NOTICE OF PUBLIC HEARING ON THE
DRAFT ENVIRONMENTAL IMPACT STATEMENT
(CEQR No. 22DCP178X)

1460-1480 Sheridan Boulevard

Project Identification
CEQR No. 22DCP178X
ULURP Nos. C230292ZRX, C230291ZMX, N230298ZAX, N230299ZCX, N230300ZCX, N230301LDX, N230302LDX
SEQRA Classification: Type I

Lead Agency
City Planning Commission
120 Broadway, 31st Floor
New York, New York 10271

Contact Person
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Environmental Assessment and Review Division
New York City Department of City Planning

The City Planning Commission (CPC), acting as lead agency, issued a Notice of Completion on April 7, 2023 for a Draft Environmental Impact Statement (DEIS) for the 1460-1480 Sheridan Boulevard proposal in accordance with Article 8 of the Environmental Conservation Law. **A public hearing on the DEIS will be held on Wednesday, July 12, 2023, at 10:00 AM at the City Planning Commission Hearing Room, located at 120 Broadway, Lower Concourse, New York, New York 10271, in conjunction with the CPC's public hearing pursuant to ULURP. Comments are requested on the DEIS and will be accepted through 5:00 PM, Monday July 24, 2023. To continue to allow for broad public participation, the Department of City Planning (DCP) will hold the public hearing accessible both in-person and remotely via the teleconferencing application Zoom. Anyone attending the meeting in-person is encouraged to wear a mask.**

To join the meeting and comment remotely, please visit the NYC Engage site, https://www.nyc.gov/engage

If you would like to register to testify remotely via phone, need assistance with technical issues, or have any questions about participation you may call any of the phone numbers listed below, then enter the following Meeting ID.

(877) 853-5247 (Toll-free)
(888) 788-0099 (Toll-free)
(213) 338-8477 (Toll)
(253) 215-8782 (Toll)

Then enter the following meeting ID and password when prompted.

Meeting ID: 618 237 7396
Password: 1
[The Participant ID can be skipped by pressing #]

Instructions on how to participate remotely, as well as materials relating to the hearing, will be posted on the NYC Engage site on the day of the Public Hearing, no later than 1 hour prior to the

hearing. To help the meeting host effectively manage members of the public who sign up to comment, those who do not intend to actively participate are invited to watch the livestream or the recording that will be posted after the meeting. The Public Hearing livestream can be found in the above referenced NYC Engage site and will be made available on the day of the Public Hearing.

Comments are requested on the DEIS and will be accepted through 5:00 PM, Monday, July 24, 2023. They can be submitted via email to 22DCP178X_DL@planning.nyc.gov or mailed to Stephanie Shellooe, AICP, Director, Environmental Assessment and Review Division, New York City Department of City Planning, 120 Broadway, 31st Floor, New York, New York 10271.

Copies of the DEIS may also be obtained by contacting the Environmental Assessment and Review Division, New York City Department of City Planning, 120 Broadway, 31st Floor, New York, New York 10271, Stephanie Shellooe, AICP, Director, by calling (212) 720-3328 or by emailing sshellooe@planning.nyc.gov.

In addition, the DEIS and Final Scope of Work are available for download on the project ZAP page: https://zap.planning.nyc.gov/projects/2021X0108. To view the 1460-1480 Sheridan Boulevard Final Scope of Work, DEIS Notice of Completion and full DEIS and Appendix, navigate to the 1460-1480 Sheridan Boulevard project page in ZAP and select Public Documents, then "Final Scope of Work," "DEIS_Notice of Completion" and "DEIS_22DCP178X".

Please inform DCP if you need a reasonable accommodation, such as a sign language interpreter, in order to participate in the meeting. Requests for a reasonable accommodation or foreign language assistance during the meeting should be emailed to AccessibilityInfo@planning.nyc.gov or by calling (212) 720-3508. Requests must be submitted at least ten business days before the meeting.

The Applicant, Westfarms Realty LLC and 1480 Sheridan Realty LLC, seeks approval of zoning map and text amendments and authorizations from the CPC. The proposed development, located in the Crotona Park East neighborhood of Bronx Community District 9, would include three mixed residential and commercial buildings totaling 866,017 gross square feet (gsf) across two development sites: Block 3107, Lot 74 (1460 Sheridan Boulevard, Projected Development Site 1) and Lot 29 (1480 Sheridan Boulevard, Projected Development Site 2). The proposed project would include a total of 21,229 gsf of retail use, 20,000 gsf of accessory parking use, and 824,788 gsf of residential use yielding 970 dwellings units (DUs), all of which are proposed to be affordable. The Mandatory Inclusionary Housing (MIH) program would require a portion of units to be permanently affordable. The development would provide 60,085 sf (1.38 acres) of publicly accessible open space, including 35,178 sf (0.81 acre) of waterfront open space along the Bronx River. The proposed 24-story buildings would be 225 feet tall (roof height) with mechanical bulkheads reaching a maximum height of approximately 240 feet. The Proposed Actions may facilitate redevelopment of additional lots within the Rezoning Area that are not controlled by the Applicant; therefore, the EAS considers a future with-action scenario that also includes one potential development site comprising Block 3107, Lots 60, 65, and 68 (Potential Development Site A).

Specifically, the proposed development requires approval of the following discretionary actions from the CPC:

- A zoning map amendment to rezone the Proposed Rezoning Area from M1-1 district to an R7-3 district with a C2-4 commercial overlay.
- A zoning text amendment to Appendix F of the Zoning Resolution (ZR) (Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing Areas) to establish the Proposed Rezoning Area as a Mandatory Inclusionary Housing (MIH) area.

- A CPC authorization(s) pursuant to ZR Section 62-822 to modify requirements for the locations of waterfront public access areas and visual corridors. The CPC authorization(s) would modify the locational requirements of ZR Section 62-56, Requirements for Upland Connections, to allow a visual corridor at the northern property line of Development Site 2 and a visual corridor through the proposed publicly accessible private open space to accommodate the Proposed Development.

The Proposed Actions also include affordable housing financing from the NYC Department of Housing Preservation and Development to develop buildings with 100% affordable residential components on the Applicants' sites. The proposed development also would require waterfront zoning certifications pursuant to ZR Section 62-81 (a non-discretionary, ministerial action by the CPC) to demonstrate compliance with applicable waterfront zoning regulations for Projected Development Sites 1 and 2. In addition, the proposed development requires discretionary waterfront actions from the New York State Department of Environmental Conservation (NYSDEC), and US Army Corps of Engineers (USACE) to address these waterfront actions. A Joint Permit Application will be made to NYSDEC and USACE to address these waterfront actions.

In order to assess the potential effects of the Proposed Actions, a reasonable worst-case development scenario (RWCDS) for both the "future No Action" (No Action) and "future with the Proposed Actions" (With Action) conditions was established for the 2028 analysis year. The incremental difference between the No Action and With Action conditions serve as the basis for the impact analysis of the Environmental Impact Statement (EIS).

Compared to the future No Action condition, the Proposed Actions would result in an incremental increase of 824,788 gsf of residential space (970 DU, all affordable), and 21,229 gsf of retail space, as well as a net reduction of 39,137 gsf of warehouse space and 325 parking spaces on the Applicant-owned development sites. There would be a net increase of approximately 60,085 sf of public open space. The Proposed Actions would result in an estimated increase of 2,735 residents and a net increase of 83 workers. This net increment represents the basis for environmental analyses in the DEIS.

The DEIS identifies potential significant adverse impacts related to transportation (traffic and pedestrian) and construction (traffic).

The Proposed Actions would result in significant adverse transportation (traffic) impacts during one or more peak hours at up to five intersection approaches/lane groups at four study area intersections. All of the impacts could be mitigated with the modification of traffic signal timings. The feasibility of these proposed traffic signal timing modifications will be finalized by the Applicant in consultation with DCP and NYC Department of Transportation (NYC DOT) between the DEIS and the FEIS. If these measures are deemed infeasible and no alternative mitigation measures can be identified, then the significant adverse construction traffic impacts would be unmitigated.

The Proposed Actions would result in significant adverse transportation (pedestrian) impacts during one or more peak hours at up to seven pedestrian elements at four study area intersections. The significant adverse pedestrian impacts at four out of the seven impacted pedestrian elements could be mitigated with readily implementable engineering measures, including the installation of a physical corner extension, crosswalk widening, and the relocation of an existing signpost. If, prior to implementation, NYC DOT determines that an identified mitigation measure is infeasible, an alternative mitigation measure will be identified, if possible. In the absence of the application of mitigation measures, the impacts would remain unmitigated.

Regarding the potential construction (traffic) impacts, significant adverse construction period traffic impacts could occur during one or more peak hours at up to three intersection approaches/lane groups at three study area intersections. The significant adverse traffic impacts at all three intersection approaches/lane groups could be mitigated with the modification of traffic signal timings. The feasibility of these proposed traffic signal timing modifications will be finalized by the Applicant in consultation with DCP and NYC DOT between the DEIS and the FEIS. If these measures are deemed infeasible and no alternative mitigation measures can be identified, then the significant adverse construction traffic impacts would be unmitigated.

In addition, two potential alternatives to the proposed project were studied: a No Action Alternative, and a No Unmitigated Significant Adverse Impact Alternative. Neither of these alternatives would meet the primary objectives of the Proposed Actions, and no feasible alternatives are available that would result in no unmitigated impacts and meet the Proposed Actions' goals.