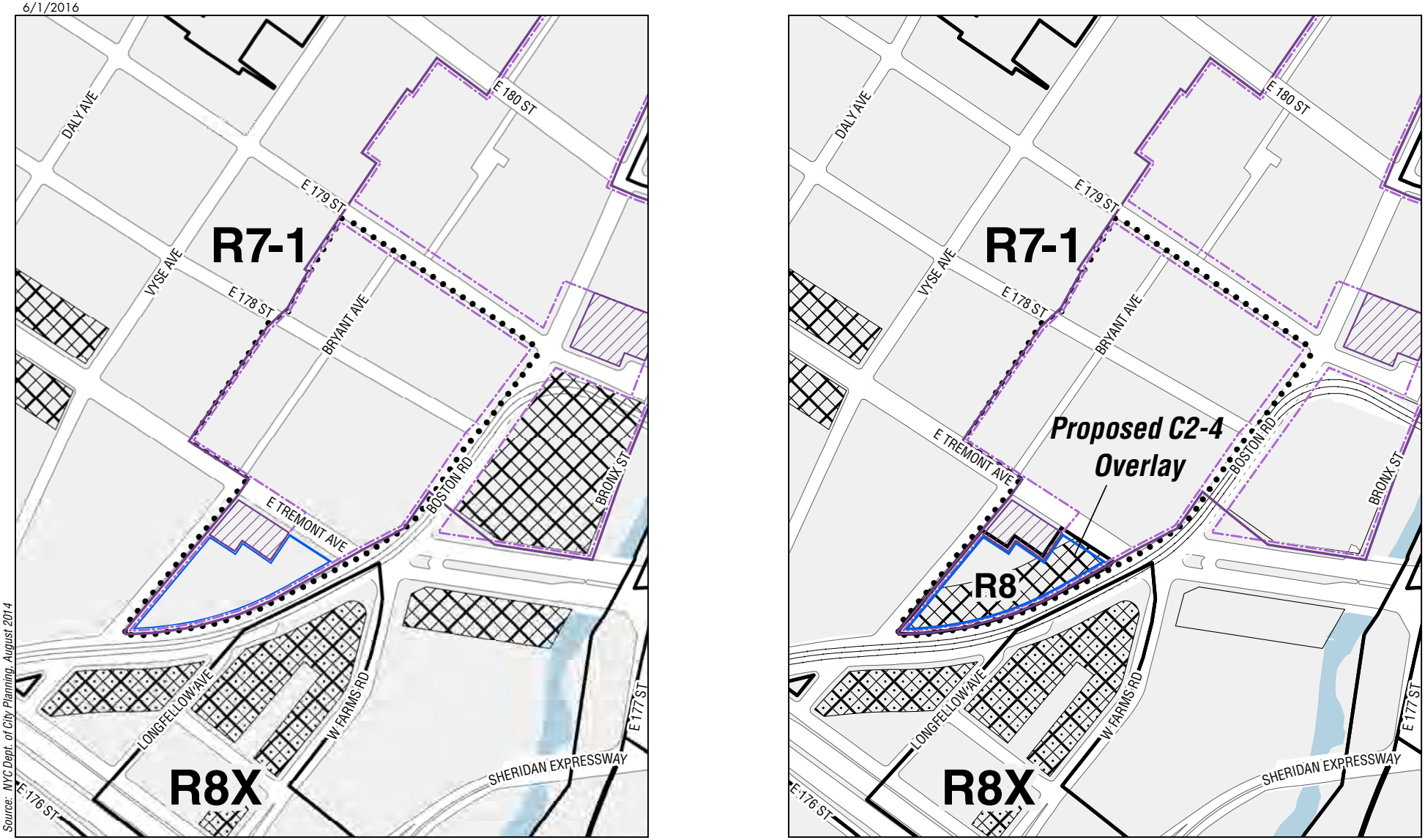
NO ACTION CONDITION

The No Action scenario describes a future baseline condition to which the changes that are expected to result from the proposed project are compared. For each technical analysis, approved or designated development projects within the appropriate study area that are likely to be completed by the 2019 analysis year are considered.

Absent the proposed actions, it is anticipated that the development site will remain in its existing condition.

As noted above, the remainder of the existing LSRD is proposed to become a new LSRD based on a separate action covering Parcels 1, 3, 5, and 10 of the current LSRD. HPD and Phipps Houses are seeking disposition of City-owned property and designation as an Urban Development Action Area Project (UDAAP), establishment of a large-scale residential plan, and other discretionary actions (as well as certain funding actions) to facilitate the demolition of the

6/1/2016



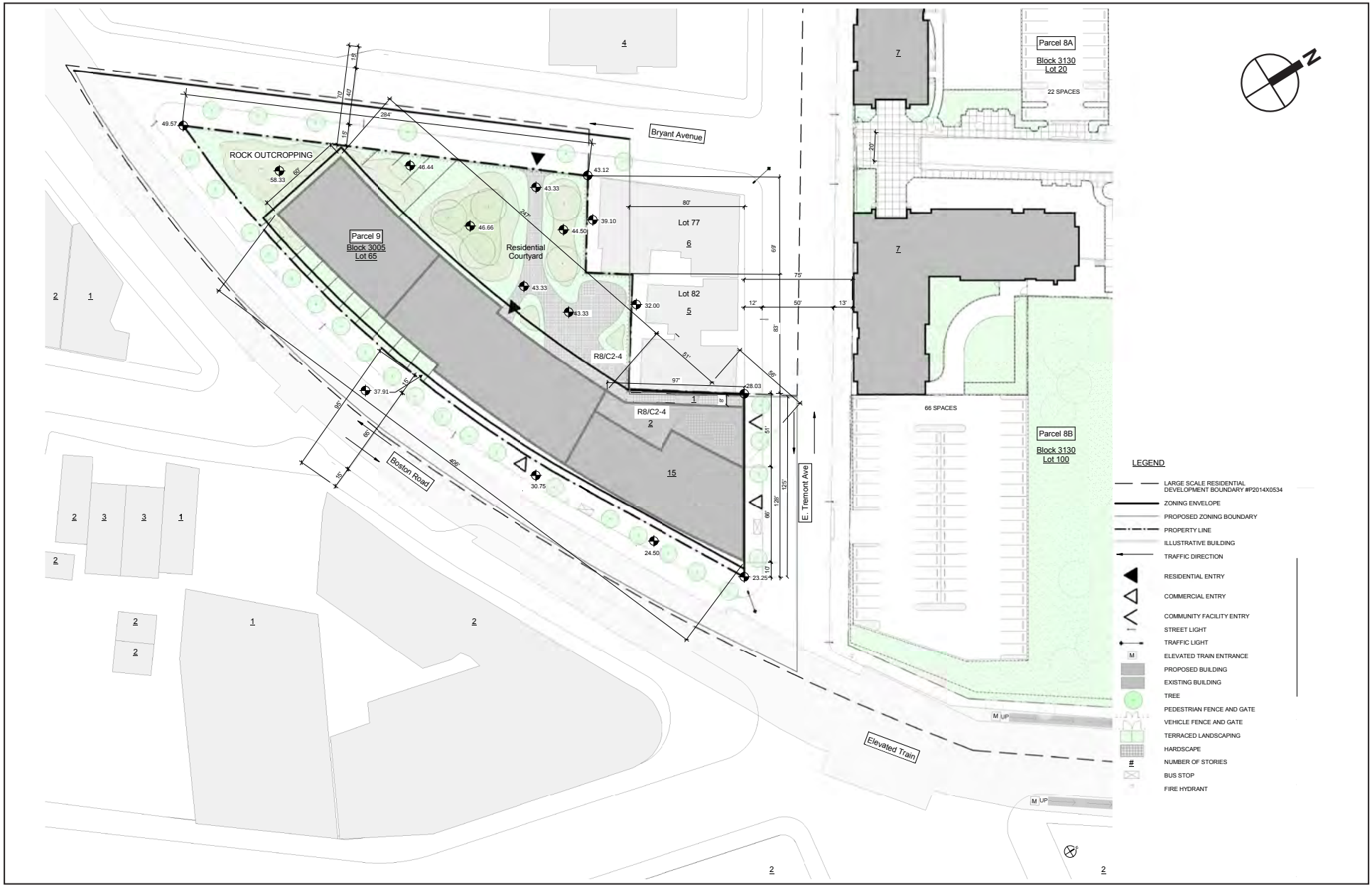
Source: NYC Dept. of City Planning, August 2014

Development Site
Project Area
Existing LSRD Boundary
Q Parcels not part of Original LSRD
Modified LSRD Boundaries
Zoning Districts
C1-4 Commercial Overlay District
C2-4 Commercial Overlay District

0 200 FEET

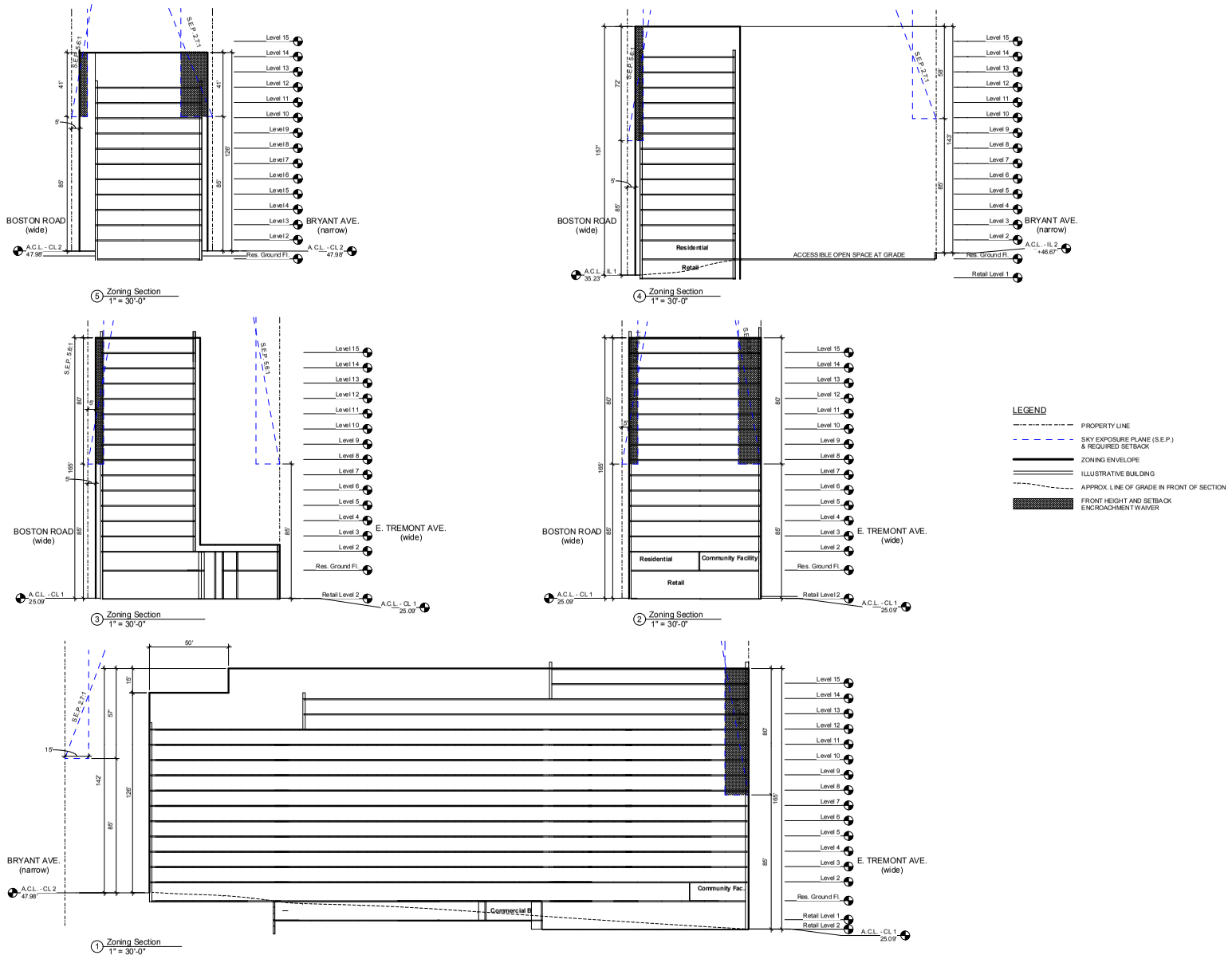
1932 Bryant Avenue

Existing and Proposed Zoning
Figure A-3



1932 Bryant Avenue

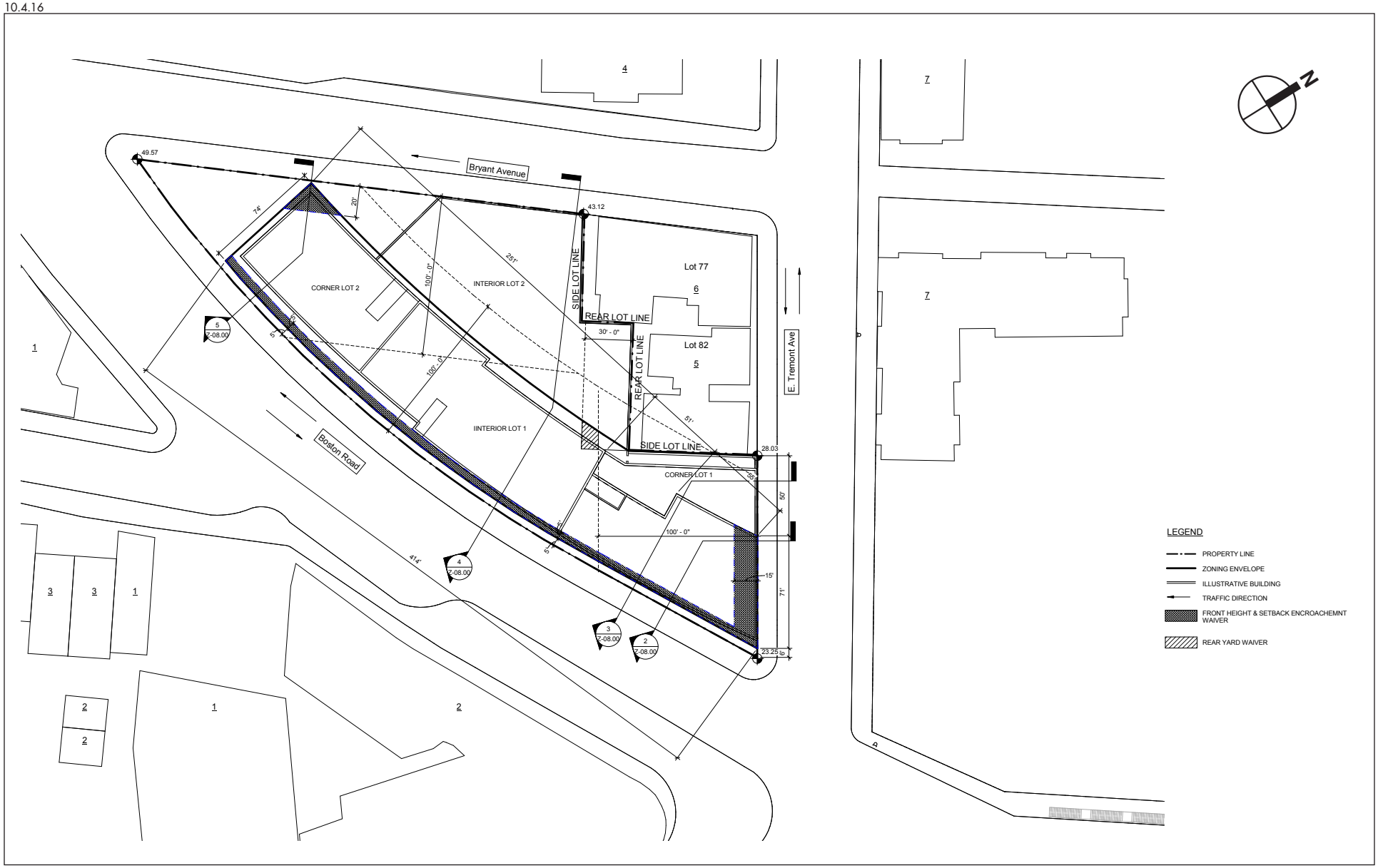
Proposed Site Plan
Figure A-4



1932 Bryant Avenue

Height and Setback Waiver Diagrams

Figure A-5



1932 Bryant Avenue

Waiver Plan
Figure A-6

Lambert Houses buildings and the redevelopment of those sites with 1,665 affordable residential units, approximately 61,100 square feet of retail, and a possible school. This project has been certified by DCP. It is anticipated that the proposed Lambert Houses project, if approved, would be completed and operational in 2029. As appropriate, any portions of the Lambert Houses project that are expected to be completed by the proposed project's build year of 2019 are accounted for in this EAS.

A Notice of Completion for the Draft Environmental Impact Statement (DEIS) for the proposed Lambert Houses project was issued on April 22, 2016, and is currently undergoing public review. The DEIS for Lambert Houses identified mitigation measures for potential significant adverse impacts in three areas of analysis covered: community facilities, shadows, and transportation. These measures will be explored between the DEIS and Final EIS. Should any of the measures identified to mitigate potential significant adverse impacts affect the analyses for 1932 Bryant Avenue, this EAS will be updated to reflect these changes.

WITH ACTION CONDITION

In the With Action scenario, the existing retail strip and parking garage on the development site would be demolished and a mixed-use development would be constructed, as described above. For the purposes of a conservative analysis, it is assumed that the maximum number of residential units that could be developed on the development site (327) would be provided, as well as retail, and community facility uses.

As described above, only the development site would be rezoned under the proposed actions. In the With Action condition, there would not be any land use changes to any other parcels in the LSRD. The Reasonable Worst Case Development Scenario for the proposed project is summarized below in **Table A-1**.

Table A-1
Reasonable Worst Case Development Scenario

Project Info	Existing Condition	No-Action Condition	With-Action Condition	Increment for Analysis
Total Built Floor Area (GSF)	108,000[1]	108,000	320,280	212,280
Commercial GSF	9,700	9,700	14,500	4,800
Community Fac. GSF	0	0	10,000	10,000
Residential GSF	0	0	295,780	295,780
Total Dwelling Units	0	0	327[2]	327[2]
Market-Rate Units	0	0	0	0
Affordable Dwelling Units	0	0	327	327
Residents[3]	0	0	952	952
Workers[4]	25	25	47	22
Accessory Parking Spaces	0[1]	0	0	0

Notes: [1]The development site currently contains an unused and structurally unsound 273-space parking garage.
[2]The proposed project would include between 290 and 327 affordable residential units. The unit count is being finalized based on HPD and HDC funding requirements and project economics. 327 units (or approximately 900 gsf per unit) has been assumed for analysis purposes.
[3]Assuming an average household size of 2.91 persons.
[4]Assuming 1 superintendent, 1 worker/400 sf retail use, 1 worker/1,000 sf of community facility use.
Sources: Dattner Architects, Second Farms Neighborhood HDFC

D. PURPOSE AND NEED

This section describes the purpose and need for the proposed actions, without which the proposed project could not be developed.

The current LSRD covering the project area restricts the use of the development site to a parking garage and commercial use; limits the development FAR to 0.87; allows only certain commercial use groups; and restricts commercial space to two percent of the total original LSRD floor area. The proposed actions would eliminate these restrictions in order to facilitate the development of a mixed-use building with new affordable housing units, a potential new pre-K facility, and local retail uses. With the proposed actions, uses, parking requirements, and massing on the development site would be governed by zoning, not the LSRD; however, the maximum FAR of the proposed development would be limited to 6.28 FAR as part of the LSRD approval process.

A zoning map amendment is also needed to rezone the development site from R7-1 to R8 and to establish a C2-4 commercial overlay district over a substantial portion of the development site. The applicant believes that the R8 zoning is needed to develop an economically feasible project that produces a substantial amount of affordable housing on the site. The proposed R8 zoning would be consistent with the zoning map amendment proposed by Phipps Houses and HPD under a separate application (CEQR No. 16HPD001X, ULURP Nos. 160285 ZMX, 160286 HAX, N 160287 ZAX, N 160288 ZRX, N 160289 ZRX, 160290 ZSX, M 160291 ZSX). The proposed retail overlay district would facilitate the introduction of a new retail use on the development site that the applicant also believes responds to community needs and takes advantage of the development site's proximity to the West Farms Square-East Tremont Avenue subway station.

In addition to limiting the development site to parking uses, the current LSRD restricts built FAR on the development site; relief of both limitations is therefore required for development of the proposed project. Under the proposed R8 zoning, a maximum FAR of between 0.94 and 6.5 would be allowed. With the proposed actions, uses, parking requirements, FAR, and massing on the development site would be governed by zoning, not the LSRD; however, the maximum FAR of the proposed development would be limited to 6.28 FAR as part of the LSRD approval process. Parking is generally required under the proposed R8 zoning, but is not required for the proposed project due to the recently adopted Zoning for Quality and Affordability (ZQA) text amendment, since all of the residential units included in the proposed project would be affordable for households earning up to 80 percent AMI, and the development site is in the transit zone. No parking would be provided with the proposed project and no new curb cuts are proposed. Any future actions to provide parking on the site would require additional CPC approval, if a change to LSRD regulations would be required.

Overall, the purpose and need of the proposed actions is to facilitate the transformation of the development site from, in the applicant's opinion, an underutilized property that detracts from the surrounding area into a mixed-use development with much-needed affordable housing, a potential pre-K facility, and retail uses that are better suited to the needs of the neighborhood.[2] As noted above, the existing garage on the development site has been completely closed for the past three years due to structural and safety concerns. Without the proposed actions, the project as proposed could not be developed. ✷

[2] The applicant is currently meeting with community groups to discuss the retail needs of the surrounding neighborhood, including identification of uses or services that are not currently available. The applicant has also engaged consultants to prepare a market study to provide more information on how to accommodate potential new retail uses.

A. INTRODUCTION

The proposed project would result in the development of a new 15-story apartment building containing up to 327 affordable housing units in the West Farms neighborhood of the Bronx. The proposed building would be approximately 320,280 gross square feet (gsf), and would contain, in addition to the affordable residential units, approximately 14,500 gsf of retail uses, and an approximately 10,000-gsf community facility use (anticipated to be a pre-K facility).

This section assesses the potential impacts of the proposed project on land use, zoning, and public policy for the development site and for a study area encompassing the area within 400 feet of the project area. The study area generally extends north to East 180th Street, east to the Bronx River, south to the Cross Bronx Expressway, and west past Vyse Avenue (see **Figure B-1**). As described below, the assessment concludes that the proposed project would be compatible with existing uses in the surrounding area, and would not result in any significant adverse impacts to land use, zoning, or public policy.

B. EXISTING CONDITIONS

LAND USE

PROJECT AREA

As described in Attachment A, "Project Description," the project area includes the parcels in the future Large Scale Residential Development (LSRD): Parcel 6 (Block 3131, Lot 20), Parcel 7 (Block 3136, Lot 1), Parcel 8a (Block 3130, Lot 20) Parcel 8b (Block 3130, Lot 100), and Parcel 9 (Block 3005, Lot 65). There would be no changes to land use or development potential on any of the proposed LSRD parcels, except for Parcel 9, the development site.

DEVELOPMENT SITE

The development site consists of an irregularly-shaped parcel located on the triangular block formed by Bryant Avenue to the west, East Tremont Avenue to the north, and Boston Road to the south and east (Bronx Block 3005, Lot 65). The development site is currently occupied by two structures: a disused four-story garage and a one-story commercial building. The garage, originally constructed in 1980, had an original design capacity of 273 parking spaces; due to a structural inadequacy that rendered a portion of the building unusable soon after its construction, the garage had a maximum allowable capacity of 233 spaces before its use ceased in 2012. The structure is currently vacant and dilapidated. The commercial building contains three retail stores: a bodega, a convenience store, and a vacant store formerly occupied by a liquor store. Both structures would be demolished and replaced by a new building with the proposed project. On the southern portion of the development site, there is a large rock outcropping. As noted above, the development site is located within an R7-1 residential zoning district, which permits

6/2/2016



0 200 FEET

- *Development Site*
- *Project Area*
- *Study Area (400-foot boundary)*
- *Existing LSRD Boundary*
- *Q Parcels not part of Original LSRD*
- *Modified LSRD Boundaries*
- *Commercial and Office Buildings*
- *Hotels*
- *Industrial and Manufacturing*
- *Open Space and Outdoor Recreation*
- *Parking Facilities*
- *Public Facilities and Institutions*
- *Residential*
- *Residential with Commercial Below*
- *Transportation and Utility*
- *Vacant Land*
- *Vacant Building*
- *Under Construction*

1932 Bryant Avenue

Existing Land Use
Figure B-1

residential and certain community facility uses, with an overall FAR of 0.87 to 3.44. The current built FAR of the development site is 0.75.

STUDY AREA

As shown on **Figure B-1,** the study area contains a mix of residential, commercial, community facility, industrial, and parking facility uses, as well as some vacant parcels.

Residential uses largely consist of mid- and high-rise apartment buildings. Many of the housing units located within the study area are reserved for low- and/or moderate-income households. Within the Project Area, there is a 21-story public housing development operated by the New York City Housing Authority (NYCHA) located at 1010 East 178th Street, to the north of the development site. Also within the Project Area, the West Farms Square housing development, operated by the Fordham-Bedford Corporation, is located directly across East Tremont Avenue from the development site; that complex of eight mid-rise buildings contains approximately 526 units targeted to low- and moderate-income households. 1904 Vyse Avenue, a nine-story apartment building located on the western edge of the study area, contains 95 affordable housing units. The Aquinas Apartments, located in the northwestern corner of the study area, contains 100 assisted-living units targeted to low-income senior citizens. The remainder of the residential uses within the study area generally consists of attached and semi-detached single- and two-family homes, as well as several mid-rise walkup buildings.

Commercial uses within the study area largely consist of neighborhood retail stores along East Tremont Avenue, including two mixed-use (i.e., mid-rise residential with ground-floor retail) buildings located on the same triangular block as the development site, and along Boston Road at the intersection with East Tremont Avenue. There is a Howard Johnson Express Inn hotel located directly east across Boston Road from the development site. There are also several auto repair shops located along Boston Road, just south of the hotel and east of the development site.

Community facility uses within the study area include P.S. 6—West Farms School, an elementary school located directly across Bryant Avenue to the west of the development site; P.S. 214—Lorraine Hansberry Academy, an elementary school located on West Farms Road; and Grace Episcopal Church, located on Vyse Avenue at the western edge of the study area.

Industrial uses are located along West Farms Road, east of the development site, and include the Fordham Marble warehouse and a janitorial supplies warehouse.

The study area is bisected by elevated sections of New York City Transit's (NYCT) Nos. 2 and 5 subway lines, which run along Boston Road. The West Farms Square—East Tremont Avenue station, which provides access to the 2 and 5 lines, is located at the intersection of Boston Road and East Tremont Avenue, directly northeast of the development site. The study area is also served by the Bx9, Bx21, Bx36, Bx40, and Bx42 bus lines.

ZONING

PROJECT AREA AND DEVELOPMENT SITE

As shown in **Figure B-2**, the project area and development site are, like much of the study area, located within an R7-1 residential district, which is a medium-density district that allows for a residential floor-area ratio (FAR) of up to 3.44.

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1932 Bryant Avenue

Current Zoning
Figure B-2

STUDY AREA

Across Bryant Avenue to the east of the development site, the base residential zone is R8X, which is a contextual residential district that allows for a maximum FAR of 6.02 and generally produces 14- to 16-story buildings. The R8X district was mapped by the Crotona Park East-West Farms rezoning, which was adopted in August 2011.

Within the study area, there are also C1-4 and C2-4 commercial overlays. Both C1-4 and C2-4 districts are mapped along commercial corridors within residential neighborhoods, and allow for local retail uses such as grocery stores, restaurants, and salons, as well as local services such as insurance or realty offices; the maximum commercial FAR for both C1-4 and C2-4 overlays is 2.0.

There are no Special Districts in the study area. There are two Inclusionary Designated areas, one 750 feet west of the development site along East Tremont Avenue and the other south of the development site across Boston Road. In addition, in specific portions of commercial districts and commercial overlays in Bronx Community District 6, the FRESH program is applicable.

PUBLIC POLICY

BRONX PARK SOUTH URBAN RENEWAL PLAN

The Bronx Park South Urban Renewal Plan was adopted in 1965, with revisions in 1989 and 1998. The goal of the plan was to revitalize the neighborhood through strategic redevelopment of blighted, vacant, or underutilized parcels. As part of that plan, the development site was designated as Parcel 9 of the LSRD that encompasses the Urban Renewal Area. Although the plan expired in 2005, the LSRD continues to govern development on the development site.

HOUSING NEW YORK: A FIVE-BOROUGH, TEN-YEAR PLAN

On May 5, 2014, the de Blasio administration released *Housing New York: A Five-Borough, Ten-Year Housing Plan* ("*Housing New York*"), its plan to build or preserve 200,000 affordable residential units. To achieve this goal, the plan aims to double the Department of Housing Preservation and Development's (HPD) capital budget, target vacant and underused land, protect tenants in rent-regulated apartments, streamline rules and processes to unlock new development opportunities, contain costs, and accelerate affordable construction. The plan details the key policies and programs for implementation, including developing affordable housing on underused public and private sites.

C. THE FUTURE WITHOUT THE PROPOSED PROJECT

Absent the proposed project, the development site will continue to be occupied by a vacant, disused parking garage. No redevelopment of the existing structure would take place, and no new affordable housing would be constructed on the development site.

In the No Action condition, the Lambert Houses complex—a 731-unit affordable housing complex located north of the development site—will be redeveloped. This complex is currently located in the same LSRD as the project area, but will form its own separate LSRD, pursuant to an independent application. The Lambert Houses project will take place over 13 years, consisting of the sequential demolition and reconstruction of the complex's existing buildings, resulting in a total of 1,665 affordable residential units. Overall, the project is expected to be

complete by 2029, with the earliest completed building—Building 3A—expected to be built by 2019. Building 3A will be constructed on the south side of East 180th Street, between Boston Road and Vyse Avenue, and is expected to contain 147 residential units.

In addition, at 1939 West Farms Road (directly across Boston Road to the east of the development site), two residential buildings will be constructed, containing a total of 181 affordable housing units on currently-vacant land.

Aside from those projects, no new land use changes are anticipated. The study area will remain a mix of residential, commercial, community facility, industrial, and parking facility uses, as well as some vacant parcels. No changes to the applicable zoning regulations or other public policies are currently expected to be enacted by 2019.

D. PROBABLE IMPACTS OF THE PROPOSED PROJECT

LAND USE

PROJECT AREA AND DEVELOPMENT SITE

With the proposed project, the existing structures would be demolished and the development site would be redeveloped with a new building of up to 15 stories, containing a mixture of uses, including affordable housing, local retail, and community facility uses. The 168-foot-tall building (including rooftop mechanical) would contain up to 327 affordable housing units, approximately 14,500 gsf of retail uses, and an approximately 10,000-gsf community facility use (anticipated to be a pre-K facility). All of the residential units would be reserved for households at or below 80 percent of area median income (AMI). The proposed project would also include a large residential courtyard for building residents along Bryant Avenue, with seating, landscaping, elevated planters, shrubs, and trees.

The residential entrance to the new building would be located on Bryant Avenue. The proposed local retail use would be located on the ground level of the building with its entrance on East Tremont Avenue. The proposed pre-K or community facility use would also have an entry on East Tremont Avenue, with most of the use located on the second floor. As noted above, vehicular access to the existing garage on the sire is provided via a curb cut on Boston Road. As the proposed project would not include parking, no new curb cuts are proposed.

No changes to any other parcel on the project area, except for the development site, would occur as a result of the proposed project.

STUDY AREA

The new building would be compatible with the existing buildings adjacent to the development site, as well as with the residential character of the study area generally, and the mixed-use character of the East Tremont Avenue/West Farms Road intersection specifically. In addition, the proposed project would revitalize a disused site currently occupied by a derelict parking garage.

As a result, the proposed project would not result in any significant adverse land use impacts.

ZONING

PROJECT AREA

As described above, the development site is designated as Parcel 9 of the Bronx Park South Urban Renewal Area and associated LSRD, which were established in 1970; although the Bronx Park South Urban Renewal Plan expired in 2005, the LSRD continues to regulate allowable uses and building massing on the development site.

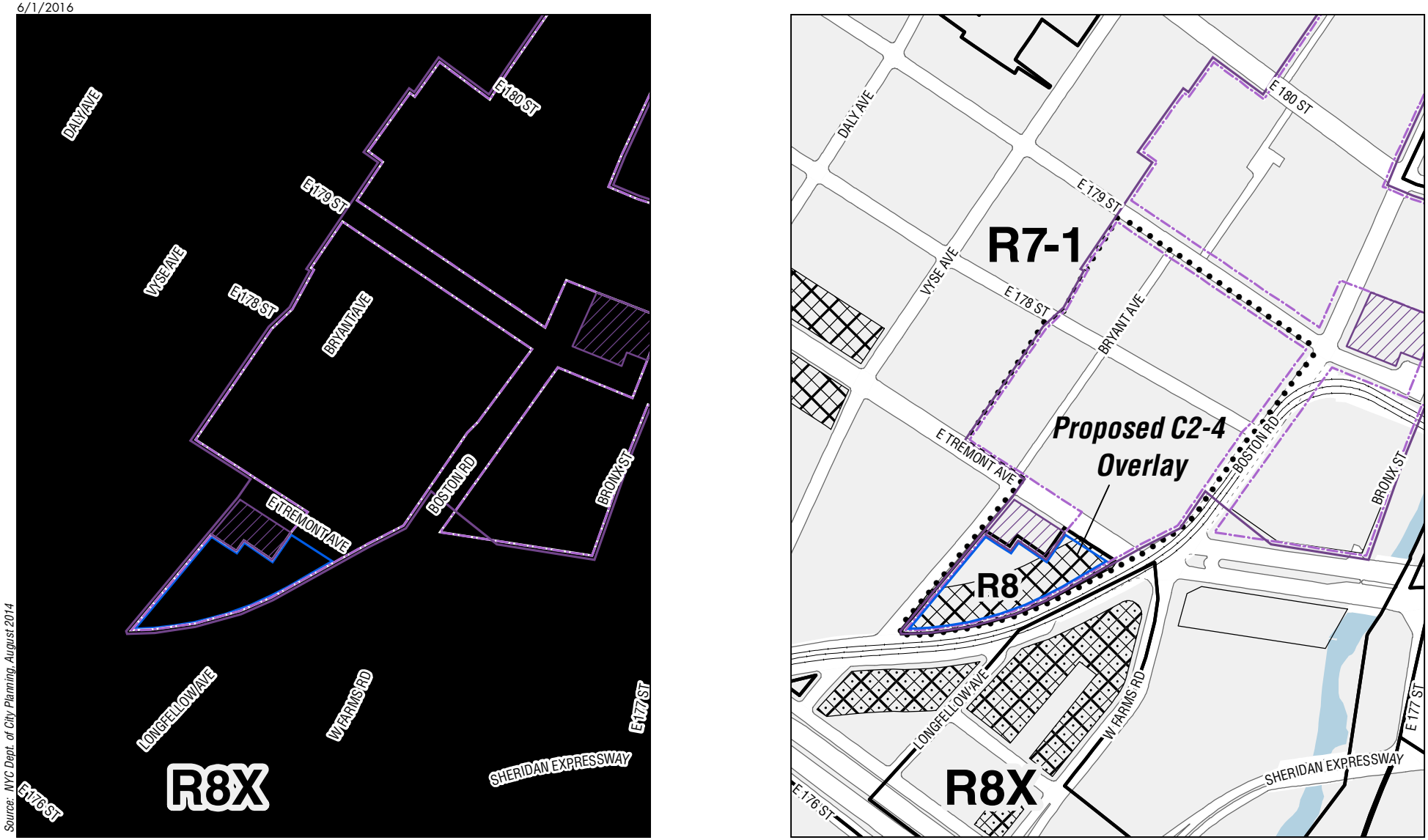
Phipps Houses controls Parcels 1, 3, 5, and 10 of the current LSRD and is proposing, with HPD, to establish a new LSRD consisting of their parcels, pursuant to a separate and independent application. Thus, the development site (Parcel 9) and Parcel 6 (Block 3131, Lot 20), Parcel 7 (Block 3136, Lot 1), Parcel 8a (Block 3130, Lot 20) and Parcel 8b (Block 3130, Lot 100) would form a modified LSRD. As part of the proposed actions, the existing regulations that restrict uses and massing on the development site would be eliminated, but the maximum FAR of the proposed development would be limited to 6.24 FAR by the LSRD approval process. Collectively, the development site and the other four parcels of the proposed LSRD comprise the project area, which is shown on Figure A-1. The existing and proposed LSRD boundaries are shown on Figure A-2. The existing and proposed zoning are shown on **Figure B-3**.

DEVELOPMENT SITE

In addition to the modification of the current LSRD encompassing the project area, which includes the development site and the additional parcels described above, the proposed project requires a series of discretionary actions by CPC, including a rezoning. The proposed project would be governed by the proposed LSRD, which will require approval of the bulk and massing of the proposed development. The additional CPC actions are as follows:

- Zoning Map Amendment to rezone the development site from R7-1 to R8 and to establish a C2-4 commercial overlay district to a depth of 100 feet from Boston Road. The R7-1 district currently mapped in the project area permits residential and community facility uses as-of-right to a maximum FAR of 0.87 to 3.44; in addition, the existing LSRD permits up to two percent of overall floor area for commercial use, restricted to UG 6A and 6F. The overlay would permit greater commercial floor area on the development site; broaden the permitted uses to include UGs 6B, 6C, 6D, and 6E, allowing a wider variety of retail uses.
- Modification of the Bronx Park South LSRD.
- Special Permit pursuant to ZR Section 78-312 to allow:
  - Location of buildings without regard for required year yards;
  - Proposed height and setback waiver for street wall frontage along the periphery of the proposed LSRD;
- Special permit to waive required, accessory, off-street parking for existing affordable dwelling units located on Parcels 6, 7, and 8a, pursuant to ZR Section 74-532.
- Authorizations within Large Scale Residential Developments (ZR Section 78-311) to allow proposed height and setback waivers for portions of the proposed project's street wall frontage wholly within the LSRD.
- Zoning text amendment to ZR Appendix F to establish a Mandatory Inclusionary Housing Area (MIHA). All of the residential units provided by the proposed project would be for households earning up to 80 percent of AMI.

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1932 Bryant Avenue

Existing and Proposed Zoning

Figure B-3

In addition to zoning related actions, the project may require discretionary financing through HPD and HDC. The EAS would then undergo a coordinated review.

The proposed Special Permit pursuant to ZR Section 78-312 would facilitate an approximately 153-sf rear yard encroachment that is needed due to the irregular geometry of the development site; a height and setback encroachment of 80 feet along Boston Road by the corner of East Tremont Avenue; a height and setback encroachment of 72 feet in the middle of the Boston Road frontage, between the intersection of Bryant Avenue and East Tremont Avenue; a height and setback encroachment of 10 feet on Boston Road at the intersection of Bryant Avenue; and a height and setback waiver of 42 feet along Bryant Avenue, approximately 100 feet north of its intersection with Boston Road.

The proposed actions include mapping MIH program Options 1 and 2, to meet community needs and in keeping with the applicant's objective of providing affordable housing (see **Appendix 1**).

As noted above, the proposed actions include modification of the LSRD and a proposed special permit to waive required, accessory, off-street parking for existing affordable dwelling units located on Parcels 6, 7, and 8a. Originally, accessory parking spaces for these parcels were to be provided in the garage on the development site; however, the garage was never able to be fully used, and was underutilized before being completely closed due to structural and safety concerns (more information on the site history is provided below). Therefore, the number of spaces provided in the garage were never needed. Recently, 73 new spaces have been provided on Parcels 7 and 8a. The proposed modifications of the LSRD and special permit would waive all required parking for Parcels 6, 7, and 8a and recognize the 73 accessory spaces on Parcels 7 and 8a as permitted spaces. The proposed modifications of the LSRD would also allow the application of the parking requirements and applicable waivers for R8 districts providing Low Income Restricted Housing Units or Mandatory Inclusionary Housing Units to the proposed project.

STUDY AREA

The proposed rezoning would apply to the development site only. The proposed actions would not create new development potential or facilitate new development on any parcels other than the development site. As a result, the proposed project would not result in any significant adverse zoning impacts on the study area.

PUBLIC POLICY

BRONX PARK SOUTH URBAN RENEWAL PLAN

As described above, the Bronx Park South Urban Renewal Plan expired in 2005. The LSRD established by that plan would be dissolved and replaced with the proposed project, which would replace an underutilized and unwelcoming site with much-needed affordable housing, local retail uses, and a community facility use (anticipated to be a pre-K facility). Therefore, the proposed project would be in keeping with Urban Renewal Plan's goal of revitalizing the neighborhood through strategic redevelopment of blighted, vacant, or underutilized parcels.

HOUSING NEW YORK: A FIVE-BOROUGH, TEN-YEAR PLAN

As noted above, a major public policy goal in the City is to build or preserve 200,000 affordable residential units. The proposed project would help to achieve that goal by repurposing a vacant

private site in order to construct up to 327 new units of affordable housing, all of which would be reserved for households at or below 80 percent AMI. As noted above, the proposed actions include a zoning text amendment to Appendix F of the ZR to establish a MIHA. Therefore, the proposed project would be consistent with this policy.

Overall, the proposed project would not result in significant adverse impacts to land use, zoning, or public policy. ✷

A. INTRODUCTION

The socioeconomic character of an area includes its population, housing, and economic activity. According to the 2014 *CEQR Technical Manual*, a socioeconomic assessment should be conducted if a project may reasonably be expected to create substantial socioeconomic changes within the area affected by the project that would not occur in the absence of the project. Projects that would trigger a CEQR analysis include the following:

- Direct displacement of a residential population so that the socioeconomic profile of the neighborhood would be substantially altered. Displacement of less than 500 residents would not typically be expected to affect socioeconomic conditions in a neighborhood.
- Direct displacement of more than 100 employees; or the direct displacement of a business or institution that is unusually important as follows: it has a critical social or economic role in the community, it would have unusual difficulty in relocating successfully, it is of a type or in a location that makes it the subject of other regulations or publicly adopted plans aimed at its preservation, it serves a population uniquely dependent on its services in its present location, or it is particularly important to neighborhood character.
- Introduction of substantial new development that is markedly different from existing uses, development, and activities within the neighborhood. Such an action could lead to indirect displacement. Residential development of 200 units or fewer or commercial development of 200,000 square feet (sf) or less would typically not result in significant socioeconomic impacts.
- Projects that are expected to affect conditions within a specific industry, such as a citywide regulatory change that could adversely impact the economic and operational conditions of certain type of businesses.

The proposed actions would result in the development of affordable housing units, retail, and community facility space on a parcel currently occupied by a vacant parking garage and approximately 10,000 square feet of retail uses. The proposed project would not result in any direct residential displacement, and the existing uses on the development site would not meet the *CEQR Technical Manual* threshold for an analysis of direct business displacement. Because the proposed retail space would not exceed 200,000 sf, the project would not result in any indirect business displacement. However, the project would include more than 200 residential units, warranting a preliminary assessment of potential indirect residential displacement.

B. PRELIMINARY ASSESSMENT

STUDY AREA DEFINITION

Based on guidance from the *CEQR Technical Manual*, a ¼-mile socioeconomic study area was selected for this analysis. Because the analysis examines population and income data that are

only available on the Census tract-level, the ¼-mile study area was drawn according to tract boundaries; as a result, the ¼-mile study area includes Bronx County Census tracts 60, 161, 220, 359, 361, 363, 365.02, and 367, and encompasses the area roughly bounded by Bronx Park South and East 180th Street to the north, East 173rd Street to the south, Bronx River Avenue to the east, and Prospect Avenue to the west.

DATA SOURCE

Population and income data were obtained from the U.S. Census Bureau's 2010–2014 American Community Survey (ACS).

INDIRECT RESIDENTIAL DISPLACEMENT

The concern with respect to indirect residential displacement is whether the proposed actions could lead to increases in property values, and thus rents, making it difficult for some residents to afford their homes. The objective of the indirect residential displacement assessment is to determine whether the proposed project would either introduce a trend or accelerate a trend of changing socioeconomic conditions that may potentially displace a vulnerable population to the extent that the socioeconomic character of the neighborhood would change.

This preliminary assessment follows the step-by-step methodology described in Chapter 5 of the *CEQR Technical Manual* and listed in bold italics, below.

Step 1: Determine if the proposed actions would add new population with higher average incomes compared to the average incomes of the existing populations and any new population expected to reside in the study area without the project.

The proposed actions would introduce 327 affordable dwelling units for households earning up to 80 percent of area median income (AMI). The maximum incomes (adjusted for family size) at 80% AMI would be as follows:

- Family of four: $72,480;
- Family of three: $65,280;
- Family of two: $58,000; and
- Individual: $50,800.

As shown in **Table C-1**, according to 2010-2014 ACS data, the average household income for the study area was $31,043 (in 2014 dollars). This was well below the average household income in the Bronx as a whole ($49,661) and New York City ($83,994).

Table C-1
Average Household Income (2010-2014)

	2010-2014
Study Area	$31,043
Bronx	$49,661
New York City	$83,994

Source: American Community Survey 2010-2014 data, downloaded via Social Explorer.

Given that the maximum incomes for the proposed project's population would be higher than the average income in the study area, Step 2 of the preliminary assessment was conducted in accordance with *CEQR Technical Manual* guidelines.

Step 2: Would the project's increase in population be large enough relative to the size of the population expected to reside in the study area without the project to affect real estate market conditions in the study area?

According to the *CEQR Technical Manual*, if a project would result in a more than 5 percent increase in the study area population in the future without the proposed project, Step 3 of the preliminary assessment should be conducted. Based on 2010-2014 ACS data the ¼-mile study area population is an estimated 27,990 residents. The proposed project would introduce an estimated 952 people, based the 2010 average household size for Bronx Community District 6 (2.91 persons per household). The proposed project would therefore result in an approximately 3.4 percent increase over the existing study area population, and would not exceed the 5 percent threshold requiring further analysis. Based on *CEQR Technical Manual* guidance, the proposed project's population would not be large enough to affect real estate market conditions in the study area, and there would be no significant adverse impacts due to indirect residential displacement. ✷

A. INTRODUCTION

This attachment assesses the potential impacts of the proposed 1932 Bryant Avenue project on community facilities and services, which are defined in the 2014 *City Environmental Quality Review (CEQR) Technical Manual* as public or publicly-funded schools, child care centers, libraries, health care facilities, and fire and police protection services. CEQR methodology focuses on direct effects on community facilities, such as when a facility is physically displaced or altered, and on indirect effects, which could result from increased demand for community facilities and services generated by new users such as the new population that would result from the proposed project.

As described in this attachment, the proposed project would not trigger the thresholds for an analysis of publicly-funded high schools, libraries, health care facilities, or fire and police protection services, and no significant adverse impacts on these facilities would occur. The proposed project exceeded the threshold for an analysis of elementary and intermediate schools and child care facilities, and a detailed analysis was undertaken. As discussed in this attachment, the detailed analysis determined that the proposed project would not result in significant adverse impacts on either schools or child care facilities.

B. PRELIMINARY SCREENING

The purpose of the preliminary screening is to determine whether a community facilities assessment is warranted. As recommended by the *CEQR Technical Manual*, a community facilities assessment is warranted if a project has the potential to result in either direct or indirect effects on community facilities. If a project would physically alter a community facility, whether by displacement of the facility or other physical change, this "direct" effect triggers the need to assess the service delivery of the facility and the potential effect that the physical change may have on that service delivery. New population added to an area as a result of a project would use existing services, which may result in potential "indirect" effects on service delivery. Depending on the size, income characteristics, and age distribution of the new population, there may be effects on public schools, libraries, or child care centers.

DIRECT EFFECTS

The proposed project would not displace or otherwise directly affect any public schools, child care centers, libraries, health care facilities, or police and fire protection services facilities. Therefore, an analysis of direct effects is not warranted.

INDIRECT EFFECTS

The *CEQR Technical Manual* provides thresholds for guidance in making a determination of whether a detailed analysis is necessary to determine potential indirect impacts (see **Table D-1**). If a project exceeds the threshold for a specific facility type, a more detailed analysis is warranted.

Table D-1
Preliminary Screening Analysis Criteria: Bronx

Community Facility	Threshold For Detailed Analysis
Public schools	More than 50 elementary/intermediate school or 150 high school students. In the Bronx, the minimum number of residential units that trigger a detailed elementary/intermediate analysis is 90, and the minimum number of residential units that trigger a detailed high school analysis is 787.
Libraries	Greater than 5 percent increase in ratio of residential units to libraries in borough. In the Bronx, the minimum number of residential units that triggers a detailed analysis is 682.
Health care facilities (outpatient)	Introduction of sizeable new neighborhood where none existed before.[1]
Child care centers (publicly funded)	More than 20 eligible children based on number of low- and low/moderate-income units by borough. In the Bronx, the minimum number of affordable units that triggers a detailed analysis is 141.
Fire protection	Introduction of sizeable new neighborhood where none existed before[1]
Police protection	Introduction of sizeable new neighborhood where none existed before[1]

Notes: [1] The *CEQR Technical Manual* cites the Hunters' Point South project as an example of a project that would introduce a sizeable new neighborhood where none existed before. The Hunters' Point South project would introduce approximately 5,000 new residential units to the Hunters' Point South waterfront in Long Island City, Queens.
Source: *CEQR Technical Manual*, 2014.

The proposed project would introduce a mixed-use development containing 327 affordable residential units on the development site. The *CEQR Technical Manual* recommends conducting a detailed analysis of public schools if a proposed action would result in more than 50 elementary/intermediate school students and/or more than 150 high school students. Based on the proposed development of approximately 327 residential units and the student generation rates provided in the *CEQR Technical Manual* (0.39 elementary, 0.16 intermediate, and 0.19 high school students per housing unit in the Bronx), the proposed project would generate approximately 128 elementary school students, 52 intermediate school students, and 62 high school students. Therefore, the number of students generated by the proposed project warrants a detailed analysis of potential effects on elementary and intermediate schools; an analysis of high schools is not warranted. In addition, the proposed project triggers the need for a detailed assessment of its potential effects on child care facilities. The proposed project would not trigger the need for detailed analyses of libraries, police/fire services, and health care facilities. A detailed assessment of the proposed development's potential effects on elementary and intermediate schools and child care facilities is provided in Section C.

C. POTENTIAL INDIRECT EFFECTS ON PUBLIC ELEMENTARY AND INTERMEDIATE SCHOOLS

METHODOLOGY

This analysis assesses the potential effects of the proposed project on public elementary and intermediate schools serving the development site. Following the methodologies in the *CEQR Technical Manual*, the study area for the analysis of elementary and intermediate schools is the

school districts' "sub-district" (also known as "regions" or "school planning zones") in which the project is located. The development site is located in Sub-district 2 of Community School District (CSD) 12 (see **Figure D-1**).

In accordance with the *CEQR Technical Manual*, this schools analysis uses the most recent DOE data on school capacity, enrollment, and utilization rates for elementary and intermediate schools in the sub-district study area and New York City School Construction Authority (SCA) projections of future enrollment. Specifically, the existing conditions analysis uses data provided in the DOE's *Utilization Profiles: Enrollment/Capacity/Utilization, 2014-2015* edition. Future conditions are then predicted based on SCA enrollment projections and data obtained from SCA's Capital Planning Division on the number of new housing units and students expected at the sub-district level. The future utilization rate for school facilities is calculated by adding the estimated enrollment from proposed residential projects in the schools' study area to DOE's projected enrollment, and then comparing that number with projected school capacity. DOE does not include charter school enrollment in its enrollment projections. DOE's enrollment projections for years 2011 through 2021, the most recent data currently available, were provided by DCP. These enrollment projections are based on broad demographic trends and do not explicitly account for discrete new residential projects planned for the study area. Therefore, the estimated student population from the other new projects expected to be completed within the study area have been obtained from SCA's Capital Planning Division and are added to the projected enrollment to ensure a more conservative prediction of future enrollment and utilization. In addition, new capacity from any new school projects identified in the DOE Five-Year Capital Plan are included if construction has begun or if deemed appropriate to include in the analysis by the lead agency and the SCA.

The effect of the new students introduced by the proposed project on the capacity of schools within the study areas is then evaluated. According to the *CEQR Technical Manual*, a significant adverse impact may occur if a proposed action would result in both of the following conditions:

1. A utilization rate of the elementary and/or intermediate schools in the sub-district study area that is equal to or greater than 100 percent in the With Action condition; and
2. An increase of five percentage points or more in the collective utilization rate between the No Action and With Action conditions.

EXISTING CONDITIONS

As shown in **Table D-2**, there are 16 elementary schools and 6 middle schools in Sub-district 2/CSD 12. Elementary schools in the sub-district are currently operating at 110.0 percent utilization, with a deficit of 671 seats. Intermediate schools are currently operating at 92.1 percent utilization, with a surplus of 147 seats. P.S. 6 West Farms is the elementary school zoned for the development site and P.S. 214 is the zoned intermediate school for the development site.

2/1/2016



Development Site

Community School District (CSD12)

Public School Study Area Boundary (Sub-District 2 of CSD 12)

❶ *Public School (see Table D-2)*

0 2,000 FEET

Public Schools Serving Study Area

Figure D-1

1932 Bryant Avenue

Table D-2
Public Elementary and Intermediate Schools Serving the Study Area, Enrollment and Capacity Data, 2014-2015 School Year

Map No.[1]	Name	Address	Enrollment	Capacity	Available Seats	Utilization
Elementary Schools						
Sub-district 2 of CSD 12						
1	P.S. 6 (West Farms)	1000 East Tremont Avenue	619	797	178	78%
2	P.S. 47 (John Randolph)	1794 East 172 Street	1136	797	-339	143%
3	P.S. 50 (Clara Barton)	1550 Vyse Avenue	109	333	224	33%
3	Fairmont Neighborhood School	1550 Vyse Avenue	252	322	70	78%
3	Samara Community School	1550 Vyse Avenue	68			
4	P.S. 66 (School of Higher Expectations)	1001 Jennings Street	723	682	-41	106%
5	P.S. 67 (Mohegan School)	2024 Mohegan Avenue	617	565	-91[2]	116%[2]
5	P.S. 67 Transportable	2024 Mohegan Avenue	39			
6	P.S. 195	1250 Ward Avenue	769	548	-221	140%
6	P.S. 195 Temporary Building	1250 Ward Avenue	198	182	-16	109%
6	P.S. 196	1250 Ward Avenue	722	547	-175	132%
6	P.S. 196 Temporary Building	1250 Ward Avenue	257	173	-84	149%
7	P.S. 214 (PS Component)	1970 West Farms Road	603	729	126	83%
8	P.S. 536	1827 Archer Avenue	421	271	-150	155%
8	Archer Elementary School	1827 Archer Avenue	496	507	11	98%
8	Bronx Little School	1827 Archer Avenue	358	263	-95	136%
Sub-district 2 of CSD 12 Total			**7,387**	**6,716**	**-671**	**110.0%**
Intermediate Schools						
Sub-district 2 of CSD 12						
4	I.S. 286 (Fannie Lou Hamer Middle School)	1001 Jennings Street	267	265	-2	101%
5	I.S. 372 (Urban Assembly School for Wildlife Conservation) (IS Component)	2024 Mohegan Avenue	211	227	16	93%
7	I.S. 383 (Emolior Academy)	1970 West Farms Road	241	348	107	69%
7	P.S. 214 (IS Component)	1970 West Farms Road	435	526	91	83%
9	I.S. 242 (Mott Hall V) (IS Component)	1551 East 172nd Street	308	291	-17	106%
10	East Bronx Academy for the Future (IS Component)	1716 Southern Boulevard	252	204	-48	124%
Sub-district 2 of CSD 12 Total			**1,714**	**1,861**	**147**	**92.1%**

Notes: [1.] See **Figure D-1**
[2.] Available seats and utilization rate includes the number of transportable classroom units for this school.
Sources: DOE *Utilization Profiles: Enrollment/Capacity/Utilization, 2014-2015*.

FUTURE WITHOUT THE PROPOSED PROJECT

The latest available SCA enrollment projections for Sub-district 2/CSD 12 project an increase in elementary and intermediate enrollment through 2021. These enrollment increases form the baseline projected enrollment in the No Action condition, shown in **Table D-3** in the column titled "Projected Enrollment in 2019." The students introduced by other No Action projects are added to this baseline projected enrollment using the SCA No-Action student numbers for Sub-district 2/CSD 12 (derived from the SCA's "Projected New Housing Starts"). The baseline projected enrollment is shown in the column titled "Students Introduced by Residential Projects in the Future Without the Proposed Project" in **Table D-3**. As shown in the table, the total No Action condition enrollment is projected to be 8,142 elementary and 2,140 intermediate students in 2019. According to DOE's 2015-2019 Proposed Five-Year Capital Plan—Amended March 2016, there are no changes to elementary or intermediate school capacity in Sub-district 2/CSD 12 that are currently anticipated by the 2019 analysis year. While DOE's Five-Year Capital Plan identifies and funds the creation of 912 seats in CSD 12, the exact location of these seats are not

yet known and their completion dates are anticipated for after 2019; therefore, these seats have not been included in the quantitative analysis. Also, to determine projected school capacity, transportable and other temporary schools identified in the existing conditions analysis were subtracted from the total capacity in the future without the proposed action.

As shown in **Table D-3**, elementary schools in the sub-district study area would operate over capacity (121.2 percent utilization) with a deficit of 1,426 seats in the future with the proposed project. Intermediate schools also would operate over capacity with a deficit of 279 seats (115.0 percent utilization).

Table D-3
Estimated Public Elementary and Intermediate School Enrollment, Capacity, and Utilization: No Action Condition

Study Area	Projected Enrollment in 2019[1]	Students Introduced by Residential Projects in the Future Without the Proposed Project	Total No Action Condition Enrollment	Capacity	Available Seats	Utilization
Elementary Schools						
Sub-district 2 of CSD 12	8,085	57	8,142	6,716	-1,426	121.2%
Intermediate Schools						
Sub-district 2 of CSD 12	2,117	23	2,140	1,861	-279	115.0%

Notes: [1] Elementary and intermediate school enrollment in the sub-district study area in 2019 was calculated by applying SCA supplied percentages for the sub-district to the relevant district enrollment projections.
Sources: DOE *Enrollment Projections (Actual 2011, Projected 2012-2021) by the Grier Partnership; DOE, Utilization Profiles: Enrollment/Capacity/Utilization, 2014-2015*, DOE *2015-2019 Proposed Five-Year Capital Plan, Amended March 2016;* School Construction Authority.

PROBABLE IMPACTS OF THE PROPOSED PROJECT

The proposed project would result in 327 units on the development site. These units could introduce approximately 128 elementary students and 52 intermediate school students to Sub-district 2/CSD 12. With those students, the total elementary school enrollment of Sub-district 2/CSD 12 would increase to 8,270, with a deficit of 1,554 seats (see **Table D-4**). The total intermediate school enrollment of Sub-district 2/CSD 12 would increase to 2,192, with a deficit of 331 seats. Therefore, the elementary schools in Sub-district 2/CSD 12 would increase to 123.1 percent utilization and the intermediate schools would increase to 117.8 percent utilization.

Table D-4
Estimated Public Elementary and Intermediate School Enrollment, Capacity, and Utilization: Future With the Proposed Project

Study Area	No Action Enrollment	Students Introduced by the Proposed Project	Total With Action Enrollment	Capacity	Available Seats	Utilization	Change in Utilization Compared with No Action
Elementary Schools							
Sub-district 2 of CSD 12	8,142	128	8,270	6,716	-1,554	123.1%	1.9%
Intermediate Schools							
Sub-district 2 of CSD 12	2,140	52	2,192	1,861	-331	117.8%	2.8%

Sources: DOE *Enrollment Projections (Actual 2011, Projected 2012-2021) by the Grier Partnership*; DOE, *Utilization Profiles: Enrollment/Capacity/Utilization, 2014-2015*, DOE *2015-2019 Proposed Five-Year Capital Plan,* Amended March 2016; School Construction Authority.

As noted above, a significant adverse impact may occur if a proposed project would result in both of the following conditions: (1) a utilization rate of the elementary or intermediate schools in the sub-district study area that is equal to or greater than 100 percent in the future with the proposed project; and (2) an increase of five percentage points or more in the collective utilization rate between the future without and the future with the proposed project conditions.

Although elementary and intermediate schools would continue to operate with a shortfall of seats in the future with the proposed project, the increase in utilization attributable to the proposed project would be approximately 1.9 percentage points and 2.8 percentage points, respectively, which is below the 5 percentage point *CEQR Technical Manual* threshold for a significant adverse impact. Therefore, the proposed project would not result in a significant adverse impact on elementary or intermediate schools. In addition, as noted above, DOE's Five-Year Capital Plan identifies and funds the creation of 912 seats in CSD 12 but these seats have conservatively not been included in the quantitative analysis; however, they would be expected to improve conditions in the study area, compared to the utilization rates forecast in this analysis.

D. POTENTIAL INDIRECT EFFECTS ON CHILD CARE CENTERS

METHODOLOGY

The New York City Administration for Children's Services (ACS) provides subsidized child care in center-based group child care, family-based child care, informal child care, and Head Start programs. Publicly-financed child care services are available for income-eligible children up to the age of 13. In order for a family to receive subsidized child care services, the family must meet specific financial and social eligibility criteria that are determined by federal, state, and local regulations. In general, children in families that have incomes at or below 200 percent of the Federal Poverty Level (FPL), depending on family size, are financially eligible, although in some cases eligibility can go up to 275 percent FPL. ACS has also noted that 60 percent of the population utilizing subsidized child care services are in receipt of Cash Assistance and have incomes below 100 percent FPL. The family must also have an approved "reason for care," such as involvement in a child welfare case or participation in a "welfare-to-work" program. Head Start is a federally-funded child care program that provides children with half-day or full-day early childhood education; program eligibility is limited to families with incomes 130 percent or less of FPL.

Most children are served through enrollment in contracted Early Learn programs or by vouchers for private and nonprofit organizations that operate child care programs throughout the city. Registered or licensed providers can offer family-based child care in their homes. Informal child care can be provided by a relative or neighbor for no more than two children. Children between the ages of 6 weeks and 13 years can be cared for either in group child care centers licensed by the Department of Health or in homes of registered child care providers. ACS also issues vouchers to eligible families, which may be used by parents to pay for child care from any legal child care provider in the City.

Consistent with the methodologies of the *CEQR Technical Manual*, this analysis of child care centers focuses on services for children under age six, as older eligible children are expected to be in school for most of the day. Publicly-financed child care centers, under the auspices of the Early Care and Education (ECE) Division within ACS, provide care for the children of income-eligible households. Space for one child in such child care centers is termed a "slot." These slots may be in group child care or Head Start centers, or they may be in the form of family-based

child care in which up to 16 children are placed under the care of a licensed provider and an assistant in a home setting.

Since there are no locational requirements for enrollment in child care centers, and some parents or guardians choose a child care center close to their employment rather than their residence, the service areas of these facilities can be quite large and are not subject to strict delineation in order to identify a study area. However, according to the current methodology for child care analyses in the *CEQR Technical Manual*, the locations of publicly-funded group child care centers within 1½ miles of a project site should be shown, reflecting the fact that the centers closest to a given site are more likely to be subject to increased demand. Current enrollment data for the child care centers closest to the development site were gathered from ACS.

The child care enrollment in the future without the proposed project was estimated by multiplying the number of new low- and moderate-income (i.e., affordable) housing units expected in the 1½-mile study area by the CEQR multipliers for estimating the number of children under age six eligible for publicly-funded child care services. For Bronx, the multiplier estimates 0.139 public child-care-eligible children under age 6 per low- and moderate-income housing unit.[1]

The child care-eligible population introduced by the proposed project was also estimated using the *CEQR Technical Manual* child care multipliers. The population of public child care-eligible children under age six was then added to the child care enrollment calculated in the No Build condition. According to the *CEQR Technical Manual*, if an action would result in a demand for slots greater than remaining capacity of child care facilities, and if that demand constitutes an increase of 5 percent or more of the collective capacity of the child care facilities serving the respective study area, a significant adverse impact may result.

EXISTING CONDITIONS

There are 32 publicly-funded child care facilities within the study area (see **Figure D-2**). The child care and Head Start facilities have a total capacity of 2,273 slots and have 149 available slots (93.4 percent utilization). **Table D-5** shows the current capacity and enrollment for these facilities. Family-based child care facilities and informal care arrangements provide additional slots in the study area, but these slots are not included in the quantitative analysis.

FUTURE WITHOUT THE PROPOSED PROJECT

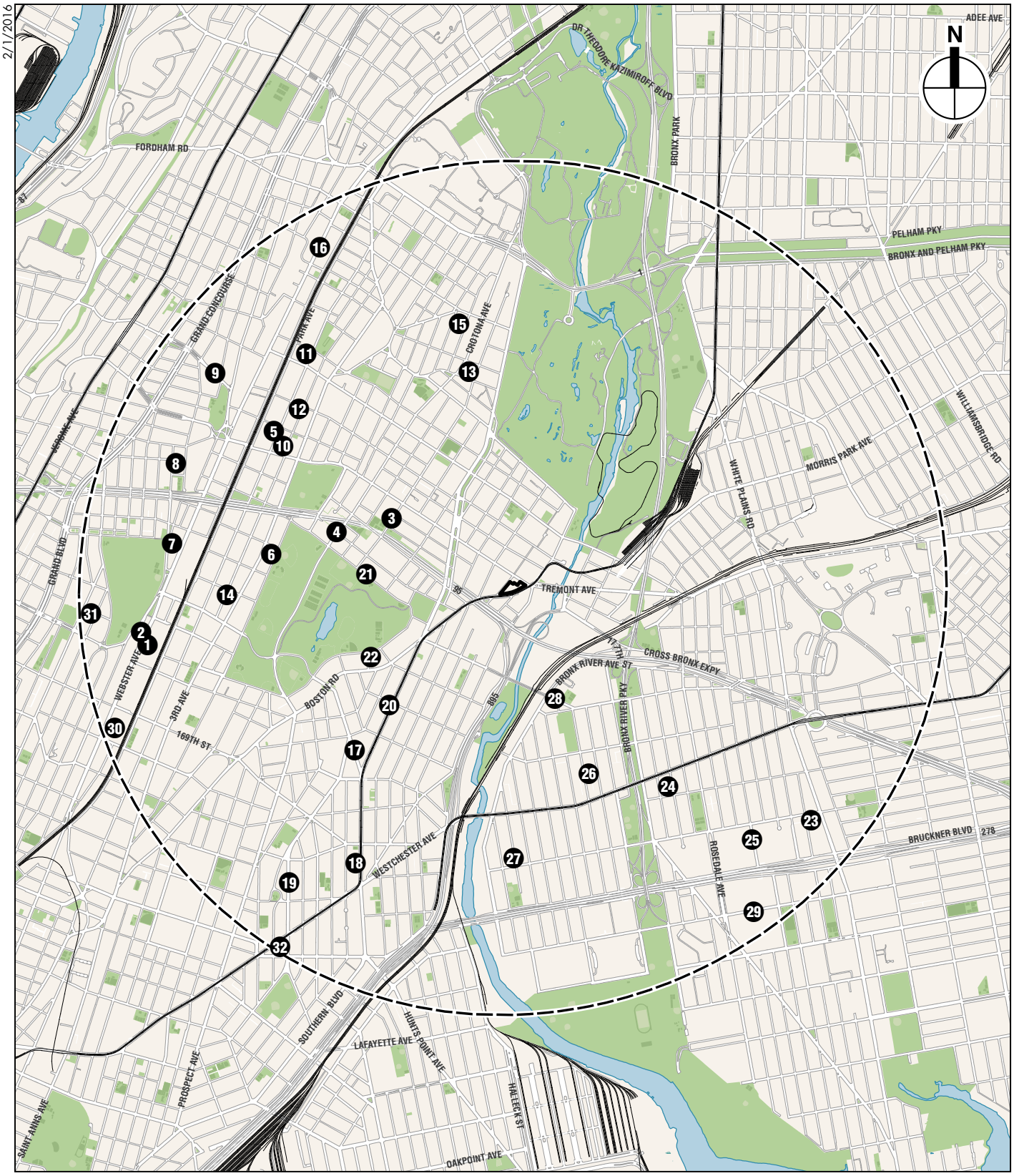
Planned or proposed development projects in the child care study area (1½ miles from the development site) will introduce approximately 1,059 new housing units affordable to low- to moderate-income households.[2] Based on the CEQR generation rates for the projection of children eligible for publicly funded day care multipliers, this amount of development would introduce approximately 147 new children under the age of six who would be eligible for publicly-funded child care programs.

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[1] Low-income and low/moderate-income are the affordability levels used in the CEQR Technical Manual. They are intended to approximate the financial eligibility criteria established by ACS, which generally corresponds to 200 percent FPL or 80 percent of Area Median Income (AMI).

[2] This estimate assumes that 20 percent of units in developments of 20 or more units would be occupied by low- or low/moderate-income households meeting the financial and social criteria for publicly funded child care.

2/1/2016



Development Site

Study Area (1.5-mile boundary)

❶ *Child Care Facility*

0 2,000 FEET

Publicy-Funded Child Care Centers and Head Start Facilities

Figure D-2

1932 Bryant Avenue

Table D-5
Publicly Funded Child Care Facilities Serving the Study Area

Map ID	Name	Address	Enrollment	Capacity	Available Slots	Utilization Rate
1	Brightside Academy, Inc.	1455 Webster Avenue	25	26	1	96%
2	Claremont Neighborhood Centers, Inc.	1450 Webster Avenue	50	52	2	96%
3	Children's Aid Society, Inc	1919 Prospect Avenue	54	54	0	100%
4	East Tremont Child Care and Development Center, Inc.	1811 Crotona Avenue	55	60	5	92%
5	East Tremont Head Start Alumni DCC, Inc.	1951 Washington Avenue	59	60	1	98%
6	La Peninsula Community Organization, Inc.	1717 Fulton Avenue	100	100	0	100%
7	Labor Bathgate Community Child Care Board	1638 Anthony Avenue	64	67	3	96%
8	Promesa, Inc.	300 East 175th Street	100	105	5	95%
9	Sharon Baptist Board of Directors, Inc.	279 East Burnside Avenue	101	103	2	98%
10	Sharon Baptist Board of Directors, Inc.	1925 Bathgate Avenue	87	90	3	97%
11	The Salvation Army	2121 Washington Avenue	63	69	6	91%
12	Trabajamos Community Head Start, Inc.	1997 Bathgate Avenue	102	135	33	76%
13	Trabajamos Community Head Start, Inc.	2260 Crotona Avenue	49	53	4	92%
14	Tremont Monterey Day Care Center, Inc.	1600 Bathgate Avenue	53	55	2	96%
15	Belmont Community Day Care Center, Inc	2340 Cambreleng Avenue	75	75	0	100%
16	Fordham Bedford Housing Corporation	2348 Webster Avenue	41	42	1	98%
17	Brightside Academy, Inc.	1334 Louis Nine Boulevard	64	66	2	97%
18	Brightside Academy, Inc.	1093 Southern Boulevard	36	43	7	84%
19	La Peninsula Community Organization, Inc.	1054 Intervale Avenue	98	106	8	92%
20	Children's Aid Society, Inc	1515 Southern Boulevard	74	82	8	90%
21	HELP Day Care Corporation	785 Crotona Park North	26	28	2	93%
22	Tremont Crotona Day Care Center	1600 Crotona Park East	131	135	4	97%
23	Birch Family Services, Inc.	1880 Watson Avenue	87	87	0	100%
24	Bronxdale Tenants League Day Care Center, Inc.	1211 Croes Avenue	159	169	10	94%
25	Bronxdale Tenants League Day Care Center, Inc.	1065 Beach Avenue	54	60	6	90%
26	East Tremont Head Start Alumni DCC, Inc.	1244 Manor Avenue	55	56	1	98%
27	Tremont Crotona Day Care Center	1113 Colgate Avenue	55	74	19	74%
28	Tremont Crotona Day Care Center	1555 East 174th Street	57	60	3	95%
29	East Tremont Head Start Alumni DCC, Inc.	1780 Story Avenue	27	28	1	96%
30	Claremont Neighborhood Centers, Inc.	1240 Webster Avenue	47	50	3	94%
31	HELP Day Care Corporation	285 East 171st Street	48	53	5	91%
32	Brightside Academy, Inc.	960 Intervale Road	28	30	2	93%
	Child Care Total		***2,124***	***2,273***	***149***	***93.4%***

Sources: ACS, June 2015.

Based on these assumptions, the number of available slots will decrease. As described above, there are 149 available slots, and utilization is 93.4 percent. When the estimated 147 children under age six introduced by planned development projects are added to this total, there will be a surplus of 2 slots in publicly-funded child care programs in the study area (99.9 percent utilization).

PROBABLE IMPACTS OF THE PROPOSED PROJECT

The proposed project is estimated to introduce approximately 327 affordable housing units by 2019. To provide a conservative analysis, it is assumed that all of these units would meet the financial and social eligibility criteria for publicly-funded child care. Based on *CEQR Technical*

Manual child care multipliers, this development would result in approximately 45 children under the age of six who would be eligible for publicly-funded child care programs.

With the addition of these children, child care facilities in the study area would operate at 101.9 percent utilization with a deficit of 43 slots (see **Table D-6**). Total enrollment in the study area would increase to 2,316 children, compared with a capacity of 2,273 slots, which represents an increase in the utilization rate of 1.98 percentage points over the future without the proposed project.

Table D-6
Future with the Proposed Project:
Estimated Public Child Care Facility Enrollment, Capacity, and Utilization

	Enrollment	Capacity	Available Slots	Utilization Rate	Change in Utilization Compared With the Approved Plan
Future Without the Proposed Project	2,271	2,273	2	99.9%	N/A
Future With the Proposed Project	2,316	2,273	-43	101.9%	1.98%
Source: ACS (June 2015).					

As noted above, the *CEQR Technical Manual* guidelines indicate that a demand for slots greater than the remaining capacity of child care facilities and an increase in demand of 5 percentage points of the study area capacity could result in a significant adverse impact. With the addition of these children, child care facilities in the study area would operate at 101.9 percent utilization, with a deficit of 43 slots. Total enrollment in the study area would increase to 2,316 children, compared with a capacity of 2,273 slots, which represents an increase in the utilization rate of 1.98 percentage points over the future without the proposed project. Although child care facilities in the study area would operate over capacity, the increase in the utilization rate due to the proposed project would be less than five percentage points. Therefore, the proposed project would not result in a significant adverse impact on child care facilities.

Several factors may reduce the number of children in need of publicly-funded child care slots in ACS-contracted child care facilities. Families in the study area could make use of alternatives to publicly-funded child care facilities. There are slots at homes licensed to provide family-based child care that families of eligible children could elect to use instead of public center child care. As noted above, these facilities provide additional slots in the study area but are not included in the quantitative analysis. Parents of eligible children are also not restricted to enrolling their children in child care facilities in a specific geographical area and could use public child care centers outside of the study area. ✷

A. INTRODUCTION

Although the proposed project would not directly displace or affect any existing open space resources, the new residents introduced by the proposed project would increase demand for open spaces in the surrounding area.

The development site is located in an area of Community District 6 that is identified in the 2014 *CEQR Technical Manual* as a well-served area.[1] As described in the *CEQR Technical Manual*, well-served areas either have an open space ratio above 2.5 acres per 1,000 residents, accounting for existing parks that contain developed recreational resources; or are located within a ¼-mile (approximately a 10-minute walk) from developed and publicly accessible portions of regional parks. The development site is located within a ¼-mile of Crotona Park, a 127.5-acre flagship park under the jurisdiction of the New York City Department of Parks and Recreation (DRP).

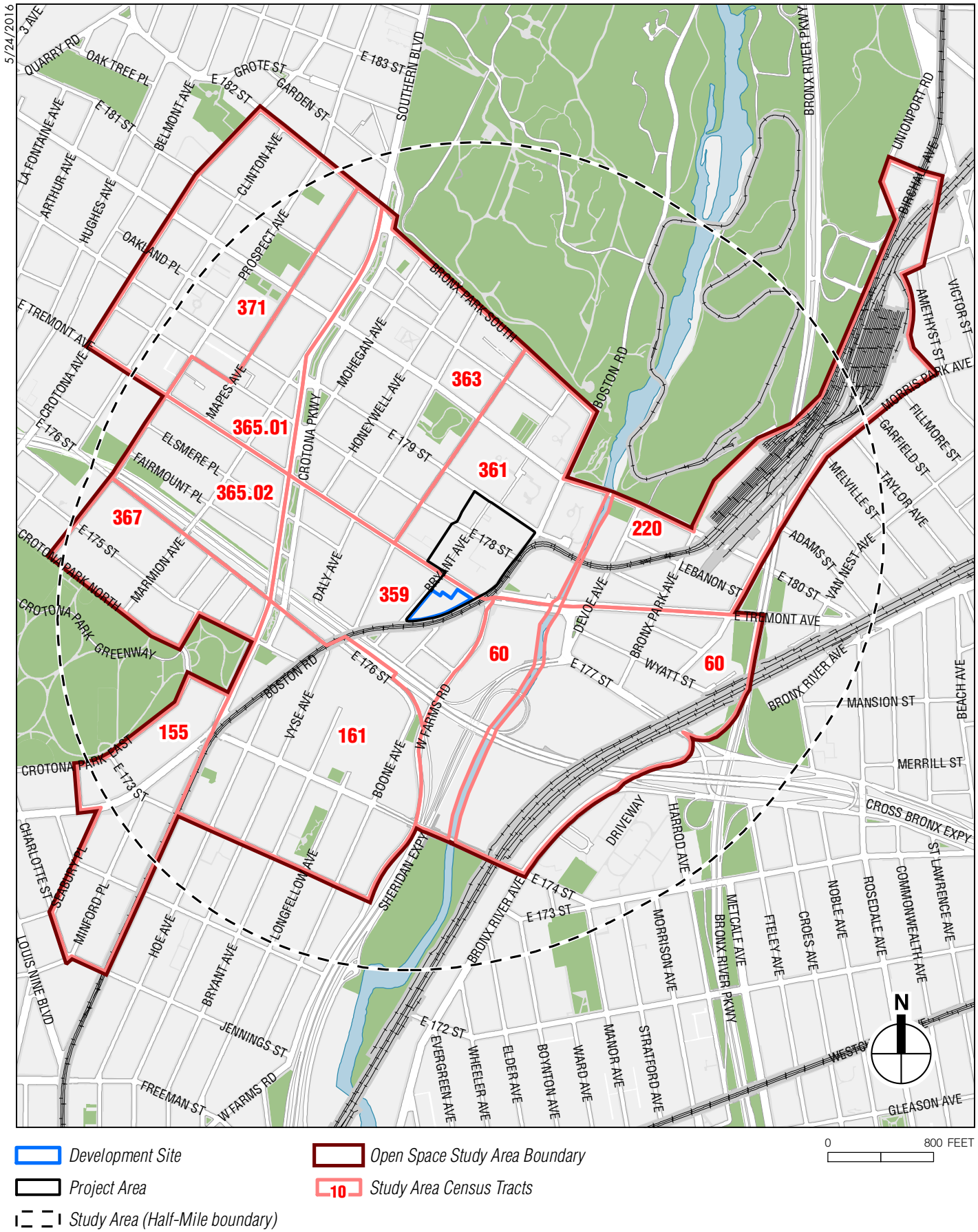
According to the *CEQR Technical Manual*, a preliminary assessment of indirect effects on open space should be conducted when a project would introduce 350 or more residents or 750 or more workers to an area that is well served by existing open space resources. Because the proposed project would not introduce 750 or more workers, an assessment of indirect impacts on open space due to workers is not warranted. However, the proposed project would introduce approximately 952 new residents to the development site (based on the Bronx Community District 6 average household size of 2.91 persons). As a result, the project would exceed the *CEQR Technical Manual* threshold for a preliminary assessment of potential indirect impacts due to residents. If the preliminary assessment were to indicate the need for further analysis, then a detailed analysis of open space would be performed. The preliminary assessment, presented below, finds that the proposed project would not result in any significant adverse open space impacts, and a detailed analysis is not warranted.

B. PRELIMINARY ASSESSMENT

According to the *CEQR Technical Manual*, a preliminary open space assessment involves calculating total population and open space acreage in a study area, and comparing the existing ratio of total acres of open space per 1,000 residents with the anticipated open space ratio in the future with the proposed project.

The study area for an analysis of potential residential impacts on open space includes all Census tracts that are located at least 50 percent within a ½-mile radius of the project area. As shown on **Figure E-1** and summarized in **Table E-1**, the study area for the proposed project is composed of 11 census tracts with a total population of 38,176.

[1] See: http://www.nyc.gov/html/oec/downloads/pdf/open_space_maps/bronx/2010_ceqr_tm_open_space_map_bronx6.pdf.



1932 Bryant Avenue

Open Space Study Area
Figure E-1

Within the open space study area, there are 12 publicly accessible open space resources, as shown on **Figure E-2** and summarized in **Table E-2**. These resources provide approximately 46.18 acres of open space. Most resources are operated by DPR.

Table E-1
Open Space Study Area Census Tracts

Census Tract Number	Population
60	1,255
155	3,329
161	4,359
220	1,600
359	1,903
361	5,984
363	7,841
365.01	3,760
365.02	2,130
367	2,467
371	3,548
Total:	**38,176**

Note: See **Figure E-1** for Census tract locations.
Source: American Community Survey Five-Year Estimates, 2013.

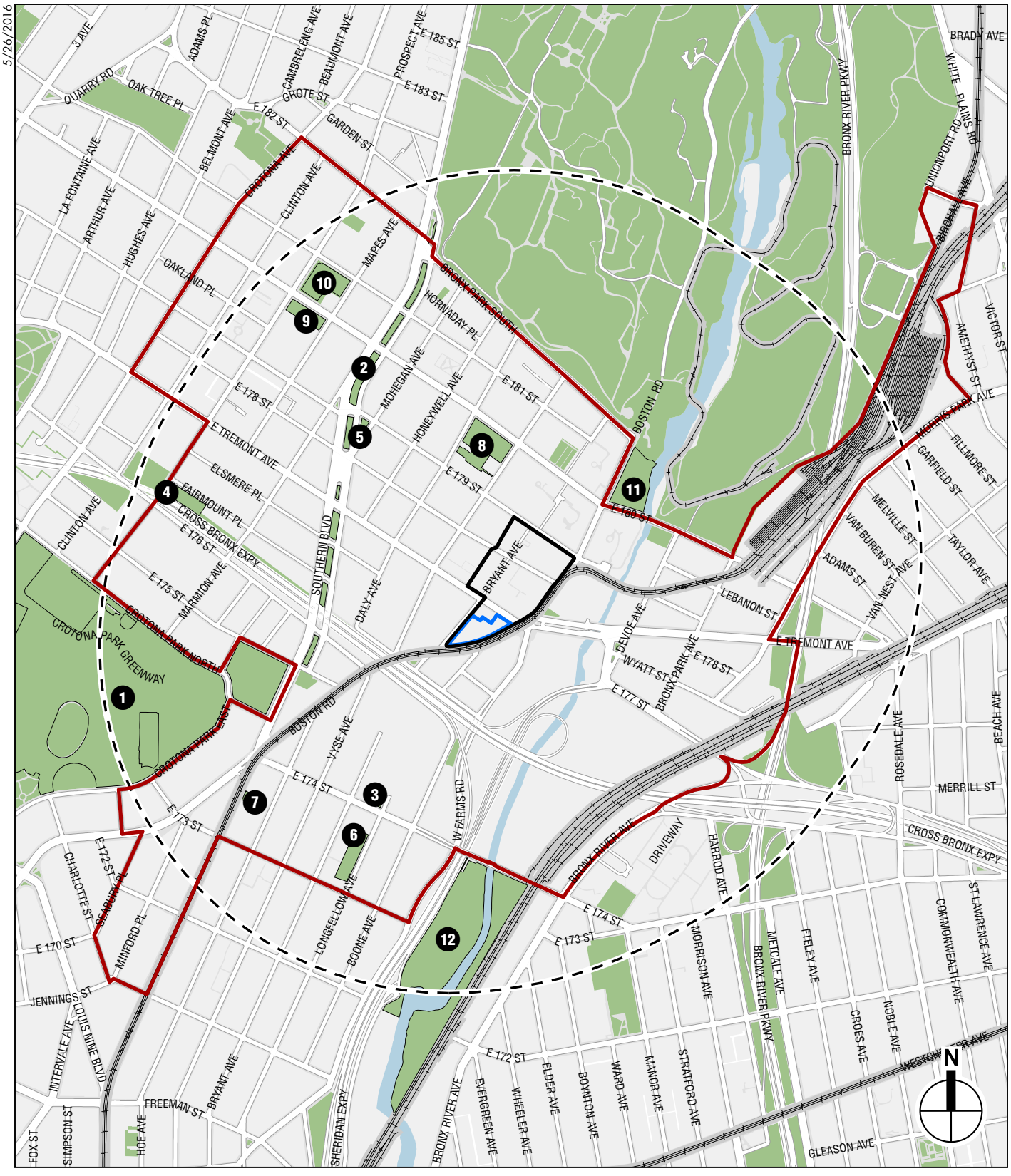
Table E-2
Open Space Resources

Map No.[1]	Name	Size (Acres)
1	Crotona Park[2]	21.82
2	Crotona Parkway Malls	8.75
3	Eae. J. Mitchell Park	0.21
4	Fairmount Playground	0.47
5	Mohegan Triangle	0.12
6	Rock Garden Community Park	0.92
7	Seabury Park	0.19
8	Vidalia Park	2.14
9	Mapes Pool	0.67
10	Mapes Avenue Ballfield	1.81
11	River Park	2.20
12	Starlight Park[2]	6.88
	Total:	**46.18**

Notes:
1. See **Figure E-2** for open space locations
2. The quantitative analysis considers the portions within a ½-mile radius around the project area.

Sources:
New York City Department of Parks and Recreation; ArcGIS.

In addition to the resources included in the quantitative assessment, and consistent with *CEQR Technical Manual* guidance, there are several open space resources that have not been included, including community gardens. These resources are expected to provide additional open space amenities to residents of the study area.



1932 Bryant Avenue

Open Space Resources

Figure E-2

As described in Attachment A, "Project Description," the proposed rezoning would apply only to the development site, and there would be no changes to land use or development potential on any other portions of the project area.

Table E-3 compares the existing study area open space ratio with the corresponding ratio in the future with the proposed project. Currently, the study area contains 1.21 acres of publicly-accessible open space per 1,000 residents. With the additional 952 residents that would be introduced to the study area by the proposed project, the open space ratio would be reduced from 1.21 to 1.18 acres per 1,000 residents, a decrease of 2.43 percent.

Table E-3
Preliminary Assessment:
Adequacy of Public Open Space Resources in the Study Area

	Existing Conditions	With-Action Condition
Study Area Residents	38,176	39,128
Open Space Acreage	46.18	46.18
Open Space Acreage/1,000 Residents	1.21	1.18
Percent Change, Existing to With Action		-2.43%

Notes:
1. See Table 3.
2. See Table 4 and Figure B-2.

According to the *CEQR Technical Manual*, if a potential decrease in the open space ratio exceeds 5 percent, it is generally considered to be a substantial change warranting a detailed analysis. As shown in **Table E-3**, under the preliminary assessment, the open space ratio in the future with the proposed project would decrease by 2.43 percent. The development site is located within a ¼-mile of Crotona Park, a 127.5-acre flagship park, and is within an area of Community District 6 that is identified in the *CEQR Technical Manual* as a well-served area. Therefore, a detailed open space assessment is not warranted, and the proposed project would not result in any significant adverse impacts on open space.

There are a number of qualitative factors that would be expected to reduce the incremental demand on existing open space resources generated by the proposed project:

- There are numerous open space resources throughout the study area that have not been included in the quantitative analysis, since they are not consistently available to the public. These include community gardens, schoolyards (including P.S. 6, across the street from the development site), open space within housing complexes, landscaped medians, and the 718-acre Bronx Park (which houses the Bronx Zoo). While these resources are not considered publicly-accessible under *CEQR Technical Manual* guidelines, they serve as important visual, natural, and recreational resources for the community.
- The proposed project would also include new private open space for building residents, including a large residential courtyard along Bryant Avenue, with open space features including seating, landscaping, elevated planters, shrubs, and trees (see Figure A-4 for reference).
- The Bronx River (West Farms) Park segment of the Bronx River Greenway is expected to be completed in the study area by 2029, past the proposed project's analysis year. Located along the Bronx River between East 180th Street and East Tremont Avenue, this segment of the greenway will provide approximately 1.40 acres, including a greenway, plantings, seating, and a canoe launch. ✷

Attachment F: Shadows

A. INTRODUCTION

This attachment examines whether the proposed structures would cast new shadows on any nearby publicly-accessible sunlight-sensitive resources of concern. According to the *City Environmental Quality Review (CEQR) Technical Manual*, sunlight-sensitive resources of concern include public open space, sunlight-dependent features of historic architectural resources, and natural resources that depend on sunlight.

B. DEFINITIONS AND METHODOLOGY

This shadow study has been prepared in accordance with New York City Environmental Quality Review (CEQR) procedures and follows the guidelines of the 2014 *CEQR Technical Manual*.

DEFINITIONS

Incremental shadow is the additional, or new, shadow that a structure resulting from a proposed project would cast on a sunlight-sensitive resource.

Sunlight-sensitive resources are those resources that depend on sunlight or for which direct sunlight is necessary to maintain the resource's usability or architectural integrity. Such resources generally include:

- *Public open spaces* (e.g. parks, beaches, playgrounds, plazas, schoolyards, greenways, landscaped medians with seating). Planted areas within unused portions of roadbeds that are part of the Greenstreets program are also considered sunlight-sensitive resources.
- *Features of architectural resources that depend on sunlight for their enjoyment by the public.* Only the sunlight-sensitive features need be considered, as opposed to the entire resource. Such sunlight-sensitive features might include: design elements that depend on the contrast between light and dark (e.g. recessed balconies, arcades, deep window reveals); elaborate, highly carved ornamentation; stained glass windows; historic landscapes and scenic landmarks; and features for which the effect of direct sunlight is described as playing a significant role in the structure's importance as a historic landmark.
- *Natural resources* where the introduction of shadows could alter the resource's condition or microclimate. Such resources could include surface water bodies, wetlands, or designated resources such as coastal fish and wildlife habitats.

Non-sunlight-sensitive resources include, for the purposes of CEQR:

- *City streets and sidewalks* (except Greenstreets);
- *Private open space* (e.g. front and back yards, stoops, vacant lots, and any private, non-publicly-accessible open space);

- *Project-generated open space* cannot experience a significant adverse shadow impact from the project, according to CEQR, because without the project the open space would not exist. However, if the condition of project-generated open space is included in the qualitative analysis presented in the Open Space section of the EAS, a discussion of how shadows would affect the new space may be warranted.

A significant adverse shadow impact occurs when the incremental shadow added by a proposed project falls on a sunlight-sensitive resource and substantially reduces or completely eliminates direct sunlight, thereby significantly altering the public's use of the resource or threatening the viability of vegetation or other resources. Each case must be considered on its own merits based on the extent and duration of new shadow and an analysis of the resource's sensitivity to reduced sunlight.

METHODOLOGY

Following the guidelines of the 2014 *City Environmental Quality Review (CEQR) Technical Manual*, a preliminary screening assessment must first be conducted to ascertain whether a project's shadow could reach any sunlight-sensitive resources at any time of year. The preliminary screening assessment consists of three tiers of analysis. The first tier determines a simple radius around the proposed building representing the longest shadow that could be cast. If there are sunlight-sensitive resources within this radius, the analysis proceeds to the second tier, which reduces the area that could be affected by project shadow by accounting for the fact that shadows can never be cast between a certain range of angles south of the development site due to the path of the sun through the sky at the latitude of New York City.

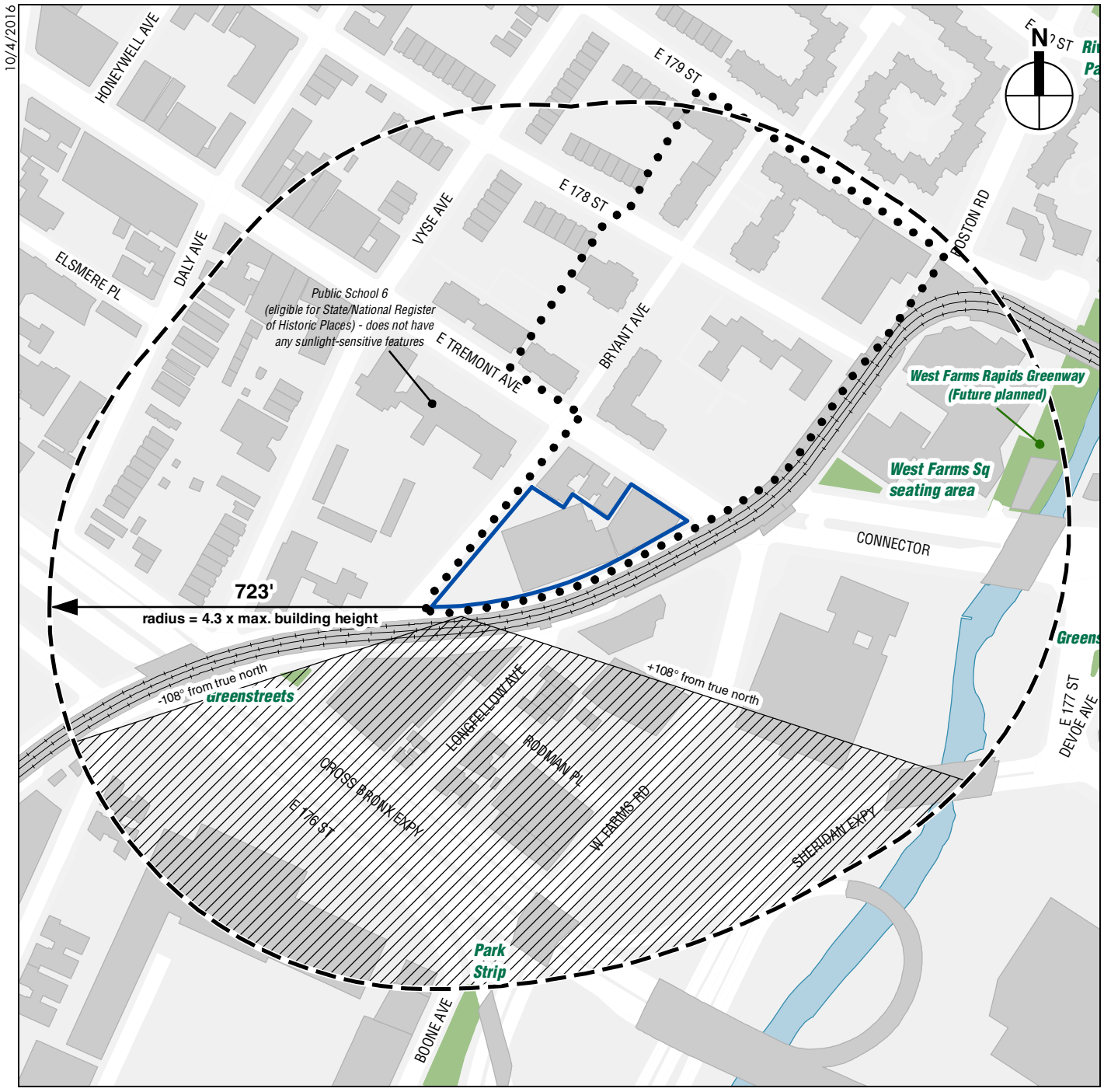
If the second tier of analysis does not eliminate the possibility of new shadows on sunlight-sensitive resources, a third tier of screening analysis further refines the area that could be reached by project shadow by looking at specific representative days in each season and determining the maximum extent of shadow over the course of each representative day.

If the third tier of analysis does not eliminate the possibility of new shadows on sunlight-sensitive resources, a detailed shadow analysis is required to determine the extent and duration of the incremental shadow resulting from the project. The detailed analysis provides the data needed to assess the shadow impacts. The effects of the new shadows on the sunlight-sensitive resources are described, and their degree of significance is considered. The results of the analysis and assessment are documented with graphics, a table of incremental shadow durations, and narrative text.

C. PRELIMINARY SCREENING ASSESSMENT

A base map was developed using Geographic Information Systems (GIS)[1] showing the location of the Proposed Project and the surrounding street layout (see **Figure F-1**). In coordination with the open space, historic and cultural resources, and natural resources assessments presented in other sections of this EAS, potential sunlight-sensitive resources were identified and shown on the map.

[1] Software: Esri ArcGIS 10.3; Data: New York City Department of Information Technology and Telecommunications (DoITT) and other City agencies, and AKRF site visits.



Tier 1 and Tier 2 Assessments

1932 Bryant Avenue

Figure F-1

TIER 1 SCREENING ASSESSMENT

For the Tier 1 assessment, the longest shadow that the proposed structure could cast is calculated, and, using this length as the radius, a perimeter is drawn around the development site. Anything outside this perimeter representing the longest possible shadow could never be affected by project generated shadow, while anything inside the perimeter needs additional assessment.

According to the *CEQR Technical Manual*, the longest shadow that a structure can cast at the latitude of New York City occurs on December 21, the winter solstice, at the start of the analysis day at 8:51 AM, and is equal to 4.3 times the height of the structure.

Therefore, at a maximum height of approximately 168 feet above the base plane, including rooftop mechanical bulkhead space, the proposed building could cast a shadow up to 723 feet in length (168' x 4.3). Using this length as a radius, a perimeter was drawn around the development site. Three existing potential sunlight-sensitive resources of concern were located within the perimeter or longest shadow study area, a Greenstreets triangle southwest of the development site, a small paved plaza with seating amenities at the northeast corner of the intersection of East Tremont Avenue and Boston Road, adjacent to the elevated West Farms Square-East Tremont Avenue subway station, and a portion of the Bronx River to the east[2]. A fourth resource of concern located in the longest shadow study area is a small portion of the planned West Farms Rapids Greenway. Therefore the next tier of assessment was conducted.

TIER 2 SCREENING ASSESSMENT

Because of the path that the sun travels across the sky in the northern hemisphere, no shadow can be cast in a triangular area south of any given project site. In New York City this area lies between -108 and +108 degrees from true north. **Figure F-1** illustrates this triangular area south of the development site. The complementing area to the north within the longest shadow study area represents the remaining area that could potentially experience new project generated shadow.

Three potential sunlight-sensitive resources of concern are located within the remaining longest shadow study area: the small plaza adjacent to the elevated subway station, the portion of the planned West Farms Rapids Greenway and the portion of the Bronx River within the eastern perimeter of the study area. The Greenstreets triangle is located too far south to be affected by any project generated shadow.

The elevated subway station, staircases, and metal support structures located above Boston Road and adjacent to the small plaza at East Tremont Avenue are substantial structures reaching up to the height of approximately a four story building. These structures are directly in between the proposed development site and the plaza and would likely severely limit or eliminate any project generated shadow that might otherwise fall on the plaza. Further, it is expected that the building footprint of the Lambert Houses project, on whose property the plaza is located, would extend into the plaza. Therefore, given these considerations, this small plaza is not a resource of concern for shadows and requires no further analysis.

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[2] Public School 6, located across Bryant Avenue from the project site, is eligible for listing on the State/National Register of Historic Places but does not have any sunlight-dependent architectural features and therefore is not a resource of concern in the shadow study.

A small portion of the planned West Farms Rapids Greenway is located at the perimeter of the remaining longest shadow study area. This area of the planned greenway will be tucked between a parking garage structure, which is stands directly between the project site and the greenway, and the Bronx River Arts Center, and therefore would not receive project-generated incremental shadow.

A portion of the Bronx River is located just within the eastern perimeter of the remaining longest shadow study area. Given its relative location east-southeast of the development site, this portion of the river could not be reached by project-generated shadow in winter, when shadows fall too far to the north even at the end of the analysis day, nor on the spring and fall equinoxes, when shadows fall to the northeast at the end of the analysis day.

Further, given the Bronx River's location at the margin of the study area, project-generated shadow could only potentially fall that far for a very brief period at the end of the late spring and summer analysis days.

In any case, the current flows swiftly in the Bronx River and would move phytoplankton and other natural elements quickly through the potentially shaded area. Therefore, any project-generated shadows that could briefly fall there would not be expected to affect primary productivity. The area that could potentially receive new shadow would continue to receive close to a full day of sunlight, because there are no tall structures to the south, east or west. Consequently, any project-generated shadows that might potentially fall on this small portion of the Bronx River at the end of the analysis day in some seasons would not cause significant adverse impacts to the river, and no further analysis is warranted. ✷

A. INTRODUCTION

This section considers the potential of the proposed project at 1932 Bryant Avenue to affect historic and cultural resources. Currently occupied by an unused and structurally-unsound four-level parking garage and a one-story partially vacant retail structure, the development site occupies most of the triangular block bounded by East Tremont Avenue, Boston Road, and Bryant Avenue (see **Figure G-1**). On the southern portion of the development site, there is a large rock outcropping that would be preserved and unaffected by the proposed project. The proposed actions would permit the development of up to 15 stories, containing a mix of uses, including affordable housing, and local retail and community facility uses.

Historic and cultural resources include both archaeological and architectural resources. The study area for archaeological resources would be the area disturbed for project construction, the development site itself. In a letter dated May 11, 2016, the New York City Landmarks Preservation Commission (LPC) confirmed that the development site is not archaeologically significant (see **Appendix 2**). Therefore, the proposed actions would not result in a significant adverse impact on archaeological resources.

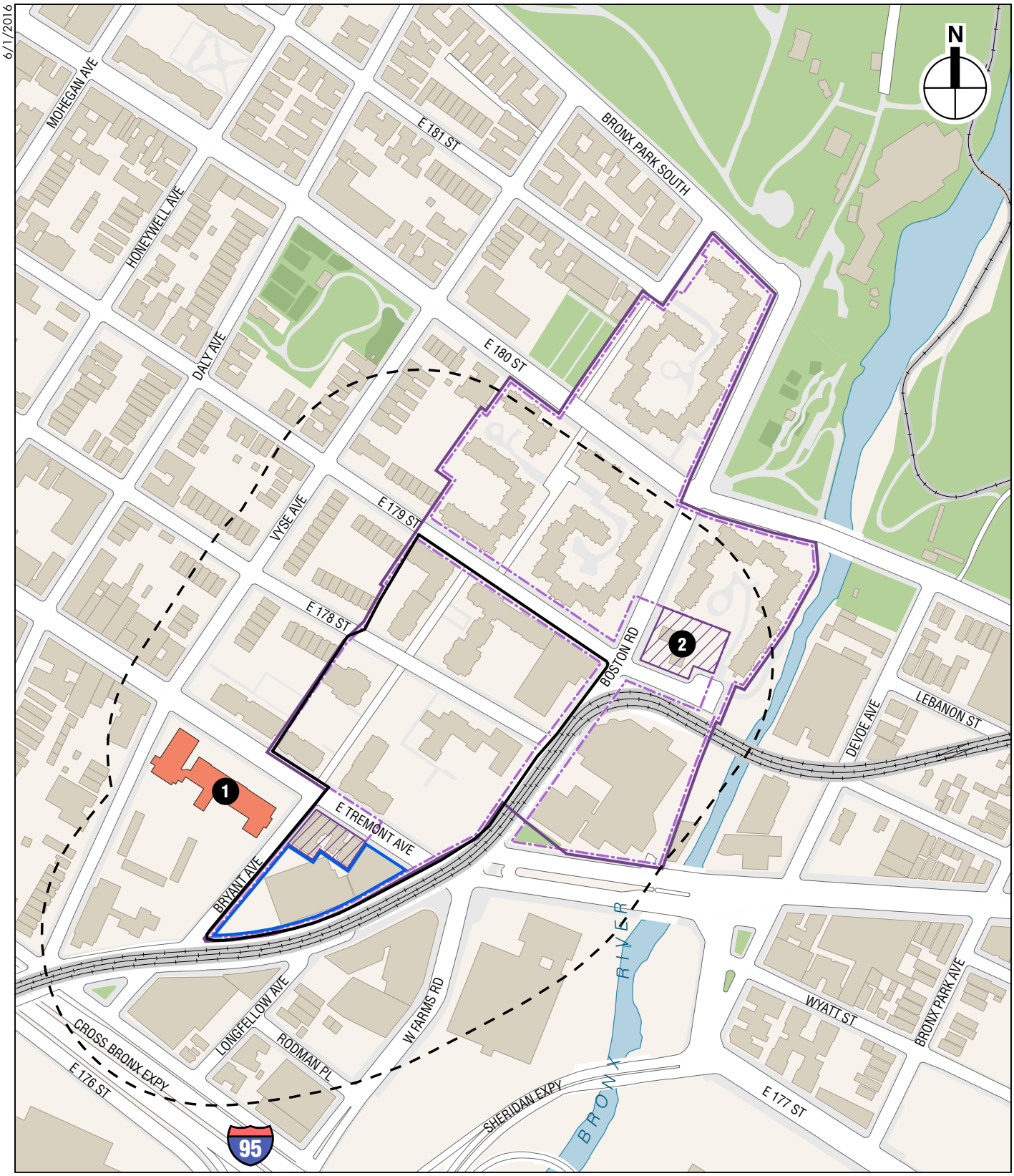
Study areas for architectural resources are determined based on the area of potential effect for construction-period impacts, such as ground-borne vibrations, and on the area of potential effect for visual or contextual effects, which is usually a larger area. Following the guidelines of the *CEQR Technical Manual*, the architectural resources study area for this project is defined as being within an approximately 400-foot radius of the project area (see **Figure G-1**). Architectural resources analyzed include properties listed on the State and National Registers of Historic Places (S/NR) or properties determined eligible for S/NR listing, National Historic Landmarks (NHLs), New York City Landmarks (NYCLs) and Historic Districts, and properties determined eligible for landmarks status. In addition, other properties in the study area were evaluated for their potential S/NR or NYCL eligibility.

To avoid adverse physical impacts on one architectural resource located close enough to project construction (within 90 feet) to potentially experience inadvertent construction damage, following certification, the proposed project would develop and implement a construction protection plan in consultation with LPC. There would be no contextual or visual impacts on architectural resources.

B. EXISTING CONDITIONS

DEVELOPMENT SITE

There are no architectural resources located on the development site. The one-story retail building is a featureless brick and concrete structure with plain window and door openings. The parking garage is an enclosed concrete and metal structure. Neither appears to possess any



Development Site
Project Area
Study Area (400-foot boundary)
Existing LSRD Boundary
Q Parcels not part of Original LSRD
Modified LSRD Boundaries
Public School 6 (S/NR Eligible)
Peabody Home for Aged and Indigent Women (S/NR Eligible)

1932 Bryant Avenue

Historic and Cultural Resources
Figure G-1

architectural or historical significance. LPC has confirmed that the existing buildings on the development site are not architecturally significant (see **Appendix 2**).

REMAINDER OF THE PROJECT BLOCK

Two apartment buildings adjacent to the northwest corner of the development site occupy the remainder of the project block. The 6-story building at 1950 Bryant Avenue dates to 1926, and the 5-story building at 1010 East Tremont Avenue dates to 1918. Ornamented with some decorative brickwork and Classical-style motifs, these two brick buildings are typical early-20th-century apartment buildings. They do not appear to possess any architectural or historical significance and do not appear eligible for S/NR listing or NYCL designation.

STUDY AREA

There are two officially designated or listed architectural resource located within the project study area—Public School 6 at 1000 East Tremont Avenue and the Peabody Home for Aged and Indigent Women at 2064 Boston Road (see **Figure G-1**). No potential architectural resources that may appear eligible for S/NR listing or NYCL designation were identified in the study area.

C. B. J. Snyder (the New York City Superintendent of School Buildings from 1891 to 1923 and prolific architect of public schools) designed Public School 6 in a Renaissance Revival style. It has been determined eligible for S/NR listing under National Register Criterion C as an example of early 20th-century school architecture and under Criterion A for representing the response of the City to an expanding school-age population and the educational reform movement. Constructed in 1902, Public School 6 is a large, five-story L-shaped building set on a small hill above East Tremont and Bryant Avenues (see **Figure G-2**). A rubble retaining wall borders the site along those two streets, and a decorative, split staircase accesses the main entrance facing East Tremont Avenue. An attached one-story limestone auditorium from 1928 is located on the west side of the main building. A gently inclined stair leads to the auditorium, which presents a balustraded loggia to East Tremont Avenue. Ornamental elements on the brick and stone school include quoins at the building corners and on two projecting bays, windows with splayed lintels and keystones, a rusticated attic story, and a projecting arched entrance, secondary arched entrances, and cartouches. The original cornice at the roofline is missing.

The former Peabody Home for Aged and Indigent Women at the corner of East 179th Street and Boston Road was built in 1901. Designed by Edward A. Sargent, the three-story, Neo-Gothic building is clad in brick with limestone details. The C-shaped building has a central entry that is set at an angle to the intersection. The angled front facade is arranged symmetrically with three bays on either side of the entry. The outermost bay on the first floor has a projecting bay window topped with an angled stone balcony. In addition to meeting National Register Criterion C as an outstanding example of Neo-Gothic style institutional architecture, the Peabody Home for Aged and Indigent Women also meets Criterion A in the area of social history as an important social welfare institution that was founded in 1874 as a free and non-sectarian institution for destitute women over the age of 65.



East Tremont Avenue façade **1**



Auditorium **2**

C. FUTURE WITHOUT THE PROPOSED PROJECT

DEVELOPMENT SITE

Absent the proposed actions, the development site would remain in its current condition, occupied by a vacant and structurally unsound, four-story parking garage and a one-story partially vacant retail building.

ADDITIONAL DEVELOPMENT PROJECTS IN THE STUDY AREA

There is one planned redevelopment project within the 400-foot study area that is expected to be complete by 2019. At 1939 West Farms Road (to the east of the development site), two residential buildings containing a total of 181 affordable housing units will be constructed on currently-vacant land. This project will not have any effects on Public School 6.

D. PROBABLE IMPACTS OF THE PROPOSED PROJECT

DEVELOPMENT SITE

With the proposed actions, the development site would be developed with an up to 15-story, approximately 168-foot tall building. The bulk of the building would front on Boston Road with a two-story portion on Bryant Avenue. On Boston Road, the building would have a curved footprint and façade that follows the alignment of the street. The proposed building would contain up to 327 affordable residential units, retail uses, and a community facility use (anticipated to be a pre-K facility). The residential entrance would be located on Bryant Avenue, and the proposed local retail use would front onto East Tremont Avenue. The proposed pre-K facility would have an entry on East Tremont Avenue.

STUDY AREA

It is not expected that the proposed project would have adverse direct physical impacts or indirect contextual or visual impacts on architectural resources.

Public School 6 is located within 90 feet of the development site, close enough to proposed construction activities to be affected by ground-borne construction-period vibrations or other accidental construction damage. Therefore, to avoid potential adverse physical impacts on Public School 6, the proposed project would develop and implement a construction protection plan in consultation with LPC. The construction protection plan would be consistent with Building Code Chapter 3309.4.4 and *Technical Policy and Procedure Notice #10/88* of the New York City Department of Buildings, which require monitoring of historic structures within 90 feet of construction.

As written in the *CEQR Technical Manual*, visual and contextual impacts on historic resources can include: isolation of a property from or alteration of its setting or visual relationship with the streetscape; introduction of incompatible visual, audible, or atmospheric elements to a resource's setting; screening or elimination of publicly accessible views of a resource; or introduction of significant new shadows or significant lengthening of the duration of existing shadows on an historic landscape or on an historic structure if the features that make the structure significant depend on sunlight. The proposed project would not result in any of those types of visual and contextual impacts to Public School 6.

There would be a limited visual relationship between Public School 6 and the proposed building, even though they would be located across Bryant Avenue from each other. Public School 6, which is raised above and set back from the street on a small hill, is oriented toward East Tremont Avenue and not eastward toward Bryant Avenue and the development site. In addition, the two 5- and 6-story apartment buildings on the northwest corner of the project block would be located between Public School 6 and the proposed building. The massing of the proposed building would further limit the building's visual relationship with Public School 6, as the proposed building would be two stories tall along Bryant Avenue with the 12-story portion located along Boston Road. The proposed building would not screen any publicly accessible views of Public School 6, as there are limited views of the school from the east of Boston Road due to topography and intervening buildings. Although, from Boston Road south of the existing parking garage on the development site, there are views across the development site of the rear façade of Public School 6, some of these views will remain, because the southern portion of the development site containing the existing rock outcropping will not be redeveloped under the proposed actions.

The Peabody Home for Aged and Indigent Women is not located within 90 feet of the project area, and is located over 800 feet from the development site. Therefore, it would not be affected by any ground-borne construction-period vibrations, it would remain in the same visual context, and there would be no introduction of incompatible elements to the resources setting. Views of the resource would also remain unchanged.

Therefore, the proposed building would not result in any significant adverse visual or contextual impacts on architectural resources. ✷

Attachment H: Urban Design and Visual Resources

A. INTRODUCTION

This attachment considers the potential of the proposed 1932 Bryant Avenue project to affect urban design and visual resources. The proposed project would result in a building of up to 15 stories that would be approximately 320,280 gross square feet (gsf) and include up to 327 affordable residential units, local retail uses, and a community facility use (anticipated to be a pre-K facility).

Under the 2014 *City Environmental Quality Review (CEQR) Technical Manual*, urban design is defined as the totality of components that may affect a pedestrian's experience of public space. These components include streets, buildings, visual resources, open spaces, natural resources, and wind. An urban design assessment under CEQR must consider whether and how a project may change the experience of a pedestrian in a project area. The *CEQR Technical Manual* guidelines recommend the preparation of a preliminary assessment of urban design and visual resources, followed by a detailed analysis, if warranted based on the conclusions of the preliminary assessment. The analysis provided below addresses urban design characteristics and visual resources for existing conditions and the future without and with the proposed project.

As described in detail below, the proposed project would not be anticipated to result in significant adverse impacts to urban design and visual resources.

B. METHODOLOGY

Based on the *CEQR Technical Manual*, a preliminary assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. Examples include projects that permit the modification of yard, height, and setback requirements, and projects that result in an increase in built floor area beyond what would be allowed "as-of-right" or in the future without the proposed project.

The proposed actions include a modification of an existing Large Scale Residential Development (LSRD), a zoning map amendment, a special permit, and a zoning text amendment These actions would allow for the development of a project that includes physical alterations observable by pedestrians that are not allowed by existing zoning. Therefore, the proposed project meets the threshold for a preliminary assessment of potential impacts to urban design and visual resources.

According to the *CEQR Technical Manual*, the study area for urban design is the area where the project may influence land use patterns and the built environment, and is generally consistent with that used for the land use analysis. For visual resources, the view corridors within the study area from which such resources are publicly viewable should be identified. The proposed rezoning would apply to the development site only, and there would be no changes to land use or development potential on any of the other modified LSRD parcels. Therefore, since the proposed

project would only result in visible changes to the development site, the study area for urban design is defined as the 400-foot radius around the project area, consistent with the analysis of land use, zoning, and public policy (see **Figures H-1 and H-2**). The study area generally extends north to East 180th Street, east to the Bronx River, south to the Cross Bronx Expressway, and west past Vyse Avenue.

The *CEQR Technical Manual* recommends an analysis of pedestrian wind conditions for projects that would result in the construction of large buildings at locations that experience high wind conditions (such as along the waterfront, or other location where winds from the waterfront are not attenuated by buildings or natural features), which may result in an exacerbation of wind conditions due to "channelization" or "downwash" effects that may affect pedestrian safety. The proposed project would not result in the construction of large building at a location that experience high wind conditions, and thus a pedestrian wind analysis is not warranted.

C. EXISTING CONDITIONS

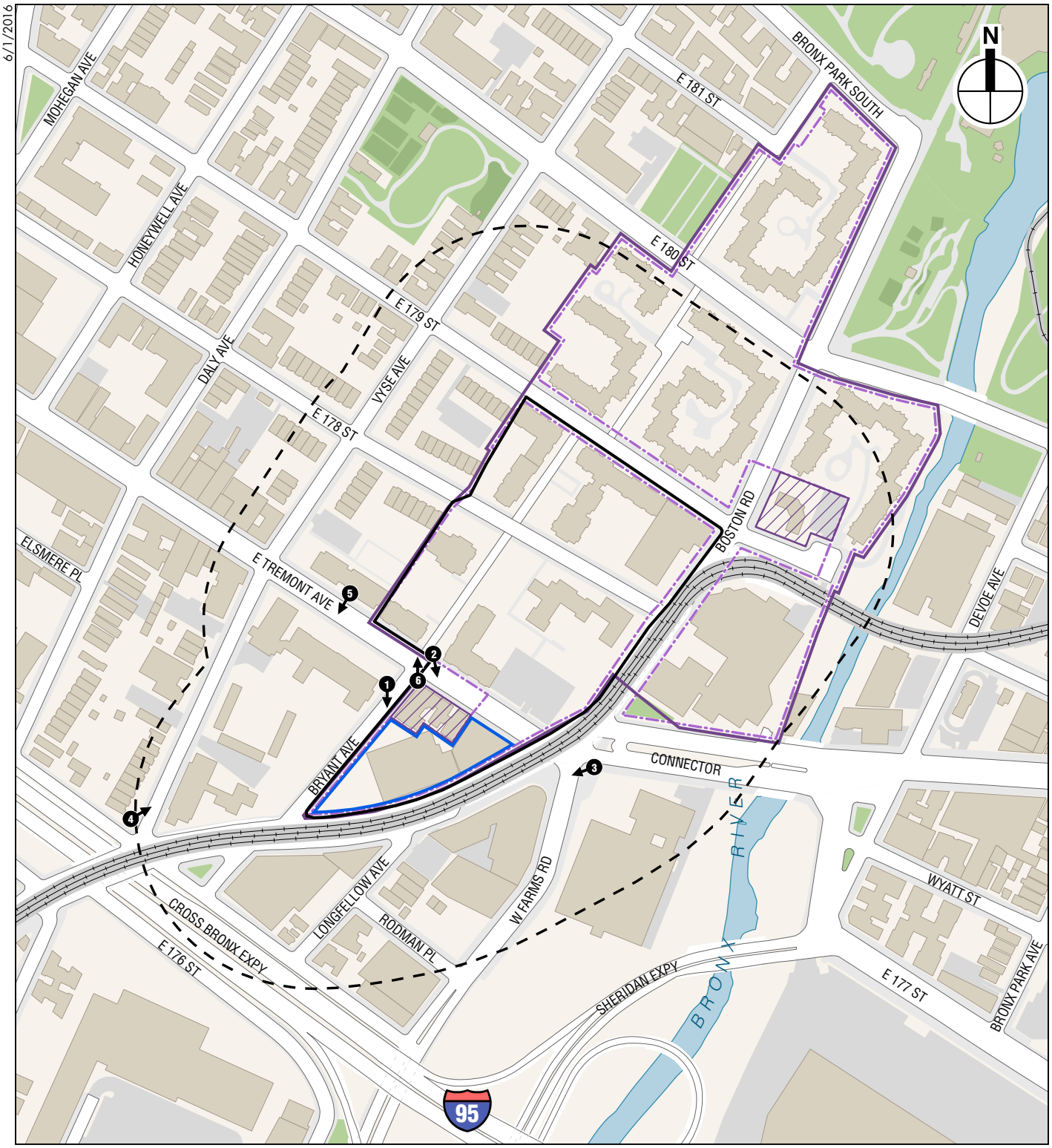
URBAN DESIGN

DEVELOPMENT SITE

The development site is an irregularly-shaped, 49,620 sf parcel (Parcel 9) located on a triangular block formed by Bryant Avenue to the west, East Tremont Avenue to the north, and Boston Road to the south and east in the West Farms neighborhood of the Bronx (Block 3005, Lot 65). The site is within an R7-1 zoning district, which has a maximum allowable FAR of 3.44. The site is currently occupied by an unused, approximately 27,000 gsf, four-story (32-foot-tall) concrete parking garage; an approximately 9,700 gsf, one-story (14-foot-tall) commercial building; and a large rock outcropping (see **Figure H-3**, photo 1). The one-story commercial structure, which has a brick and pre-cast concrete facade, is located on the corner of East Tremont Avenue and Boston Road. Along East Tremont, the building contains entrances to a liquor store, a 99-cent store, and a bodega (see **Figure H-3**, photo 2). The one-story building extends south along Boston Road with five metal-gated window openings. The parking garage is located directly south of the 1-story building, with frontages on Boston Road and Bryant Avenue. The parking garage's bottom floors are faced with concrete block, while the top floors are covered in a metal panel and grate. The garage is set back from the street at an angle and is enclosed behind a chain-link fence and vegetation. The development site slopes downward from north to south, so that the parking garage is four stories on the south side of Boston Road but two stories along Bryant Avenue. The garage developed structural issues shortly after it opened in 1980, and was closed in 2012 because of unsafe conditions.

The portion of the development site at the corner of Boston Road and Bryant Avenue contains the rock outcropping, which is enclosed behind a chain-link fence in several locations, and is partially covered in vegetation. The rock outcropping extends out to the sidewalk along Bryant Avenue, but is set back from the lot line along Boston Road. There are several street trees on Boston Road and Bryant Avenue around the undeveloped portion of the site. The elevated subway line, which runs above Boston Road, is directly adjacent to the site.

As noted above, under zoning, Parcel 9 has a maximum allowable FAR of 3.44; however, the built floor area of the development site is currently 0.75. Both of the buildings on the development site are built to the lot line on Boston Road and East Tremont, but the garage is set back from the lot line along Bryant Avenue.



Urban Design and Visual Resources
Key to Photographs
Figure H-1

1932 Bryant Avenue

6/1/2016



Development Site
Project Area
Study Area (400-foot boundary)
Existing LSRD Boundary
Q Parcels not part of Original LSRD
Modified LSRD Boundaries

Urban Design and Visual Resources
Aerial
Figure H-2

1932 Bryant Avenue



The parking garage and rock outcropping as seen from Bryant Avenue looking east **1**



The one-story retail located on the project site as seen from East Tremont and Bryant Avenues, looking east. Two early 20th-century apartment buildings, located on the same block, are visible in the foreground with the elevated rail in the background **2**

Urban Design and Visual Resources – Views of the Project Site

1932 Bryant Avenue

Figure H-3



1939 West Farms Road as seen from East Tremont Avenue and West Farms Road looking south. This site will be redeveloped with an eight- and 15-story mixed use building **3**



The modern nine-story apartment building located at 1904 Vyse Avenue as seen from the corner of Vyse Avenue and Boston Road looking northeast **4**

Urban Design and Visual Resources –
Views of the Study Area

1932 Bryant Avenue

Figure H-4



Public School 6 as seen from East Tremont Avenue looking south **5**



West Farms Square, an affordable housing development and part of the project's LSRD, as seen from Bryant and East Tremont Avenues looking northwest **6**

Urban Design and Visual Resources –
Views of the Study Area

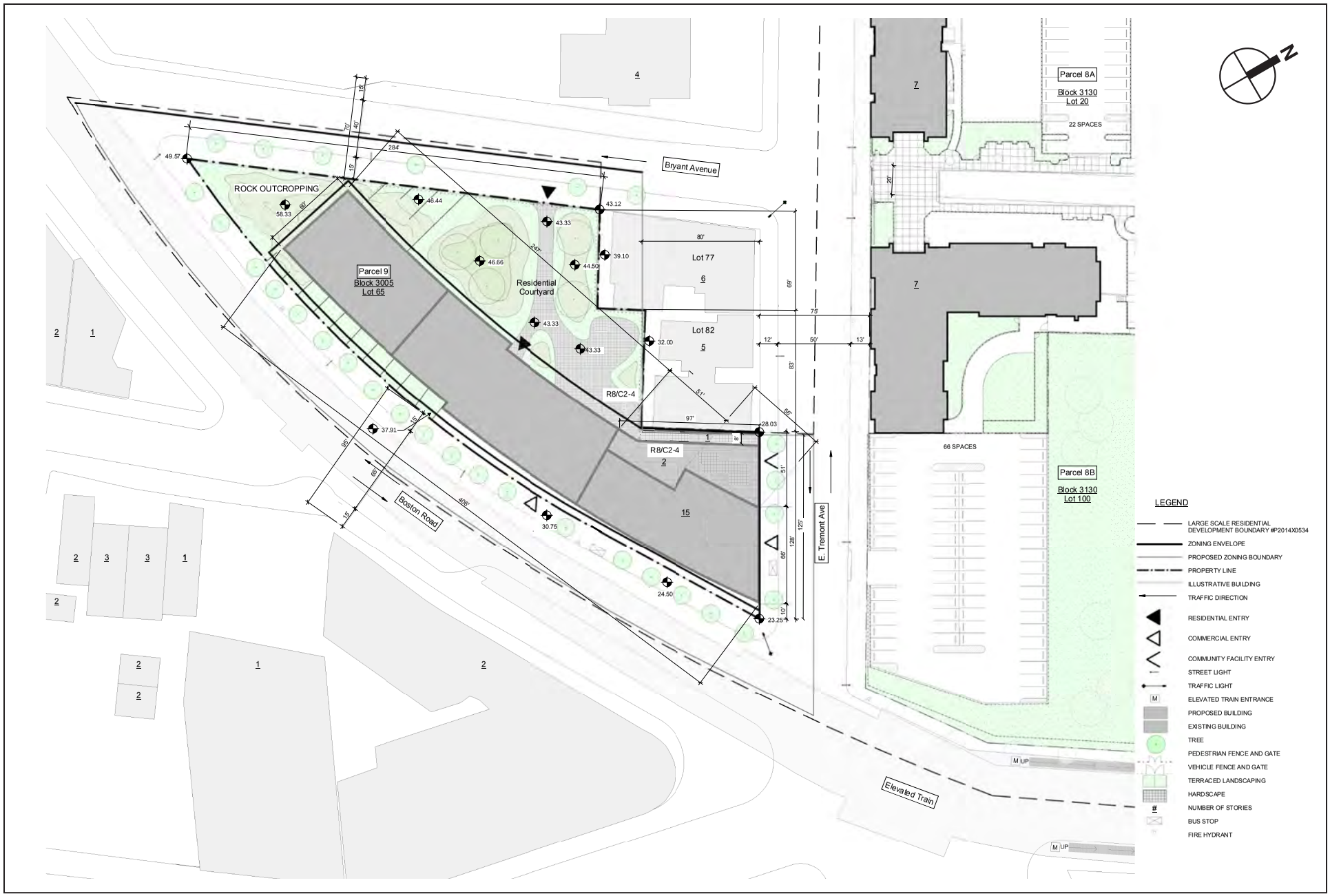


Longfellow Avenue as seen from Cross Bronx Expressway looking north **7**

Urban Design and Visual Resources –
Views of the Study Area

1932 Bryant Avenue

Figure H-6



Proposed Project Site Plan

Figure H-7

1932 Bryant Avenue



Illustrative Aerial Rendering

1932 Bryant Avenue

Figure H-8

STUDY AREA

The street pattern of the study area is an irregular grid, with Boston Road and the raised tracks for the 2 and 5 NYCT subway lines above running through it at a diagonal. Boston Road a major thoroughfare in the area that carries two-way traffic in four lanes. The two center lanes are separated from the two outer lanes by the metal support structure for the train tracks above. These tracks run above Boston Road until East 179th Street where they turn to the east and cross the Bronx River. Bryant Avenue terminates to the south at the Cross Bronx Expressway, with a guardrail and a brick retaining wall; north of East Tremont Avenue, Bryant Avenue is a private road until East 181st Street; it provides access to the other portions of the LSRD, enclosed behind a metal gate. There is a small, landscaped traffic island created by the intersection of Boston Road, Bryant Avenue, and the Cross Bronx Expressway service road.

Street furniture within the study area includes modern street lamps; traffic lights; bus stop signs; fire hydrants; trash cans; news racks; and the metal structure of the raised train tracks. There is also a piece of public art on the southeast corner of East Tremont Avenue and West Farms Road, described in detail below. There are a number of privately-accessible open spaces in the area, including the outdoor space for school located at the corner of West Farms Road and East Tremont Avenue, and the open space for West Farms Houses which is located between the tall, brick buildings, behind a metal fence. There are a limited number of street trees, all of which appear to be recently planted.

While the majority of the study area is zoned R7-1, the area directly across Boston Road from the development site is zoned R8-X, which is a contextual residential district that allows for a maximum FAR of 6.02 and generally produces 14- to 16-story buildings. Buildings in the study area range in height from one to 22 stories. West of Boston Road, most buildings in the study area have small footprints and occupy just a portion of their lot, while buildings East of Boston Road tend to occupy the majority of their lot.

Two apartment buildings—one six-story and one five-story—adjacent to the northwest corner of the development site occupy the remainder of the project block. Both buildings feature brick facades with decorative brickwork and rise from the sidewalk without setbacks. (see **Figure H-3**, photo 2).

Within the project area, Parcel 8a and 8b are located closest to the development site, just north of East Tremont Avenue. Parcel 8a contains a seven-story, 65-foot-tall brick building and a 22-story, 186-foot-tall brick building. The shorter building has a frontage of approximately 100 feet along East Tremont Avenue. The taller building sits in the middle of the lot, approximately 115 feet north of the adjacent building. The buildings are separated by a paved play space and landscaping. Parcel 8b also contains two buildings—a seven-story, 62-foot-tall, brick building and a 21-story, 208-foot-tall, brick building. The seven-story building has a frontage along East Tremont Avenue of approximately 130 feet. It is separated from the 21-story building by a playground, a fenced-in surface parking lot, and landscaping. Both parcels are separated from East Tremont Avenue by a narrow sidewalk and street trees.

Parcels 6 and 7, located between East 178th and East 179 Streets west of Boston Road, contain two groups of connected brick buildings ranging from two to 21 stories tall. The buildings are built out to the street along East 179th Street but are set back from the de-mapped Bryant Avenue by landscaping and large street trees and from East 178th Street by trees, parking, and recreational space.

To the south of the vacant lot on Boston Road, across the street from the development site, is a recently-constructed two-story hotel with a stone and stucco facade. North of the hotel, the east side of Boston Road has a very wide sidewalk adjacent to a vacant lot at the southeast corner of East Tremont Avenue and Boston Road, which is surrounded by a chain-link fence (see **Figure H-4**, photo 3).

Between Longfellow Avenue and Bryant Avenue, the south side of Boston Road contains a one-story, 14-foot-tall auto repair shop and ironworks facility. The Metro Community Health Center (MCHC), a modern brick and metal building, occupies the rest of the block. The building's main entrance is located along the Cross Bronx Expressway service road, with secondary entrances on Bryant Avenue. The building fills most of its lot and is built out to its lot line on Boston Road and Bryant Avenue. This portion of the study area slopes downward from Bryant Avenue on the west to Longfellow Avenue on the east. As a result, the MCHC structure is one-story (12 feet tall) along Bryant Avenue, but three stories (36 feet tall) along Longfellow Avenue. The Longfellow Avenue side of the building is set back from the road behind a paved parking area, which is surrounded by a metal and brick fence. The northern half of this facade is clad in corrugated metal, while the southern half is brick.

On the north side of Boston Road, between Bryant and Vyse Avenues, there is a nine-story red and yellow brick residential building constructed circa 2005 (see **Figure H-4**, photo 4). The building's main entrance is on Vyse Avenue, and it is built to the lot line on that street. It is set back from Boston Road and Bryant Avenue behind a wide sidewalk, newly-planted street trees, a low metal fence, and landscaping. At the northwest corner of Boston Road and Bryant Avenue, there is a large rock formation that extends north up Bryant Avenue and is topped with a concreate athletic field enclosed behind a tall chain-link fence.

As described above, there are large rock formations on both sides of Bryant Avenue just north of Boston Road. On the southwest corner of Bryant and East Tremont Avenues is Public School 6 (see **Attachment G**, "Historic and Cultural Resources"). The five-story, L-shaped building features a brick facade with limestone details and base (see **Figure H-5**, photo 5). It sits above the street level, behind a stone retaining wall on East Tremont Avenue and rock outcroppings on Bryant Avenue. To the north of Public School 6 on the north side of East Tremont Avenue is the LSRD, which is bounded by East 179th Street to the north, Boston Road to the east, East Tremont Avenue to the south, and Vyse Street to the west. The complex's large brick buildings, which range from six and seven stories along East Tremont Avenue to 22 stories, or 186 feet tall, toward the middle of the block, rise without adornment or setbacks (see **Figure H-5**, photo 6).

East of Boston Road, at the eastern edge of the study area, on West Farms Road, is Public School 214. The three-story, 48-foot-tall, Brutalist-style building features a pre-cast concrete facade with alternating square projections that screen the windows. At the southeast corner of West Farms Road and East Tremont Avenue is an outdoor space for P.S. 214, enclosed behind a low metal fence. There is a red metal sculpture in the shape of three intersecting circles and lines in front of the fence.

The west side of West Farms Road between Boston Road/East Tremont Avenue and Rodman Place contains a vacant lot, described above, and a one-story brick building with an adjacent lot enclosed behind a corrugated-metal fence that extends south along West Farms Road and west along Rodman Place.

At the southern end of Longfellow Avenue, near the Cross Bronx Expressway, there are two five- and six-story brick apartment buildings, and two three-story row houses clad in brick and

siding (see **Figure H-6**, photo 7). At the northeast corner of Longfellow Avenue and Rodman Place, there is a two story house clad in siding with a paved side yard surrounded by a chain-link fence. A brick, three-story duplex is adjacent to this house, set back from the street with off-street parking surrounded by a metal picket fence. A one-story brick building with a garage entrance and a paved parking lot abut the back of the hotel described above.

At the northern boundary of the study area is Parcel 3 of the existing LSRD (controlled by Phipps Houses). Parcel 3 contains a 6-story roughly spiral-shaped building and a separate, 6-story, L-shaped residential building directly west of the first, and a separate, roughly U-shaped residential building directly south of the L-shaped building. The lot coverage of the parcel is approximately 35 percent. There are surface parking areas and landscaped areas in the center of and at the perimeter of the site. The parking area is accessed from East 179th and 180th Streets. The site is bordered by a low chain link fence.

VISUAL RESOURCES

As defined in the *CEQR Technical Manual*, "a visual resource is the connection from the public realm to significant natural or built features, including views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, or natural resources."

DEVELOPMENT SITE

As described above, the development site contains a late-20th century parking garage, a one-story "strip" of retail stores, and a large rock outcropping. The buildings on the site are not considered to be visual resources, but the rock outcropping is a notable element in surrounding views toward the development site. From the west side of the development site, and from the east side of the development site south of the parking garage, the rear facade of Public School 6 is visible.

STUDY AREA

There are two visual resources in the study area: Public School 6 and the Peabody Home for Aged and Indigent Women. However, views within the study area tend to be limited by the train viaduct above Boston Road which both dominates and limits views within the study area. The large metal structure can be seen from all streets within the study area, and it divides the area both physically and visually from east to west. The Cross Bronx Expressway, at the southern end of the study area, also acts as a physical and visual barrier.

The main facade of Public School 6 is primarily visible along East Tremont Avenue; as it is set back from the street, views west from Boston Road are only partial and limited to the northern side of the intersection of Boston Road and East Tremont Avenue. The school's rear facade is visible from Bryant Avenue and Boston Road, between the parking garage on the development site and the recently-constructed residential building on Vyse Avenue. Because of the elevated train tracks along Boston Road, and the irregular street layout, there are no views of the school east of Boston Road.

North of East 178th Street along Boston Road, The Peabody Home for Aged and Indigent Women, located on the northeast corner of Boston Road and East 179th Street, is visible to the north. The large trees and greenspace in front of the building are the most visible feature, but closer to East 179th Street the building is also visible. Because of larger buildings in the area and

mature street trees, views of the building are limited from East 179th Street east of Boston Road and from Boston Road north of the building.

D. FUTURE WITHOUT THE PROPOSED PROJECT

DEVELOPMENT SITE

Absent the proposed project, it is assumed that the development site will not be altered and that conditions will remain the same.

EFFECTS OF OTHER FUTURE PROJECTS

As discussed in Attachment B, "Land Use, Zoning, and Public Policy," there are two planned development project within the 400-foot study area that is anticipated to be complete by 2019. Located directly east of the development site across Boston Road, the 1939 West Farms Road project will develop a mixed-use residential building on the parcel that is currently vacant (see **Figure H-4**, photo 3). In addition, the Lambert Houses complex—a multi-building, multi-site affordable housing complex located north of the development site and within the current LSRD—will be redeveloped. The Lambert Houses project will take place over 13 years, consisting of the sequential demolition of the complex's existing buildings and redevelopment with a new multi-building affordable housing complex. Although the overall project is not expected to be complete until 2029, Building 3A is anticipated to be built by 2019. This building will be located near the northern boundary of the study area, south of East 180th Street between Boston Road and Vyse Avenue.

These No Action projects will change the urban design and visual context of the study area by adding new, taller buildings, continuing an existing trend of new residential and commercial development in high-rise structures that are increasing the density of the neighborhood. The No Action projects are not anticipated to result in significant changes to the study area's view corridors, or significant views to visual resources.

E. PROBABLE IMPACTS OF THE PROPOSED PROJECT

The *CEQR Technical Manual* guidelines state that if the preliminary assessment shows that changes to the pedestrian environment are sufficiently significant to require greater explanation and further study, then a detailed analysis is appropriate. Examples include projects that would potentially obstruct view corridors, compete with icons in the skyline, or make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings. Detailed analyses also are generally appropriate for area-wide rezonings that include an increase in permitted floor area or changes in height and setback requirements, general large-scale developments, or projects that would result in substantial changes to the built environment of a historic district or components of a historic building that contribute to the resource's historic significance.

URBAN DESIGN

DEVELOPMENT SITE

As discussed in Attachment A, "Project Description," the proposed project would demolish the existing buildings on the project side and construct a 15-story, approximately 168-foot-tall

(including rooftop mechanical) mixed-use building with residential, community facility, and local retail uses. The proposed building would be approximately 320,280 gross square feet in size and could have a footprint that is somewhat larger than the existing retail and parking garage. The proposed building would substantially taller than the existing buildings on the site. The proposed zoning change from an R7-1 district to an R8 district would increase the site's allowable FAR to 6.5, from 3.44, but the maximum FAR of the proposed development (on the development site) would be limited to 6.28 by the LSRD approval process. The proposed project would activate the development site, compared to existing/No Action conditions, in which the site would remain in its underutilized state. The proposed building would occupy the majority of the lot; however, the rock outcropping would be left in place to some degree (see **Figures A-3** through **A-5**). This outcropping would border a new open space with landscaping for use by the residents of the new building. The proposed actions also would result in the development of a building that has more commercial use than allowed by current zoning.

The construction of a new, tall building on the development site in the future with the proposed project would replace underutilized and vacant areas with a new building that would contribute active uses to the development site. In the future with the proposed project, new retail spaces would front onto East Tremont Avenue and Boston Road. The residential entrance and lobby would be located off Bryant Avenue and would transverse a new private open space that would not be present in the No Action scenario (see **Figure H-7)**.

STUDY AREA

The proposed project would not result in any changes to buildings, natural features, open spaces, or streets in the study area. In comparison with the No Action scenario, the proposed project would alter the visual character of the surrounding area, but this character is already changing through the buildings currently under construction and redevelopment, which are increasing the density of the neighborhood. The proposed project also would enhance the visual character of the development site as compared to existing/No Action conditions, and thus would enhance the pedestrian experience of the neighborhood. Furthermore, the proposed development is intended to enhance the urban design and visual character of the surrounding area.

The proposed building would be oriented toward Boston Road, with a 2-story section separating the taller portion of the building from the adjacent 5- and 6-story structures fronting on East Tremont Avenue (see **Figure H-7 and H-8**). The building would be set back from Bryant Avenue behind the proposed private open space, and thus would not be expected to negatively impact the urban design of this narrower street. At approximately 168 feet (including rooftop mechanical), the proposed building would be one of the tallest buildings within the study area, but not the tallest. Its size and massing would less than the 22-story, 186-foot-tall building located on Parcel 8a and the 21-story, 208-foot-tall building located on Parcel 8b within the LSRD. The proposed building would be comparable to the planned project at 1939 West Farms Road that will result in a 147-foot-tall building. As with the proposed building, each of these buildings only partially covers its lot.

VISUAL RESOURCES

DEVELOPMENT SITE

The proposed project would retain the rock outcropping on the southern portion of the development site to some degree, and would retain views of this natural feature. Views from the west side of the development site to P.S. 6 would not be affected by the proposed project.

STUDY AREA

The proposed project would not partially or totally block a view corridor or a natural or built visual resource. The proposed building would not partially or totally block any publicly accessible views of Public School 6, which are already limited from near Boston Road due to topography and intervening buildings. In addition, the existing rock outcropping on the development site would remain to some degree, which would ensure that current views of the rear facade of Public School 6 from Boston Road through this portion of the development site would be retained. The proposed project would not block any existing views to the Peabody Home for Aged and Indigent Women.

In conclusion, the proposed project would not obstruct any view corridors or block views to any visual resources; would not result in any substantial changes to the built environment of a historic district; would not result in an area-wide rezoning; would not compete with icons in the skyline; and would not make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings. Therefore, the proposed project would not result in any significant adverse impacts on urban design and visual resources, and would not warrant the preparation of a detailed analysis of urban design and visual resources. ✶

Attachment I: Hazardous Materials

A. INTRODUCTION

This attachment presents the findings of the hazardous materials assessment and identifies potential issues of concern that could pose a hazard to workers, the community, and/or the environment during or after development of the proposed 1932 Bryant Avenue project. The development site currently includes a commercial building and a vacant parking garage. The proposed development would demolish these structures and construct a new mixed-use building (including residential, retail, and community facility uses). The proposed project would entail limited excavation for the new foundations (which will be at or slightly below current development site grade).

This assessment was based on the *Phase I Environmental Site Assessment* (ESA) of the development site (IVI Assessment Services, Inc., February 2011) and a *Subsurface (Phase II) Investigation* (AKRF, November 2013). The Phase I ESA evaluated the potential for contamination based on visual reconnaissance and other information sources, including federal and state regulatory databases and historical land use maps. The Phase II included: a geophysical survey to search for subsurface utilities and underground storage tanks (USTs); and advancement of 13 borings throughout the development site with collection of: nineteen soil samples, three groundwater samples, eight soil vapor samples, one indoor air sample, and one ambient air sample for laboratory analysis.

B. EXISTING CONDITIONS

SUBSURFACE CONDITIONS

The development site is approximately 30 to 42 feet above sea level, sloping down to the northeast. Bedrock elevation varies from above street grade (a large outcrop in the western portion of the development site) to approximately 23 feet deep. A layer of urban fill (approximately 5 feet thick) was observed in the Phase II borings.

The Phase II encountered groundwater approximately 14 feet below grade. Groundwater was measured as likely flowing in a northeasterly direction toward the Bronx River. However, groundwater depth and flow direction may be influenced by bedrock geology, and perhaps other factors. Groundwater in the Bronx is not used as a source of potable water (the municipal water supply uses upstate reservoirs).

HAZARDOUS MATERIALS ASSESSMENT

The ESA and Phase II identified the following:

- The development site historically included a gasoline filling station, a dry cleaner and a mattress factory. The filling station was reportedly located along Boston Road, near the

existing parking garage. A dry cleaner was historically located in the existing commercial building.

- The geophysical survey identified no evidence of USTs.
- Field observations of the Phase II borings included petroleum-like odors and elevated photoionization detector (PID) readings [used to screen for volatile organic compound (VOCs)] in the area of the former filling station footprint. However, laboratory analytical results were not indicative of significant petroleum contamination. The analytical results were compared to the 6 NYCRR Part 375-6.4 Soil Cleanup Objectives for Unrestricted Use (USCOs) and Restricted Residential Use (RRSCOs). The detected VOCs met both USCOs and RRSCOs with the exception of acetone (a common fill component, but frequently a laboratory artifact), which was detected in one soil sample slightly exceeding USCO but meeting the RRSCO. Certain semi-volatile organic compounds (SVOCs) and/or metals exceeded USCOs and/or RRSCOs, which is common in historic fill materials. No pesticides or PCBs were detected in the soil samples.
- The groundwater samples were collected within or near the former filling station footprint. No VOCs were detected in the groundwater samples in exceedance of State drinking water standards. One sample contained two SVOCs commonly associated with fill materials (or potentially low-level petroleum contamination) above the drinking water standards. Several metals exceeded State drinking water standards in filtered and/or unfiltered groundwater standards, likely due to a combination of fill particles entrained in the samples, and natural background conditions.
- The soil vapor, indoor air, and ambient air sampling found several VOCs typically associated with petroleum and/or solvents, but none above the air guideline values (AGVs) established for indoor air by the New York State Department of Health (NYSDOH). Tetrachloroethene, the most common dry cleaning solvent, was detected in the soil vapor samples at a maximum concentration of 26 micrograms per cubic meter ($\mu g/m^3$), meeting the indoor air AGV of 30 $\mu g/m^3$, though it was not in fact detected in the indoor air or ambient air samples. Low-level VOC concentrations in the indoor air sample (collected in the vacant garage) were similar to those in the ambient air sample, and thus did not appear to indicate vapor intrusion into the existing building.
- The potential presence of asbestos-containing materials (ACM), polychlorinated biphenyls (PCBs), and lead-based paint in building materials.

C. FUTURE WITHOUT THE PROPOSED PROJECT

In the future without the proposed project, the development site would remain in its current condition. Currently, there are no known significant health risks associated with the development site. Likewise, there would be no significant health risks at the development site in the future without the proposed project. Legal requirements, including those regulations pertaining to ACM, lead-based paint, and potential PCB-containing equipment, would need to be followed.

D. PROBABLE IMPACTS OF THE PROPOSED PROJECT

The proposed development would entail demolition of the existing structures, followed by limited excavation for the new building's foundations. Although these activities could increase

pathways for human exposure, impacts would be avoided by performing the project in accordance with the following:

- Based on the findings of the Phase II, a Remedial Action Plan (RAP) and associated Construction Health and Safety Plan (CHASP) was prepared and submitted to the New York City Department of Environmental Protection (DEP) for review and approval, both in May 2016. The RAP and CHASP will be implemented during the subsurface disturbance associated with the proposed project. The RAP addresses requirements for items such as: soil stockpiling, soil disposal and transportation; dust control; quality assurance; vapor control measures; and contingency measures should petroleum storage tanks or contamination be encountered. The CHASP includes measures for worker and community protection, including personal protective equipment, dust control, and emergency response procedures.
- If dewatering is necessary for the proposed construction, water would be discharged to sewers in accordance with DEP requirements.
- Prior to demolition, the buildings would be inspected by a NYC-certified asbestos investigator and any suspect ACM would be tested. All ACM would then be removed prior to demolition and disposed of in accordance with local, state and federal requirements.
- Demolition would be performed in accordance with applicable lead requirements (including federal Occupational Safety and Health Administration regulation 29 CFR 1926.62 - Lead Exposure in Construction).
- Unless there is labeling or test data indicating that any suspect PCB-containing electrical equipment and fluorescent lighting fixtures do not contain PCBs, and that any fluorescent lighting bulbs do not contain mercury, disposal would be conducted in accordance with applicable federal, state and local requirements.

With these measures, the proposed development would not result in any significant adverse impacts related to hazardous materials. ✷

A. INTRODUCTION

This attachment examines the potential effects of the proposed project on the study area transportation systems. Specifically, it compares conditions in the future without the proposed project (the "No Action" condition) against conditions in the future with the proposed project (the "With Action" condition) in order to determine the potential for significant adverse impacts to transportation systems. The analyses consider the 2019 analysis year to identify potential impacts, and if warranted, determine project improvement measures that would be appropriate to address those impacts. The travel demand projections, trip assignments, and capacity analysis presented in this attachment were conducted pursuant to the methodologies outlined in the 2014 *City Environmental Quality Review (CEQR) Technical Manual*.

BACKGROUND

As detailed in Attachment A, "Project Description," the proposed project is located in Bronx Community District 6 on the block bounded by Bryant Avenue to the west, East Tremont Avenue to the north, and Boston Road to the southeast. The proposed project requires a rezoning of the project block that would permit greater commercial floor area on the development site. A portion of the project zoning lot is already developed with 9,700 gsf of local retail uses.

In the No Action condition, it is assumed that the existing uses would remain on the development site. In the With Action condition, the development site would be redeveloped with approximately 327 affordable dwelling units, approximately 14,500 gsf of local retail uses, an approximately 10,000 gsf community facility use (anticipated to be a pre-K facility), as summarized in **Table J-1**. The residential access would be along Bryant Avenue between East Tremont Avenue and Boston Road, the pre-K facility entrances would be along East Tremont Avenue between Bryant Avenue and Boston Road, and the retail entrances would be along both East Tremont Avenue between Bryant Avenue and Boston Road, and Boston Road between East Tremont Avenue and Bryant Avenue.

Table J-1
Comparison of the Future Without and With the Proposed Project

Components	Future Without the Proposed Project (Existing/No Action)	Future With the Proposed Project (With Action)	Increments
Residential (affordable dwelling units)	0	327	327
Retail (gsf)	9,700	14,500	4,800
Pre-K Facility (gsf)	0	10,000	10,000
Students [1]	0	82	82
Staff [2]	0	8	8
Parking Spaces			
Garage	0	0	0

Notes:
[1] Student population provided by the applicant.
[2] Assumes 1 staff for every 10 students.
Source: Second Farms Neighborhood HDFC, 2015

PRINCIPAL CONCLUSIONS

TRAFFIC

The proposed project's incremental vehicle trips would not exceed the *CEQR Technical Manual* analysis threshold of 50 peak hour vehicle trips at any intersection, and therefore a detailed traffic analysis is not warranted and the proposed project is not expected to result in any significant adverse traffic impacts.

TRANSIT

The proposed project's incremental subway trips would not exceed the *CEQR Technical Manual* analysis threshold of 200 peak hour subway trips in any station, and therefore a detailed transit analysis is not warranted and the proposed project is not expected to result in any significant adverse subway impacts.

Similarly, the proposed project's incremental bus trips would be dispersed among the multiple local bus routes serving the study area such that no single bus route would exceed the *CEQR Technical Manual* analysis threshold of 50 or more peak hour bus riders in a single direction. Therefore, a detailed bus line-haul analysis is also not warranted and the proposed project is not expected to result in any significant adverse bus line-haul impacts.

PEDESTRIANS

Based on a detailed assignment of project-generated pedestrian trips, two sidewalks and one corner were identified as warranting detailed analysis for the weekday AM and PM peak hours. Analyses performed for these pedestrian elements showed that the proposed project would not result in any significant adverse pedestrian impacts.

PARKING

The *CEQR Technical Manual* states that if a quantified traffic analysis is not required, it is likely that a parking assessment is not warranted. Per conclusions made above for traffic, an on- and off-street parking analysis is not required and the proposed mixed-use building on the development site is not expected to result in any significant adverse parking impacts.

B. PRELIMINARY ANALYSIS METHODOLOGY AND SCREENING ASSESSMENT

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

warranted to assess the potential for significant adverse impacts on traffic, transit, pedestrians, parking, and vehicular and pedestrian safety.

LEVEL 1 SCREENING ASSESSMENT

A Level 1 trip generation screening assessment was conducted to estimate the numbers of person and vehicle trips by mode expected to be generated by the proposed project during the weekday AM, midday, and PM peak hours. These estimates were then compared to the *CEQR Technical Manual* thresholds to determine if a Level 2 screening and/or quantified operational analyses would be warranted.

TRANSPORTATION PLANNING ASSUMPTIONS

Trip generation factors for the proposed project were developed based on information from the *CEQR Technical Manual*, U.S. Census Data, and other approved EASs and EISs—as summarized in **Table J-2**.

Table J-2
Travel Demand Assumptions

Use	Residential			Local Retail			Community Facility (Pre-K) - Staff			Community Facility (Pre-K) – Students			Community Facility (Pre-K) – Parents		
Total Daily Person Trip	(1) Weekday 8.075 Trips / DU			(1) Weekday 205.0 Trips / KSF			(1) Weekday 2.0 Trips / Person			(1) Weekday 2.0 Trips / Person			(1)(7) Weekday 4.00 Trips / Person		
Trip Linkage	0%			25%			0%			0%			0%		
Net Daily Person trip	Weekday 8.075 Trips / DU			Weekday 153.75 Trips / KSF			Weekday 2.0 Trips / Person			Weekday 2.0 Trips / Person			Weekday 4.00 Trips / Person		
	AM	**MD**	**PM**	**AM**	**MD**	**PM**	**AM**	**MD**	**PM**	**AM**	**MD**	**PM**	**AM**	**MD**	**PM**
Temporal		(1)			(1)			(1)			(1)			(1)(7)	
	10%	5%	11%	3%	19%	10%	40%	0%	40%	49.5%	0.0%	49.5%	49.5%	0.0%	49.5%
Direction		(2)			(2)			(4)			(4)			(4)	
In	15%	50%	70%	50%	50%	50%	100%	50%	0%	100%	50%	0%	50%	50%	50%
Out	85%	50%	30%	50%	50%	50%	0%	50%	100%	0%	50%	100%	50%	50%	50%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Modal Split		(3)			(2)			(5)			(4)			(4)	
	AM	**MD**	**PM**	**AM**	**MD**	**PM**	**AM**	**MD**	**PM**	**AM**	**MD**	**PM**	**AM**	**MD**	**PM**
Auto	20.0%	20.0%	20.0%	3.0%	3.0%	3.0%	43.0%	43.0%	43.0%	11.0%	11.0%	11.0%	0.0%	0.0%	0.0%
Taxi	1.0%	1.0%	1.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Subway	45.0%	45.0%	45.0%	5.0%	5.0%	5.0%	19.0%	19.0%	19.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Railroad	2.0%	2.0%	2.0%	0.0%	0.0%	0.0%	2.0%	2.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bus	24.0%	24.0%	24.0%	10.0%	10.0%	10.0%	20.0%	20.0%	20.0%	1.0%	1.0%	1.0%	1.5%	1.5%	1.5%
School Bus	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	15.0%	15.0%	15.0%	0.0%	0.0%	0.0%
Walk	8.0%	8.0%	8.0%	80.0%	80.0%	80.0%	14.0%	14.0%	14.0%	73.0%	73.0%	73.0%	98.5%	98.5%	98.5%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Vehicle Occupancy	(2)(3) Weekday			(2) Weekday			(5) Weekday			(4)(8) Weekday					
Auto	1.06			1.60			1.09			1.28					
Taxi	1.40			1.20			1.09			1.43					
School Bus	N/A			N/A			N/A			17.0					
Daily Delivery Trip Generation Rate	(1) Weekday 0.06 Delivery Trips / DU			(1) Weekday 0.35 Delivery Trips / KSF						(6) Weekday 0.03 Delivery Trips / Student					
	AM	**MD**	**PM**	**AM**	**MD**	**PM**				**AM**	**MD**	**PM**			
Delivery Temporal		(1)			(1)						(6)				
	12%	9%	2%	8%	11%	2%				9.6%	11.0%	1.0%			
Delivery Direction		(1)			(1)						(6)				
In	50%	50%	50%	50%	50%	50%				50%	50%	50%			
Out	50%	50%	50%	50%	50%	50%				50%	50%	50%			
Total	100%	100%	100%	100%	100%	100%				100%	100%	100%			

Sources:
(1) 2014 *CEQR Technical Manual.*
(2) *Crotona Park East/West Farms Rezoning and Related Actions FEIS* (2011).
(3) U.S. Census Bureau, ACS 2010-2014 Five-Year Estimates - Journey-to-Work (JTW) Data for Census Tract 60, 161, 359, 361, 363, 365.01, 365.02, 367
(4) *SCA – Webster Avenue P.S./I.S. EAF* (2009).
(5) U.S. Census Bureau, ACS 2006-2010 Five-Year Estimates. Special Tabulation: Census Transportation Planning - Reverse-Journey-to-Work (RJTW) Data. Excludes work-at-home mode.
(6) *No. 7 Subway Extension-Hudson Yards Rezoning and Development Program FGEIS* (2004).
(7) Assumes 1 parent for every 1.28 students taking subway, bus, and walk modes to school and the same temporal distribution as students.
(8) Based on NYCDOT survey.

Residential

The daily person trip rate and temporal distribution are from the *CEQR Technical Manual*. Modal splits are based on Journey-to-Work (JTW) data from the 2010-2014 U.S. Census Bureau American Community Survey (ACS) for Bronx census tracts 60, 161, 359, 361, 363, 365.01, 365.02, and 367. The directional distributions for all peak periods are from the 2011 *Crotona Park East/West Farms Rezoning and Related Actions FEIS*. The vehicle occupancies are from the 2010-2014 U.S. Census ACS for autos and from the 2011 *Crotona Park East/West Farms Rezoning and Related Actions FEIS* for taxis. The daily delivery trip rate and temporal and directional distributions are from the *CEQR Technical Manual*.

Local Retail

The daily trip generation rate for the local neighborhood retail component is from the *CEQR Technical Manual*. Consistent with assumptions typically accepted by City agencies for purposes of environmental review, a 25-percent linked trip credit was applied to the local retail trip generation estimates. The modal splits, directional distributions, and vehicle occupancies were obtained from the 2011 *Crotona Park East/West Farms Rezoning and Related Actions FEIS*. The temporal distributions for all peak periods were obtained from the *CEQR Technical Manual*. The daily delivery trip rate and temporal and directional distributions are from the *CEQR Technical Manual*.

Community Facility (Pre-K) – Staff

The daily trip generation rate and temporal distribution for the staff of the pre-K facility were obtained from the *CEQR Technical Manual*. The directional distribution was taken from the 2009 *SCA Webster Avenue P.S./I.S. EAF*. The modal splits and vehicle occupancies were obtained from the 2006-2010 U.S. Census ACS Reverse Journey-to-Work (RJTW) estimates.

Community Facility (Pre-K) – Students

The daily trip generation rate and temporal distribution for the students of the pre-K facility were obtained from the *CEQR Technical Manual*. The directional distribution, modal splits, and taxi occupancy were taken from the 2009 *SCA Webster Avenue P.S./I.S. EAF*. The auto occupancy is based on the New York City Department of Transportation (NYCDOT) survey. The school delivery travel demand factors are from the 2004 *No. 7 Subway Extension – Hudson Yards Rezoning and Development Program FGEIS*.

Community Facility (Pre-K) – Parents

The daily trip generation rate and temporal distribution for the parents of the pre-K facility were obtained from the *CEQR Technical Manual*. In line with typical school assumptions, it is anticipated that one parent would accompany every 1.28 students taking subway, bus, or walking to school. The directional distribution was taken from the 2009 *SCA Webster Avenue P.S./I.S. EAF*.

TRAVEL DEMAND PROJECTION SUMMARY

As summarized in **Table J-3,** the proposed project would generate a total of 467, 272, and 547 incremental person trips during the weekday AM, midday, and PM peak hours, respectively. Approximately 73, 36, and 84 incremental vehicle trips would be generated during the same respective time periods.

Table J-3
Trip Generation Summary: Incremental Trips

Person Trips										Vehicle Trips					
Peak Hour	In/Out	Auto	Taxi	Subway	Railroad	City Bus	School Bus	Walk	Total	In/Out	Auto	Taxi	School Bus	Delivery	Total
AM	In	20	0	20	1	14	12	118	185	In	18	1	1	1	21
	Out	45	2	102	4	56	0	73	282	Out	49	1	1	1	52
	Total	65	2	122	5	70	12	191	467	Total	67	2	2	2	73
MD	In	15	2	34	1	23	0	61	136	In	13	4	0	1	18
	Out	15	2	34	1	23	0	61	136	Out	13	4	0	1	18
	Total	30	4	68	2	46	0	122	272	Total	26	8	0	2	36
PM	In	42	3	93	4	54	0	92	288	In	47	4	1	0	52
	Out	30	2	42	2	28	12	143	259	Out	27	4	1	0	32
	Total	72	5	135	6	82	12	235	547	Total	74	8	2	0	84

LEVEL 1 SCREENING

TRAFFIC

As shown in **Table J-3**, the incremental trips generated in the With Action condition would be 73, 36, and 84 vehicle trips during the weekday AM, midday, and PM peak hours, respectively. Since the incremental vehicle trips would be greater than 50 vehicles during the weekday AM and PM peak hours, a Level 2 screening assessment (presented in the section below) was conducted to determine if there is a need for additional quantified traffic analyses.

TRANSIT

As detailed in **Table J-3**, the incremental trips generated in With Action condition would be 122, 68, and 135 person trips by subway during the weekday AM, midday, and PM peak hours, respectively. Since the incremental subway trips do not exceed the *CEQR Technical Manual* analysis threshold of 200 peak hour subway trips at any station during the weekday AM, midday, and PM peak hours, a detailed subway facilities analysis is not warranted and the proposed project is not expected to result in any significant adverse subway impacts.

The incremental trips generated in the With Action condition would be 70, 46, and 82 person trips by bus during the weekday AM, midday, and PM peak hours, respectively. Considering that these trips would be further dispersed among the multiple local bus routes serving the study area, including the Bx9, Bx21, Bx36, Bx40, Bx42, and Q44, no single bus route would be expected to incur incremental trip-making exceeding the *CEQR Technical Manual* analysis threshold of 50 or more peak hour bus riders in a single direction. Therefore, a detailed bus line-haul analysis is also not warranted and the proposed project is not expected to result in any significant adverse bus line-haul impacts.

PEDESTRIANS

All person trips generated by the proposed project would traverse the pedestrian elements (i.e., sidewalks, corners, and crosswalks) surrounding the development site. As shown in **Table J-3**, the net incremental pedestrian trips would be greater than 200 during all analysis peak hours. A Level 2 screening assessment (presented in the section below) was conducted to determine if there is a need for additional quantified pedestrian analyses.

LEVEL 2 SCREENING ASSESSMENT

As part of the Level 2 screening assessment, project-generated trips were assigned to specific intersections and pedestrian elements near the development site. As previously stated, further quantified analyses to assess the potential impacts of the proposed project on the transportation system would be warranted if the trip assignments were to identify key intersections incurring 50 or more peak hour vehicle-trips or pedestrian elements incurring 200 or more peak hour pedestrian-trips. Similarly, for transit elements, the projected trips were considered in determining the likely transit facilities requiring a detailed analysis of potential impacts.

SITE ACCESS/EGRESS AND PARKING

For the proposed project building, the main entrance to the residential building would be along Bryant Avenue between East Tremont Avenue and Boston Road, the pre-K facility entrance would be along East Tremont Avenue between Bryant Avenue and Boston Road, and the retail entrances would be along both East Tremont Avenue between Bryant Avenue and Boston Road, and Boston Road between East Tremont Avenue and Bryant Avenue. A parking utilization survey was conducted to determine the existing on- and off-street parking resources within a ¼-mile of the project site. Vehicle-trips were assigned to nearby on-street parking locations where available capacity was identified and motorists would walk to/from the project site.

TRAFFIC

As shown in **Table J-3**, incremental vehicle trips resulting from the proposed project would exceed the *CEQR* Level-1 screening threshold during the weekday AM and PM peak hours. These vehicle trips were assigned to area intersections based on the most likely travel routes to and from the project site, prevailing travel patterns, commuter origin-destination (O-D) summaries from the census data, configuration of the roadway network, and anticipated locations of nearby parking resources. Based on an occupancy survey of study area parking facilities, available on- and off-street parking capacity is limited under existing conditions. The parking survey identified the 375-space capacity garage located on East 179th Street, just east of Boston Road. This parking garage would be displaced in the future with the proposed Lambert Houses project, which is currently undergoing its own environmental review. Therefore, project-generated auto trips were not assigned to the 375-space garage, rather, the auto trips were assigned to on-street parking within the study area where available capacity was identified. Taxi trips were assigned to the block faces along Bryant Avenue and East Tremont Avenue. All delivery trips were assigned to the project site via NYCDOT-designated truck routes. Traffic assignments for autos, taxis, and deliveries for individual components are discussed below.

Residential

Auto trips generated by the proposed residential use were assigned to the surrounding roadways based on the 2006-2010 U.S. Census ACS JTW origin-destination estimates. Many of the destinations for the residential trips would be within the Bronx (63 percent). The remaining trips would be toward Manhattan (15 percent), Brooklyn (5 percent), Queens (4 percent), Long Island (2 percent), Upstate New York (8 percent), and New Jersey (3 percent). Of the trips within the Bronx, approximately 16 percent were assigned to points north of the project site, 12 percent were assigned to points east, 30 percent were assigned to points south, and the remaining 5 percent were assigned to points west of the development site, from on-street parking in proximity of the development site via the most direct routes available. The majority of the trips to Manhattan were assigned to the Robert F. Kennedy (RFK) Bridge via the Sheridan

Expressway. Trips to Brooklyn are expected to use the Brooklyn-Queens Expressway via the Sheridan Expressway and Bruckner Expressway. Trips to Queens and Long Island were assigned to the Throgs Neck Bridge and Whitestone Bridge via the Cross Bronx Expressway and local streets. Trips traveling to Upstate New York were assigned to the Bronx River Parkway via local streets. Trips to New Jersey were assigned the George Washington Bridge via the Cross Bronx Expressway.

Local Retail

The proposed local retail uses are expected to serve the immediate surrounding area. Therefore, auto trips were generally assigned from local origins within the neighborhood and adjacent residential areas. As such, the vehicle trips generated by the local retail component were distributed evenly to the surrounding roadways north, south, east, and west of the development site.

Community Facility (Pre-K) Staff

Auto trips generated by the pre-K facility staff were assigned to the surrounding roadways based on the 2006-2010 U.S. Census ACS RJTW origin-destination estimates. Many of the auto trips made by the staff would originate within the Bronx (59 percent) and Upstate New York (16 percent). The remaining trips would originate from Manhattan (2 percent), Brooklyn (4 percent), Queens (9 percent), Long Island (3 percent), New Jersey (6 percent), and Connecticut (1 percent). Of the trips within the Bronx, approximately 31 percent were assigned to points north of the development site, 6 percent were assigned to points east, 12 percent were assigned to points south, and the remaining 10 percent were assigned to points west, via the most direct routes available. Trips from Manhattan are expected to approach the study area on the Sheridan Expressway via the RFK Bridge. Trips from Brooklyn were assigned to the Sheridan Expressway via the Brooklyn-Queens Expressway. Trips from Queens and Long Island were assigned to the Whitestone Bridge and Throgs Neck Bridge and subsequently onto the Cross Bronx Expressway and local streets. Trips traveling from Upstate New York and Connecticut were assigned to the Bronx River Parkway or the New England Thruway to the Cross Bronx Expressway. Trips from New Jersey were assigned over the George Washington Bridge and would continue to the study area via the Cross Bronx Expressway. Parking for the pre-K staff is expected to be accommodated on-street in proximity of the development site.

Community Facility (Pre-K) Students and Parents

The pre-K facility is expected to serve the immediate surrounding area. Therefore, auto trips by the students and parents were generally assigned from local origins within the neighborhood and adjacent residential areas.

Community Facility (Pre-K) School Buses

The pre-K facility buses to the development site were routed to potential drop-off locations along the south side of East Tremont Avenue between Bryant Avenue and Boston Road.

Taxis

Taxi pick-ups and drop-offs for all project components were assigned to curbsides along the development site frontages on Bryant Avenue and East Tremont Avenue.

Deliveries

Truck delivery trips for all project components were assigned to NYCDOT-designated truck routes. Trucks were assigned to the study area from regional origins via the Cross Bronx Expressway, Major Deegan Expressway (I-87), and New England Thruway (I-95). Trucks were assigned along regional and local truck routes as long as possible until reaching the development site.

Summary

According to the *CEQR Technical Manual*, intersections expected to incur 50 or more incremental peak hour vehicle trips as a result of a proposed project would have the potential for significant adverse traffic impacts and should be assessed in a quantified traffic impact analysis. As shown in **Figures J-1 and J-2**, the maximum number of incremental peak hour vehicle trips at an intersection would be 42, which is fewer than the *CEQR Technical Manual* analysis threshold of 50 peak hour vehicle trips. Therefore, a detailed traffic analysis is not warranted and the proposed project is not expected to result in any significant adverse traffic impacts.

PARKING

As described in the above Level 2 traffic screening assessment, an occupancy survey of the study area's existing on-street and off-street parking facilities was conducted to identify available parking spaces within the ¼-mile study area that the proposed project's vehicle-trips and related parking demand could be assigned and accommodated.

The proposed project would include 327 new affordable dwelling units, all of which would be rental units. Since the proposed project is primarily a residential project, peak parking demand would occur during the overnight period when the residential users would all need to find parking in the study area. Based on auto ownership rates from the 2010-2014 U.S. Census ACS data for the study area, the renter-occupied auto ownership rate is approximately 36 percent. Based on the 327 new residential units, overnight parking demand would be approximately 118 vehicles that would need to find parking in the study area.

The study area's parking occupancy survey for the overnight period identified just enough available parking spaces north of the Cross Bronx Expressway to accommodate the proposed project's incremental parking demand of approximately 118 vehicles. When including the available parking spaces south of the Cross Bronx Expressway (but still within walking distance of the development site and within the ¼-mile radius), there would be approximately 60 additional spaces available.

The *CEQR Technical Manual* states that if a quantified traffic analysis is not required, it is likely that a parking assessment is not warranted. Per conclusions made above for traffic and the availability of parking spaces within the study area to accommodate the proposed project's incremental parking demand, an on- and off-street parking analysis is not required and the proposed mixed-use building on the development site is not expected to result in any significant adverse parking impacts.

PEDESTRIANS

As shown in **Table J-3**, the projected incremental peak hour pedestrian trips would exceed the *CEQR* analysis threshold of 200 pedestrians during all peak hours. Level 2 pedestrian trip

12/7/2015



Development Site

Proposed Project Incremental Vehicle Trips
Weekday AM Peak Hour
Figure J-1

1932 Bryant Avenue

12/7/2015



Development Site

Proposed Project Incremental Vehicle Trips
Weekday PM Peak Hour
Figure J-2

1932 Bryant Avenue

assignments were individually developed for all the proposed development components and are shown in **Figures J-3 through J-5** and are discussed below.

- Auto Trips – Vehicle trips were assigned to nearby on-street parking locations within ¼-mile of the development site, where available capacity was identified. Motorists parking off-site would walk to/from the development site. Pre-K facility student auto pick-ups and drop-offs were assigned to the south side of East Tremont Avenue between Bryant Avenue and Boston Road.
- Taxi Trips – Taxi patrons would get dropped off and picked up along Bryant Avenue between Boston Road and East Tremont Avenue, and along East Tremont Avenue between Bryant Avenue and Boston Road.
- City Bus Trips – City bus riders would use buses stopping on Boston Road and East Tremont Avenue, and would get on and off at bus stops nearest to the development site.
- School Bus Trips – School bus passengers were assumed to board/alight along the south side of East Tremont Avenue between Bryant Avenue and Boston Road.
- Subway Trips – Subway riders were assigned to the West Farms Square–East Tremont Avenue Station (No. 2 and No. 5 lines).
- Rail Trips – Railroad trips were assigned to the Metro-North Tremont commuter rail station.
- Walk-Only Trips – Walk-only trips were developed by distributing project-generated person-trips to surrounding pedestrian facilities (i.e., sidewalks, corner reservoirs, and crosswalks) based on population data as well as the land use characteristics of the surrounding neighborhood.

Based on the detailed pedestrian trip assignments, 2 sidewalks and 1 corner would be expected to incur incremental trip-making during the weekday AM and PM peak hours exceeding the *CEQR* pedestrian analysis threshold and are, therefore, recommended for a detailed analysis of potential pedestrian impacts. The projected incremental pedestrian trips and recommended analysis locations are summarized in **Table J-4**.

Table J-4
Pedestrian Level 2 Screening Analysis Results—RecommendedAnalysis Locations

Location	Weekday			Recommended Analysis Location
	AM	MD	PM	
Bryant Avenue and East Tremont Avenue				
East Crosswalk	109	48	120	
South Crosswalk	113	52	131	
Southeast Corner	**373**	149	**408**	✓
Southwest Corner	150	62	173	
Southeast Sidewalk between Boston Road and East Tremont Avenue (on Bryant Avenue)	**256**	102	**277**	✓
Southeast Sidewalk between Bryant Avenue and Boston Road (on East Tremont Avenue)	**288**	97	**314**	✓
Boston Road and East Tremont Avenue				
Northwest Corner	149	84	165	
Southwest Sidewalk between Bryant Avenue and Boston Road (on East Tremont Avenue)	138	84	165	
Vyse Avenue and Cross Bronx Service Road Extension				
Northwest Corner	88	68	111	

Notes: ✓ denotes pedestrian elements recommended for detailed analysis.
Pedestrian elements with at least 100 incremental pedestrian trips in at least one peak hour are shown in this table.

12/8/2015



0 200 FEET

Development Site

1932 Bryant Avenue

Proposed Project Incremental Pedestrian Trips
Weekday AM Peak Hour
Figure J-3

12/8/2015



Development Site

1932 Bryant Avenue

Proposed Project Incremental Pedestrian Trips
Weekday Midday Peak Hour
Figure J-4

12/8/2015



Development Site

1932 Bryant Avenue

Proposed Project Incremental Pedestrian Trips
Weekday PM Peak Hour
Figure J-5

C. TRANSPORTATION ANALYSIS METHODOLOGIES

PEDESTRIAN OPERATIONS

The adequacy of the study area's sidewalk and corner reservoir capacities in relation to the demand imposed on them is evaluated based on the methodologies presented in the 2010 *Highway Capacity Manual (HCM)*, pursuant to procedures detailed in the *CEQR Technical Manual*.

The primary performance measure for sidewalks and walkways is pedestrian space, expressed as square feet per pedestrian (SFP), which is an indicator of the quality of pedestrian movement and comfort. The calculation of the sidewalk SFP is based on the pedestrian volumes by direction, the effective sidewalk or walkway width, and average walking speed. The SFP forms the basis for a sidewalk Level of Service (LOS) analysis. The determination of sidewalk LOS is also dependent on whether the pedestrian flow being analyzed is best described as "non-platoon" or "platoon." Non-platoon flow occurs when pedestrian volume within the peak 15-minute period is relatively uniform, whereas, platoon flow occurs when pedestrian volumes vary significantly with the peak 15-minute period. Such variation typically occurs near bus stops, subway stations, and/or where adjacent crosswalks account for much of the walkway's pedestrian volume.

Street corners are not easily measured in terms of free pedestrian flow, as they are influenced by the effects of traffic signals. Street corners must be able to provide sufficient space for a mix of standing pedestrians (queued to cross a street) and circulating pedestrians (crossing the street or moving around the corner). The *HCM* methodologies apply a measure of time and space availability based on the area of the corner, the timing of the intersection signal, and the estimated space used by circulating pedestrians. The total "time-space" available for these activities, expressed in square feet-second, is calculated by multiplying the net area of the corner (in square feet) by the signal's cycle length. The analysis then determines the total circulation time for all pedestrian movements at the corner per signal cycle (expressed as pedestrians per second). The ratio of net time-space divided by the total pedestrian circulation volume per signal cycle provides the LOS measurement of available SFP.

The LOS standards for sidewalks and corner reservoirs are summarized in **Table J-5**. The *CEQR Technical Manual* specifies acceptable LOS as LOS C or better (minimum of 40.0 SFP platoon flows for sidewalks; minimum of 24.0 SFP for corners) in non-Central Business District (non-CBD) settings, which include the project study area.

Table J-5
Level of Service Criteria for Pedestrian Elements

LOS	Sidewalks		Corner Reservoirs
	Non-Platoon Flow	Platoon Flow	
A	> 60 SFP	> 530 SFP	> 60 SFP
B	> 40 and ≤ 60 SFP	> 90 and ≤ 530 SFP	> 40 and ≤ 60 SFP
C	> 24 and ≤ 40 SFP	> 40 and ≤ 90 SFP	> 24 and ≤ 40 SFP
D	> 15 and ≤ 24 SFP	> 23 and ≤ 40 SFP	> 15 and ≤ 24 SFP
E	> 8 and ≤ 15 SFP	> 11 and ≤ 23 SFP	> 8 and ≤ 15 SFP
F	≤ 8 SFP	≤ 11 SFP	≤ 8 SFP

Note: SFP = square feet per pedestrian.
Source: New York City Mayor's Office of Environmental Coordination, *CEQR Technical Manual*.

SIGNIFICANT IMPACT CRITERIA

The determination of significant pedestrian impacts considers the level of predicted decrease in pedestrian space between the No Action and With Action conditions. For different pedestrian elements, flow conditions, and area types, the CEQR procedure for impact determination corresponds with various sliding-scale formulas, as further detailed below.

Sidewalks

There are two sliding-scale formulas for determining significant sidewalk impacts. For non-platoon flow, the determination of significant sidewalk impacts is based on the sliding scale using the following formula: $Y \geq X/9.0 - 0.31$, where Y is the decrease in pedestrian space in SFP and X is the No Action pedestrian space in SFP. For platoon flow, the sliding-scale formula is $Y \geq X/(9.5 - 0.321)$. Since a decrease in pedestrian space within acceptable levels would not constitute a significant impact, these formulas would apply only if the With Action pedestrian space falls short of LOS C in non-CBD areas or mid-LOS D in CBD areas. **Table J-6** summarizes the sliding scale guidance provided by the *CEQR Technical Manual* for determining potential significant sidewalk impacts.

Corner Reservoirs

The determination of significant corner impacts is also based on a sliding scale using the following formula: $Y \geq X/9.0 - 0.31$, where Y is the decrease in pedestrian space in SFP and X is the No Action pedestrian space in SFP. Since a decrease in pedestrian space within acceptable levels would not constitute a significant impact, this formula would apply only if the With Action pedestrian space falls short of LOS C in non-CBD areas or mid-LOS D in CBD areas. **Table J-7** summarizes the sliding scale guidance provided by the *CEQR Technical Manual* for determining potential significant corner reservoir impacts.

Table J-6
Significant Impact Guidance for Sidewalks

Non-Platoon Flow				Platoon Flow			
Sliding Scale Formula: ***Y ≥ X/9.0 – 0.31***				**Sliding Scale Formula:** ***Y ≥ X/(9.5 – 0.321)***			
Non-CBD Areas		**CBD Areas**		**Non-CBD Areas**		**CBD Areas**	
No Action Ped. Space (X, SFP)	**With Action Ped. Space Reduc. (Y, SFP)**	**No Action Ped. Space (X, SFP)**	**With Action Ped. Space Reduc. (Y, SFP)**	**No Action Ped. Space (X, SFP)**	**With Action Ped. Space Reduc. (Y, SFP)**	**No Action Ped. Space (X, SFP)**	**With Action Ped. Space Reduc. (Y, SFP)**
–	–	–	–	43.5 to 44.3	≥ 4.3	–	–
–	–	–	–	42.5 to 43.4	≥ 4.2	–	–
–	–	–	–	41.6 to 42.4	≥ 4.1	–	–
–	–	–	–	40.6 to 41.5	≥ 4.0	–	–
–	–	–	–	39.7 to 40.5	≥ 3.9	–	–
–	–	–	–	38.7 to 39.6	≥ 3.8	38.7 to 39.2	≥ 3.8
–	–	–	–	37.8 to 38.6	≥ 3.7	37.8 to 38.6	≥ 3.7
–	–	–	–	36.8 to 37.7	≥ 3.6	36.8 to 37.7	≥ 3.6
–	–	–	–	35.9 to 36.7	≥ 3.5	35.9 to 36.7	≥ 3.5
–	–	–	–	34.9 to 35.8	≥ 3.4	34.9 to 35.8	≥ 3.4
–	–	–	–	34.0 to 34.8	≥ 3.3	34.0 to 34.8	≥ 3.3
–	–	–	–	33.0 to 33.9	≥ 3.2	33.0 to 33.9	≥ 3.2
–	–	–	–	32.1 to 32.9	≥ 3.1	32.1 to 32.9	≥ 3.1
–	–	–	–	31.1 to 32.0	≥ 3.0	31.1 to 32.0	≥ 3.0
–	–	–	–	30.2 to 31.0	≥ 2.9	30.2 to 31.0	≥ 2.9
–	–	–	–	29.2 to 30.1	≥ 2.8	29.2 to 30.1	≥ 2.8
25.8 to 26.6	≥ 2.6	–	–	28.3 to 29.1	≥ 2.7	28.3 to 29.1	≥ 2.7
24.9 to 25.7	≥ 2.5	–	–	27.3 to 28.2	≥ 2.6	27.3 to 28.2	≥ 2.6
24.0 to 24.8	≥ 2.4	–	–	26.4 to 27.2	≥ 2.5	26.4 to 27.2	≥ 2.5
23.1 to 23.9	≥ 2.3	–	–	25.4 to 26.3	≥ 2.4	25.4 to 26.3	≥ 2.4
22.2 to 23.0	≥ 2.2	–	–	24.5 to 25.3	≥ 2.3	24.5 to 25.3	≥ 2.3
21.3 to 22.1	≥ 2.1	21.3 to 21.5	≥ 2.1	23.5 to 24.4	≥ 2.2	23.5 to 24.4	≥ 2.2
20.4 to 21.2	≥ 2.0	20.4 to 21.2	≥ 2.0	22.6 to 23.4	≥ 2.1	22.6 to 23.4	≥ 2.1
19.5 to 20.3	≥ 1.9	19.5 to 20.3	≥ 1.9	21.6 to 22.5	≥ 2.0	21.6 to 22.5	≥ 2.0
18.6 to 19.4	≥ 1.8	18.6 to 19.4	≥ 1.8	20.7 to 21.5	≥ 1.9	20.7 to 21.5	≥ 1.9
17.7 to 18.5	≥ 1.7	17.7 to 18.5	≥ 1.7	19.7 to 20.6	≥ 1.8	19.7 to 20.6	≥ 1.8
16.8 to 17.6	≥ 1.6	16.8 to 17.6	≥ 1.6	18.8 to 19.6	≥ 1.7	18.8 to 19.6	≥ 1.7
15.9 to 16.7	≥ 1.5	15.9 to 16.7	≥ 1.5	17.8 to 18.7	≥ 1.6	17.8 to 18.7	≥ 1.6
15.0 to 15.8	≥ 1.4	15.0 to 15.8	≥ 1.4	16.9 to 17.7	≥ 1.5	16.9 to 17.7	≥ 1.5
14.1 to 14.9	≥ 1.3	14.1 to 14.9	≥ 1.3	15.9 to 16.8	≥ 1.4	15.9 to 16.8	≥ 1.4
13.2 to 14.0	≥ 1.2	13.2 to 14.0	≥ 1.2	15.0 to 15.8	≥ 1.3	15.0 to 15.8	≥ 1.3
12.3 to 13.1	≥ 1.1	12.3 to 13.1	≥ 1.1	14.0 to 14.9	≥ 1.2	14.0 to 14.9	≥ 1.2
11.4 to 12.2	≥ 1.0	11.4 to 12.2	≥ 1.0	13.1 to 13.9	≥ 1.1	13.1 to 13.9	≥ 1.1
10.5 to 11.3	≥ 0.9	10.5 to 11.3	≥ 0.9	12.1 to 13.0	≥ 1.0	12.1 to 13.0	≥ 1.0
9.6 to 10.4	≥ 0.8	9.6 to 10.4	≥ 0.8	11.2 to 12.0	≥ 0.9	11.2 to 12.0	≥ 0.9
8.7 to 9.5	≥ 0.7	8.7 to 9.5	≥ 0.7	10.2 to 11.1	≥ 0.8	10.2 to 11.1	≥ 0.8
7.8 to 8.6	≥ 0.6	7.8 to 8.6	≥ 0.6	9.3 to 10.1	≥ 0.7	9.3 to 10.1	≥ 0.7
6.9 to 7.7	≥ 0.5	6.9 to 7.7	≥ 0.5	8.3 to 9.2	≥ 0.6	8.3 to 9.2	≥ 0.6
6.0 to 6.8	≥ 0.4	6.0 to 6.8	≥ 0.4	7.4 to 8.2	≥ 0.5	7.4 to 8.2	≥ 0.5
5.1 to 5.9	≥ 0.3	5.1 to 5.9	≥ 0.3	6.4 to 7.3	≥ 0.4	6.4 to 7.3	≥ 0.4
< 5.1	≥ 0.2	< 5.1	≥ 0.2	< 6.4	≥ 0.3	< 6.4	≥ 0.3

Notes: SFP = square feet per pedestrian; Y = decrease in pedestrian space in SFP; X = No Action pedestrian space in SFP.
Sources: New York City Mayor's Office of Environmental Coordination, *CEQR Technical Manual*.

Table J-7
Significant Impact Guidance for Corners

Sliding Scale Formula: *Y ≥ X/9.0 – 0.31*			
Non-CBD Areas		**CBD Areas**	
No Action Pedestrian Space (X, SFP)	**With Action Pedestrian Space Reduction (Y, SFP)**	**No Action Pedestrian Space (X, SFP)**	**With Action Pedestrian Space Reduction (Y, SFP)**
25.8 to 26.6	≥ 2.6	–	–
24.9 to 25.7	≥ 2.5	–	–
24.0 to 24.8	≥ 2.4	–	–
23.1 to 23.9	≥ 2.3	–	–
22.2 to 23.0	≥ 2.2	–	–
21.3 to 22.1	≥ 2.1	21.3 to 21.5	≥ 2.1
20.4 to 21.2	≥ 2.0	20.4 to 21.2	≥ 2.0
19.5 to 20.3	≥ 1.9	19.5 to 20.3	≥ 1.9
18.6 to 19.4	≥ 1.8	18.6 to 19.4	≥ 1.8
17.7 to 18.5	≥ 1.7	17.7 to 18.5	≥ 1.7
16.8 to 17.6	≥ 1.6	16.8 to 17.6	≥ 1.6
15.9 to 16.7	≥ 1.5	15.9 to 16.7	≥ 1.5
15.0 to 15.8	≥ 1.4	15.0 to 15.8	≥ 1.4
14.1 to 14.9	≥ 1.3	14.1 to 14.9	≥ 1.3
13.2 to 14.0	≥ 1.2	13.2 to 14.0	≥ 1.2
12.3 to 13.1	≥ 1.1	12.3 to 13.1	≥ 1.1
11.4 to 12.2	≥ 1.0	11.4 to 12.2	≥ 1.0
10.5 to 11.3	≥ 0.9	10.5 to 11.3	≥ 0.9
9.6 to 10.4	≥ 0.8	9.6 to 10.4	≥ 0.8
8.7 to 9.5	≥ 0.7	8.7 to 9.5	≥ 0.7
7.8 to 8.6	≥ 0.6	7.8 to 8.6	≥ 0.6
6.9 to 7.7	≥ 0.5	6.9 to 7.7	≥ 0.5
6.0 to 6.8	≥ 0.4	6.0 to 6.8	≥ 0.4
5.1 to 5.9	≥ 0.3	5.1 to 5.9	≥ 0.3
< 5.1	≥ 0.2	< 5.1	≥ 0.2

Notes: SFP = square feet per pedestrian; Y = decrease in pedestrian space in SFP; X = No Action pedestrian space in SFP.
Sources: New York City Mayor's Office of Environmental Coordination, *CEQR Technical Manual*.

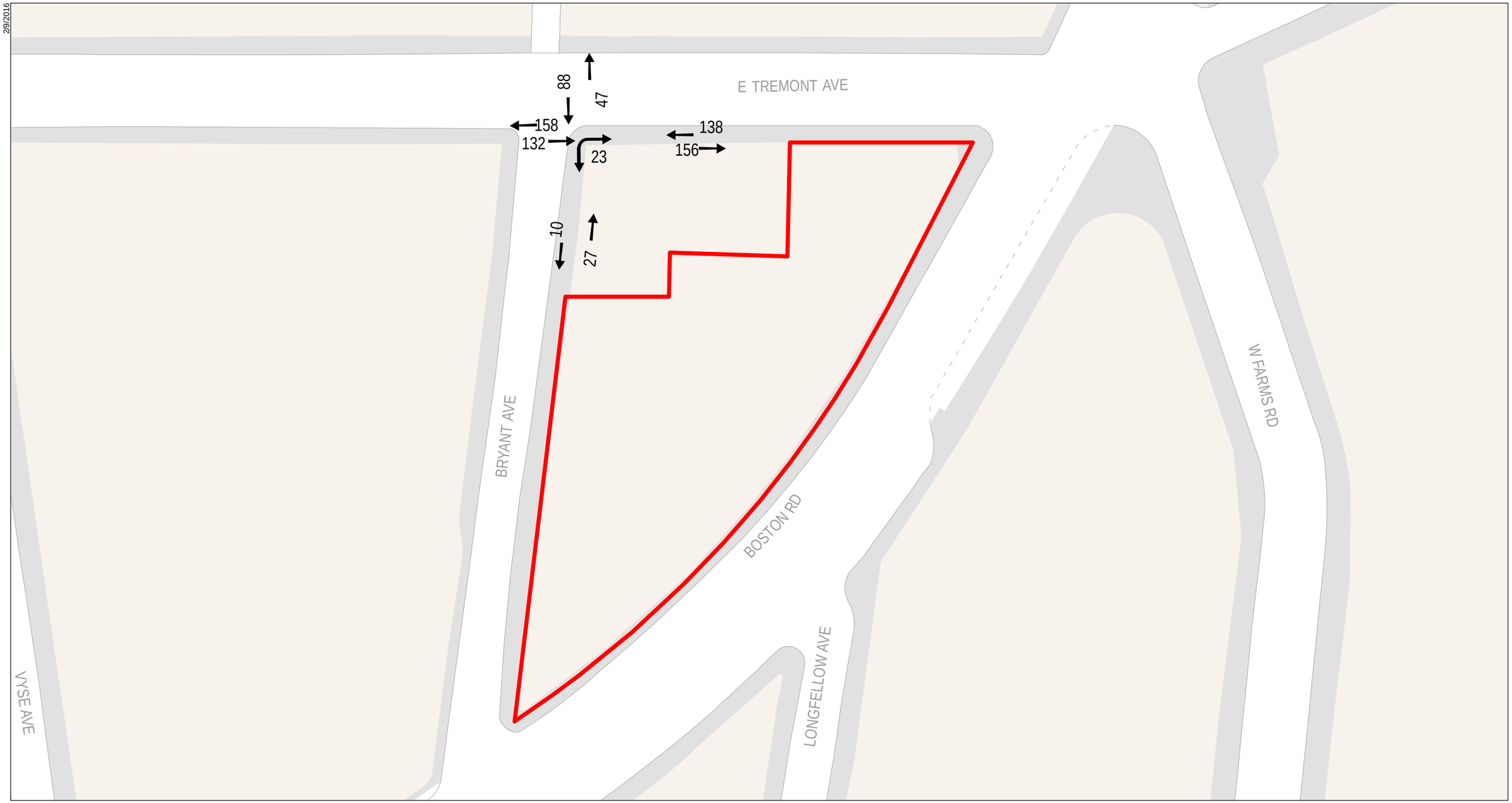
D. DETAILED PEDESTRIAN ANALYSIS

As described above in Section B, "Preliminary Analysis Methodology and Screening Assessment," Level 1 and Level 2 screening analyses were prepared to identify the pedestrian elements warranting a detailed analysis. Based on the assignment of pedestrian trips, 2 sidewalks and 1 corner were selected for analysis for the weekday AM and PM peak hours.

2015 EXISTING CONDITIONS

Pedestrian data were collected in June 2015 in accordance with procedures outlined in the *CEQR Technical Manual* during the weekday hours of 7:00 AM to 10:00 AM and 4:00 PM to 7:00 PM. Peak hours were determined by comparing rolling hourly averages and the highest 15-minute volumes within the selected peak hours were selected for analysis. The analysis existing peak hours were determined to be 7:30 AM to 8:30 AM and 5:15 PM to 6:15 PM. The existing peak hour pedestrian volumes are shown in **Figures J-6 and J-7**. As shown in **Tables J-8 and J-9**, all sidewalk and corner reservoir analysis locations currently operate at favorable LOS A or LOS B.

2/9/2016

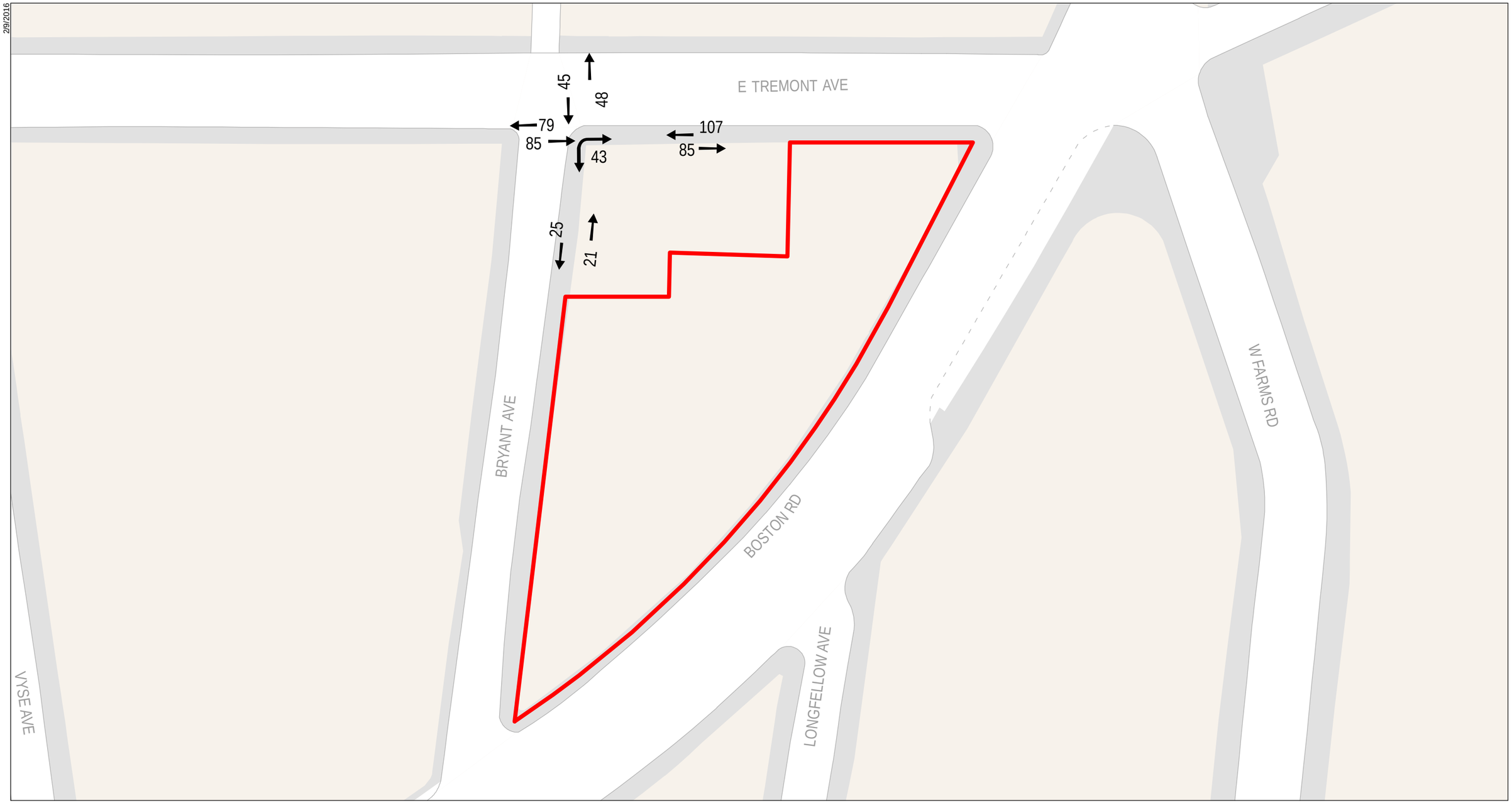


Development Site

1932 Bryant Avenue

2015 Existing Pedestrian Volumes
Weekday AM Peak Hour
Figure J-6

2/9/2016



Development Site

1932 Bryant Avenue

2015 Existing Pedestrian Volumes
Weekday PM Peak Hour
Figure J-7

Table J-8
2015 Existing Conditions: Sidewalk Analysis

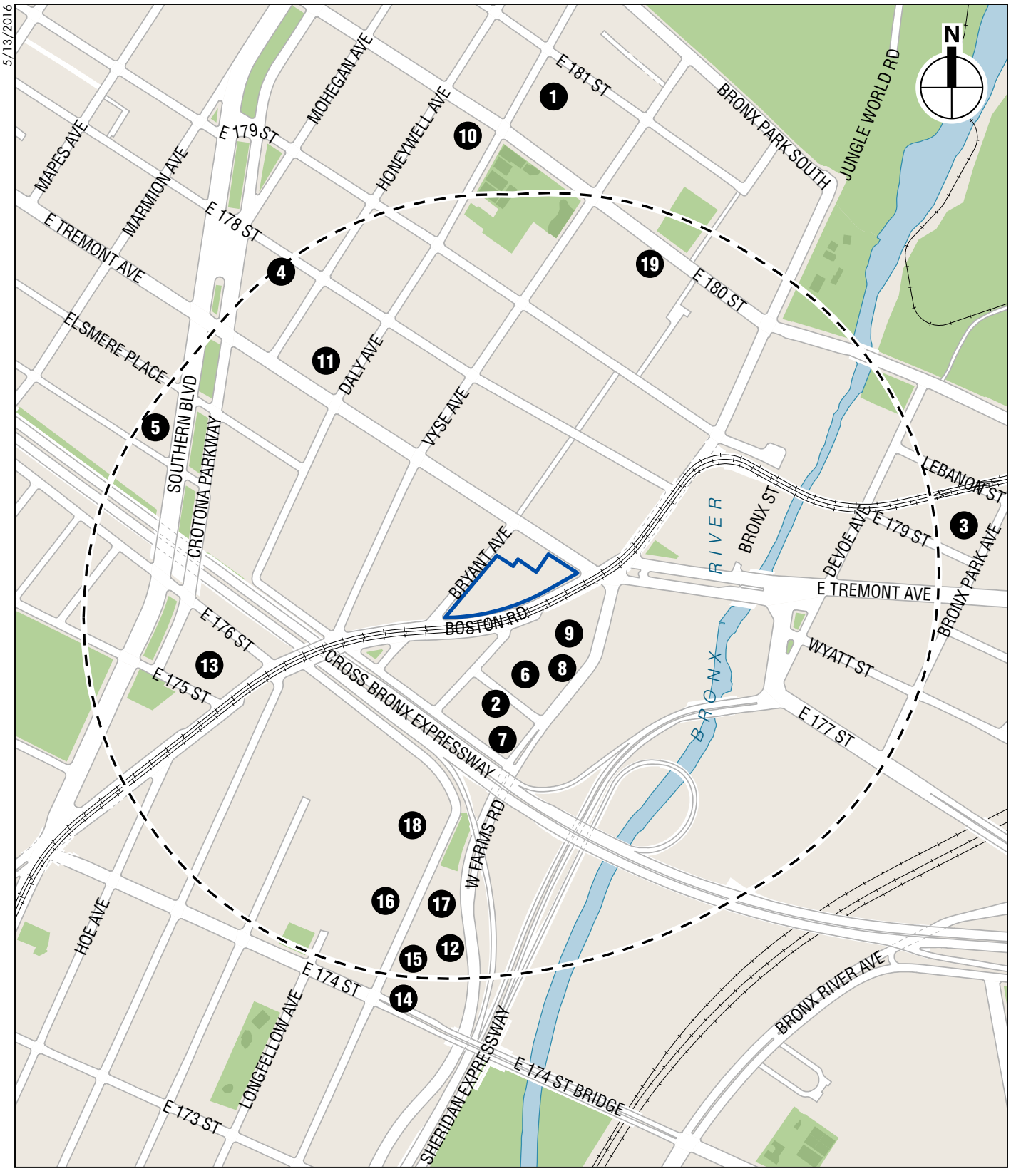
Location	Sidewalk	Effective Width (ft)	Two-way Peak Hour Volume	PHF	SFP	Platoon LOS
Weekday AM Peak Hour						
East Tremont Avenue between Bryant Avenue and Boston Road	South-West	5.5	294	0.80	236.8	B
Bryant Avenue between East Tremont Avenue and Boston Road	East-North	7.5	37	0.80	2568.6	A
Weekday PM Peak Hour						
East Tremont Avenue between Bryant Avenue and Boston Road	South-West	5.5	192	0.80	362.9	B
Bryant Avenue between East Tremont Avenue and Boston Road	East-North	7.5	46	0.80	2066.1	A
Note: SFP = square feet per pedestrian.						

Table J-9
2015 Existing Conditions: Corner Analysis

Location	Corner	Weekday AM Peak Hour		Weekday PM Peak Hour	
		SFP	LOS	SFP	LOS
East Tremont Avenue and Bryant Avenue	Southeast	258.7	A	388.7	A
Note: SFP = square feet per pedestrian.					

THE FUTURE WITHOUT THE PROPOSED PROJECT

The No Action condition pedestrian volumes were estimated by increasing existing pedestrian levels to reflect expected growth in overall travel through and within the study area. As per *CEQR* guidelines, an annual background growth rate of 0.25 percent was assumed for the years 2015 to 2019. A total of 19 development projects expected to occur in the No Action condition (No Build projects) were identified as being planned for the 1/4-mile study area (see **Figure J-8**). However, some of these planned projects are modest in size and would be very modest traffic generators. After reviewing the development programs for each of the planned projects, it was determined that background growth will address the increase in pedestrian levels for 5 of the small- to moderate-sized projects in the study area. Some of the No Build projects in the study area are also part of larger rezoning area projects where previous environmental studies have been completed. Specifically, these are the Crotona Park East/West Farms Rezoning and the Third Avenue/East Tremont Avenue Rezoning projects. Person and vehicle trips from these two projects were determined from the 2011 *Crotona Park East/West Farms Rezoning and Related Actions FEIS* and the 2010 *Third Avenue/East Tremont Avenue Rezoning EAS* and incorporated into the No Action analyses. In addition, the Lambert Houses Redevelopment Project Draft Environmental Impact Statement (DEIS) was recently certified. The redevelopment will take place over 13 years and is expected to be complete by 2029. The earliest completed building—Building 3A—is expected to be complete by 2019. Site-generated pedestrian trips from this project were considered, and it was determined that its pedestrian trips would not traverse the proposed project's sidewalk and corner reservoir analysis locations. **Table J-10** and **Figure J-8** summarize the projects that were accounted for in this future 2019 baseline, including those that were considered as part of the study area background growth. The 2019 No Action condition pedestrian volumes are shown in **Figures J-9 and J-10**.



Development Site

Study Area (Quarter-mile boundary)

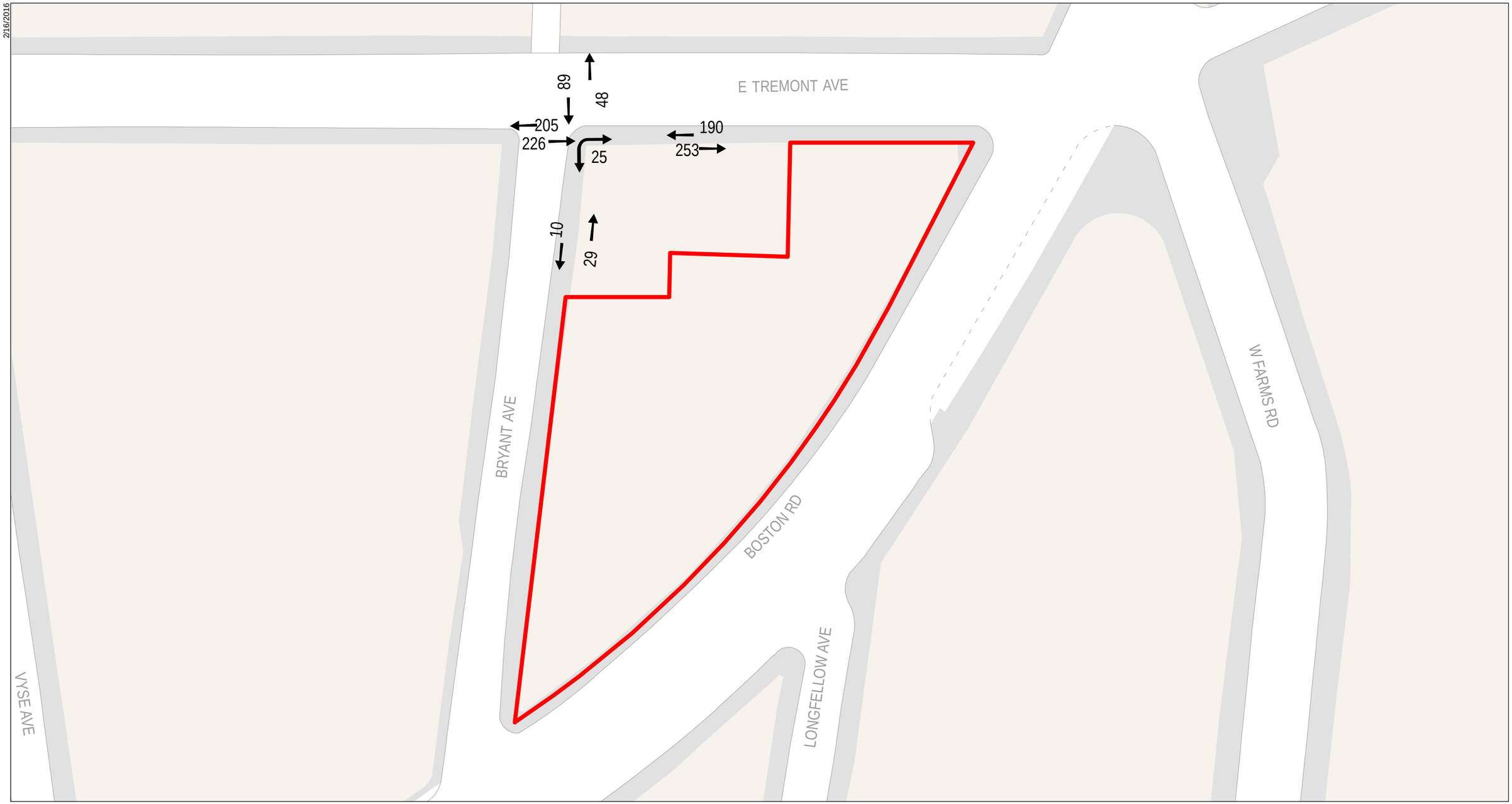
1 *No Build Location*

0 500 FEET

1932 Bryant Avenue

2019 No Build Projects
Figure J-8

2/16/2016

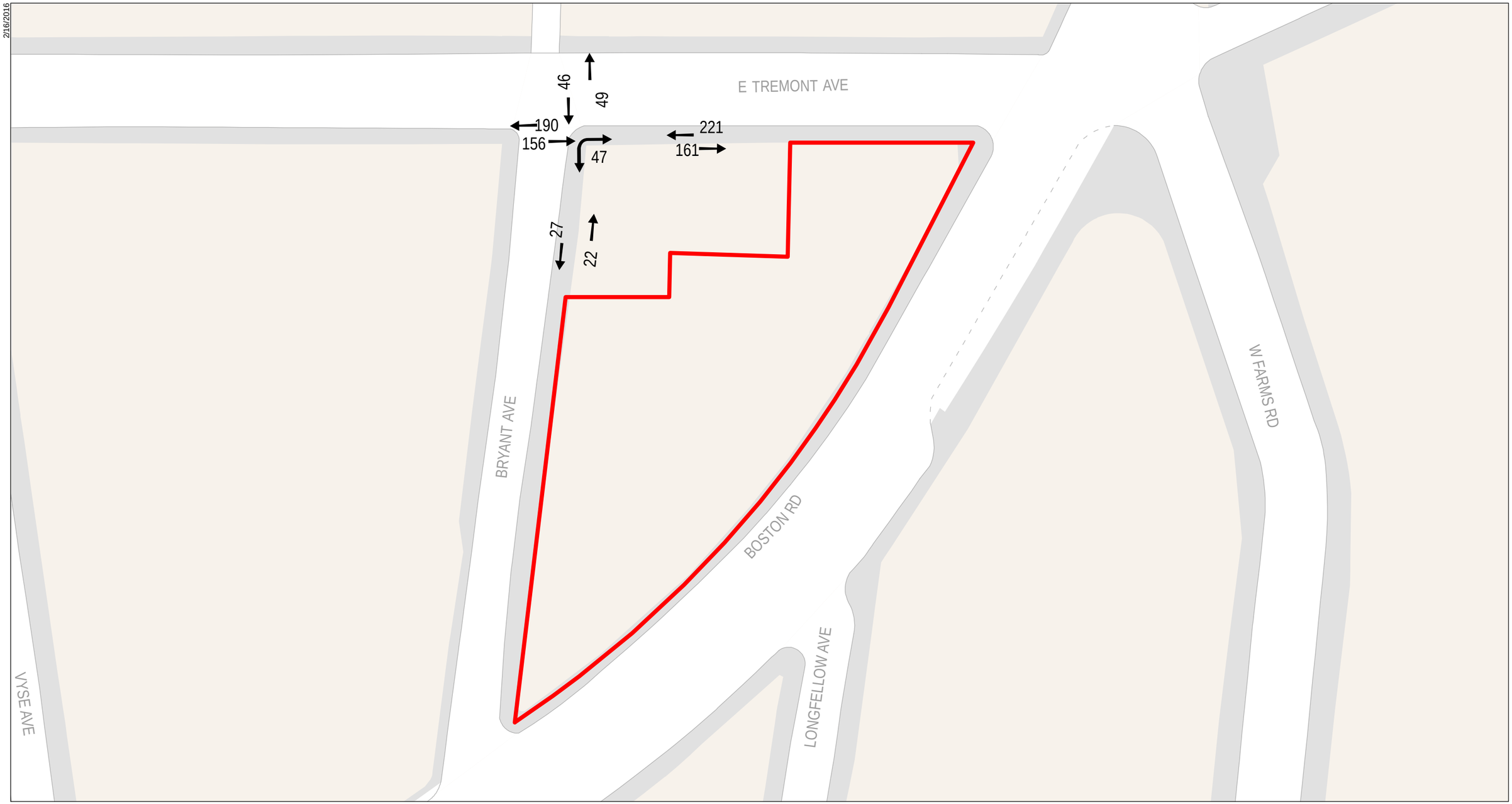


Development Site

1932 Bryant Avenue

2019 No Action Pedestrian Volumes
Weekday AM Peak Hour
Figure J-9

2/16/2016



Development Site

1932 Bryant Avenue

2019 No Action Pedestrian Volumes
Weekday PM Peak Hour
Figure J-10

Table J-10
No Build Projects Expected to be Complete by 2019

Map Ref. No.[1]	Project Name/ Address	Development Program	Transportation Assumptions	Status/ Build Year[2]
Development Projects Within 1/4-Mile				
1	2120 Daly Avenue	Residential: 21 residential units	Included in background growth	2019
2	1903 West Farms Road	Mixed residential / commercial / community facility: 185 residential units; 3,897 gsf retail, 10,850 gsf clinic	Transportation assumptions from the 2014 *CEQR Technical Manual*, *Crotona Park East/West Farms Rezoning FEIS* (2011), *Webster Avenue Rezoning FEIS* (2011), and U.S. Census data.	2019
3	423 Bronx Park Avenue	Industrial: 5,003 gsf manufacturing facility	Included in background growth	2018
4	866 East 178th Street	Residential: 45 residential units	Included in background growth	2018
5	1907 Southern Boulevard	Residential: 27 residential units	Included in background growth	2018
6	1295 Rodman Place	Residential: 39 residential units	Transportation assumptions from *Crotona Park East/West Farms Rezoning and Related Actions FEIS* (2011)	2019
7	1899-1905 West Farms Road	Mixed residential / commercial: 200 residential units, 10,040 gsf commercial	See project 6, above	2019
8	1927 West Farms Road	Mixed residential / commercial: 194 residential units, 17,500 gsf commercial	See project 6, above	2019
9	1939 West Farms Road	Mixed residential / commercial: 181 residential units, 23,380 gsf commercial	See project 6, above	2018
10	2097 Daly Avenue	Residential: 10 residential units	Included in background growth	2018
11	913 East Tremont Avenue	Mixed residential / commercial: 51 residential units, 10,630 gsf commercial	Transportation assumptions from *Third Avenue/East Tremont Avenue Rezoning EAS* (2010)	2019
12	1817 West Farms Road	Community facility: 48,109 gsf non-profit organization facility that includes 82 residential units, and accessory offices	See project 6, above	2018
13	1825 Boston Road	Mixed residential / commercial: 108 residential units, 7,156 gsf commercial	Transportation assumptions from the 2014 *CEQR Technical Manual*, *Crotona Park East/West Farms Rezoning FEIS* (2011), *Webster Avenue Rezoning FEIS* (2011), and U.S. Census data.	2018
14	1760 Boone Avenue	Mixed residential / commercial: 62 residential units, 10,000 gsf commercial	See project 6, above	2019
15	1783 West Farms Road	Residential: 56 residential units	See project 6, above	2019
16	1817 Boone Avenue	Residential: 181 residential units	See project 6, above	2019
17	1825 West Farms Road	Residential: 51 residential units	See project 6, above	2019
18	1829 Boone Avenue	Residential: 37 residential units	See project 6, above	2019
19	988 East 180th Street	Residential: 147 units	*Lambert Houses Redevelopment Project DEIS* (2016)—Building 3A	2019

Notes:
1. See **Figure J-8.**
2. Projects that are currently under construction are assumed to be complete by 2018; projects for which an expected date of completion date is not available are assumed to be complete by the proposed project's Build year of 2019. The 2011 *Crotona Park East/West Farms Rezoning FEIS* and the 2010 *Third Avenue/East Tremont Avenue Rezoning EAS* assumed Build years of 2022 and 2020, respectively. For the proposed project's pedestrian analysis purposes, they were also assumed to be complete by the proposed project's Build year of 2019.

Sources: New York City Department of Buildings; published news reports.

In addition, the recently certified Lambert Houses DEIS (which included the proposed project as part of its future No Action analysis) conducted a detailed vehicular and pedestrian safety evaluation which identified additional measures to further enhance pedestrian safety at two locations in the study area, including the intersection of East Tremont Avenue at Boston Road/West Farms Road and the intersection of East 180th Street at Boston Road. At both intersections, restriping the intersection's crosswalks to enhance visibility and delineation of pedestrian space for both motorists and pedestrians were recommended. Furthermore, as detailed in the Lambert Houses DEIS, NYCDOT is proposing to reconfigure the intersections of East Tremont at Boston Road/West Farms Road, East Tremont Avenue at East 177th Street and

Devoe Avenue, and East 177th Street at Sheridan Expressway to further enhance pedestrian safety.

STREET-LEVEL PEDESTRIAN OPERATIONS

As shown in **Tables J-11 and J-12**, all sidewalk and corner reservoir analysis locations will continue to operate at acceptable LOS B or better service levels (90.0 SFP platoon flows for sidewalks; minimum of 40.0 SFP for corners).

Table J-11
2019 No Action Conditions: Sidewalk Analysis

Location	Sidewalk	Effective Width (ft)	Two-way Peak Hour Volume	PHF	SFP	Platoon LOS
Weekday AM Peak Hour						
East Tremont Avenue between Bryant Avenue and Boston Road	South-West	5.5	443	0.80	157.0	B
Bryant Avenue between East Tremont Avenue and Boston Road	East-North	7.5	39	0.80	2436.9	A
Weekday PM Peak Hour						
East Tremont Avenue between Bryant Avenue and Boston Road	South-West	5.5	382	0.80	182.2	B
Bryant Avenue between East Tremont Avenue and Boston Road	East-North	7.5	49	0.80	1939.6	A
Note: SFP = square feet per pedestrian.						

Table J-12
2019 No Action Conditions: Corner Analysis

Location	Corner	Weekday AM Peak Hour		Weekday PM Peak Hour	
		SFP	LOS	SFP	LOS
East Tremont Avenue and Bryant Avenue	Southeast	194.2	A	241.2	A
Note: SFP = square feet per pedestrian .					

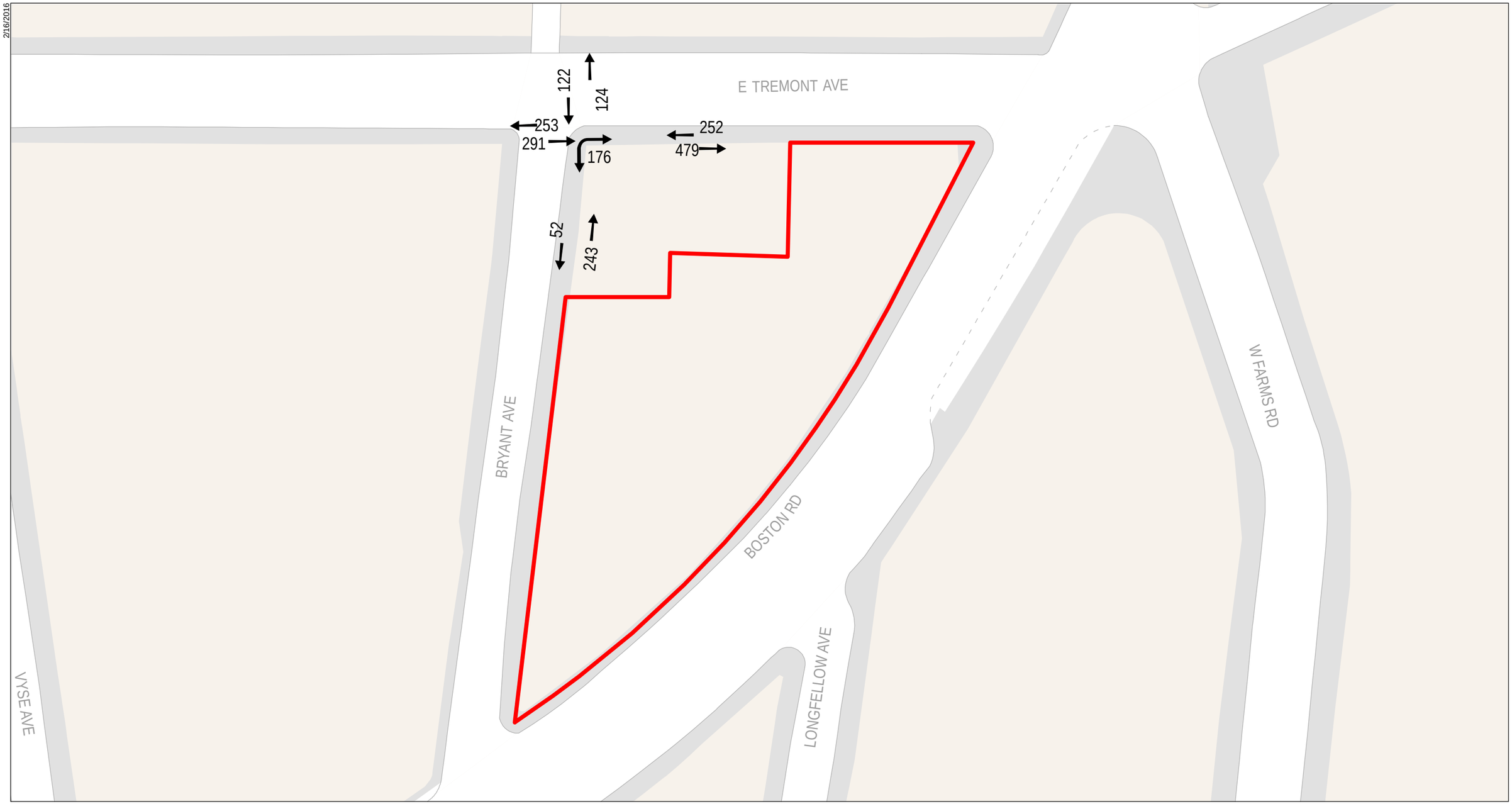
PROBABLE IMPACTS OF THE PROPOSED PROJECT

Project-generated pedestrian volumes were assigned to the pedestrian network considering current land uses in the area, population distribution, available transit services, and surrounding pedestrian facilities. The hourly incremental pedestrian volumes presented above in Section B, "Level 2 Screening Assessment", were added to the projected 2019 No Action pedestrian volumes to generate the 2019 With Action pedestrian volumes for analysis (see **Figures J-11 and J-12**).

STREET-LEVEL PEDESTRIAN OPERATIONS

As shown in **Tables J-13 and J-14**, all study area pedestrian elements would continue to operate at LOS B or better. With increased pedestrian traffic surrounding the development site, the east sidewalk of Bryant Avenue between East Tremont Avenue and Boston Road would operate at LOS B under the With Action condition (deterioration from LOS A in the weekday AM and PM peak hours under the No Action condition). The corner location analyzed would continue to operate at LOS A during the weekday AM and PM peak hours. Based on the *CEQR Technical Manual* sliding scale impact thresholds, no significant adverse pedestrian impacts were identified for any of the sidewalk and corner analysis locations during the weekday AM and PM peak hours. Therefore, the proposed project is not expected to result in any significant adverse pedestrian impacts.

2/16/2016

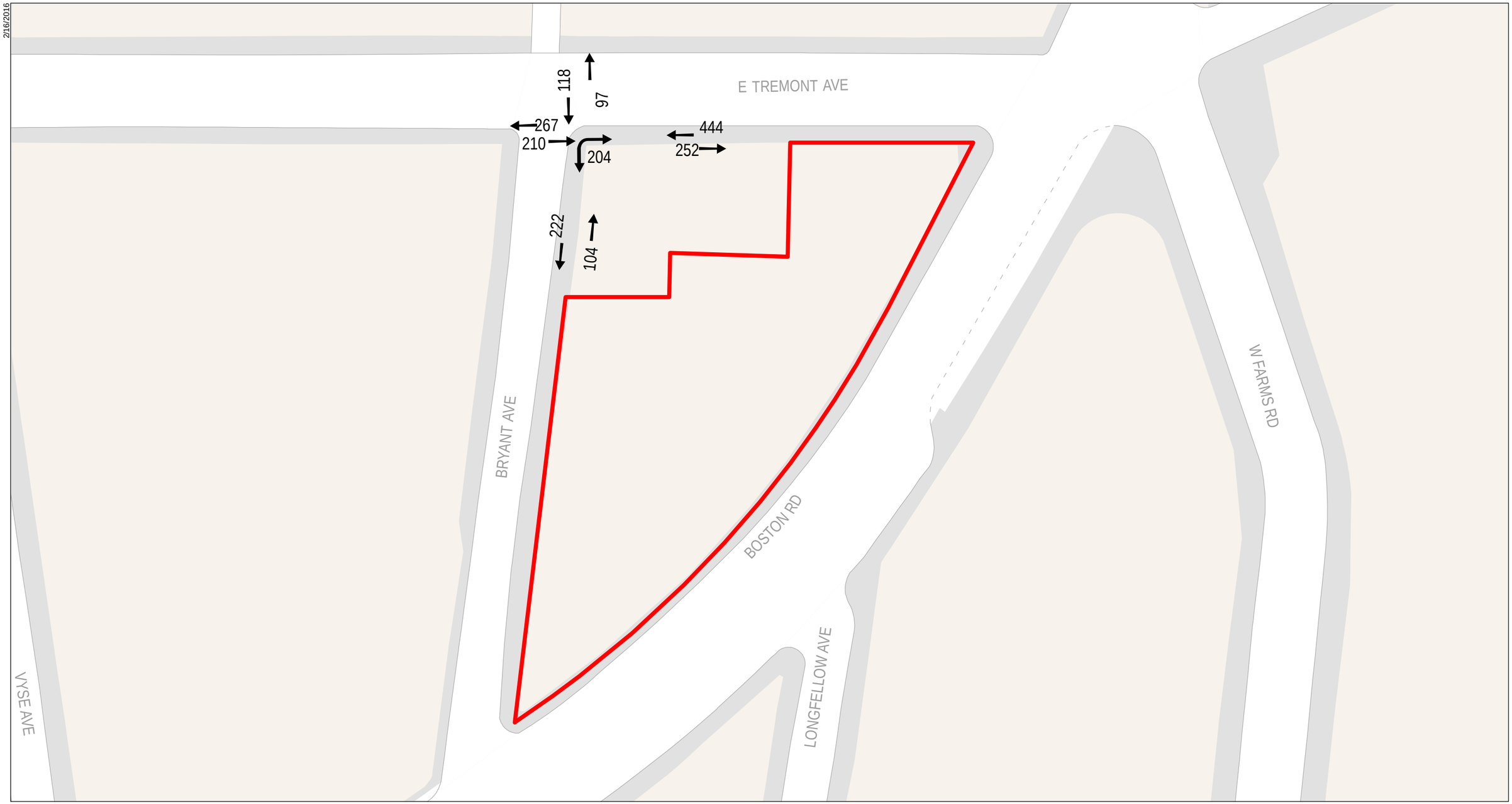


Development Site

1932 Bryant Avenue

2019 With Action Pedestrian Volumes
Weekday AM Peak Hour
Figure J-11

2/16/2016



Development Site

1932 Bryant Avenue

2019 With Action Pedestrian Volumes
Weekday PM Peak Hour
Figure J-12

Table J-13
2019 With Action Conditions: Sidewalk Analysis

Location	Sidewalk	Effective Width (ft)	Two-way Peak Hour Volume	PHF	SFP	Platoon LOS
Weekday AM Peak Hour						
East Tremont Avenue between Bryant Avenue and Boston Road	South-West	5.5	731	0.80	94.8	B
Bryant Avenue between East Tremont Avenue and Boston Road	East-North	7.5	295	0.80	322.0	B
Weekday PM Peak Hour						
East Tremont Avenue between Bryant Avenue and Boston Road	South-West	5.5	696	0.80	99.6	B
Bryant Avenue between East Tremont Avenue and Boston Road	East-North	7.5	326	0.80	291.3	B
Note: SFP = square feet per pedestrian.						

Table J-14
2019 With Action Conditions: Corner Analysis

Location	Corner	Weekday AM Peak Hour		Weekday PM Peak Hour	
		SFP	LOS	SFP	LOS
East Tremont Avenue and Bryant Avenue	Southeast	115.9	A	127.3	A
Note: SFP = square feet per pedestrian.					

✶

A. INTRODUCTION

This attachment examines the potential for direct and indirect air quality impacts associated with the proposed mixed-use building to be located on the block bound by Bryant Avenue, East Tremont Avenue, and Boston Road (Block 3005, Lot 65) in the West Farms area of Bronx, New York. The development site, 1932 Bryant Avenue, is designated as Parcel 9 within the Bronx Park South Large Scale Plan and would include affordable housing, local retail, and community facility uses.

The proposed project is not expected to significantly alter traffic conditions. The maximum hourly incremental traffic from the proposed project would not exceed the 2014 *City Environmental Quality Review (CEQR) Technical Manual* carbon monoxide screening threshold of 170 auto trips for peak hour trips at nearby intersections in the study area, nor would it exceed the particulate matter emission screening threshold discussed in Chapter 17, Sections 210 and 311 of the *CEQR Technical Manual*. Therefore, no mobile source analysis is required.

The proposed project would include natural gas-fired heating and hot water systems. Therefore, a stationary source screening analysis was conducted to evaluate the potential for air quality impacts from the proposed emission sources. Potential air quality impacts from other nearby existing "large" or "major sources on the proposed project were also assessed.

B. METHODOLOGY FOR PREDICTING POLLUTANT CONCENTRATIONS

HEATING AND HOT WATER SYSTEMS

A screening-level analysis was performed following the *CEQR Technical Manual* procedures to evaluate potential impacts from the proposed project's natural gas-fired heating and hot water systems. The primary pollutant of concern when burning natural gas is NO_2. Initial screening was prepared using basic project information using thresholds defined in the *CEQR Technical Manual*, and further screening was prepared using the EPA approved AERSCREEN model to evaluate potential 1-hour average nitrogen dioxide (NO_2) concentrations and particulate matter less than 2.5 micrometers in diameter ($PM_{2.5}$) 24-hour and annual average concentrations since the *CEQR Technical Manual* procedures do not yet address 1-hour average NO_2 and 24-hour and annual average $PM_{2.5}$ standards. Potential 1-hour average NO_2 concentrations, added to representative background concentrations in the area, were compared to the National Ambient Air Quality Standards (NAAQS). Potential 24-hour and annual average $PM_{2.5}$ concentration increments of were compared with the following $PM_{2.5}$ guidance thresholds defined in the *CEQR Technical Manual:*

- Predicted increase of more than half the difference between the background concentration and the 24-hour standard (the $PM_{2.5}$ *de minimis* criteria);

- Annual average $PM_{2.5}$ concentration increments that are predicted to be greater than 0.1 $\mu g/m^3$ at ground level on a neighborhood scale (i.e., the annual increase in concentration representing the average over an area of approximately 1 square kilometer, centered on the location where the maximum ground-level impact is predicted for stationary sources); or
- Annual average $PM_{2.5}$ concentration increments that are predicted to be greater than 0.3 $\mu g/m^3$ at a discrete location (elevated or ground level).

INITIAL SCREENING ANALYSIS

An initial screening analysis was performed using the methodology described in Section 322.1 of Chapter 17 of the *CEQR Technical Manual*. This methodology determines the threshold of development size below which the action would not have a significant adverse impact relative to carbon monoxide, particulate matter less than 10 micrometers in diameter (PM_{10}), sulfur dioxide (SO_2), and annual average NO_2 NAAQS levels (see AERSCREEN Analysis below for additional standards.) The screening procedure utilizes information regarding the type of fuel to be burned, the maximum development size, and the exhaust stack height to evaluate whether or not a significant impact is possible.

Based on the distance from the development to the nearest building of similar or greater height, if the maximum development size is greater than the threshold size in the *CEQR Technical Manual*, then there is the potential for significant air quality impacts and a refined dispersion modeling analysis would be required. Otherwise, the source passes the screening analysis.

The analysis was performed assuming natural gas as the fuel type. As per the *CEQR Technical Manual* screening procedure, the primary pollutant of concern is nitrogen dioxide (NO_2) when burning natural gas.

AERSCREEN ANALYSIS

Potential 1-hour NO_2 and 24-hour and annual $PM_{2.5}$ impacts from the proposed project's heating and hot water system were evaluated using the EPA-approved AERSCREEN model (version 14147, EPA, 2014). AERSCREEN predicts worst-case one-hour impacts downwind from a point, area, or volume source. The model generates worst-case meteorology using representative minimum and maximum ambient air temperatures, and site-specific surface characteristics such as albedo, Bowen ratio, and surface roughness.[1] The model incorporates the PRIME downwash algorithms that are part of the AERMOD refined model and utilizes the PRIME plume rise model enhancements to the Building Profile Input Program (BPIPRIM) to provide a detailed analysis of downwash influences on direction-specific basis. AERSCREEN also incorporates AERMOD's complex terrain algorithms and utilizes the AERMAP terrain processor to account for the actual terrain in the vicinity of the source on a direction-specific basis.

The AERSCREEN model was run both with and without the influence of building downwash, using urban diffusion coefficients that were based on a review of land-use maps of the area. Other model options were selected based on EPA guidance.

[1] The albedo is the fraction of the total incident solar radiation reflected by the ground surface. The Bowen ratio is the ratio of the sensible heat flux to the latent (evaporative) heat flux. The surface roughness length is related to the height of obstacles to the wind flow and represents the height at which the mean horizontal wind speed is zero.

NO_2 1-hour concentrations were estimated using an NO_2 to NO_x ratio of 0.8 for the maximum 1-hour concentration. The 0.8 ratio used for the maximum 1-hour concentration is the recommended default ambient ratio per EPA's guidance memo providing additional clarification regarding application of Appendix W Modeling Guidance for the 1-hour NO_2 NAAQS.[2]

Emission Rates and Stack Parameters

Annual emission rates for the heating and hot water systems were calculated based on fuel usage estimates, using energy consumption estimates based on type of development and building's size (320,280 square feet) as recommended in the *CEQR Technical Manual*, and applying the EPA's *Compilations of Air Pollutant Emission Factors (AP-42*)[3] emission factors for natural gas-fired boilers. The short-term emission rates were calculated by scaling the annual emissions to account for a 100-day heating season.

The modeled stack parameters and emission rates used for the AERSCREEN analysis are presented in **Table K-1.** The exhaust(s) for the heating and hot water systems were conservatively assumed to be vented through a single stack at the top of the proposed building on the side closest to the nearest receptor, at a minimum height of 156 feet above grade.[4]

Table K-1
Stack Parameters and Emission Rates[4]

Parameter	Value
Stack Height (feet)(1)	156
Stack Diameter (feet)(4)	1.5
Exhaust flow Rate (acfm)(2)(3)	1,984
Exhaust Temperature (°F)(4)	308
Emission Rate (grams per second)	
NO_2 Emission Rate (1-hour)	0.0994
NO_2 Emission Rate (Annual)	0.0272
$PM_{2.5}$ Emission Rate (24-hour)	0.0076
$PM_{2.5}$ Emission Rate (Annual)	0.0021

Notes:
[1] The stack is assumed to be located 3 feet above the roof.
[2] ACFM = actual cubic feet per minute.
[3] The stack exhaust flow rate is estimated based on the type of fuel and heat input rates.
[4] The stack exhaust diameter and temperature are based on similar sized equipment.

[2] EPA. *Memorandum: Clarification on the use of AERMOD Dispersion Modeling for Demonstrating Compliance with the NO_2 National Ambient Air Quality Standard*. September 30, 2014.

[3] EPA, *Compilations of Air Pollutant Emission Factors AP-42*, Fifth Edition, Volume I: Stationary Point and Area Sources, http://www.epa.gov/ttn/chief/ap42

[4] The air quality analysis was based on a conservative assumption that the proposed building would be a minimum of 156 feet in height. The proposed building as referenced in the EAS form would be taller in height (168 feet); however, no new or additional air quality impacts would be predicted to occur with the taller building since emission sources would be discharged at a greater height, and would therefore not pose any impact to nearby elevated receptors at buildings

Meteorological Data

The meteorological data used by the AERSCREEN model are generated by the MAKEMET program, which uses application-specific worst-case meteorology, using representative minimum and maximum ambient air temperatures, and site-specific surface characteristics such as albedo, Bowen ratio, and surface roughness to determine worst-case hourly impacts. The default minimum and maximum air temperatures of 250 Kelvin and 310 Kelvin, a minimum wind speed of 0.5 meters per second, and an anemometer height of 10 meters were used in the model. Surface characteristics from the LaGuardia meteorological station were also used.

Receptor Locations

A receptor is specific location at which concentrations are projected. Receptor information provides the distance from the source, terrain height, and height above ground for selected locations. The screening analysis considered the effect of the proposed project's stationary source emissions on a proposed No Build development at 1939 West Farms Road, which would be the nearest building of similar height, at approximately 100 feet away from the closest façade of the proposed building, a residential building of greater height located at 1010 East 178 Street at approximately 260 feet away from the closest façade of the proposed building, as well as another nearby building at 1904 Vyse Avenue that is five stories shorter, at approximately 235 feet away from the closest façade of the proposed building, that was also considered due to its proximity.

Background Concentrations

To estimate the maximum expected pollutant concentration at a given receptor, the maximum modeled concentrations were added to a background value that accounts for existing pollutant concentrations from other sources that are not directly accounted for in the model. The background levels are based on concentrations measured at the nearest New York State Department of Environmental Conservation (NYSDEC) ambient air monitoring stations for which data are available. Consistent with the form of the standard for the 1-hour NO_2 averaging period, the 3-year average (2012-2014) of the annual 98th percentile daily maximum 1-hour average concentration at Botanical Gardens was used. This background concentration, 109.4 $\mu g/m^3$, was added to the maximum 1-hour NO_2 concentration from the AERSCREEN model to obtain the total 1-hour NO_2 concentration. The highest value from five years (2010-2014) of data available for annual average NO_2, 39.2 $\mu g/m^3$, was added to the maximum annual NO_2 concentration from AERSCREEN to obtain the total annual NO_2 concentration. $PM_{2.5}$ impacts are assessed on an incremental basis and compared with the $PM_{2.5}$ *de minimis* criteria. The $PM_{2.5}$ 24-hour average background concentration of 21.9 $\mu g/m^3$ (based on the 98th percentile concentrations, averaged over 2012 to 2014) was used to establish the *de minimis* value, based on the background concentration measured at the I.S. 74 NYSDEC monitoring station

ADDITIONAL SOURCES

The *CEQR Technical Manual* requires an analysis of projects that may result in a significant adverse impact due to certain types of new uses located near a "large" or "major" emissions source. Major sources are defined as those located at facilities that have a Title V or Prevention of Significant Deterioration air permit, while large sources are defined as those located at facilities that require a State Facility Permit.

To assess the potential effects of these types of existing sources on the proposed project, a review of existing permitted facilities was conducted. Within a 1,000-foot study area boundary

(the distance referenced in the *CEQR Technical Manual*), sources permitted under NYSDEC's Title V and State Facility Permit programs were considered.

C. PROBABLE IMPACTS OF THE PROPOSED PROJECT

HEATING AND HOT WATER SYSTEMS

INITIAL SCREENING ANALYSIS

The proposed floor area of approximately 320,280 gsf and a minimum stack height of 156 feet (3 feet above the roof) were analyzed for the proposed project. The nearest building of similar or greater height is approximately 100 feet from the façade of the proposed building closest to the receptor building.

The screening analysis showed that the proposed development would be above the maximum permitted size based on this distance, which is based on Figure 17-7 of the Air Quality Appendix of the *CEQR Technical Manual*. The distance below which impacts might occur on buildings of similar height was calculated at 135 feet. Potential annual average NO_2 impacts were therefore included in the AERSCREEN analysis for further screening.

AERSCREEN ANALYSIS

Based on the analysis, to preclude the potential for significant adverse air quality impacts of 1-hour average NO_2 emissions associated with the heating and hot water systems, a restriction would be required through the mapping of an (E) designation for air quality exhaust stack location. The requirements of the (E) designation would be as follows:

PARCEL 9 (BLOCK 3005, LOT 65)

The stack location for any new development on the above-referenced property must ensure that fossil fuel-fired heating and hot water equipment utilize only natural gas and that the stack be at least 156 feet above grade and no less than 90 feet from the lot line facing East Tremont Avenue.

To the extent permitted under Section 11-15 of the Zoning Resolution, the requirement of the (E) designation may be modified, or determined to be unnecessary, based on new information or technology, additional facts or updated standards that are relevant at the time the building is ultimately developed.

The maximum predicted 1-hour and annual average NO_2 concentrations based on this location added to the maximum ambient background concentrations and the 24-hour average $PM_{2.5}$ concentration increment are presented in **Table K-2**, along with the relevant NAAQS and $PM_{2.5}$ *de minimis* criteria. Based on these results, the proposed project's heating and hot water systems would not significantly impact $PM_{2.5}$ or 1-hour average NO_2 concentrations.

Table K-2
Maximum Modeled Pollutant Concentrations from the Proposed Project's Heating and Hot Water Systems (µg/m^3)

Pollutant	Averaging Period	Maximum Modeled Impact	Background	Total Concentration	NAAQS / *De Minimis*
NO_2	1-hour	77.9[1]	109.4	187.3	188[2]
	Annual	2.7	39.2	41.9	100[2]
$PM_{2.5}$	24-hour	4.4	N/A	4.4	6.6[3]
	Annual	0.2	N/A	0.2	0.3[4]

Notes:
N/A – Not Applicable
[1] The 1-hour NO_2 concentration is estimated using NO_2 to NO_x ratio of 0.8 as per EPA guidance.
[2] 1-hour and annual average NO_2 NAAQS.
[3] $PM_{2.5}$ *de minimis* criteria — 24-hour average, not to exceed more than half the difference between the background concentration and the 24-hour standard of 35 µg/m^3.
[4] $PM_{2.5}$ *de minimis* criteria—annual (discrete receptor), 0.3 µg/m^3

CONCLUSION

Based on the two screening analyses, the proposed project's heating and hot water systems would not result in any significant air quality impact with the restriction on location.

ADDITIONAL SOURCES

Based on the review of existing facilities that have a Title V or a State Facility Permit, no large or major sources were found to be within the 1,000-foot study area. The nearest source identified was the New York City Transit West Farms Bus Depot at 1104 East 177 Street that is located approximately 1,100 feet from the project site. Since it is beyond 1,000 feet from the proposed project, no analysis was necessary. ✷

A. INTRODUCTION

The number of vehicle trips generated by the proposed project is lower than the threshold that would require any detailed analysis. Consequently, it is not expected that the proposed project would generate sufficient traffic to have the potential to cause a significant noise impact (i.e., it would not result in a doubling of noise passenger car equivalents [Noise PCEs] which would be necessary to cause a 3 dBA increase in noise levels). However, the effect of ambient noise (i.e., noise from elevated train and vehicular traffic) is addressed in the following section and an analysis is presented which determines the level of building attenuation necessary to ensure that the proposed project's interior noise levels satisfy applicable interior noise criteria.

B. ACOUSTICAL FUNDAMENTALS

Sound is a fluctuation in air pressure. Sound pressure levels are measured in units called "decibels" ("dB"). The particular character of the sound that we hear (a whistle compared with a French horn, for example) is determined by the speed, or "frequency," at which the air pressure fluctuates, or "oscillates." Frequency defines the oscillation of sound pressure in terms of cycles per second. One cycle per second is known as 1 Hertz ("Hz"). People can hear over a relatively limited range of sound frequencies, generally between 20 Hz and 20,000 Hz, and the human ear does not perceive all frequencies equally well. High frequencies (e.g., a whistle) are more easily discernable and therefore more intrusive than many of the lower frequencies (e.g., the lower notes on the French horn).

"A"-WEIGHTED SOUND LEVEL (DBA)

In order to establish a uniform noise measurement that simulates people's perception of loudness and annoyance, the decibel measurement is weighted to account for those frequencies most audible to the human ear. This is known as the A-weighted sound level, or "dBA," and it is the descriptor of noise levels most often used for community noise. As shown in **Table L-1**, the threshold of human hearing is defined as 0 dBA; very quiet conditions (as in a library, for example) are approximately 40 dBA; levels between 50 dBA and 70 dBA define the range of noise levels generated by normal daily activity; levels above 70 dBA would be considered noisy, and then loud, intrusive, and deafening as the scale approaches 130 dBA.

In considering these values, it is important to note that the dBA scale is logarithmic, meaning that each increase of 10 dBA describes a doubling of perceived loudness. Thus, the background noise in an office, at 50 dBA, is perceived as twice as loud as a library at 40 dBA. For most people to perceive an increase in noise, it must be at least 3 dBA. At 5 dBA, the change will be readily noticeable.

Table L-1
Common Noise Levels

Sound Source	(dBA)
Military jet, air raid siren	130
Amplified rock music	110
Jet takeoff at 500 meters	100
Freight train at 30 meters	95
Train horn at 30 meters	90
Heavy truck at 15 meters	80–90
Busy city street, loud shout	80
Busy traffic intersection	70–80
Highway traffic at 15 meters, train	70
Predominantly industrial area	60
Light car traffic at 15 meters, city or commercial areas, or residential areas close to industry	50–60
Background noise in an office	50
Suburban areas with medium-density transportation	40–50
Public library	40
Soft whisper at 5 meters	30
Threshold of hearing	0

Note: A 10 dBA increase in level appears to double the loudness, and a 10 dBA decrease halves the apparent loudness.
Sources: Cowan, James P. *Handbook of Environmental Acoustics,* Van Nostrand Reinhold, New York, 1994. Egan, M. David, Architectural Acoustics. McGraw-Hill Book Company, 1988.

SOUND LEVEL DESCRIPTORS

Because the sound pressure level unit of dBA describes a noise level at just one moment and very few noises are constant, other ways of describing noise that fluctuates over extended periods have been developed. One way is to describe the fluctuating sound heard over a specific time period as if it had been a steady, unchanging sound. For this condition, a descriptor called the "equivalent sound level," L_{eq}, can be computed. L_{eq} is the constant sound level that, in a given situation and time period (e.g., 1 hour, denoted by $L_{eq(1)}$, or 24 hours, denoted by $L_{eq(24)}$), conveys the same sound energy as the actual time-varying sound. Statistical sound level descriptors such as L_1, L_{10}, L_{50}, L_{90}, and L_x, are used to indicate noise levels that are exceeded 1, 10, 50, 90, and x percent of the time, respectively.

The relationship between L_{eq} and levels of exceedance is worth noting. Because L_{eq} is defined in energy rather than straight numerical terms, it is not simply related to the levels of exceedance. If the noise fluctuates very little, L_{eq} will approximate L_{50} or the median level. If the noise fluctuates broadly, the L_{eq} will be approximately equal to the L_{10} value. If extreme fluctuations are present, the L_{eq} will exceed L_{90} or the background level by 10 or more decibels. Thus the relationship between L_{eq} and the levels of exceedance will depend on the character of the noise. In community noise measurements, it has been observed that the L_{eq} is generally between L_{10} and L_{50}.

For purposes of the proposed project, the L_{10} has been selected as the noise descriptor to be used to satisfy applicable interior noise criteria. The 1-hour L_{10} is the noise descriptor used in the *CEQR Technical Manual* noise exposure guidelines for City environmental impact review classification.

C. NOISE STANDARDS AND CRITERIA

NEW YORK CEQR NOISE CRITERIA

The *CEQR Technical Manual* sets external noise exposure standards; these standards are shown in **Table L-2**. Noise exposure is classified into four categories: acceptable, marginally acceptable, marginally unacceptable, and clearly unacceptable.

Table L-2
Noise Exposure Guidelines For Use in City Environmental Impact Review

Receptor Type	Time Period	Acceptable General External Exposure	Airport[3] Exposure	Marginally Acceptable General External Exposure	Airport[3] Exposure	Marginally Unacceptable General External Exposure	Airport[3] Exposure	Clearly Unacceptable General External Exposure	Airport[3] Exposure
Outdoor area requiring serenity and quiet[2]		$L_{10} \leq 55$ dBA	---- Ldn ≤ 60 dBA ----	**NA**	**NA**	**NA**	(i) 65 < Ldn ≤ 70 dBA, (II) 70 ≤ Ldn	**NA**	---- Ldn ≤ 75 dBA ----
Hospital, nursing home		$L_{10} \leq 55$ dBA		55 < L_{10} ≤ 65 dBA	---- 60 < Ldn ≤ 65 dBA ----	65 < L_{10} ≤ 80 dBA		L_{10} > 80 dBA	
Residence, residential hotel, or motel	7 AM to 10 PM	$L_{10} \leq 65$ dBA		65 < L_{10} ≤ 70 dBA		70 < L_{10} ≤ 80 dBA		L_{10} > 80 dBA	
	10 PM to 7 AM	$L_{10} \leq 55$ dBA		55 < L_{10} ≤ 70 dBA		70 < L_{10} ≤ 80 dBA		L_{10} > 80 dBA	
School, museum, library, court, house of worship, transient hotel or motel, public meeting room, auditorium, outpatient public health facility		Same as Residential Day (7 AM-11 PM)		Same as Residential Day (7 AM-11 PM)		Same as Residential Day (7 AM-11 PM)		Same as Residential Day (7 AM-11 PM)	
Commercial or office		Same as Residential Day (7 AM-11 PM)		Same as Residential Day (7 AM-11 PM)		Same as Residential Day (7 AM-11 PM)		Same as Residential Day (7 AM-11 PM)	
Industrial, public areas only[4]	Note 4	Note 4		Note 4		Note 4		Note 4	

Notes:

(i) In addition, any new activity shall not increase the ambient noise level by 3 dBA or more; (ii) *CEQR Technical Manual* noise criteria for train noise are similar to the above aircraft noise standards: the noise category for train noise is found by taking the L_{dn} value for such train noise to be an L^{y}_{dn} (L_{dn} contour) value.

Table Notes:

[1] Measurements and projections of noise exposures are to be made at appropriate heights above site boundaries as given by American National Standards Institute (ANSI) Standards; all values are for the worst hour in the time period.

[2] Tracts of land where serenity and quiet are extraordinarily important and serve an important public need, and where the preservation of these qualities is essential for the area to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, or open spaces dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.

[3] One may use FAA-approved L_{dn} contours supplied by the Port Authority, or the noise contours may be computed from the federally approved INM Computer Model using flight data supplied by the Port Authority of New York and New Jersey.

[4] External Noise Exposure standards for industrial areas of sounds produced by industrial operations other than operating motor vehicles or other transportation facilities are spelled out in the New York City Zoning Resolution, Sections 42-20 and 42-21. The referenced standards apply to M1, M2, and M3 manufacturing districts and to adjoining residence districts (performance standards are octave band standards).

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

The *CEQR Technical Manual* defines attenuation requirements for buildings based on exterior noise level (see **Table L-3**). Recommended noise attenuation values for buildings are designed to maintain interior noise levels of 45 dBA or lower for residential uses and interior noise levels of 50 dBA or lower for retail uses and are determined based on exterior $L_{10(1)}$ noise levels.

Table L-3
Required Attenuation Values to Achieve Acceptable Interior Noise Levels

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

Notes:
[A] The above composite window-wall attenuation values are for residential dwellings and community facility development. Commercial uses would be 5 dB(A) less in each category. All the above categories require a closed window situation and hence an alternate means of ventilation.
[B] Required attenuation values increase by 1 dB(A) increments for L_{10} values greater than 80 dBA.
Source: New York City Department of Environmental Protection.

D. EXISTING NOISE LEVELS

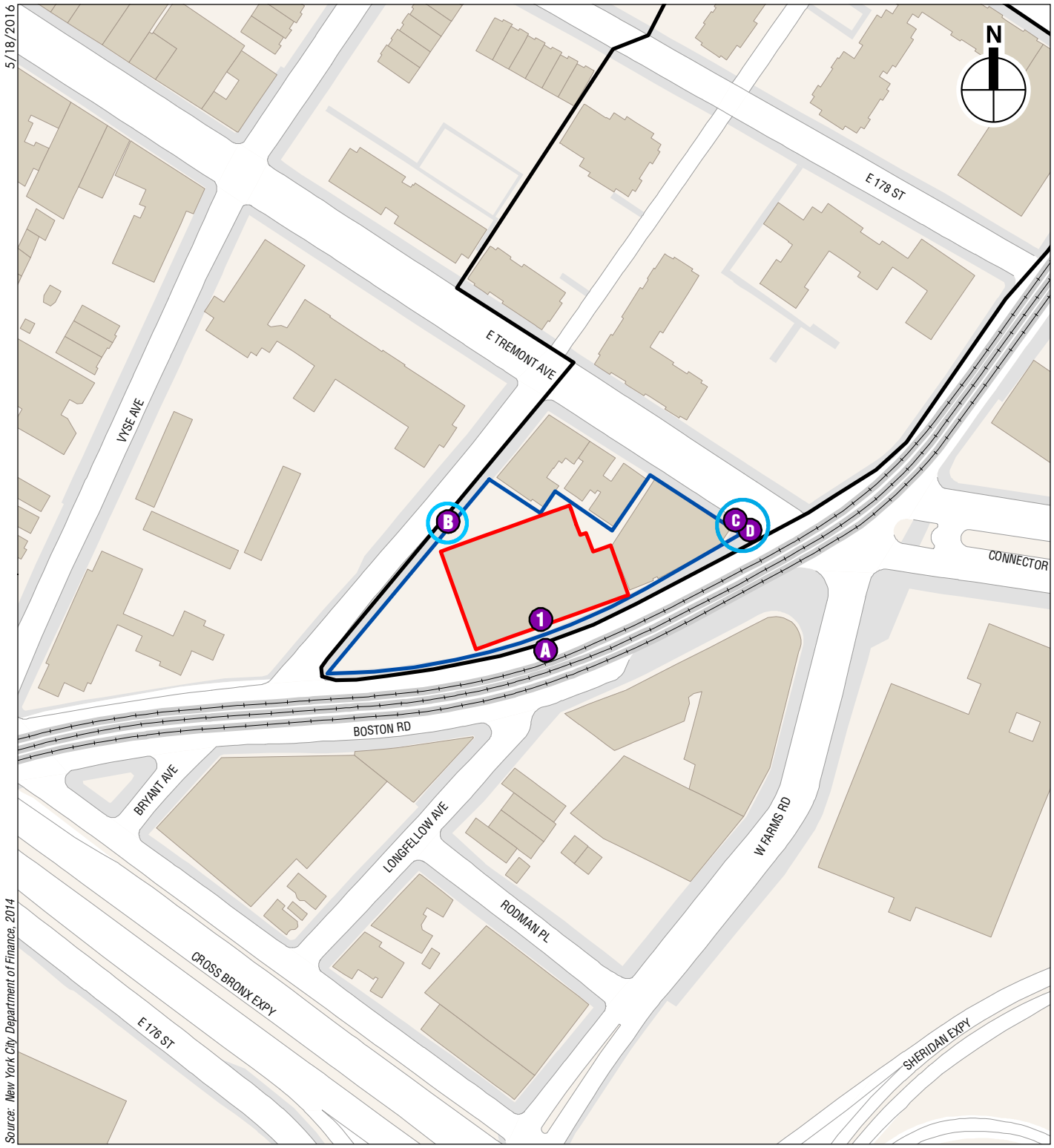
The development site is located in Bronx, New York near the New York City Transit (NYCT) elevated 2 and 5 subway lines. Rail activity on the elevated 2 and 5 lines along Boston Road is the dominant noise source at the development site, although vehicular traffic on Boston Road contributes to noise levels as well.

Existing noise levels in the development site were measured at five (5) locations, which are summarized in **Table L-4** and shown in **Figure L-1**.

Table L-4
Minimum Required Building Attenuation (in dBA)

Site	Location	Measurement Duration
1	Rooftop of existing 4-story parking garage overlooking elevated 2 and 5 rail lines; approximate locations of 4th story residential apartments	24-hours
A	Sidewalk grade along Boston Road between East Tremont and Longfellow Avenues	1-hour
B	Approximately 15 feet above sidewalk grade along Bryant Avenue between East Tremont Avenue and Boston Road	1-hour
C	Sidewalk grade on the southwest corner at the intersection of East Tremont Avenue, Boston Road and West Farms Road	1-hour
D	Approximately 15 feet above sidewalk grade on the southwest corner at the intersection of East Tremont Avenue, Boston Road and West Farms Road	1-hour

The continuous 24-hour noise measurement at site 1 was performed on April 1, 2015 to April 2, 2015. At site A the existing noise levels were measured for 60-minutes during mid-day (12:00 PM to 2:00 PM) time period, simultaneously with the continuous noise level measurement at site 1. At sites B, C, and D existing noise levels were measured for 60-minutes during the morning (7:00 AM to 9:00 AM), mid-day (12:00 PM to 2:00 PM) and evening (4:00 PM to 6:00 PM) rush hour time periods on May 5, 2016. An additional measurement of playground noise associated with Public School 6 after class was measured at site B from 2:30 PM to 3:30 PM on May 12, 2016.



0 200 FEET

Project Area

Development Site

Noise Receptor

1-hour spot measurements in the AM, MD and PM peak traffic time-periods

1 Elevated to height of train - 24 hour continuous

A At grade - 1 hour simultaneous with continuous

B 15 Feet above grade. Additional measurement between 2:30 and 3:30pm to measure playground noise

C At grade

D 15 Feet above grade

1932 Bryant Avenue

Noise Receptor Locations

Figure L-1

EQUIPMENT USED DURING NOISE MONITORING

Measurements were performed using Brüel & Kjær Sound Level Meters (SLM) Type 2270, 2260 and Type 2250, Brüel & Kjær ½ inch microphones Type 4189, and a Brüel & Kjær Sound Level Calibrator Type 4231. The Brüel & Kjær SLMs are a Type 1 instrument according to ANSI Standard S1.4-1983 (R2006). The SLMs have a laboratory calibration date within one year of the date of the measurements, as is standard practice. At receptor site 1 the microphone was mounted on a tripod on the roof of an existing building approximately 45 feet above the ground. At receptor sites A and B the microphones were mounted on a tripod at a height of approximately 5 feet above the ground. All microphones were mounted away from any large reflecting surfaces that could affect the sound level measurements. The SLMs were calibrated before and after readings with a Brüel & Kjær Type 4231 Sound Level Calibrator using the appropriate adaptor. Measurements at the location were made on the A-scale (dBA). The data were digitally recorded by the SLM and displayed at the end of the measurement period in units of dBA. Measured quantities included L_{eq}, L_1, L_{10}, L_{50}, and L_{90}. A windscreen was used during all sound measurements except for calibration. All measurement procedures were based on the guidelines outlined in ANSI Standard S1.13-2005.

RESULTS

The measured existing $L_{eq(1)}$, and $L_{10(1)}$ noise levels at each measurement location are summarized in **Tables L-5 and L-6**. At sites A and B, 24-hour existing noise levels were calculated by the prorating spot-measured noise levels based on the temporal distribution of measured noise levels at site 1. Since noise from the elevated rail line is the dominant noise source at both site 1 and site A (i.e., on the rooftop overlooking the rail line and on the sidewalk immediately adjacent to the rail line), there is a constant difference between noise levels at grade and noise levels at the elevated location throughout the day. This difference was established during the simultaneous noise level measurement at both locations during the mid-day time period. The constant difference between noise levels at grade and noise levels at the elevated location was then applied to the measured hourly noise levels at site 1 to determine noise levels during each hour at site A. This method determined the maximum $L_{10(1)}$ noise level at site A, based on the maximum measured $L_{10(1)}$ noise level at site 1, and the difference between measured $L_{10(1)}$ noise levels at these two sites during the mid-day peak hour. The maximum measured noise levels occurred during the 7 AM hour, which represents the morning rush hour. The maximum measured noise levels at this location represent the worst-case level of rail noise and would not change in the future because there are no plans for changes in the level of rail service on this line. Consequently, these levels are used to establish the necessary level of window/wall attenuation at the project site to achieve acceptable interior noise levels according to *CEQR Technical Manual* noise exposure guidance.

The detailed measurement values at each receptor site are provided in **Appendix 3**.

Table L-5
Existing Noise Levels (in dBA)

Start Time	Site 1		Site A	
	L_{eq}	L_{10}	L_{eq}	L_{10}
12:00 PM	75.2	80.8	79.5	84.3
1:00 PM	75.8	80.8	80.1	84.3
2:00 PM	75.3	80.6	79.6	84.1
3:00 PM	75.9	81.3	80.2	84.8
4:00 PM	76.0	81.3	80.3	84.8
5:00 PM	75.0	79.4	79.3	82.9
6:00 PM	74.7	79.9	79.0	83.4
7:00 PM	74.7	79.7	79.0	83.2
8:00 PM	74.3	79.1	78.6	82.6
9:00 PM	73.8	78.8	78.1	82.3
10:00 PM	72.2	76.7	76.5	80.2
11:00 PM	71.7	76.7	76.0	80.1
12:00 AM	70.0	73.8	74.3	77.3
1:00 AM	69.8	66.6	74.1	70.1
2:00 AM	67.3	64.6	71.6	68.1
3:00 AM	70.2	66.6	74.5	70.1
4:00 AM	69.2	66.4	73.5	69.9
5:00 AM	72.7	74.3	77.0	77.8
6:00 AM	74.8	79.3	79.1	82.8
7:00 AM	76.3	82.2	80.6	85.7
8:00 AM	76.4	81.6	80.7	85.1
9:00 AM	75.6	80.7	79.9	84.2
10:00 AM	75.4	80.7	79.7	84.2
11:00 AM	74.6	79.7	78.9	83.2

Note: Field measurements were performed by AKRF, Inc. on April 1, 2015 and April 2, 2015.

Table L-6
Existing Noise Levels (in dBA)

Site	Measurement Location	Time	L_{eq}	L_1	L_{10}	L_{50}	L_{90}
A	Sidewalk grade along Boston Road between East Tremont and Longfellow Avenues	MD	79.5	90.0	84.3	69.9	62.0
B	Elevated approximately 15 feet above grade on Bryant Avenue Between East Tremont Avenue and Boston Road	AM[1]	68.2	78.9	73.2	60.4	56.0
		MD[1]	67.3	78.6	69.9	59.7	55.8
		PM[1]	68.5	78.6	71.4	63.9	56.7
		After Class[2]	68.8	78.3	72.8	64.2	60.4
C	Street Grade on the southwest corner of the intersection of East Tremont Avenue, Boston Road and West Farms Road	AM[1]	80.6	91.8	83.8	73.7	69.0
		MD[1]	80.5	91.3	83.8	73.5	68.7
		PM[1]	80.0	91.7	82.6	72.9	67.4
D	Elevated approximately 15 feet above grade on the southwest corner of the intersection of East Tremont Avenue, Boston Road and West Farms Road	AM[1]	80.2	91.7	83.0	73.1	68.3
		MD[1]	80.4	91.7	83.0	73.0	68.1
		PM[1]	79.8	91.7	81.8	72.2	66.5

Note: [1]Field measurements were performed by AKRF, Inc. on May 5, 2016.
[2]After class playground measurement was performed by AKRF, Inc on May 12, 2016.

At all five (5) receptor sites, rail activity on the elevated 2 and 5 lines was the dominant noise source. Measured levels are relatively high and reflect the levels of these distance and level of shielding between each site and the elevated train. In terms of the CEQR criteria, the existing

noise levels at sites 1 and A are in the "clearly unacceptable" category, and the existing noise levels at site B is in the "marginally unacceptable" category.

E. NOISE ATTENUATION MEASURES

As shown in **Table L-3**, the *CEQR Technical Manual* has set noise attenuation quantities for buildings based on exterior $L_{10(1)}$ noise levels in order to maintain interior noise levels of 45 dBA or lower for residential uses and interior noise levels of 50 dBA or lower for retail uses.

As described above, the dominant noise source is the elevated rail. There are no projected changes in the level of MTA rail service along the 2 and 5 lines adjacent to this development site. Consequently, the measured maximum $L_{10(1)}$ levels are not expected to change between the existing condition and future build condition. Future changes in vehicular traffic levels will not result in a increases in noise level because the rail is the dominant noise source. The highest hourly L_{10} values at the adjacent receptor sites were used to set the CEQR attenuation requirements for the buildings' facades. The results of the building attenuation analysis are summarized in **Table L-7.**

Table L-7
Minimum Required Building Attenuation (in dBA)

Building Use	Façade	Floors	Applicable Noise Receptor	Maximum L_{10}	Attenuation Required
Retail,	East Façade (along Boston Road)	1	A	85.7	37[1]
	North Façade (along East Tremont Avenue)	1	C[3]	83.8	35[1]
Residential Amenity and Community Facility	East Façade (along Boston Road)	1	A	85.7	42[2]
	North Façade (along East Tremont Avenue)	1	C[3]	83.8	40[2]
Residential	West Façade (at interior of block)	1-14	B[3]	73.2	31[2]
	North Façade (along East Tremont Avenue)	2-14	D[3]	83.0	39[2]
	East Façade (along Boston Road)	2-3	A	85.7	42[2]
		4-14	1	82.2	38[2]
	South Façade (at interior of block)	2-14	1	82.2	38[2]

Notes: [1]Attenuation values are shown for retail/commercial uses; residential or noise-sensitive community facility uses would require 5 dBA more attenuation.
[2]Attenuation values are shown for residential and community facility uses; retail/commercial/administrative uses would require 5 dBA less attenuation.

To implement the attenuation requirements shown in **Table L-7**, an (E) designation for noise would be applied to the 1932 Bryant Avenue site (Block 3005, Lot 65) specifying a requirement for the appropriate amount of window/wall attenuation and an alternate means of ventilation. The text for the (E) designation for window/wall attenuation of 40 dB(A) or less would be as follows:

> **To ensure an acceptable interior noise environment, the building façade(s) or future development at Block 3005 Lot 65 must provide minimum composite building façade attenuation as shown in Table L-7, in order to maintain an interior L_{10} noise level not**

greater than 45 dBA for residential and community facility uses or not greater than 50 dBA for commercial uses. To maintain a closed-window condition in these areas, an alternate means of ventilation that brings outside air into the building without degrading the acoustical performance of the building façade(s) must also be provided.

The text for the (E) designation for window/wall attenuation greater than 40 dB(A) would be as follows:

To ensure an acceptable interior noise environment, future development at Block 3005 Lot 65 must provide minimum composite building façade attenuation as shown in Table L-7 in order to maintain an interior noise level not greater than 45 dBA for residential and community facility uses or not greater than 50 dBA for commercial uses. To achieve 42 dBA of building attenuation, special design features that go beyond the normal double-glazed windows are necessary and may include using specially designed windows (i.e., windows with small sizes, windows with air gaps, windows with thicker glazing, etc.), and additional building attenuation. To maintain a closed-window condition in these areas, an alternate means of ventilation that brings outside air into the building without degrading the acoustical performance of the building façade(s) must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning.

The attenuation of a composite structure is a function of the attenuation provided by each of its component parts and how much of the area is made up of each part. Normally, a building façade consists of wall, glazing, and any vents or louvers associated with the building mechanical systems in various ratios of area. The proposed project building would be designed to include acoustically rated windows and central air conditioning (a means of alternate ventilation) and, including these elements, to provide a composite Outdoor-Indoor Transmission Class (OITC) rating[1] greater than or equal to the values listed in above in **Table L-7** (in dBA), along with an alternative means of ventilation in all habitable rooms of the residential units.

Based upon the $L_{10(1)}$ values used at the development site, the proposed project with these design measures, would be expected to provide sufficient attenuation to achieve CEQR interior noise level requirements.

F. MECHANICAL SYSTEM

The building mechanical systems (i.e., heating, ventilation, and air conditioning systems) would be designed to meet all applicable noise regulations (i.e., Subchapter 5, §24-227 of the New York City Noise Control Code and the New York City Department of Buildings Code) and to avoid producing levels that would result in any significant increase in ambient noise levels. ✷

[1] The OITC classification is defined by ASTM International (ASTM E1332) and provides a single-number rating that is used for designing a building façade including walls, doors, glazing, and combinations thereof. The OITC rating is designed to evaluate building elements by their ability to reduce the overall loudness of ground and air transportation noise.

Attachment M: Public Health

A. INTRODUCTION

Public health is the effort of society to protect and improve the health and well-being of its population. Many public health concerns are closely related to hazardous materials, water quality, air quality, and noise. The 2014 *City Environmental Quality Review (CEQR) Technical Manual* defines as its goal with respect to public health "to determine whether adverse impacts on public health may occur as a result of a proposed project, and if so, to identify measures to mitigate such effects."

According to the *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. If, however, an unmitigated significant adverse impact is identified in one of these analysis areas, the lead agency may determine that a public health assessment is warranted for that specific technical area.

As described in the relevant analyses of this EAS, the proposed 1932 Bryant Avenue project would not result in unmitigated significant adverse impacts in any of the technical areas related to public health (hazardous materials, water quality, air quality, or noise). Therefore, the proposed project would not have the potential for significant adverse impacts related to public health and no further analysis is warranted. ✷

Attachment N: Neighborhood Character

According to the 2014 *City Environmental Quality Review* (*CEQR) Technical Manual*, neighborhood character assessments consider 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. These elements include a neighborhood's land use, zoning, and public policy, socioeconomic conditions, open space, historic and cultural resources, urban design and visual resources, shadows, transportation, and noise. An assessment of neighborhood character is warranted when a proposed project has the potential to result in significant adverse impacts in any technical area listed above, or when the project may have moderate effects on several of these elements.

As described elsewhere in this Environmental Assessment Statement (EAS), the proposed 1932 Bryant Avenue project would not result in any significant adverse impacts on land use, zoning, and public policy, socioeconomic conditions, open space, historic and cultural resources, urban design and visual resources, transportation, or noise. Further, the proposed project would not result in a combination of moderate effects to several elements that may cumulatively affect neighborhood character. Thus, the proposed project would not result in any significant adverse impacts to neighborhood character, and no further analysis of neighborhood character is warranted. ✷

Attachment O: Construction

The construction activities associated with the development of the proposed 1932 Bryant Avenue project would be expected to result in conditions typical of construction sites in the Bronx.

With the proposed actions, construction of the proposed project would occur over a period of approximately 24 months. Any necessary rock removal work would be done in concert with site preparation and building demolition activities and is not expected to materially change the overall construction duration of the proposed project. Construction activities for the proposed project would normally take place Monday through Friday, although the delivery or installation of certain critical equipment could occur on weekend days. The permitted hours of construction are regulated by DOB and apply to all areas of the City. In accordance with those regulations, work would begin at 7:00 AM on weekdays, although some workers would arrive and begin to prepare work areas between 6:00 AM and 7:00 AM.

The proposed project would comply with the New York City Department of Environmental Protection (DEP)-approved Remedial Action Plan (RAP) and Construction Health and Safety Plan (CHASP), as described in Attachment I, "Hazardous Materials."

The construction of the proposed project would comply with applicable control measures for construction noise. Construction noise is regulated by the New York City Noise Control Code and by EPA noise emission standards for construction equipment. These federal and local requirements mandate that certain classifications of construction equipment and motor vehicles meet specified noise emissions standards. Except under exceptional circumstances, construction activities must be limited to weekdays between the hours of 7:00 AM and 6:00 PM. Construction material must also be handled and transported in such a manner as to not create unnecessary noise. Therefore, no significant adverse noise impacts are expected to occur as a result of the construction.

Dust emissions can occur from hauling debris and traffic over unpaved areas. All appropriate fugitive dust control measures would be employed to reduce the generation and spread of dust, and to ensure that the New York City Air Pollution Control Code regulating construction-related dust emissions is followed.

Overall, duration and severity of potential construction impacts would be short-term and would be minimized by implementing measures during scheduling and staging of activities to control intrusive construction-related noise, particulate emissions, and inadvertent physical impacts on nearby buildings, as well as to minimize disruption to existing traffic and pedestrian circulation. Therefore, the development of the proposed project would not cause significant adverse construction impacts. ✷

APPENDIX 1—PROPOSED TEXT AMENDMENT

ZR-1 Proposed Text Amendments

1932 Bryant Avenue, Bronx NY
June 1, 2016

Matter in underline is new, to be added;
Matter in ~~strikeout~~ is to be deleted;
Matter within # # is defined in Section 12-10;
* * * indicates where unchanged text appears in the Zoning Resolution

* * *

Appendix F:
Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing Area

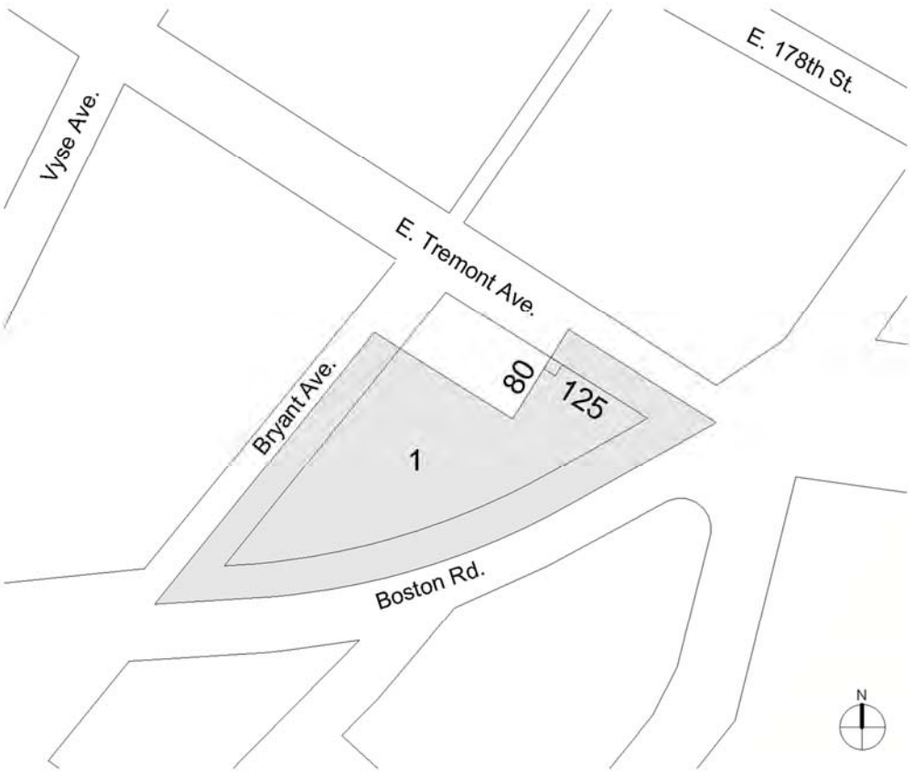
* * *

The Bronx

* * *

Bronx Community District 6
In the R7A, R7D, R7X, **R8**, R8A and R8X Districts within the area shown on the following Maps 1, 2, 3, ~~4 and,~~ 5 and 6:

Map 6 – [date of adoption]



Mandatory Inclusionary Housing area see Section 23-154(d)(3)

Area **1** (date of adoption) – MIH Program Option 1 and Option 2

Portion of Community District 6, The Bronx

* * *

APPENDIX 2—AGENCY CORRESPONDENCE

NYC Environmental Protection

Emily Lloyd
Commissioner

Angela Licata
Deputy Commissioner of Sustainability

59-17 Junction Blvd.
Flushing, NY 11373

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

June 2, 2016

Ms. Annabelle Meunier
Project Manager, Environmental Assessment & Review Division
New York City Department of City Planning
120 Broadway, 31st Floor
New York, New York 10271

Re: 1932 Bryant Avenue (Noise)
CEQR # 16DCP155X

Dear Ms. Meunier:

The New York City Department of Environmental Protection, Bureau of Environmental Planning and Analysis (DEP) has reviewed the May 25, 2016 request of the Noise Analysis prepared by AKRF on behalf of Second Farms Neighborhood HFDC (applicant) for the above referenced project. It is our understanding that the applicant is seeking a zoning map amendment, zoning text amendment, and special permit to redevelop a site with a 14-story building containing a mixture of uses, including affordable housing, local retail, and community facility uses for the proposed action. The site is currently an unused four-level parking garage and strip of one-story retail stores along East Tremont Avenue. The proposed project is located at 1932 Bryant Avenue in the West Farms neighborhood of Bronx Community District 6.

Per DCP request (16DCP155X-13-03052016150542), we have reviewed the mentioned above noise chapter for the proposed project:

Based on the submitted backup materials and analysis of noise for the proposed project, it was determined that the proposed project would not result in potential significant noise impacts with the appropriate design measures in place to provide sufficient noise attenuation to achieve CEQR interior noise level requirements.

However, please provide the finalized Noise chapter with the E-Designation text.

If you have any questions, you may contact Mr. Rasheed Lucas at (718) 595-6959.

Sincerely,

Chung Chan,
Director
Air Quality and Noise Review and Planning

APPENDIX 3—NOISE

1932 Bryant Avenue

12113

4/1/2015

Site: Garage Roof along Boston Road; Location 1

Date	Start Time	dBA						
		L_{eq}	L_1	L_{10}	L_{50}	L_{90}	L_{min}	L_{max}
4/1/2015	12:00 PM	75.2	84.8	80.8	66.5	59.8	54.8	86.1
4/1/2015	1:00 PM	75.8	85.2	80.8	66.6	61.0	56.7	96.3
4/1/2015	2:00 PM	75.3	85.1	80.6	67.0	61.8	56.3	92.5
4/1/2015	3:00 PM	75.9	85.0	81.3	68.7	63.6	59.4	86.3
4/1/2015	4:00 PM	76.0	85.3	81.3	68.9	63.3	58.5	88.3
4/1/2015	5:00 PM	75.0	84.9	79.4	68.1	63.0	58.0	85.9
4/1/2015	6:00 PM	74.7	85.0	79.9	66.6	60.1	53.5	86.1
4/1/2015	7:00 PM	74.7	85.1	79.7	65.8	58.1	53.2	87.0
4/1/2015	8:00 PM	74.3	85.2	79.1	64.3	57.6	54.0	86.5
4/1/2015	9:00 PM	73.8	85.1	78.8	62.2	56.9	53.7	86.3
4/1/2015	10:00 PM	72.2	84.5	76.7	60.5	54.7	52.3	85.9
4/1/2015	11:00 PM	71.7	83.8	76.7	59.9	54.3	51.6	86.1
4/2/2015	12:00 AM	70.0	83.3	73.8	58.5	53.7	51.0	85.6
4/2/2015	1:00 AM	69.8	84.3	66.6	56.7	52.8	50.1	86.8
4/2/2015	2:00 AM	67.3	82.6	64.6	55.5	51.9	48.5	86.2
4/2/2015	3:00 AM	70.2	84.4	66.6	58.6	55.6	51.3	86.6
4/2/2015	4:00 AM	69.2	83.8	66.4	60.7	58.2	55.0	86.5
4/2/2015	5:00 AM	72.7	85.3	74.3	62.0	59.8	57.7	86.7
4/2/2015	6:00 AM	74.8	86.1	79.3	64.4	60.9	59.0	87.4
4/2/2015	7:00 AM	76.3	86.4	82.2	66.8	61.2	58.0	87.2
4/2/2015	8:00 AM	76.4	86.2	81.6	68.4	63.3	59.0	87.6
4/2/2015	9:00 AM	75.6	85.8	80.7	67.3	62.4	59.5	90.3
4/2/2015	10:00 AM	75.4	85.0	80.7	67.3	62.9	59.5	86.5
4/2/2015	11:00 AM	74.6	84.8	79.7	67.1	63.5	60.1	86.6

1932 Bryant Avenue
12113
4/2/2015
Site: Location A, Boston Road

Location	Start Time	dBA						
		L_{eq}	L_1	L_{10}	L_{50}	L_{90}	L_{min}	L_{max}
Site A	12:00 PM	79.47	89.95	84.31	69.91	61.99	54.33	91.12
Site 1	12:00 PM	75.2	84.8	80.8	66.5	59.8	54.8	86.1
Delta		4.3	5.2	3.5	3.4	2.2	-0.5	5.1

24 Hr Site A - Calculated from Site 1 and Delta								
Date	Start Time	dBA						
		L_{eq}	L_1	L_{10}	L_{50}	L_{90}	L_{min}	L_{max}
4/1/2015	12:00 PM	79.5	90.0	84.3	69.9	62.0	54.3	91.1
4/1/2015	1:00 PM	80.1	90.4	84.3	70.0	63.2	56.2	101.4
4/1/2015	2:00 PM	79.6	90.2	84.1	70.4	63.9	55.8	97.6
4/1/2015	3:00 PM	80.2	90.2	84.8	72.1	65.8	58.9	91.4
4/1/2015	4:00 PM	80.3	90.4	84.8	72.3	65.4	58.0	93.4
4/1/2015	5:00 PM	79.3	90.1	82.9	71.5	65.2	57.5	90.9
4/1/2015	6:00 PM	79.0	90.1	83.4	70.0	62.3	53.0	91.1
4/1/2015	7:00 PM	79.0	90.2	83.2	69.2	60.3	52.7	92.0
4/1/2015	8:00 PM	78.6	90.3	82.6	67.7	59.7	53.5	91.6
4/1/2015	9:00 PM	78.1	90.3	82.3	65.6	59.0	53.2	91.4
4/1/2015	10:00 PM	76.5	89.7	80.2	63.9	56.9	51.8	90.9
4/1/2015	11:00 PM	76.0	88.9	80.1	63.3	56.5	51.1	91.1
4/2/2015	12:00 AM	74.3	88.4	77.3	61.9	55.9	50.5	90.7
4/2/2015	1:00 AM	74.1	89.4	70.1	60.1	55.0	49.6	91.9
4/2/2015	2:00 AM	71.6	87.7	68.1	58.9	54.1	48.0	91.3
4/2/2015	3:00 AM	74.5	89.5	70.1	62.0	57.8	50.8	91.6
4/2/2015	4:00 AM	73.5	89.0	69.9	64.0	60.4	54.5	91.5
4/2/2015	5:00 AM	77.0	90.5	77.8	65.4	62.0	57.2	91.7
4/2/2015	6:00 AM	79.1	91.2	82.8	67.8	63.1	58.5	92.4
4/2/2015	7:00 AM	80.6	91.5	85.7	70.2	63.4	57.5	92.2
4/2/2015	8:00 AM	80.7	91.3	85.1	71.7	65.4	58.5	92.6
4/2/2015	9:00 AM	79.9	90.9	84.2	70.7	64.6	59.0	95.4
4/2/2015	10:00 AM	79.7	90.2	84.2	70.7	65.1	59.0	91.5
4/2/2015	11:00 AM	78.9	89.9	83.2	70.5	65.6	59.6	91.7

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Site	Measurement Location	Time	L_{eq}	L_1	L_{10}	L_{50}	L_{90}	Lmin	Lmax
A	Sidewalk grade along Boston Road between East Tremont and Longfellow Avenues	MD	79.47	89.95	84.31	69.91	61.99	54.33	91.12
B	Elevated approximately 15 feet above grade on Bryant Avenue Between East Tremont Avenue and Boston Road	AM[1]	68.16	78.94	73.15	60.44	56	53.44	81
		MD[1]	67.33	78.61	69.93	59.73	55.77	52.33	80.24
		PM[1]	68.48	78.62	71.39	63.88	56.71	52.5	79.71
		After Class[2]	68.84	78.32	72.8	64.24	60.42	54.95	81.88
C	Street Grade on the southwest corner of the intersection of East Tremont Avenue, Boston Road and West Farms Road	AM[1]	80.62	91.77	83.78	73.71	68.98	63.6	93.56
		MD[1]	80.47	91.32	83.8	73.47	68.65	64.22	93.09
		PM[1]	79.98	91.67	82.55	72.86	67.37	60.95	93.48
D	Elevated approximately 15 feet above grade on the southwest corner of the intersection of East Tremont Avenue, Boston Road and West Farms Road	AM[1]	80.22	91.73	83.03	73.12	68.31	63.36	93.64
		MD[1]	80.42	91.7	83.02	72.96	68.13	64.04	93.28
		PM[1]	79.77	91.71	81.84	72.15	66.5	60.73	93.6