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

FOR UNLISTED ACTIONS ONLY • *Please fill out and submit to the appropriate agency* (see instructions)

Part I: GENERAL INFORMATION

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

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

2. *Project Name* 5602-5604 Broadway Rezoning

3. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
24DCP106X	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
240278ZMX; N240279ZRX	

4a. *Lead Agency Information*			**4b. *Applicant Information***		
NAME OF LEAD AGENCY			NAME OF APPLICANT		
New York City Department of City Planning			Riverdale Garage Corp		
NAME OF LEAD AGENCY CONTACT PERSON			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON		
Stephanie Shellooe, AICP, Director, Environmental Assessment and Review Division			Frank St. Jacques		
ADDRESS New York City Department of City Planning 120 Broadway, 31st Floor			ADDRESS Akerman LLP, 1251 Avenue of the Americas, 37th Floor		
CITY New York	STATE NY	ZIP 10271	CITY New York	STATE NY	ZIP 10020
TELEPHONE (212) 720-3328	EMAIL sshellooe@planning.nyc.gov		TELEPHONE (212) 259-6474	EMAIL frank.stjacques@akerman.com	

5. *Project Description*

Riverdale Garage Corp ("the Applicant") seeks a zoning map amendment (M1-1 to R7-3/C2-3) on Block 3267, Lots 90, 91, 93, 95, 97, 98, 99 and portions of Lots 72, 75, 87, 88, and 110 in Bronx Community District 8 (CD 8) ("Rezoning Area") and a zoning text amendment pursuant to Appendix F ("Proposed Actions") to faciltate the development of a 13-story, 135-foot tall, approximately 328,431 gsf, 6.0 floor area ratio (FAR) residential development including approximately 274,560 gsf of residential use, comprising approximately 226 dwelling units (DUs) of which 20-30% of housing (45 to 68 units) would be affordable at an average of 40-80% AMI pursuant to MIH Options 1, 2 or 3, and approximately 53,871 gsf of parking consisting of 188 accessory spaces ("Proposed Project") on the Applicant owned Lots 90 and 91 ("Projected Development Site 1"). For the purposes of early childhood programs analysis, 80% of units for Projected Development Site 1 (181 units), would be affordable at or below 80% AMI.

To present a conservative analysis, this EAS analyzes one non-applicant owned projected development site and one non-applicant owned potential development site. Lot 99 is a non-Applicant owned, 4,975-sf lot that is improved with a one-story Enterprise rental car office. Under the Proposed Actions, the non-applicant owned Lot 99 would be developed into an 18-story, 185-foot tall, approximately 39,413 gsf, 6.0 FAR building including approximately 30,441 gsf of residential use comprising 30 units of which 20-30% of floor area (6 to 9 units) would be affordable at an average of 40-80% AMI pursuant to MIH Options 1, 2 or 3, approximately 5,372 gsf of commercial use, and approximately 3,600 gsf of parking comprising approximately 11 spaces by the projected 2028 build year ("Projected Development Site 2"). For purposes of early childhood programs analysis, 20% of units (6 units) would be affordable at or below 80% AMI. With the Proposed Actions the two projected development sites would consist of approximately 367,844 gsf including approximately 305,001 gsf of residential space comprising 256 dwelling units, and approximately 5,372 gsf of commercial space, and approximately 57,471 gsf of parking garage space comprising 199 parking spaces.

Per the soft-site criteria in the CEQR Technical Manual, although Lots 93, 95, 97, and 98 are under separate ownership, they have the potential to assemble to create a larger lot of approximately 12,016 sf. Given the substantial development

potential under the proposed rezoning, the potential for these lots to be under common ownership is reasonable. Therefore, Lots 93, 95, 97, and 98 are analyzed together as Potential Development Site 1, an 18-story, 185-foot tall (195 feet with bulkhead), approximately 93,715 gsf mixed-use commercial and residential development.

In addition, the Applicant is seeking public funding and/or financing through the New York City Department of Housing Preservation and Development (HPD)'s Extremely Low and Low-Income Affordability (ELLA) Program that funds the construction of low-income multi-family rental projects, in which a minimum of 80% of the units are affordable to households earning up to 80% of the Area Median Income (AMI). On Projected Development Site 1, 226 dwelling units (DUs) of which approximately 80% or 181 DUs would be income-restricted to households earning up to 80% AMI and the remaining 45 DUs would be income-restricted to households earning up to 90% AMI. Financing through the HPD ELLA program is being sought.

Project Location

BOROUGH Bronx	COMMUNITY DISTRICT(S) 8	STREET ADDRESS 5602-5604 Broadway
TAX BLOCK(S) AND LOT(S) Block 3267, lots 90, 91,93, 95, 97, 98, 99 and portions of 72, 75, 87, 88, and 110		ZIP CODE 10463

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS The Rezoning Area is bounded by Broadway on the west, Naples Terrace on the south, Major Deegan Expressway to the east and Lot 110 of Block 3267 to the north.

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY M1-1 | ZONING SECTIONAL MAP NUMBER 1d

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

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

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

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

Board of Standards and Appeals: ☐ YES ☒ NO

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

Department of Environmental Protection: ☐ YES ☒ NO ☐ Cogeneration Facility ☐ Title V Permit

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

☐ LEGISLATION	☒ FUNDING OF CONSTRUCTION, specify: HPD funding for affordable housing development through the ELLA Program.
☐ RULEMAKING	☐ POLICY OR PLAN, specify:
☐ CONSTRUCTION OF PUBLIC FACILITIES	☐ FUNDING OF PROGRAMS, specify:
☐ 384(b)(4) APPROVAL	☐ PERMITS, specify:
☐ OTHER, explain:	

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

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

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

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

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

☒ 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.): 57,454 sf
Waterbody area (sq. ft) and type: N/A
Roads, buildings, and other paved surfaces (sq. ft.): 57,454 sf
Other, describe (sq. ft.):

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

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 367,844sf
NUMBER OF BUILDINGS: 2
GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 367,844 sf
HEIGHT OF EACH BUILDING (ft.): 185
NUMBER OF STORIES OF EACH BUILDING: 13

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: 30,783 sf
The total square feet not owned or controlled by the applicant: 26,761 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 permanent and temporary disturbance (if known):
AREA OF TEMPORARY DISTURBANCE: 30,783 sq. ft. (width x length)
VOLUME OF DISTURBANCE: 307,830 cubic ft. (width x length x depth)
AREA OF PERMANENT DISTURBANCE: 30,783 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.)	305,001 sf	(1: 1,625 gsf, 2: -1,988)	N/A	N/A
Type (*e.g.,* retail, office, school)	256 units	(1: Retail, 2: Office)		

Does the proposed project increase the population of residents and/or on-site workers? ☒ YES ☐ NO
If "yes," please specify:
NUMBER OF ADDITIONAL RESIDENTS: 627
NUMBER OF ADDITIONAL WORKERS: 5
Provide a brief explanation of how these numbers were determined: NYC DCP PopulationFactFinder, 2020 Decennial census average household size for the Kingsbridge-Marble Hill [BX0802] NTA is 2.45 persons multiplied by total number of DUs. 2.45*256 = 627 residents. Multipliers used for existing and with-action conditions include: 1 worker per 250 sf of office space, 1 worker per 333 sf of local retail, 1 worker per 25 dwelling units and 1 worker per 50 parking spaces. Multipliers per "Gowanus Neighborhood Plan EAS" (CEQR No. 19DCP157K).

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

Has a No-Action scenario been defined for this project that differs from the existing condition? ☐ YES ☒ NO
If "yes," see Chapter 2, "Establishing the Analysis Framework" and describe briefly:

9. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2028
ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 23
WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☒ YES ☐ NO IF MULTIPLE PHASES, HOW MANY?

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: Excavation and foundation: 9 months; superstructure core and shell: 7 months; interior finishes and MEP: 10 months; and closeout and certificate of occupancy: 2 months. It is assumed for analysis purposes that construction of the non-Applicant owned Projected Development Site 2 would occur concurrently with the Applicant-owned Projected Development Site 1. Construction staging would occur on-site and would be conducted from 7am - 5pm during work days.

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

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

Part II: TECHNICAL ANALYSIS

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

- If the proposed project can be demonstrated not to meet or exceed the threshold, check the "no" box.
- If the proposed project will meet or exceed the threshold, or if this cannot be determined, check the "yes" box.
- For each "yes" response, provide additional analyses (and, if needed, attach supporting information) based on guidance in the CEQR Technical Manual to determine whether the potential for significant impacts exists. Please note that a "yes" answer does not mean that an EIS must be prepared—it means that more information may be required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant to provide additional information to support the 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 change in zoning different from surrounding zoning?	☒	☐
(c) Is there the potential to affect an applicable public policy?	☒	☐
(d) If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach. See Attachment B		
(e) Is the project a large, publicly sponsored project?	☐	☒
○ 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?	☒	☐
○ If "yes," complete the Consistency Assessment Form. See Appendix B		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
○ Generate a net increase of 200 or more residential units?	☒	☐
○ Generate a net increase of 200,000 or more square feet of commercial space?	☐	☒
○ Directly displace more than 500 residents?	☐	☒
○ Directly displace more than 100 employees?	☐	☒
○ Affect conditions in a specific industry?	☐	☒
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
○ Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
○ **Early Childhood Programs:** 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)	☒	☐
○ **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)	☒	☐
○ **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)	☐	☒
○ **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		
(a) Would the project change or eliminate existing open space?	☐	☒
(b) Would the project generate more than 200 additional residents or 500 additional employees?	☒	☐
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	☒	☐
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	☐	☒
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		

	YES	NO
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	☐	☒
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	☐	☒
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources. See Attachment G; Appendix C		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	☒	☐
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	☐	☒
8. *NATURAL RESOURCES*: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11?	☐	☒
○ If "yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed?	☐	☒
○ If "yes," complete the Jamaica Bay Watershed Protection Plan Project Tracking Form, and submit according to its instructions.		
9. *HAZARDOUS MATERIALS*: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	☐	☒
(b) Would the proposed project introduce new activities or processes using hazardous materials and increase the risk of human or environmental exposure?	☐	☒
(c) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	☐	☒
(d) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in the Hazardous Materials Appendix (including nonconforming uses)?	☒	☐
(e) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	☐	☒
(f) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (*e.g.*, gas stations, oil storage facilities, heating oil storage)?	☒	☐
(g) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	☐	☒
(h) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	☐	☒
(i) Has a Phase I Environmental Site Assessment been performed for the site?	☒	☐
○ If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: See Attachment F	☒	☐
(j) Based on the Phase I Assessment, is a Phase II Investigation needed? Yes	☒	☐
10. *WATER AND SEWER INFRASTRUCTURE*: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day? Increment: 63,096 gallons per day	☐	☒
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	☐	☒
(c) If the proposed project located in a separately sewered area, would it result in the same or greater development than the amounts 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?	☐	☒

	YES	NO
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): 11,270 ((increment of 627 residents x 17 pounds of waste = 10,662.40) + (increment of 10 general retail workers x 79 = 802.25) + (increment of -15 office workers x 13 = -194.90)		
○ 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?	☐	☒
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): 38,565 BTUs (38,565,109.8 MBtu) ((residential increment of 305,001 gsf x 126.7 MBtu = 38,643,626.7 MBtu) + (commercial increment of -363 gsf x 216.3 = -78,516.9 MBtu))		
(b) Would the proposed project affect the transmission or generation of energy?	☐	☒
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☒	☐
(b) If "yes," conduct the screening analyses, attach appropriate back up data as needed for each stage and answer the following questions:		
○ Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☒	☐
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.*	☐	☒
○ Would the proposed project result in more than 200 subway/rail, bus trips, or 50 Citywide Ferry Service ferry 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), 200 subway/rail trips per station or line, or 25 or more Citywide Ferry Service ferry trips on a single route (in one direction), or 50 or more passengers at a Citywide Ferry Service landing?	☐	☐
○ 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, or Citywide Ferry Service landing?	☐	☐
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☐	☒
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☒	☐
○ If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed) See Appendix D	☐	☒
(c) Does the proposed project involve multiple buildings on the project site?	☐	☒
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	☒
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 project require a GHG emissions assessment based on the guidance in Chapter 18?	☐	☐
16. *NOISE*: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	☒	☐
(b) Would the proposed project introduce new or additional receptors (see Section 114 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☒	☐
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	☐	☒
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☐	☒

	YES	NO
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	☐	☒
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a preliminary analysis, if necessary.		
18. *NEIGHBORHOOD CHARACTER*: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	☒	☐
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary. The Proposed Actions would not result in any significant adverse impacts in the following technical areas: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; and Noise. The With-Action condition is not reasonably close to significant adverse impact thresholds and therefore, a moderate effect or combination of moderate effects would not occur. Therefore, the Proposed Actions would not result in a significant adverse impact on Neighborhood Character.		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
○ Construction activities lasting longer than two years?	☐	☒
○ Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☒	☐
○ Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)?	☐	☒
○ Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	☐	☒
○ The operation of several pieces of diesel equipment in a single location at peak construction?	☒	☐
○ Closure of a community facility or disruption in its services?	☐	☒
○ Activities within 400 feet of a historic or cultural resource?	☐	☒
○ Disturbance of a site containing or adjacent to a site containing natural resources?	☐	☒
○ Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	☐	☒

(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination.

(See Attachment M, "Construction"). Excavation and foundation: 9 months; superstructure core and shell: 7 months; interior finishes and MEP: 10 months; and closeout and certificate of occupancy: 2 months. Construction of Projected Development Sites 1 and 2 facilitated by the Proposed Actions would occur concurrently and would be completed under two years. Standard construction techniques commonly used in construction projects in New York City would be utilized. Construction staging would be kept to the development sites and would not result in sidewalk or lane closures. Any permits required by the Department of Transportation's Office of Construction Mitigation and Coordination (OCMC) would be obtained prior to any construction activities. Regular weekday work hours of 7AM - 5PM would occur. Therefore, no construction assessment is needed and there would be no significant adverse construction impact.

20. *APPLICANT'S CERTIFICATION*

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

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

APPLICANT/REPRESENTATIVE NAME	DATE
Kovid Saxena	4/17/2025

SIGNATURE Kovid Saxena

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.

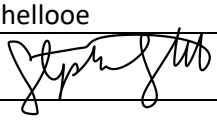
3. Check determination to be issued by the lead agency:

☐ **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	City Planning Commission
NAME: Stephanie Shellooe	DATE: April 18, 2025
SIGNATURE: 	

NEGATIVE DECLARATION

Statement of No Significant Effect

Pursuant to Executive Order 91 of 1977, as amended, and the Rules of Procedure for City Environmental Quality Review, found at Title 62, Chapter 5 of the Rules of the City of New York and 6 NYCRR, Part 617, State Environmental Quality Review, the Department of City Planning acting on behalf of the City Planning Commission assumed the role of lead agency for the environmental review of the proposed actions. Based on a review of information about the project contained in this environmental assessment statement (EAS) and any attachments hereto, which are incorporated by reference herein, the lead agency has determined that the proposed actions would not have a significant adverse impact on the environment.

Reasons Supporting this Determination

The above determination is based on information contained in this EAS, which finds the proposed actions sought before the City Planning Commission would not have a significant adverse impact on the environment. Reasons supporting this determination are noted below.

Land Use, Zoning, and Public Policy

A detailed analysis of land use, zoning, and public policy is included in the EAS. Riverdale Garage Corp (the "Applicant") is seeking a Zoning Map Amendment to rezone Bronx Block 3267, Lots 90, 91, 93, 95, 97, 98, 99 and portions of Lots 72, 75, 87, 88, and 110 ("Rezoning Area") from an M1-1 to an R7-3/C2-3 zoning district and a Zoning Text Amendment pursuant to Appendix F (collectively, the "Proposed Actions") to establish the Rezoning Area as a Mandatory Inclusionary Housing (MIH) Area in the Kingsbridge neighborhood of Bronx Community District 8. The Rezoning Area is generally bound by Broadway to the west, a prolongation of the centerline of Naples Terrace to the south, Major Deegan Expressway to the east, and Lot 110 of Block 3267 to the north. The Proposed Actions would facilitate the Applicant's proposed development at applicant-owned Block 3267 Lots 90 and 91 consisting of a 13-story 328,431 gross square foot (GSF), 6.0 floor area ratio (FAR) residential building containing 274,560 GSF of residential space including 226 dwelling units (DUs) of which 20%-30% (45-68 DUs) would be affordable at an average of 40-80% area median income (AMI) pursuant to MIH options 1, 2, or 3 and 188 accessory parking spaces at the cellar and sub-cellar garage at a building height of 135 feet. In addition, the Applicant is seeking public funding and/or financing through the New York City Department of Housing Preservation and Development (HPD)'s Extremely Low and Low-Income Affordability (ELLA) Program that funds the construction of low-income multi-family rental projects, in which a minimum of 80% of the units are affordable to households earning up to 80% of the AMI. To present a conservative analysis in the EAS, the Reasonable Worst Case Development Scenario (RWCDS) assumes a taller maximum building height of 185 feet (195 feet including a 10-foot bulkhead) for the development at Applicant-owned Lots 90 and 91 (Projected Development Site 1) and the development of mixed-use commercial and residential buildings on non-applicant owned Projected Development Site 2 at Block 3267, Lot 99 and on Potential Development Site 1 at Block 3267, Lots 93, 95, 97, and 98. In total, the Proposed Actions would facilitate 367,844 total GSF consisting of 305,001 residential GSF containing 256 DUs (20-30% of which (51-77 DUs) would be affordable at an average of 40-80% AMI pursuant to MIH options 1, 2 and 3), 5,732 commercial GSF, and 57,471 GSF of parking garage space containing 199 parking spaces on Projected Development Sites 1 and 2. Potential Development Site 1 is analyzed for site-specific bulk-related analysis sections and would be comprised of 93,715 total GSF containing 73,538 GSF of residential space, 12,977 GSF of commercial space and 36 parking spaces. The RWCDS analyzes a 185-foot maximum building height (195 feet including a 10-foot bulkhead) for the non-applicant owned Projected Development Site 2 and Potential Development Site 1. The Proposed Actions would facilitate residential and commercial land uses that are consistent with the study area (400-foot radius from the Rezoning Area) which consists of mixed-use buildings along Broadway and West 231st Street as well as multifamily residential buildings along West 232nd Street and Godwin Terrace. The Proposed R7-3/C2-3 district would be compatible with the study area's R6 district in the west of the study area and the R6/C1-3 and R6/C2-3 districts in the study area along Broadway, West 231st Street, and Albany Crescent. The Rezoning Area is located within New York City's coastal zone and is subject to review for its consistency with the City's Waterfront Revitalization Program (WRP). An assessment was conducted, and the Proposed Actions were found to be consistent with the policies set forth in the WRP (WRP #21-194). Overall, the Proposed Actions would be compatible with the study area's existing residential and mixed-use land use character, zoning, and public policies. Therefore, the Proposed Actions would not result in a significant impact to land use, zoning, or public policy.

Socioeconomic Conditions

A detailed analysis related to socioeconomic conditions is included in the EAS. The Proposed Actions would result in an incremental increase of 256 DUs and an indirect residential displacement analysis is warranted. Step 1 of the analysis shows that the weighted average income of the market-rate and affordable DUs would be $100,925, which exceeds the .25-mile study area's existing mean household income of $65,379. As a result, Step 2 of the analysis was warranted to determine whether the Proposed Actions' increase in population would be large enough relative to the size of the population expected to reside in the study area to affect real estate market conditions in the study area. The population that would be introduced from the Proposed Actions would total 627 residents reflecting a 3.92% increase from the no-action condition. The CEQR Technical Manual threshold for further analysis (proceeding to Step 3) is a population increase greater than 5% in the study area or within any identified subareas. Since the population increase is less than 5% within the study area, further analysis is not warranted, and the Proposed Actions would not result in a significant adverse impact to socioeconomic conditions.

Community Facilities and Services

A detailed analysis related to community facilities is included in the EAS. The Proposed Actions would introduce 53 additional elementary school students and 19 additional middle school students, which is over the combined 50 student threshold per the CEQR Technical Manual and a detailed analysis for public elementary and middle schools is warranted. In Bronx Community School District (CSD) 10, sub-district 2, the addition of 53 elementary school students would result in a utilization rate of 79.1% for elementary schools and a utilization rate of 74% for middle schools. The utilization rate for both public elementary and public middle schools would not be equal to or greater than 100%, nor would 100 or more new students be generated past a 100% utilization rate. Therefore, the Proposed Actions would not result in a significant adverse impact to public schools. The Proposed Actions would introduce 26 children eligible for publicly-funded early childhood programs which surpasses the 20 eligible children threshold per the CEQR Technical Manual and a detailed analysis is warranted. The utilization rate would increase from 74.3% in the no-action condition to 75.7% in the with-action condition, representing a 1.4% utilization rate increase in the 1.5-mile study area. The collective utilization rate would not exceed 100% and the utilization

Project Name: 5602-5604 Broadway Rezoning
CEQR # 24DCP106X
SEQRA Classification: Unlisted

rate increase would remain below 5%, which are the CEQR Technical Manual impact significance criteria. Therefore, the Proposed Actions would not result in a significant adverse impact to early childhood programs. Overall, the Proposed Actions would not result in a significant adverse impact to community facilities and services.

Open Space
A detailed open space analysis is included in the EAS. The incremental increase of 627 residents exceeds the CEQR Technical Manual threshold of 200 new residents for a detailed indirect open space analysis. The detailed analysis shows that between the no-action and with-action conditions, the total Open Space Ratio (OSR) would decrease from 0.395 to 0.390 per 1,000 residents, the active OSR would decrease from 0.174 to 0.172 per 1,000 residents, and the passive OSR would decrease from 0.221 to 0.218 per 1,000 residents, or a 1.24% decrease in total, active, and passive OSR. The percent changes in the total and active OSR's would each exceed the 1% optimal percentage reduction for both total and active OSR in areas with a total OSR of 0.50 or less and in areas with an active OSR range of 0.01 to 0.40. The passive OSR would not exceed the 3% optimal percentage reduction in areas with a passive OSR range of 0.21 to 0.30. Although the percent reduction in active and passive OSR would exceed the optimal percent reduction for total and active OSR's and the OSR in the 0.5-mile study area remains below the optimal 2.5 OSR under existing, no-action and with-action conditions, several open space resources are located just outside of the study area such as Van Cortlandt Park, Jerome Park Reservoir, and parks fronting the reservoir. Particularly, Van Cortlandt Park is a regional park totaling 1,146 acres of which 154 acres are within a one-mile radius from Projected Development Sites 1 and 2. Day Spring Park as part of the Tibbetts Brook Daylighting project would be completed by the 2028 build year and contain a greenway with a shared pathway and vegetation with seating traversing the eastern extent of the Rezoning Area. Additionally, the New York City Housing Authority Marble Hill Houses and Fort Independence Houses are located within the study area, and each contain their own on-site open spaces which were not included in the quantitative analysis. Due to these qualitative factors, the Proposed Actions would not result in a significant adverse open space impact.

Shadows
A detailed shadows analysis is included in the EAS. Development facilitated by the Proposed Actions would cast incremental shadows on sunlight-sensitive open space resources, including Crescent Park (March 21st/September 21st, May 6th/August 6th, and June 21st analysis days for 52 minutes, 42 minutes, and 2 hours and 14 minutes, respectively), Cooney Grauer Field (March 21st/September 21st analysis day for 50 minutes), PS 7 Playground (December 21st analysis day for 9 minutes), and the proposed Day Spring Park to be established by the 2028 build year as part of the Tibbetts Brook Daylighting Project (December 21st, March 21st/September 21st , May 6th/August 6th, and June 21st analysis days for 18 minutes, 2 hours and 19 minutes, 3 hours and 38 minutes, and 4 hours and 26 minutes, respectively). Crescent Park and Cooney Grauer Field contain vegetation and seating which would receive 6 to 8 hours of direct sunlight throughout the analysis days and, therefore, there would be no significant adverse shadows impact to these sunlight-sensitive resources. PS 7 Playground contains trees and playground areas, and incremental shadows would be cast for 9 minutes in the morning of the December 21st analysis day, leaving most of the resource with direct sunlight for the analysis day. As a result, there would be no significant adverse shadows impact to this sunlight-sensitive resource. Day Spring Park would contain a multipurpose path, trees, shrubs and plantings, and although the resource would receive shadows on each analysis day, the resource would continue to receive over 6 hours of sunlight during the growing season analysis days. Outside of the growing season, the resource would receive 5 hours and 16 minutes of direct sunlight on the December 21st analysis day. Overall, while incremental shadows would be cast on this sunlight sensitive resource, the portions of the park receiving incremental shadows would be limited in comparison to the entire length of the proposed park which would begin at West 230th Street to the south and continue into the southern portion of Van Cortlandt Park, totaling over a mile in distance. Therefore, the Proposed Actions would not result in a significant adverse shadows impact.

Disadvantaged Communities Assessment
An assessment of the Proposed Action's potential effects on disadvantaged communities is included in this EAS. The Rezoning Area is located within a designated disadvantaged community according to the NYSDEC Disadvantaged Community Assessment Tool (DACAT). The Proposed Actions would not result in significant adverse impacts on the following technical areas analyzed in the EAS: land use, zoning, and public policy, socioeconomic conditions, community facilities and services, open space, shadows, hazardous materials, noise, air quality, and construction. As such, the Proposed Actions would not disproportionately affect any disadvantaged communities, nor would they cause or increase a disproportionate pollution burden on disadvantaged communities.

Hazardous Materials, Air Quality, and Noise
An (E) designation (E-843) related to hazardous materials, air quality, and noise would be established as part of the approval of the proposed actions. Refer to "Determination of Significance Appendix: (E) designation" for the applicable (E) designation requirements. The hazardous materials, air quality, and noise analyses conclude that with the (E) designation in place, the proposed actions would not result in a significant adverse impact related to hazardous materials, air quality, or noise.

No other significant effects upon the environment that would require the preparation of a Draft Environmental Impact Statement are foreseeable. This Negative Declaration has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law (SEQRA). Should you have any questions pertaining to this Negative Declaration, you may contact Erin Whitney at ewhitney@planning.nyc.gov.

TITLE	LEAD AGENCY
Director, Environmental Assessment and Review Division	Department of City Planning on behalf of the City Planning Commission 120 Broadway, 31st Fl. New York, NY 10271 | 212.720.3328
NAME Stephanie Shellooe, AICP	DATE April 18, 2025
SIGNATURE 	

Project Name: 5602-5604 Broadway Rezoning
CEQR # 24DCP106X
SEQRA Classification: Unlisted

TITLE Chair, City Planning Commission	
NAME Daniel R. Garodnick	DATE April 23, 2025
SIGNATURE	

Project Name: 5602-5604 Broadway Rezoning
CEQR # 24DCP106X
SEQRA Classification: Unlisted

Determination of Significance Appendix

The Proposed Action(s) were determined to have the potential to result in changes to development on the following site(s):

Development Site	Borough	Block and Lot
Projected Development Site 1	Bronx	Block 3267, Lots 90 and 91
Projected Development Site 2	Bronx	Block 3267, Lot 99
Potential Development Site 1	Bronx	Block 3267, Lot 93, 95, 97, 98

(E) Designation Requirements

To ensure that the proposed actions would not result in significant adverse impacts related to hazardous materials, air quality, and noise an (E) designation (**E-843**) would be established as part of approval of the proposed actions on **Projected Development Site 1, Projected Development Site 2, and Potential Development Site 1** as described below:

Development Site	Hazardous Materials	Air Quality	Noise
Projected Development Site 1	X	X	X
Projected Development Site 2	X	X	X
Potential Development Site 1	X	X	X

Hazardous Materials

The (E) designation requirements applicable to Projected Development Site 1 (Block 3267, Lots 90 and 91), Projected Development Site 2 (Block 3267, Lot 99), and Potential Development Site 1 (Block 3267, Lot 93, 95, 97, 98):
for hazardous materials would apply as follows:

Task 1 – Sampling Protocol

A Phase I Environmental Site Assessment must be submitted to the New York City Mayor's Office of Environmental Remediation (OER). If required based on Phase I ESA conclusions, a soil, groundwater, and soil vapor testing protocol must also be submitted, including a description of methods and a site map with all sampling locations clearly and precisely represented.

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

Task 2 – Remediation Determination and Protocol

A written report with findings and a summary of the data must be submitted to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such results, a determination will be made

by OER if the results indicate that remediation is necessary. If OER determines that no remediation is necessary, written notice shall be given by OER.

If remediation is needed, a proposed remediation plan must be submitted to OER for review and approval. Such remediation must be completed as determined necessary by OER. Appropriate documentation indicating that the work has been satisfactorily completed must be provided.

A Construction Health and Safety Plan (CHASP) should be submitted to OER and would be implemented during excavation and construction activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil, groundwater, and/or soil vapor. This CHASP will be submitted to OER prior to implementation.

Air Quality

The (E) designation requirements for air quality would apply as follows:

Projected Development Site 1 (Block 3267, Lots 90 and 91): Any new residential development on the above-referenced property must ensure the HVAC system and hot water equipment are powered by electricity only, with no venting or stacks, to avoid any potential significant adverse air quality impacts.

Projected Development Site 2 (Block 3267, Lot 99): Any new residential and/or commercial development on the above-referenced property must ensure the HVAC system and hot water equipment are powered by electricity only, with no venting or stacks, to avoid any potential significant adverse air quality impacts.

Potential Development Site 1 (Block 3267, Lot 93, 95, 97, 98): Any new residential and/or commercial development on the above-referenced property must ensure the HVAC system and hot water equipment are powered by electricity only, with no venting or stacks, to avoid any potential significant adverse air quality impacts.

Noise

The (E) designation requirements for noise would apply as follows:

Projected Development Site 1 (Block 3267, Lots 90 and 91): In order to ensure an acceptable interior noise level, future residential uses must provide a closed-window condition with a minimum of 37 dBA window/wall attenuation on the facades facing Broadway within 50 feet of Broadway and the facades facing West 233rd Street within 50 feet of Broadway and the facades facing West 231st Street within 50 feet of Broadway; 33 dBA of attenuation on the facades facing Broadway beyond 50 feet but within 145 feet of Broadway and the facades facing West 233rd Street beyond 50 feet of Broadway but within 165 feet of elevated train and the facades facing West 231st Street beyond 50 feet of Broadway but within 165 feet of elevated train; and 28 dBA of attenuation on the facades facing Broadway beyond 145 feet of Broadway and the facades facing Major Deegan Expressway and the facades facing West 233rd Street beyond 165 feet of elevated train and the facades facing West 231st Street beyond 165 feet of elevated train to maintain an interior L10 noise level not greater than 45 dBA or interior Ldn noise level not greater than 40 dBA for residential uses as illustrated in the EAS. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.

Projected Development Site 2 (Block 3267, Lot 99): In order to ensure an acceptable interior noise level, future residential/commercial office uses must provide a closed-window condition with a minimum of 37 dBA window/wall attenuation on the facades facing Broadway and the facades facing West 233rd Street within 50 feet of Broadway and the facades facing West 231st Street within 50 feet of Broadway and 33 dBA of attenuation on the facades facing West

233rd Street beyond 50 feet of Broadway and the facades facing West 231st Street beyond 50 feet of Broadway to maintain an interior L10 noise level not greater than 45 dBA or interior Ldn noise level not greater than 40 dBA for residential uses or interior L10 noise level not greater than 50 dBA for commercial office uses as illustrated in the EAS. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.

Potential Development Site 1 (Block 3267, Lot 93, 95, 97, 98): In order to ensure an acceptable interior noise level, future residential/commercial office uses must provide a closed-window condition with a minimum of 37 dBA window/wall attenuation on the facades facing Broadway and the facades facing West 233rd Street within 50 feet of Broadway and the facades facing West 231st Street within 50 feet of Broadway and 33 dBA of attenuation on the facades facing West 233rd Street beyond 50 feet of Broadway and the facades facing West 231st Street beyond 50 feet of Broadway to maintain an interior L10 noise level not greater than 45 dBA or interior Ldn noise level not greater than 40 dBA for residential uses or interior L10 noise level not greater than 50 dBA for commercial office uses as illustrated in the EAS. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.

Attachment A: Project Description

I. INTRODUCTION

Riverdale Garage Corp ("the Applicant") is requesting a zoning map amendment to rezone lots 90, 91, 93, 95, 97, 98, 99 and portions of (p/o) Lots 72, 75, 87, 88 and 110 on Block 3267 (“Rezoning Area”), from a M1-1 zoning district to a R7-3/C2-3 zoning district, and a zoning text amendment to Zoning Resolution (ZR) Appendix F to establish a Mandatory Inclusionary Housing (MIH) area (“Proposed Actions”), to facilitate the redevelopment of 5602-5604 Broadway (Applicant-owned Block 3267, Lots 90 and 91) in the Kingsbridge neighborhood of Bronx Community District 8 (CD 8) (“Projected Development Site 1”). The Proposed Actions would facilitate the development of a 13-story, 135-foot tall, approximately 328,431 gross square feet (gsf) building, including approximately 274,560 gsf of residential use comprising approximately 226 dwelling units (DUs), and approximately 53,871 gsf of parking space comprising approximately 188 accessory parking spaces (“Proposed Project”), on Projected Development Site 1. 20-30% of the 226 dwelling units (45 to 68 units) would be affordable at an average of 40-80% AMI pursuant to MIH Options 1, 2 or 3, and for the purposes of early childhood programs analysis, 80% of units for Projected Development Site 1 (181 units), would be affordable at or below 80% AMI.

In addition to the Proposed Actions, the Applicant is seeking public funding and/or financing through the New York City Department of Housing Preservation and Development (HPD) Extremely Low and Low-Income Affordability (ELLA) Program that funds the construction of low-income multi-family rental projects with a minimum of 80% of units being income-restricted to households earning up to 80% AMI. With HPD funding, all of the proposed dwelling units on Projected Development Site 1 would be income-restricted with approximately 80% of the 226 DUs (181 DUs) affordable to households earning up to 80% of the Area Median Income (AMI) and the remaining 45 DUs would be income-restricted at 90% AMI. For CEQR purposes, the EAS analyzes affordable units pursuant to MIH as described above, however, for conservative analysis, Attachment C, “Socioeconomic Conditions” analyzes units affordable up to 80% AMI. The Proposed Actions are discretionary approvals subject to environmental review pursuant to the State Environmental Quality Review Act (SEQRA), in conformance with City Environmental Quality Review (CEQR) guidelines and procedures. The New York City Department of City Planning (DCP) is the lead agency for this environmental review. This attachment establishes the analytical framework for the technical analyses in this Environmental Assessment Statement (EAS).

II. DESCRIPTION OF THE SURROUNDING AREA

The Rezoning Area is located within Bronx Community District 8, which encompasses the neighborhoods of Riverdale, Spuyten Duyvel, Marble Hill, Kingsbridge, and Fieldston (**Figure A-1: Site Location Map**). Within the surrounding area, the Rezoning Area is located on Broadway which is a principal arterial and a commercial street retail corridor generally developed with one and two-story general retail uses. Land uses within a half-mile radius of the Rezoning Area include residential, commercial, institutional, and auto-oriented uses **(Figure A-3: Land Use Map)**. Open spaces in the surrounding area includes the 0.44-acre Crescent Park and the Cooney Grauer baseball field within the 400-foot study area. Institutional uses in the surrounding area include the Iepa Monh Arioy Nektapioy Monastery of Saint Nektarios at 3107 Bailey Avenue and a Buddhist Temple at 3070 Albany Crescent. The site of the proposed Day Spring Park has been unimproved and inaccessible to the public since it was mapped as parkland in 2011 but is part of the Tibbets Brook Daylighting Project, which has a build year of 2028.

The Rezoning Area is in an M1-1 zoning district (**Figure A-4: Existing Zoning Map**), which permits 1.0 FAR for permitted commercial and manufacturing uses, which can be increased to 2.4 with certain community facility uses, and has a required one parking space per 300 sf. In this district, the height and setback regulations restrict the front wall height to the lesser of 30 feet or two stories, above which the building must be setback beyond a sky exposure plane sloping away from the street line at a ratio of 1.4 to one on a narrow street and 1.4 to one on a wide street. Within a 400-foot radius of the Rezoning Area, there are R6 districts mapped to the west, south, and east and consist of multi-family apartments. The surrounding area also contains C1-3 and C2-3 commercial overlays extending from West 230th Street up to West 238th Street and feature one- and two-story mixed use commercial and residential buildings (**Figure A-2: Tax Lot Map**).

Public transit includes the Metropolitan Transit Authority (MTA) Number 1 subway line which is elevated above Broadway and fronts the Projected Development Sites 1 and 2. The 231st Street station is located 180 feet south of the Projected Development Site 1, at West 231st Street and Broadway.

III. DESCRIPTION OF THE REZONING AREA

The proposed Rezoning Area is bounded by Broadway to the west, the Major Deegan Expressway to the east, and an R6 zoning district boundary to the south. The northern boundary of the Rezoning Area extends 220 feet south of West 233rd Street and consists of Block 3267, Lots 90, 91, 93, 95, 97, 98, 99 and portions of Lots 72, 75, 87, 88 and 110 (**Figure A-5: Proposed Zoning Map and Figure A-6 Aerial Map and Key Photos**).

Projected Development Site 1 (Block 3267, Lot 90 and 91): Lot 90 is a 2,508 sf Applicant-owned rectangular lot with 25.1 feet of frontage along Broadway. It is improved with a three-story commercial building with a total floor area of 3,975 gsf with approximately 1,988 gsf of commercial office space and approximately 1,987 gsf of commercial retail. Lot 91 is a 28,275-sf lot that has been owned and operated by the Applicant since 1985. It has 31 feet of frontage along Broadway. It is occupied by the two-story, 39,150 gsf above ground public parking garage containing 185 parking spaces. A 1,000 gsf auto repair shop, United Auto Repair Shop Inc., is also located on this lot. Lots 90 and 91 together comprise Projected Development Site 1. Projected Development Site 1 is a 30,783 sf irregularly shaped interior lot with 56 feet of frontage along Broadway. A majority of the Projected Development Site 1 has no street frontage. It is separated from the Major Deegan Expressway by Lot 72.

Projected Development Site 2 (Block 3267, Lot 99): Lot 99 on Block 3267 is a 4,975-sf lot with a 49.9 feet frontage along Broadway, FAR of 0.35, and improved with a one-story, 1,760 gsf car-rental building with 11 parking spaces. Based on the soft-site criteria in the *CEQR Technical Manual*, Lot 99 is considered

a soft site due to it being nearly 5,000 sf and currently developed to less than half of the maximum permitted FAR under the rezoning ("Projected Development Site 2").

5606-5608 Broadway (Block 3267, Lot 93): Lot 93 is a 3,500-sf lot with an existing FAR of 0.8 and improved with two two-story commercial office buildings totaling 2,772 gsf.

5610-5612 Broadway (Block 3267, Lot 95): Lot 95 is a 3,500-sf lot with an existing FAR of 0.4 and improved with two two-story commercial retail/office buildings totaling 1,360 gsf.

5614 Broadway (Block 3267, Lot 97): Lot 97 is a 2,508-sf lot with an existing FAR of 1.3 and improved with a 3,226 gsf three-story mixed-use building with two DUs and ground floor retail use.

5616 Broadway (Block 3267, Lot 98): Lot 98 is a 2,508-sf lot with an existing FAR of 0.8 that is improved with a 2,092 gsf three-story mixed-use building with two DUs and ground floor retail use. These sites are legally non-conforming with zoning requirements.

5600 Broadway (Block 3267, Lot 87): Lot 87 is a 2,100-sf lot with an existing FAR of 0.9 and is improved with a 1,875 gsf one-story commercial building. Only a small portion, approximately 953 sf of the lot would be rezoned under the Proposed Actions. Due to the small lot size, only a portion of which is contained within the Rezoning Area, this lot is not being analyzed as a soft site.

Block 3267, Lot 88 (no street address): Lot 88 is a 7,651-sf lot that includes a prolongation of the centerline of Naples Terrace and is used as a parking lot. Approximately 6,723 sf of the lot would be rezoned under the Proposed Actions. This site is legally non-conforming with existing zoning requirements. Due to the irregular lot shape, only a portion of which is contained within the Rezoning Area, and the existing longstanding uses on the site, this lot is not being analyzed as a soft site.

Block 3267, Lot 110: Lot 110 is a 37,013-sf lot that is occupied by a funeral home. A small sliver along the southern lot line of lot 110 (extending 220 feet south of West 233rd Street) is included in the Rezoning Area. Due to the long standing uses on the site, and that only a small portion of the lot is contained within the Rezoning Area, it is not being analyzed as a soft site.

Block 3267, Lot 75: Lot 75 is a 3,224-sf lot that is currently vacant. Only the northern portion of the lot adjacent to Lot 88 is included in the Rezoning Area. Due to the small lot size, only a portion of which is contained within the Rezoning Area, this lot is not being analyzed as a soft site.

Block 3267, Lot 72: Lot 72 is a 31,071-sf lot that is former Putnam Railroad Right of Way. Although technically a transportation/utility land use, this lot is currently vacant and unavailable for public use. Only a small portion in the middle of the lot, bordering Projected Development Site 1, is included in the Rezoning Area. Due to the proposed Day Spring Park on this lot, and that only a small portion is contained within the Rezoning Area, this lot is not analyzed as a soft site.

IV. DESCRIPTION OF THE PROPOSED PROJECT

Projected Development Site 1

The Proposed Actions would facilitate the development of a residential building with a cellar and sub-cellar on the applicant-owned Projected Development Site 1 **(Figure A-7: Proposed Site Plan)**. The proposed building would be 13-stories, or approximately 135 feet tall, would contain approximately 226 DUs, consisting of approximately 328,431 gsf including approximately 274,560 gsf (184,683 zsf) of residential use and approximately 53,871 gsf of below-grade parking space, with a total FAR of 6.0. Parking garage entrance will be located on Broadway with a 20-foot curb cut. Of the 226 DUs, 20-30% of housing (45 to 68 units) would be affordable at an average of 40-80% AMI pursuant to MIH Options 1, 2 or 3, and have an

average DU size of 850 sf. The sub-cellar-level parking would have 86 spaces with car lifts and the cellar-level parking would have 102 spaces with car lifts. The proposed 188 parking spaces would be used as an accessory group parking facility, where permitted accessory residential spaces can serve residents and can also be rented to non-residents on a short-term basis pursuant to ZR Section 36-461(a) and ZR Section 25-41. As per ZR Section 36-12 and ZR Section 25-12 the maximum size of an accessory group parking facility is 200 spaces. The proposed parking therefore complies with zoning requirements and allows use by residents as well as non-residents. The Project Site is located within the Outer Transit Zone, and therefore subject to ZR 25-222, whereby parking spaces are required for 15% of standard units and are not required for qualifying affordable units, which include MIH units. Access to the parking garage would be provided through a 20-foot curb cut at the entrance to the Projected Development Site 1 from Broadway.

In addition, the Applicant is seeking public funding and/or financing through the New York City Department of Housing Preservation and Development (HPD)'s Extremely Low and Low-Income Affordability (ELLA) Program that funds the construction of low-income multi-family rental projects, in which a minimum of 80% of the units are affordable to households earning up to 80% of the Area Median Income (AMI).

V. ACTION(S) NECESSARY TO FACILITATE THE PROJECT

The discretionary actions necessary to facilitate the construction of the Proposed Project include:

1. **Zoning Map Amendment** to rezone the Rezoning Area from the existing M1-1 zoning district to R7-3/C2-3.
2. **Zoning Text Amendment:** to Appendix F (Inclusionary Housing and Mandatory Inclusionary Housing Areas) of the ZR to designate the Rezoning Area an MIH area.

In addition to the discretionary approvals subject to ULURP, the Applicant intends to seek public funding and/or financing from HPD’s ELLA program.

VI. ANALYSIS YEAR

The 2028 build year assumes a 23-month concurrent construction period for both Projected Development Sites 1 and 2. Based on anticipated ULURP approvals by 2025 and a 23-month construction period (excavation and foundation: 9 months; superstructure core and shell: 7 months; interior finishes and MEP: 10 months; and closeout and certificate of occupancy: 2 months).

VII. PURPOSE AND NEED OF THE PROPOSED ACTION

The proposed zoning map and text amendments would facilitate the redevelopment of an underutilized site with new affordable housing near mass transit. The current M1-1 zoning district is intended for areas with one-story light industrial buildings and wholesale service/storage facilities and precludes residential development. Therefore, the Proposed Actions are needed to allow residential use and affordable housing on the Project Site. The Proposed Actions would support the goals and principles outlined in the new housing program put forward by the Adams administration, the Housing Our Neighbors Plan: A Blueprint for Housing and Homelessness, to create high quality affordable housing for New Yorkers. The Proposed Actions would facilitate the creation of approximately 256 DUs between Projected Development Site 1 and Projected Development Site 2, 20-30% (51 to 77 DUs) of which would be affordable at a range of 40-80% AMI pursuant to MIH Options 1, 2 or 3 in Bronx Community District 8, where, according to the American

Community Survey 2015-2019, 45.5% of households are rent burdened (i.e., spending 30% or more of their income on rent).

Additionally, the Applicant is seeking public funding and/or financing of the Proposed Project on Projected Development Site 1 through HPD's ELLA Program which, if approved, would result in 80% of the 226 units (181 DUs) affordable up to 80% AMI and the remaining 20% (45 DUs) affordable up to 90% AMI.

The proposed zoning map amendment to an R7-3/C2-3 zoning district **(Figure A-5: Proposed Zoning Map)**, would facilitate the Proposed Project by allowing residential use which is not permitted within the existing M1-1 zoning district. The proposed R7-3/C2-3 zoning district would also allow commercial use and community facility use in the Rezoning Area, is consistent with the surrounding context and facilitates transit oriented residential growth.

The proposed zoning text amendment would establish a new MIH Area within the rezoning area. The MIH program requires that permanently income-restricted housing be provided within certain new residential developments, enlargements, and conversions from non-residential to residential use within mapped MIH Areas.

The Projected Development Sites 1 and 2 are located within the Outer Transit Zone in close proximity to the Bx9 bus line and Number 1 subway line at the 231st Street subway station, 180 feet from the Projected Development Site 1, thereby locating affordable housing near public transportation options.

VIII. KNOWN DEVELOPMENTS WITHIN PROJECT VICINITY

Based on active building permits in the area, no known, ongoing, or proposed developments were identified within 400 feet of the Projected Development Sites 1 and 2 within anticipated completion dates on or prior to the 2028 build year.

IX. NO-ACTION CONDITION

Absent the Proposed Actions (the No-Action condition), the lease on United Auto Repair shop located on Lot 91 would not be continued and would be replaced with the parking use. The rest of Lot 91 would continue to operate as a 39,150-sf public parking facility, as under existing conditions. There is a 3,976 gsf commercial building on Lot 90, 1,988 gsf of which is commercial office and 1,987 gsf of which is commercial retail. In the No-Action Condition, Lot 90 would continue as under existing conditions. Lot 99 would continue to be a 4,975-sf lot, currently improved with a 1,760 gsf commercial building occupied by Enterprise rental car with an FAR of 0.4. The non-applicant owned sites in the Rezoning Area that consist Potential Development Site 1 (Lots 93, 95, 97, and 98) would remain the same as under existing conditions, as two two-story commercial office buildings totaling 2,772 gsf (Lot 93); two two-story commercial retail/office buildings totaling 1,360 gsf (Lot 95); a 3,226 gsf three-story mixed-use building (Lot 97); and a 2,092 gsf three-story mixed-use building (Lot 98).

X. WITH-ACTION CONDITION

In the With-Action scenario, the proposed R7-3/C2-3 Zoning District would allow a maximum of 6.0 FAR for residential uses (with MIH), a max FAR of 2.0 for commercial use, and a max FAR of 6.5 for community facility use. The total allowable FAR under the Proposed Actions would be 6.0. The existing garage would be demolished in the With-Action condition. Projected Development Site 1, Projected Development Site 2, and Potential Development Site 1 all consist of zoning lots with a transportation-infrastructure-adjacent

frontage with the elevated train along Broadway, and therefore the maximum permitted height under the Proposed Actions is 185 feet, pursuant to ZR section 23-434. This is the height analyzed in the With-Action condition and will present a more conservative analysis. Projected Development Site 1 (Block 3267, Lots 90 and 91) would be developed as an 18-story, 185-foot tall (195-feet with bulkhead), approximately 328,431 gsf residential development including approximately 274,560 gsf (184,683 zsf) of residential use comprising 226 dwelling units (DUs), with an average DU size of 850 sf of which 20-30% of units (45 to 68 DUs) would be affordable at an average of 40-80% AMI pursuant to MIH Options 1, 2 or 3, and approximately 53,871 gsf of cellar and sub-cellar-level parking space totaling 188 accessory parking spaces, with a total FAR of 6.0. Projected Development Site 1 assumes the maximum development feasible under the Proposed Actions. For the purposes of early childhood programs analysis, 80% of units for Projected Development Site 1 (181 units) would be affordable at or below 80% AMI.

In addition, Lot 99 adheres to the soft site criteria as listed in the *CEQR Technical Manual* (Chapter 2, Section 410) and therefore, with the approval of the Proposed Actions, would be developed to the maximum development feasible on the non-Applicant owned Projected Development Site 2 (Block 3267, Lot 99) by the 2028 build year. Projected Development Site 2 would be developed with an 18-story, 185-foot tall (195 with rooftop bulkhead), approximately 39,413 gsf (29,844 zsf) building comprising approximately 30,441 gsf (25,367 zsf, 5.10 FAR) of residential use including 30 DUs with an average DU size of 850 sf, approximately 5,372 gsf (4,477 zsf, 0.90 FAR) of commercial retail use, and approximately 3,600 gsf of cellar parking with 11 parking spaces. Three to four parking spaces are required accessory parking for the residential units (15% of the market-rate units), and 14 spaces as accessory parking for commercial use would be waived for commercial uses, pursuant to ZR Section 36-231 due to generating less than 25 parking spaces. Under the proposed rezoning, Projected Development Site 2 would have a maximum FAR of 6.0 including a commercial FAR of 0.9. Approximately 20-30% of housing (6 to 9 units) would be affordable at an average of 40-80% AMI pursuant to MIH Options 1, 2, and 3. For purposes of early childhood programs analysis, 20% of units (6 units) would be at or below 80% AMI. 185 feet is the maximum height permitted under the R7-3 rezoning pursuant to ZR 23-434, though 195-feet is assumed for analysis purposes resulting from a rooftop mechanical bulkhead.

Per the soft-site criteria in the *CEQR Technical Manual*, although Lots 93, 95, 97, and 98 are under separate ownership, they have the potential to assemble to create a larger lot of approximately 12,016 sf. Given the combined lot size and substantial development potential under the proposed rezoning, the potential for these lots to be under common ownership is reasonable. However, because of the different ownership of these lots, development is less likely and is thus analyzed as a potential development site. Per *CEQR Technical Manual* guidance, potential development sites are analyzed for site-specific bulk and height analysis sections and not for density-based analysis sections. Therefore, Lots 93, 95, 97, and 98 are analyzed together as Potential Development Site 1, an 18-story, 185-foot-tall (195 feet with bulkhead), approximately 93,715 gsf (72,096 zsf) development comprised of approximately 73,538 gsf (61,282 zsf) of residential space with 87 DUs, approximately 12,977 gsf (10,814 zsf) of commercial office space, and approximately 7,200 gsf of parking consisting of 36 spaces.

XI. REASONABLE WORST CASE DEVELOPMENT SCENARIO (RWCDS)

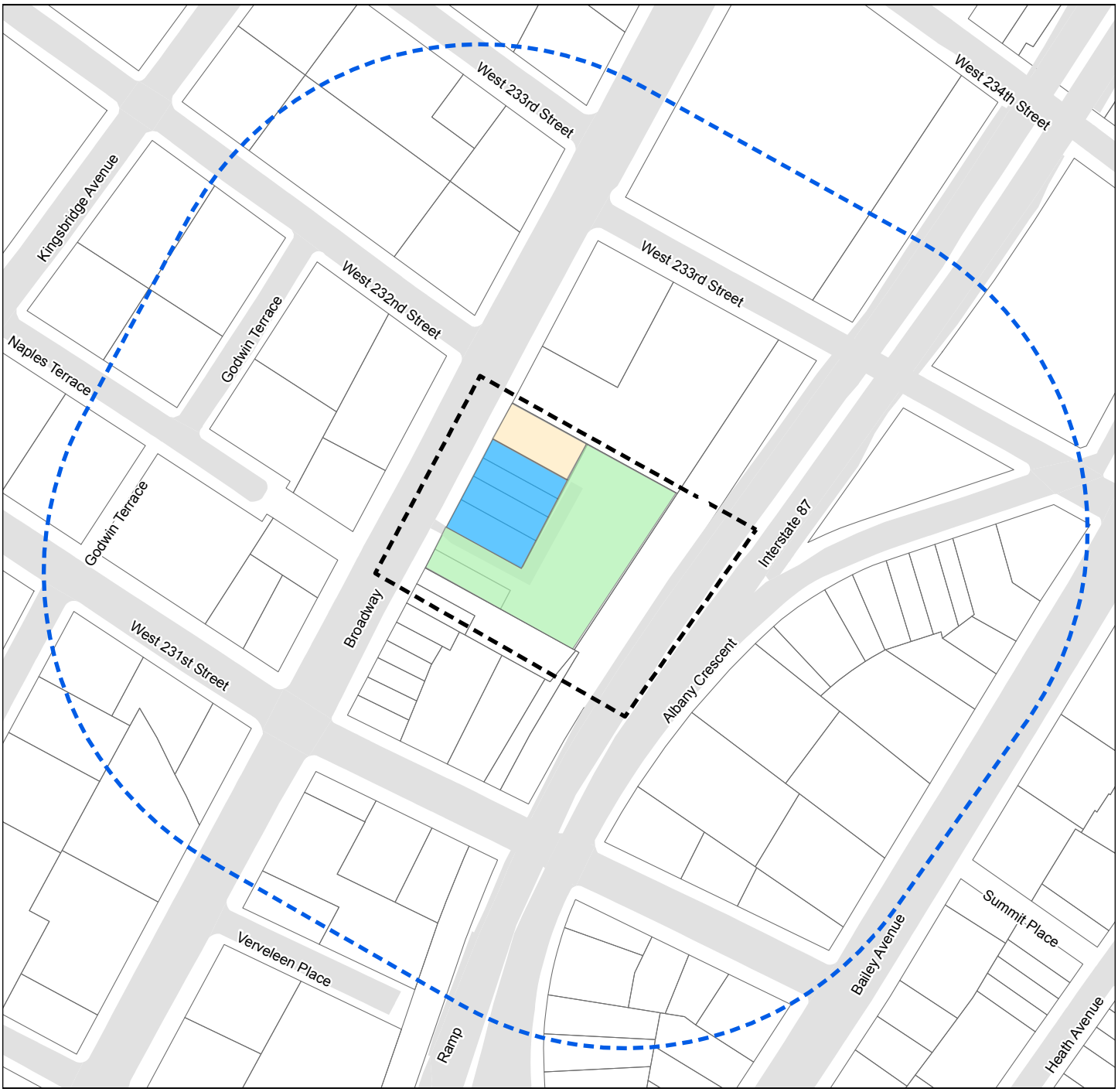
The RWCDS establishes the appropriate framework for analysis to allow the lead agency to make reasonable conclusions regarding the likely environmental effects resulting from a Proposed Project. A Reasonable Worst-Case Scenario is broadly defined as the potential development under both the future No-Action and With-Action conditions that is used to determine the change in permitted development created by a discretionary action. The RWCDS focuses on the incremental development that can occur on Projected Development Site 1 and Projected Development Site 2 between the No-Action, and With-Action conditions **(Table A-1)**. Potential Development Site 1 is assessed for site-specific technical areas.

Table A-1: Reasonable Worst-Case Development Scenario

Land Use	Existing Condition (gsf)	No-Action Condition (gsf)[1]	With-Action Condition (gsf)	Increment (gsf)
Projected Development Sites 1 & 2 (Block 3267, Lots 90, 91, 99)				
Residential (gsf)	0	0	305,001	305,001
dwelling units (DUs)	*0*	*0*	*(256 DUs)*	*(256 DUs)*
Parking (gsf)	39,150	39,150	57,471	18,321
(total spaces)	*196*	*196*	*199*	3
Commercial (gsf)	5,735	5,735	5,372	-363
Workers	*25*	*25*	*30*	*5*
Residents	*0*	*0*	*627*	*627*
Total (gsf)	**44,885**	**44,885**	**367,844**	**322,959**
Potential Development Site 1 (Block 3267, Lots 93, 95, 97, 98)				
Residential (gsf)	3,546	3,546	72,096	69,992
dwelling units (DUs)	n/a	n/a	(87 DUs)	n/a
Parking (gsf)	0	0	7,200	7,200
(spaces)	0	0	36	36
Commercial (gsf)	5,904	5,904	12,977	7,073
Total (gsf)	**9,450**	**9,450**	**93,715**	**84,265**

1. No-Action condition is updated from previous version (Filed EAS v2) to reflect existing conditions on Lot 90.

The Proposed Actions could result in potential development on Block 3267, Lots 93, 95, 97, 98. Although these lots are under separate ownership, due to site configuration they have the potential to assemble to create a larger lot size of 12,016 sf. Given the substantial development potential under the proposed rezoning, the potential for these lots to be under common ownership is reasonable. However, because of the different ownership of these lots, development is less likely, and it is thus analyzed for site-specific bulk analysis sections and not for density-based analysis sections. Lots 93, 95, 97, and 98 are analyzed together as Potential Development Site 1. Per the guidance of the *CEQR Technical Manual*, Potential Development Site 1 would be analyzed for site-specific assessments and is not considered in the analysis of any density-based assessments.



Sources: 2023 PLUTO, DCP, NYS GIS Program Office (GPO) 2021

0 200 400 Feet

Projected Development Site 1

Projected Development Site 2

Potential Development Site 1

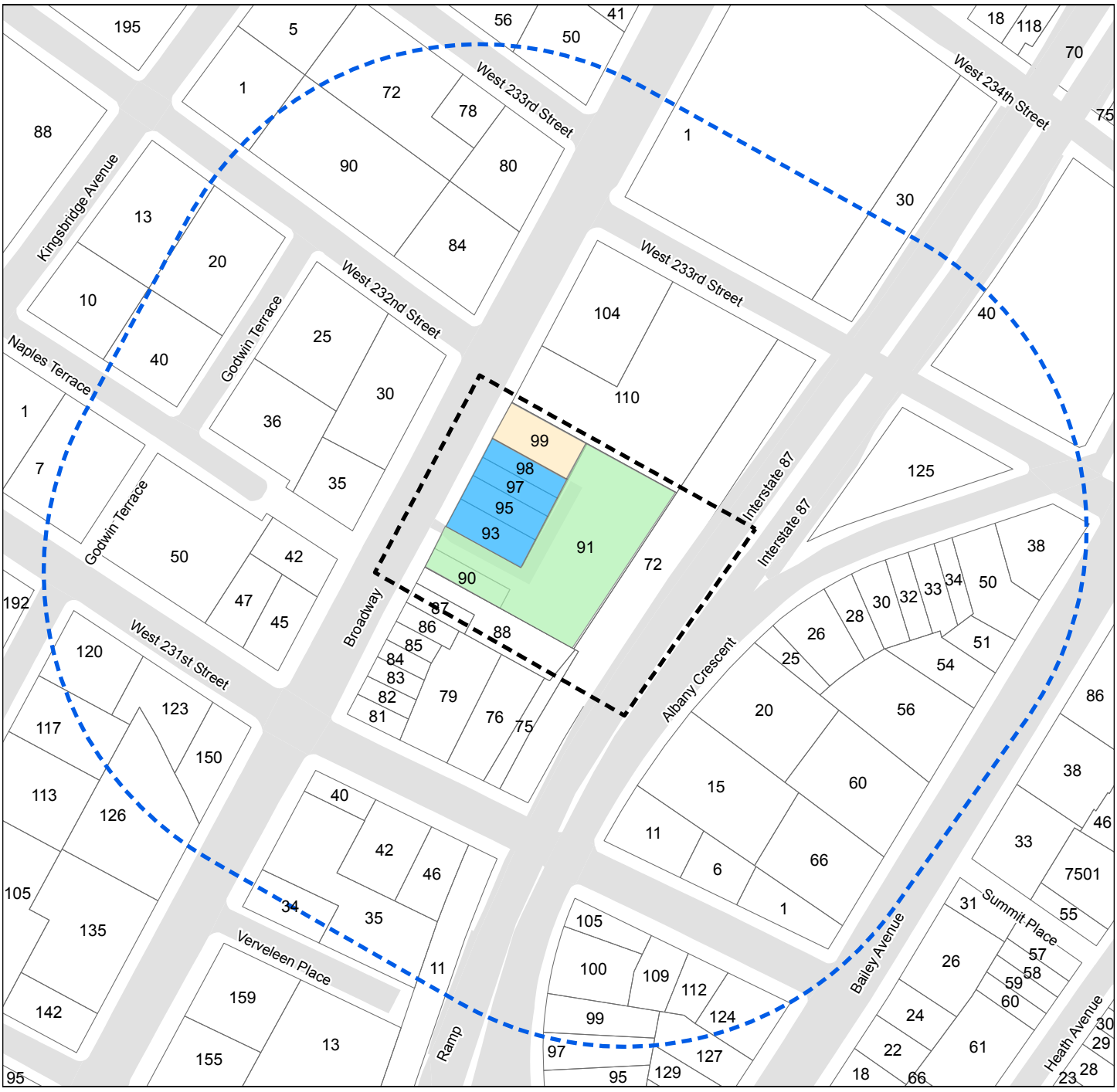
400-foot Boundary

Rezoning Area

SITE LOCATION MAP

Figure A-1

5602-5604 Broadway EAS



Projected Development Site 1

Projected Development Site 2

Potential Development Site 1

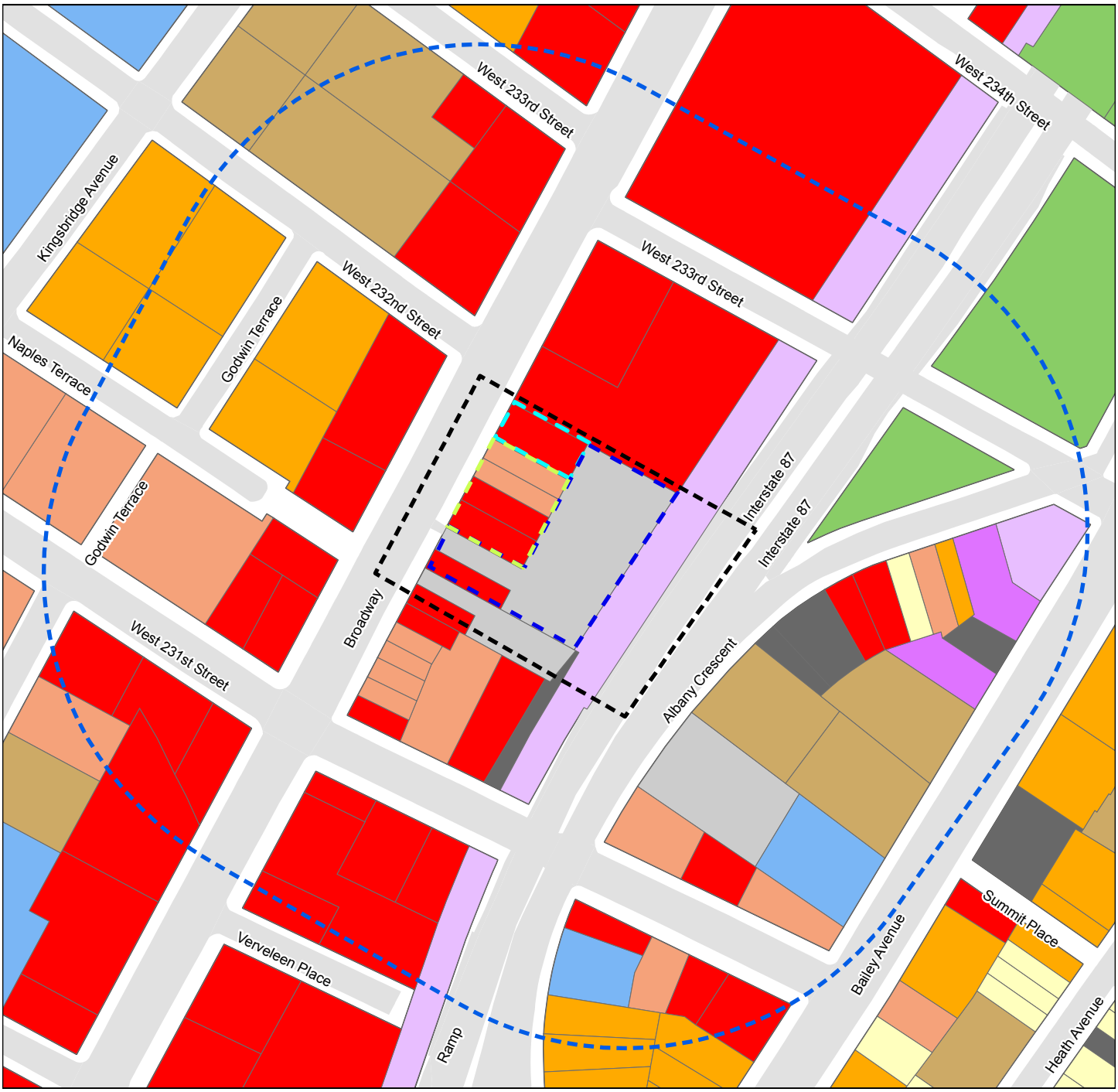
400-foot Boundary

Rezoning Area

TAX MAP

Figure A-2

5602-5604 Broadway EAS



Sources: 2023 PLUTO, DCP, NYS GIS Program Office (GPO) 2021

Projected Development Site 1

Projected Development Site 2

0 200 400 Feet

400-foot Boundary

Potential Development Site 1

Rezoning Area

Land use

- One & Two Family Buildings
- Multi-Family Walk-Up Buildings
- Multi-Family Elevator Buildings
- Mixed Residential & Commercial Buildings
- Commericial & Office Buildings
- Industrial & Manufacturing
- Transportation & Utility
- Public Facilities & Institutions
- Open Space & Outdoor Recreation
- Parking Facilities
- Vacant Land

LAND USE MAP

Figure A-3

5602-5604 Broadway EAS



Sources: 2023 PLUTO, DCP, NYS GIS Program Office (GPO) 2021

0 200 400 Feet

Projected Development Site 1

Projected Development Site 2

Potential Development Site 1

400-foot Boundary

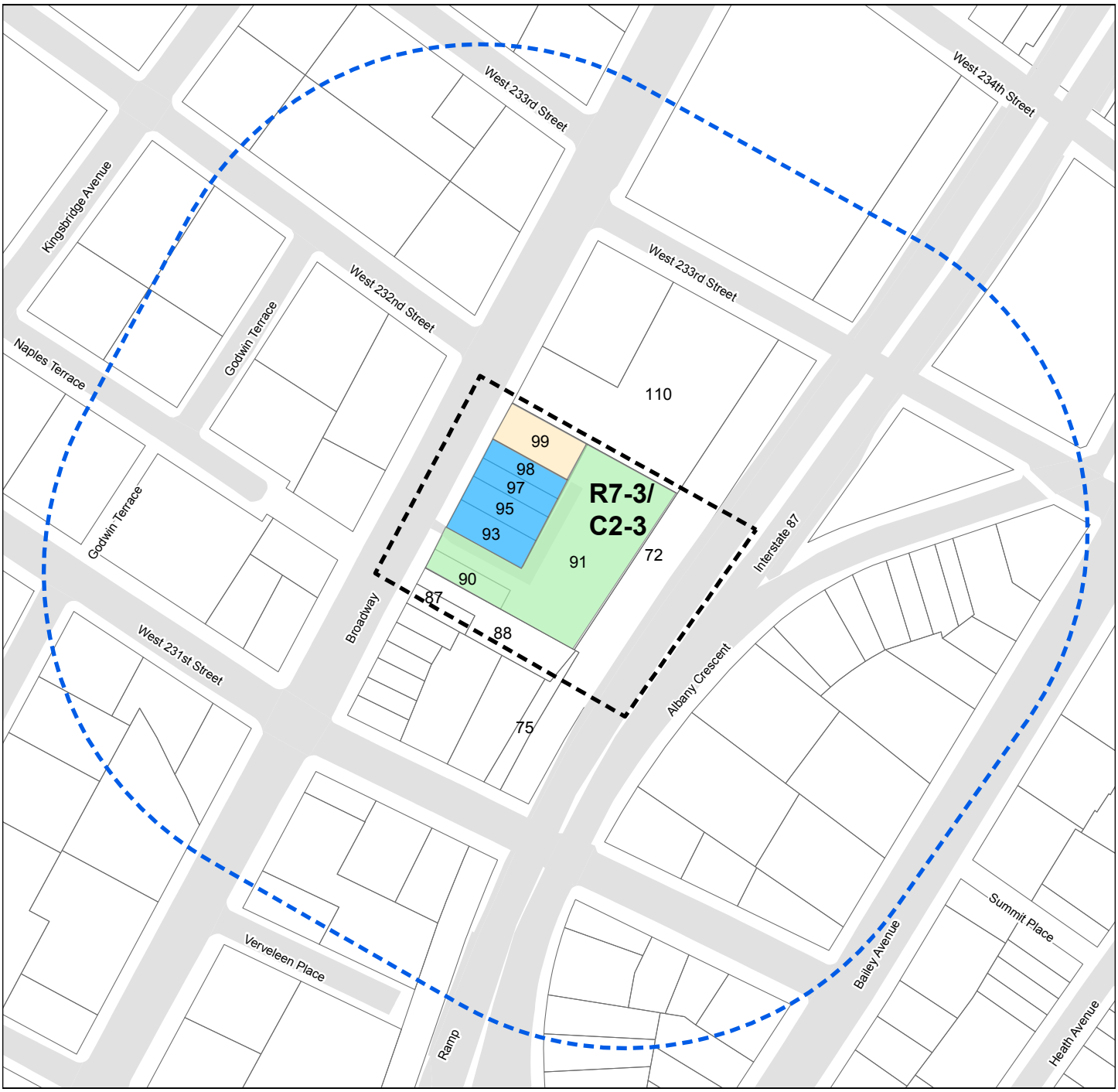
Zoning Districts

Commercial Overlay Districts

EXISTING ZONING MAP

Figure A-4

5602-5604 Broadway EAS



Sources: 2023 PLUTO, DCP, NYS GIS Program Office (GPO) 2021

0 200 400 Feet

Projected Development Site 1

Projected Development Site 2

Potential Development Site 1

400-foot Boundary

Rezoning Area

PROPOSED ZONING MAP

Figure A-5

5602-5604 Broadway EAS



Sources: 2023 PLUTO, DCP, NYS GIS Program Office (GPO) 2021

0 200 400 Feet

Projected Development Site 1

Projected Development Site 2

Potential Development Site 1

400-foot Boundary

Keyed Photograph

AERIAL MAP

Figure A-6

5602-5604 Broadway EAS

Photograph 1: *View looking north from Broadway*



Photograph 2: *View looking south from Broadway*



Note: Site photos taken June 2023

Figure A-6: Aerial and Keyed Photographs

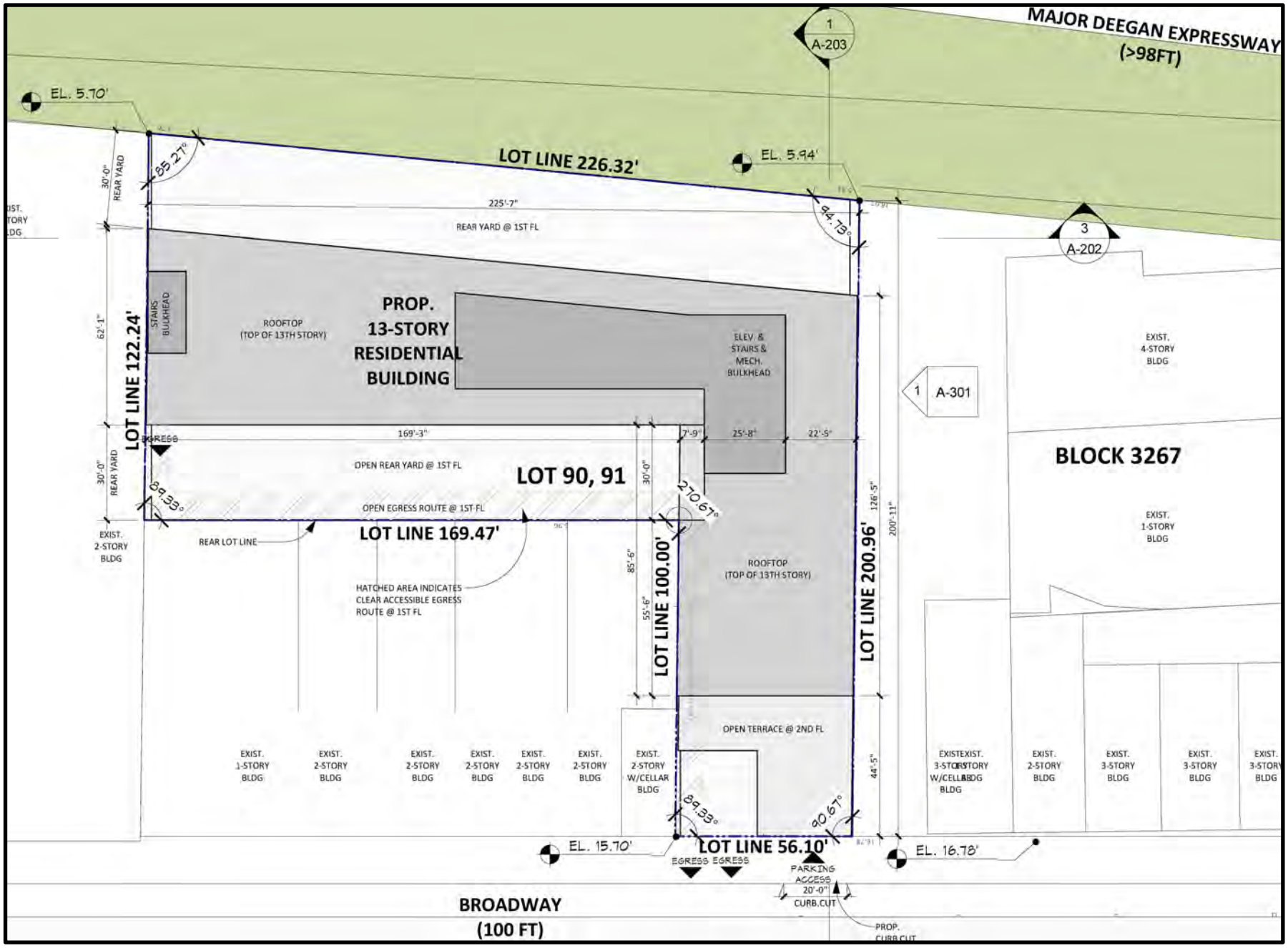
Photograph 3: *View looking southeast from Broadway and W 232nd Street*



Photograph 4: *View looking northeast from Broadway and Naples Terrace*



Figure A-6: Aerial and Keyed Photographs



Source: GF55 Architects

For Illustrative Purposes Only

PROPOSED SITE PLAN

Figure A-7

5602-5604 Broadway EAS

Attachment B: Land Use, Zoning, and Public Policy

I. INTRODUCTION

This attachment assesses the potential for significant adverse impacts of the Proposed Actions on land use, zoning, and public policy. As described in Section 210 of Chapter 4 of the 2021 *City Environmental Quality Review (CEQR) Technical Manual*, the land use, zoning, and public policy assessment evaluates the uses and development trends in the area and considers whether a proposed project is compatible with those conditions or may affect them. Similarly, the assessment considers the project's conformance to, and effect on, the area's zoning and other applicable public policies.

As described in Attachment A, "Project Description," Riverdale Garage Corp ("the Applicant") is requesting a zoning map amendment to rezone Lots 90, 91, 93, 95, 97, 98, 99 and portions of (p/o) Lots 72, 75, 87, 88, and 110 on Block 3267 ("Rezoning Area"), from a M1-1 zoning district to a R7-3/C2-3 zoning district, and a zoning text amendment to ZR Appendix F to establish a Mandatory Inclusionary Housing (MIH) area ("Proposed Actions"), to facilitate the redevelopment of Applicant-owned 5602-5604 Broadway (Block 3267, Lots 90 and 91) in the Kingsbridge neighborhood of Bronx, Community District 8 (CD 8) ("Projected Development Site 1"). The Proposed Actions would facilitate the development of a 13-story, 135-foot tall, approximately 328,431 gross square feet (gsf) building including approximately 274,560 gsf of residential use comprising 226 dwelling units (DUs), 20-30% (45 to 68 units) of which would be affordable at an average of 40-80% AMI pursuant to MIH Options 1, 2 or 3, with an average unit size of 850 sf, and approximately 53,871 gsf of parking space comprising approximately 188 accessory parking spaces ("Proposed Project"), on Projected Development Site 1. The build year for the Proposed Actions is 2028. In addition, the Applicant is seeking public funding and/or financing through the New York City's Housing Preservation and Development (HPD) Extremely Low & Low-Income Affordability (ELLA) Program that funds the construction of low-income multi-family rental projects, in which a minimum of 80% of the units are affordable to households earning up to 80% of AMI. 226 dwelling units (DUs) of which approximately 80% or 181 DUs would be income-restricted to households earning up to 80% AMI and the remaining 45 DUs would be income-restricted to households earning up to 90% AMI.

CEQR guidelines require that a land use, zoning, and public policy assessment should be provided for all projects that would affect land use or would change the zoning on a site, regardless of the project's anticipated effects. This assessment describes existing, future (2028) No-Action, and future (2028) With-Action conditions related to land use, zoning, and public policy for Projected Development Site 1, Projected Development Site 2, Potential Development Site 1 and for an area within 400 feet of the Rezoning Area (the "study area"). Changes in land use and zoning that would occur between the No-Action and With-Action conditions are disclosed.

II. METHODOLOGY

Existing land uses were identified through the NYC Zoning and Land Use (ZoLa) database and PLUTO™ 23v1 shapefiles. NYC Zoning Maps and the ZR of the City of New York were consulted to describe existing zoning districts in the land use study area, which provided the basis for the identification of future No-Action and With-Action conditions. Research was conducted to identify relevant public policies recognized by the NYC Department of City Planning (DCP) and other city agencies.

The appropriate study area for land use and zoning is related to the type and size of the Proposed Project and the location and neighborhood context of the area that could be affected by the Proposed Actions. Since the Proposed Actions are specific to the Rezoning Area, in conformance to *CEQR Technical Manual* guidance, the impact of the Proposed Actions on land use, zoning, and public policy are addressed for a land use study area that extends approximately 400 feet from the boundary of the Rezoning Area and encompasses the area most likely to experience indirect impacts due to the Proposed Actions. The study area is generally bounded by West 233rd Street to the north, Bailey Avenue to the east, Godwin Terrace to the west, and Verveleen Place to the south.

III. EXISTING CONDITIONS

Land Use

Rezoning Area

The Rezoning Area consists of Block 3267, Lots 90, 91, 93, 95, 97, 98, 99 and portions of Lots 72, 75, 87, 88 and 110 and is bounded by Broadway to the west, Major Deegan Expressway to the east, and an R6 zoning district boundary to the south, in the Kingsbridge neighborhood of the Bronx CD 8. A small sliver along the southern lot line of Lot 110 (extending 220 feet south of West 233rd Street) and northern portion of Lot 75 are also included in the Rezoning Area. These portions form less than 50 percent of their respective lot areas and are less than 25 feet in distance measured perpendicular to the proposed district boundary. The Rezoning Area is within the coastal zone boundary.

The lots that are contained in the Rezoning Area but are not analyzed as a projected or potential development site include Block 3267, Lots 72, 75, 87, 88, and 110.

Block 3267, Lot 72

Lot 72 is a 31,071-sf lot that is former Putnam Railroad Right of Way. Although technically a transportation/utility land use, this lot is currently vacant and unavailable for public use and is the site of the proposed Day Spring Park. Only a small portion in the middle of the lot, bordering Projected Development Site 1, is included in the Rezoning Area.

Block 3267, Lot 75

Lot 75 is a 3,224-sf lot that is currently vacant. Only the northern portion of the lot adjacent to Lot 88 is included in the Rezoning Area.

5600 Broadway (Block 3267, Lot 87)

Lot 87 is a 2,100-sf lot with an existing Floor Area Ratio (FAR) of 0.9 and is improved with an 1,875 gsf one-story commercial building. Only a small portion, approximately 953 sf of the lot would be rezoned under the Proposed Actions.

Block 3267, Lot 88

Lot 88, which includes a prolongation of the street centerline of Naples Terrace, is a 7,651-sf lot that is used as a parking lot. Approximately 6,723 sf of the lot would be rezoned under the Proposed Actions. This site is legally non-conforming with existing zoning requirements.

Block 3267, Lot 110

Lot 110 is a 37,013-sf lot with an existing FAR of 1.0 and is occupied by a funeral home. A small sliver along the southern lot line of lot 110 (extending 220 feet south of West 233rd Street) is included in the Rezoning Area.

Projected Development Site 1 (Block 3267, Lot 90 and 91)

Lot 90: Lot 90 is a 2,508 rectangular lot with 25.1 feet of frontage along Broadway and has an FAR of 1.6. It is improved with a 3,975 gsf three-story commercial/office building. 1,988 gsf on Lot 90 is occupied commercial office space (attorney's office) with the remaining 1,987 gsf being commercial retail.

Lot 91: Lot 91 is 28,275 sf lot that has been owned and operated by the Applicant since 1985. It has 31 feet of frontage along Broadway and has an FAR of 1.38. It is occupied by a two-story, 39,150 gsf above ground parking garage called Riverdale Parking, which contains 185 parking spaces and is used by monthly customers and daily customers. An auto repair shop, United Auto Repair Shop Inc. is also located on this lot within the garage.

Lots 90 and 91 together comprise Projected Development Site 1. Projected Development Site 1 is a 30,783-sf irregularly shaped interior lot with 56 feet of frontage along Broadway. A majority of the Projected Development Site 1 has no street frontage. It is separated from the Major Deegan Expressway by Lot 72, which will be developed into Day Spring Park by the 2028 build year as part of the proposed Tibbetts Brook Daylighting project.

Projected Development Site 2 (Block 3267, Lot 99)

Lot 99 is a 4,975-sf lot that is improved with a 1,760-sf one-story commercial building with 11 parking spaces. It is currently the site of Enterprise rental car. It is a rectangular lot with 49.9 feet frontage on Broadway. Lot 99 is within a M1-1 zoning district with an existing FAR of 0.4.

Potential Development Site 1 (Block 326, Lots 93, 95, 97 and 98)

Potential Development Site 1 consists of Block 3267, Lots 93, 95, 97, and 98 and in its combined existing condition, contains 3,546 gsf of residential use and 5,904 gsf of commercial use. 5610-5612 Broadway (Block 3267, Lot 95) is a 3,500-sf lot with an existing FAR of 0.4 and is improved with two, two-story commercial buildings. 5604 Broadway (Block 3267, Lot 97) is a 2,508-sf lot with an existing FAR of 1.28 and is improved with a three-story mixed-use building with two DUs and ground floor commercial retail use. 5606-5608 Broadway (Block 3267, Lot 93) is a 3,500-sf lot with an existing FAR of 0.8 and improved with two two-story commercial buildings. 5616 Broadway (Block 3267, Lot 98) is a 2,508-sf lot with an existing FAR if 0.8 that is improved with a three-story mixed-use building with two DUs and ground floor commercial retail use. These sites are legally non-conforming with the zoning requirements.

Study Area

Existing land uses within the 400-foot radius study area include a variety of residential and commercial uses, as well as some light industrial uses and public facility/institutional uses. To the west of the Projected Development Sites 1 and 2, along Broadway, are one- to two-story commercial and office buildings and mixed commercial and residential buildings below the elevated train track. Farther west of Broadway, along Godwin Terrace and Kingsbridge Avenue are multi-family walk-up and multi-family elevator buildings. To the north of the rezoning area is an M1-1 zoning district, comprised of predominantly one-story retail with large parking lots. Directly east of the Projected Development Sites 1 and 2 is mapped parkland for the future Day Spring Park, which was mapped as parkland in 2011 (C 090196 MMX) to create a connection to Van Cortland Park, which is anticipated to complete construction in 2028. On the east side of the study area is the Major Deegan Expressway which separates the Projected Development Sites 1 and 2 to the west from a mix of commercial, residential, and industrial uses along West 231st Street and Albany Crescent to the east, as well as Crescent Park and a 0.12-acre portion of Cooney Grauer Field, the only active open

spaces in the 400-foot study area. Institutional uses in the study area include the Iepa Monh Arioy Nektapioy Monastery of Saint Nektarios at 3107 Bailey Avenue and a Buddhist Temple at 3070 Albany Crescent **(Figure B-1: Land Use Map)**.

Zoning

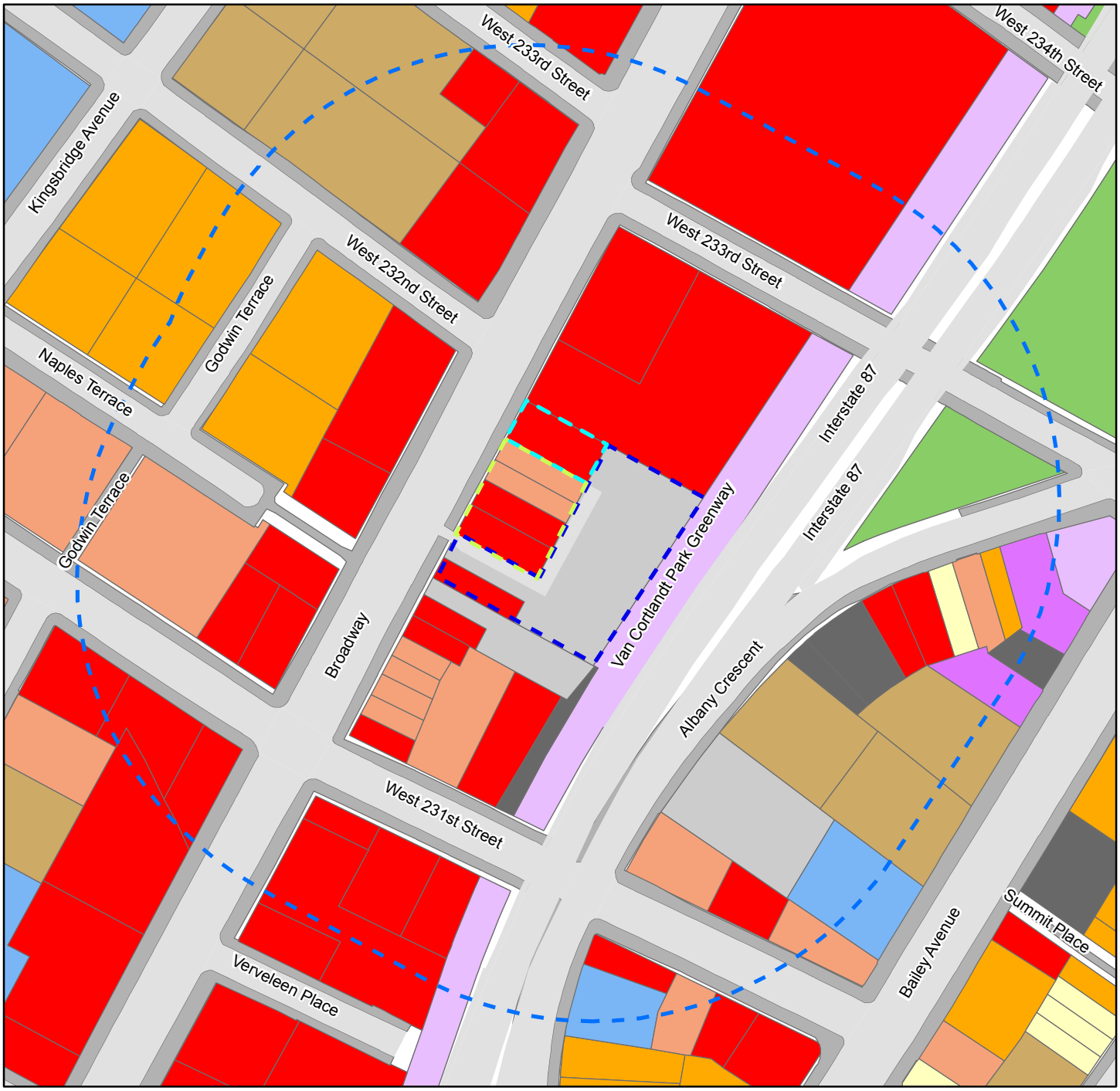
Rezoning Area

The Rezoning Area is in an M1-1 zoning district, which permits 1.0 FAR for permitted commercial and manufacturing uses, which can be increased to 2.4 with certain community facility uses, and has typically require one parking space per 300 sf. In this district, the height and setback regulations require an initial setback distance of 20 feet on a narrow street and 15 feet on a wide street. The maximum height permitted in M1-1 districts is 30 feet or two stories, above which the building must be setback beyond a sky exposure plane. Additionally, a portion of Lot 72 is contained within the Rezoning Area and is currently mapped parkland, though is a transportation/utility land use and is currently vacant but is the site for the proposed Day Spring Park, anticipated to complete construction in 2028 (**Figure B-2: Existing Zoning Map**).

Study Area

In addition to the M1-1 zoning district, the 400-foot study area also includes mapped parkland, an R6 district, and C1-3 and C2-3 commercial zoning overlays. C1-3 overlays are mapped along Broadway south of West 232nd Street and West 231st Street and C2-3 overlays are mapped along Broadway north of West 232nd Street and the north portion of Block 3267 along Albany Crescent. An R6 zoning district was mapped in 1961 just south of the Rezoning Area, along West 231st Street; west of the Rezoning Area on the west side of Broadway, Godwin Terrace, Naples Terrace, and West 233rd Street and West 232nd Street west of Broadway; east of the Rezoning Area across the Major Deegan Expressway, along Albany Crescent, and Bailey Avenue; southeast of the Rezoning Area along West 231st Street; and northeast of the Rezoning Area along West 233rd Street. Buildings contained in R6 districts include five- and six-story multi-family residential buildings and can be characterized as a medium-density zoning district. For standard residence buildings within 100 feet of a wide street, R6 districts permit a max basic FAR of 3.0 (3.9 with qualifying affordable and senior housing) and a max basic height before setback of 65 feet with a maximum building height of 75. On a narrow street, R6 districts permit a max basic FAR of 2.2 (3.9 with qualifying affordable and senior housing) and a maximum base height of 45 feet, after which the building must setback and can rise to a maximum building height of 55 feet on narrow streets or up to 75 feet on wide streets (85 feet or 95 feet for qualifying affordable and senior housing) (as per ZR 23-432). Buildings in R6 zoning districts that are subject to height factor regulations contain building densities that range from 0.78 FAR (for a single-story building) to 2.43 FAR at a typical height of 13 stories. Although there are no specific height limits, height factor buildings are subject to sky exposure plane regulations which begin at a height of 60 feet above the street line.

When mapped within R6 zoning districts, C1-3 and C2-3 commercial overlay districts allow local retail and service uses and allow for a maximum commercial FAR of 2.0 and maximum community facility FAR of 4.8. Varying by use, C1-3 and C2-3 districts require from a range of one parking space per 300 to 800 square feet of floor area, or one parking space per 12 to 20 person capacity. These R6/C1-3 districts along West 231st Street and Broadway result in mixed commercial and residential buildings, with commercial ground floor use including such businesses as grocery stores, restaurants, and beauty parlors, and residential use on the upper floors, as well as standalone commercial buildings with predominately commercial retail uses. The R6/C2-3 districts are located on the northwest side of the study area on the western side of Broadway between West 232nd Street and West 234th Street, and on the eastern portion of the study area on the block between Albany Crescent to the west, Bailey Avenue to the east, and West 231st Street to the south, and contain predominantly standalone commercial uses on larger lot sizes. These commercial uses in the study area include a supermarket, a discount store, a restaurant with an accessory parking lot, and a plumbing and heating supply business.



Sources: 2023 PLUTO, DCP, NYS GIS Program Office (GPO) 2021

0 200 400 Feet

Projected Development Site 1

Projected Development Site 2

400-foot Study Area

Potential Development Site 1

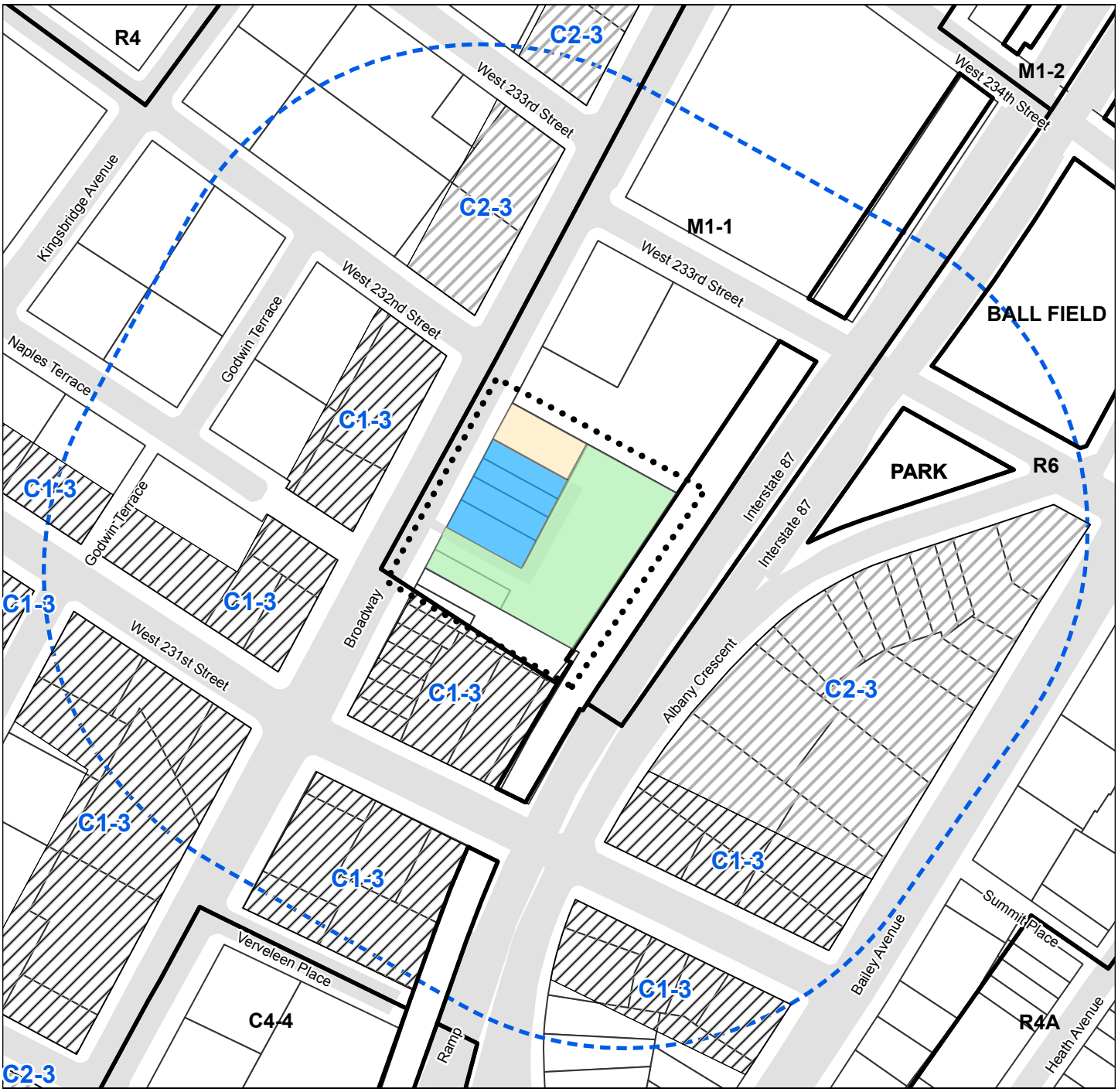
Land use

- One & Two Family Buildings
- Multi-Family Walk-Up Buildings
- Multi-Family Elevator Buildings
- Mixed Residential & Commercial Buildings
- Commericial & Office Buildings
- Industrial & Manufacturing
- Transportation & Utility
- Public Facilities & Institutions
- Open Space & Outdoor Recreation
- Parking Facilities
- Vacant Land

LAND USE MAP

Figure B-1

5602-5604 Broadway EAS



Sources: 2023 PLUTO, DCP, NYS GIS Program Office (GPO) 2021

0 200 400 Feet

Projected Development Site 1

Projected Development Site 2

Potential Development Site 1

400-foot Boundary

Zoning Districts

Commercial Overlay Districts

Rezoning Area

EXISTING ZONING MAP

Figure B-2

5602-5604 Broadway EAS

Public Policy

The Rezoning Area including the Projected Development Site 1 and the Projected Development Site 2, resides within the City's Coastal Zone 1% flood plain requiring a Waterfront Revitalization Program (WRP) Consistency Review of public policies for the City's coastal areas. The Projected Development Site 1 and 2, and the proposed Rezoning Area, are governed by the following major public policy initiatives: Housing Our Neighbors: A Blueprint for Housing and Homelessness and the NYC WRP. The Rezoning Area is also within a Food Retail Expansion to Support Health (FRESH) Area and the Greater Transit Zone (specifically, Outer Transit Zone) area.

FRESH Program

The FRESH program was established in 2009 in response to a citywide study that identified communities lacking in access to a range of grocery products including fresh meat, fruits, and vegetables. The FRESH program includes development incentives such as increased building floor area and reduced parking requirements if the proposed project includes a FRESH supermarket. The Rezoning Area is located in a FRESH area and does not contain a FRESH supermarket or other commercial food use.

Greater Transit Zone

Transit Zones were established in 2016 and were updated in 2024 through City of Yes for Housing Opportunity (N 240290 ZRY). The goals of the program were to promote sustainable development, reduce parking requirements, address housing needs, and facilitate transit-oriented development in key parts of the City. Portions of Bronx Community District 8 are contained within the Outer Transit Zone of the Greater Transit Zone including the Rezoning Area.

Housing Our Neighbors

In June 2022, the Adams administration released *Housing Our Neighbors*: *A Blueprint for Housing and Homelessness Plan* a comprehensive blueprint to create high quality affordable housing for New Yorkers. The blueprint rests on five key pillars:

- Transforming NYCHA,
- Addressing Homelessness and Housing Instability,
- Creating and Preserving Affordable Housing,
- Improving the Health and Safety of New Yorkers, and
- Reducing Administrative Burden.

Mayor Adams' $22 billion capital commitment represents the largest investment in housing in New York City's history, allowing the city to accelerate the creation of supportive housing and continue the current pace of affordable housing production, despite rising inflation and interest rates. The Adams administration will make critical investments in the affordable housing stock, while simultaneously pursuing policy reforms, state legislation, tax incentives, and a suite of other tools to help new housing get built faster and increase overall capacity for new supply. The plan, which was created through coordination with 32 agencies and with input from affordable housing developers, homeless shelter providers, and housing and homelessness advocates outlines many initiatives that will accelerate affordable construction, protect tenants, and deliver more value from affordable housing.

One NYC 2050

Launched in 2019, One NYC 2050 outlines a comprehensive approach towards addressing pressing issues facing the City such as climate change, infrastructure, economic inequality, and public health. Contained in the plan are eight goals and 30 initiatives to meet the needs of current and future residents. Among the goals relevant to the Proposed Project include:

Thriving Neighborhoods

One NYC 2050 offers big solutions to big challenges, including plans to create and preserve 300,000 units of affordable housing, and generate 100,000 good paying jobs. This requires supporting continued mixed income housing creation in transit-accessible areas and supporting transit-oriented growth across the region. The City will pursue these ambitious goals through plans that are formulated at the neighborhood scale, with an emphasis on affordability and livability. The Proposed Actions would further the goals of this initiative that aims to "Support creative of vibrant neighborhoods by alleviating barriers to mixed-use development and utilizing available financing tools." The Proposed Actions would facilitate a mixed-use development that would provide both residential and commercial uses to a site located near a variety of transit options and access to nearby parks and open spaces to all New Yorkers.

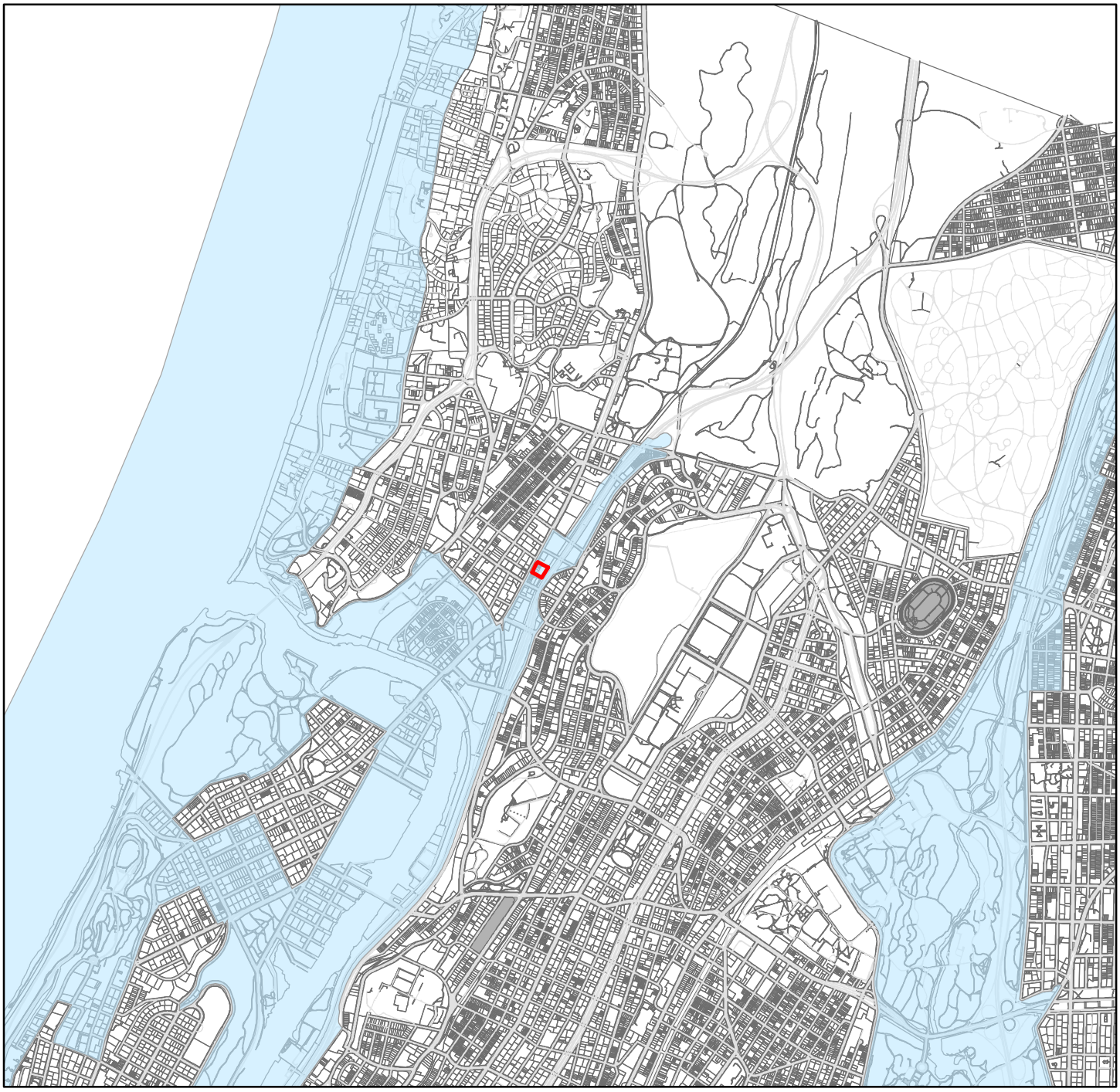
A Livable Climate

One NYC 2050 offers solutions to strengthen communities, buildings, infrastructure, and waterfront to be more resilient. To ensure New York City is prepared, OneNYC 2050 has an innovative, multilayered plan that enables a just and equitable transition to citywide climate resiliency. This strategy will mitigate the physical risks of climate change, empower New Yorkers to take climate-smart adaptation measures, and streamline and transform our policies and governance structures to support climate resiliency. The Proposed Project is consistent with this initiative by providing a consistency assessment in accordance with the City's Waterfront Revitalization Program.

Waterfront Revitalization Program

The NYC WRP is the City's principal Coastal Zone management tool and establishes a broad range of public policies for the City's coastal areas. The guiding principle of the WRP is to maximize the benefits derived from economic development, environmental conservation, and public use of the waterfront, while minimizing the conflicts among these objectives. The WRP was originally adopted by the City of New York in 1982, revised in 2002, and revised once more in 2016. A local waterfront revitalization program, such as NYC's, is subject to approval by the New York State Department of State with the concurrence of the United States Department of Commerce pursuant to applicable state and federal law, including the Waterfront Revitalization of Coastal Areas and Inland Waterways Act and the Federal Coastal Zone Management Act. All proposed actions subject to CEQR, Uniform Land Use Review Procedure, or other local, state, or federal agency discretionary actions that are situated within NYC's designated Coastal Zone must be reviewed and assessed for their consistency with the WRP. The Rezoning Area, including Projected Development Sites 1 and 2, is located within the City's designated Coastal Zone (**Figure B-3: Coastal Zone**).

Additionally, the WRP sets forth five types of special area designations included in the City's Coastal Zone, such that if a project is located adjacent to or within a special area designation it is subject to conformance with the priority policies associated. These types include Special Natural Waterfront Areas (SNWAs), Significant Maritime and Industrial Areas (SMIAs), the Arthur Kill Ecologically Sensitive Maritime and Industrial Area (ESMIA), Priority Marine Activity Zones (PMAZ), and Recognized Ecological Complexes (RECs). There is one REC located south of the Projected Development Sites 1 & 2 which is the Muscat Cove/Bronx Park REC.



Sources: 2023 PLUTO, DCP, NYS GIS Program Office (GPO) 2021

0 0.5 1 Miles

Rezoning Area

NYC Coastal Zone Boundary

COASTAL ZONE BOUNDARY MAP

Figure B-3

5602-5604 Broadway EAS

IV. FUTURE WITHOUT THE PROPOSED ACTIONS (NO-ACTION CONDITION)

Land Use

Without the Proposed Actions, Lots 90, 91, 93, 95, 97, 98, 99 and portions of (p/o) Lots 72, 75, 87, 88 and 110 would not be rezoned, and Projected Development Sites 1 and 2 and Potential Development Site 1 would not be redeveloped. Absent the Proposed Actions (the No-Action Condition), on Projected Development Site 1, the lease on United Auto Repair shop located on lot 91 would not be continued resulting in vacant use within the parking structure and the rest of Lot 91 would continue to operate as a 39,150 gsf public parking facility with 185 spaces, as under existing conditions. Lot 90 would remain the same as under existing conditions, as a 3,975 gsf, three-story commercial/office building. For Projected Development Site 2, Lot 99 would continue to operate as a 1,760 sf, one-story commercial building. Potential Development Site 1 would continue as under existing conditions containing two two-story commercial buildings on Lot 95, a three-story mixed-use building on Lot 97, two two-story commercial buildings on Lot 93, and a three-story mixed-use building on Lot 98. Lot 72, a portion of which is contained in the Rezoning Area, will be developed into Day Spring Park by the 2028 build year as part of the proposed Tibbetts Brook Daylighting project.

Study Area

Based on active building permits in the area, no known, ongoing, or proposed developments were identified within 400 feet of the Rezoning Area within the anticipated completion date or prior to the 2028 build year and the land uses contained in the study area would remain the same as existing conditions.

Zoning

In the No-Action condition, no changes to zoning would occur in the Rezoning Area or in the study area and there are no pending zoning map amendments in the study area. The Rezoning Area would remain in its current M1-1 zoning designation.

Public Policy

In the No-Action condition, no changes to public policy would occur in the Rezoning Area or in the study area.

V. FUTURE WITH THE PROPOSED ACTIONS (THE "WITH-ACTION" CONDITION)

Land Use

As described in Attachment A, "Project Description," in the future with the Proposed Actions, the Rezoning Area, including the Projected Development Sites 1 and 2 and Potential Development Site 1, would be rezoned from M1-1 to R7-3/C2-3, allowing for commercial, residential, and community facility land uses in the Rezoning Area **(Figure B-4 Proposed Zoning Map).**

Projected Development Site 1

In the future with the Proposed Actions, the applicant-owned Projected Development Site 1 would be rezoned from an M1-1 zoning designation (30-foot maximum height, two-story maximum, 15-foot setback requirement) to an R7-3 zoning district with a C2-3 commercial zoning overlay (185-foot maximum height for eligible sites[1], 105-foot maximum base height before setback). The Proposed Actions would result in an approximately 328,431 gsf, 185-foot tall (195-feet with bulkhead), 18-story building, approximately 328,431 gsf residential development including approximately 274,560 gsf (184,683 zsf) of residential use generating

[1] All development sites are considered eligible sites pursuant to ZR section 23-434 each site consist of zoning lots with transportation-infrastructure-adjacent frontages (the elevated rail line), and as a result the permitted maximum height is 185 feet.

226 DUs and approximately 53,871 gsf of sub-cellar level parking comprising 188 parking spaces with parking garage entrance curb cuts on Broadway. 20-30% of DUs (45 to 68 units) will be affordable at an average of 40-80% AMI pursuant to MIH Options 1, 2 or 3. The building will have an FAR of 6.0. Because the maximum permitted height under the Proposed Actions is 185 feet, this is the height analyzed in the With-Action condition and will present a more conservative analysis. An estimated 10-foot mechanical bulkhead will be assumed for Projected Development Site 1 making the total height analyzed 195 feet.

Projected Development Site 2

In the future with the Proposed Actions, the non-applicant owned Projected Development Site 2, would be developed to a 185-foot tall, 195 feet with bulkhead, 18-story, approximately 39,413 gsf (29,844 zsf) mixed-use development comprising approximately 30,411 gsf of residential use (25,367 zsf, 5.10 FAR) including approximately 30 DUs with an average DU size of 850 sf, approximately 5,372 gsf of commercial retail use (4,477 zsf, 0.90 FAR), and approximately 3,600 gsf of cellar parking with 11 parking spaces, with a total FAR of 6.00. Approximately 20-30% of DUs (6 to 9 units) would be affordable at an average 40%-80% AMI pursuant to MIH Options 1, 2, and 3. For purposes of early childhood programs analysis, 20% of units (6 units) would be at or below 80% AMI. Under the proposed rezoning, the Projected Development Site 2 would have a maximum FAR of 6.0 including a commercial FAR of 0.9. 185 feet is the maximum height permitted under the R7-3 rezoning.

Potential Development Site 1

Per the soft-site criteria in the CEQR Technical Manual, although Lots 93, 95, 97, and 98 are under separate ownership, they have the potential to assemble to create a larger lot of approximately 12,016 sf. Given the substantial development potential under the proposed rezoning, the potential for these lots to be under common ownership is reasonable. However, because of the different ownership of these lots, development is less likely, and it is thus analyzed as a potential development site. Therefore, Lots 93, 95, 97, and 98 are analyzed together as Potential Development Site 1, an 18-story, 185-foot-tall (195-feet with bulkhead), approximately 93,715 gsf (72,096 zsf) mixed-use development comprising approximately 73,538 gsf (61,282 zsf) of residential space with 87 DUs, approximately 12,977 gsf (10,814 zsf) of commercial office space, and approximately 7,200 gsf of parking consisting of 36 spaces. (**Table B-1: Increment Between No-Action and With-Action Conditions**).

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

Land Use	Existing Condition (gsf)	No-Action Condition (gsf)	With-Action Condition (gsf)	Increment (gsf)
Projected Development Sites 1 & 2 (Block 3267, Lots 90, 91, 99)				
Residential (gsf) *dwelling units (DUs)*	0 *0*	0 *0*	305,001 *(256 DUs)*	305,001 *(256 DUs)*
Parking (gsf) *(total spaces)*	39,150 *196*	39,150 *196*	57,471 *199*	18,321 3
Commercial (gsf)	5,735	5,735	5,372	-363
Workers	*25*	*25*	*30*	*5*
Residents	*0*	*0*	*627*	*627*
Total (gsf)	**44,885**	**44,885**	**367,844**	**322,959**
Potential Development Site 1 (Block 3267, Lots 93, 95, 97, 98)				
Residential (gsf) *dwelling units (DUs)*	3,546 n/a	3,546 n/a	72,096 (87 DUs)	69,992 n/a
Parking (gsf) *(spaces)*	0 0	0 0	7,200 36	7,200 36
Commercial (gsf)	5,904	5,904	12,977	7,073
Total (gsf)	**9,450**	**9,450**	**93,715**	**84,265**

Study Area

The Proposed Actions would add residential and commercial uses to the Rezoning Area consistent with patterns and trends present within the study area, primarily consisting of mixed-use and commercial buildings along Broadway, West 231st Street, and West 233rd Street and multifamily residential buildings to the west along West 232nd Street, Godwin Terrace, Naples Terrace, and West 233rd Street, and to the east along Albany Crescent. Therefore, the land uses permitted under the proposed actions would be consistent with those found in the study area.

Zoning

Rezoning Area

As described in Attachment A, "Project Description," in the future with the Proposed Actions, the proposed R7-3/C2-3 with MIH would allow for an increase in the maximum FAR on the Projected Development Sites 1 and 2, Potential Development Site 1, and portions of Lots 72, 75, 87, 88, and 110 ("Rezoning Area") from 1.0 allowed under the existing M1-1 zoning to 6.0 for residential use. The proposed rezoning would allow for an increase in building heights to a 185-foot maximum, pursuant to ZR section 23-434. The MIH program requires that permanently income-restricted housing be provided within certain new residential developments, enlargements, and conversions from non-residential to residential use within mapped MIH Areas. Within the MIH Area, development resulting from the Proposed Actions must comply with the requirements of MIH Options 1, 2 or 3, which require 20-30% of housing to be affordable at an average of 40-80% AMI which would result in 45 to 68 affordable DUs on Projected Development Site 1, 6 to 9 affordable DUs on Projected Development Site 2, and 17 to 26 affordable DUs on Potential Development Site 1.

R7 districts are medium density residential districts mapped in much of the Bronx. The proposed R7-3 zoning district with MIH permits residential uses with a maximum FAR of 6.0. The proposed C2-3 overlay permits local retail and commercial uses with a maximum FAR of 2.0 and community facility uses with a maximum FAR of 6.5. C2-3 commercial overlay districts are mapped in primarily residential areas with street level commercial uses. They are usually mapped to serve local retail needs such as grocery stores, dry cleaners, and restaurants.

Currently, the Projected Development Sites 1 and 2 and the Rezoning Area are zoned as M1-1. The existing M1-1 zoning district would not allow development of any residential use and has a high parking requirement for other non-residential uses. The proposed zoning map amendment to an R7-3/C2-3 zoning district would facilitate residential use which is not permitted within the existing M1-1 zoning district.

Study Area

The proposed R7-3/C2-3 zoning district change from the existing M1-1 district would allow for land uses in the Rezoning Area that are consistent with the surrounding context and facilitates transit-oriented residential growth, as a majority of zoning districts in the 400-foot study area are mapped as R6 as seen west of the Rezoning Area on Godwin Terrace, West 232nd Street, Naples Terrace, and West 233rd Street or R6 with C1-3 or C2-3 commercial overlays found north and south along Broadway, west along West 231st Street, and east along West 231st, Bailey Avenue, and Albany Crescent. These existing R6, R6/C1-3, and R6/C2-3 zoning districts allow for medium density multi-family residential and mixed residential and commercial uses which is consistent with the residential and commercial uses permitted under the Proposed Actions. R6 districts permit residential uses up to an FAR of 2.2 (3.9 with qualifying affordable or senior housing) and when mapped with R6 districts, C1-3/C2-3 commercial overlays permit a commercial FAR of 2.0. The R73 zoning district is appropriate for the Rezoning Area because it is located directly adjacent to these R6/C1-3 zoning districts to the south and across street to the west on Broadway, which have comparable

bulk and use provisions, characterized by the mixed multifamily residential and commercial uses, as opposed to the existing zoning district, M1-1, which does not permit residential uses. Although the proposed R7-3/C2-3 zoning district would enable a higher residential density (6.0 FAR) and taller buildings than zoning districts in the study area, and a higher FAR compared to the existing zoning (1.0 FAR) in the rezoning area, the Proposed Actions are consistent with the study area's R6, R6/C1-3, and R6/C2-3 districts as it permits the same land uses as described above. R6 and R7-3 districts also have identical minimum requirements for lot area (1,700 sf), lot width (18 feet), and maximum lot coverage at 65% for eligible zoning lots as per ZR 23-12 and ZR 23-362. The commercial density under the Proposed Actions would be the same.

Public Policy

FRESH Program

The FRESH program was established in 2009 in response to a citywide study that identified communities lacking in access to a range of grocery products including fresh meat, fruits, and vegetables. The FRESH program includes development incentives such as increased building floor area and reduced parking requirements if the proposed project includes a FRESH supermarket. Although the Rezoning Area is in a FRESH area, there is no proposed grocery store to take advantage of FRESH incentives and therefore, would not conflict with this public policy.

Greater Transit Zone

Transit Zones were established in 2016 and were updated in 2024 through City of Yes for Housing Opportunity text amendments (N 240290 ZRY). The goals of the program were to promote sustainable development, reduce parking requirements, address housing needs, and facilitate transit-oriented development in key parts of the City. Portions of Bronx Community District 8 are contained within the Outer Transit Zone of the Greater Transit Zone including the Rezoning Area. The Proposed Actions would align with the goals of the Transit Zone program by enabling residential development with mandatory inclusionary housing requirements in an area well served by public transit access, as the Rezoning Area is in close proximity to the Bx9 bus line and Number 1 subway line at the 231st Street subway station, 180 feet from the Rezoning Area, thereby locating affordable housing near public transportation options.

Housing Our Neighbors

The Proposed Actions would further the initiative of the third pillar of the Housing Our Neighbors Plan: Creating and Preserving Affordable Housing. The main goals of this key pillar are: accelerate and increase capacity for new housing supply citywide, increase access to transit and amenities for low-income New Yorkers, meet the housing needs of seniors and people with disabilities, expand tools to preserve existing low-cost and affordable housing, promote housing stability for renters and provide inclusive development opportunities for equitable growth. The Proposed Actions would facilitate mixed-use development within the Greater Transit Zone that would result in 45 to 68 affordable DUs on Projected Development Site 1 and 6 to 9 affordable DUs on Projected Development Site 2. The Proposed Actions would also apply to portions of lots contained in the Rezoning Area but not contained in a projected or potential development site. These include Lots 72, 75, 87, 88, and 110. The proposed zoning district of R7-3/C2-3 would permit for residential use where none is permitted in the existing M1-1, and the Text Amendment for MIH would facilitate affordable housing in perpetuity in the rezoning area and therefore would be consistent with the policy's goal of increasing housing supply citywide and providing affordable housing.

One NYC 2050

The Proposed Actions would be consistent with two key goals in *One NYC 2050*:

Thriving Neighborhoods

One NYC 2050 offers big solutions to big challenges, including plans to create and preserve 300,000 units of affordable housing, and generate 100,000 good paying jobs. This requires supporting continued mixed income housing creation in transit-accessible areas and supporting transit-oriented growth across the region. The City will pursue these ambitious goals through plans that are formulated at the neighborhood scale, with an emphasis on affordability and livability. The Proposed Actions would further the goals of this initiative that aims to "Support creative of vibrant neighborhoods by alleviating barriers to mixed-use development and utilizing available financing tools." The Proposed Actions would facilitate an approximately 305,001 gsf of residential floor area, consisting of 256 DUs, and an approximately 1,624 gsf increase in commercial floor area on Projected Development Sites 1 and 2, and an approximately 69,992 gsf increase in residential floor area and an approximately 7,073 gsf increase in commercial floor area on Potential Development Site 1. This would provide both residential and commercial uses to a site located near a variety of transit options, including the MTA 1-train located at the 231st Street Station and the Bx1, Bx2, Bx7, Bx9, Bx10 and Bx20 bus routes, and access to nearby parks and open spaces, such as Crescent Park and Cooney Grauer Field, to residents and visitors alike.

A Livable Climate

One NYC 2050 offers solutions to strengthen communities, buildings, infrastructure, and waterfront to be more resilient. To ensure New York City is prepared, OneNYC 2050 has an innovative, multilayered plan that enables a just and equitable transition to citywide climate resiliency. This strategy will mitigate the physical risks of climate change, empower New Yorkers to take climate-smart adaptation measures, and streamline and transform our policies and governance structures to support climate resiliency. The Proposed Actions are consistent with this initiative by providing a consistency assessment in accordance with the City's Waterfront Revitalization Program. The consistency assessment is provided below.

VI. WRP CONSISTENCY ASSESSMENT

The Coastal Zone Boundary

The Rezoning Area, including Projected Development Sites 1 and 2, and Potential Development Site 1, are located within the City's Coastal Zone **(Figure B-3: NYC Coastal Zone)**, and within the FEMA 1% Flood Plain **(Figure B-5: FEMA Map)**. It is consequently subject to the policies of WRP. The WRP established the City's policies and objectives for maximizing benefits derived from economic development, environmental preservation, and public use of the waterfront, while minimizing the conflicts among those objectives. The WRP Consistency Assessment Form **(Appendix B)** identifies whether the Proposed Actions would "promote" or "hinder" relevant policies and provides a written assessment to determine consistency with each applicable WRP policy.

This section provides additional information for policies that the Proposed Actions would promote, also identified in the WRP Consistency Assessment Form (WRP #21-194). No WRP policies would be hindered by the Proposed Actions.

Policy 1.1: Encourage commercial and residential redevelopment in appropriate Coastal Zone areas.

As described in detail in Attachment A, "Project Description," the Proposed Actions would facilitate the development of a new 18-story, approximately 328,431 gsf building including 274,560 gsf of residential use comprising 226 DUs, and 53,871 gsf of parking space in the sub-cellar and cellar on Projected Development Site 1 (Block 3267, Lots 90 and 91). The sub-cellar parking would have 86 spaces with car lifts and the

cellar parking would have 102 spaces with car lifts. Access to the parking garage would be provided through a 20-foot curb cut at the entrance to the Projected Development Site 1 from Broadway.

The Proposed Actions would also result in the development of an 18-story, approximately 39,413 gsf mixed residential and commercial building on Projected Development Site 2 (Block 3267, Lot 99) by the proposed 2028 build year. The Proposed Actions may also result in development of an approximately 93,715 gsf mixed residential and commercial building on Potential Development Site 1 (Block 3267, Lots 93, 95, 97, and 98).

Existing land uses within 400 feet of the Projected and Potential Development Sites are predominately commercial and mixed residential with commercial uses along Broadway, West 233rd Street and West 231st Street. The Projected and Potential Development Sites do not contain any unique or significant natural features that would limit its redevelopment. Therefore, the Proposed Actions would be consistent with Policy 1.1.

Policy 1.3: Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.

Projected Development Site 1, Projected Development Site 2, and Potential Development Site 1, as facilitated by the Proposed Actions, would be built at a density compatible with the capacity of the surrounding roadways, mass transit, and essential community services. The Rezoning Area is served by multiple modes of public transit, including rail, subway, and bus service. Elevated tracks of the MTA/New York City Transit (NYCTA) No. 1 train line runs along Broadway west of the Projected and Potential Development Sites. Bus service accessible from the Projected and Potential Development Sites includes the Bx1, Bx2, Bx7, Bx9, Bx10 and Bx20 bus routes. The closest bus service is the Bx9 (Riverdale - West Farms Sq.) at Broadway and West 231st Street bus stop.

Overall, public facilities and infrastructure are adequate to handle the demands of any future projected and potential development in the Rezoning Area resulting from the Proposed Actions. Therefore, the Proposed Actions would be consistent with Policy 1.3.

Policy 1.5: Integrate the consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development.

Projected Development Site 1 would be designed to integrate features that account for potential risks due to the effects of climate change including the potential for more severe storms and coastal flooding. The cellar level and sub-cellar, and the residential lobby area would be dry floodproofed with removable barriers at building openings. The mechanical and electrical systems will be elevated to be above the Design Flood Elevation (DFE) as per ASCE 24 (American Society of Civil Engineers, Flood Resistant Design and Construction), and will be located on the roof within the mechanical bulkhead at an elevation of 171.24 feet. Residences will be located above the BFE at an elevation of 16.24 feet NAVD88, occupying the first through 13th floors. Therefore, the Proposed Project would be consistent with Policy 1.5.

Since the Projected Development Site 2 and Potential Development Site 1 are not owned by the applicant, project specific information related to flood resistant design features that may occur on these sites are not available at this time.

Policy 6.2: Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms) into the planning and design of projects in the city's Coastal Zones.

Guidance provided by DCP includes a detailed methodology to determine the consistency of a project with Policy 6.2. This guidance identifies three basic steps to determine the consistency of a project with this policy: (1) identify vulnerabilities and consequences; (2) identify adaptive strategies; and (3) assess policy consistency. A summary of this process as applied to the Proposed Project is provided in the following discussion.

Since the Projected Development Site 2 and Potential Development Site 1 are not owned by the applicant, project specific information related to future flood resistant design features and site elevations are not known at this time. Therefore, Policy 6.2 and the Flood Elevation Worksheet only applies to the Proposed Project at Projected Development Site 1.

1. Identify vulnerabilities and consequences

1(a). Complete the Flood Elevation Worksheet to identify current and future flood elevations in relation to the elevations of the site and project features.

For this assessment, building features are defined in one of four categories: (1) *vulnerable*: project features that have the potential to incur significant damage if flooded; (2) *critical*: project features that if damaged would have severe impacts on the project and its ability to function as designed; (3) *potentially hazardous*: project features that if damaged or made unsecure by flooding could potentially adversely affect the health and safety of the public and the environment; and (4) *other*: project features that are entirely open and unenclosed spaces, except the open storage of potentially hazardous materials, which may be damaged by flooding, but are not likely to present significant consequences and are more easily repaired.

The Flood Elevation Worksheet was prepared for the Proposed Project and is provided in Appendix B. This tool identifies current and future flood elevations in relation to the elevations of the Projected Development Site 1 and project features, presents a range of future flood elevations as affected by sea level rise, from high (90th percentile) to low (10th percentile), where the “high estimate” represents a high-end projected increase in flood elevation.

According to the NYC Panel on Climate Change (NPCC), sea level rise projections in the middle range (25th to 75th percentile) in NYC are likely to have an increase of four to eight inches by the 2020s, 11 to 21 inches by the 2050s, 18 to 39 inches by the 2080s, and 22 to 50 inches by 2100. Under the “high estimate” scenario (90th percentile), sea level rise projections reach 10 inches by the 2020s, 30 inches by the 2050s, 58 inches by the 2080s, and 75 inches by 2100. Sea level rise projections are relative to a 2000-2004 base period (the most recent projections from the NPCC were issued in 2015). According to 2015 Preliminary Flood Insurance Rate Maps, Projected Development Site 1 is located within the 1% annual chance flood hazard area, Zone AE (an area of high flood risk subject to inundation by the 1% annual chance flood event), with a BFE of +10 feet NAVD88. Based on the NPCC “high estimate” scenario, the 1% annual chance flood BFE for the Projected Development Site 1 could increase up to 10.83 feet in the 2020s, 12.50 feet in the 2050s, 14.83 feet in the 2080s, and up to 16.25 feet by 2100 (NAVD88). The Proposed Project is anticipated to have a lifespan of about 60 years, or until 2086, when the Proposed Project is expected to meet the end of its useful life and adaptive reuse in the form of major rehabilitation or reconstruction would be required. The Proposed Project is evaluated for projected flood levels through 2100 (the farthest data projection currently available).

1(b). Identify any project feature that may be located below the elevation of the 1-Percent Floodplain over the lifespan of the project under any sea level rise scenario.

The BFE at the Projected Development Site 1 is 10 feet NAVD88 which ranges from 2 to 4 feet above grade. Vulnerable features of the Proposed Project that would be located below the current 1% annual chance flood elevation includes the cellar parking at an elevation of 3.2 feet NAVD88, and the sub-cellar parking located at an elevation of -9.8 feet NAVD88. The water supply and sewer equipment would also be

located in the cellar and subcellar. These features would be vulnerable to sea level rise under current conditions and for all future sea level rise scenarios until 2100. The projected inundation of critical features of the Proposed Project would surpass the anticipated lifespan of the Proposed Project, or 2084. The lowest floor of residences of the Proposed Project would be located above the current 1% annual chance flood elevation, as well as above the 1% annual chance flood evaluation for all future sea level rise scenarios until the 2100s, the farthest time horizon for which these projections are available.

Potential consequences of parking located within the current and future 1% annual chance flood elevation include flood damage to property, cars, and building structure/loss of inventory, or potentially increased flood insurance costs.

1(c). Identify any vulnerable, critical, or potentially hazardous features that may be located below the elevation of Mean Higher High Water over the lifespan of the project under any sea level rise scenario.

Based on the range of sea level rise predictions described above, Mean Higher High Water (MHHW) at the National Oceanic and Atmospheric Administration (NOAA) Station nearest to the Projected Development Site 1 (Dyckman Street #8518902) could range up to 8.59 feet NAVD88 by the 2100s under the "high estimate" (90th percentile) scenario. Current tidal and flood height of the Dyckman Street NOAA Station is 2.34 feet NAVD88, as adjusted for changes in sea level since the 1983-2001 tidal epoch. The only feature that is below the elevation of MHHW under current and future sea level rise scenarios is the parking garage located in the cellar and sub-cellar levels of the Proposed Project. This could result in frequent flooding due to elevated groundwater tables if design measures are not considered. All other project features would remain above the elevation of the MHHW until the 2100s, which is the farthest time horizon for which these projections are available.

1(d). Describe how any additional coastal hazards are likely to affect the project, both currently in the future, such as waves, high winds, or debris.

Since the Projected Development Site 1 is located within Zone AE, it is currently and would continue to be at risk for inundation from 1% annual chance flood events. However, wave action hazards (i.e., Zone VE or Coastal A Zone) have not been designated for the Projected Development Site 1. Therefore, storm impacts due to waves, high winds, or debris would not be expected to affect the project features. No hazardous features would be located below the elevation of MHHW over the lifespan of the Proposed Project under any sea level rise scenario.

2. Identify adaptive strategies.

2(a). For any features identified in Step 1(b), identify adaptive strategies:

The Proposed Project is not designed with any residential units located below the current or future (until 2100) 1% annual chance flood elevation. Low elevation features of the Proposed Project such as the parking garage at the cellar and sub-cellar levels would be located below the current and future 1% annual chance flood elevation and sea level rise scenarios. Residential lobby area would be raised 6.24 feet above the BFE, and the elevators and exit stairs will be accessible by means of a handicap lift and steps. The space below the DFE would be constructed with flood damage resistant materials in combination with water-tight gates at entry points. Doors, windows, and other openings below the DFE would be sealed through permanent flood gates, made from sheet metal with reinforcement and rubber joints, or deployable shields that will be installed in advance of a flood event. The enclosed cellar and sub-cellar level parking, which is also projected to be below the 1% annual chance flood elevation and MHHW levels for current and future scenarios, would be dry floodproofed as an adaptive strategy to resist inundation.

2(b). Describe any additional measures being taken to protect the project from additional coastal hazards such as waves, high winds, or debris.

The Proposed Project would comply with all local codes, including the 2014 NYC Building Code (or updated current version), and specifically with Appendix G (Flood-resistant Construction). As previously described, additional measures have been incorporated into the planning and design of the Proposed Project to ensure long-term resiliency to climate change and sea level rise in the City's Coastal Zone.

Wave action hazards (i.e. Zone VE or Coastal A Zone) have not been designated for the Projected Development Site 1. Therefore, storm impacts due to waves, high winds, or debris would not be expected to affect the project features. The only feature that is below the elevation of MHHW under current and future sea level rise scenarios is the parking garage located in the cellar level of the Proposed Project. The enclosed cellar level parking garage would be dry floodproofed as an adaptive strategy to resist inundation.

2(c). Describe how the project would affect the flood protection of adjacent sites, if relevant. How would the project lead to increased flooding on adjacent sites? How would the project protect upland sites from coastal hazards? Does the project complement or conflict with planned, adjacent flood protection projects?

Since the floodplain within NYC is controlled by astronomic tide and meteorological forces (e.g., nor'easters and hurricanes) and not by fluvial flooding, the proposed modifications to the Projected Development Site 1 would not have the potential to adversely affect the floodplain or result in increased coastal flooding at adjacent sites or within the study area. Construction, activities at the Projected Development Site 1 would be completed in accordance with applicable stormwater regulations. Therefore, the construction and operation of the Proposed Project would not exacerbate future projected flooding conditions on adjacent sites. Through the implementation of adaptive actions that will mitigate and enhance the resiliency of the Projected Development Site 1 from flood events, the Proposed Project would complement adjacent flood protection projects.

3. Assess policy consistency

Based on this information, the Proposed Project would promote Policy 6.2 (Integrate consideration of the latest New York City projections of climate change and sea level rise). As described above, vulnerable Proposed Project building features within the 1% annual chance flood would be protected from flood water damage with the implementation of adaptive strategies such as, raising them above the base flood plain, dry floodproofing and incorporation of flood damage resistant materials and vents. Vulnerable project features below the projected elevation of the future "high estimate" of MHHW combined with projected sea level rise would be made resilient through dry floodproofing measures and incorporation of flood damage resistant materials and permanent flood gates.

Policy 7: Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.

A Phase I Environmental Site Assessment (ESA) identified Recognized Environmental Conditions on Projected Development Site 1 (see Attachment I, "Hazardous Materials").

The Applicant intends to file an application to the New York State Department of Environmental Conservation (NYSDEC) to enter Projected Development Site 1 into the Brownfield Cleanup Program (BCP). The BCP is a voluntary cleanup program that provides incentives for the remediation and development of contaminated, underutilized properties. If the Projected Development Site 1 is accepted into the BCP, remedial actions performed in conjunction with the Proposed Project would be subject to approval and oversight by NYSDEC and compliance with the requirements of the BCP, which will prevent significant adverse impacts from hazardous materials in connection with the Proposed Project. The BCP is a comprehensive program that includes or surpasses requirements of the City's hazardous materials (E) designation program. Should the application to enroll Projected Development Site 1 in the BCP not be

accepted, or, if Projected Development Site 1 is withdrawn from the BCP, a Remedial Action Plan (RAP) and site-specific Construction Health and Safety Plan (CHASP) will be submitted to the Mayor's Office of Environmental Remediation (OER) for review and approval pursuant to an (E) designation to ensure that the environmental commitments to remediate Projected Development Site 1 are retained regardless of BCP participation. Subsurface investigation is needed to determine the presence of contaminants within Projected Development Sites 1 and 2 and Potential Development Site 1. Projected Development Site 2 and Potential Development Site 1 are not controlled by the Applicant. Therefore, an E-Designation related to hazardous materials will be mapped on these sites. The RAP and CHASP will be prepared to establish procedures to be followed throughout all periods of construction and disturbance at Projected Development Site 1. Construction management, site-specific controls, and monitoring procedures established therein would be submitted to the OER for review and approval.

VII. CONCLUSION

The Proposed Actions would not adversely affect surrounding land uses or generate land uses that would be incompatible with land uses, zoning, or public policy in the study area. Although the Rezoning Area is currently zoned as an M1-1 District with active commercial office, mixed use residential and commercial uses, and parking uses, the M1-1 district is surrounded by R6/C1-3 and R6/C2-3 districts on Broadway and along West 231st Street, where mixed residential and commercial buildings currently exist. Beyond the commercial overlay portions of the study area are R6 districts containing medium-density multi-family buildings with a high number of DUs. This includes 224 Naples Terrace, a mixed residential and commercial building with active ground floor commercial uses along West 231st Street and approximately 100 DUs. Changes in density and building height maximums would occur in the Rezoning Area, from No-Action building heights of approximately 10- to 30-feet with an allowed FAR of 1.0 to 2.4 under the M1-1 zoning to a maximum allowed building height of 185 feet, and allowed residential FAR of 6.0, 2.0 for commercial, and 6.5 for community facility uses under the proposed R7-3/C2-3 zoning. Despite this increase in building density and FAR, the new land uses facilitated by the proposed zoning district would be consistent and compatible with existing land use trends of mixed-use residential and commercial/retail developments in the study area. The proposed uses on Projected Development Site 1, which consists solely of residential use, is also consistent with existing land uses in the study area, as seen in the western and eastern portions of the study area including buildings along Godwin Terrace, Bailey Avenue, and Albany Crescent.

While the northern portion of the study area would remain M1-1, the majority of zoning districts within the 400-foot study area are R6 or R6 with C1-3/C2-3 overlays which can be seen in the medium-density, multi-family residential buildings and mixed residential and commercial buildings which would be similar to land uses enabled in the Rezoning Area under the Proposed Actions, and not currently allowed under the existing M1-1 district. The Proposed Actions would enable higher density housing development in the Rezoning Area in a study area characterized by medium-density transit served housing, as seen in the existing multi-family residential uses along West 231st Street, Godwin Terrace, Naples Terrace, West 232nd Steet, West 233rd Street, and Albany Crescent, and would expand available ground floor commercial uses by mapping a C2-3 overlay which is consistent with the existing commercial corridor characterized by the C1-3 and C2-3 overlays along Broadway and West 231st Street in the study area.

The Proposed Actions would be consistent with relevant public policies such as *OneNYC 2050* and *Housing Our Neighbors*, as the Proposed Actions would permit new residential uses and MIH would be mapped facilitating affordable housing in perpetuity. The new residential uses facilitated by the Proposed Actions would be placed within the Outer Transit Zone, 180 feet north of the 1-train and in close proximity to the Bx9 bus line. The Proposed Actions would also be consistent with the policies set forth in NYC's WRP (#21-194). The Proposed Actions would not result in a significant adverse impact on land use, zoning, or public policy as defined in the *CEQR Technical Manual*.



Sources: 2023 PLUTO, DCP, NYS GIS Program Office (GPO) 2021

0 200 400 Feet

Projected Development Site 1

Projected Development Site 2

Potential Development Site 1

400-foot Boundary

Zoning Districts

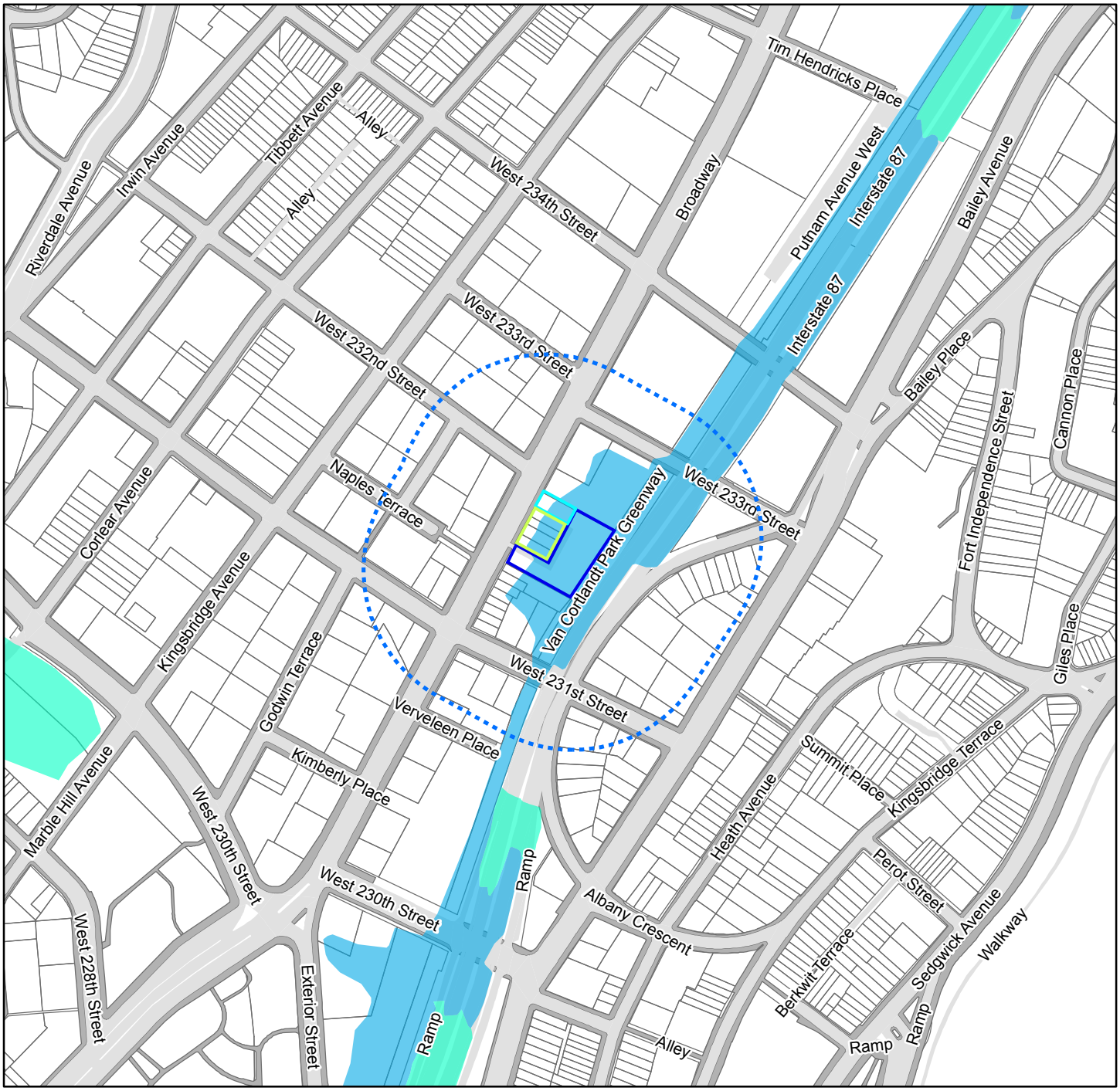
Commercial Overlay Districts

Rezoning Area

PROPOSED ZONING MAP

Figure B-4

5602-5604 Broadway EAS



Sources: 2023 PLUTO, DCP, NYS GIS Program Office (GPO) 2021,
Preliminary Flood Insurance Rate Maps (PFIRMS) (2015)

0 0.1 0.2 Miles

Projected Development Site 1

Projected Development Site 2

Potential Development Site 1

A (1% Floodplain)

X (0.2% Floodplain)

400-foot Study Area

FEMA MAP

Figure B-5

5602-5604 Broadway EAS

Attachment C: Socioeconomic Conditions

I. INTRODUCTION

This chapter assesses the potential for the Proposed Actions to result in a significant adverse impact on socioeconomic conditions in conformance to Chapter 5, Section 200 of the 2021 edition of the *City Environmental Quality Review* (*CEQR) Technical Manual,* the socioeconomic conditions assessment evaluates whether a proposed project would result in significant adverse impacts based on its direct and indirect effects on residential displacement, direct and indirect effects on business/institutional displacement, and its projected adverse effects on specific industries of importance to the City.

The Applicant is seeking a zoning map amendment (M1-1 to R7-3/C2-3) of Block 3267, Lots 90, 91, 93, 95, 97, 98, 99 and portions of Lots 72, 75, 87, 88 and 110) ("Rezoning Area"), and zoning text amendment pursuant to Appendix F and Article 12, Chapter 3 to establish a MIH area ("Proposed Actions"), to facilitate the construction of a new residential development at 5602-5604 Broadway (Block 3267, Lots 90 and 91), ("Projected Development Site 1"), in the Kingsbridge neighborhood of Bronx, Community District 8 (CD 8).

As described in Attachment A, "Project Description," the Proposed Actions would facilitate the construction of an approximately 328,431 gross square feet (gsf) building including 274,560 gsf of residential use comprising 226 dwelling units (DUs) of which 20-30% of housing (45 to 68 units) would be affordable at an average of 40-80% AMI pursuant to MIH Options 1, 2 or 3, and approximately 53,871 gsf of parking space in the sub-cellar and cellar ("Proposed Project"), on the applicant owned Projected Development Site 1. The sub-cellar parking would have 86 spaces with car lifts and the cellar parking would have 102 spaces with car lifts. The build year for the Proposed Actions is 2028.

In addition, the Applicant is seeking public funding and/or financing through the New York City Department of Housing Preservation and Development (HPD)'s Extremely Low and Low-Income Affordability (ELLA) Program that funds the construction of low-income multi-family rental projects, in which a minimum of 80% of the units are affordable to households earning up to 80% of the Area Median Income (AMI). 226 dwelling units (DUs) of which approximately 80% or 181 DUs would be income-restricted to households earning up to 80% of the Area Median Income (AMI) and the remaining 45 DUs would be income-restricted to households earning up to 90% AMI.

Based on the soft-site criteria in the *CEQR Technical Manual*, Lot 99 is considered a soft site ("Projected Development Site 2"). Non-Applicant owned Projected Development Site 2 may be developed into an 18-story, approximately 39,413 gsf building including approximately 30,441 gsf of residential use with 30 DUs, approximately 5,372 gsf of commercial use, and approximately 3,600 gsf of cellar parking with 11 parking spaces by the projected build year. Of the 30 DUs, approximately 20-30% of the units (6 to 9 units) would be affordable under Mandatory Inclusionary Housing (MIH) Options 1, 2, and 3.

Projected Development Site 1 is improved with a three-story commercial building consisting of retail/office uses on Lot 90 and a two-story above-ground parking garage called Riverdale Parking on Lot 91. Projected Development Site 2 is improved with a one-story car rental building. Potential Development Site 1, described in Attachment A: "Project Description", is not analyzed here as potential sites are not analyzed for density-specific analysis sections.

Under the With-Action condition, the Proposed Actions would result in an incremental increase of 256 DUs and approximately three parking spaces, and an incremental decrease of 363 gsf of commercial use from the No-Action to the With-Action condition. This would result in a net increase in the residential population

of approximately 627 residents[1] and a net increase in the non-residential population of approximately 5 workers.[2]

II. METHODOLOGY

Background

As defined in the *CEQR Technical Manual*, the socioeconomic character of an area includes its population, housing, and economic activity. Although socioeconomic changes may not result in impacts under CEQR, they are disclosed if they would affect land use patterns, low-income populations, the availability of goods and services, or economic investment in a way that changes the socioeconomic character of the area. In some cases, these changes may be substantial but not adverse. In other cases, these changes may be good for some groups but bad for others. The objective of the analysis of socioeconomic conditions is to disclose whether any changes created by a proposed project as compared to conditions in the future without the proposed project would result in a significant impact on residents, business, or industries of importance to the City.

The assessment of socioeconomic conditions distinguishes between the impacts on the residents and business in an area and further separates these impacts into analyzing direct and indirect displacement. Direct displacement occurs when residents or businesses are involuntarily displaced from the site of a proposed project, or sites directly affected by it. Indirect displacement occurs when residents, businesses, or employees are involuntarily displaced due to a change in socioeconomic conditions in the area caused by the proposed project. Some projects may also affect conditions within a specific industry.

Determining Whether a Socioeconomic Assessment is Appropriate

As indicated in *CEQR Technical Manual* guidelines, a socioeconomic assessment should be conducted if a project may be reasonably expected to create socioeconomic changes in the area affected by the project that would not be expected to occur in the absence of the project. The need for an assessment of socioeconomic conditions as identified in the *CEQR Technical Manual* is based on whether a proposed project would result in one or more the following thresholds:

1. *Direct Residential Displacement: Would the project directly displace residential population to the extent that the socioeconomic character of the neighborhood would be substantially altered? Displacement of fewer than 500 residents would not typically be expected to alter the socioeconomic character of a neighborhood.*

   No residential uses exist on Projected Development Sites 1 and 2 and therefore, the Proposed Actions would not directly displace any residents, and an assessment of direct residential displacement is not warranted.

2. *Direct Business Displacement: Would the project directly displace more than 100 employees? If so, assessments of direct business displacement and indirect business displacement are appropriate. Would the project directly displace a business whose products or services are uniquely dependent on its location, are the subject of policies or plans aimed at its preservation, or serve a population uniquely dependent on its services in its present location? If so, an assessment of direct business displacement is warranted.*

[1] (Increment of 256 DUs) x (2.45 multiplier for average household size of renter-occupied unit, per the *NYC DCP PopulationFactFinder, 2020 decennial census for the Kingsbridge-Marble Hill [BX0802] NTA average household size* = 627.
[2] Multipliers used for existing and with-action conditions include: 1 worker per 250 sf of office space, 1 worker per 333 sf of local retail, 1 worker per 25 dwelling units and 1 worker per 50 parking spaces. Multipliers per "Gowanus Neighborhood Plan EAS" (CEQR No. 19DCP157K).

The Proposed Actions would not result in a direct displacement of more than 100 employees. The businesses that exist in the same location as Projected Development Sites 1 and 2 are not uniquely dependent on their location nor offer services that are in limited supply in the surrounding neighborhood. No policies or plans are currently aimed at the preservation of the existing business uses on Projected Development Sites 1 and 2. Therefore, an assessment of direct business displacement is not warranted.

3. *Indirect Displacement due to Increased Rents: Would the project result in substantial new development that is markedly different from existing uses, development, and activities within the neighborhood? 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. For projects exceeding these thresholds, assessments of indirect residential displacement and indirect business displacement are appropriate.*

   The Proposed Actions would generate a residential increment of 256 DUs. Therefore, a preliminary assessment of indirect residential displacement is needed. As the Proposed Actions would not result in more than 200,000 sf of commercial development (a net decrease of 363 gsf would occur), an assessment of indirect business displacement due to increased rents is not warranted.

4. *Indirect Business Displacement due to Retail Market Saturation: Would the project result in a total of 200,000 sf or more of retail on a single development site or 200,000 sf or more of region-serving retail across multiple sites? This type of development may have the potential to draw a substantial amount of sales from existing businesses within the study area, resulting in indirect business displacement due to market saturation.*

   The Proposed Actions would not result in 200,000 sf or more of retail on a single development site or 200,000 sf or more of region-serving retail across multiple sites. Therefore, an assessment of indirect business displacement due to retail market saturation is not warranted.

5. *Adverse Effects on Specific Industries: Is the project expected to affect conditions within a specific industry? This could affect socioeconomic conditions if a substantial number of workers or residents depend on the goods or services provided by the affected businesses, or if the project would result in the loss or substantial diminishment of a particularly important product or service within the city.*

   The Proposed Actions would not affect conditions within a specific industry, nor substantially reduce employment or impair the economic viability in any industry or category of businesses. Therefore, an assessment of adverse effects on specific industries is not warranted.

Based on the screening assessment, the Proposed Actions warrant an assessment of indirect residential displacement. Generally, an indirect residential displacement analysis is conducted only in cases in which the potential impact may be experienced by populations that are vulnerable or at risk, i.e., renters living in privately held units unprotected by rent control, rent stabilization, or other government regulations restricting rents, or whose incomes or poverty status indicate that they may not support substantial rent increases. The potential for indirect displacement depends not only on the characteristics of the proposed project, but on the characteristics of the study area. Usually, the characteristics of the proposed project are known—the objective of the preliminary assessment, then, is to gather enough information about conditions in the study area so that the effect of the change in conditions with the proposed project relative to expected future conditions in the study area can be better understood. As described below, Section 322 of the *CEQR Technical Manual* defines the step-by-step guidelines for an indirect residential displacement assessment.

Step 1: Determine if the proposed project 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.

Step 2: Determine if the project's increase in population is 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.

Step 3: Consider whether the study area has already experienced a readily observable trend toward increasing rents and the likely effect of the action on such trends. If no such trend exists either within or near the study area, the action could be expected to have a stabilizing effect on the housing market within the study area by allowing for limited new housing opportunities and investment.

Based on the screening assessment presented above, the assessment of the potential impact of the Proposed Actions on socioeconomic conditions is limited to an assessment of the potential impact of the Proposed Actions on indirect residential displacement.

Analysis Framework

Indirect Residential Displacement

According to *CEQR Technical Manual* guidelines, the objective of an indirect residential displacement assessment is to determine whether a proposed project may either introduce a trend or accelerate trends that exist near to or within smaller portions of the study area that may potentially displace a vulnerable population to the extent that the socioeconomic character of the neighborhood would change.

Study Area Definition

CEQR Technical Manual guidelines state that the socioeconomic study area boundary should encompass the project site and adjacent area within a 400-foot, 0.25-mile, or 0.5-mile radius from the project site depending on the project size and area characteristics. If the data includes geographic units such as census tracts or zip-code areas, it may be appropriate to adjust the size of the study area to make its boundaries contiguous with those of the data sets. The socioeconomic conditions assessment seeks to examine the potential to change socioeconomic character relative to the study area population. For projects that would result in an increase in residential population, the scale of the relative change is typically represented as a percent increase in population. *CEQR Technical Manual* guidelines indicate that a project that would result in a relatively large increase in population may be expected to affect a larger study area. A 0.5-mile study area is appropriate for projects that would increase population by five percent compared to the population in the future without the Proposed Actions in a 0.25-mile study area.

Based on *CEQR Technical Manual* guidelines, the preliminary assessment considered census tracts with at least 50% of their area within a 0.25-mile radius of the Projected Development Site 1 and 2 or overlap with Projected Development Site 1 and 2, including Census Tracts 277, 283, 287, and 289 ("Socioeconomic Study Area"). The Proposed Actions would result in a net increase of 256 DUs, which would generate approximately 627 persons, an increase in the residential population of 3.9% between the conditions in the future with the proposed actions compared to conditions in the future without the proposed actions **(Table C-1: Estimated Population Within 0.25-Mile of the Projected Development Sites 1 and 2)**.

Table C-1: Estimated Population Within 0.25-Mile of the Projected Development Sites 1 and 2

	Existing Condition (persons)[1]	No-Action Condition (persons)[2]	With-Action Condition Increment (persons)[3]	Percent Change
Socioeconomic Study Area	15,820	15,975	16,602	**3.9%**

Source: U.S. 2020 Decennial Census, DCP Housing Database

[1]Existing condition population includes existing population of 15,741 + 79 residents (34 new units*2.37=81 residents with 2.22% vacancy reduction)
[2]No-Action condition is existing conditions population with the addition of occupied DOB permitted residential developments in the study area (66 DUs*2.37 = 155)
[3]With-Action (increment), Proposed Project: 256 DUs x 2.45 persons = 627 persons (Kingsbridge-Marble Hill [BX0802] NTA 2020 Census, average household size).

Because the With-Action incremental increase of residents within the 0.25-mile study area is under a 5.0% increase, the 0.25-mile study area will remain the study area through the remainder of the subsequent analysis **(Figure C-1: Socioeconomic Study Area Map)**. The socioeconomic study area has an existing total population of approximately 15,820 persons **(Table C-2: Existing Study Area Population Within 0.25-Mile of the Projected Development Sites 1 and 2)**.

Table C-2: Existing Study Area Population Within 0.25-Mile of the Projected Development Sites 1 and 2

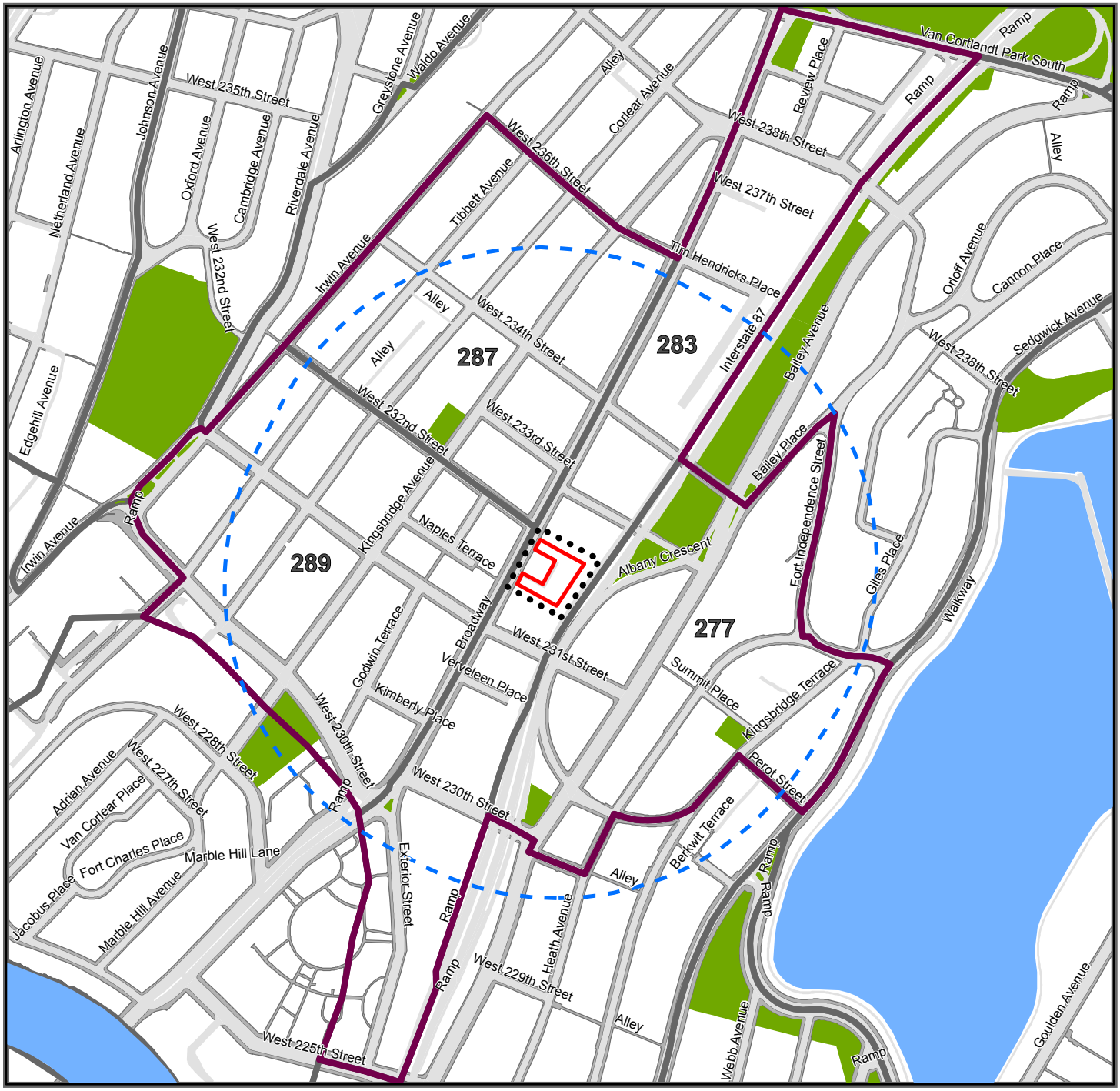
Geography	Existing Population
Socioeconomic Study Area*	15,820
The Bronx	1,443,229
New York City	8,622,467

*15,741 from 2020 Census + 79 (34 new units*2.37=81 residents with 2.22% vacancy reduction)

Data Sources

The existing conditions residential population in the socioeconomic study area was calculated by obtaining the 2020 Decennial Census population for the study area census tracts combined with residents introduced by new housing developments (between 2020 and 2023) within the study area. The 2020 Census Average Household size for Bronx Community District 8 (BX8) of 2.37 was multiplied by the new housing units to get total number of residents, which was then reduced by the study area vacancy rate of 2.22%. The vacancy rate was obtained with 2020 Census Data for the study area using with the following formula: ([For rent] + [For sale only]) / ([Occupied housing units] + [For rent] + [For sale only] + [Rented, not occupied] + [Sold, not occupied]).

The No-Action study area population incorporated New York City Department of Building's (DOB) active permitted residential developments in the study area. The dwelling units generated by these permitted developments were reduced by the 2.22% vacancy rate and then multiplied by the BX8 household size of 2.37 to calculate the No-Action population increase. For the dwelling units generated by the Proposed Actions in the With-Action condition, average household size of 2.45 persons was obtained from Kingsbridge-Marble Hill [BX0802] Neighborhood Tabulation Area (NTA) 2020 Census, as the NTA is more consistent with the multi-family uses enabled by the Proposed Actions. Data related to residential conditions, including housing, and income data, were obtained from the American Community Survey (ACS) Five-Year Estimates, 2018-2022. The income limits for affordable rental DUs were computed using the New York City (NYC) Department of Housing Preservation and Development's (HPD's) "Area Median Income" guide for 2024.



Sources: 2023 PLUTO, DCP, NYS GIS Program Office (GPO) 2021

0 0.125 0.25 Miles

Projected Development Sites 1 & 2

0.25-mile Study Area

Census Tracts

Socioeconomic Study Area

Rezoning Area

SOCIOECONOMIC STUDY AREA

Figure C-1

5602-5604 Broadway EAS

III. EXISTING CONDITIONS

Projected Development Site 1

Projected Development Site 1 includes Lots 90 and 91 and is owned by the Applicant. Lot 90 is a 2,508 rectangular lot with 25.1 feet of frontage along Broadway and an existing FAR of 1.6. It is improved with a three-story commercial building with retail/office uses. Lot 91 is a 28,275-sf lot that has been owned and operated by the Applicant since 1985 and has an FAR of 1.4. The two-story above ground parking garage called Riverdale Parking, is used for monthly customers as well as daily customers. An auto repair shop, United Auto Repair Shop Inc., is also located on this lot. It has 31 feet of frontage along Broadway.

Projected Development Site 2

Projected Development Site 2 includes Lot 99 and is not owned by the applicant but is considered a soft site per the *CEQR Technical Manual*. Lot 99 is comprised of a 4,975-sf lot with an existing FAR of 0.4 that is improved with a one-story car rental building.

The study area contains two NYC Housing Authority (NYCHA) developments: Fort Independence Houses, located southeast of the Projected Development Sites 1 and 2 within census tract 277 comprising 344 DUs; and the eastern portion of Marble Hill Houses within census tract 283 comprising 465 DUs. As shown in **Table C-3: Housing Tenure in Study Area, Existing Condition**, renter-occupied housing units account for most of the housing units in the Socioeconomic Study Area.

Table C-3: Housing Tenure in Study Area, Existing Condition

		Owner-Occupied		Renter-Occupied	
	Occupied Housing Units	Number	Percent	Number	Percent
Socioeconomic Study Area	6,092	978	16.1%	5,114	83.9%[1]
The Bronx	525,387	104,887	20.0%	420,500	80.0%
NYC	3,282,804	1,081,125	32.9%	2,201,679	67.1%

Source: U.S. Census, ACS 5-year estimates 2018-2022
1. Margin of error (MOE) for percent renter-occupied units in the Study Area is 4.9%

Of the 6,092 occupied DUs in the Socioeconomic Study Area, approximately 83.9% are renter-occupied. Although this is higher than the rate of renter-occupied units in the Bronx at 80%, the Margin of Error (MOE) for the Study Area is 4.9%, which means the difference between the Study Area and the Bronx is not statistically significant. Both the Study Area and the Bronx experience higher rates of renter-occupied units compared to New York City at large, which is estimated at 67%. Unlike renter-occupied units, owner-occupied units are not at risk of displacement due to market conditions. Additionally, the study area also contains a higher percentage of families below poverty at 26.4% than New York City at 13.6%. Because of the Study Area poverty rate contains a 9.6% MOE, the difference between the Study Area poverty rate and that of the Bronx (at 22.5%) is not statistically significant.

The median household income for the study area is $46,700 and the mean income is $65,379[3]. **Table C-4: Distribution of Household Incomes, Existing Condition (2021)** illustrates the distribution of incomes within the socioeconomic study area. The income distribution in the study area shows that approximately 52.13% of households within the study area earn less than $50,000. Approximately 33.47% of households

[3] U.S. Census, ACS five-year estimates 2018-2022

earn less than $25,000. Only 22.23% of households earn over $99,999 including approximately 3.5% of households earning more than $200,000.

Table C-4: Distribution of Household Incomes, Existing Conditions

	Total Households	Median Income	Mean Income	Households earning less than $25,000		Households earning $25,000 to $49,999		Households earning $50,000 to $99,999		Households earning $100,000 to $199,999		Households earning $200,000 or more	
				Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Study Area	6,092	46,700	65,379	2,039	33.47%	1,137	18.66%	1,562	25.64%	1,141	18.73%	213	3.50%
The Bronx	525,387	47,036	69,157	164,214	31.26%	108,547	20.66%	137,665	26.20%	89,543	17.04%	25,418	4.84%
NYC	3,282,804	76,607	122,667	655,649	19.97%	515,571	15.71%	800,254	24.38%	799,063	24.34%	512,267	15.60%

IV. FUTURE WITHOUT THE PROPOSED ACTIONS (NO-ACTION CONDITION)

Projected Development Site 1

Under the No-Action Condition, the lease on United Auto Repair shop located on Lot 91 will not be continued. This commercial use would be vacant in the No-Action condition. Lot 90 would continue to operate as a public parking facility similar to the existing conditions.

Projected Development Site 2

Under the No-Action Condition, Projected Development Site 2 on Lot 99 would be the same as existing conditions as a one-story car rental building.

Study Area

Based on information from the CEQR Access database and NYC Department of Buildings, three ongoing developments were identified within the socioeconomic study area, with anticipated completion dates in 2028 or earlier, as shown in **Table C-5: Known Developments Within 0.5-Mile of Projected Development Sites 1 and 2**.

Table C-5: Known Developments Within 0.25-Mile of Projected Development Sites 1 and 2.

Project Name[1]	Block	Lot	Active Permitted DUs	Occupied Units[2]	Residents[3]
190 W 239th Street	3271	218	3	3	7
192 W 239th Street	3271	216	6	6	14
3831 Putnam Avenue West	3271	140	28	27	65
3029 Godwin Terrace	5703	206	30	29	70
Total			67	66	155

Notes:

[1] Projected obtained from the Department of Buildings, NYC Active Major Construction

[2] Occupied Units includes active permitted units with 2.22% vacancy reduction

[3] Residential population obtained with 2.37 multiplier

The study area population projection in the No-Action condition would be 15,979 persons, as shown in **Table C-6: Study Area Population, No-Action Condition.**

Table C-6: Socioeconomic Study Area Population, No-Action Condition

Existing Condition (persons)	Background Projects Population Increase	No-Action Condition Population Increase (within Rezoning Area)	No-Action Condition (persons)
15,820	155	0	15,975

Notes:

No-Action Projects in Study Area: NYC DCP Population FactFinder, 2020 Decennial census average household size: 67 (occupied) DUs x 2.37 persons = 155

V. FUTURE WITH THE PROPOSED ACTIONS (WITH-ACTION CONDITION)

In the With-Action condition, the Proposed Actions would result in the rezoning of the Rezoning Area from M1-1 to R7-3/C2-3. The Proposed Actions would result in an approximately 328,431 gsf building, with approximately 274,560 gsf of residential use generating 226 DUs and 53,871 gsf for parking on Projected Development Site 1. The analysis is done to reflect the potential HPD affordability of 80% of units (181 DUs) for conservative analysis purposes. The Proposed Actions would also facilitate an approximately 39,413 gsf building, with approximately 30,441 gsf of residential use generating 30 DUs, 20-30% (6 to 9 units) of which will be affordable at an average of 40 to 80% AMI pursuant to MIH Options 1, 2 or 3, 5,372 gsf of commercial use, and 3,600 gsf of parking on the non-Applicant-owned Projected Development Site 2.

Indirect Residential Displacement

In conformance to *CEQR Technical Manual* guidelines, the indirect residential displacement assessment first determines whether a proposed project 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. If the expected average incomes of the new population would be like the average incomes of the Socioeconomic Study Area populations, no further analysis is necessary.

For the Socioeconomic Study Area, the 2006-2010 to 2018-2022 ACS data indicated a decrease in mean and median incomes, when adjusting for inflation. However, the MOE indicated in the data renders this change statistically insignificant, and a direction of change cannot be deduced. NYC experienced a higher increase in income levels as compared to the Bronx. **(Table C-7: Mean and Median Household Income, 2010-2022)**.

Table C-7: Socioeconomic Study Area Mean and Median Household Income, 2006-2010 to 2018-2022

		2006-2010	2018-2022	% Change	Direction of Change
Socioeconomic Study Area	Mean Income	$67,878	$65,379	96%	Decrease[1]
	Median Income	$53,312	$46,700	88%	Decrease[1]
The Bronx	Mean Income	$63,856	$69,157	108%	Increase
	Median Income	$46,232	$47,036	102%	Increase
NYC	Mean Income	$105,106	$122,667	117%	Increase
	Median Income	$67,850	$76,607	113%	Increase

U.S. Census, ACS estimates (2006-2010 to 2018-2022)
1. The MOE for Socioeconomic Study Area change in median household income is 23.4% and for mean household income, 14.9%. This renders the finding statistically insignificant.

Under the Proposed Actions, 20-30% of DUs contained in the Projected Development Site 1 (45 to 68 units) would be affordable at an average 40-80% AMI pursuant to MIH Options 1, 2 or 3, and approximately 20-30% of DUs contained in the Projected Development Site 2 (6 to 9 units) would be restricted to households with at an average of 40-80% of AMI pursuant to MIH Options 1, 2 or 3. Under the assumption of HPD funding, 80% of DUs contained in the Projected Development Site 1 (181 units) would be restricted to households at an average of 80% AMI and approximately 30% of DUs contained in the Projected Development Site 2 (9 units) would be restricted to households with incomes up to 80% AMI pursuant to the more conservative MIH Option 2, as HPD funding cannot be assumed for this site. This analysis reflects a more conservative assumption that HPD funding will allow for more floor area to be affordable (80% of DUs on Projected Development Site 1 compared to 20-30% with MIH Options 1, 2 or 3).

Table C-8: Income Limits for Affordable Housing in New York City, 2024 provides the income limits for the 2024 New York City AMI bands. These bands are used to determine affordable housing income eligibility by household size.

Table C-8: Income Limits for Affordable Housing in New York City, 2024

Household Size	80% of AMI	130% of AMI
1	$86,960	$141,310
2	$99,440	$161,590
3	$111,840	$181,740
4	$124,240	$201,890
5	$134,160	$218,010

Source: NYC HPD, "2024 New York City Area AMI" https://www.nyc.gov/site/hpd/services-and-information/area-median-income.page

Additionally, a 2.45-person household AMI levels were calculated based on the Kingsbridge-Marble Hill [BX0802] NTA 2020 Census average household size, as this is the average household size assumed for units generated by the Proposed Actions. The average income of a 2.45-person household introduced by the Proposed Actions that would qualify for affordable housing under the With-Action condition, is approximately $105,020 (80% of AMI for a household of 2.45), which is higher than both the median household income of $46,700 and the mean household income of $65,379 for the study area. Consequently, according to *CEQR Technical Manual* guidelines, a Step 2 level of assessment for indirect residential displacement is necessary.

In the With-Action condition, out of the 256 DUs, approximately 19.47% would be studios, 30.09% would be one-bedrooms, 45.13% would be two bedrooms, and 5.31% would be three bedrooms. This unit mix is assumed for the 66 combined market rate 66 DUs (45 DUs for Projected Development Site 1 and 21 DUs for Projected Development Site 2). **Table C-9: Weighted Average Income of Market- Rate DU Population** shows the weighted average income for the market-rate renters induced by Projected Development Sites 1 and 2. A review of listings on Trulia and StreetEasy in July 2024 found 9 market-rate units for rent in the study area, including two studios, three one-bedroom units, two two-bedroom units, and two three-bedroom units. Using the monthly rent by bedroom for rental listings in the study area, the household income was estimated for each type of unit, assuming that households spend 30% of their gross monthly income on rent. The aggregate income for all the units was then calculated with the total number of units and then divided by the total number of market rate DUs from Projected Development Sites 1 and

2 to determine the average household income of the market-rate DU tenants resulting from the Proposed Actions ($88,781). The mean household income for the study area is $65,379.

Table C-9: Weighted Average Income of the Proposed Market-Rate DU Population

No. of Bedrooms	Monthly Rent	Annual rent	Estimated Annual Income	Number of DUs	Total Annual Income
Studio	$1,800	$21,600	$72,000	13	$925,214
1-Bed	$2,017	$24,204	$80,680	20	$1,602,256
2-Bed	$2,450	$29,400	$98,000	30	$2,919,008
3-Bed	$3,050	$36,600	$122,000	3	$413,068
Total				**66**	**$5,859,547**
Weighted Average income of total market rate units					**$88,781**

Notes: Annual income was estimated using existing rents in the study area and the assumption that renters spend 30% of their gross monthly income on rent.
Source: Monthly rent from Trulia and StreetEasy listings, July 2024; % of units by number of bedrooms provided by architect

Table C-10: Weighted Average Income of the Project-Generated Population

Table C-10: Weighted Average Income of the With-Action Population

Unit Type	Income	Units	Total Income
Market-Rate	$88,781	66	$5,859,547
Affordable (MIH and HPD)	$105,144	190	$19,977,360
Total Units		**256**	**$25,836,907**
Weighted Average Income of population generated by Proposed Actions (Total Income/ Total Units)			**$100,925**

*Calculated using the HPD, 2024 New York City Area Median Income and the guidance in the *CEQR Technical Manual*

As shown in **Table C-10: Weighted Average Income of the Project-Generated Population**, the weighted average income of the market-rate DUs and affordable DUs would be $100,925, which exceeds the study area's existing mean household income of $65,379.

Since the Proposed Actions have the potential to add a new population with higher average incomes compared to the average incomes of the existing study area population, Step 2 of the preliminary assessment is warranted.

Socioeconomic Study Area Population Change

In conformance with *CEQR Technical Manual* guidelines, the next step (Step 2) in a preliminary socioeconomic assessment is to determine whether the Proposed Actions' increase in population is 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. If the population increase is less than five percent within the study area, further analysis is not necessary as this change would not be expected to affect real estate market conditions. The population that would be introduced from the Proposed Actions would total 627 individuals reflecting a 3.92% increase from the No-Action condition (**Table C-9: Study Area Population Change**).

Table C-11: Socioeconomic Study Area Population Change

No-Action Condition (persons)	With-Action Condition (persons)	Percent Change (No-Action to With-Action)
15,975	16,602	3.92%

Notes:

With-Action (increment), Project Development Site 1 and 2: 256 DUs x 2.45 persons = 627 persons.

Since the population increase would be less than 5% within the study area, further analysis to determine whether the Proposed Actions would result in indirect residential displacement is not necessary. Consequently, the proposed development on Projected Development Sites 1 and 2 would not result in a significant adverse impact on socioeconomic conditions.

VI. CONCLUSION

The Proposed Actions would not introduce a new trend to the study area by supporting the development of unregulated housing units. The Proposed Actions would create new permanently affordable DUs by providing 256 housing units on Projected Development Sites 1 and 2, of which 190 DUs would be reserved for low-income DUs (defined as households earning 80% of the AMI or less). This would expand the existing affordable housing supply and provide alternative housing option for low-income households. Although the anticipated average household income introduced by the With-Action would be higher than the study area mean and median incomes, the population increase would be less than 5% within the study area and therefore, further analysis to determine whether the Proposed Actions would result in indirect residential displacement is not necessary. Consequently, the Proposed Actions would not result in a significant adverse impact on socioeconomic conditions.

Attachment D: Community Facilities and Services

I. INTRODUCTION

The 2021 edition of the *City Environmental Quality Review (CEQR) Technical Manual* states that a community facilities assessment should be conducted if a project would directly or indirectly affect existing community facilities, including publicly supported day care, libraries, public schools, health care facilities, and fire and police protection services. A project can affect community services when it physically displaces or alters a community facility or causes a change in population that may affect the services delivered by a community facility, as might happen if a facility is already over-utilized, or if a project is large enough to create a demand that could not be met by the existing facility.

As described in Attachment A, "Project Description," Riverdale Garage Corp ("the Applicant") is requesting a zoning map amendment to rezone Lots 90, 91, 93, 95, 97, 98, 99 and portions of (p/o) Lots 72, 75, 87, 88 and 110 on Block 3267 ("Rezoning Area"), from a M1-1 zoning district to a R7-3/C2-3 zoning district, and a zoning text amendment to ZR Appendix F to establish a Mandatory Inclusionary Housing (MIH) area ("Proposed Actions"), to facilitate the redevelopment of 5602-5604 Broadway (Block 3267, Lots 90 and 91) in the Kingsbridge neighborhood of Bronx, Community District 8 (CD 8) ("Projected Development Site 1"). The Proposed Actions would facilitate the development of an approximately 328,431 gross square feet (gsf) building including approximately 274,560 gsf of residential use comprising 226 (DUs), and approximately 53,871 gsf of parking space in the sub-cellar and cellar ("Proposed Project"), on the applicant owned Projected Development Site 1 20-30% of housing (45 to 68 units) would be affordable at an average of 40-80% AMI pursuant to MIH Options 1, 2 or 3. For the purpose of early childhood programs analysis, 80% of units for Projected Development Site 1 (181 units), would be affordable at or below 80% AMI, to present a conservative analysis due to the potential for Housing Preservation and Development (HPD) Extremely Low and Low-Income Affordability (ELLA) Program funding. The build year for the Proposed Actions is 2028.

In addition, the Applicant is seeking public funding and/or financing through the New York City Department of HPD's ELLA Program that funds the construction of low-income multi-family rental projects, in which a minimum of 80% of the units are affordable to households earning up to 80% of the Area Median Income (AMI). On Projected Development Site 1, 226 dwelling units (DUs) of which approximately 80% or 181 DUs would be income-restricted to households earning up to 80% AMI and the remaining 45 DUs would be income-restricted to households earning up to 90% AMI.

The Applicant-owned Projected Development Site 1 is improved with a three-story commercial building consisting of retail/office uses on Lot 90 and a two-story above ground parking garage called Riverdale Parking on Lot 91.

Lot 99 is a non-Applicant owned, 4,975-sf lot that is improved with a one-story Enterprise rental car office. Based on the soft-site criteria in the *CEQR Technical Manual*, Lot 99 is considered a soft site ("Projected Development Site 2"). Projected Development Site 2 may be developed into an 18-story, 185-foot tall, approximately 39,413 gsf building including approximately 30,441 gsf of residential use with 30 DUs, approximately 5,372 gsf of commercial use, and approximately 3,600 gsf of cellar parking with 11 parking spaces by the projected build year. Approximately 20-30% of housing (6 to 9 units) would be affordable at an average of 40-80% AMI pursuant to MIH Options 1, 2, and 3. For the purposes of early childhood programs analysis, 20% of units (6 units) would be at or below 80% AMI.

Since the Proposed Actions would increase demand on public schools and publicly funded childcare centers, an assessment is required of the potential for the Proposed Actions to result in a significant adverse impact on community facilities or services.

III. METHODOLOGY

A community facilities assessment is warranted if a proposed project would potentially result in appreciable direct or indirect effects on a facility or service provided to the community. Detailed community facilities assessments are commonly associated with residential projects since the increased demand for community services strongly correlates with the introduction of new residents to an area. The *CEQR Technical Manual* establishes thresholds that may be used to determine whether detailed studies are necessary to determine potential indirect impacts on community facilities (see **Table D-1: Community Facilities Thresholds for Detailed Analyses**).

The Proposed Actions would neither directly displace a community facility nor place a physical barrier to service delivery. The Proposed Actions would result in an incremental increase of approximately 256 DUs between the No-Action and With-Action conditions. Based on a comparison of Projected Development Site 1 and 2 with *CEQR Technical Manual* thresholds, a detailed assessment of the potential impact of Projected Development Site 1 and 2 on community facilities and services would be limited to potential impact of the Projected Development Site 1 and 2 on elementary/middle schools, and publicly funded childcare. The community facilities assessment is consequently limited to consideration of indirect effects of Projected Development Site 1 and 2 on these facilities and services.

Preliminary and detailed assessments for public schools and publicly funded childcare facilities were based on data provided by NYC Department of City Planning (DCP), NYC Department of Education (DOE), NYC Department of Housing Preservation and Development, and NYC School Construction Authority (SCA). For purposes of the early childhood programs analysis, the HPD Housing New York Map[1] and database was reviewed to identify planned residential development projects that would add a substantial number of income-restricted housing units in the study area; displayed developments seemed to be repair or rehabilitation projects rather than new construction generating additional residential units. The analysis was prepared in accordance with *CEQR Technical Manual* guidance.

Table D-1: Community Facilities Thresholds for Detailed Analyses

Community Facility Type	Thresholds for Detailed Analyses	Detailed Analysis Required
Public Schools	*Elementary/Middle Schools* 50 or more students based on # of residential DUs OR Direct Effect	Yes
	High Schools 150 or more students based on # of residential DUs OR Direct Effect	No
Group Childcare and Head Start Centers (publicly funded)	20 or more eligible children under age 6 based on number of low or low/moderate income DUs OR Direct Effect	Yes
Libraries	More than 5% increase in ratio of DUs to library branches OR Direct Effect	No
Police/Fire Services and Health Care Facilities	Introduction of Sizeable New Neighborhood (e.g., Hunters' Point South) OR Direct Effect	No

Source: CEQR Technical Manual

[1] NYCHPD, "Housing New York Map".
https://hpd.maps.arcgis.com/apps/webappviewer/index.html?id=192d198f84e04b8896e6b9cad8760f22

IV. PRELIMINARY ASSESSMENT

Public Schools

Indirect Effects

The *CEQR Technical Manual* defines the thresholds for a detailed assessment of the impact of a project on public schools to be the addition of 50 or more students for elementary and middle schools, and an addition of 150 or more students for high schools. Based on student generation rates for public elementary, middle, and high schools located within Bronx Community School District (CSD) 10, sub-district 2, as provided by the SCA, the incremental increase of approximately 256 DUs generated by the Proposed Actions would result in an addition of approximately 53 elementary school students, 19 middle school students, and 33 high school students (see **Table D-2: Public School Threshold Calculations**). Consistent with *CEQR Technical Manual* guidance, this projected number of students warrants a detailed assessment of the potential impact of the Proposed Actions on elementary and middle schools since the total number of students generated by the Proposed Actions would be greater than 50. The number of high school students generated by the Proposed Actions would be below the threshold of 150 students, and consequently a detailed analysis of the potential impact of the Proposed Actions on public high schools is not warranted.

Table D-2: Public School Threshold Calculations

	Incremental Increase in DUs from the Proposed Actions	Multiplier (Students/Unit in Bronx CSD 10)	Additional Students from the Proposed Actions	Threshold for Detailed Analysis
Elementary School Students	256	0.2070	53	50 (combined)
Middle School Students		0.0754	19	
High School Students		0.13	33	150

Source: CEQR App

Publicly Funded Group Childcare and Head Start Centers

Indirect Effects

The *CEQR Technical Manual* threshold for determining the need for a detailed assessment for publicly funded childcare and Head Start centers is an addition of 20 or more eligible children under the age of six based on the number of low- or low/moderate-income DUs that would be created with a project. Based on the generation rates for the Bronx in the *CEQR Technical Manual*, the approximately 187 proposed DUs affordable up to 80% of the AMI would generate approximately 26 eligible children (See **Table D-3: Childcare Threshold Calculations**). Consequently, a detailed assessment of the impact of the Proposed Actions on publicly funded group childcare and Head Start centers is warranted.

Table D-3: Childcare Threshold Calculations

Group Childcare and Head Start (Publicly funded)	Incremental Increase in Affordable DUs from the Proposed Actions	Multiplier (Children Under the Age of Six/Unit for Bronx)	Additional Children Eligible for Publicly Funded Child Care + Head Start from the Proposed Actions	Threshold for Detailed Analysis
	187	0.139	26	20

Source: CEQR Technical Manual

V. DETAILED ASSESSMENT – Public Schools

Analysis Approach

Study Area

In conformance to *CEQR Technical Manual* guidance, the study area for the analysis of elementary and middle schools is the "sub-district" of the school district in which the project is located. The Projected Development Sites 1 and 2 are located entirely within Sub-district 2 of Bronx Community School District (CSD) 10 (See **Figure D-1: Public Elementary and Middle Schools**). CSD 10, Sub-district 2 contains fifteen public elementary schools and nine middle schools.

Methodology

In conformance with *CEQR Technical Manual* guidance, the public-school analysis is based on the most recent DOE data on school capacity, enrollment, and utilization rates for elementary and middle schools in the sub-district study area and projections of future enrollment by the SCA. Specifically, the existing conditions analysis used data provided in the "Utilization Profiles: Enrollment, Capacity, and Utilization Report 2022-2023", released by DOE.

New Projected Public School Ratios data was released by the SCA in 2019. According to this data, multipliers for primary and middle schools have been refined to reflect how many pupils are generated by new housing at the school district level (multipliers for high schools have been maintained at the borough level).

Future conditions were then predicted based on SCA enrollment projections and data obtained from SCA Capital Planning Division on the number of new housing units and students expected at the sub-district and borough levels. The future utilization rate for school facilities is calculated by adding the estimated enrollment from proposed residential developments in the schools' study area to DOE projected enrollment and then comparing that number with projected school capacity.

DOE does not include charter school enrollment in its projections. DOE enrollment projections for years 2022 through 2033, the most recent data currently available, is posted on the SCA website. The latest available enrollment projections to 2028 have been used in this analysis to project student enrollment to

2028. These enrollment projections are based on broad demographic trends and do not explicitly account for discrete new residential development projects expected to be completed within the study area. Therefore, the estimated student population from other new development projects expected to be completed within the study area have been obtained from the SCA Capital Planning Division and are added to the projected enrollment to provide a more conservative prediction of future enrollment and utilization.

According to *CEQR Technical Manual* guidance, a significant adverse impact on public schools may occur if a proposed action would result in both of the following conditions:

I. A utilization rate of the elementary or middle schools that is equal to or greater than 100% in the With-Action condition; and
II. 100 or more new students generated from the proposed development past the 100% utilization rate.

Existing Conditions

Schools within Study Area, Enrollment, and Capacity

Table D-4: Public Elementary and Middle School Enrollment, Capacity, and Utilization for Existing Conditions, School District 10, Sub-district 2 Study Area, identifies the name, location, current enrollment, target capacity, number of available seats, utilization rate, and grades served by each school in Sub-district 2.

Elementary Schools

CSD 10, Sub-district 2 has fifteen elementary schools within the study area of Projected Development Sites 1 and 2 with a target capacity of 9,875 seats (excluding transportable school capacity) and an enrollment of 8,526 students, resulting in 1,349 available seats and a utilization rate of 86%.

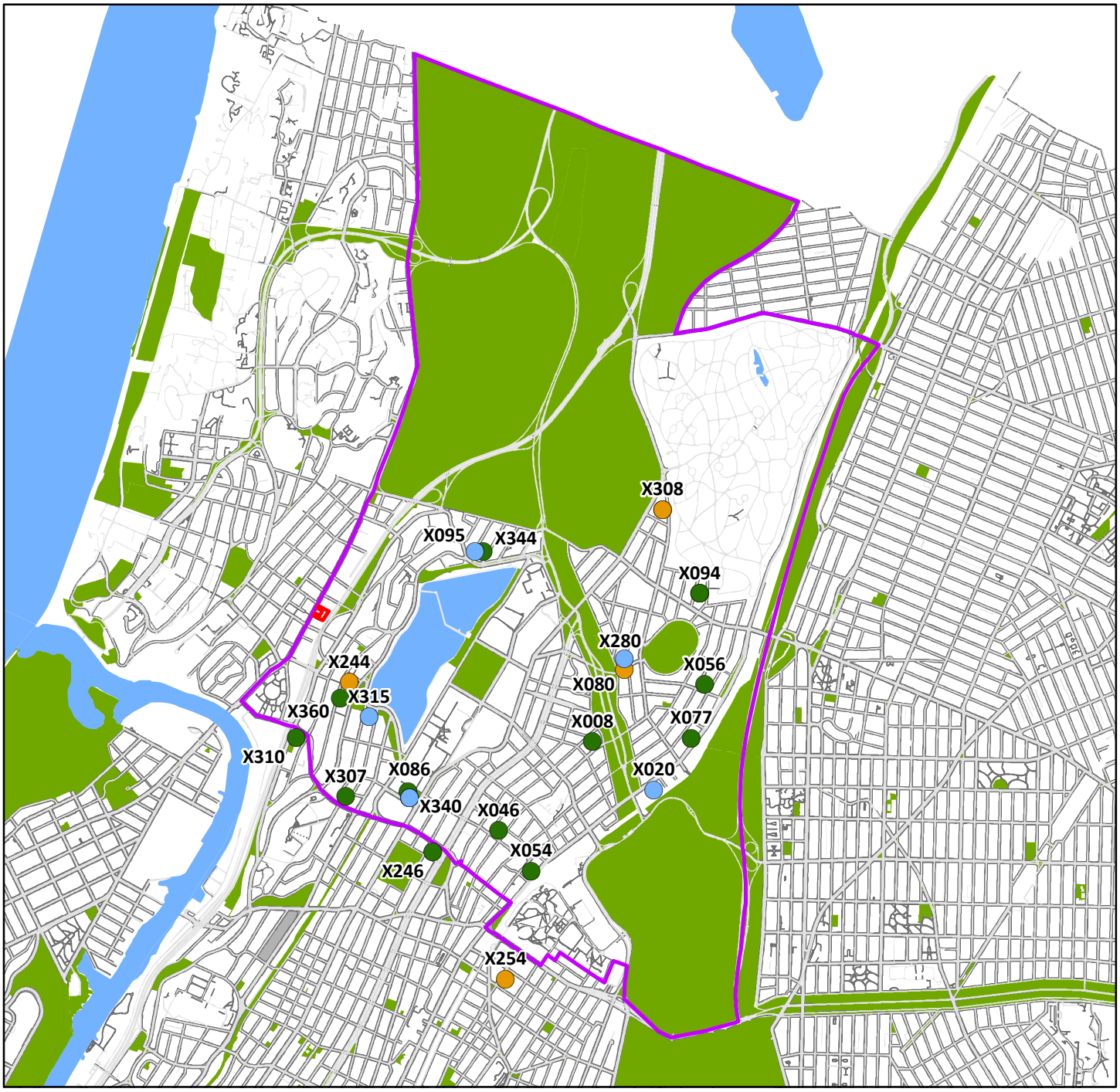
Middle Schools

Sub-district 2 has nine middle schools within the study area for the Projected Development Sites 1 and 2 with a target capacity of 3,675 seats and an enrollment of 3,292 students, resulting in 383 available seats and a utilization rate of 90%.

Table D-4: Public Elementary and Middle School Enrollment, Capacity, and Utilization for Existing Conditions, School District 10, Sub-district 2 Study Area

Org. ID	Bldg. Code	School Name	Address	Grade	Enrollment	Target Capacity	Available Seats	Utilization
Elementary Schools								
X008	X008	P.S. 8 - X	3010 Briggs Avenue	PS	593	575	-18	103%
X008	X008	P.S. 8 MINISCHOOL - X	3010 Briggs Avenue	PS	80	121	41	66%
X020	X020	P.S. 20 - X	3050 Webster Avenue	PS	398	481	83	83%
X020	X931	P.S. 20 TEMP. C.R. BLDG. - X	3050 Webster Avenue	PS	58	53	-5	109%
X046	X046	P.S. 46 - X	279 East 196 Street	PS	640	999	359	64%
X054	X054	P.S. 54 - X	2703 Webster Avenue	PS	371	410	39	90%
X056	X056	P.S. 56 - X	341 East 207 Street	PS	601	444	-157	135%
X077	X177	BEDFORD PARK ELEMENTARY SCHOOL	3177 Webster Avenue	PS	475	518	43	92%
X086	X086	P.S. 86 - X	2756 Reservoir Avenue	PS	951	902	-49	105%
X086	X868	P.S. 86 MINISCHOOL - X	2756 Reservoir Avenue	PS	138	128	-10	108%
X094	X094	P.S. 94 - X	3530 Kings College Pl	PS	436	507	71	86%
X094	X361	P.S. 94 ANNEX - X	3530 Kings College Pl	PS	423	469	46	90%
X095	X095	P.S. 95 - X	3961 Hillman Avenue	PS	540	676	136	80%
X246	X843	P.S. 246 - X	2641 Grand Concourse	PS	498	614	116	81%
X280	X080	P.S. 280 - X	149 East Mosholu Pkwy N	PS	441	338	-103	130%
X307	X886	P.S. 307 - X	124 Eames Place	PS	228	204	-24	112%
X310	X122	P.S. 310 - X	260 West Kingsbridge Road	PS	401	629	228	64%
X310	X822	P.S. 310 MINISCHOOL - X	260 West Kingsbridge Road	PS	58	132	74	44%
X315	X779	P.S. 315 - X	2865 Claflin Avenue	PS	109	115	5.997	95%
X340	X340	P.S. 340 - X	25 West 195 Street	PS	316	421	105	75%
X340	X448	P.S. 340 ANNEX - X	26 West 195 Street	PS	151	370	219	41%
X344	X095	P.S. 344 - X	3961 Hillman Avenue	PS	313	266	-47	118%
X360	X360	P.S. 360 - X	2880 Kingsbridge Terrace	PS	307	503	196	61%
Total (District 10 - Subdistrict 2)					**8,526**	**9,875**	**1,349**	**86%**
Intermediate Schools								
X020	X020	P.S. 20 - X	3050 Webster Avenue	IS	288	348	60	83%
X020	X931	P.S. 20 TEMP. C.R. BLDG. - X	3050 Webster Avenue	IS	42	38	-4	110%
X080	X080	I.S. 80/P.S. 280 - X	149 East Mosholu Pkwy N	IS	598	700	102	85%
X086	X086	P.S. 86 - X	2756 Reservoir Avenue	IS	153	145	-8	105%
X086	X886	P.S. 86 MINISCHOOL - X	2757 Reservoir Avenue	IS	22	21	-1	105%
X095	X095	P.S. 95 - X	3961 Hillman Avenue	PS	368	461	93	80%
X244	X143	I.S. 143 - X	120 West 231 Street	IS	625	779	154	80%
X254	X254	I.S. 254 - X	2452 Washington Avenue	IS	464	443	-21	105%
X280	X080	I.S. 80	149 East Mosholu Pkwy N	IS	259	199	-60	130%
X308	X852	BRONX DANCE ACADEMY - X	3617 Bainbridge Avenue	IS	257	267	10	96%
X342	X430	M.S./H.S. 342 - X	2780 Reservoir Avenue	IS	135	188	53	72%
X315	X779	P.S. 315 - X/ JEROME PARK EDUCATIONAL BUILDING	2865 Claflin Avenue	IS	81	86	5	94%
Total (District 10 - Subdistrict 2)					**3,292**	**3,675**	**383**	**90%**

[1] Utilization calculated based on enrollment including students in Transportable Classroom Units (TCUs). Capacity of TCUs excluded. [2] Source: Blue Book 2022-2023. [3] Schools X310 (P.S. 310), X246 (P.S. 246), and X254 (I.S. 254) are outside the physical sub-district boundary on the map but are included as part of this sub-district in the Blue Book.



Sources: 2023 PLUTO, DCP, NYS GIS Program Office (GPO) 2021

0 0.5 1 Miles

Projected Development Site 1 and 2

Sub-District 2

xxxx Org ID

Primary

Intermediate

Primary/Intermediate

PUBLIC SCHOOLS SCHOOL DISTRICT 10, SUB-DISTRICT 2

Figure D-1

5602-5604 Broadway EAS

Future without the Proposed Actions (No-Action Condition)

Projected Development Site 1

Under the No-Action condition, the lease on United Auto Repair shop located on Lot 91 will not be continued. This commercial use would be vacant in the No-Action condition. Lot 90 would continue to operate as a public parking facility similar to the existing conditions.

Projected Development Site 2

Under the No-Action condition, the Projected Development Site 2 would be the same as existing conditions and would continue to be used as a one-story car rental building.

Enrollment and Capacity Changes

In conformance with *CEQR Technical Manual* guidance, the assessment of No-Action conditions was based on SCA enrollment projections. SCA provides future enrollment projections by district for up to 10 years. In conformance to guidance from DCP, the latest available enrollment projections from 2026-2028 were used to project student enrollment to 2028 (see **Table D-5: SCA Enrollment Projections, 2028**).

According to those projections, CSD 10 would have an enrollment of approximately 14,050 elementary school-level students and 6,656 middle school-level students in the 2028 school year. According to the enrollment projects provided by the SCA, CSD 10, Sub-district 2 would have an elementary school enrollment of 45.73% which is approximately 6,425 elementary school students and a middle school enrollment of 34.91%, which is approximately 2,324 middle school students by the 2028 analysis year.

Table D-5: SCA Enrollment Projections, 2028

	Elementary	Intermediate
2028 Projected Enrollment for CSD 10*, Sub District 2	6,425	2,324

Source: *[1]percent enrollment in sub-district 2 as per DCP data*

As per the *CEQR Technical Manual*, in addition to enrollment projections, the projected changes that may affect the school capacity within the study area should include plans for changes in utilization, new programs, capital projects for new schools and additions, in determining the utilization rates in the No-Action condition. According to Section 6: Capacity Projects in Process of SCA's Capital Plan Reports and Data, P.S. at 3850 Review Place is undergoing construction to include an additional 696 seats by June 2028. The additional capacity of 696 seats has been included in the projected school capacity for the No-Action Condition.

SCA enrollment projections focus on the growth of the City's student population through births and grade retention and do not account for future residential developments planned for the sub-district study areas (No-Action projects). Therefore, future utilization rates for school facilities are calculated by adding the estimated enrollment from proposed residential developments in the school study areas provided by the SCA to SCA's projected enrollment and then comparing that number with projected school capacity (see **Table D-6: Additional No-Action Enrollment, 2028**).

Table D-6: Additional No-Action Enrollment, 2028

No-Action Enrollment	Elementary	Middle
Students Introduced by No Action Residential Development	876	334

Analysis Summary

Elementary Schools

As shown in **Table D-7: School Enrollment, Capacity, and Utilization for No-Action Condition, 2028**, elementary schools in CSD 10, Sub-District 2 would operate at undercapacity in the 2028 No-Action condition. The sub-district would operate with a utilization rate of 78.5% and a surplus of 1,997 seats.

Middle Schools

As shown in **Table D-7,** middle schools in CSD 10, Sub-District 2 would operate at a utilization rate of approximately 73.5% and a surplus of 959 seats.

Table D-7: School Enrollment, Capacity, and Utilization for No-Action Condition, 2028

	SCA Projected Enrollment	Students Introduced by No Action Residential Development	Total No-Action Enrollment	Capacity *	Available Seats	Utilization
Elementary Schools						
CSD 10, Sub-District 2	6,425	876	7,301	9,298	1,997	78.5%
Intermediate Schools						
CSD 10, Sub-District 2	2,324	334	2,657	3,616	959	73.5%

**Capacity includes an additional 696 seats from P.S. @ 3850 Review Place addition and excludes mini schools and TCUs.*

Future with the Proposed Actions (With-Action Condition)

Projected Development Site 1

In the future with the Proposed Actions, Projected Development Site 1 would be rezoned from an M1-1 zoning designation to an R7-3 zoning district with a C2-3 commercial zoning overlay. The Proposed Actions would result in an approximately 328,431 gsf, 185-foot tall (195-feet with bulkhead), 18-story building, with approximately 274,560 gsf of residential use generating 226 DUs of which 20-30% of housing (45 to 68 units) would be affordable at an average of 40-80% AMI pursuant to MIH Options 1, 2 or 3 and approximately 53,871 gsf for parking.

Projected Development Site 2

In the future with the Proposed Actions, Projected Development Site 2, which is under separate ownership, may be developed to a 18-story, approximately 39,413 gsf mixed-use development comprising approximately 30,441 gsf of residential use including 30 DUs of which approximately 20-30% of housing (6 to 9 units) would be affordable at an average of 40-80% AMI pursuant to MIH Options 1, 2 or 3,

approximately 5,372 gsf of commercial use, and approximately 3,600 gsf of parking including 25 parking spaces.

The Proposed Actions would generate an incremental increase of approximately 256 DUs on Projected Development Site 1 and 2, 187 of which would be affordable to households earning up to 80% AMI. This would generate an increment of approximately 53 public elementary school students and 19 middle school students, estimated using the multipliers of 0.2070 elementary school students per household and 0.0754 middle students per household, respectively, as provided in Section 5: Projected Public-School Ratio of SCA's Capital Plan Reports and Data.

Elementary Schools

As shown in **Table D-8: School Enrollment, Capacity, and Utilization for With-Action Condition, 2028**, the total number of public elementary school students in sub-district 2 would be approximately 7,354 students. The Sub-district would have a utilization rate of 79.1% and a surplus of 1,944 seats.

The collective utilization rate for public elementary schools in the With-Action Condition would not be greater than 100%, nor would the Proposed Actions generate 100 or more new elementary students past the 100% utilization rate. Therefore, the Proposed Actions would not result in a significant adverse impact on elementary schools.

Middle Schools

In the With-Action condition, there would be approximately 2,677 students in public middle schools in Sub-district 2 by the year 2028. This would result in a utilization rate of 74% and a surplus of 939 seats in Sub-district 2.

The collective utilization rate for public middle schools in the With-Action Condition would not be greater than 100%, nor would the Proposed Actions generate 100 or more new students past the 100% utilization rate. Therefore, the Proposed Actions would not result in a significant adverse impact on middle schools.

Table D-8: School Enrollment, Capacity, and Utilization for With-Action Condition, 2028

	No-Action Enrollment 2028	Students Introduced by the Proposed Actions	Total With-Action Enrollment	Capacity	Available seats	Utilization
Elementary Schools						
CSD 10, Sub-District 2	7,301	53	7,354	9,298	1,944	79.1%
Intermediate Schools						
CSD 10, Sub-District 2	2,657	19	2,677	3,616	939	74.0%

VI. DETAILED ASSESSMENT – Publicly-Funded Group Childcare and Head Start Centers

Existing Conditions

Study Area

In conformance to *CEQR Technical Manual* guidance, the study area for the analysis of publicly funded group childcare and Head Start centers is an area approximately 1.5 miles from the boundary of the Projected Development Sites (See **Figure D-2: Public Childcare and Head Start Centers within 1.5 Miles of Projected Development Site 1 and 2**).

Publicly Funded Group Childcare and Head Start Centers in the Study Area

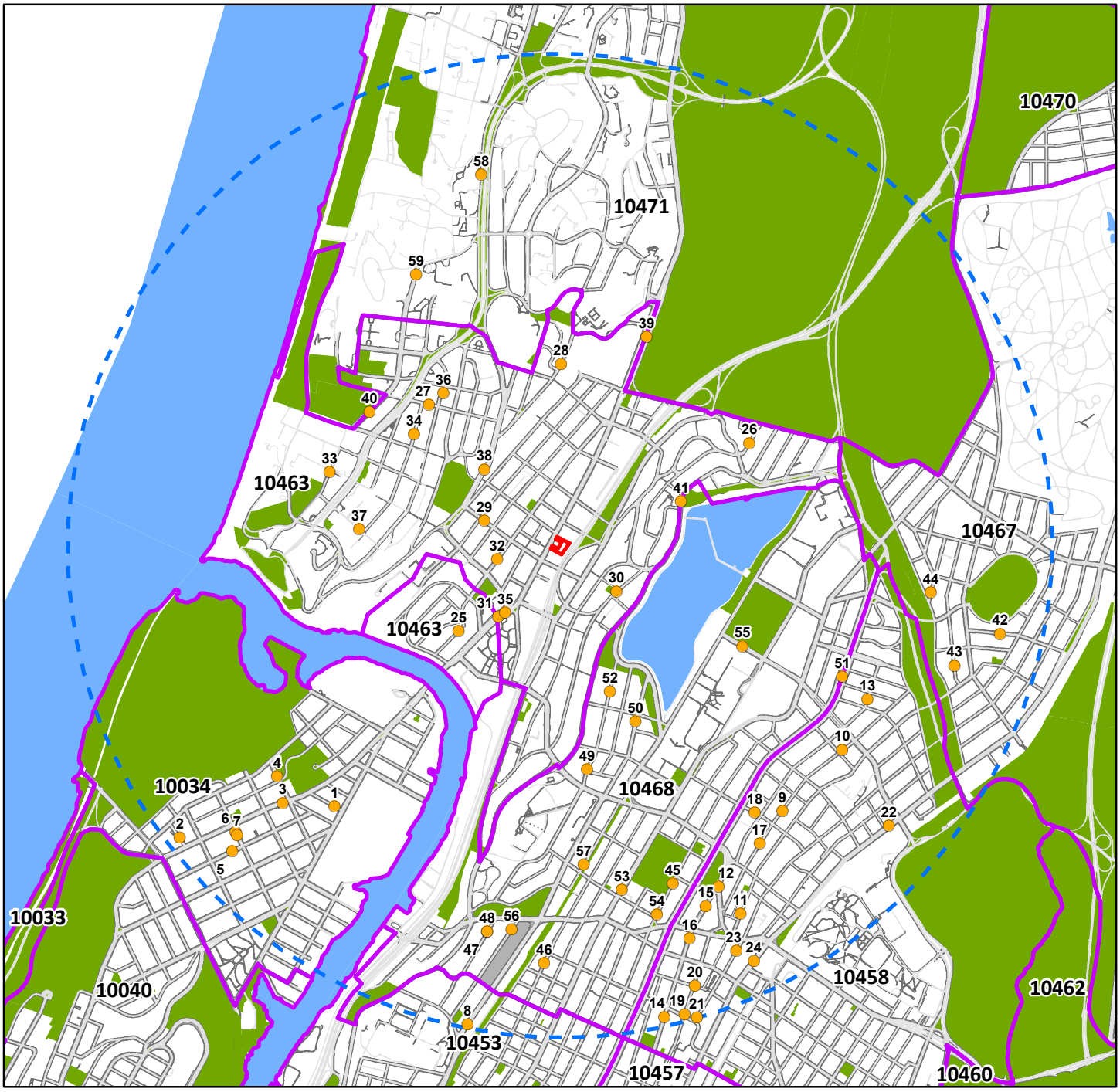
Publicly funded childcare centers are overseen by the DOE to provide care for children of income-eligible households that are under five years old. Families eligible for Early Childhood Program subsidized seats must meet financial and social eligibility criteria as established by DOE. In general, children in families that have incomes at or below 200% Federal Poverty Level (FPL), depending on family size, are financially eligible. Since family incomes at or below 200% FPL fall under 80% AMI, for the purposes of CEQR analysis, the number of housing units expected to be subsidized and targeted for incomes of 80% AMI or below should be used as a proxy for eligibility. The existing publicly funded Early Childhood Programs within the study area were obtained from DOE. There are 59 publicly funded group day care and Head Start centers within the 1.5-mile study area. These facilities have a total capacity of approximately 1,807 seats and enrollment of 1,091 seats (**Table D-9: Childcare and Head Start Centers within 1.5 Miles of Projected Development Site 1 and 2**).

Table D-9: Childcare and Head Start Centers within 1.5 Miles of Projected Development Site 1 and 2

No.	SiteID	Type	Program Name	Address	Total Enrollment	Total Capacity
1	06M098	District School	P.S. 098 Shorac Kappock	512 West 212 Street	40	62
2	MBPS	FCC	Aura'S Bright Children Corp. At 13-19 Cumming Street	13-19 Cumming Street	6	9
3	MBTV	FCC	Mytinyshiningstarsdaycarecorp At 4966 Broadway	4966 Broadway	5	8
4	MADL	NYCEEC	Roman Catholic Church Of The Good Shepherd	620 Isham Street	29	45
5	MAXT	NYCEEC	Nicholas Cardell Day Care Center	84 Vermilyea Avenue	32	35
6	MBCQ	NYCEEC	God Is Love Reaching The Heights Inc	650 West 204 Street	12	18
7	MBTN	NYCEEC	Children'S In Victory Day Care Corp At 644 West 204Th Street	644 West 204Th Street	11	17
8	XAMB	NYCEEC	Trabajamos Community Head Start	2167 University Avenue	15	48
9	10X046	District School	P.S. 046 Edgar Allan Poe	2760 Briggs Avenue	15	23
10	XAVI	FCC	Osmery'S Daycare Llc At 2921 Briggs Avenue	2921 Briggs Avenue	6	9
11	XBDZ	FCC	Eugenia Fernandez(La Esperanza Group Family Daycare) At 2555 Bainbridge Avenue	2555 Bainbridge Avenue	5	8
12	XBEO	FCC	Manuel Duran Group Family Day Care At 261 East Kingsbridge Rd	261 East Kingsbridge Rd	8	12
13	XBET	FCC	Bienvi Group Day Care At 3010 Valentine Avenue	3010 Valentine Avenue	7	11
14	XBMW	FCC	Mi Lady Fgdc Inc. At 2350 Valentine Avenue	2350 Valentine Avenue	5	8
15	XBNC	FCC	Tia Tati Group Family Day Care At 2544 Valentine Ave	2544 Valentine Ave	6	9
16	XBNH	FCC	Derquis Daycare At 2486 Valentine Avenue	2486 Valentine Avenue	5	8
17	XBQX	FCC	Fatou Family Daycare At 2695 Briggs Avenue	2695 Briggs Avenue	6	9
18	XBYI	FCC	My Happy Days Group Family Daycare At 219 East 196Th Street	219 East 196Th Street	6	9
19	XCAT	FCC	Eridania Parra Ventura At 2364 Tiebout Ave	2364 Tiebout Ave	5	8
20	XAOO	NYCEEC	Bronx Baptist Day Care & Learning Center	331-337 East 187 Street	10	17
21	XAPH	NYCEEC	Ucny Round-The-Clock Nursery	2380 Marion Avenue	44	78
22	XATH	NYCEEC	Marc Academy And Family Center, Inc.	2863 Webster Avenue	43	124
23	Z087	PKC	Rose Hill Pre-K Center At 2512 Marion Avenue	2512 Marion Avenue	53	82
24	Z107	PKC	Rose Hill Pre-K Center At 2490-2500 Webster Avenue	2490-2500 Webster Avenue	44	68
25	MBWI	FCC	My First Experience At 58 Marble Hill Avenue	58 Marble Hill Avenue	5	8
26	XAAH	NYCEEC	Amalgamated Nursery School	3980 Orloff Avenue	15	23
27	XADP	NYCEEC	St. Gabriel School	590 West 235 Street	15	23
28	XALT	NYCEEC	The Riverdale Nursery School And Family Center	3816 Waldo Avenue	29	45
29	XALV	NYCEEC	Kingsbridge Heights Community Center Site 2	295 West 231 Street	40	81
30	XAOT	NYCEEC	Kingsbridge Heights Community Center Site 1	3101 Kingsbridge Terrace	24	61
31	XAOU	NYCEEC	Marble Hill Nursery School	5470 Broadway	13	20
32	XAPE	NYCEEC	Spuyten Duyvil Preschool	3041 Kingsbridge Avenue	11	17

33	XAQS	NYCEEC	Renanim Manhattan, Inc.	2975 Independence Avenue	13	20
34	XAVS	NYCEEC	Bedrock At Cobble Hill Inc. - Arlington	3220 Arlington Avenue	48	74
35	XAXA	NYCEEC	Reach One To Teach One	5480 Broadway	15	33
36	XAYL	NYCEEC	Rodica Day Care Center	3560 Netherland Avenue	10	15
37	XAZG	NYCEEC	Yearling Nursey School	604 West 227 Street	13	20
38	XBAH	NYCEEC	The Learning Experience	3210 Riverdale Avenue	59	91
39	XBTY	NYCEEC	Little Sunshine Daycare	5959 Broadway	21	32
40	XCEV	NYCEEC	Bright Horizons At Riverdale	3223 Independence Avenue	14	22
41	Z091	PKC	Rose Hill Pre-K Center At 3605 Sedgwick Avenue	3605 Sedgwick Avenue	15	23
42	XADH	NYCEEC	St. Brendan School	268 East 207 Street	29	45
43	XASV	NYCEEC	Brightstar Daycare At Rochambeau Inc.	3130 Rochambeau Avenue	30	46
44	XBZX	NYCEEC	Faith Children First Academy	3231 Steuben Avenue	7	11
45	XBEV	FCC	Jenny B. Chimbay Sanchez At 2558 Creston Avenue	2558 Creston Avenue	6	9
46	XBJD	FCC	Eileen Fgdc At 2333 Grand Ave.	2333 Grand Ave.	5	8
47	XBLD	FCC	Noemi Group Daycare Inc At 2326 Loring Place North	2326 Loring Place North	6	9
48	XBLK	FCC	Growing Butterflies Inc At 2326 Loring Place North	2326 Loring Place North	10	15
49	XBOJ	FCC	Rainbow Day Care At 2710 Webb Avenue	2710 Webb Avenue	5	8
50	XBTO	FCC	Milagro A Ruiz At 2805 University Avenue	2805 University Avenue	5	8
51	XAEH	NYCEEC	St. Philip Neri School	3031 Grand Concourse	16	25
52	XALJ	NYCEEC	Saint Jemuel Group Family Day Care, Inc	2836 Webb Avenue	25	18
53	XAOR	NYCEEC	Kingsbridge Montessori School	2500 Jerome Avenue	15	23
54	XAPN	NYCEEC	1199Seiu/Employer Child Care Corporation	2500 Creston Avenue	32	37
55	XARI	NYCEEC	The Lehman College Student Child Care Center	250 Bedford Park Boulevard West	15	23
56	XASH	NYCEEC	Tolentine Zeiser Early Learn	2340 Andrews Avenue	25	66
57	XBBA	NYCEEC	Lil Inventors Aqueduct Avenue	2505 Aqueduct Avenue	28	43
58	XAPB	NYCEEC	Riverdale Presbyterian Church	4765 Henry Hudson Parkway West	11	17
59	XAPC	NYCEEC	Riverdale Temple Nursery School	4545 Independence Avenue	43	66
				Total	1,091	1,807

Source: DOE May 2023
FCC-Family Child Care
EEC- Early Education Center



Sources: 2023 PLUTO, DCP, NYS GIS Program Office (GPO) 2021

Projected Development Site 1 and 2

1.5-mile Study Area

Zip Codes

Public Child Care and Head Start Centers

\# Number listed in Table D-9

PUBLIC CHILD CARE AND HEAD START CENTERS

Figure D-2

5602-5604 Broadway EAS

Future without the Proposed Actions (No-Action Condition)

Projected Development Site 1

Under the No-Action condition, the lease on United Auto Repair shop located on Lot 91 will not be continued. This commercial use would be vacant in the No-Action condition. Lot 90 would continue to operate as a public parking facility similar to the existing conditions.

Projected Development Site 2

Under the No-Action condition, the Projected Development Site 2 would be the same as existing conditions and would continue to be used as a one-story car rental building.

Enrollment and Capacity Changes

A survey done of HPD sites within 1.5 miles of Projected Development Site 1 and Projected Development Site 2 identified 1,812 low-income units. These units would generate approximately 252 students eligible for publicly funded childcare or Head Start programs, based on the multiplier of 0.139 children per household provided for the Bronx in Table 6-1b of the *CEQR Technical Manual.* As a result, the study area would have a utilization rate of 74.3% and a surplus of 464 seats. (**Table D-10: Public Childcare Capacity and Utilization No-Action condition, 2028).**

Table D-10: Public Childcare Capacity and Utilization No-Action Condition, 2028

Build Year	Current Enrollment	Enrollment Generated by No Action Projects	No-Action Enrollment	Capacity	Available seats	Utilization (%)
2028 No-Action	1,091	252	1,343	1,807	464	74.3%

Future with the Proposed Actions (With-Action Condition)

Projected Development Site 1

The Proposed Actions would result in an approximately 328,431 gsf, 185-foot tall (195-feet with bulkhead), 18-story building, with approximately 274,560 gsf of residential use generating 226 DUs and approximately 53,871 gsf for parking. Projected Development Site 1 would generate an incremental increase of 226 DUs, of which 181 DUs would be income-restricted to households earning up to 80% AMI and the remaining 45 DUs would be income-restricted to households earning 90% AMI.

Projected Development Site 2

In the future with the Proposed Actions, Projected Development Site 2, which is under separate ownership, may be developed to an 18-story, approximately 39,413 gsf mixed-use development comprising 30,441 gsf of residential use including 30 DUs, of which approximately 6 to 9 DUs would be income-restricted under MIH Options 1, 2 or 3, approximately 5,372 gsf of commercial use, and approximately 3,600 gsf of parking including 11 parking spaces.

Projected Development Site 1 and Projected Development Site 2 would generate approximately 26 students eligible for publicly funded childcare or Head Start programs, based on the multiplier of 0.139 children per household provided for the Bronx in Table 6-1b of the *CEQR Technical Manual*. With the addition of the 26 children that would be generated by the Proposed Actions, the total number of eligible

children for publicly funded childcare and Head Starts within 1.5 miles of Projected Development Site 1 and 2 would be approximately 1,369 students in the With-Action condition (in addition to the existing public childcare/Head Start enrollment and No-Action projects). It is assumed that the capacity of publicly funded childcare and Head Start centers in the study area would not increase between the No-Action and With-Action conditions. The collective utilization rate would increase from 74.3% utilization in the No-Action condition to 75.7% in the With-Action condition, representing a collective utilization increase of 1.4%. Since the collective utilization rate of the Early Childhood Programs in the study area would not exceed 100% in the With-Action scenario and because the collective utilization rate increase would remain below 5% under the With-Action condition, no significant adverse impact on early childhood programs would occur.

Table D- 11: Public Childcare Capacity and Utilization With-Action Condition, 2028

Build Year	No-Action Enrollment	Enrollment Generated by the Proposed Actions	With-Action Enrollment	Capacity	Available seats	Utilization	Utilization Change (%)
2028	1,343	26	1,369	1,807	438	75.7%	1.4%

Notes: **Affordable housing developments reported by HPD*

VII. CONCLUSION

Based on a detailed analysis of community facilities and services, the Proposed Actions would not result in significant adverse impacts on elementary schools, intermediate schools, high schools, libraries and publicly funded childcare and Head Start Centers.

Attachment E: Open Space

I. INTRODUCTION

This attachment assesses the potential impact of the Proposed Project on open space resources. Open space is defined in the *2021 City Environmental Quality Review (CEQR) Technical Manual* as publicly accessible, publicly- or privately-owned land that is available for leisure, play, or sport, or serves to protect or enhance the natural environment. The *CEQR Technical Manual* guidelines indicate that an open space analysis should be conducted if a Proposed Action would result in a direct effect, such as the physical loss or alteration of public open space, or an indirect effect, when a substantial new population could place added demand on an area's open spaces.

As described in Attachment A, "Project Description," Riverdale Garage Corp ("the Applicant") is requesting a zoning map amendment to rezone Lots 90, 91, 93, 95, 97, 98, 99 and portions of (p/o) Lots 72, 75, 87, 88 and 110 on Block 3267 ("Rezoning Area"), from a M1-1 zoning district to a R7-3/C2-3 zoning district, and a zoning text amendment to ZR Appendix F to establish a Mandatory Inclusionary Housing (MIH) area ("Proposed Actions") to facilitate the redevelopment of 5602-5604 Broadway (Block 3267, Lots 90 and 91) in the Kingsbridge neighborhood of Bronx, Community District 8 (CD 8) ("Projected Development Site 1"). The Proposed Actions would facilitate the development of an approximately 328,431 gross square feet (gsf) building including approximately 274,560 gsf of residential use comprising approximately 226 (DUs), and approximately 53,871 gsf of parking space in the sub-cellar and cellar ("Proposed Project"), on the applicant owned Projected Development Site 1. 20-30% of the 226 dwelling units (45 to 68 units) would be affordable at an average of 40-80% AMI pursuant to MIH Options 1, 2 or 3. The build year for the Proposed Actions is 2028.

In addition, the Applicant is seeking public funding and/or financing through the New York City Department of Housing Preservation and Development (HPD)'s Extremely Low- and Low-Income Affordability (ELLA) Program that funds the construction of low-income multi-family rental projects, in which a minimum of 80% of the units are affordable to households earning up to 80% of the Area Median Income (AMI). On Projected Development Site 1, 226 dwelling units (DUs) of which approximately 80% or 181 DUs would be income-restricted to households earning up to 80% AMI and the remaining 45 DUs would be income-restricted to households earning up to 90% AMI.

The Applicant-owned Projected Development Site 1 is improved with a three-story commercial building with retail/office uses on Lot 90 and a two-story above ground parking garage called Riverdale Parking on lot 91.

Lot 99 is a non-Applicant owned, 4,975-sf lot that is improved with a one-story Enterprise rental car office. Based on the soft-site criteria in the *CEQR Technical Manual*, lot 99 is considered a soft site ("Projected Development Site 2"). Under the Proposed Actions, Projected Development Site 2 can be developed into an 18-story, approximately 39,413 gsf building including approximately 30,441 gsf of residential use with 30 DUs, approximately 5,372 gsf of commercial use, and approximately 3,600 gsf of cellar parking with 11 parking spaces by the projected build year of 2028. 20-30% of housing (6 to 9 units) would be affordable at an average of 40-80% AMI pursuant to MIH Options 1, 2 or 3.

The *CEQR Technical Manual* states that an open space assessment should be conducted for projects that would generate more than 200 additional residents or more than 500 nonresidents, such as workers. Since Projected Development Site 1 and Projected Development Site 2 would generate more than 200 residents, an open space assessment is warranted.

II. METHODOLOGY

Direct Effects

As described in the *CEQR Technical Manual,* a proposed project would directly affect open space conditions if it encroaches on, or causes a loss of, open space. This includes change in the use of an open space so that it no longer serves the same user population, limitation on public access to an open space, or increased noise or air pollutant emissions, odor, or shadows that would temporarily or permanently affect the usefulness of a public open space. Since the Proposed Actions would not directly displace any public open space, nor change the usefulness of or access to any public open space an assessment of direct effects on open space resources is not warranted.

Indirect Effects

Following the methodology in the *CEQR Technical Manual,* indirect open space effects may occur when a Proposed Project would add enough population, either residential or non-residential (such as workers) or a similar number of other non-residential users (such as new university or college related population), to noticeably diminish the capacity of open space in the area to serve the future population. Typically, an assessment of indirect effects is conducted when a proposed project would introduce more than 200 residents or more than 500 nonresidents.

The With-Action condition would generate an increment of 256 DUs, approximately 1,624 gsf of commercial use, and 14 parking spaces which would generate approximately 627 residents[1] and 5 workers[2]. Since the 627 residents generated by the Proposed Actions would exceed the associated residential analysis threshold of 200 residents, an impact assessment of residential open space is warranted. The With-Action condition would generate less than 500 non-residents and therefore would not require an impact assessment of non-residential open space.

Study Area

In conformance to the *CEQR Technical Manual* guidance, the first step in assessing potential open space impacts is to establish the appropriate study area(s) for the new population that would be added by the Proposed Actions. According to the *CEQR Technical Manual*, the open space study areas are based on the distance a person is assumed to walk to reach a neighborhood open space. These distances usually differ by user group. Workers typically use passive open spaces within a short walking distance of their workplaces whereas residents are more likely to travel farther to reach parks and recreational facilities and use both passive and active open spaces. Residents are assumed to walk up to a 0.5-mile distance to reach neighborhood open spaces.

The residential study area for the open space assessment was based on a 0.5-mile distance from Projected Development Site 1 and 2, which includes all the census tracts with at least 50% of their area within 0.5-mile radius. As shown in **Figure E-1: Existing Open Space Resources Map** the 0.5-mile residential study area is defined by The Bronx census tracts 267.02, 269, 293.02, 297, 335, 409, and 435.03. For projects where the open space ratio is marginally above the percentage change guideline, as shown in **Table E-1: Preliminary Assessment – Guidance for Percentage Change in Open Space Ratio**, the presence of a nearby regional park or other substantial open space resources is an alleviating factor for an increase in open space demand expected as a result of the project. As such, the preliminary assessment may consider the availability of these larger-scale parks within the generalized Project Site area, including the relative

[1] (Increment of 256 DUs) x (2.45 multiplier for average household size) = 627 residents.
[2] Existing employment: 15 employees. Assume 1 employee per 250 sf for office (0.004 multiplier), 1 employee per 50 parking spaces (0.02 multiplier), and 1 employee per 25 DUs (.04 multiplier). Increment of 8 employees. Multipliers per "Gowanus Neighborhood Plan EAS" (CEQR No. 19DCP157K).

distance from the Project Site, the total acreage of open space offered and the passive and active resources available.

Level of Assessment

According to the *CEQR Technical Manual*, a preliminary open space assessment describes the conditions within the study area and degree to which the open space would be affected by the Proposed Actions. If this assessment indicates the need for further analysis, a detailed analysis would be performed. In this initial assessment, the Open Space Ratio (OSR) is calculated by comparing the amount of open space acreage per 1,000 residents for existing user population and the total open space acreage within the study area. The OSR in the future No-Action condition includes any increase in population expected by other projects to be completed by the Proposed Project's build year and changes in the acreage of open space in the study area. The OSR for the With-Action condition is then calculated with the population generated by the Proposed Actions, and any changes in the acreage of open space. If the OSR in the With-Action condition is to remain the same or increase compared to the No-Action condition, a detailed analysis is not warranted. If, however, there is a decrease in OSR due to the Proposed Actions, Table 7-1 of the *CEQR Technical Manual* identifies threshold for percentage change in OSR for residential population that may generally be tolerated before considering the need for a more detailed analysis (**Table E-1**). When determining the need for a detailed analysis, regional parks or other substantial open space resources located within or just outside of the 0.5-mile study area may be included.

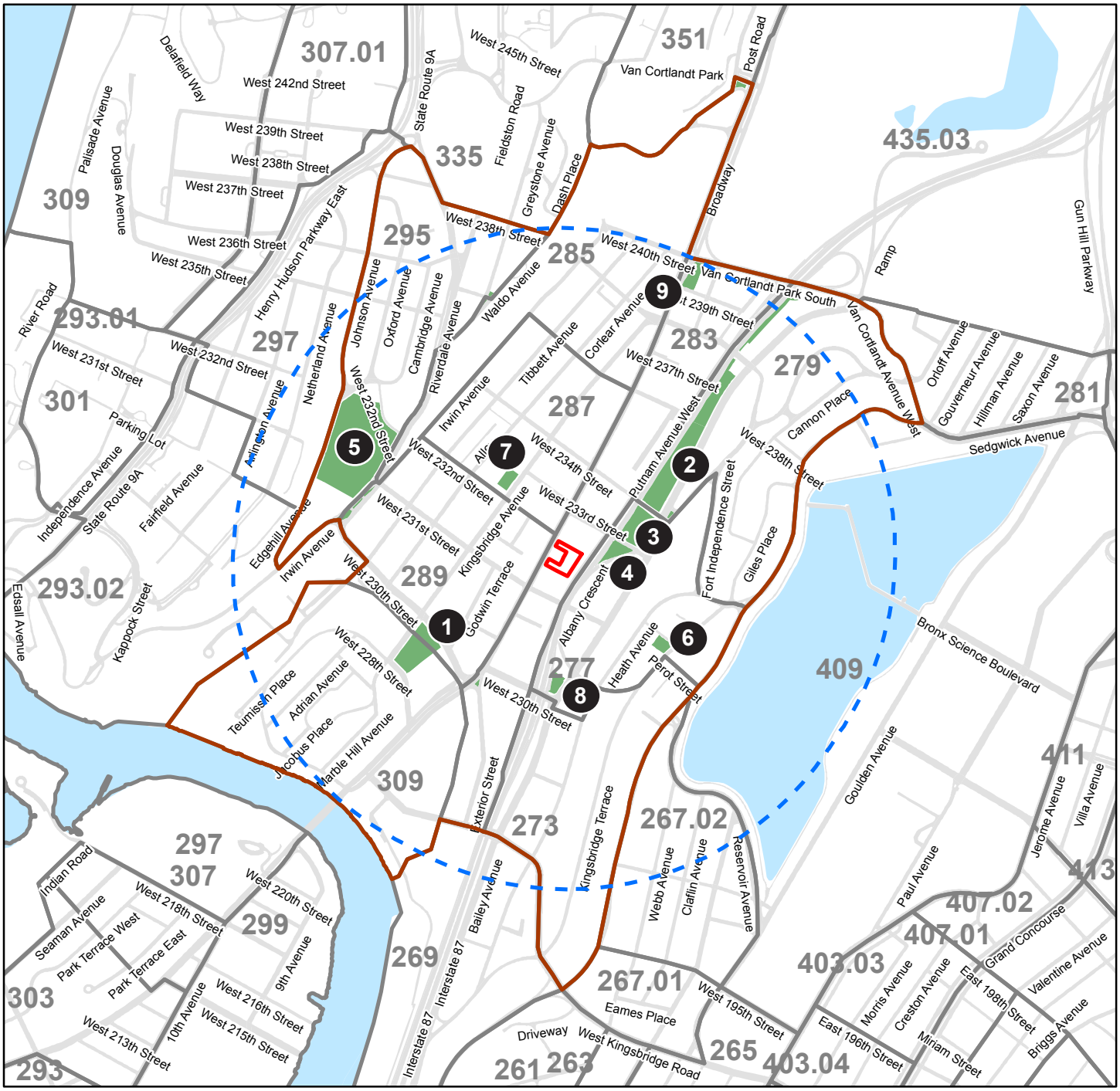
Table E-1: Preliminary Assessment – Guidance for Percentage Change in Open Space Ratio

Open Space Ratio Range	Percentage Change in Open Space Ratio
2.01 to 2.50* or greater	5%
1.51 to 2.00	4%
1.01 to 1.50	3%
0.51 to 1.00	2%
0.50 or less	1%
*2.5 OSR is the planning goal in NYC	

Source: Table 7-1, 2021 *CEQR Technical Manual*

As part of the *OneNYC 2050 Building a Strong and Fair City* plan, New York City has put forth a goal for 85% of its residents to live within walking distance of a park by 2030, which includes the NYC Parks' "Walk to a Park" program. As part of the preliminary assessment, if a project site is not located within a Walk to a Park Service Area, per the map linked in Section 331 of the *CEQR Technical Manual*, a detailed analysis would be warranted.

A detailed open space analysis typically sorts study area population by age group and details the amount and quality of various types of open space to assess the availability of the types of open space for particular age groups. In conducting this assessment, the analysis focuses on where shortfalls in open space exist now (or in the future) and to identify whether the shortfalls are a result of the Proposed Actions. The open spaces within the study area should then be identified and described through data collection and site visits to determine types of facilities, utilization levels, accessibility, and conditions. Regional parks or other substantial open space resources located within or just outside of the 0.5-mile study area may be included. Using the data gathered, the detailed assessment would provide an evaluation of the existing open space conditions relative to the open space needs of the study area users both quantitative and qualitatively using the guidance provided in the *CEQR Technical Manual.* This assessment is then continued in a similar manner for the future No-Action and With-Action conditions.



Sources: 2023 PLUTO, DCP, NYS GIS Program Office (GPO) 2021

0 0.25 0.5 Miles

Projected Development Site 1 and 2

0.5-mile Study Area

Residential Study Area

Open Space Resources (Keyed to Table C-4)

Census Tracts

Existing Open Space

EXISTING OPEN SPACE RESOURCES MAP

Figure E-1

5602-5604 Broadway Rezoning

Impact Significance

The determination of significant adverse impacts is based on both qualitative and quantitative factors, as compared to the No-Action condition. According to the *CEQR Technical Manual,* proposed projects that would directly displace/alter existing open space within the study area or reduce the OSR by more than the general guidelines for the open space percentage change presented in Table 7-5 of the *CEQR Technical Manual,* may result in a significant adverse impact. When assessing the effects of a change in the OSR, the balance of passive and active open space appropriate to support the affected population should be considered and assessed relative to the City's open space planning goals as mentioned above. The thresholds of Table 7-5 are not absolute and projects that may result in significant quantitative impacts on open space are typically further assessed qualitatively to determine the overall significance of the impact. Projects that may result in a significant physical effect on existing open space by increasing shadow, noise, air pollutant emissions, or odors compared to the future No-Action condition, may be a considered significant adverse impact requiring mitigation. Furthermore, projects located in an identified walk gap of the City, as defined by NYC Parks' "Walk to a Park" program should be further assessed for qualitative impacts.

Table E-2: Detailed Assessment – Percentage Change Guidance to determine possible Open Space Impact

Total Open Space Ratio Range	Active Open Space Ration Range	Passive Open Space Ratio Range	Percentage Change in Open Space Ratio Signifying a Possible Adverse Open Space Impact
2.01 to 2.50* Or greater	1.61 to 2.0* Or greater	0.41 to 0.50* Or greater	5%
1.51 to 2.00	1.21 to 1.60	0.31 to 0.40	4%
1.01 to 1.50	0.81 to 1.20	0.21 to 0.30	3%
0.51 to 1.00	0.41 to 0.80	0.11 to 0.20	2%
0.50 or less	0.01 to 0.40	0.01 to 0.10	1%
*2.5 OSR is the planning goal in NYC, with optimal distribution goal of 2.0 Active OSR and 0.5 Passive OSR			

Source: Table 7-5, 2021 CEQR Technical Manual

Assessment Methodology

Characteristics of the open space user group (residents) are determined using the US Census data for census tracts comprising the residential open space study area. The acreage, conditions, and utilization of existing active and passive open spaces within the residential open space study area are inventoried and mapped based on City data and map files, and field visits. Large public open spaces, such as state parks, which are located within the study area and beyond, are inventoried based on only the portions that fall within the study area. Based on the inventory of facilities and study area populations, active and passive OSRs are calculated for the existing residential populations. OSRs are expressed as the amount of open space acreage (total, active, and passive) per 1,000 users.

Expected changes in future levels of open space supply and demand in the 2028 analysis year are assessed based on other planned development projects within the open space study areas as well as known capital improvements to open space or recreational facilities. OSRs are calculated for the No-Action condition and compared with existing OSRs to determine changes in future levels of adequacy. Characteristics of residents and workers are estimated for the residential and non-residential study areas in the No-Action condition.

The assessment considers the effects of increased resident populations associated with a proposed project on open space supply and demand in the study areas. The assessment also considers any new accessory open space facilities included in a proposed project. Characteristics of residents are estimated for the residential study area in the With-Action condition. A qualitative analysis is performed to assess whether

the study areas are sufficiently served by open space, which also considers open space resources outside of the defined study areas that would be available to the residential populations.

III. OPEN SPACE ASSESSMENT

Existing Conditions

Study Area Population

The 2020 Decennial Census Data was compiled for the census tracts within the study area to identify the residential population served by existing open space resources (**Table E-3: Study Area Population, Existing Condition)**.

Table E-3: Study Area Population, Existing Condition

Census Tract	Population
273	7,939
277	4,968
279	8,145
283	2,084
285	3,440
287	3,953
289	4,736
295	4,615
309	8,594
Study Area Total	**48,474**

Source: *2020 Census Data, DCP Population Fact Finder*

Inventory of Publicly Accessible Open Space

According to the *CEQR Technical Manual*, open space may be public or private and may be used for active or passive recreational purposes. Public open space is defined as facilities that are open to the public at designated hours on a regular basis and should be assessed for impacts in conformance with the *CEQR Technical Manual*. The *CEQR Technical Manual* indicates that private open space not accessible to the public on a regular basis should only be considered qualitatively.

Publicly accessible open space resources within the study area were identified by name and size based on information available from the NYC Department of Parks & Recreation ("NYC Parks"). The geographic locations of these open spaces are shown on **Figure E-1: Existing Open Space Resources Map** and are keyed to **Table E-4: Inventory of Existing Open Space**.

Marble Hill Playground

This neighborhood playground is located on Marble Hill Avenue between West 230th Street and West 228th Street. This open space is operated by NYC Parks, is 1.65 acres and contains a basketball court, handball courts, play equipment, public restrooms, baseball/soccer multi-purpose field and seating areas.

Bailey Playground

This playground is located on Bailey Avenue between West 234th Street and West 237th Street. This open space is operated by NYC Parks, is 3.53 acres and contains play equipment, passive recreation areas, seating, public restrooms, basketball courts, and handball courts.

Cooney Grauer Field

This park is located on Bailey Avenue between West 234th Street and West 237th Street. This open space is operated by NYC Parks, is 1.27 acres and contains baseball field, lawn areas, and basketball courts.

Crescent Park

This park is located on Albany Crescent and West 233rd Street. This open space is operated by NYC Parks and is 0.44 acres.

Ewen Park

This park is located on Johnson Avenue and West 232nd Street. This open space is operated by NYC Parks and is 7.84 acres. The park contains play equipment, walking trails, basketball court, lawned areas, passive recreation areas, and a dog run.

Kingsbridge Heights Community Center

This community center is located on Kingsbridge Terrace between Perot Street and Summit Place. It is operated by the Department of Education and NYC Parks and is 0.33 acres. The center contains after school and summer camp recreation space for children and community facility space providing health and wellness services and educational and employment services.

PS 7 Playground

This playground is on Kingsbridge Avenue between West 232nd St and West 234th Street and is approximately 0.39 acres. The playground contains play equipment, a running track, passive recreation lawn, and seating.

Siren Slope

This park is located at the intersection of Bailey Avenue, Albany Cr, and Major Deegan Expressway. The park is operated by NYC Parks and is approximately 0.28 acres.

Van Cortlandt's Tail

This playground is on Broadway between West 239th Street and Van Cortlandt and Van Cortlandt Park to the north. The park is operated by NYC Parks and is approximately 0.35 acres. The park is entirely passive recreation containing seating areas and is located one block south of Van Cortlandt Park which is just outside the residential study area.

Table E-4: Inventory of Existing Open Space

Map No.	Park Name	Location	Owner/Agency	Amenities	Acreage	Active		Passive		Condition	Utilization
						Acres	%	Acres	%		
1	Marble Hill Playground	Marble Hill Av bet. W 230 St and W 228 St Bronx	NYC Parks	Basketball court, handball courts, play equipment, public restroom, baseball/soccer/multi-purpose field, benches	**1.65**	1.49	90%	0.17	10%	Good	Moderate
2	Bailey Playground	Bailey Av bet. W 234 St and W 237 St Bronx	NYC Parks	play equipment, passive recreation area, seating, public restrooms, basketball courts, handball courts, benches	**3.53**	1.41	40%	2.12	60%	Fair	Low
3	Cooney Grauer Field	Bailey Ave. bet. W. 233 St. and W. 234 S Bronx	NYC Parks	Baseball field, lawn areas, basketball courts	**1.27**	1.21	95%	0.06	5%	Fair	Low
4	Crescent Park	Albany Crescent, W 233 St, Major Deegan Bronx	NYC Parks	Benches	**0.44**	0.00	0%	0.44	100%	Fair	Low
5	Ewen Park	Johnson Av, W 232 St, Riverdale Av Bronx	NYC Parks	Play equipment, walking trails, basketball court, lawned areas, passive recreation areas, dog run	**7.84**	0.78	10%	7.06	90%	Good	Low
6	Kingsbridge Heights Community Center	Kingsbridge Ter bet. Perot St and Summit P Bronx	NYCDOE/ NYC Parks	after school and summer camp recreation space for children, community facility space	**0.33**	0.33	100%	0.00	0%	--	--
7	P.S. 7 Playground	Kingsbridge Ave bet. W 232nd St and W 234th St.	NYCDOE	Play equipment, running track, passive recreation lawn, seating	**0.39**	0.20	50%	0.20	50%	Excellent	High
8	Siren Slope	Bailey Ave Bronx	NYC Parks	N/A	**0.28**	0.00	0%	0.28	100%	Poor	Low
9	Van Cortlandt's Tail	Broadway bet. W 239 St and Van Cortlandt Pa Bronx	NYC Parks	Benches	**0.35**	0.00	0%	0.35	100%	Poor	Low
Total, 0.5-Mile Residential Study Area Totals					**16.08**	**5.42**	34%	**10.68**	66%		

Source: Parks Properties, March 2023, NYC Open Data; ArcGIS; Google Maps; PLUTO 2020

Assessment of the Adequacy of Open Space Resources

Quantitative Assessment

The *CEQR Technical Manual* indicates that the adequacy of an open space resource in an area is assessed by evaluating the ratio of open space acreage to user population. The study area contains a total of 16.08 acres of usable publicly accessible open space, serving approximately 48,474 residents, yielding a total OSR of 0.33 acres of improved open space per 1,000 residents (**Table E-5: Adequacy of Open Space Resources, Existing Condition**). The active OSR is 0.11 acres of active open space per 1,000 residents, and the passive OSR is 0.22 acres of passive open space per 1,000 residents.

Table E-5: Adequacy of Open Space Resources, Existing Condition

Population	Existing Acreage			Existing OSR		
	Total	Active	Passive	Total	Active	Passive
48,474	16.08	5.42	10.68	0.33	0.11	0.22

No-Action Condition

Study Area Population

Without the Proposed Actions, residential development would not be developed on Projected Development Site 1 or Projected Development Site 2. Projected Development Sites 1 and 2 would remain the same as under existing conditions. However, five planned or proposed future development projects were identified within the residential study area that would result in a total of 602 residential DUs (**Table E-6: No-Action Development Projects**). The 602 residential DUs would result in an increase in population of approximately 1,517 residents resulting in a total No-Action population of 49,991 (**Table E-7: Study Area Population, No-Action Condition (2028)**).

Table E-6: No-Action Development Projects

Project Name	Block	Lot	Residential (DUs)
171 West 239th Street	3271	150	340
3745 Riverdale Avenue	5796	127	89
170 West 225th Street	2215	65	115
3831 Putnam Avenue West	3271	140	28
3029 Godwin Terrace	5073	206	30
Total			602
Population Multipliers*			2.52
Population, Residential Study Area			**1,517**

Notes: *Bronx Census Tracts 273, 277, 279, 283, 285, 287, 289, 295, and Manhattan Census Tract 309 2020 Census average household size: 2.52 persons multiplied by total number of DUs.

Table E-7: Study Area Population, No-Action Condition (2028)

Existing Population	No-Action Developments Population Increase	Projected Development Site 1 and 2, As-of-Right Population Increase	Total No-Action Population
48,474	1,517	0	**49,991**

Assessment of Open Space Adequacy

A joint effort between NYC Department of Environmental Protection (DEP) and NYC Parks is seeking to establish the Tibbetts Brook Daylighting project to restore hydraulic connection between Tibbetts Brook and establish Day Spring Park which would run adjacent to the rezoning area and connect north to Van Cortlandt Park. The park will be a greenway with an 11-foot-wide shared pathway and will traverse adjacent to the eastern extent of the Project Site and include a shared pathway, woody vegetation with seating, and access points within a block of the Project Site. Projected to be completed by the 2028 build year, Day Spring Park as part of the Tibbetts Creek Daylighting project would connect the Kingsbridge neighborhood to Van Cortlandt Park to the north.

The completion of Day Spring Park in 2028 would result in an increase of open space at a total of 3.67 acres. Therefore, the study area would contain 19.75 acres of publicly accessible open space, which would serve approximately 49,991 residents in 2028. Therefore, the OSR in the No-Action condition would be 0.40 acres of total open space per 1,000 residents. The active OSR in the No-Action condition would be 0.17 acres of active open space per 1,000 residents, and the passive OSR would be 0.22 acres of passive open space per 1,000 residents (**Table E-8: Adequacy of Open Space Resources, No-Action Condition (2028)**).

Table E-8: Adequacy of Open Space Resources, No-Action Condition (2028)

Population	No-Action Acreage			Future Parks Projects[1]			No-Action OSR		
	Total	Active	Passive	Total	Active	Passive	Total	Active	Passive
49,991	19.75	8.72	11.05	3.67	3.30	0.37	0.40	0.17	0.22

Notes:
1. Day Spring Park included as a future parks project

With-Action Condition

Study Area Population

The Proposed Actions would facilitate development on Projected Development Sites 1 and 2 resulting in an increment of approximately 256 DUs, 1,624 gsf of commercial use, and three parking spaces. As identified in Section II above, this would generate approximately 627 residents (**Table E-9: Study Area Population, With-Action Condition (2028)**).

Table E-9: Study Area Population, With-Action Condition (2028)

Total No-Action Population	Projected Development Site 1 and 2, With-Action Population Increase	Total With-Action Population
49,991	627	**50,618**

Assessment of Open Space Adequacy

Since no additional open space resources are expected as part of the Projected Development Site 1 and 2, aside from the proposed Day Spring Park initiated by NYC Parks and DEP, the study area would continue to have 19.75 acres of publicly accessible open space, serving approximately 50,328 residents in the With-Action condition, yielding a total OSR of 0.39 acres of open space per 1,000 residents. The active OSR in the With-Action condition would be 0.17 acres of active open space per 1,000 residents and the passive

OSR would be 0.22 acres of passive open space per 1,000 residents (**Table E-10: Adequacy of Open Space Resources, With-Action Condition (2028)**).

Table E-10: Adequacy of Open Space Resources, With-Action Condition (2028)

Population	With-Action Acreage			With-Action OSR		
	Total	Active	Passive	Total	Active	Passive
50,618	19.75	8.72	11.05	0.39	0.17	0.22

As shown in **(Table E-11: Open Space Ratios Summary)**, the total residential OSR would decrease from an overall OSR of 0.395 in the No-Action condition to an overall OSR of 0.390 in the With-Action condition. The overall residential OSR would decrease by 1.24% between the No-Action condition and the With-Action condition. This is over the 1% optimal percentage reduction in OSR for areas with a total of 0.5 or less, as identified in the *CEQR Technical Manual* (Table 7-5). The active OSR would decrease from 0.174 in the No-Action condition to 0.172 in the With-Action condition, which is a -1.24% change and over the 1% optimal percentage reduction in active OSR for areas with an active OSR that range from 0.01 to 0.40. The passive OSR would decrease from 0.221 in the No-Action condition to 0.218 in the With-Action condition, which is a -1.24% change and therefore under the 3% optimal percentage reduction in passive OSR for areas with a passive OSR that range from 0.21 to 0.30.

Table E-11: Open Space Ratios Summary

	Percentage Change in Open Space Ratio/ OSR Signifying a Possible Adverse Open Space Impact	Open Space Ratio (acres per 1,000 persons)			Percent/OSR Change (Between No-Action condition and With-Action Conditions)
		Existing	No-Action	With-Action	
Residential Total	1%	0.330	0.395	0.390	-1.24%
Residential - Active	1%	0.110	0.174	0.172	-1.24%
Residential - Passive	3%	0.220	0.221	0.218	-1.24%

The City's optimal open space ratios and percentage reductions, as shown in **Table E-2** above, do not constitute an absolute impact threshold. Projects that may result in significant quantitative impacts on open space are typically further assessed in a qualitative assessment, provided below, to determine the overall significance of the impact.

As a means of identifying areas that are within walking distance to a park, as well as "walk gaps" (areas of the city that are not within walking distance of a park), the *OneNYC 2050 Building a Strong and Fair City* plan has created the Walk to a Park Service Map. The plan has set the goal that 85% of New York City residents live within walking distance of a park by 2030. Shown in **Figure E-2: Walk to A Park Service Areas Map,** the Projected Development Sites 1 and 2 are located within a Walk to a Park Service Area.

Qualitative Assessment

Although the Open Space Ratio (OSR) in the residential study area remains under the City's optimal benchmark of 2.5 OSR under Existing, No-Action, and With-Action conditions, and the percent change in total and active OSR is marginally above the thresholds identified in **Table E-11**, located just outside of the residential study area is Van Cortlandt Park, NYC's third largest park and a regional park as defined by

NYC Parks, the closest point of which is 0.5 miles away and an approximately 15-minute walk to the Rezoning Area. Van Cortlandt is a total of 1,146 acres and contains barbequing areas, baseball fields, basketball courts, bicycling and greenways, bocce courts, cricket fields, eateries, fishing, fitness equipment, football fields, golf courses, handball courts, hiking trails, nature centers, outdoor pools, pickleball courts, playgrounds, public restrooms, running tracks, skate parks, soccer fields, and tennis courts, among others. Van Cortlandt Park is home to the country's first public golf course and contains the oldest house in the Bronx and the Bronx's largest freshwater lake. In coordination with Bronx Community Boards 7 and 8, NYC Parks created the Van Cortlandt Park Master Plan 2034, in July of 2014. This plan addresses the need to reconnect portions of the park previously divided by the construction of three major highways in the mid-20th century that divided the park and denied access to many of its amenities. The plan also includes a scenic path that circles the entirety of the park, bicycle routes that connect to the Putnam and East coast greenways, pedestrian bridges, and more.

Of Van Cortlandt Park's 1,146 acres, 154 acres are within a one-mile radius or an approximately 20-minute walk from Projected Development Sites 1 and 2. This portion of Van Cortlandt includes tennis courts, a golf course, a running track, a skate park, pickleball courts, cricket fields, a public pool, playgrounds, and running/walking and bicycling trails among other uses.

In addition, to Van Cortlandt, the Jerome Park Reservoir is within the 0.5-mile radius but outside the Residential Study Area and contains waterfront walking trails and three parks fronting the reservoir including: Washington's Walk, Fort #4 Playground, and Fort Independence Playground, all of which are within 0.5 miles and a 13-minute walk and under from the Rezoning Area. The New York City Housing Authority Marble Hill Houses and Fort Independence Houses are located within the residential study area. Not included in the quantitative analysis but within the residential study area are two open spaces that, at minimum, are accessible to Marble Hill House's 3,007 residents as recreational open space: 1) Marble Hill Houses Park is a large open space, approximately five acres, and contains two play equipment areas, a basketball court, and a central lawn area; and 2) Marble Hill Playground located west of Broadway within the Marble Hill Houses campus. Fort Independence House houses 694 residents and contains open spaces within the NYCHA facility that were not included in the quantitative analysis.

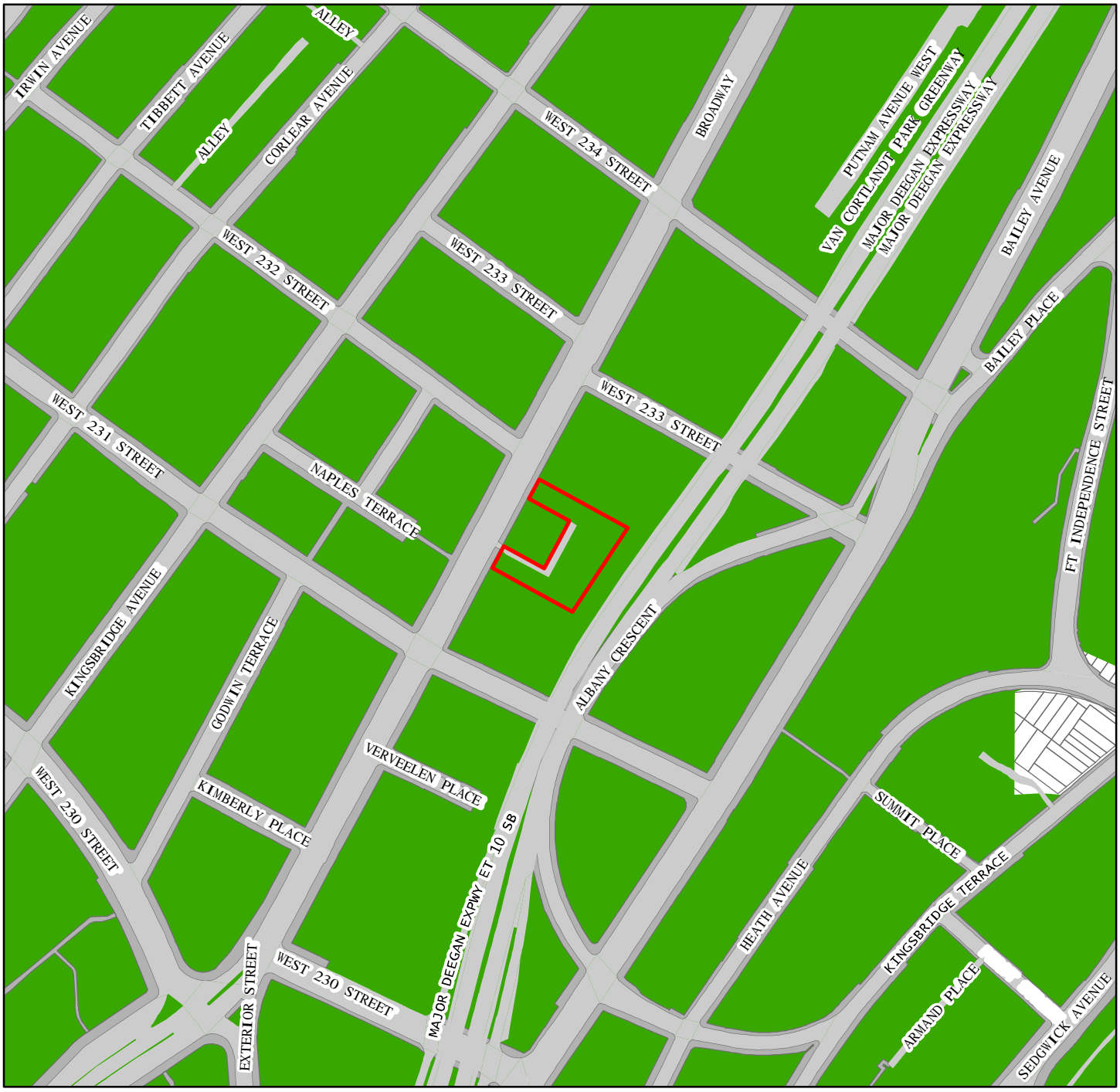
Furthermore, the proposed Day Spring Park will have an entrance less than 5 minutes from the Projected Development Sites. The park will be a greenway with an 11-foot-wide shared pathway and will traverse adjacent to the eastern extent of the Project Site and include a shared pathway and woody vegetation with seating. The park is projected to be completed by the 2028 build year.

Although Projected Development Sites 1 and 2 do not include any publicly accessible open space, two ground floor yards, a second-floor building terrace, two rooftop outdoor spaces, and private terraces would be provided to building residents to help accommodate their open space needs and as a result, alleviate pressure on study area open space resources.

IV. CONCLUSION

The Proposed Actions would result in a greater than 1% optimal percentage reduction in total and active OSR for areas with a total OSR of 0.5 or less, which warranted a qualitative assessment. Projected Development Sites 1 and 2 are located within a Walk to a Park Service Area, as defined in *OneNYC 2050 Building a Strong and Fair City* plan. Van Cortlandt Park, a 1,146-acre regional open space resource, is located approximately 0.5 miles from Projected Development Sites 1 and 2, which was not considered in the quantitative analysis. The proposed Day Spring Park directly adjacent to the Project Site is projected to be completed by the 2028 build year, which may provide additional open space resource access. In addition, the study area population includes residents of Marble Hill Houses, who have access to two open space resources with active recreation amenities within the Marble Hill Houses campus, as well as residents

of Fort Independence Houses, who have access to open space resources within the housing site, both of which could alleviate pressure on the study area's other open space resources. The OSR reduction along with qualitative factors, including accessibility to open space resources not considered in the quantitative analysis, such as Van Cortlandt Park and Jerome Reservoir, would not constitute a significant adverse impact. The Proposed Actions would not result in a significant adverse impact to open space resources.



Sources: 2023 PLUTO, DCP, NYS GIS Program Office (GPO) 2021

0 235 470 940 Feet

Projected Development Site 1 and 2

Walk to a Park Service Area

WALK TO A PARK SERVICE AREAS MAP

Figure E-2

5602-5604 Broadway Rezoning

Attachment F: Shadows

I. INTRODUCTION

This attachment assesses the potential for significant adverse impacts due to shadows created by a proposed project on sunlight-sensitive resources. Section 200 of Chapter 8 of the *2021 City Environmental Quality Review (CEQR) Technical Manual* states that a shadows assessment is necessary for projects that would either result in new structures (or additions to existing structures) of 50 feet in height or more, or be located adjacent to, or across the street from, a sunlight-sensitive resource. Sunlight-sensitive resources are those that depend on sunlight or for which direct sunlight is necessary to maintain the resource's usability or architectural integrity and include public open spaces, historic architectural resources, and natural resources.

As described in Attachment A, "Project Description," Riverdale Garage Corp. ("the Applicant") is requesting a zoning map amendment to rezone Lots 90, 91, 93, 95, 97, 98, 99 and portions of (p/o) Lots 72, 75, 87, 88 and 110 on Block 3267 ("Rezoning Area"), from a M1-1 zoning district to a R7-3/C2-3 zoning district and a zoning text amendment to ZR Appendix F to establish a Mandatory Inclusionary Housing (MIH) area ("Proposed Actions") to facilitate the redevelopment of 5602-5604 Broadway (Block 3267, Lots 90 and 91) in the Kingsbridge neighborhood of Bronx Community District 8 (CD 8) ("Projected Development Site 1"). The Proposed Actions would facilitate the development of a 13-story, 135-foot tall, approximately 328,431 gross square feet (gsf) building including approximately 274,560 gsf of residential use comprising 226 (DUs), of which 20-30% of housing (45 to 68 units) would be affordable at an average of 40-80% AMI pursuant to MIH Options 1, 2 or 3, and approximately 53,871 gsf of parking space in the sub-cellar and cellar ("Proposed Project"), on the applicant owned Projected Development Site 1. The maximum permitted building height under the R7-3 rezoning is 185 feet (195-feet with bulkhead), pursuant to ZR section 23-434, and will be assumed in conducting the shadow analysis as a conservative analysis. The build year for the Proposed Actions is 2028.

Lot 99 is a non-Applicant owned, 4,975-sf lot that is improved with a one-story Enterprise rental car office. Based on the soft-site criteria in the *CEQR Technical Manual*, Lot 99 is considered a soft site ("Projected Development Site 2"). Projected Development Site 2 would be developed into a 185-foot (195-feet with bulkhead), 18-story, approximately 39,413 gsf building including approximately 30,441 gsf of residential use with 30 DUs, of which 20-30% (6 to 9 units) of the dwelling units would be affordable at an average 40%-80% AMI pursuant to MIH Options 1, 2 or 3, approximately 5,372 gsf of commercial use, and approximately 3,600 gsf of cellar parking with 11 parking spaces by the projected build year.

Per the soft-site criteria in the CEQR Technical Manual, although Lots 93, 95, 97, and 98 are under separate ownership, they have the potential to assemble to create a larger lot of approximately 12,016 sf. Given the substantial development potential under the proposed rezoning, the potential for these lots to be under common ownership is reasonable. Therefore, Lots 93, 95, 97, and 98 are analyzed together as Potential Development Site 1, an 18-story, 185-foot-tall (195-feet with bulkhead), approximately 93,715 gsf development comprised of approximately 73,538 gsf of residential space with 87 DUs, approximately 12,977 gsf of commercial office space, and approximately 7,200 gsf of parking consisting of 36 spaces.

The *CEQR Technical Manual* states that a shadows assessment should be conducted for projects that would:

1. Result in new structures (or additions to existing structures including the addition of rooftop mechanical equipment) of 50 feet or more; or
2. Be located adjacent to, or across the street from, a sunlight-sensitive resource.

Since the Proposed Actions would result in a new structure that is more than 50 feet in height, a shadows assessment is warranted.

II. METHODOLOGY

Sunlight-Sensitive Resources of Concern

The shadows assessment begins with a preliminary screening assessment to ascertain whether a project's shadow may reach any sunlight-sensitive resources at any time of the year. Sunlight-sensitive resources of concern, as defined by CEQR, are those resources that depend on sunlight or require direct sunlight to maintain their usability or architectural integrity. The following are sunlight-sensitive resources as defined in the *CEQR Technical Manual*:

- ***Public open space.*** All open space that is accessible on a constant and regular basis for active and passive recreation (e.g., parks, beaches, playgrounds, plazas, schoolyards, greenways, and landscaped medians with seating). The uses and vegetation in an open space establish its sensitivity to shadows. This sensitivity is assessed for both (1) warm-weather-dependent features like wading pools and sand boxes, or vegetation that could be affected by loss of sunlight during the growing season (i.e., March through October); and (2) features, such as benches that could be affected by a loss of winter sunlight. Uses that rely on sunlight include passive uses, such as sitting or sunning; active uses, such as playfields or paved courts; as well as such activities as gardening, or children's wading pools and sprinklers. Where lawns are actively used, the turf requires extensive sunlight. Vegetation requiring direct sunlight includes the tree canopy, flowering plants, and plots in community gardens. Generally, four to six hours a day of sunlight, particularly in the growing season, is a minimum requirement for healthy growth and maintenance.
- ***Features of historic architectural resources that depend on sunlight for their enjoyment by the public***. When evaluating the impact on historic architectural resources, only the sunlight-sensitive features of these resources are considered, as opposed to the entire architectural resource. Sunlight-sensitive features include design elements that are part of a recognized architectural style that depend on the contrast between light and dark (e.g., deep recesses or voids such as open galleries, arcades, recessed balconies, deep window reveals, and prominent rustication); elaborate, highly carved ornamentation; stained-glass windows; exterior building materials and colors that depend on direct sunlight for visual character (e.g., the polychrome (multicolored) features found on Victorian Gothic Revival or Art Deco façades); and historic landscapes, such as scenic landmarks including vegetation recognized as an historic feature of the landscape; and structural features for which the effect of direct sunlight is described as playing a significant role in the structure's importance as an historic landmark.
- ***Natural resources where the introduction of shadows could alter the resource's condition or microclimate.*** Such resources could include community gardens, surface water bodies, wetland resources, upland resources, or significant, sensitive, or designated resources such as coastal fish and wildlife habitats.
- ***Other Resources:*** Greenstreets (planted areas within unused portions of roadbeds that are part of the Greenstreets program).

Preliminary Screening Assessment

The preliminary screening assessment was completed in conformance with a tiered assessment process prescribed in the *CEQR Technical Manual*. Major steps in this process included:

Base Map. Development of a base map that illustrates the proposed site location in relationship to the sunlight-sensitive resources.

Tier 1 Screening Assessment. Development of the longest shadow area. The longest shadow study area encompasses the site of the proposed project and a perimeter around the site's boundary with a radius equal to the longest shadow. According to the *CEQR Technical Manual*, the longest shadow that a structure will cast in New York City, except for periods close to dawn or dusk, is 4.3 times its height. The purpose of the Tier 1 Screening Assessment is to determine whether the sunlight-sensitive resources are located within the longest shadow study area.

Tier 2 Screening Assessment. If any portion of a sunlight-sensitive resource lies within the longest study area, a Tier 2 Screening Assessment is warranted. Due to the path of the sun 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. The purpose of the Tier 2 Screening Assessment is to determine whether the sunlight-sensitive resources identified in the Tier 1 Screening Assessment are located within portions of the longest shadow study area that can receive shadows from a proposed project.

Tier 3 Screening Assessment. According to the *CEQR Technical Manual*, a Tier 3 Screening Assessment should be performed to determine if, in the absence of intervening buildings, shadows resulting from a proposed project can reach a sunlight-sensitive resource, thereby warranting a detailed shadow analysis. The Tier 3 Screening Assessment is used to determine if shadows resulting from a proposed project can reach a sunlight-sensitive resource at any time between 1.5 hours after sunrise and 1.5 hours before sunset on representative analysis dates.

For the New York City area, the months of interest for an open space resource encompass the growing season (March through October) and one month between November and February (usually December) representing a cold-weather month. Representative days for the growing season are generally the March 21st vernal equinox (or September 21st autumnal equinox), the June 21st summer solstice, and a spring or summer day halfway between the summer solstice and equinoxes such as May 6th or August 6th (which are approximately the same). As the sun rises in the east and travels across the southern part of the sky to set in the west, a project's earliest shadows would be cast in a westward direction. Throughout the day, the shadows would shift clockwise (moving northwest, then north, then northeast) until sunset. Therefore, a project's earliest shadow on a sunlight-sensitive resource would occur in a similar pattern, depending on the location of the resource in relation to the site.

Detailed Shadow Analysis

If the preliminary screening analyses described above do not rule out the possibility that project-generated shadows would reach any sunlight-sensitive resource, then a detailed shadows analysis is warranted. The detailed shadows analysis establishes a baseline condition (the "No-Action" condition) that is compared to the future condition resulting from the proposed project (the "With-Action" condition) to illustrate the shadows cast by existing or future buildings and to distinguish the additional (incremental) shadow cast by the project. The detailed analysis for the proposed development on Projected Development Site 1, potential development on Projected Development Site 2, and potential development on Potential Development Site 1 was conducted using a three-dimensional (3D) digital model of the study area using PLUTO™ 22v1 data to characterize the building footprints and approximate heights. To evaluate the extent of the shadows, the

3D model was geo-located to the Projected Development Site 1, Projected Development Site 2, and Potential Development Site 1, so that sunlight and shadow conditions would be accurately approximated in the model. The results of the detailed analysis were documented in graphic form and accompanied by a table summarizing the extent and duration of the incremental shadows.

The detailed shadows analysis provided in this attachment includes a description of the effects of incremental shadows on sunlight-sensitive resources within the maximum shadow radius and determines whether those effects constitute significant adverse impacts under CEQR. As described in the *CEQR Technical Manual,* an incremental shadow is generally not considered significant when its duration is no longer than 10 minutes at any time of year and the resource continues to receive substantial direct sunlight. A significant shadow impact generally occurs when an incremental shadow of 10 minutes or longer falls on a sunlight-sensitive resource and results in one of the following:

Vegetation: a substantial reduction in sunlight available to a sunlight-sensitive feature of the resource to less than the minimum time necessary for its survival (when there was sufficient sunlight in the future without the project), or a reduction in direct sunlight exposure where the sensitive feature of the resource is already subject to substandard sunlight (i.e., less than the minimum time necessary for its survival).

Historic and cultural resources: a substantial reduction in sunlight available for the enjoyment or appreciation of the sunlight-sensitive features of an historic or cultural resource.

Open space utilization: a substantial reduction in the usability of open space as a result of increased shadow, including information regarding anticipated new users and the open space's utilization rates throughout the affected time periods.

For any sunlight-sensitive feature of a resource: complete elimination of all direct sunlight on the sunlight-sensitive feature of the resource, when the complete elimination results in substantial effects on the survival, enjoyment, or, in the case of open space or natural resources, the use of the resource.

In general, a significant adverse shadows impact occurs when the incremental shadow added by a proposed project falls on a sunlight-sensitive resource and substantially reduces or eliminates direct sunlight exposure, thereby significantly altering the public's use of the resource or threatening the viability of vegetation or other resources.

III. PRELIMINARY SCREENING ASSESSMENT

Base Map

A base map was developed that identified Projected Development Site 1 and 2 and Potential Development Site 1, street layout, and study area in relationship to resources of concern **(Figure F-1: Base Map).**

Tier 1 Screening Assessment

In conformance with guidance in Section 312 of Chapter 8 of the *CEQR Technical Manual*, a Tier 1 Screening Assessment was completed that identified the longest shadow that could be cast by the proposed development, which is 4.3 times the height of the structure. The With-Action development on Projected Development Site 1, development on Projected Development Site 2, and potential development on Potential Development Site 1 would rise to approximately 195 feet, as the maximum allowed building height under the proposed R7-3 zoning of 185 feet plus a 10-foot bulkhead and could cast a shadow to a maximum radius of approximately 838.5 feet from these sites. As shown in **Figure F-2: Tier 1 Shadow**

Screening Assessment Map, five potential sunlight sensitive resources of concern are located within the longest shadow study area boundary and are listed below.

1. The New York City (NYC) Department of Parks and Recreation ("NYC Parks") Crescent Park located on West 233rd Street and Albany Crescent (Block 3267, Lot 125).
2. NYC Parks Cooney Grauer Field located on 141 West 233rd Street (Block 3268, Lot 40).
3. The NYC Department of Education PS 7 Playground located on 3201 Kingsbridge Avenue (Block 5756, Lot 195).
4. The proposed Day Spring Park, portions of which are contained in the longest shadow boundary located at Block 3266, Lot 11; Block 3267, Lot 72; Block 3268, Lot 30; and Block 3269, Lot 118.
5. Church of the Mediator located on 260 West 231st Street (Block 5709, Lot 20), an eligible for listing on the State/National Register for Historic Places (USN No. 00501.002797).

Tier 2 Screening Assessment

Since there are five potentially sunlight-sensitive resources of concern within the longest shadow study area, as described in Section 313 of Chapter 8 of the *CEQR Technical Manual*, a Tier 2 Screening Assessment was performed. In New York City, no shadow can be cast within an area between -108 and +108 degrees from true north of a site. **Figure F-3: Tier 2 Shadow Analysis** depicts the area that could not be shaded due to the proposed development. As indicated in **Figure F-3**, incremental shadows due to the proposed development could still potentially cast shadows on all five of the sunlight sensitive resources identified above. As a result, a Tier 3 Screening Assessment was performed.

Tier 3 Screening Assessment

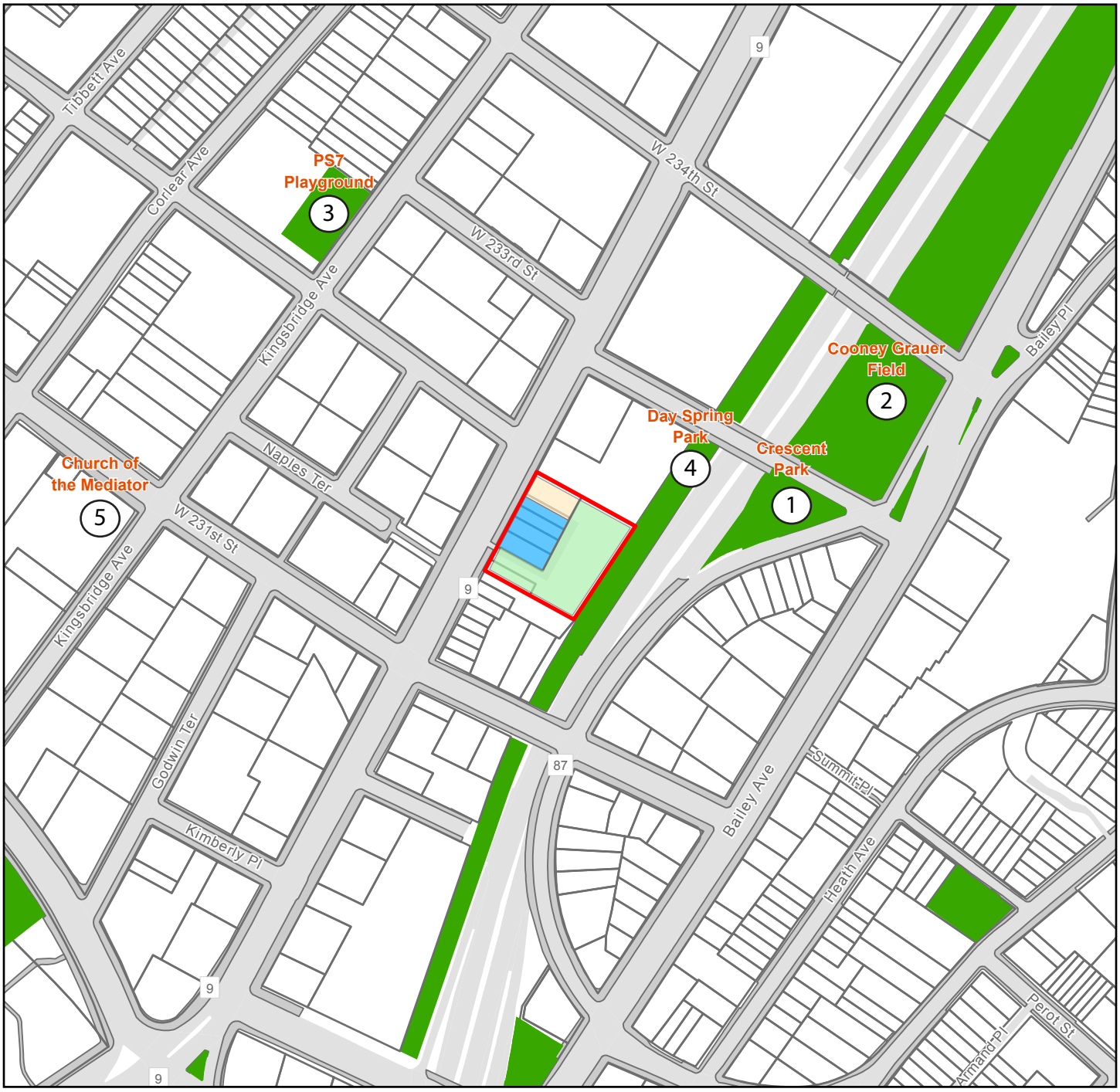
The analysis timeframe considers shadows that occur 90 minutes following sunrise and 90 minutes preceding sunset. In conformance to *CEQR Technical Manual* guidance, daylight savings time is not used to determine the timeframes for analysis; all times are listed in Eastern Standard Time. The Tier 3 Assessment does not consider the effect of intervening buildings on incremental shadows due to the proposed development.

Figures F-4 through **F-7** show the Tier 3 Screening Assessment for the representative days of December 21st, March 21st, May 6th, and June 21st, respectively. For all four analysis days, shadows from the proposed development may be cast on at least one of the sunlight-sensitive open-space resources listed above on any given analysis day. However, no shadows were ever casted on the Church of the Mediator on 260 West 231st Street on any of the analysis days and therefore further detailed analysis on this site is not warranted.

For the December 21st analysis day, shadows may be cast on the PS 7 Playground and Day Spring Park. For the March 21st analysis day, shadows may be cast on Cooney Grauer Field, Crescent Park, and Day Spring Park. On the May 6th analysis day, shadows may be cast on Crescent Park and Day Spring Park. For the June 21st analysis day, shadows may be cast on Crescent Park and Day Spring Park.

Since the Tier 3 Screening Assessment indicated that the proposed development on Projected Development Site 1, development on Projected Development Site 2 and potential development on Potential Development Site 1 would potentially cast shadows on four open space resources, a detailed shadow analysis of the four sites listed below is warranted to quantify the extent of these effects on all four analysis days – December 21st, March 21st/September 21st, May 6th/August 6th, and June 21st.

1. NYC Parks Crescent Park located on West 233rd Street and Albany Crescent (Block 3267, Lot 125).
2. NYC Parks Cooney Grauer Field located on 141 West 233rd Street (Block 3268, Lot 40).
3. The NYC Department of Education PS 7 Playground located on 3201 Kingsbridge Avenue (Block 5756, Lot 195).
4. The proposed Day Spring Park, portions of which are contained in the longest shadow boundary located at Block 3266, Lot 11; Block 3267, Lot 72; Block 3268, Lot 30; and Block 3269, Lot 118.



Sources: 2023 PLUTO, DCP, NYS GIS Program Office (GPO) 2021

0 400 800 Feet

Projected Development Site 1

Potential Development Site 1

Projected Development Site 2

Rezoning Area

Affected Area

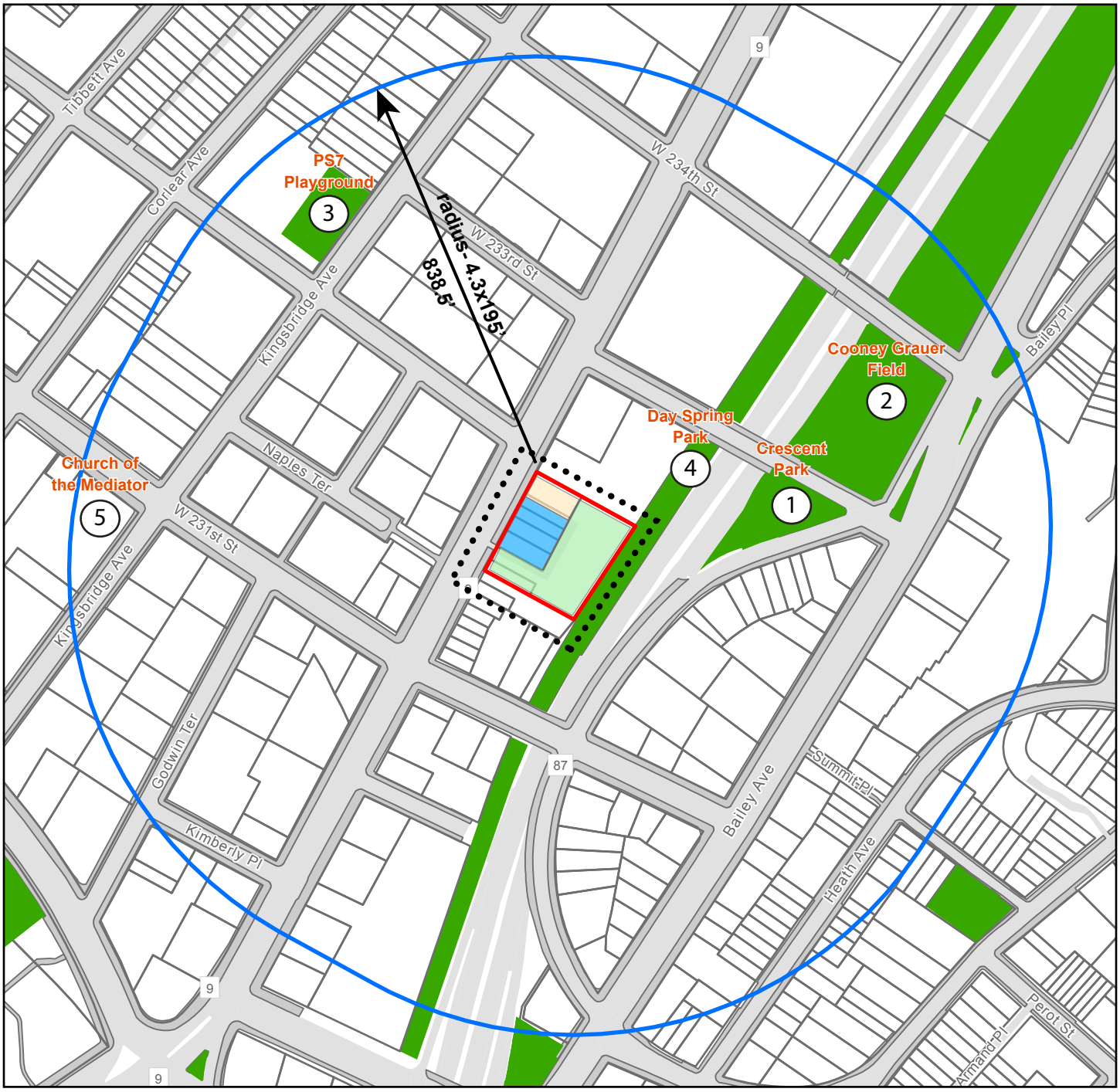
(#) Sunlight-Sensitive Resources

Longest Shadow Study Area Boundary

SHADOWS BASE MAP

Figure F-1

5602-5604 Broadway EAS



Sources: 2023 PLUTO, DCP, NYS GIS Program Office (GPO) 2021

0 400 800 Feet

Projected Development Site 1

Potential Development Site 1

Projected Development Site 2

Rezoning Area

Affected Area

(#) Sunlight-Sensitive Resources

Longest Shadow Study Area Boundary

TIER 1 SHADOW SCREENING ASSESSMENT MAP

Figure F-2

5602-5604 Broadway EAS



Sources: 2023 PLUTO, DCP, NYS GIS Program Office (GPO) 2021

0 400 800 Feet

Projected Development Site 1

Potential Development Site 1

Projected Development Site 2

Rezoning Area

Longest Shadow Study Area Boundary

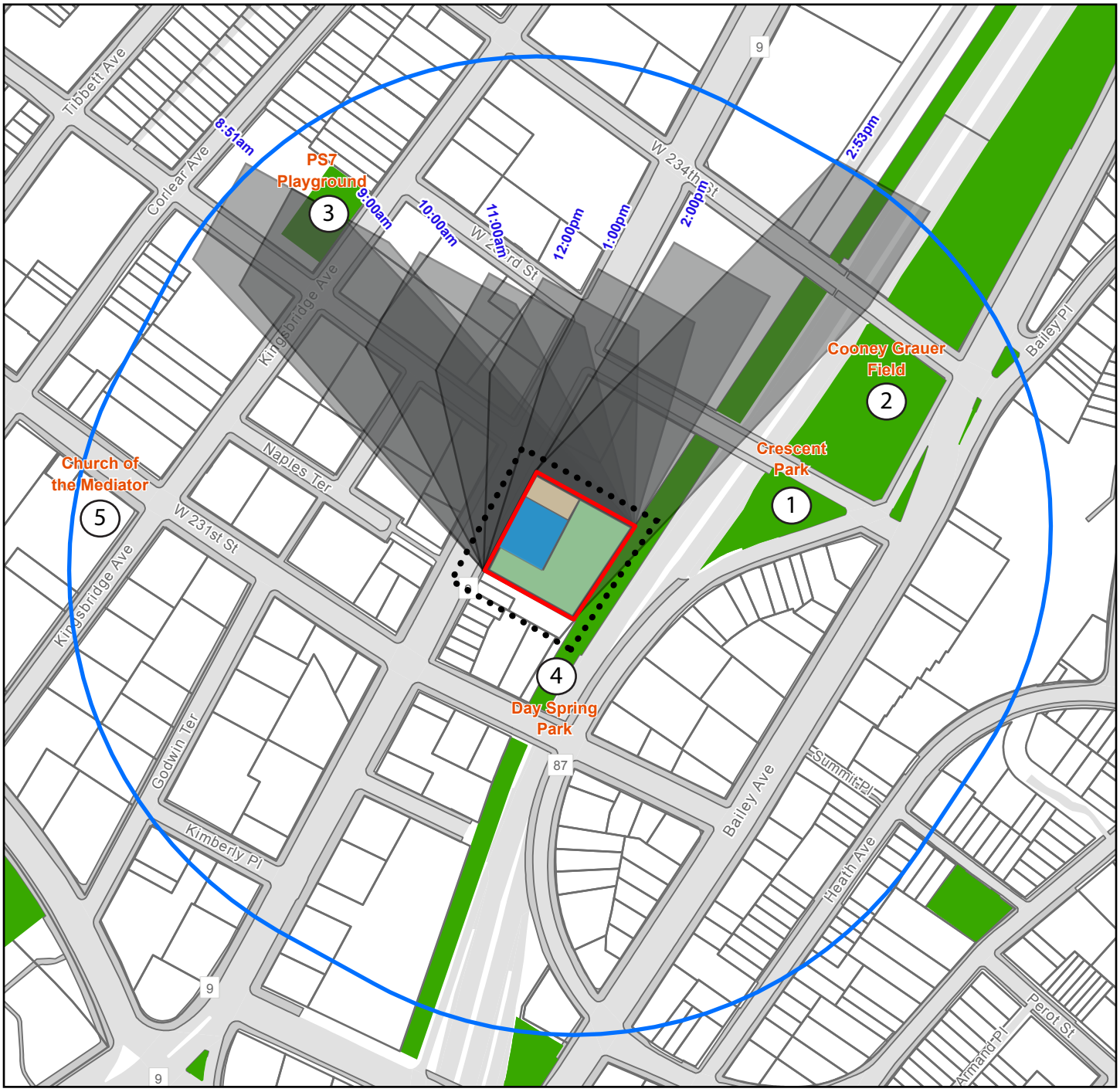
(#) Sunlight-Sensitive Resources

Area that cannot be shaded by the proposed building

TIER 2 SHADOW SCREENING ASSESSMENT MAP

Figure F-3

5602-5604 Broadway EAS



Sources: 2023 PLUTO, DCP, NYS GIS Program Office (GPO) 2021

0 400 800 Feet

Projected Development Site 1

Potential Development Site 1

Projected Development Site 2

Rezoning Area

Affected Area

(#) Sunlight-Sensitive Resources

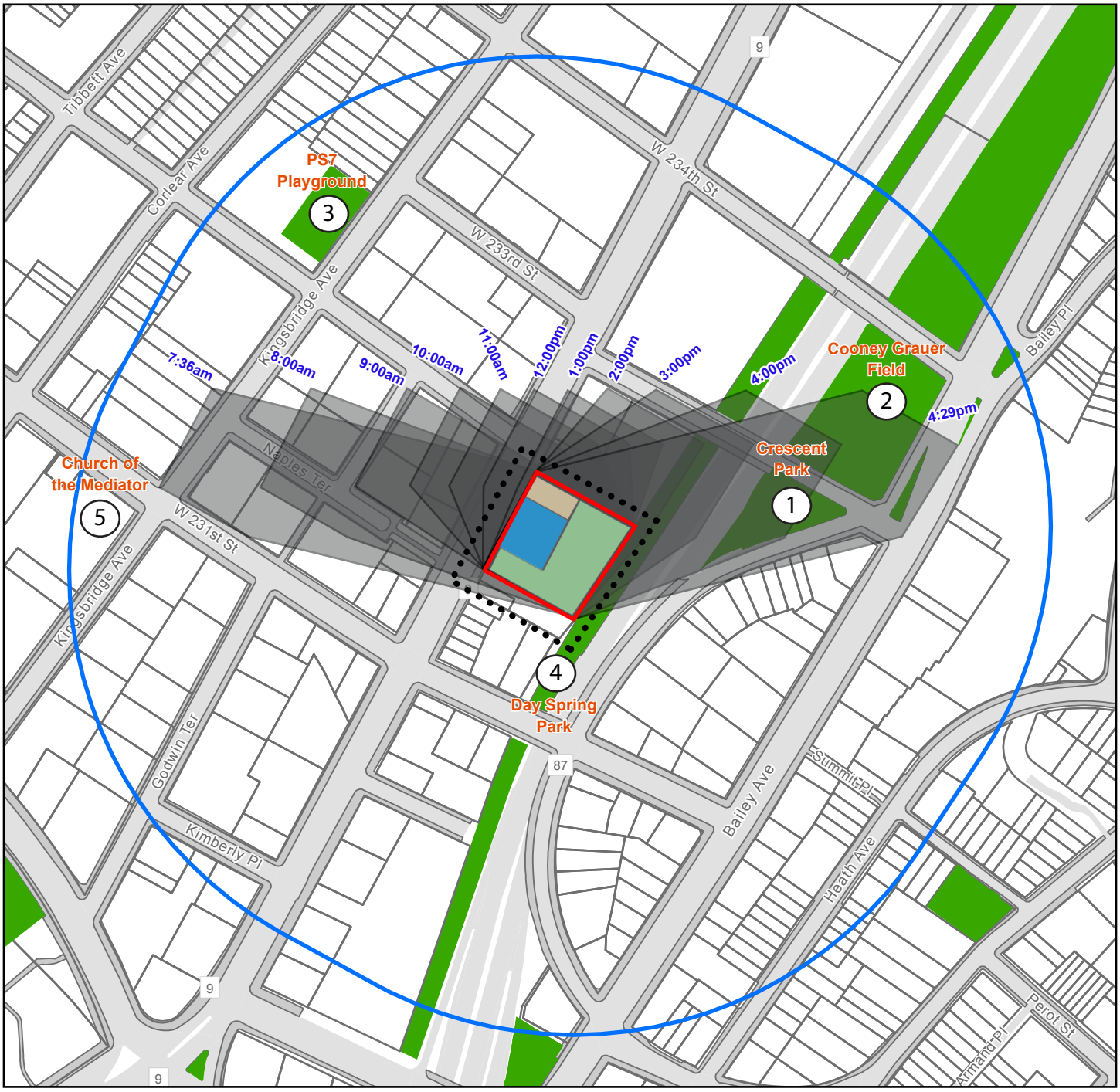
Longest Shadow Study Area Boundary

TIER 3 SHADOW SCREENING ASSESSMENT MAP

December 21st Analysis Day

Figure F-4

5602-5604 Broadway EAS



Sources: 2023 PLUTO, DCP, NYS GIS Program Office (GPO) 2021

0 400 800 Feet

Projected Development Site 1

Potential Development Site 1

Projected Development Site 2

Rezoning Area

Affected Area

(#) Sunlight-Sensitive Resources

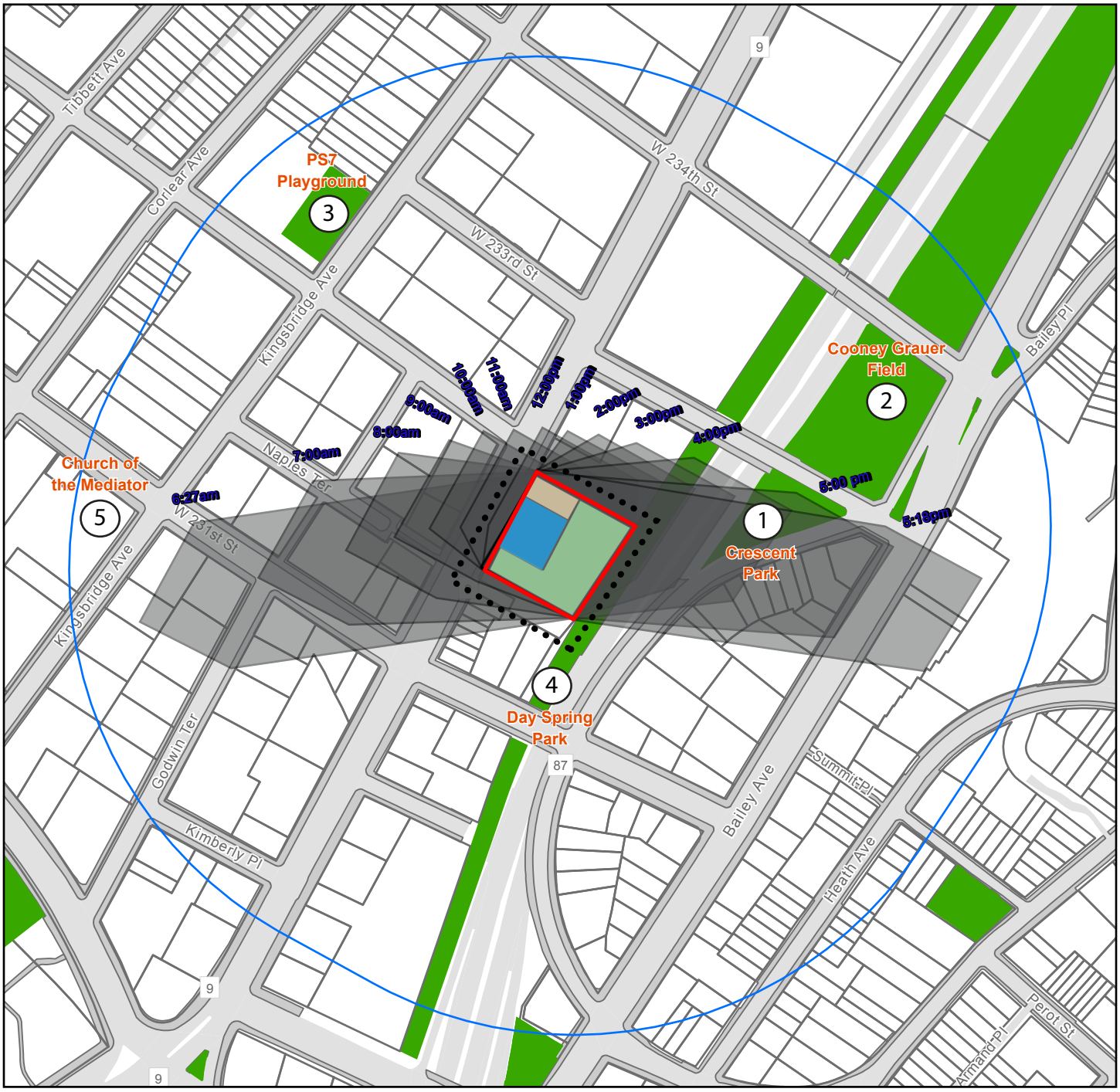
Longest Shadow Study Area Boundary

TIER 3 SHADOW SCREENING ASSESSMENT MAP

March 21st/September 21st Analysis Day

Figure F-5

5602-5604 Broadway EAS



Sources: 2023 PLUTO, DCP, NYS GIS Program Office (GPO) 2021

0 400 800 Feet

Projected Development Site 1

Potential Development Site 1

Projected Development Site 2

Rezoning Area

Affected Area

(#) Sunlight-Sensitive Resources

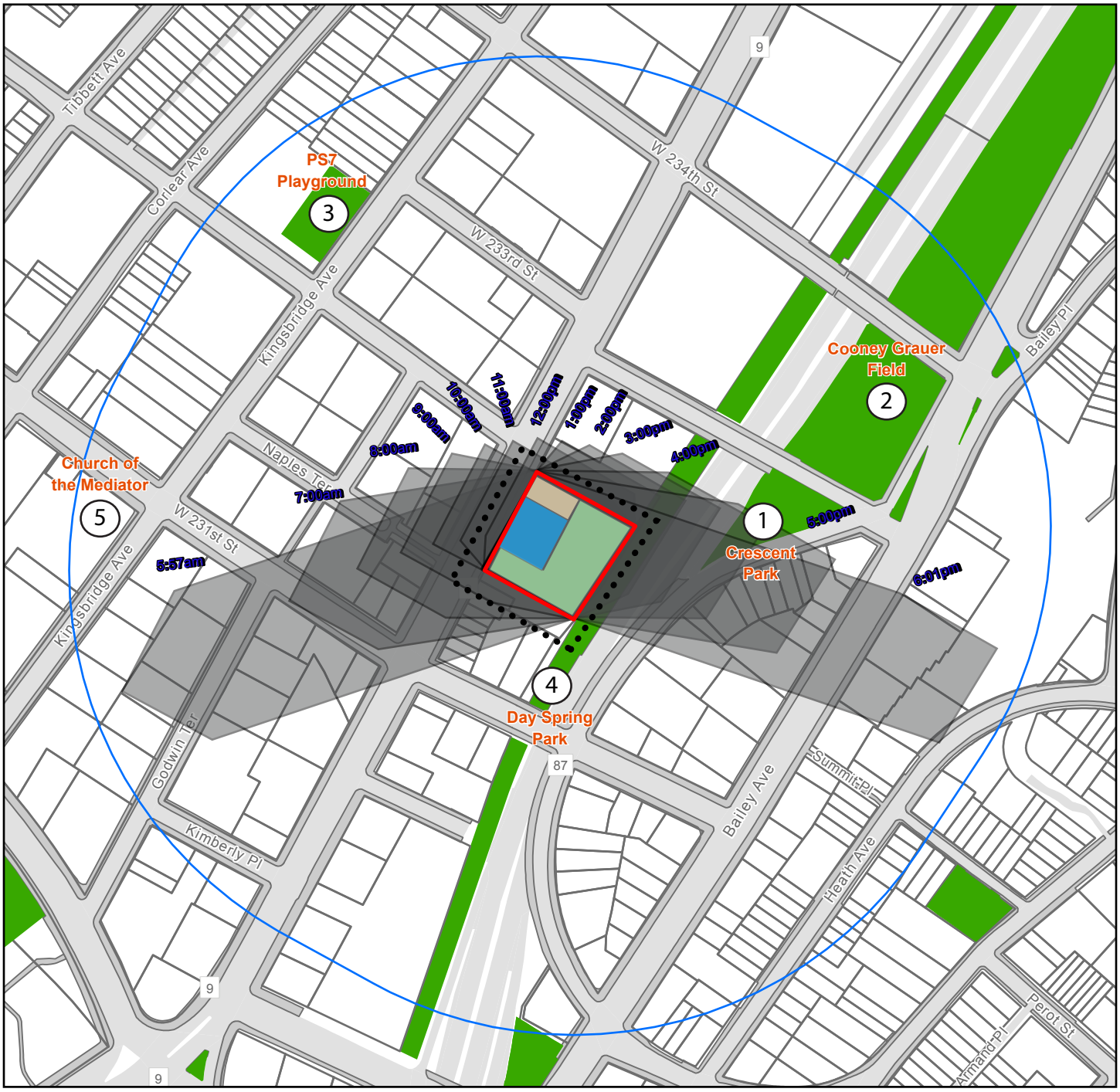
Longest Shadow Study Area Boundary

TIER 3 SHADOW SCREENING ASSESSMENT MAP

May 6th Analysis Day

Figure F-6

5602-5604 Broadway EAS



Sources: 2023 PLUTO, DCP, NYS GIS Program Office (GPO) 2021

0 400 800 Feet

Projected Development Site 1

Potential Development Site 1

Projected Development Site 2

Rezoning Area

Affected Area

(#) Sunlight-Sensitive Resources

Longest Shadow Study Area Boundary

TIER 3 SHADOW SCREENING ASSESSMENT MAP

June 21st Analysis Day

Figure F-7

5602-5604 Broadway EAS

IV. DETAILED SHADOW ANALYSIS

The detailed shadow analysis compares the extent of shading that would occur in the No-Action condition to the extent of shading that would occur in the With-Action condition. The purpose of the detailed analysis is to determine the extent and duration of new incremental shadows that would fall on sunlight-sensitive resources due to the proposed development on Projected Development Site 1, and potential development on Projected Development Site 2, and Potential Development Site 1.

For the detailed analysis, a 3D model of Projected Development Sites 1 and 2, Potential Development Site 1 and the surrounding area was developed to evaluate the incremental shadows due to the Proposed Actions. For analysis purposes, the Projected and Potential Development Sites are assumed to be the maximum height permitted within R7-3 zoning districts, 195 feet (185 feet plus a 10-foot bulkhead). In conformance to CEQR guidelines, shadow analyses were performed for four sunlight-sensitive resources identified in the Tier 3 Screening Assessment: Crescent Park (#1), Cooney Grauer Field located (#2), PS7 Playground (#3), and Day Spring Park (#4).

The analyses were performed for four representative days of the year during which the resources of concern would potentially be affected by incremental shadows: December 21st (winter solstice), March 21st (vernal equinox) or the September 21st autumnal equinox, June 21st (summer solstice), and a spring or summer day halfway between the summer solstice and equinoxes such as May 6th or August 6th. CEQR guidelines define the temporal limits of a shadow analysis period to be one and a half hours after sunrise to one and a half hours before sunset. As discussed above, the results of the shadow analysis identify the incremental difference in shadows between the No-Action and With-Action conditions.

Sunlight-Sensitive Resources of Concern

Table F-1: Analysis Summary summarizes the entry and exit times and total duration of incremental shadows on each affected sun-sensitive resource when they occur. **Figures F-1** through **F-7** graphically depict the results of the analysis based on the computer animation of times when incremental shadow would fall on a sun-sensitive resource. The figures illustrate the extent of existing shading of the sun-sensitive resources in both the No-Action and With-Action Conditions, and shown in red, the new incremental shadows that would result due to the With-Action developments on Projected Development Site 1, Projected Development Site 2, and potential development on Potential Development Site 1.

Table F-1: Analysis Summary

Sunlight-Sensitive Resource	Analysis Day Timeframe Window	December 21st 8:51 A.M. - 2:53 P.M.	March 21st/September 21st 7:36 A.M. - 4:29 P.M.	May 6th/August 6th 6:27 A.M. - 5:18 P.M.	June 21st 5:57 A.M. - 6:01 P.M.
Crescent Park	Shadow Enter -Exit Time	NA	3:37 P.M. – 4:29 P.M.	3:36 P.M. – 5:18 P.M.	3:47 P.M. – 6:01 P.M.
	Incremental Shadow Duration		0 hours and 52 minutes	0 hours and 42 minutes	2 hours and 14 minutes
Cooney Grauer Field	Shadow Enter -Exit Time	NA	3:39 P.M. – 4:29 P.M.	NA	NA
	Incremental Shadow Duration		50 minutes		
PS7 Playground	Shadow Enter -Exit Time	8:51 A.M. – 9:00 A.M.	NA	NA	NA
	Incremental Shadow Duration	0 hours and 9 minutes			
Day Spring Park	Shadow Enter -Exit Time	2:35 P.M. – 2:53 P.M.	2:10 P.M. – 4:29 PM	1:40 P.M. – 5:18 P.M.	1:35 P.M. – 6:01 P.M.
	Incremental Shadow Duration	0 hours and 18 minutes	2 hours and 19 minutes	3 hours and 38 minutes	4 hours and 26 minutes

Note: Daylight savings time not used

Crescent Park

Crescent Park is located northeast of the Projected and Potential Development Sites between Albany Crescent and W 233rd Street. It is comprised of primarily vegetation and bench seating. The Projected and Potential Development Sites would cast incremental shadows for the March 21st, May 6th, and June 21st analysis days.

For the March 21st analysis day, the proposed development on Projected Development Site 1, potential development on Projected Development Site 2, and Potential Development Site 1 would cast incremental shadows on Crescent Park starting at approximately 3:37 PM and would sweep eastward until the end of the analysis day, at 4:29 PM. The total duration of the incremental shadow is approximately 52 minutes.

For the May 6th analysis day, the proposed development on Projected Development Site 1, potential development on Projected Development Site 2, and Potential Development Site 1 would cast incremental shadows on Crescent Park starting at approximately 3:36 PM and would sweep eastward until the end of the analysis day, at 5:18 PM. The total duration of the incremental shadow is approximately 42 minutes.

For the June 21st analysis day, the proposed development on Projected Development Site 1, potential development on Projected Development Site 2, and Potential Development Site 1 would cast incremental shadows on Crescent Park starting at approximately 3:47 PM and would sweep eastward until the end of the analysis day, at 6:01 PM. The total duration of incremental shadow is approximately 2 hours and 14 minutes.

Cooney Grauer Field

Cooney Grauer Field is located northeast of the Projected and Potential Development Sites between David Michael Ruddle Street and West 233rd Street. Amenities include seating and a baseball field. The Projected and Potential Development Sites would cast incremental shadows on Cooney Grauer Field for the March 21st analysis day.

For the March 21st analysis day, the proposed development on Projected Development Site 1, potential development on Projected Development Site 2, and Potential Development Site 1 would cast incremental shadows on Cooney Grauer Field starting at approximately 3:39 PM and would sweep eastward until the end of the analysis day, at 4:29 PM. The total duration of incremental shadow is approximately one hour.

PS 7 Playground

PS 7 Playground is located northwest of the Projected and Potential Development Sites on the corner of Kingsbridge Avenue and West 232nd Street. Amenities include play equipment, a running track, passive recreation lawn, and seating. The Projected and Potential Development Sites would cast incremental shadows on PS 7 Playground for the December 21st analysis day.

For the December 21st analysis day, the projected and potential development sites would cast incremental shadows on PS 7 Playground starting at the beginning of the analysis day, 8:51 AM, that would sweep eastward before exiting at approximately 9:00 AM. The total duration of the incremental shadow is approximately 9 minutes.

Day Spring Park

A portion of the proposed Tibbetts Brook daylighting project, Day Spring Park, would be placed directly east of the projected and potential development sites extending north to Van Cortlandt Park on Van Cortlandt Park South and south to West 230th Street. The portions of the park that would be cast in incremental shadows would be the segments from West 231st street to West 233rd Street and from West 233rd Street to West 234th Street and would occur during all four analysis days (December 21st, March 21st/September 21st, May 6th/August 6th, and June 21st).

For the December 21st analysis day, the projected and potential development sites would cast incremental shadows on Day Spring Park beginning at 2:35 PM to the end of the analysis day at 2:53 PM for a total duration of incremental shadows of approximately 18 minutes. For the March 21st/September 21st analysis day, the projected and potential development sites would cast incremental shadows on Day Spring Park beginning at 2:10 PM to the end of the analysis day at 4:29 PM for a total duration of incremental shadows of approximately 2 hours and 19 minutes. For the May 6th/August 6th analysis day, the projected and potential development sites would cast incremental shadows on Day Spring Park beginning at 1:40 PM to the end of the analysis day at 5:18 PM for a total duration of incremental shadows of approximately 3 hours and 38 minutes. For the June 21st analysis day, the projected and potential development sites would cast incremental shadows on Day Spring Park beginning at 1:35 PM to the end of the analysis day at 6:01 PM for a total duration of incremental shadows of approximately 4 hours and 26 minutes.



Projected Development Site 1, Projected Development Site 2 & Potential Development Site 1

Incremental Shadows

(#) Sunlight-Sensitive Resources (Keyed to Table F-1)

Open Space

INCREMENTAL SHADOWS ENTRY CRESCENT PARK 3:37 PM

March 21st/September 21st Analysis Day

Figure F-8

5602-5604 Broadway EAS



Projected Development Site 1, Projected Development Site 2 & Potential Development Site 1

Incremental Shadows

(#) Sunlight-Sensitive Resources (Keyed to Table F-1)

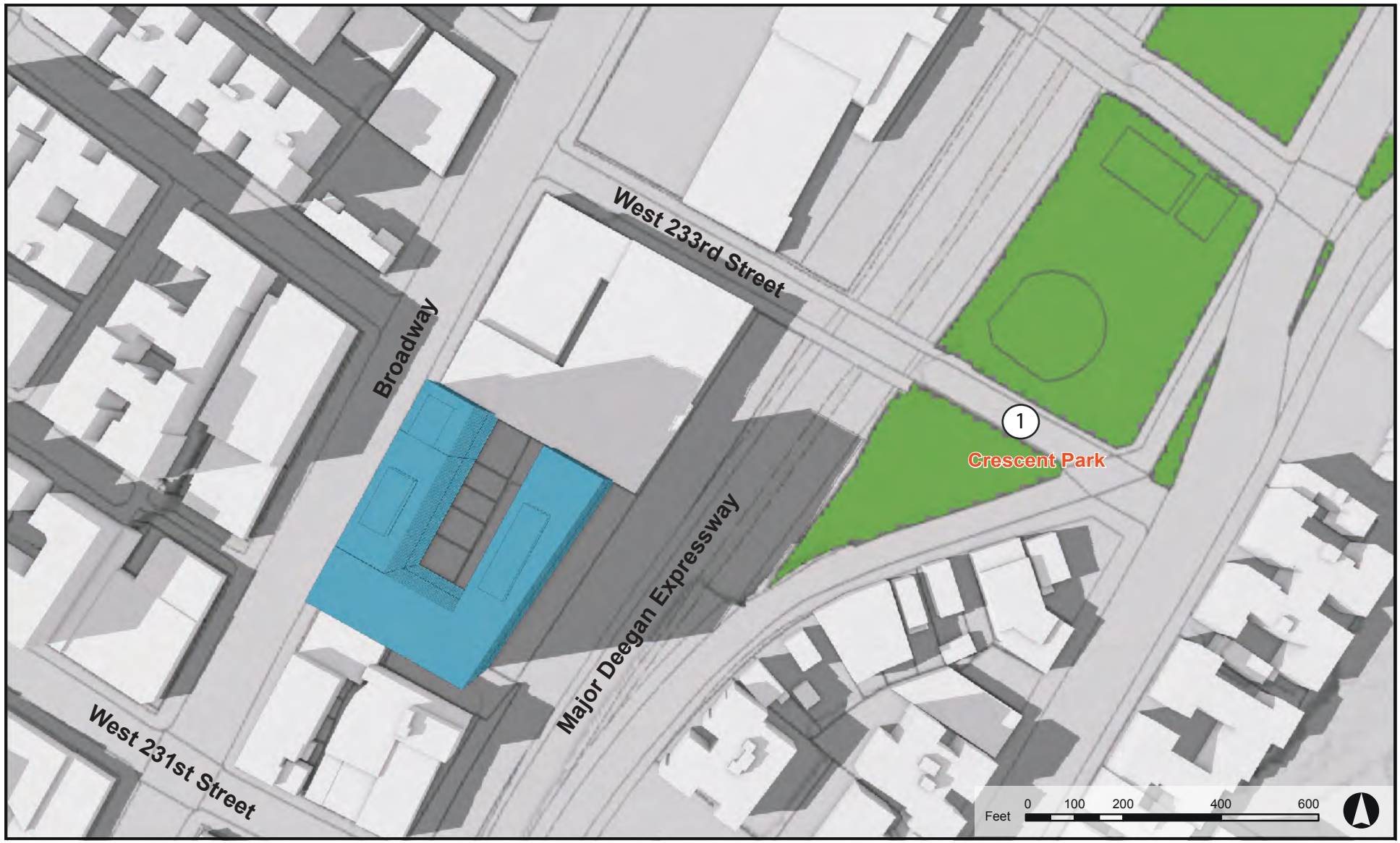
Open Space

INCREMENTAL SHADOWS CRESCENT PARK 4:29 PM

March 21st/September 21st Analysis Day

Figure F-9

5602-5604 Broadway EAS



Projected Development Site 1, Projected Development Site 2 & Potential Development Site 1

Incremental Shadows

(#) Sunlight-Sensitive Resources (Keyed to Table F-1)

Open Space

INCREMENTAL SHADOWS ENTRY CRESCENT PARK 3:36 PM

May 6th/August 6th Analysis Day

Figure F-10

5602-5604 Broadway EAS



Projected Development Site 1, Projected Development Site 2 & Potential Development Site 1

Incremental Shadows

(#) Sunlight-Sensitive Resources (Keyed to Table F-1)

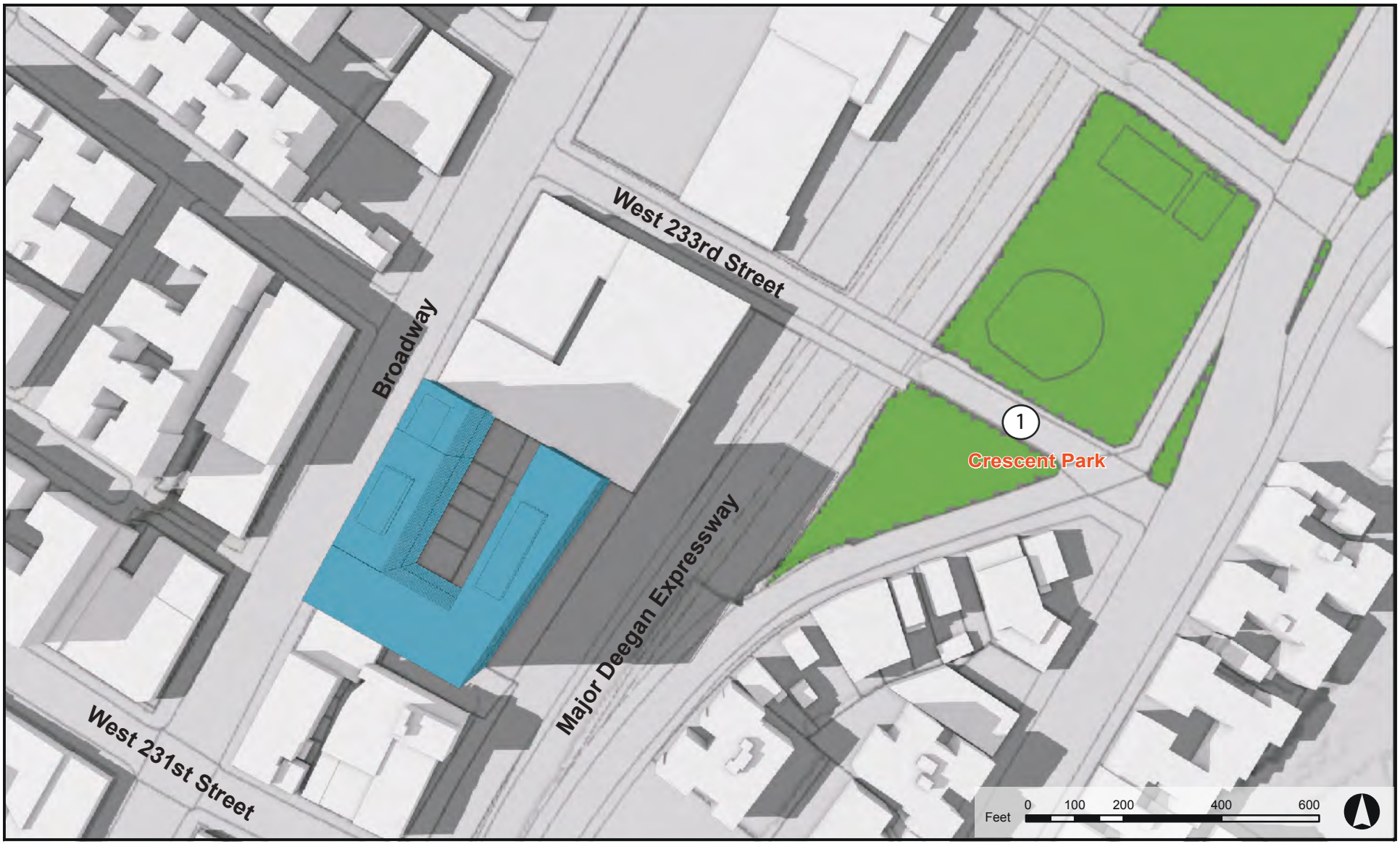
Open Space

INCREMENTAL SHADOWS CRESCENT PARK 5:18 PM

May 6th/August 6th Analysis Day

Figure F-11

5602-5604 Broadway EAS



Projected Development Site 1, Projected Development Site 2 & Potential Development Site 1

Incremental Shadows

(#) Sunlight-Sensitive Resources (Keyed to Table F-1)

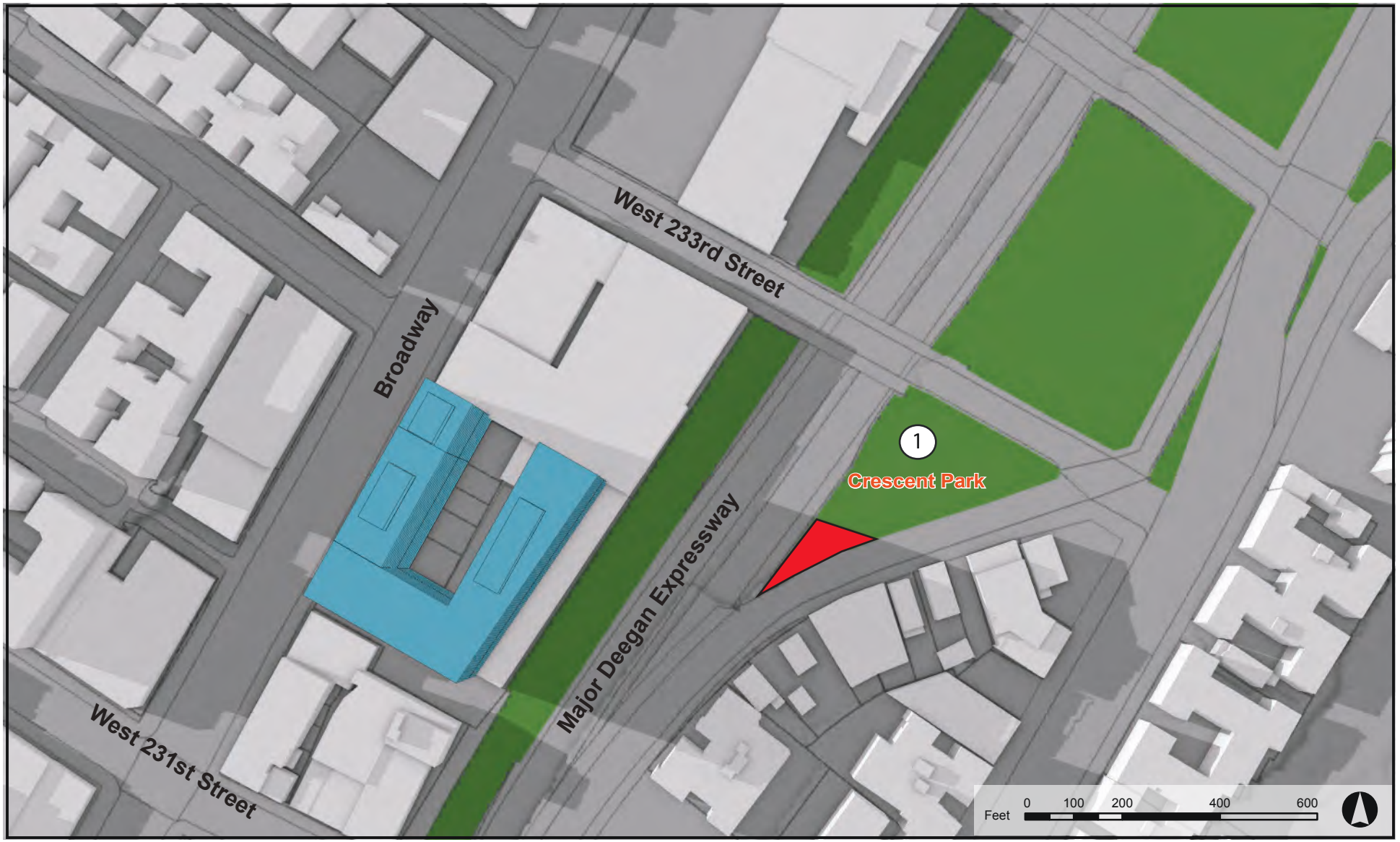
Open Space

INCREMENTAL SHADOWS ENTRY CRESCENT PARK 3:47 PM

June 21st Analysis Day

Figure F-12

5602-5604 Broadway EAS



Projected Development Site 1, Projected Development Site 2 & Potential Development Site 1

Incremental Shadows

(#) Sunlight-Sensitive Resources (Keyed to Table F-1)

Open Space

INCREMENTAL SHADOWS CRESCENT PARK 6:01 PM

June 21st Analysis Day

Figure F-13

5602-5604 Broadway EAS



Projected Development Site 1, Projected Development Site 2 & Potential Development Site 1

Incremental Shadows

(#) Sunlight-Sensitive Resources (Keyed to Table F-1)

Open Space

INCREMENTAL SHADOWS ENTRY COONEY GRAUER FIELD 3:39 PM

March 21st/September 21st Analysis Day

Figure F-14

5602-5604 Broadway EAS



Projected Development Site 1, Projected Development Site 2 & Potential Development Site 1

Incremental Shadows

(#) Sunlight-Sensitive Resources (Keyed to Table F-1)

Open Space

INCREMENTAL SHADOWS CRESCENT PARK 4:29 PM

March 21st/September 21st Analysis Day

Figure F-15

5602-5604 Broadway EAS



Projected Development Site 1, Projected Development Site 2 & Potential Development Site 1

Incremental Shadows

(#) Sunlight-Sensitive Resources (Keyed to Table F-1)

Open Space

INCREMENTAL SHADOWS PS7 PLAYGROUND 8:15 AM

December 21st Analysis Day

Figure F-16

5602-5604 Broadway EAS



Projected Development Site 1, Projected Development Site 2 & Potential Development Site 1

Incremental Shadows

(#) Sunlight-Sensitive Resources (Keyed to Table F-1)

Open Space

INCREMENTAL SHADOWS PS7 PLAYGROUND 8:51 AM

December 21st Analysis Day

Figure F-17

5602-5604 Broadway EAS



Projected Development Site 1, Projected Development Site 2 & Potential Development Site 1

Incremental Shadows

(#) Sunlight-Sensitive Resources (Keyed to Table F-1)

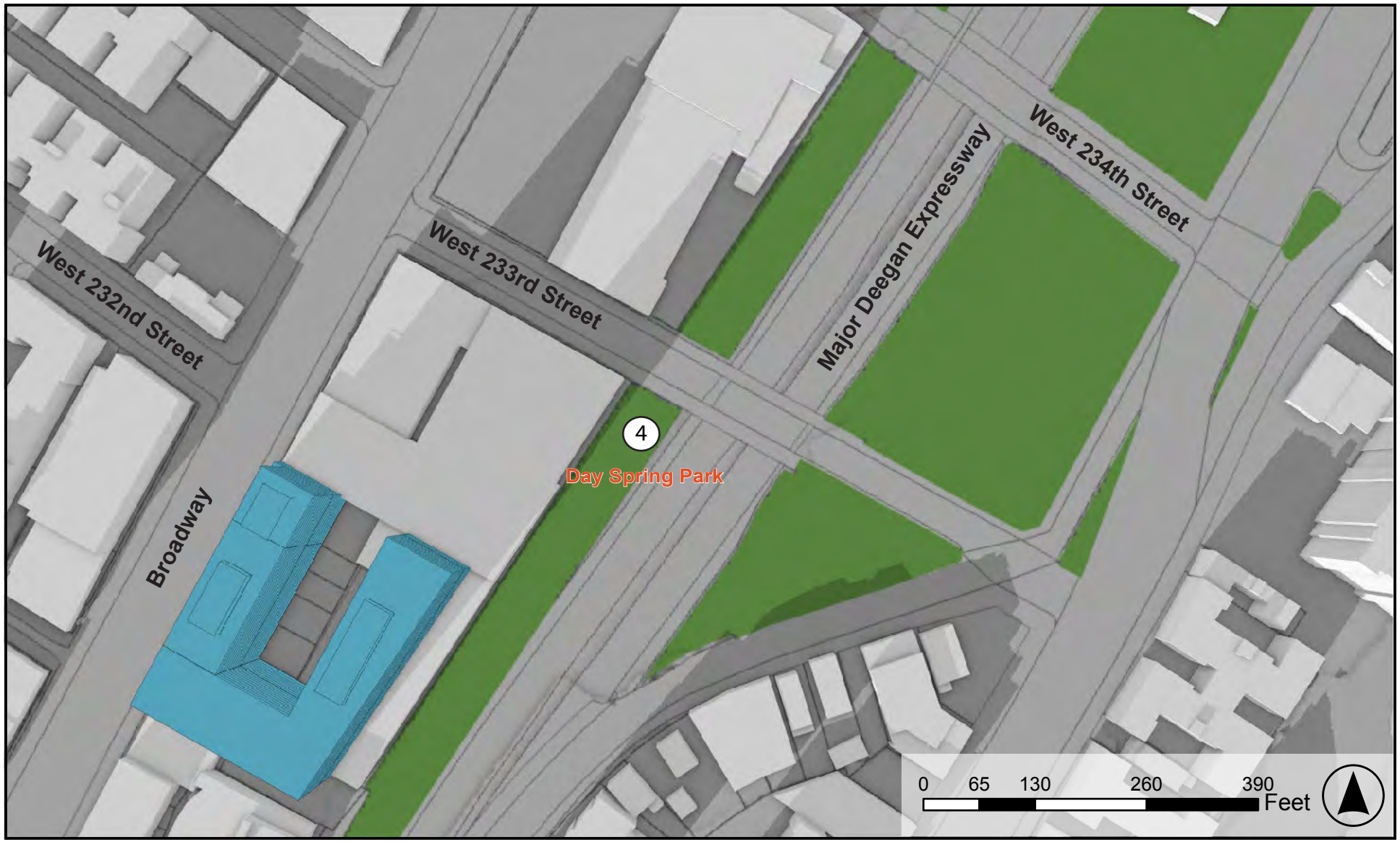
Open Space

INCREMENTAL SHADOWS PS7 PLAYGROUND 9:00 AM

December 21st Analysis Day

Figure F-18

5602-5604 Broadway EAS



Projected Development Site 1, Projected Development Site 2 & Potential Development Site 1

Incremental Shadows

(#) Sunlight-Sensitive Resources (Keyed to Table F-1)

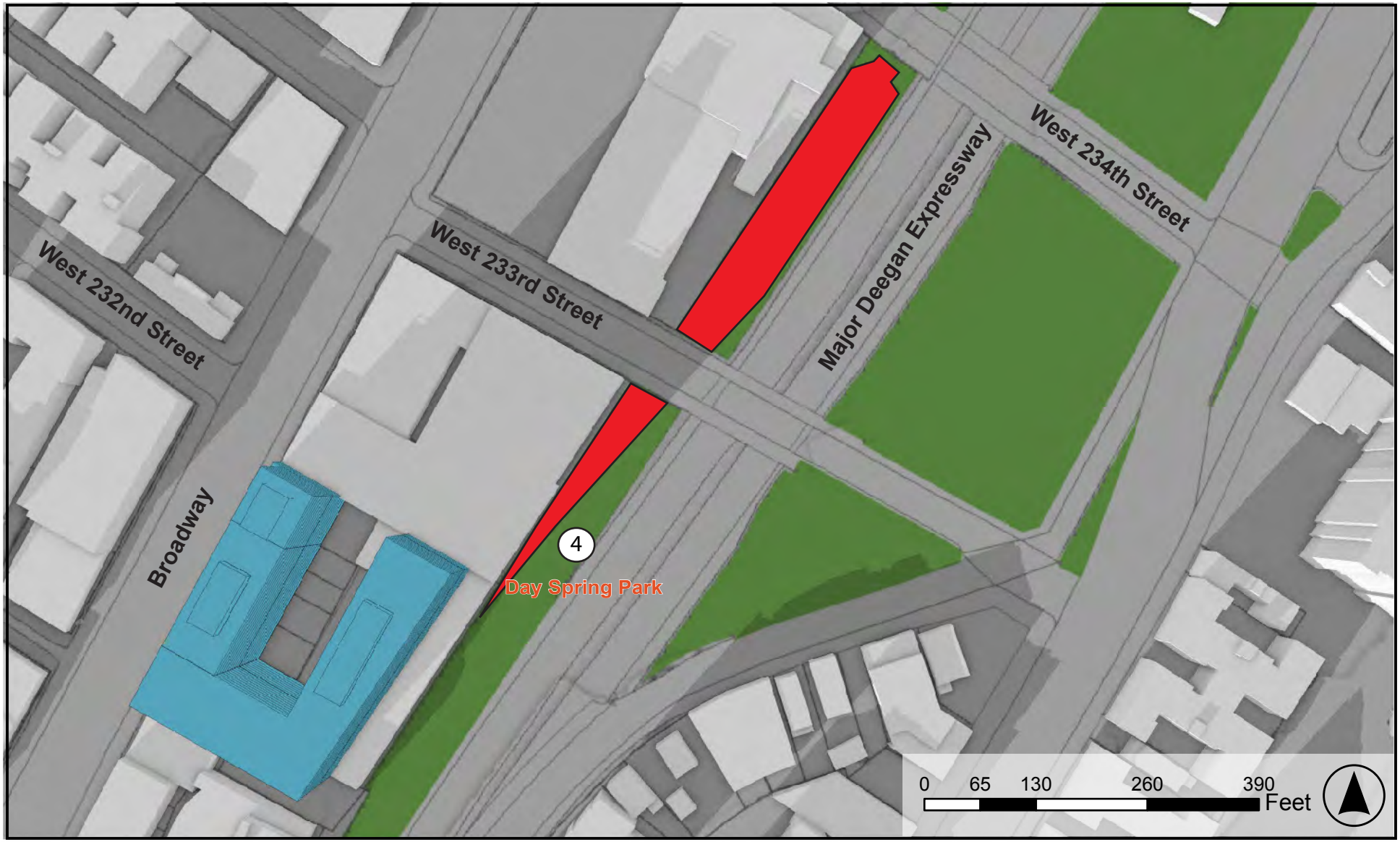
Open Space

INCREMENTAL SHADOWS DAY SPRING PARK 2:35 PM

December 21st Analysis Day

Figure F-19

5602-5604 Broadway EAS



Projected Development Site 1, Projected Development Site 2 & Potential Development Site 1

Incremental Shadows

(#) Sunlight-Sensitive Resources (Keyed to Table F-1)

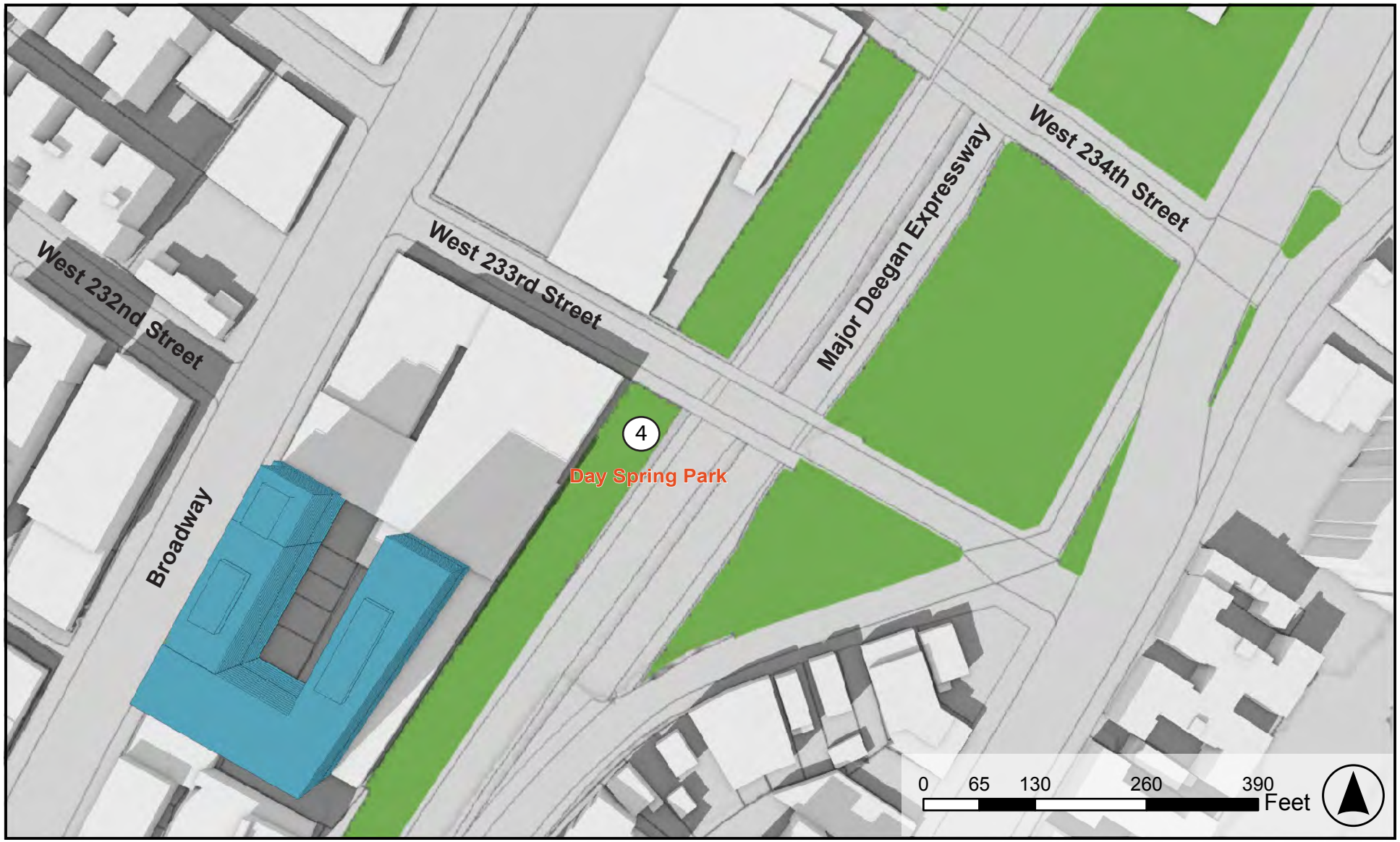
Open Space

INCREMENTAL SHADOWS DAY SPRING PARK 2:53 PM

December 21st Analysis Day

Figure F-20

5602-5604 Broadway EAS



Projected Development Site 1, Projected Development Site 2 & Potential Development Site 1

Incremental Shadows

(#) Sunlight-Sensitive Resources (Keyed to Table F-1)

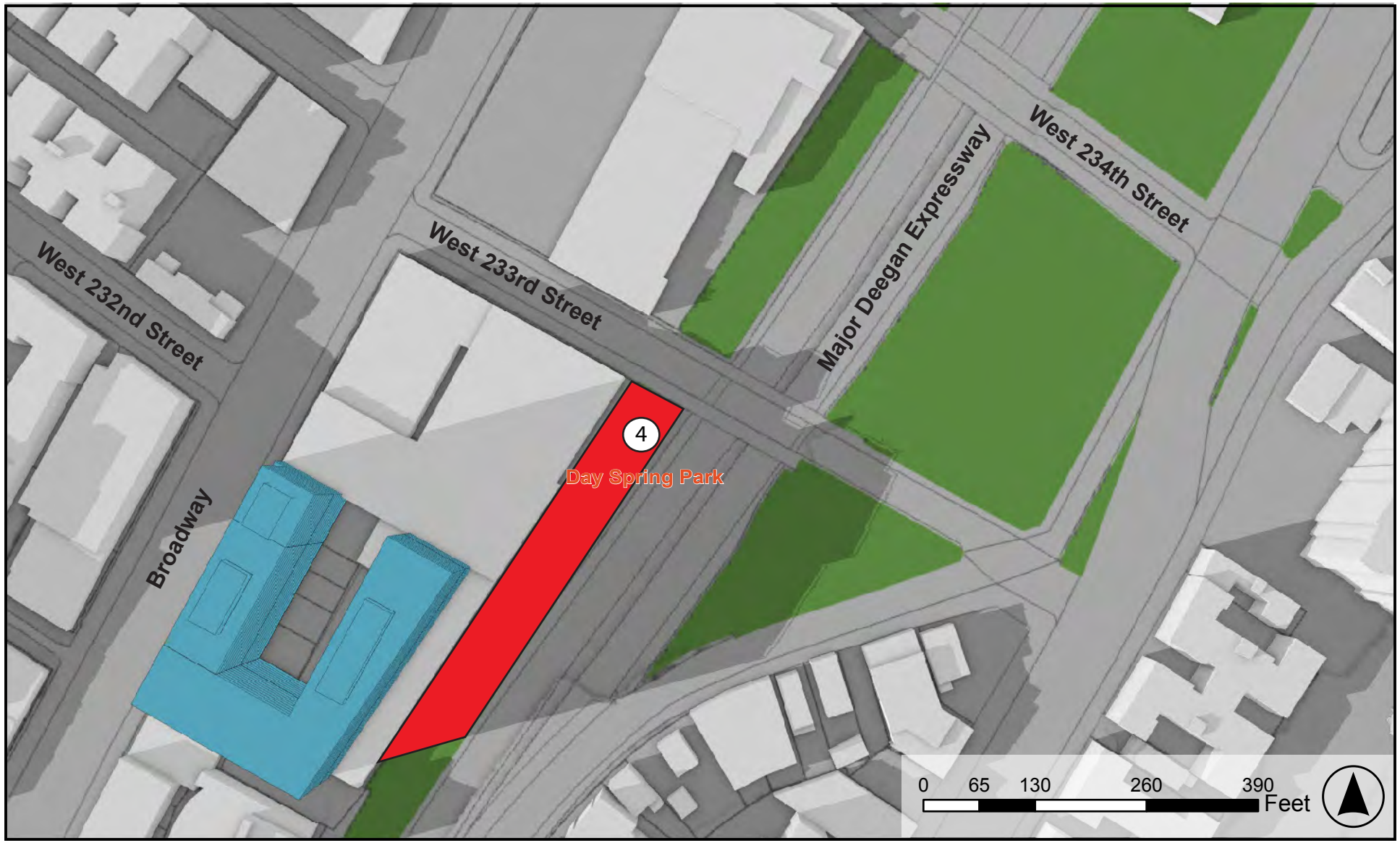
Open Space

INCREMENTAL SHADOWS DAY SPRING PARK 2:10 PM

March 21st/September 21st Analysis Day

Figure F-21

5602-5604 Broadway EAS



Projected Development Site 1, Projected Development Site 2 & Potential Development Site 1

Incremental Shadows

(#) Sunlight-Sensitive Resources (Keyed to Table F-1)

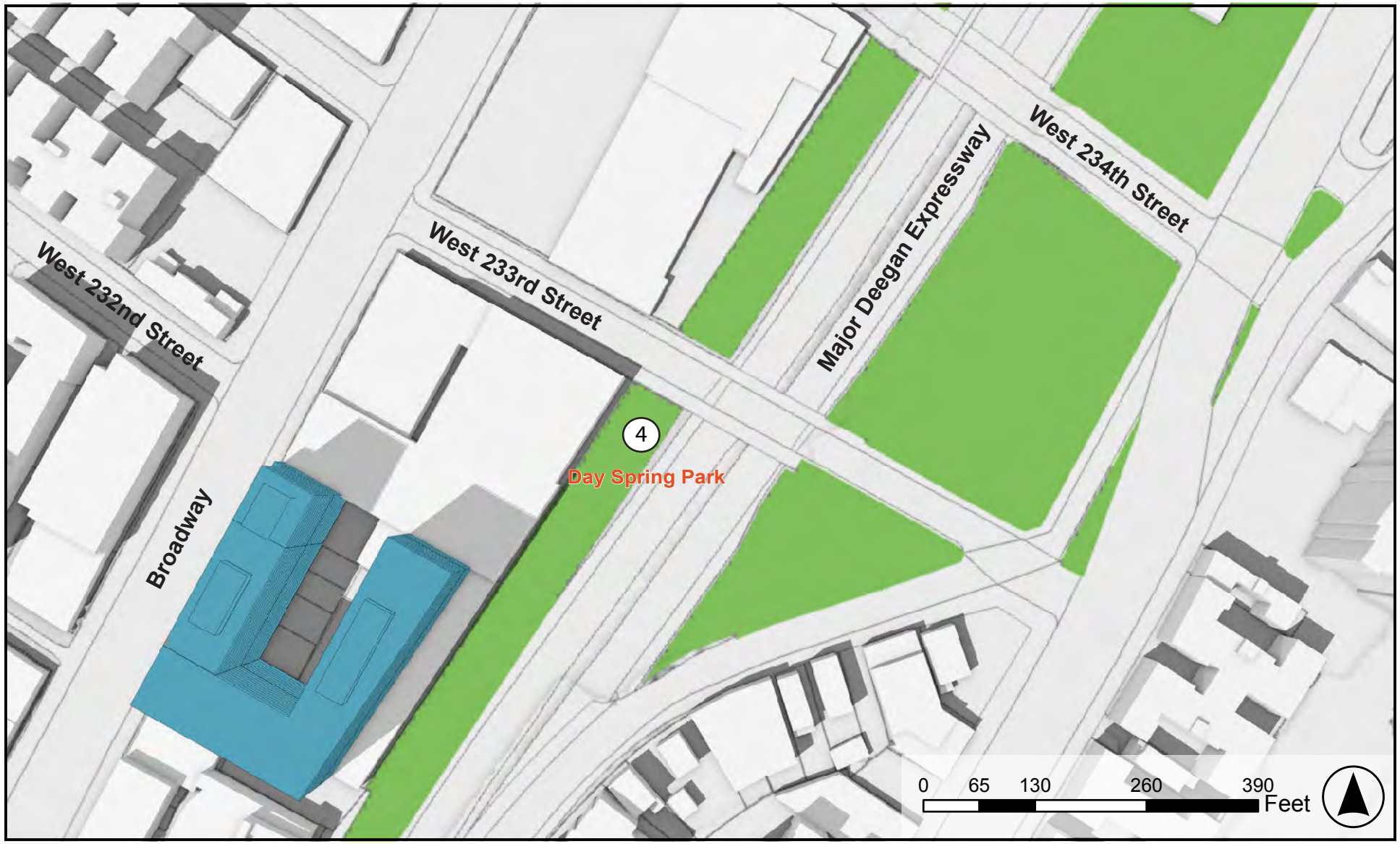
Open Space

INCREMENTAL SHADOWS DAY SPRING PARK 4:29 PM

March 21st/September 21st Analysis Day

Figure F-22

5602-5604 Broadway EAS



Projected Development Site 1, Projected Development Site 2 & Potential Development Site 1

Incremental Shadows

(#) Sunlight-Sensitive Resources (Keyed to Table F-1)

Open Space

INCREMENTAL SHADOWS DAY SPRING PARK 1:40 PM

May 6th/August 6th Analysis Day

Figure F-23

5602-5604 Broadway EAS



Projected Development Site 1, Projected Development Site 2 & Potential Development Site 1

Incremental Shadows

(#) Sunlight-Sensitive Resources (Keyed to Table F-1)

Open Space

INCREMENTAL SHADOWS DAY SPRING PARK 5:18 PM

May 6th/August 6th Analysis Day

Figure F-24

5602-5604 Broadway EAS



Projected Development Site 1, Projected Development Site 2 & Potential Development Site 1

Incremental Shadows

(#) Sunlight-Sensitive Resources (Keyed to Table F-1)

Open Space

INCREMENTAL SHADOWS DAY SPRING PARK 1:35 PM

June 21st Analysis Day

Figure F-25

5602-5604 Broadway EAS



Projected Development Site 1, Projected Development Site 2 & Potential Development Site 1

Incremental Shadows

(#) Sunlight-Sensitive Resources (Keyed to Table F-1)

Open Space

INCREMENTAL SHADOWS DAY SPRING PARK 6:01 PM

June 21st Analysis Day

Figure F-26

5602-5604 Broadway EAS

V. ASSESSMENT

CEQR Technical Manual guidelines indicate that the significance of shadow impacts on a sunlight-sensitive resource is based on (i) the information resulting from the detailed shadow analysis describing the extent and duration of incremental shadows; and (ii) an analysis of the resource's sensitivity to reduced sunlight. A shadows impact occurs when the incremental shadow from a proposed project falls on a sunlight-sensitive resource or feature and reduces its direct sunlight exposure. Determining whether this impact is significant or not depends on the extent and duration of the incremental shadow and the specific context in which the impact occurs.

For both open space and natural resources, the uses and features of the resource indicate its sensitivity to shadows. Sensitivity is assessed for both (i) warm-weather dependent features like wading pools and sand boxes, or vegetation that could be affected by a loss of sunlight during the growing season; and (ii) features, such as benches that could be affected by a loss of winter sunlight.

Crescent Park

As illustrated in **Figures F-8** through **F-13**, Projected Development Site 1, Projected Development Site 2, and Potential Development Site 1 would cast incremental shadows over portions of Crescent Park in the late afternoon to evening hours of three analysis days, March 21st, May 6th, and June 21st. Due to its orientation and surrounding terrain conditions, the park is in shade at the end of the three analysis days. The duration of the incremental shadows ranges from 42 minutes on May 6th to 2 hours and 14 minutes on June 21st analysis day. As per the CEQR Technical Manual, the analysis days of March 21st, May 6th, and June 21st, have longer days and more hours of sunlight and represent the growing season. Although the incremental shadows would sweep across the park for a short period at the end of the day, the vegetation and seating within the park would receive 6 to 8 hours of direct sunlight per day, with minimal shade from nearby existing structures. Therefore, the Proposed Actions would not result in a significant adverse shadows impact on Crescent Park.

Cooney Grauer Field

Projected Development Site 1, Projected Development Site 2, and Potential Development Site 1 would cast incremental shadows over portions of Cooney Grauer Field on the March 21st analysis day only. Cooney Grauer Field contains potentially sunlight sensitive features such as the field itself and the bleacher seating. The shadows would travel eastward between the 3:39 PM entry and 4:29 PM end of the analysis day, covering a portion of the field that contains vegetation and seating.

As illustrated in **Figures F-14** and **F-15**, incremental shadows from the proposed and potential developments as a result of the Proposed Actions would cover a portion of Cooney Grauer Field for less than an hour, and a majority of the field would continue to receive direct sunlight during this period of time. The portion of Cooney Grauer Field that would be cast in shadows would continue to receive direct sunlight for 6 to 8 hours throughout the analysis day. Given the relatively short duration of the incremental shadow of approximately 50 minutes during the March 21st analysis day, the Proposed Actions would not result in a significant adverse shadows impact on Cooney Grauer Field.

PS 7 Playground

As illustrated in **Figures F-16** through **F-18**, Projected Development Site 1, Projected Development Site 2, and Potential Development Site 1 would cast incremental shadows over portions of PS 7 Playground in the morning hours of the December 21st analysis day only. PS 7 playground contains potentially sunlight sensitive features such as trees, benches, and playground areas. The shadows would travel eastward between 8:51 AM and 9:00 AM, covering a small portion of the resources, which includes trees and outdoor table seating. Existing structures cast shadows over a majority of PS 7 playground during this timeframe.

According to the *CEQR Technical Manual*, the December 21st analysis day is included to demonstrate conditions during the cold-weather months, during which open space users rely most heavily on available sunlight for warmth. The amenities of the park that would be shaded by the incremental shadows produced by the projected and potential developments under the Proposed Actions include the playground and benches within the park. According to the *CEQR Technical Manual*, while the loss of sunlight on paved or hard surfaced open spaces that accommodate active uses—such as basketball or tennis courts—are generally not considered significant, how the area is used by the community and the utilization rate of such spaces may be taken into account in determining the significance of the incremental shadow. The incremental shadows would be cast on a minimal portion of the table seating and playground for only 9-minutes in the morning of the winter month analysis day, leaving most of the playground with continued direct and uninterrupted exposure to sunlight for the rest of the analysis day. The incremental shadows would occur when utilization of active recreational spaces and playgrounds are low due to time of day and cold weather. Therefore, the incremental shadows on the December 21st analysis day which represents cold-weather months, would not significantly reduce direct sunlight exposure, or reduce public usability and enjoyment of the playground or affect vegetation. Consequently, the Proposed Actions would not result in a significant adverse shadows impact on the PS 7 Playground.

Day Spring Park

Incremental shadows from the projected and potential development sites would be cast during all analysis days on the portions of the proposed Day Spring Park between West 231st Street and West 233rd Street and between West 233rd Street and West 234th Street. The portion between West 231st Street and West 233rd Street would contain an elevated multipurpose path, trees and shrubs, and a freshwater wetland with stormwater tolerant plants on the northern most third of the segment–the portion most exposed to incremental shadows as shown in **Figures F-19** through **F-26**. The segment of trail between West 233rd Street and West 234th Street would contain an elevated pathway, shrubs and trees, and the daylighted Tibbetts Brook with proposed wetland and stormwater tolerant plants.

As shown in **Figures F-19** through **F-26**, shadows would move eastward for all four analysis days beginning midday and ending at the end each analysis day. For the December 21st analysis day, incremental shadows would begin 2:35 PM and end at 2:53, lasting approximately 18 minutes; for the March 21st/September 21st analysis day, incremental shadows would begin 2:10 PM and end at 4:29 PM, lasting approximately 2 hours and 19 minutes; for the May 6th/June 6th analysis day, incremental shadows would begin 1:40 PM and end at 5:18 PM, lasting approximately 3 hours and 38 minutes; and for the June 21st analysis day, incremental shadows would begin at 1:35 PM and end at 6:01 PM, lasting approximately 4 hours and 26 minutes.

The portions of Day Spring Park would continue to receive 5 hours and 46 minutes of direct sunlight during the December 21st analysis day, 6 hours and 34 minutes during the March 21st/September 21st analysis day, 7 hours and 13 minutes during the May 6th/August 6th analysis day, and 7 hours and 38 minutes during the June 21st analysis day. Day Spring Park would receive over six hours of sunlight during all growing season analysis days, while the December 21st analysis day would experience 5 hours and 16 minutes of sunlight. Cold-weather months of interest generally do not affect the growing season of outdoor vegetation. Sunlight during the cold-weather months would still be received such that the resource could still be used outside of the growing season. The park would also contain active recreational uses on the path such as jogging, and cycling. While shadows would be cast on these features, the portions of the park exposed to incremental shadows would be limited in comparison to the entire length of the proposed park which would begin at West 230th Street to the south and continue into the southern portion of Van Cortlandt Park and would total over a mile in distance.

Given that the portions of Day Spring Park that would receive incremental shadows from the projected and potential development sites would receive a minimum of 5 hours and 16 minutes of direct sunlight during the December 21st analysis day and up to 7 hours and 38 minutes of direct sunlight during the June 21st

analysis day, and that these portions make up only a fraction of the larger proposed Day Spring Park spanning from West 230th Street to Van Cortlandt Park, the Proposed Actions would not result in a significant adverse shadows impact on Day Spring Park.

VI. CONCLUSION

In the With-Action condition, the vegetation and seating located at Crescent Park would continue receiving 6 to 8 hours of sunlight. Due to the limited size and duration of the incremental shadows introduced by the Proposed Actions on Cooney Grauer Field and PS 7 Playground, the sunlight exposure would not be reduced in a manner that would affect the usability and enjoyment of the open space areas. Despite incremental shadows being cast on vegetation in Cooney Grauer Field, this area would still receive over eight hours of direct and uninterrupted sunlight during the March 21st analysis day.

Although the Proposed Actions would result in development directly adjacent to a portion of the proposed Day Spring Park, which would receive over six hours of sunlight during all growing season analysis days. The active recreational uses in the park, such as jogging and cycling, would be cast in incremental shadows. However, the proposed Day Spring Park trail, which would enable these uses, would extend south to West 230th Street and north to Van Cortlandt Park on Van Cortlandt Park South, making the portion of the park exposed to shadows from the Proposed Actions a small portion of the total proposed park. Therefore, the Proposed Actions would not result in a significant adverse impact related to shadows.

Attachment G: Historic and Cultural Resources

I. INTRODUCTION

As indicated in Chapter 9 of the *CEQR Technical Manual*, an assessment of archaeological resources is usually needed for projects that require in-ground disturbance, unless such disturbance occurs in an area that has already been excavated. An assessment of architectural resources is needed if the proposed project would result in new construction, demolition, or significant alteration to any building, structure, or object; change in scale, visual prominence, or visual context of a building; construction activities; additions to or significant removal, grading, or replanting of significant historic landscape features; screening or elimination of publicly accessible views; or significant new shadows on a historic structure in which the features that make the structure significant depend on sunlight.

As described in Attachment A, “Project Description,” Riverdale Garage Corp ("the Applicant") is requesting a zoning map amendment to rezone Lots 90, 91, 93, 95, 97, 98, 99 and portions of (p/o) Lots 72, 75, 87, 88 and 110 on Block 3267 (“Rezoning Area”), from a M1-1 zoning district to a R7-3/C2-3 zoning district, and a zoning text amendment to ZR Appendix F to establish a Mandatory Inclusionary Housing (MIH) area (“Proposed Actions”), to facilitate the redevelopment of 5602-5604 Broadway (Block 3267, Lots 90 and 91) in the Kingsbridge neighborhood of Bronx,- Community District 8 (CD 8) (“Projected Development Site 1”). The Proposed Actions would facilitate the development of a 13-story, 135-foot tall, approximately 328,431 gross square feet (gsf) building including approximately 274,560 gsf of residential use comprising 226 (DUs), of which 20-30% of housing (45 to 68 units) would be affordable at an average of 40 to 80% AMI pursuant to MIH Options 1, 2 or 3, and approximately 53,871 gsf of parking space in the sub-cellar and cellar (“Proposed Project”), on the applicant owned Projected Development Site 1. For the purpose of early childhood programs analysis, 80% of units for Projected Development Site 1 (181 units), would be affordable at or below 80% AMI, for a more conservative analysis. The build year for the Proposed Actions is 2028.

In addition, the Applicant is seeking public funding and/or financing through the New York City Department of Housing Preservation and Development (HPD)'s Extremely Low and Low-Income Affordability (ELLA) Program that funds the construction of low-income multi-family rental projects, in which a minimum of 80% of the units are affordable to households earning up to 80% of the Area Median Income (AMI). On Projected Development Site 1, 226 dwelling units (DUs) of which approximately 80% or 181 DUs would be income-restricted to households earning up to 80% AMI and the remaining 45 DUs would be income-restricted to households earning up to 90% AMI.

In addition, the Proposed Actions may result in the maximum development feasible on the non-Applicant owned Lot (Block 3267, Lot 99) (“Projected Development Site 2”) by the 2028 build year. Projected Development Site 2 may be developed with an 18-story, 185-foot-tall, approximately 39,413 gsf building comprising approximately 30,441 gsf of residential use including 30 DUs, approximately 5,372 gsf of commercial use, and 3,600 gsf of parking with 11 parking spaces.

In addition to the Projected Development Site 2, the Proposed Actions could result in some potential development on Block 3267, Lots 93, 95, 97, 98 (“Potential Development Site 1”). Although these lots are under separate ownership, they have the potential to assemble to create a larger lot size of 12,016 sf. Given the combined lot size and substantial development potential under the proposed rezoning, the potential for these lots to be under common ownership is reasonable. However, because of the different ownership of these lots, development is less likely, and it is thus analyzed as a potential development site. Therefore, Lots 93, 95, 97, and 98 are analyzed together as Potential Development Site 1, an 18-story, 185-foot-tall

(195 feet with bulkhead), 93,715 gsf mixed-use development comprising 73,538 gsf of residential space with 87 DUs, 12,977 gsf of commercial office space, and approximately 7,200 gsf of parking consisting of 36 spaces. Per the guidance of the *CEQR Technical Manual*, Potential Development Site 1 will be analyzed for site-specific assessments which includes hazardous materials.

II. METHODOLOGY

Archaeological Resources

Archaeological resources are physical remains, usually buried, of past activities on a site. They can include remains from Native American people who used or occupied a site, including tools, refuse from tool-making activities, habitation sites, etc. Archaeological resources can also include remains from activities that occurred during the historic period (beginning with European colonization of the New York area in the 17th century) that include European contact with Native Americans, as well as battle sites, foundations, wells, and privies.

Archaeological resources in developed areas may have been disturbed or destroyed by grading, excavation, and infrastructure installation and improvements. However, some resources do survive in an urban environment. Deposits may have been protected either by being paved over or by having a building with a shallow foundation constructed above them. In both scenarios, archaeological deposits may have been sealed beneath the surface, protected from further disturbance.

The study area for archaeological resources is the area that would be disturbed for project construction, i.e., Projected Development 1 and 2, and Potential Development 1. The New York City Landmarks Preservation Commission (LPC) has determined in a letter dated August 15, 2023, that Projected Development Site 1 (5602 to 5604 Broadway) has no archaeological significance (see **Appendix C**).

Architectural Resources

Architectural resources are defined as properties or districts listed in the State/National Registers of Historic Places (S/NR) or determined eligible for such listing as National Historic Landmarks (NHLs), New York City (NYC) Landmarks (NYCL), and Historic Districts, and properties that have been found by the LPC to appear eligible for designation, considered for designation (i.e., “heard”) by the LPC at a public hearing, or calendared for consideration at such a hearing (i.e., “pending” NYCLs).

The study area for architectural resources is determined based on the Proposed Project’s area of potential effect on architectural resources, which accounts for both direct physical impacts and indirect impacts. Direct impacts include demolition of a resource and alterations to a resource that cause it to become a different visual entity. A resource could also be damaged by construction activities such as blasting, pile driving, falling objects, subsidence, collapse, or damage from construction machinery unless proper protection measures are put in place. Construction activity that would occur within 90 feet of an architectural resource may cause such damage. The NYC Building Code provides some measures of protection for all properties against accidental damage from adjacent construction by requiring that all buildings, lots, and service facilities adjacent to foundation and earthwork areas be protected and supported. A second protective measure, TPPN #10/88, applies to NYCL, properties within NYC Historic Districts, and National Register-listed properties. TPPN #10/88 supplements the standard building protections afforded by the Building Code by requiring a monitoring program to reduce the likelihood of construction damage to adjacent NYCL and National Register-listed properties (within 90 feet) and to detect at an early stage the beginnings of damage so that construction procedures can be changed.

Indirect impacts are contextual or visual impacts that could result from project construction or operation. According to the *CEQR Technical Manual* guidelines, indirect impacts could result from blocking significant public views of a resource; isolating a resource from its setting or relationship to the streetscape; altering the setting of a resource; introducing incompatible visual, audible, or atmospheric elements to a resource's setting; or introducing shadows over a historic landscape or an architectural resource with sun-sensitive features that contribute to that resource's significance (i.e., a church with stained glass windows). Significant adverse direct or indirect impacts can occur if a project would cause a change in the quality of a property that qualifies it for S/NR listing or for designation as a NYCL.

To account for potential physical and contextual impacts, the architectural resources study area is defined as the area within approximately 400 feet of the Rezoning Area boundary and is generally bounded by West 233rd Street to the north, Bailey Avenue to the east, Godwin Terrace to the west, and Verveleen Place to the south.

III. EXISTING CONDITIONS

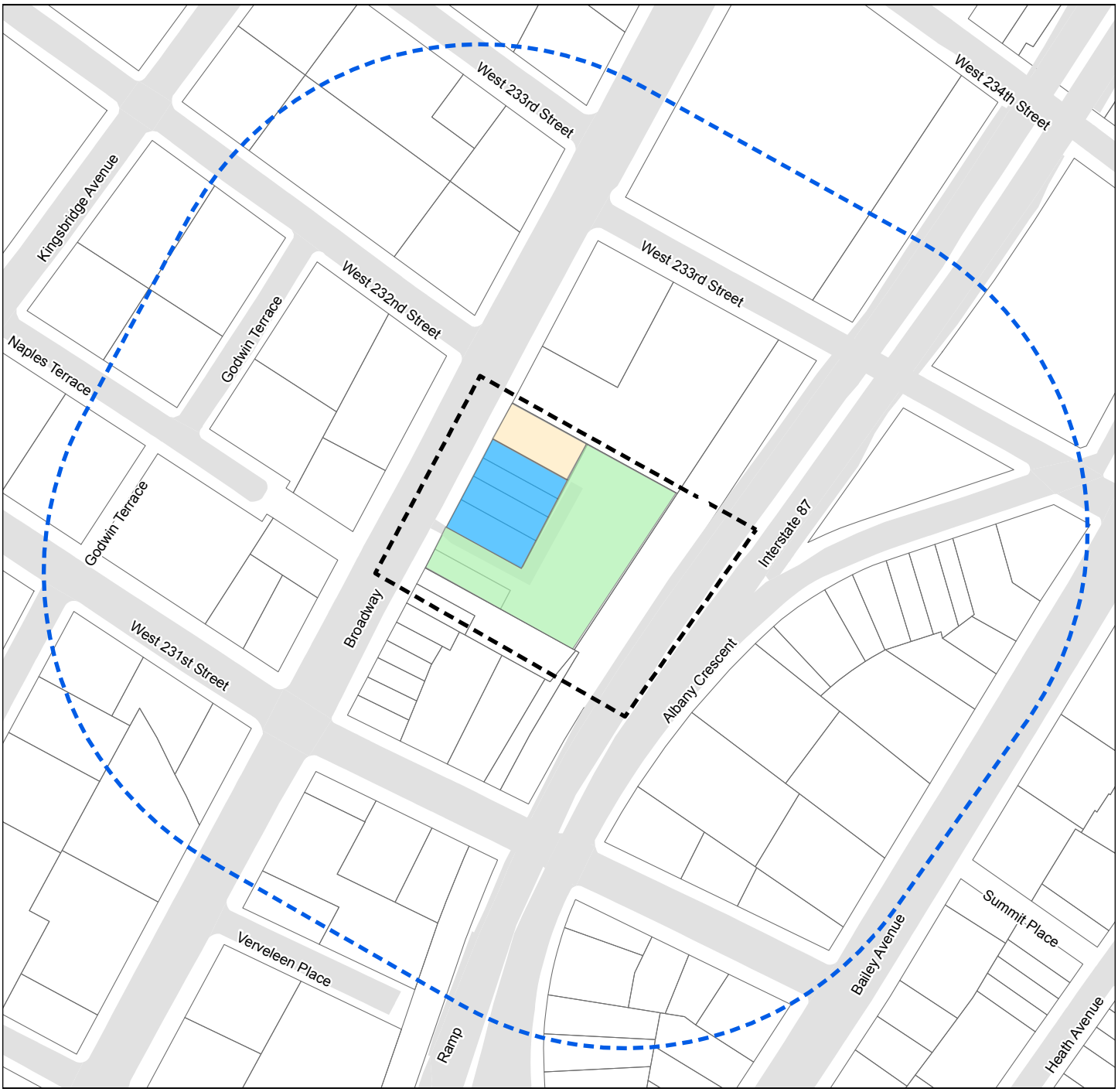
Projected Development Site 1

Lot 90 is a 2,508 sf Applicant-owned rectangular lot with 25.1 feet of frontage along Broadway. It is improved with a three-story commercial/office building with a total floor area of 3,975 gsf and approximately 1,988 gsf of occupied commercial office space (attorney's office) and approximately 1,987 gsf of commercial retail. Lot 91 is a 28,275-sf lot that has been owned and operated by the Applicant since 1985. It has 31 feet of frontage along Broadway. It is occupied by the two-story, 39,150 gsf above ground public parking garage containing 185 parking spaces. A 1,000 gsf auto repair shop, United Auto Repair Shop Inc., is also located on this lot. Lots 90 and 91 together comprise Projected Development Site 1. Projected Development Site 1 is a 30,783 sf irregularly shaped interior lot with 56 feet of frontage along Broadway. A majority of the Projected Development Site 1 has no street frontage. It is separated from the Major Deegan Expressway by Lot 72.

The LPC (**Appendix C**), determined that no architectural or archaeological resources exists on Projected Development Site 1 (5602-5604 Broadway).

Study Area

An evaluation of historic and cultural resources within the study area was conducted on the New York State Office of Parks, Recreation, and Historic Preservation online platform, the Cultural Resource Information System (CRIS). This online repository contains properties or districts listed in the State/National Registers of Historic Places (S/NR) or determined eligible for such listing as National Historic Landmarks (NHLs), New York City Landmarks (NYCL), historic districts, and properties that have been found by LPC to appear eligible for designation. The area was evaluated for historic and cultural resources, and it was determined that none exist within the 400-foot study area (**Figure G-1: Historic and Cultural Resources Study Area**).



Sources: 2023 PLUTO, DCP, NYS GIS Program Office (GPO) 2021

0 200 400 Feet

Projected Development Site 1

Projected Development Site 2

Potential Development Site 1

400-foot Boundary

Rezoning Area

HISTORIC AND CULTURAL RESOURCES STUDY AREA

Figure G-1

5602-5604 Broadway EAS

IV. FUTURE WITHOUT THE PROPOSED ACTIONS (NO-ACTION CONDITION)

Rezoning Area

Absent the Proposed Actions (the No-Action condition), the lease on United Auto Repair shop located on lot 91 would not be continued resulting in vacant use within the parking structure. The rest of Lot 91 would continue to operate as a 39,150-sf public parking facility, as under existing conditions. There is a 3,976 gsf commercial building on Lot 90, 1,988 gsf of which is commercial office and 1,987 gsf of which is commercial retail. In the No-Action Condition, Lot 90 would continue as under existing conditions. Lot 99 would continue to be a 4,975-sf commercial lot, currently the site of Enterprise rental car with an FAR of 0.4. The non-applicant owned sites in the Rezoning Area that consist Potential Development Site 1 (Lots 93, 95, 97, and 98) would remain the same as under existing conditions, as two two-story commercial office buildings totaling 2,772 gsf (Lot 93); two two-story commercial retail/office buildings totaling 1,360 gsf (Lot 95); a 3,226 gsf three-story mixed-use building (Lot 97); and a 2,092 gsf three-story mixed-use building (Lot 98).

Study Area

A review of nearby historic and cultural resources using the cultural resource information system (CRIS), a New York State mapping database with state and city listings, revealed no historic or cultural resources within the 400-foot study area. Therefore, no changes to historic or cultural resources contained within the study area would occur absent the Proposed Actions.

V. FUTURE WITH THE PROPOSED ACTIONS (WITH-ACTION CONDITION)

Rezoning Area

In the With-Action scenario, Projected Development Site 1 (Block 3267, Lots 90 and 91) would be developed as an 18-story, 185-foot tall (195-feet with bulkhead), approximately 328,431 gsf residential development including approximately 274,560 gsf of residential use comprising 226 dwelling units (DUs). Projected Development Site 2 would be developed with an 18-story, 185-foot tall (195 with rooftop bulkhead), approximately 39,413 gsf building comprising approximately 30,441 gsf (25,367 zsf, 5.10 FAR) of residential use including 30 DUs, approximately 5,372 gsf of commercial retail use, and approximately 3,600 gsf of cellar parking with 11 parking spaces.

Lots 93, 95, 97, and 98 are analyzed together as Potential Development Site 1, an 18-story, 185-foot-tall (195 feet with bulkhead), approximately 93,715 gsf development comprised of approximately 73,538 gsf (61,282 zsf) of residential space with 87 DUs, approximately 12,977 gsf (10,814 zsf) of commercial office space, and approximately 7,200 gsf of parking consisting of 36 spaces.

None of the lots contained in the Rezoning Area, including the projected and potential development sites, contain architectural or archaeological resources. As these sites are actively built out with existing and prior historic land uses, no in-ground disturbance to an area not previously excavated would occur as a result of the Proposed Actions.

Study Area

A review of nearby historic and cultural resources revealed no historic or cultural resources within the 400-foot study area. Therefore, no physical or contextual impacts to historic or cultural resources contained within the study area would occur as a result of the Proposed Actions.

VI. CONCLUSION

The Proposed Actions would not result in direct effects on historic and cultural resources, as no known architectural resources are located on or within 90 feet of the projected and potential development sites. No indirect impacts, such as or contextual or visual impacts, would occur as a result of the Proposed Actions as no known architectural or archaeological resources exist within the 400-foot study area. Therefore, no significant adverse impacts related to historic and cultural resources would occur.

Attachment H: Urban Design and Visual Resources

I. Introduction

This attachment assesses the potential impact of the Proposed Actions on urban design and visual resources. Urban design is the composite of elements that may affect a pedestrian's experience of public space. These elements include streets, buildings, visual resources, open space, natural features, and wind. As described in Chapter 10 of the 2021 edition of the *City Environmental Quality Review (CEQR) Technical Manual*, the urban design and visual resources assessment evaluates whether the Proposed Actions may have effects on one or more of these elements of pedestrian experience.

As described in Attachment A, "Project Description," Riverdale Garage Corp ("the Applicant") is requesting a zoning map amendment to rezone Lots 90, 91, 93, 95, 97, 98, 99 and portions of (p/o) Lots 72, 75, 87, 88, and 110 on Block 3267 ("Rezoning Area"), from a M1-1 zoning district to a R7-3/C2-3 zoning district, and a zoning text amendment to ZR Appendix F to establish a Mandatory Inclusionary Housing (MIH) area ("Proposed Actions"), to facilitate the redevelopment of 5602-5604 Broadway (Block 3267, Lots 90 and 91) in the Kingsbridge neighborhood of Bronx, Community District 8 (CD 8) ("Projected Development Site 1"). The Proposed Actions would facilitate the development of an approximately 328,431 gross square feet (gsf) building including approximately 274,560 gsf of residential use comprising 226 Dwelling Units (DUs), of which 20-30% (45 to 68 units) would be affordable at an average of 40-80% AMI pursuant to MIH Options 1, 2 or 3, and approximately 53,871 gsf of parking space in the sub-cellar and cellar ("Proposed Project"), on the applicant owned Projected Development Site 1. 185 feet (or approximately 18-stories) will be the building height analyzed, as this is the maximum permitted height under the proposed R7-3 rezoning and will present a more conservative analysis. The build year for the Proposed Actions is 2028.

Lot 99 is a non-Applicant owned, 4,975-sf lot that is improved with a one-story Enterprise rental car office. Based on the soft-site criteria in the *CEQR Technical Manual*, Lot 99 is considered a soft site ("Projected Development Site 2"). Under the Proposed Actions, Projected Development Site 2 would be developed into an 18-story, 185-foot-tall, approximately 39,413 gsf building including approximately 30,441 gsf of residential use with 30 DUs, 20-30% of which (6 to 9 units) would be affordable to households earning an average of 40-80% AMI pursuant to MIH Options 1, 2 or 3, approximately 5,372 gsf of commercial use, and 3,600 gsf of cellar parking with 11 parking spaces by the projected build year.

Per the soft-site criteria in the *CEQR Technical Manual,* although Lots 93, 95, 97, and 98 are under separate ownership, they have the potential to assemble to create a larger lot of approximately 12,016 sf. Given the combined lot size and substantial development potential under the proposed rezoning, the potential for these lots to be under common ownership is reasonable. However, because of the different ownership of these lots, development is less likely and is thus analyzed as a potential development site. Per *CEQR Technical Manual* guidance, potential development sites are analyzed for site-specific bulk and height analysis sections and not for density-based analysis sections. Therefore, Lots 93, 95, 97, and 98 are analyzed together as Potential Development Site 1 as an 18-story, 185-foot-tall (195 feet with bulkhead), approximately 93,715 gsf development comprised of approximately 73,538 gsf of residential space with 87 DUs, approximately 12,977 gsf of commercial office space, and approximately 7,200 gsf of parking consisting of 36 spaces.

In addition, the Applicant is seeking public funding and/or financing through the New York City Department of Housing Preservation and Development (HPD)'s Extremely Low and Low-Income Affordability (ELLA) Program that funds the construction of low-income multi-family rental projects, in which a minimum of 80% of the units are affordable to households earning up to 80% of the Area Median Income (AMI). On Projected Development Site 1, 181 DUs would be income-restricted to households earning up to 80% AMI and the remaining 45 DUs would be income-restricted to households earning up to 90% AMI.

The Rezoning Area would be mapped with an R7-3/C2-3 zoning district with a maximum permitted residential FAR of 6.0, a maximum commercial FAR of 2.0, and a maximum community facility FAR of 6.5, which is greater than the 1.0 FAR allowed under the existing M1-1 zoning designation. Therefore, a preliminary urban design assessment is prepared.

II. Methodology

The *CEQR Technical Manual* defines urban design as the totality of components that may affect a pedestrian's experience of public space and that the following elements play an important role in that experience:

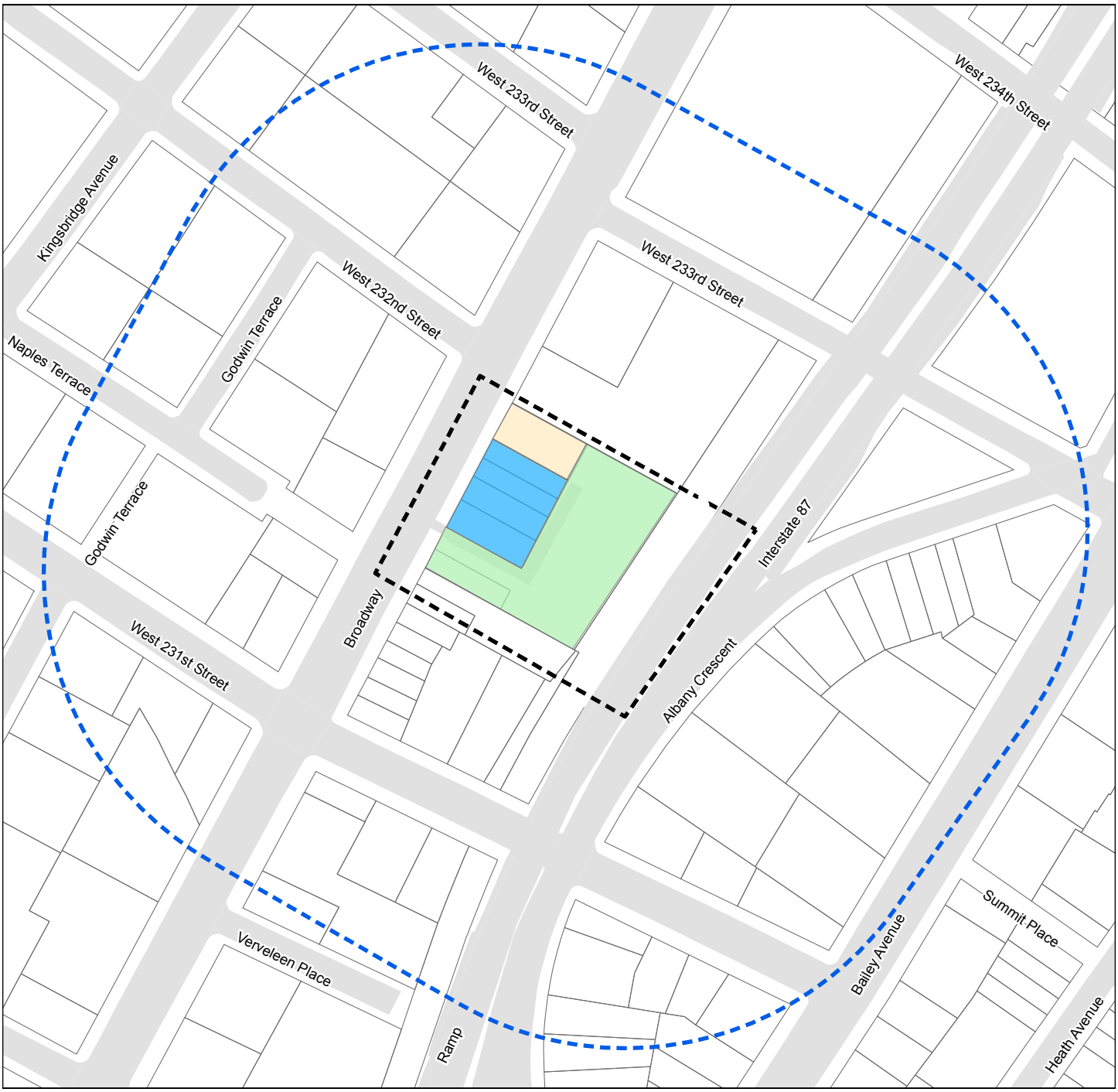
1. **Streets.** For many neighborhoods, streets are the primary component of public space. The arrangement and orientation of streets define the location and flow of activity in an area, set street views, and create the blocks on which buildings and open spaces are organized. The apportionment of street space between cars, bicycles, transit, and sidewalks and the careful design of street furniture, grade, materials used, and permanent fixtures, including plantings, streetlights, fire hydrants, curb cuts, or newsstands are critical to making a successful streetscape.
2. **Buildings.** Buildings support streets. A building's street walls are the most common backdrop in the city for public space. A building's size, shape, setbacks, lot coverage, and placement on the zoning lot and block; the orientation of active uses; and pedestrian and vehicular entrances all play major roles in the vitality of the streetscape. The public realm also extends to building facades and rooftops, offering more opportunity to enrich the visual character of an area.
3. **Visual Resources.** A visual resource is the connection from the public realm to significant natural or built features including views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, or natural resources.
4. **Open Space.** For the purposes of urban design, open space includes public and private areas such as parks, yards, cemeteries, parking lots, and privately-owned public spaces.
5. **Natural Features.** Natural features include vegetation and geologic, topographic, and aquatic features. Rock outcroppings, steep slopes or varied ground elevation, beaches, or wetlands may help define the overall visual character of an area.
6. **Wind.** Channelized wind pressure from between tall buildings and downwashed wind pressure from parallel tall buildings may cause winds that affect pedestrian comfort and safety.

An urban design and visual resources assessment is necessary when a project may affect one or more of the defined elements that contribute to the pedestrian experience. According to *CEQR Technical Manual* guidance, a preliminary assessment for urban design is appropriate when there is the potential for a pedestrian to observe, from the street, a physical alteration beyond that allowed by existing zoning, including projects that:

1. Permit the modification of yard, height, and setback requirements;
2. Result in an increase in built floor area beyond what would be allowed 'as-of-right' or in the future without the Proposed Actions.

The Proposed Actions would facilitate development that would have the potential for a pedestrian to observe, from the street level, a physical alternation beyond that allowed by existing zoning. Consequently, a preliminary assessment was completed to determine what, if any, potential impact of the Proposed Actions would have on urban design and visual resources.

The preliminary assessment describes existing urban design features and visual resources within 400 feet of the Rezoning Area (Study Area), and future (2028) urban design features and visual resources in the Study Area in the No-Action and With-Action condition **(Figure H-1: Urban Design and Visual Resources Study Area Map)**. In conformance to guidance in the *CEQR Technical Manual*, changes that would occur between the No-Action and With-Action condition are disclosed.



Sources: 2023 PLUTO, DCP, NYS GIS Program Office (GPO) 2021

0 200 400 Feet

Projected Development Site 1

Projected Development Site 2

Potential Development Site 1

400-foot Boundary

Rezoning Area

URBAN DESIGN AND VISUAL RESOURCES STUDY AREA

Figure H-1

5602-5604 Broadway EAS

III. Existing Conditions

Rezoning Area

Projected Development Site 1 (Block 3267, Lot 90 and 91)

Projected Development Site 1 includes Lots 90 and 91 and is owned by the Applicant. Lot 90 is a 2,508 rectangular lot with 25.1 feet of frontage along Broadway. It is improved with a three-story commercial/office building with a total floor area of 3,975 gsf with approximately 1,988 gsf of commercial office space and 1,987 gsf of commercial retail. Lot 90 is within a M1-1 zoning district with an existing FAR of 1.6. Lot 91 is 28,275 sf lot that has been owned and operated by the Applicant since 1985. The two-story, 39,150 gsf above ground parking garage called Riverdale Parking, contains 185 parking spaces and is used for monthly customers as well as daily customers. It has 31 feet of frontage along Broadway. Also located on Lot 91 is United Auto Repair Shop Inc., a 1,000 gsf autobody shop. Lot 91 is also zoned M1-1 with an existing FAR of 1.4 that is conforming to the current zoning regulations. Lots 90 and 91 together comprise Projected Development Site 1. Projected Development Site 1 is a 30,783-sf irregularly shaped interior lot with 56 feet of frontage along Broadway.

Projected Development Site 2 (Block 3267, Lot 99)

Projected Development Site 2 which is comprised of Lot 99 is a 4,975-sf lot with an existing FAR of 0.4 that is improved with a one-story, 1,760 gsf commercial building that operates as a car rental business.

Potential Development Site 1 (Block 3267, Lot 93, 95, 97, and 98)

Potential Development Site 1 includes Lots 93, 95, 97, and 98. 5610-5612 Broadway (Block 3267, Lot 95) is a 3,500-sf lot with an existing FAR of 0.4 and improved with two two-story commercial retail/office buildings totaling 1,360 gsf. 5614 Broadway (Block 3267, Lot 97) is a 2,508-sf lot with an existing FAR of 1.3 and improved with a 3,226 gsf three-story mixed-use building with two DUs and ground floor retail use. 5606-5608 Broadway (Block 3267, Lot 93) is a 3,500-sf lot with an existing FAR of 0.8 and improved with two two-story commercial office buildings totaling 2,772 gsf. 5616 Broadway (Block 3267, Lot 98) is a 2,508-sf lot with an existing FAR if 0.8 that is improved with a 2,092 gsf three-story mixed-use building with two DUs and ground floor retail use.

5600 Broadway (Block 3267, Lot 87): Lot 87 is a 2,100-sf lot with an existing FAR of 0.9 and is improved with a 1,875 gsf one-story commercial building. Only a small portion, approximately 953 sf of the lot would be rezoned under the Proposed Actions. Due to the small lot size, only a portion of which is contained within the Rezoning Area, this lot is not being analyzed as a soft site.

Block 3267, Lot 88 (no street address): Lot 88 is a 7,651-sf lot that includes a prolongation of the centerline of Naples Terrace and is used as a parking lot. Approximately 6,723 sf of the lot would be rezoned under the Proposed Actions. This site is legally non-conforming with existing zoning requirements. Due to the irregular lot shape, only a portion of which is contained within the Rezoning Area, and the existing long-standing uses on the site, this lot is not being analyzed as a soft site.

Block 3267, Lot 110: Lot 110 is a 37,013-sf lot that is occupied by a funeral home. A small sliver along the southern lot line of lot 110 (extending 220 feet south of West 233rd Street) is included in the Rezoning Area. Due to the long standing uses on the site, and that only a small portion of the lot is contained within the Rezoning Area, it is not being analyzed as a soft site.

Block 3267, Lot 75: Lot 75 is a 3,224-sf lot that is currently vacant. Only the northern portion of the lot adjacent to Lot 88 is included in the Rezoning Area. Due to the small lot size, only a portion of which is contained within the Rezoning Area, this lot is not being analyzed as a soft site.

Block 3267, Lot 72: Lot 72 is a 31,071-sf lot that is former Putnam Railroad Right of Way. This lot is currently vacant and unavailable for public use but is the site of the proposed Day Spring Park. Only a small portion in the middle of the lot, bordering Projected Development Site 1, is included in the Rezoning Area. Due to the proposed Day Spring Park on this lot, and that only a small portion is contained within the Rezoning Area, this lot is not analyzed as a soft site.

Study Area

According to the *CEQR Technical Manual*, the study area for the urban design and visual resources assessment is the area where the project may influence land use patterns and the built environment and is consistent with that used for the land use analysis. Consequently, the study area for the assessment of potential impacts of the Proposed Actions on urban design and visual resources is the same as the land use study area, i.e., the area within a 400-foot radius of the Projected Development Site 1. The study area is generally bounded by West 233rd Street to the north, Bailey Avenue to the east, Godwin Terrace to the west, and Verveleen Place to the south.

Streets

Projected Development Site 1 has a combined lot area of approximately 30,783 sf with 56 feet of street frontage on Broadway. Projected Development Site 2 has a lot area of 4,975 sf with 50 feet of street frontage on Broadway. Streets in the study area follow a grid pattern, with the main thoroughfare being Broadway, running north and south and is under an elevated train track. Broadway contains street parking on both sides of the street, and one travel lane going in each direction. Sidewalks are in good condition and front primarily commercial business with a strong street wall. Surface parking and driveways exist adjacent to the portions of the sidewalk that exists on Broadway.

Running east to west on the southern end of the study area is West 231st Street and features one travel lane in each direction and street parking. This street also contains mostly commercial uses on both the eastern and western side of Broadway. Street tree coverage is minimal, and sidewalks are in fair condition.

The study area contains a portion of West 232nd Street northwest of Projected Development Site 1. This street is residential in nature fronting six-story multifamily walkup apartments and contains a travel lane in each direction, moving east to west, with street parking. Sidewalks are in good condition.

To the north of Projected Development Site 1 is West 233rd Street. This is a one-way street servicing vehicles moving west to east with street parking on both sides of the street. Sidewalks are in moderate condition and streetscape elements are limited to chain link fencing fronting a parking lot between West 233rd and West 234th Streets, and the portion of street going over the Major Deegan Expressway to the east of the study area.

The Major Deegan Expressway is situated directly east of the Rezoning Area and is lowered below street level and contains six travel lanes, three moving from north to south and three moving from south to north. The study area contains two pedestrian and vehicular crossings over Major Deegan Expressway, which includes West 233rd Street and West 231st Street. Directly east of the Major Deegan is Albany Crescent, a one-way street with a single travel lane moving roughly, from north to south. This street contains a mix of walk-up apartments built to the sidewalk and surface parking lots. Street tree coverage in minimal on this street but can be found on a portion leading to West 233rd Street fronting Crescent Park where seating areas and vegetation block some views of the highway. On the western side of the study area are Godwin Terrace and Naples Terrace, both of which are one-way streets with six-story apartment buildings, many of which feature internal courtyards.

Streetscape elements within the study area include sidewalks with minimal tree coverage and an elevated train track above Broadway with support beams on the street. Street furniture includes standard street signs, fire hydrants, cobra head lampposts, chain-link fencing, and scaffolding. All rights-of-way in the study

area include sidewalks of varying widths and conditions ranging from adequate to poor. Most vehicles in the study are parked on-street, though some businesses along Broadway have driveways leading to off-street parking.

Buildings

The study area is characterized by a mix of mid-rise residential buildings on the eastern and western most sides of the study area and one to three-story commercial buildings along Broadway and West 231st Street. Most of the commercial uses seen on Broadway and West 231st Street feature adjoined buildings with small street frontages allowing for a high commercial density around the Rezoning Area. Some businesses with sidewalk facing surface parking lots exist along the northern portion of the Broadway commercial corridor, which disrupts the street wall and introduces driveway and parking lot entrances onto the sidewalk, somewhat interrupting the pedestrian experience of the continuous commercial street wall. The tallest building heights in the residential portions of the study area are located along Godwin Terrace and Albany Crescent and feature building heights ranging from six- to seven-stories (**Figure H-2 Existing Building Heights**). Building floor area ratios (FARs) observed in the study area top off at 5.5 FAR, as seen at 224 Naples Terrace, but average 1.0 to 3.0 FAR (**Figure H-3 Existing Density**).

The multi-family apartments seen in the study area are concentrated in the western end of the study area on Naples Terrace, Goldwin Terrace, and West 232nd Street and on Albany Crescent to the east. These buildings are brick, many of which have internal setbacks to allow for more light and air into the interior of the building. Some residential buildings contain internal courtyards with building entrances off the sidewalk and all have external fire escapes. These buildings are built close to the lot lines and form an almost uniform street wall. The buildings on Broadway and West 231st Street represent a mix of one- to two-story commercial and office buildings and three- to four-story mixed residential and commercial buildings with dwelling units above ground floor commercial uses. Lot coverage is high, and most buildings are built to the lot lines. No known historic architectural resources exist within the study area (**Figure H-4: Aerial Map and Keyed Photographs**).

Open Space

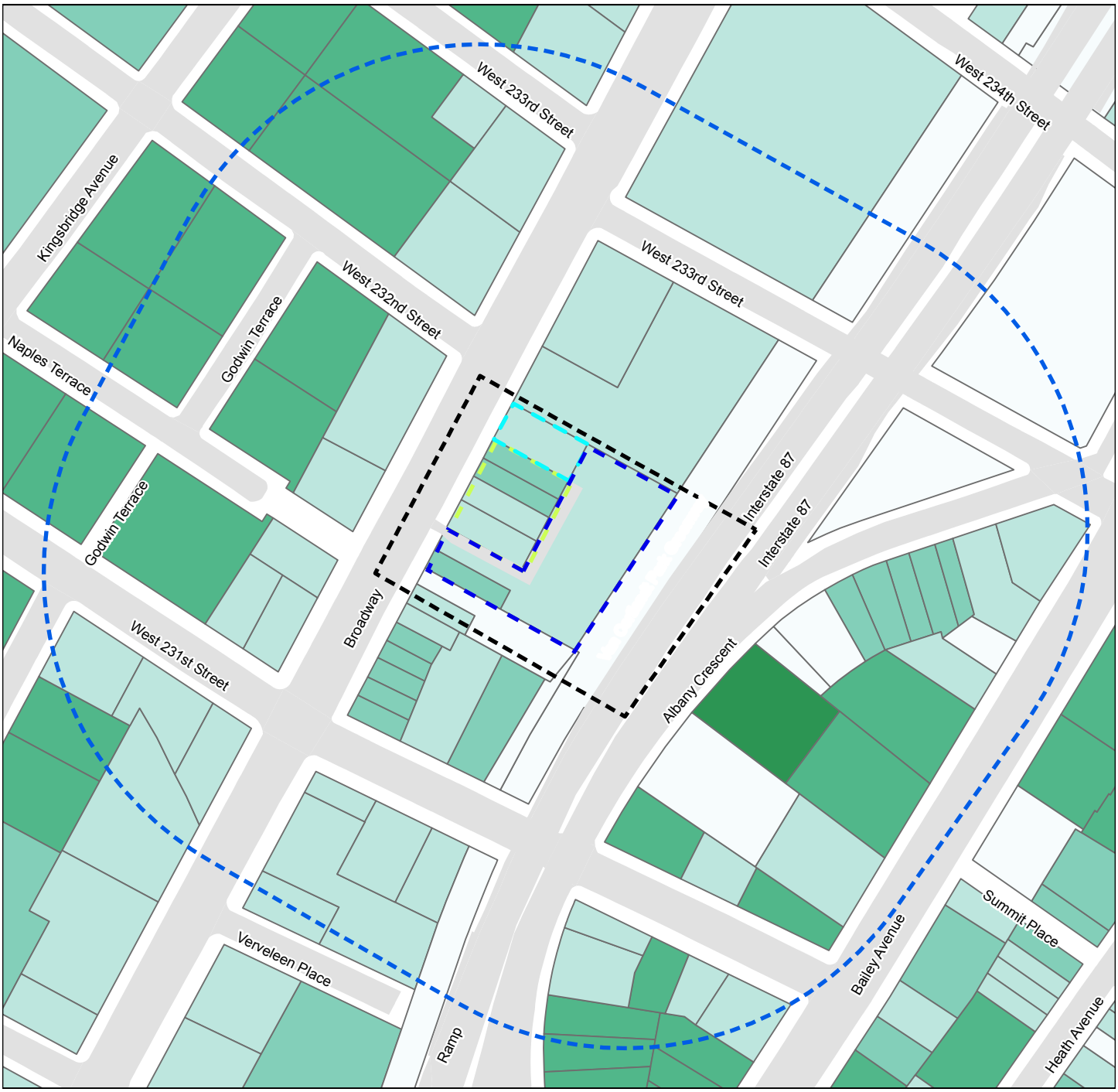
The study area contains two open space resources. The first being Crescent Park located northeast of Projected Development Site 1 and an approximately 0.12-acre portion of Cooney Grauer Field, also northeast of the Rezoning Area.

Natural Resources

The study area is largely characterized by an urban environment and does not contain any substantial natural features as defined in the *CEQR Technical Manual,* and is substantially void of vegetation or geologic, topographic, and aquatic features, including rock outcroppings, steep slopes or varied ground elevation, beaches, or wetlands.

Visual Resources

A visual resource is the connection from the public realm to natural or built features including public parks as defined in the *CEQR Technical Manual*. Visual resources in the study area include Crescent Park and a portion of Cooney Grauer Field. View corridors towards these visual resources include Albany Crescent and West 233rd Street facing north. View corridors do not exist from streets within the rezoning area as existing one- to three-story structures and the elevated rail obstruct views from Broadway facing east towards the visual resources.



Sources: 2023 PLUTO, DCP, NYS GIS Program Office (GPO) 2021

0 200 400 Feet

Projected Development Site 1

Projected Development Site 2

Potential Development Site 1

Rezoning Area

400-foot Study Area

0 Floors

1 - 2 Floors

2 - 4 Floors

4 - 6 Floors

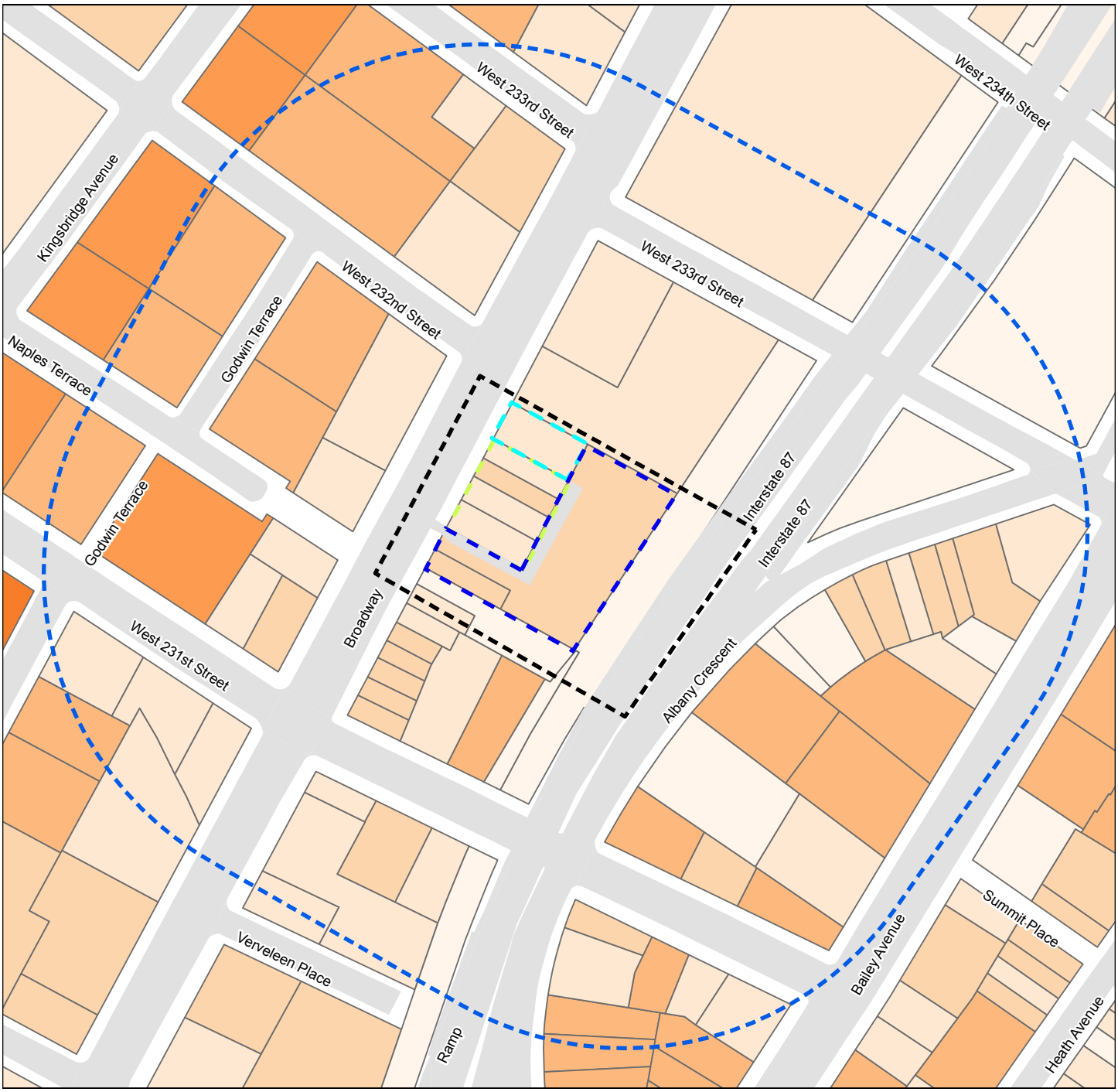
6 - 10 Floors

10 - 16 Floors

EXISTING BUILDING HEIGHTS

Figure H-2

5602-5604 Broadway EAS



Sources: 2023 PLUTO, DCP, NYS GIS Program Office (GPO) 2021

0 200 400 Feet

Projected Development Site 1

Projected Development Site 2

Potential Development Site 1

Rezoning Area

400-foot Study Area

0 FAR

0.1 - 1.0 FAR

1.1 - 3.0 FAR

3.1 - 5.0 FAR

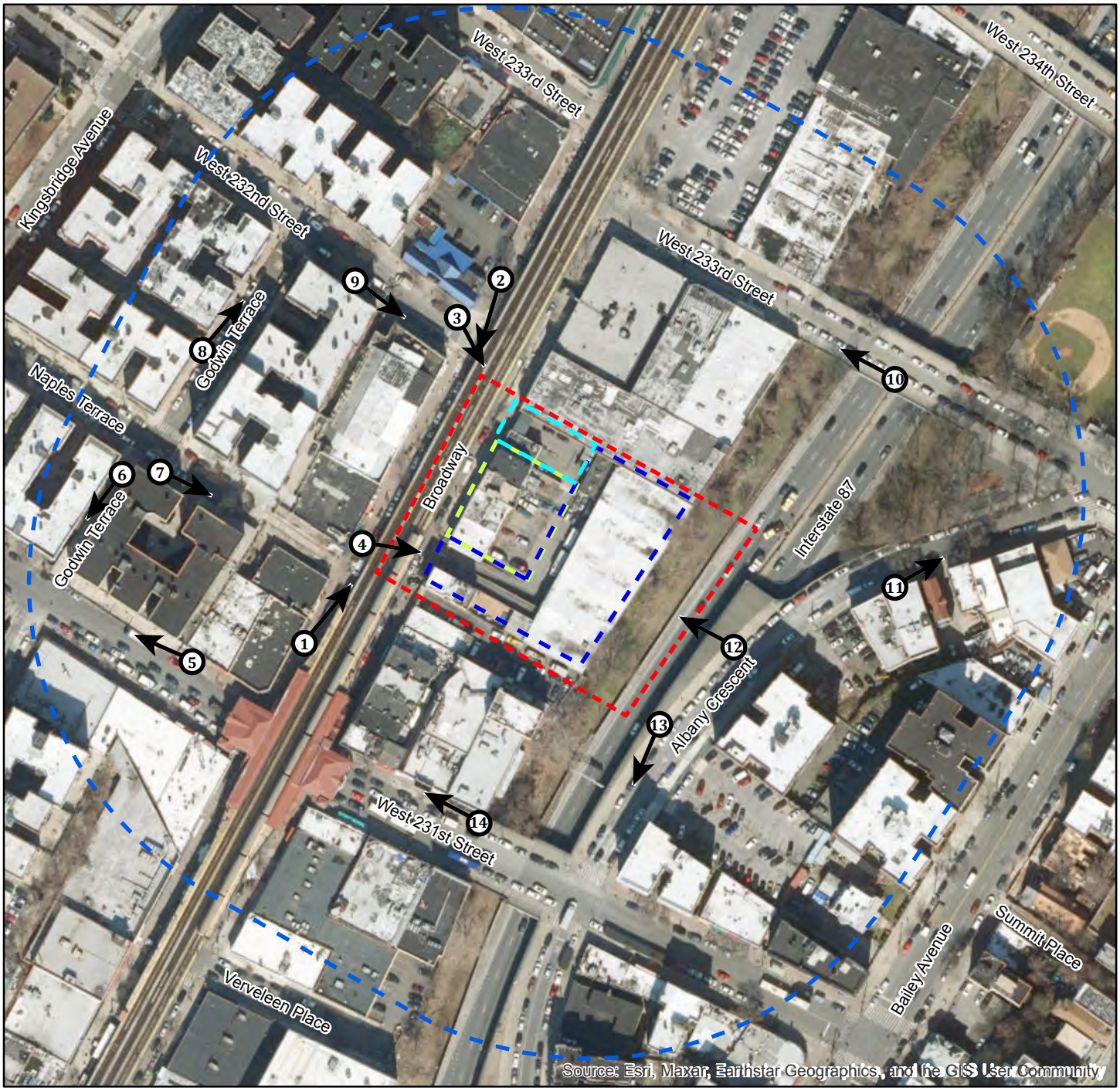
5.1 - 6.0 FAR

6.1 - 10 FAR

EXISTING DENSITY (BUILT FAR)

Figure H-3

5602-5604 Broadway EAS



Sources: 2023 PLUTO, DCP, NYS GIS Program Office (GPO) 2021

0 200 400 Feet

Projected Development Site 1

Projected Development Site 2

Potential Development Site 1

Rezoning Area

400-foot Study Area

(#) Keyed Photograph

AERIAL MAP

Figure H-4

5602-5604 Broadway EAS

Photograph 1: *View looking north from Broadway*



Photograph 2: *View looking south from Broadway*



Note: Site photos taken June 2023

Figure H-4: Aerial and Keyed Photographs

Photograph 3: *View looking southeast from Broadway and W 232nd Street*



Photograph 4: *View looking northeast from Broadway and Naples Terrace*



Figure H-4: Aerial and Keyed Photographs

Photograph 5: *View looking west from W 231st Street (west of Broadway)*



Photograph 6: *View looking south from Godwin Terrace and Naples Terrace*



Figure H-4: Aerial and Keyed Photographs

Photograph 7: *View looking east from Naples Terrace*



Photograph 8: *View looking north from Godwin Terrace*



Figure H-4: Aerial and Keyed Photographs

Photograph 9: *View looking east from W 232nd Street*



Photograph 10: *View looking west from W 233rd Street*



Figure H-4: Aerial and Keyed Photographs

Photograph 11: *View looking northeast from Albany Crescent*



Photograph 12: *View looking west from Albany Crescent*



Figure H-4: Aerial and Keyed Photographs

Photograph 13: *View looking south from Albany Crescent*



Photograph 14: *View looking west from W 231st Street*



Figure H-4: Aerial and Keyed Photographs

IV. Future Without Proposed Actions (No-Action Condition)

Projected Development Site 1

Under the No-Action condition, the lease on the 1,000 gsf United Auto Repair shop located on Lot 91 will not be continued and would be vacant in the No-Action condition, while the portion of Lot 91 operating as an 39,150 gsf above ground parking garage would continue in the No-Action condition. Lot 90 would continue to operate as a 3,975 gsf three-story commercial/office building with approximately 1,988 gsf of commercial office and 1,987 gsf of commercial retail.

Projected Development Site 2

Under the No-Action condition, Projected Development Site 2 would be the same as the existing condition i.e., a 1,760 gsf one-story car rental building.

Potential Development Site 1

Under the No-Action condition, Potential Development Site 1 would continue under existing conditions as two two-story commercial buildings totaling 2,772 gsf on Lot 93, two two-story commercial buildings totaling 1,360 gsf on Lot 95, a 3,226 gsf three-story mixed-use building with two DUs on Lot 97, and a 2,092 gsf three-story mixed-use building with two DUs on Lot 98.

Study Area

Based on a review of information from CEQR Access and the Department of Buildings (DOB), no proposed developments were identified within the 400-foot urban design study area with anticipated build completion dates in 2028 or earlier. Additionally, there are no pending zoning map amendments in the study area. Therefore, the existing conditions of the study area, as described above, would remain the same.

Streets

The streets, as described in Section III. “Existing Conditions”, would continue as under existing conditions in the No-Action condition.

Open Space

The open spaces, as described in Section III. “Existing Conditions”, would continue as under existing conditions in the No-Action condition, with the addition of the proposed Day Spring Park, located adjacent to the east of Projected Development Site, which would be completed by the build year 2028.

Visual Resources

The visual resources, as described in Section III. “Existing Conditions”, would continue as under existing conditions in the No-Action condition, with the addition of the proposed Day Spring Park, located adjacent to the east of Projected Development Site 1, which would be completed by the build year 2028. View corridors toward the new park include West 231st Street facing north, Albany Crescent facing east, and West 233rd Street facing south.

Buildings

The buildings, as described in Section III. “Existing Conditions”, would continue as under existing conditions in the No-Action condition.

V. Future With Proposed Actions (With-Action Condition)

Rezoning Area

In the future with the Proposed Actions, the Rezoning Area would be rezoned R7-3/C2-3 with MIH designation which would allow a maximum of 6.0 FAR for residential use, 2.0 FAR for commercial uses, and 4.8 FAR for community facility use. The current M1-1 zoning district in the existing and No-Action condition permits a 1.0 FAR for commercial and manufacturing uses, which can be increased to 2.4 FAR with certain community facility uses and requires one parking space per 300 sf. Residential use is not a permitted use in M1-1 zoning districts. Resulting buildings in M1-1 districts tend to be single-story manufacturing use buildings, built to the full lot line, or two-story commercial buildings with rear yard setbacks.

The Proposed Actions would facilitate the development of a new 18-story, approximately 328,431 gross square feet (gsf) (184,683 zsf, 6.0 FAR) building, including approximately 274,560 gsf of residential use comprising approximately 226 dwelling units (DUs), and approximately 53,871 gsf of parking space comprising approximately 188 accessory parking spaces on Projected Development Site 1. 20-30% of DUs (45 to 68 units) will be affordable at an average of 40-80% AMI pursuant to MIH Options 1, 2 or 3. The parking garage entrance would feature curb cuts along 20 feet of Broadway. 195 feet (approximately 18-stories) is the building height analyzed, as this is the maximum permitted height of 185 feet under the proposed R7-3 rezoning, plus an added 10-foot bulkhead, and will present a more conservative analysis. Additionally, maximum building bulk to the street wall, as permitted under the zoning is assumed.

In addition, Lot 99 adheres to the soft site criteria as listed in the *CEQR Technical Manual* (Chapter 2, Section 410) and therefore, with the approval of the Proposed Actions, would be developed to the maximum development feasible on the non-Applicant owned Projected Development Site 2 (Block 3267, Lot 99) by the 2028 build year. Projected Development Site 2 would be developed with an 18-story, approximately 39,413 gsf (29,844 zsf, 6.0 FAR) building comprising approximately 30,441 gsf (25,367 zsf, 5.10 FAR) of residential use including 30 DUs with an average DU size of 850 sf, approximately 5,372 gsf (4,477 zsf, 0.90 FAR) of commercial retail use, and approximately 3,600 gsf of cellar parking with 11 parking spaces. 185 feet is the building height analyzed, as this is the maximum permitted height under the proposed R7-3 rezoning and will present a more conservative analysis. Under the proposed rezoning, Projected Development Site 2 would have a maximum FAR of 6.0 including a commercial FAR of 0.9. Approximately 20-30% of housing (6 to 9 units) would be affordable at an average of 40-80% AMI pursuant to MIH Options 1, 2, and 3. For purposes of early childhood programs analysis, 20% of units (6 units) would be at or below 80% AMI. Under the proposed rezoning, Projected Development Site 2 is assumed to be an 18-story, 195-foot building (185 feet with 10-foot mechanical bulkhead).

Per the soft-site criteria in the *CEQR Technical Manual*, although Lots 93, 95, 97, and 98 are under separate ownership, they have the potential to assemble to create a larger lot of approximately 12,016 sf. Given the substantial development potential under the proposed rezoning, the potential for these lots to be under common ownership is reasonable. However, because of the different ownership of these lots, development is less likely, and it is thus analyzed as a potential development site. Therefore, Lots 93, 95, 97, and 98 are analyzed together as Potential Development Site 1, an 18-story, 185-foot-tall (195 feet with bulkhead), approximately 93,715 gsf (72,096 zsf, 6.0 FAR) mixed-use development comprised of approximately 73,538 gsf of residential space with 87 DUs, approximately 12,977 gsf of commercial office space, and approximately 7,200 gsf of parking consisting of 36 spaces.

Projected Development Site 1, Projected Development Site 2, and Potential Development Site 1 would all front on Broadway and would have no frontages on any other streets.

Study Area

Streets

The Proposed Actions would not alter the arrangement or orientation of streets within the study area as the Proposed Actions are confined to the Rezoning Area. The street grid and streetscape conditions in closest proximity to the Rezoning Area, and contained within the study area, would remain in the same as their existing conditions.

Open Space

The open spaces, as described in Section III. "Existing Conditions", would continue as under existing conditions in the With-Action condition with the addition of Day Spring Park, as described in Section IV.

Visual Resources

Development on Projected Development Site 1 and 2, and Potential Development Site 1 would not impede existing view corridors to visual resources as described in Section III. "Existing Conditions" and in Section IV. Visual corridors from Albany Cresent, West 231st Street, and West 233rd Street would continue to exist towards Crescent Park, Cooney Grauer Field, and the proposed Day Spring Park. Development on Projected Development Site 1 and 2, and Potential Development Site 1 is limited to the rezoning area and visual resources would continue to not be viewable from Broadway facing east in the With-Action condition, therefore existing views would continue to exist.

Buildings

As described in Section VI, "WRP Consistency Assessment" of Attachment B, "Land Use, Zoning, and Public Policy," the Proposed Project would incorporate flood protection measures since the Projected Development Site 1 is located within the 1% annual chance flood hazard area. Residential units would not be located below the current or future (until 2100) 1% annual chance flood elevation. The residential lobby, cellar, and sub-cellar below the 1% annual chance flood elevation would be dry floodproofed. The building structure would be designed to resist water loads and infiltration by using water resistant materials in combination with water-tight gates at entry points below the DFE. Doors, windows, and other openings below the DFE would be sealed through permanent flood gates, made from sheet metal with reinforcement and rubber joints, or deployable shields that will be installed in advance of a flood event.

The Proposed Actions would not have a direct effect on buildings outside of the Rezoning Area as the Proposed Actions are limited to the Rezoning Area. The proposed building on Projected Development Site 1 would rise to an initial base height of 14 feet and would set back 44 feet and 5 inches on the Broadway frontage before rising to the full 135-foot building height (**Figure H-5: With-Action Massing Diagram)**. However, 195 feet will be the maximum permitted height analyzed (maximum permitted height of 185 feet plus a 10-foot mechanical bulkhead, per ZR 23-434) and a maximum base height of 105 feet (per ZR 23-432 and 23-433 for qualifying affordable housing), in addition to the permitted maximum FAR of 6.0, as this is the maximum height and bulk permitted under the R7-3 rezoning and will present a more conservative analysis. Even though the Applicant intends to develop Projected Development 1 with proposed building setbacks, the maximum build out to the sidewalk is assumed for the sake of a conservative analysis. Outside of Broadway, Projected Development Site 1 would be visible in its entirety from pedestrians along the portions of Albany Crescent contained in the study area and is east of the Rezoning Area, Naples Terrace which is west of the Rezoning Area, and on West 231st Street and Broadway (**Figure H-6: Urban Design Views**).

Development on Projected Development Site 2 would occur by the 2028 build year. The maximum allowable development that may occur on this site under the proposed R7-3/C2-3 (MIH) zoning would include a maximum allowed residential FAR of 6.0, a maximum allowed commercial FAR of 2.0, and a

maximum allowed community facility FAR of 6.5. The maximum base height would rise to 105 feet and a maximum building height of 18-stories at 185 feet (195 feet with 10-foot bulkhead).

Although the lots included in Potential Development Site 1 under separate ownership, they have the potential to assemble to create a larger lot size of 12,016 sf. Given the substantial development potential under the proposed rezoning, the potential for these lots to be under common ownership by the build year is reasonable. Under the proposed rezoning, a mixed residential and commercial development reaching 185 feet (195 feet with 10-foot bulkhead) is being analyzed on Potential Development Site 1 with a 105-foot base height and a 10-foot setback from the street. The full assumed massing of the development sites would allow for a continuous street wall, while visibility of full building height and massing for pedestrians along the western sidewalk on Broadway would be impaired by the elevated train track. Full visibility of the maximum building heights would be from West 232nd Street (west of Broadway) (view 3), Naples Terrance (view 4), and Albany Crescent (view 5) (**Figure H-6: Urban Design Views**). Visibility of Projected Development Site 2 and Potential Development Site 1 would be impeded by Projected Development Site 1 as seen looking west from Albany Crescent. Views looking north at the development sites from West 231st Street and views looking south at the development sites from West 233rd Street would be mostly impeded by existing buildings, which are predominately built to the sidewalk, and the elevated MTA track.

The most substantial change resulting from the Proposed Actions to the buildings contained in the Rezoning Area is in regard to the buildings' height, bulk, and land uses, all of which contribute to the pedestrian experience on the street. The FAR permitted under the current M1-1 zoning, in the Rezoning Area and a portion of the study area, is 1.0 for commercial and manufacturing uses, and up to 2.4 for certain community facility uses, and a parking requirement of one space per 300 sf. The existing buildings are a range of one- to three-story buildings with surface parking. The low FAR and parking requirements under the existing M1-1 zoning create for an interrupted street wall with a lack of uniformity experienced by pedestrians along Broadway and conflict with the mostly residential and mixed-use commercial/residential character of the surrounding study area that contains R6 districts and larger buildings.

The With-Action condition would facilitate a continuous street wall along the projected and potential development sites with mostly residential uses and some commercial uses, whereas the current conditions include several street wall interruptions in the form of parking lots/garages and some commercial retail and office uses. The bulk and building height permitted under the Proposed Actions would result in a maximum allowed building height of 185 feet (195 feet with 10-foot bulkhead) with a maximum permitted FAR of 6.0, which would increase the allowed density and alter the pedestrian experience on the street. Despite this increase, similar building densities can be found in the study area, such as 224 Naples Terrace, which has an FAR of 5.5 and contains ground floor commercial uses, which the Proposed Actions would be consistent with by enabling ground floor commercial uses with the proposed C2-3 overlay in the Rezoning Area. The increase in building density is also consistent with multi-family residential buildings contained in the east side of the study area such as 3130 Albany Crescent with an FAR of 4.0 and 3119 Bailey Avenue with an FAR of 4.6. The Proposed Actions would enable high lot coverage buildings in the Rezoning Area, which is consistent with the multi-family buildings found throughout the study area, such as the cluster of multifamily residential to the east of Broadway on Bailey Avenue and Albany Crescent, and west of Broadway on West 232nd Street, Godwin Terrace, and West 231st Street, and would enable a mix of residential and commercial uses consistent with the mixed-use buildings found along West 231st Street, which are mapped with a R6/C1-3 zoning district, and on the portions of Broadway found in the study area mapped with R6/C1-3 and R6/C2-3 districts. The Proposed Actions are consistent with these buildings in they would enable a mixed-use medium-density development pattern.

Although the maximum permitted building height of 185 feet (195 with bulkhead) resulting from the Proposed Actions on Projected Development Site 1 and on the non-Applicant owned Projected Development Site 2 and Potential Development Site 1 would result in taller buildings than the one- to three-story buildings that currently exist in the Rezoning Area, and are taller than the existing study area buildings,

the pedestrian experience would not be significantly altered from what currently exists due to the proximity of the elevated rail track both of which obscure views of the maximum building height to pedestrians walking along Broadway. In addition, although no buildings of similar height exist within the 400-foot study area, multiple residential buildings that are of the same height or taller exist within a quarter-mile distance of the Rezoning Area. Examples include Corlear Gardens on 290 West 232nd Street which stands at 20 stories tall (approximately 205 feet tall) and is approximately 950 feet west from the Rezoning Area; Fort Independence Houses which stands at 21 stories tall (approximately 215 feet tall) and is approximately 635 feet east from the Rezoning Area; 3400 Fort Independence Street which stands at 22 stories (approximately 225 feet tall) and is approximately 1,100 feet northeast from the Rezoning Area; and 3424 Kingsbridge Avenue which stands at 13 stories (approximately 135 feet tall) and is approximately 870 feet north of the Rezoning Area. Within the 400-foot study area, the tallest building is 3130 Albany Crescent which is in the eastern part of the study area and stands at 7-stories tall (approximately 75 feet tall). Five- to six-stories is the predominant residential building height seen in the western portion of the study area along Godwin Terrace, Naples Terrace, West 232nd Street, and West 23rd Street.

To summarize, the with-action ground floor commercial uses permitted by the Proposed Actions and projected on Projected Development Site 2 and Potential Development Site 1 (though not part of the Proposed Project on Projected Development Site 1) and upper level apartments would be consistent with the developments seen along West 231st Street and Broadway and would support the mixed-use functionality of these streets and is consistent with the large multifamily residential buildings in the study area to the east of Broadway on Bailey Avenue and Albany Crescent, and west of Broadway on West 232nd Street, Godwin Terrace, and West 231st Street. The floor area permitted under the Proposed Actions would allow for a building to be built at 6.0 FAR, which is consistent with other buildings in the study area such as 224 Naples Terrace, with an FAR of 5.5; and although the maximum building height permitted under the Proposed Actions could reach 185 feet, with a maximum base height of 105 feet, this height would not obstruct views of any visual resources that are not already impeded by the existing buildings contained in the Rezoning Area, the elevated rail line, and the Major Deegan Expressway. The Proposed Actions would contribute to the pedestrian experience in the Rezoning Area by enabling a continuous, uninterrupted street wall with high lot coverage–which is more consistent with the study area's multifamily residential character than the low-rise commercial buildings and non-continuous street wall buildings currently contained in the Rezoning Area. Consequently, the Proposed Actions would not result in an adverse change to the built environment's arrangement, appearance, or functionality and would not result in a significant adverse impact on a pedestrian's experience of the area.

VI. CONCLUSION

The Proposed Actions would not result in any changes to block form or street arrangement and orientation; and development on Projected Development Site 1 and 2, and Potential Development Site 1 would not impede existing views to visual resources within the study area, which include Crescent Park, Cooney Grauer Park, and the proposed Day Spring Park.

The Proposed Actions would result in a new multi-family residential building on the applicant-owned Projected Development Site 1, a mixed-use residential and commercial retail building on the non-applicant owned Projected Development Site 2, and a mixed-use residential and commercial office building on Potential Development Site 1, with scale, bulk, and function consistent with the study area urban design context. The maximum building heights permitted under the Proposed Actions would not impede view corridors to visual resources within the study area; the FAR permitted under the Proposed Actions can be compared with other buildings in the study area (as seen in 224 Naples Terrace); and the mix of uses permitted in the Rezoning Area would be compatible with the mixed-use nature of Broadway and the mixed-use, medium-density residential character of the study area and broader Kingsbridge neighborhood. Although the maximum building height of 185-feet (195 feet with bulkhead) enabled under the Proposed

Actions exceeds the heights of buildings found within the study area, the pedestrian experience is characterized by the elevated rail line along Broadway, and the rail line itself would obstruct views of the maximum building height to pedestrians walking on the western sidewalk on Broadway. Additionally, there are a number of buildings outside the study area, but within a quarter mile of the Rezoning Area, that are of similar height or taller. Consequently, the Proposed Actions would not result in a change to the built environment's arrangement, appearance, or functionality in a way that would result in a significant adverse impact on a pedestrian's experience of the area. Therefore, no significant adverse impacts related to urban design or visual resources would occur.



Source: GF55 Architects
Note: For Illustrative Purposes Only

PROPOSED PROJECT ON PROJECTED DEVELOPMENT SITE 1

Figure H-5
5602-5604 Broadway EAS

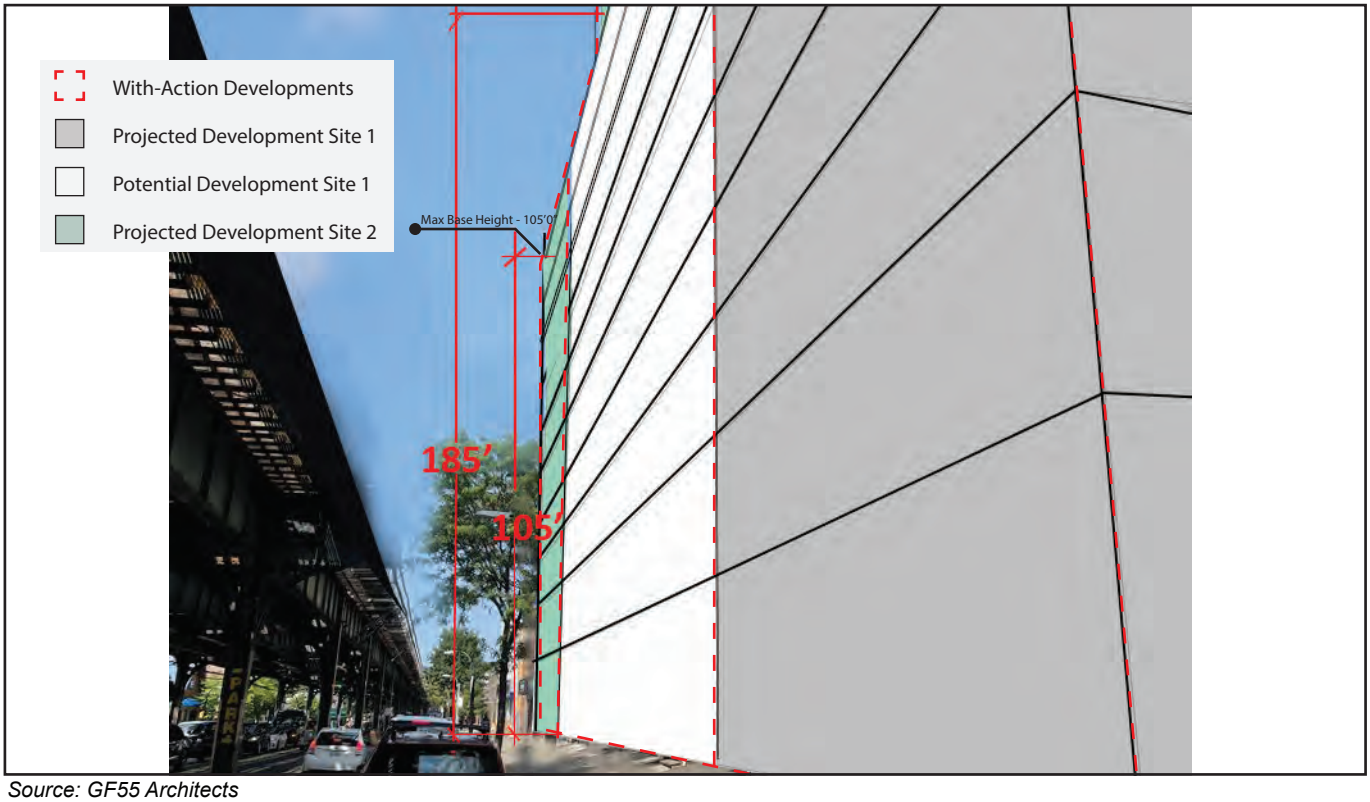
View 1: *View of Projected Development Site 1 (grey), Potential Development Site 1 (white), and Projected Development Site 2 (green) looking North from Broadway*

No-Action Scenario



Source: GF55 Architects

With-Action Scenario



Source: GF55 Architects

Figure G-6: Urban Design Views

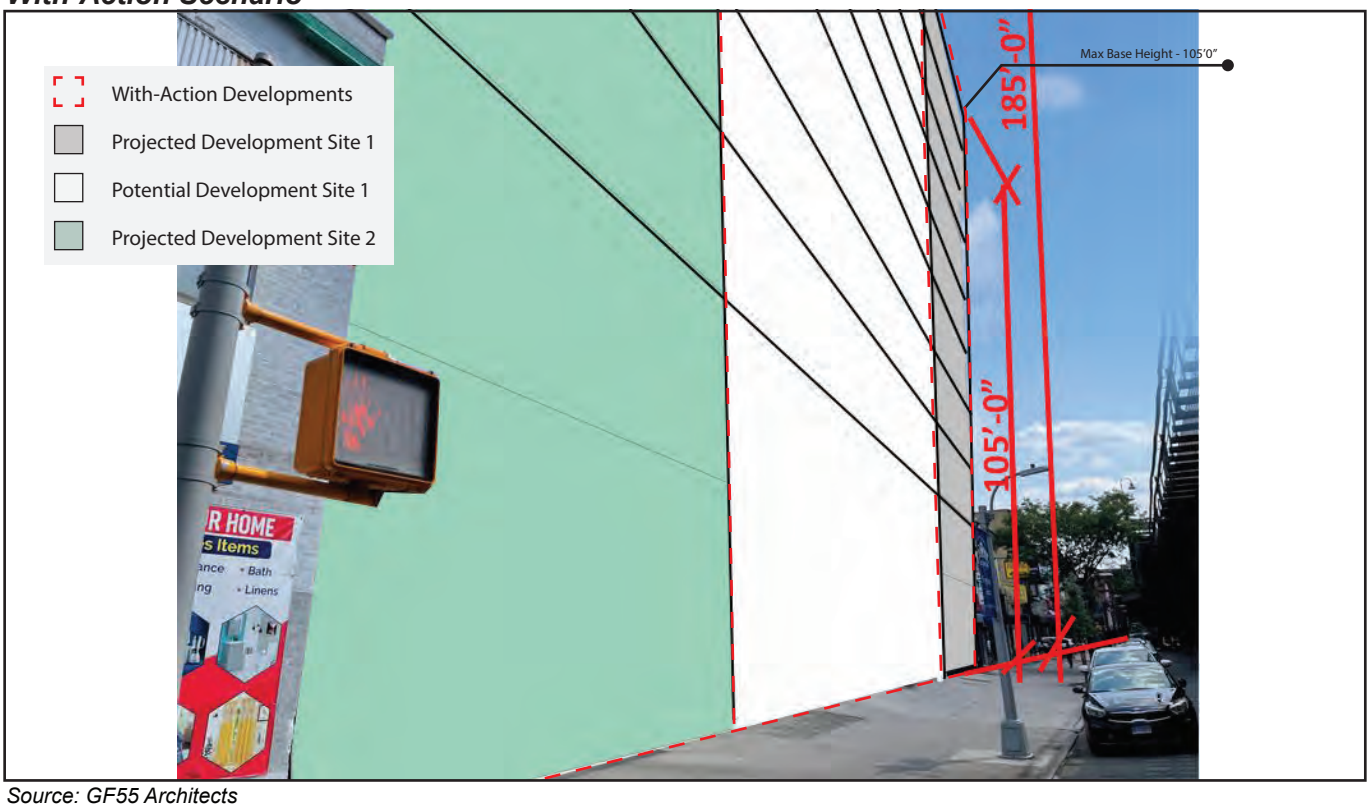
View 2: *View of Projected Development Site 2 (green), Potential Development Site 1 (white), and Projected Development Site 1 (grey) looking South from Broadway.*

No-Action Scenario



Source: GF55 Architects

With-Action Scenario



Source: GF55 Architects

Figure G-6: Urban Design Views

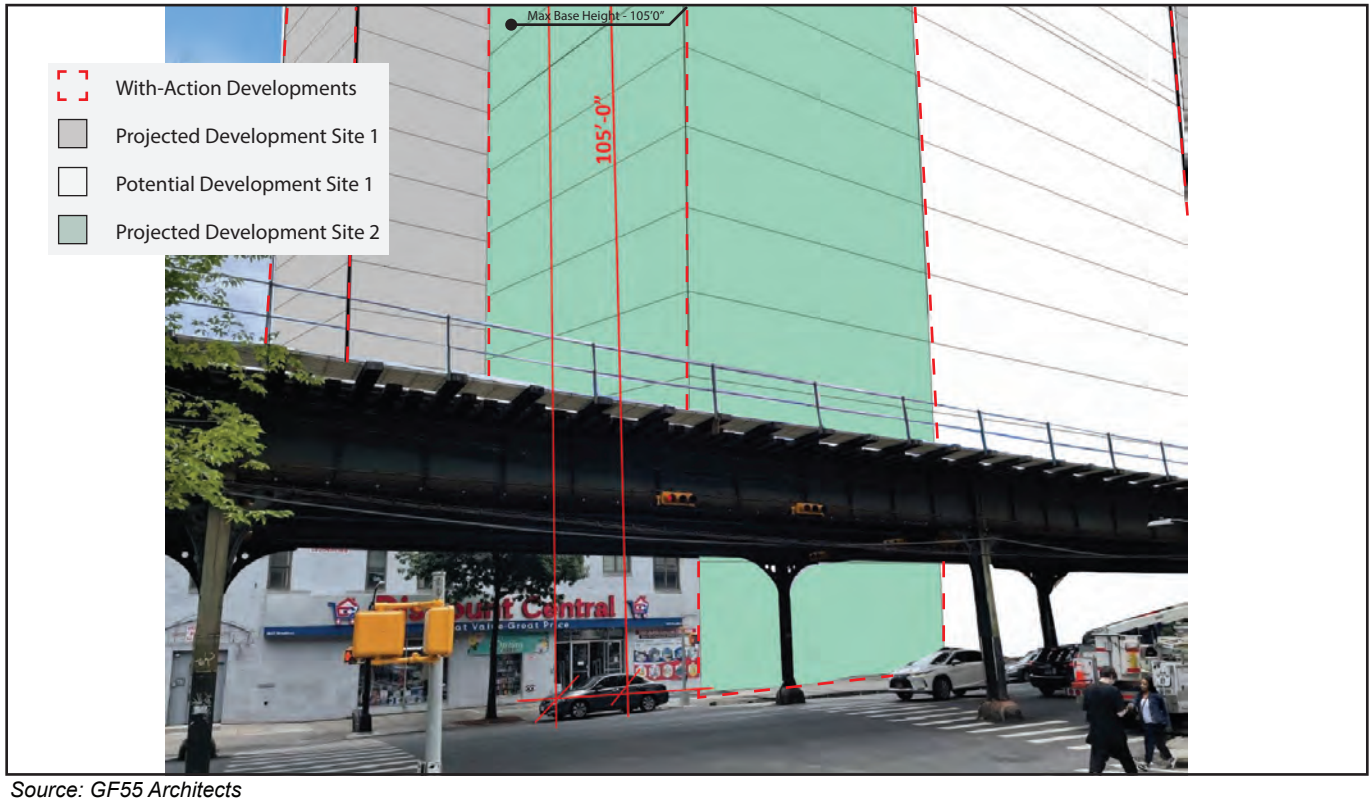
View 3: *View of Projected Development Site 2 (green), Potential Development Site 1 (white), and Projected Development Site 1 (grey) looking East from W 231st Street.*

No-Action Scenario



Source: GF55 Architects

With-Action Scenario



Source: GF55 Architects

Figure G-6: Urban Design Views

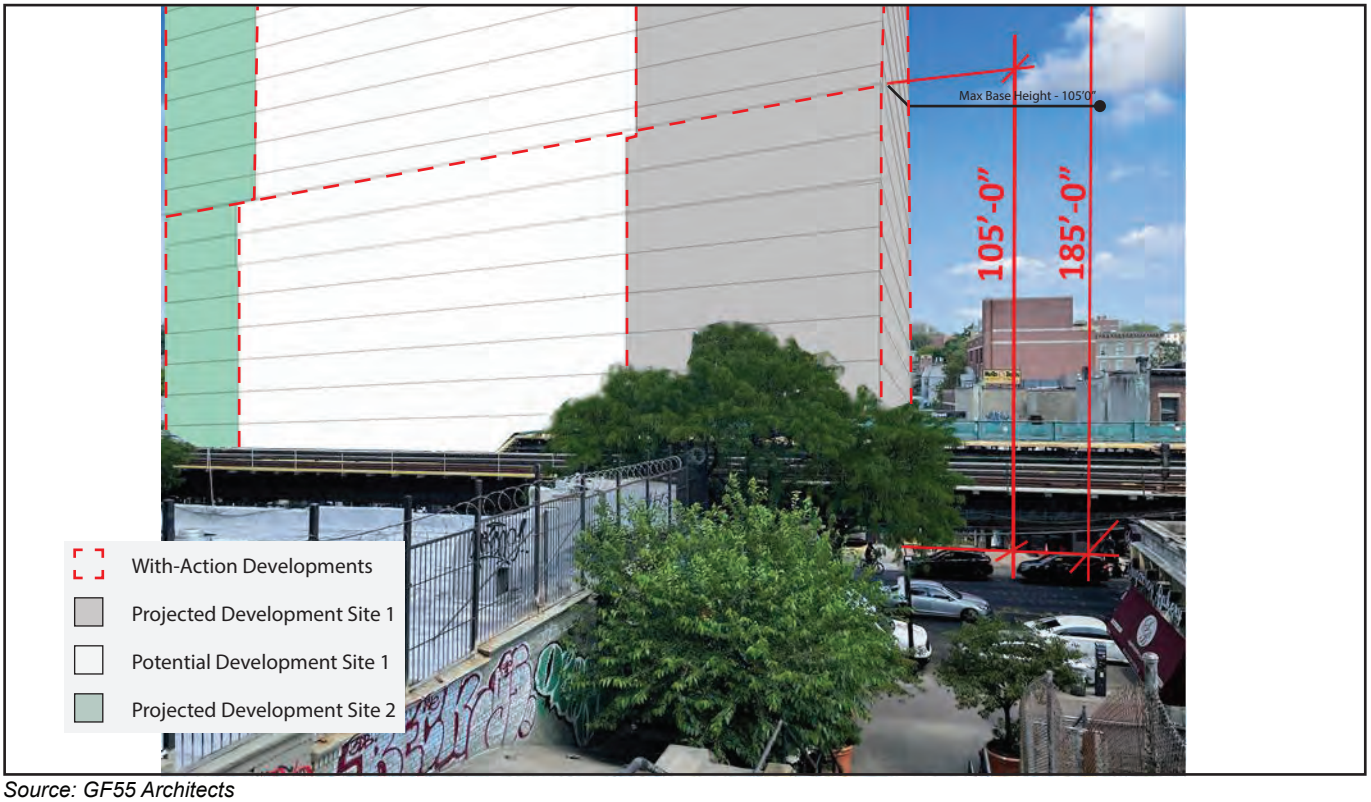
View 4: *View of Potential Development Site 1 (white), Projected Development Site 1 (grey), and Projected Development Site 2 (green) looking East from Naples Terrace.*

No-Action Scenario



Source: GF55 Architects

With-Action Scenario



Source: GF55 Architects

Figure G-6: Urban Design Views

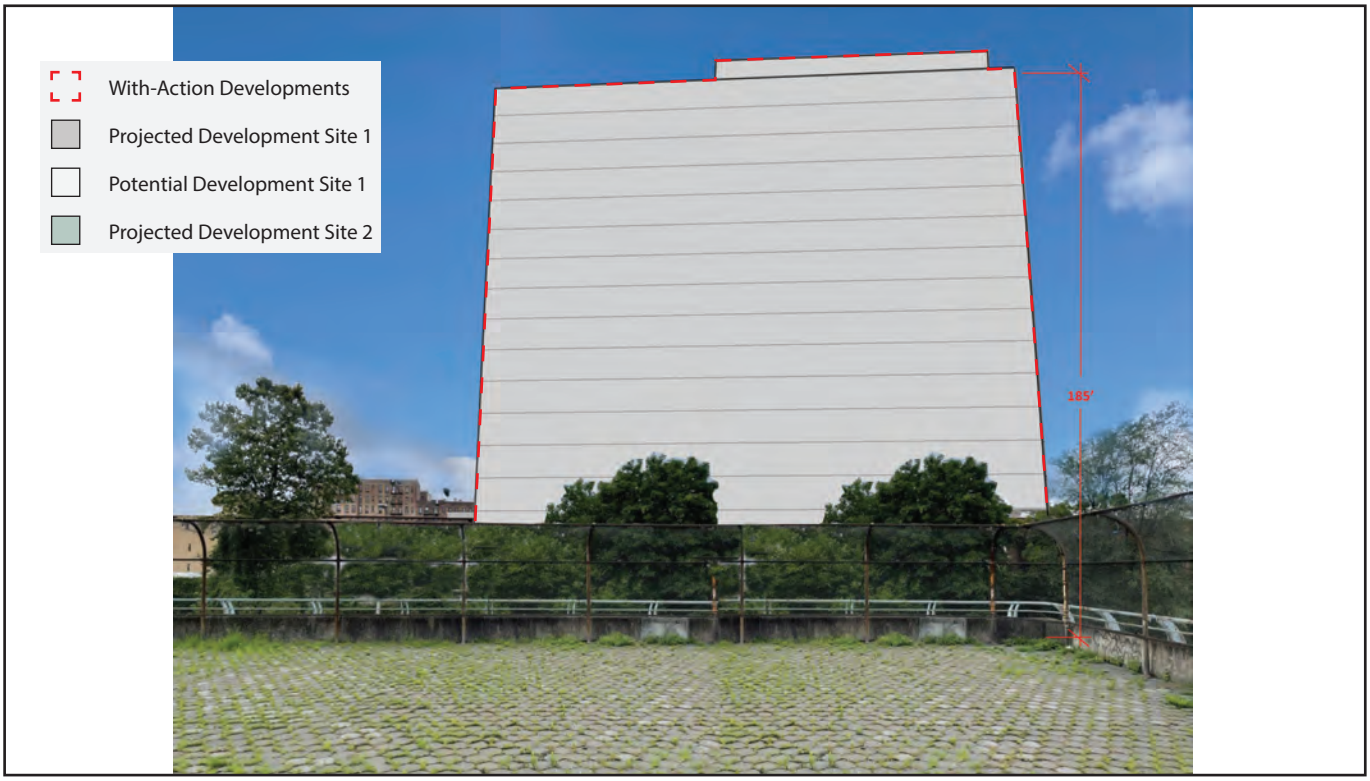
View 5: *View of Projected Development Site 1 (grey) looking West from Albany Crescent. View of Projected Development Site 2 and Potential Development Site 1 is shielded from Projected Development Site 1 lot configuration and building massing.*

No-Action Scenario



Source: GF55 Architects

With-Action Scenario



Source: GF55 Architects

Figure G-6: Urban Design Views

Attachment I: Hazardous Materials

I. INTRODUCTION

The goal of this attachment is to determine whether the Proposed Project may increase exposure of people or the environment to hazardous materials, and, if so, whether this exposure would result in public health or environmental impacts. This attachment assesses the potential for the presence of hazardous materials in soil, groundwater, and/or soil vapor, and further evaluates the potential for hazardous materials impacts resulting from the Proposed Project. According to 2021 *City Environmental Quality Review (CEQR) Technical Manual* guidelines, a hazardous materials assessment may be necessary when a Proposed Action could lead to increased exposure of people or the environment to hazardous materials, or whether increased exposure would lead to significant public health impacts or environmental damage.

As described in Attachment A, "Project Description," Riverdale Garage Corp ("the Applicant") is requesting a zoning map amendment to rezone Lots 90, 91, 93, 95, 97, 98, 99 and portions of (p/o) Lots 72, 75, 87, 88, and 110 on Block 3267 ("Rezoning Area"), from a M1-1 zoning district to a R7-3/C2-3 zoning district, and a zoning text amendment to ZR Appendix F to establish a Mandatory Inclusionary Housing (MIH) area ("Proposed Actions"). the Proposed Actions would facilitate the development of an approximately 328,431 gross square feet (gsf) building, including approximately 274,560 gsf of residential use comprising approximately 226 dwelling units (DUs) of which 20-30% of housing (45 to 68 units) would be affordable at an average of 40-80% AMI pursuant to MIH Options 1, 2 or 3, and approximately 53,871 gsf of parking space comprising approximately 188 accessory parking spaces in the cellar and sub-cellar ("Proposed Project"), at 5602-5604 Broadway (Block 3267, Lots 90 and 91) ("Projected Development Site 1"). Under the assumption of HPD funding via the Extremely Low and Low-Income Affordability (ELLA) Program, a minimum of 80% of units (181 DUs) will be affordable to households earning up to 80% AMI and the remaining 45 DUs would be income restricted to households earning up to 90% AMI. All the proposed dwelling units would be income restricted with approximately 80% of the 226 DUs (i.e., 181 DUs) affordable to households earning up to 80% of the Area Median Income (AMI) and the remaining 45 DUs affordable to households earning up to 90% AMI. 185 feet will be the maximum permitted height analyzed, as this is the maximum permitted height under the R7-3 rezoning, pursuant to ZR section 23-434, and will present a more conservative analysis. The build year for the Proposed Actions is 2028.

In addition, the Proposed Actions may result in the maximum development feasible on the non-Applicant owned Lot (Block 3267, Lot 99) ("Projected Development Site 2") by the 2028 build year. Projected Development Site 2 may be developed with an 18-story, 185-foot-tall, approximately 39,413 gsf building comprising approximately 30,441 gsf of residential use including 30 DUs, approximately 5,372 gsf of commercial use, and 3,600 gsf of parking with 11 parking spaces.

In addition to the Projected Development Site 2, the Proposed Actions could result in some potential development on Block 3267, Lots 93, 95, 97, 98 ("Potential Development Site 1"). Although these lots are under separate ownership, they have the potential to assemble to create a larger lot size of 12,016 sf. Given the combined lot size and substantial development potential under the proposed rezoning, the potential for these lots to be under common ownership is reasonable. However, because of the different ownership of these lots, development is less likely, and it is thus analyzed as a potential development site. Therefore, Lots 93, 95, 97, and 98 are analyzed together as Potential Development Site 1, an 18-story, 185-foot-tall (195 feet with bulkhead), 93,715 gsf mixed-use development comprising 73,538 gsf of residential space with 87 DUs, 12,977 gsf of commercial office space, and approximately 7,200 gsf of parking consisting of 36 spaces. Per the guidance of the *CEQR Technical Manual*, Potential Development Site 1 will be analyzed for site-specific assessments which includes hazardous materials.

II. METHODOLOGY

The presence or likely presence of any hazardous substance or petroleum products on a site under conditions that indicate an existing release, past release, or a material threat of release of any hazardous substances or petroleum products into structures on Projected Development Site 1 or into the ground, ground water, or surface water of the Projected Development Site 1, is known as a Recognized Environmental Condition (REC), as defined by the American Society for Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments (ESAs): Phase I ESA Process (ASTM E-1527). Any RECs found should be disclosed under CEQR. According to *CEQR, e*xamples of RECs include contaminants spilling or leaking into the soil or groundwater, dispersed in the soil vapor, suspended in indoor or ambient air, or contained in fugitive dust. A Phase I ESA, dated August 2021, was prepared in conformance to ASTM International Standard Practice E-1527-13, and served as the basis of the hazardous materials assessment.

The following investigations were conducted for Projected Development Site 1:

- *Phase I Environmental Site Assessment: 5602-5604 Broadway, The Bronx, NY 10463, Block 3267, Lots 90 & 91, dated August 31, 2021, Prepared by GEI Consultants, Inc., P.C.*

Because Projected Development Site 2 and Potential Development Site 1 is not owned by the applicant, it is not accessible for purposes of conducting a Phase 1 ESA and subsequently, an (E) designation will be mapped on both sites to ensure proper remediation will precede any future development.

III. EXISTING CONDITIONS

Projected Development Site 1

Phase I ESA

The Phase I ESA identified RECs related to Projected Development Site 1. The New York City Department of Environmental Protection (NYCDEP) have reviewed the Phase I ESA. The letter from the agency can be found in Appendix E. The RECs identified in the Phase I ESA are listed below:

- **Gasoline Underground Storage Tanks (USTs):** Historical New York City Department of Buildings (NYCDOB) information, historical maps, and observations made during the GEI's site reconnaissance indicated that gasoline tanks were installed as part of the development of the parking garage at 5604 Broadway when the building was constructed. In addition, three gasoline UST vent lines were observed running up along the southerly wall from the lower level through the upper level and extending above the roof line. There were also several cut pipes near the main parking garage entrance on the ground floor. It is possible that these could be associated with an old gasoline pump that was historically used for dispensing gasoline.
- **Interior and Exterior Drainage Structures:** Several interior drainage structures and exterior drainage structures were observed within the parking garage. Given the historical parking garage use of the property, there is the potential for these drains to be impacted by automotive lubricants and fluids, tire particles, vehicle exhaust, and degrading asphalt.
- **Potential for Fuel Oil Underground Storage Tank:** The parking garage building had an old chimney on the northwestern corner of the building. GEI did not observe any heating system in this area. This is likely associated with an old heating system that was used when the building was developed. Historically, heating systems in the 1920s utilized fuel oil. Therefore, there is the potential that a fuel oil UST is located in the portion of the building. It should be noted that if a UST existed, there is the potential that it was covered when the 1-story auto repair garage located on the northwestern corner of the 2-story parking garage was constructed.

- **Site Flooding:** Additionally, as a Non-Scope ASTM Environmental Concern, it was reported that the garage drains would often flood after a heavy rain event. GEI recommended that this should be researched, and soil samples should be obtained to determine if the flooding has impacted the underlying soils of the Site.

Projected Development Site 2

Projected Development Site 2 (Lot 99) is a non-Applicant owned development sites contained in the Rezoning Area that is currently zoned M1-1 and contains an Enterprise rental car commercial use. Due to the zoning classification and potential historic uses, Projected Development Site 2 may contain RECs, which would need to be confirmed in a Phase I ESA.

Potential Development Site 1

Potential Development Site 1 (Lots 93, 95, 97, 98) is a non-Applicant owned potential development site contained in the Rezoning Area that is currently zoned M1-1 and contains two two-story commercial buildings totaling 2,772 gsf (Lot 93); two two-story commercial buildings totaling 1,360 gsf (Lot 95); a 3,226 gsf three-story mixed-use building (Lot 97); and a 2,092 gsf three-story mixed-use building (Lot 98). Due to the zoning classification and potential historic uses, Potential Development Site 1 may contain RECs, which would need to be confirmed in a Phase I ESA.

IV. FUTURE WITHOUT THE PROPOSED ACTIONS (NO-ACTION CONDITION)

Projected Development Site 1

In the No-Action condition, the lease on United Auto Repair shop located on Lot 91 would not be continued while the rest of Lot 91 would continue to operate as a 39,150-sf public parking facility as under existing conditions. Lot 90 would continue as a 3,976 gsf commercial building, 1,988 gsf of which is commercial office and 1,987 gsf of which is commercial retail.

Projected Development Site 2

In the No-Action condition, the rental car commercial use would continue to operate as under existing conditions.

Potential Development Site 1

In the No-Action condition, the commercial and residential uses present would continue to operate as under existing conditions.

V. FUTURE WITH THE PROPOSED ACTIONS (WITH-ACTION CONDITION)

Projected Development Site 1

In the future with the Proposed Actions, Projected Development Site 1 (Block 3267, Lots 90, 91) would be rezoned from an M1-1 zoning designation to an R7-3 zoning district with a C2-3 commercial zoning overlay. The Proposed Actions would result in an approximately 328,431 gsf, 18-story building, with a maximum height of 185 feet, approximately 274,560 gsf of residential use generating 226 DUs, and approximately 53,871 gsf for parking.

The Applicant intends to file an application to the New York State Department of Environmental Conservation (NYSDEC) to enter Projected Development Site 1 into the Brownfield Cleanup Program

(BCP). The BCP is a voluntary cleanup program that provides incentives for the remediation and development of contaminated, underutilized properties. If the Projected Development Site 1 is accepted into the BCP, remedial actions performed in conjunction with the Proposed Project would be subject to approval and oversight by NYSDEC and compliance with the requirements of the BCP, which will prevent significant adverse impacts from hazardous materials in connection with the Proposed Project. The BCP is a comprehensive program that includes or surpasses requirements of the City's hazardous materials (E) designation program. Should the application to enroll Projected Development Site 1 in the BCP not be accepted, or, if Projected Development Site 1 is withdrawn from the BCP, a Remedial Action Plan (RAP) and site-specific Construction Health and Safety Plan (CHASP) will be submitted to the Mayor's Office of Environmental Remediation (OER) for review and approval pursuant to an (E) designation to ensure that the environmental commitments to remediate Projected Development Site 1 are retained regardless of BCP participation. Subsurface investigation is needed to determine the presence of contaminants within Projected Development Sites 1 and 2 and Potential Development Site 1. Though controlled by the Applicant, Projected Development Site 1 is under active use that would be disrupted because of subsurface investigation. Projected Development Site 2 and Potential Development Site 1 are not controlled by the Applicant. Therefore, an E-Designation related to hazardous materials is needed. The RAP and CHASP will be prepared to establish procedures to be followed throughout all periods of construction and disturbance at Projected Development Site 1. Construction management, site-specific controls, and monitoring procedures established therein would be submitted to the OER for review and approval. Documentation of the RAP is required prior to the issuance of NYC building permits to allow building occupancy on Projected Development Site 1.

The following (E) designation related to hazardous materials pursuant to Section 11-15 of the New York City Zoning Resolution, **E-843**, will be mapped for the Projected Development Site 1 (Block 3267, Lots 90 and 91):

Task 1 – Sampling Protocol

A Phase I Environmental Site Assessment must be submitted to the New York City Mayor's Office of Environmental Remediation (OER). If required based on Phase I ESA conclusions, a soil, groundwater, and soil vapor testing protocol must also be submitted, including a description of methods and a site map with all sampling locations clearly and precisely represented.

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

Task 2 – Remediation Determination and Protocol

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

If remediation is needed, a proposed remediation plan must be submitted to OER for review and approval. Such remediation must be completed as determined necessary by OER. Appropriate documentation indicating that the work has been satisfactorily completed must be provided.

A Construction Health and Safety Plan (CHASP) should be submitted to OER and would be implemented during excavation and construction activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil, groundwater, and/or soil vapor. This CHASP will be submitted to OER prior to implementation.

Through the provisions of the NYSDEC BCP and mapping of the (E) designation on Projected Development Site 1 as an assurance towards maintaining environmental commitments, no significant adverse impacts from hazardous materials would occur, and no further analysis is warranted.

Projected Development Site 2

As a result of the Proposed Actions, Projected Development Site 2 (Block 3267, Lot 99) may be developed with an 18-story, 185-foot-tall (195 feet with bulkhead), approximately 39,413 gsf building comprising approximately 30,441 gsf of residential use including 30 Dus, approximately 5,372 gsf of commercial use, and 3,600 gsf of parking with 11 spaces. Given the existing M1-1 zoning on the site and RECs found on the adjacent Projected Development Site 1, an (E) designation will be placed on the Projected Development 2 to ensure that proper remediation is pursued before any potential future development occurs on site.

The following (E) designation related to hazardous materials pursuant to Section 11-15 of the New York City Zoning Resolution, **E-843**, will be mapped for the Projected Development Site 2:

Task 1 – Sampling Protocol

A Phase I Environmental Site Assessment must be submitted to the New York City Mayor's Office of Environmental Remediation (OER). If required based on Phase I ESA conclusions, a soil, groundwater, and soil vapor testing protocol must also be submitted, including a description of methods and a site map with all sampling locations clearly and precisely represented.

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

Task 2 – Remediation Determination and Protocol

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

If remediation is needed, a proposed remediation plan must be submitted to OER for review and approval. Such remediation must be completed as determined necessary by OER. Appropriate documentation indicating that the work has been satisfactorily completed must be provided.

A Construction Health and Safety Plan (CHASP) should be submitted to OER and would be implemented during excavation and construction activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil,

groundwater, and/or soil vapor. This CHASP will be submitted to OER prior to implementation.

Through the provisions of the NYSDEC BCP and mapping of the (E) designation on Projected Development Site 2 as an assurance towards maintaining environmental commitments, no significant adverse impacts from hazardous materials would occur, and no further analysis is warranted.

Potential Development Site 1

As a result of the Proposed Actions, Potential Development Site 1 (Block 3267, Lot 93, 95, 97, 98) may be developed with a 18-story, 185-foot-tall (195 feet with bulkhead), approximately 93,715 gsf building comprising approximately 73,538 gsf of residential use including 87 DUs and approximately 12,977 gsf of commercial use, and 7,200 gsf of parking consisting 36 spaces. Given the existing M1-1 zoning on the site and RECs found on the adjacent Projected Development Site 1, an (E) designation will be placed on the Potential Development 1 to ensure that proper remediation is pursued before any potential future development occurs on site.

The following (E) designation related to hazardous materials pursuant to Section 11-15 of the New York City Zoning Resolution, **E-843**, will be mapped for the Potential Development Site 1:

Task 1 – Sampling Protocol

A Phase I Environmental Site Assessment must be submitted to the New York City Mayor's Office of Environmental Remediation (OER). If required based on Phase I ESA conclusions, a soil, groundwater, and soil vapor testing protocol must also be submitted, including a description of methods and a site map with all sampling locations clearly and precisely represented.

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

Task 2 – Remediation Determination and Protocol

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

If remediation is needed, a proposed remediation plan must be submitted to OER for review and approval. Such remediation must be completed as determined necessary by OER. Appropriate documentation indicating that the work has been satisfactorily completed must be provided.

A Construction Health and Safety Plan (CHASP) should be submitted to OER and would be implemented during excavation and construction activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil, groundwater, and/or soil vapor. This CHASP will be submitted to OER prior to implementation.

Through the provisions of the NYSDEC BCP and mapping of the (E) designation on Potential Development Site 1 as an assurance towards maintaining environmental commitments, no significant adverse impacts from hazardous materials would occur, and no further analysis is warranted.

VI. CONCLUSION

An (E) designation related to hazardous materials pursuant to Section 11-15 of the New York City Zoning Resolution **E-843**, will be mapped on Projected Development Site 1, Projected Development Site 2, and Potential Development Site 1 with the Proposed Actions. With the mapping of the (E) designation, and related requirements for a RAP and CHASP, no significant adverse impacts related to hazardous materials would occur.

Attachment J: Noise

I. INTRODUCTION

This attachment assesses the potential for the Proposed Project to result in a significant adverse noise impact. Noise, in its simplest definition, is unwanted sound. While high noise levels may cause hearing loss, the noise levels associated with projects reviewed under the *CEQR Technical Manual* are generally below this hazardous range. However, noise levels that are not considered hazardous may cause stress-related illnesses, disrupt sleep, and interrupt activities requiring concentration. This attachment assesses the potential for the Proposed Actions to result in significant noise impacts. As described in Chapter 19 of the *CEQR Technical Manual*, the noise assessment defines technical terms, identifies evaluation methods and criteria used to assess the potential for noise impacts, discloses the impacts of the Proposed Actions, and, where significant adverse noise impacts are anticipated, identifies measures to avoid or mitigate potential impacts. Included are assessments of the impact of the Proposed Project on sensitive noise receptors and of the potential effects of ambient noise levels on sensitive noise uses introduced by the Proposed Project.

As described in Attachment A, "Project Description," the Proposed Actions would facilitate the development of an approximately 328,431 gross square feet (gsf) building including approximately 274,560 gsf of residential use comprising approximately 226 dwelling units (DUs), and approximately 53,871 gsf of parking space comprising approximately 188 accessory parking spaces ("Proposed Project"), on the applicant owned Projected Development Site 1. 20-30% of the 226 dwelling units (45 to 68 units) would be affordable at an average of 40-80% AMI pursuant to MIH Options 1, 2 or 3. The maximum permitted building height under the R7-3 rezoning is 185 feet, pursuant to ZR section 23-434, and will be assumed in conducting the noise analysis, though the With-Action building height is assumed to be 195 feet with the added mechanical bulkhead height. The build year for the Proposed Actions is 2028.

In addition, the Proposed Actions may result in the maximum development feasible on the non-Applicant owned Lot (Block 3267, Lot 99) ("Projected Development Site 2") by the 2028 build year. Projected Development Site 2 may be developed with an 18-story, 185-foot-tall (195 feet with bulkhead), approximately 39,413 gsf building comprising approximately 30,441 gsf of residential use including 30 DUs, approximately 5,372 gsf of commercial use, and 3,600 gsf of parking with 11 parking spaces. 20-30% of housing (6 to 9 units) would be affordable at an average of 40-80% AMI pursuant to MIH Options 1, 2 or 3.

Per the soft-site criteria in the *CEQR Technical Manual,* although Lots 93, 95, 97, and 98 are under separate ownership, they have the potential to assemble to create a larger lot of approximately 12,016 sf ("Potential Development Site 1"). Given the substantial development potential under the proposed rezoning, the potential for these lots to be under common ownership is reasonable. However, because of the different ownership of these lots, development is less likely, and it is thus analyzed as Potential Development Site 1, an 18-story, 185-foot-tall (195 feet with bulkhead), approximately 93,715 gsf mixed-use development comprised of approximately 73,538 gsf of residential space with 87 DUs, approximately 12,977 gsf of commercial office space, and approximately 7,200 gsf of parking consisting of 36 spaces.

II. METHODOLOGY

Scope of Analysis

In conformance to guidance in the *CEQR Technical Manual*, the goal of the noise analysis is to determine:

1) the effect of the Proposed Actions on sensitive noise receptors, including the effects on noise levels within residential, commercial, and institutional facilities, and at open spaces; and,
2) the effects of ambient noise levels on new sensitive uses introduced by the Proposed Actions.

The Proposed Actions would introduce new residential use to Projected Development Site 1 and 2. The major sources of existing noise at Projected Development Site 1 and 2 would be vehicular traffic on Broadway and the Major Deegan Expressway, and the rail noise from the elevated MTA No.1 rail line on Broadway, adjacent to the Rezoning Area. No new schools or playgrounds are proposed as part of the Proposed Project. Based on these factors, the scope of noise assessment included:

- Obtain existing traffic noise levels and vehicular mix at receptor location subject to project-generated traffic.
- Obtain rail noise at the elevated train platform over a one-hour peak period.
- Project existing traffic noise levels into the future analysis year.
- Conduct a 24-hour noise measurement on the rooftop of 5602 Broadway, with line of site to the rail line, to obtain a rail noise L_{dn} value.
- Determine whether the relative increase in future traffic noise levels would exceed the impact thresholds identified under the discussion on Evaluation Criteria.
- Identify new sensitive receptors on Projected Development Site 1, Projected Development Site 2, and Potential Development Site 1 that would need protection from ambient noise levels.
- Identify the required window/wall noise attenuation to ensure acceptable interior noise levels at sensitive receptor locations on all facades on Projected Development Site 1, Projected Development Site 2, and Potential Development Site 1.

Analysis Year

The assessment of noise was completed for the year 2028, the build year for the Proposed Actions.

Noise Fundamentals

Noise Descriptors

Noise is measured on the basis of sound pressure level (SPL), which is converted to a decibel scale. The decibel is a relative measure of the sound level pressure with respect to a standardized reference quantity. Decibels on the “A-weighted scale” are termed “dBA.” The A-weighted scale is used for evaluating the effects of noise in the environment since it most closely approximates the response of the human ear to noise. On this scale, the threshold of discomfort is 120 dBA, and the threshold of pain is about 140 dBA.

Table J-1: Sound Pressure Level and Loudness of Typical Noises in Indoor and Outdoor Environments shows the range of noise levels for a variety of indoor and outdoor sources. Because the scale is logarithmic, a relative increase of 10 decibels represents an acoustic energy that is 10 times higher than base levels. Humans perceive a 10 dBA increase in noise levels as twice as loud. The following are typical human responses to relative changes in noise level:

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

Table J-1: Sound Pressure Level and Loudness of Typical Noises in Indoor and Outdoor Environments

Noise Level (dBA)	Subjective Impression	Typical Sources		Relative Loudness (Human Response)
		Outdoor	Indoor	
120-130	Uncomfortably Loud	Air raid siren at 50 feet (threshold of pain)	Oxygen torch	32 times as loud
110-120	Uncomfortably Loud	Turbo-fan aircraft at take-off power at 200 feet	Riveting machine Rock band	16 times as loud
100-110	Uncomfortably Loud	Jackhammer at 3 feet		8 times as loud
90-100	Very Loud	Gas lawn mower at 3 feet Subway train at 30 feet Train whistle at crossing Woodchipper shredding trees. Chain saw cutting trees at 10 feet	Newspaper press	4 times as loud
80-90	Very Loud	Passing freight train at 30 feet Steamroller at 30 feet Leaf blower at 5 feet Power lawn mower at 5 feet	Food blender Milling machine Garbage disposal Crowd noise at sports event	2 times as loud
70-80	Moderately Loud	NJ Turnpike at 50 feet Truck idling at 30 feet Traffic in downtown urban area	Loud stereo Vacuum cleaner Food blender	Reference loudness (70 dBA)
60-70	Moderately Loud	Residential air conditioner at 100 feet Gas lawn mower at 100 feet Waves breaking on beach at 65 feet	Cash register Dishwasher Theater lobby Normal speech at 3 feet	2 as loud
50-60	Quiet	Large transformers at 100 feet Traffic in suburban area	Living room with TV on Classroom Business office Dehumidifier Normal speech at 10 feet	1/4 as loud
40-50	Quiet	Bird calls, Trees rustling, Crickets, Water flowing in brook	Folding clothes Using computer	1/8 as loud
30-40	Very quiet		Walking on carpet Clock ticking in adjacent room	1/16 as loud
20-30	Very quiet		Bedroom at night	1/32 as loud
10-20	Extremely quiet		Broadcast and recording studio	
0-10	Threshold of hearing			

Sources: Noise Assessment Guidelines Technical Background, by Theodore J. Schultz, Bolt Beranek and Newman, Inc., prepared for U.S. HUD, Office of Research and Technology, Washington, D.C., undated; Sandstone Environmental Associates, Inc.; Highway Noise Fundamentals, prepared by the Federal Highway Administration, U.S. Department of Transportation, September 1980; Handbook of Environmental Acoustics, by James P. Cowan, Van Nostrand Reinhold, 1994.

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

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

- L_{max} is the highest SPL measured during a given period of time. It is useful in evaluating L_{eq} for time periods that have an especially wide range of noise levels.
- L_{10} is the SPL exceeded 10% of the time. Similar descriptors are the L_1, L_{50}, and L_{90}.
- L_{dn} is the day-night equivalent sound level. It is similar to a 24-hour L_{eq}, but with 10 dBA added to SPL measurements between 10 pm and 7 am to reflect the greater intrusiveness of noise experienced during these hours. DNL is based on average values of L_{dn} over a one-year period.

Noise Attenuation

Noise levels from a given source reduce with distance. Noise from a "line" source (e.g., roadways) typically attenuates at the rate of 3 dBA per distance doubling, based on a reference distance of 50 feet, for noise traveling through air or over a hard surface, and 4.5 dBA per doubling of distance for noise traveling over a soft surface. Noise from a stationary source attenuates at a rate of 6 dBA when traveling through air or over a hard surface and up to 7 or 8 dBA when traveling over a soft surface.

Passenger Car Equivalent Values

Noise impacts from vehicular traffic are based on "Passenger Car Equivalents" (PCEs). Noise PCEs are the number of autos that would generate the same noise level as the observed mix of autos, medium trucks (trucks with a gross weight between 9,900 and 26,400 pounds), heavy trucks (trucks with a gross weight of more than 26,400 pounds), and buses (capable of carrying more than nine passengers). As identified in the *CEQR Technical Manual*:

- One auto or light truck = One Noise PCE
- One medium truck = 13 Noise PCEs
- One heavy truck = 47 Noise PCEs
- One bus = 18 Noise PCEs

Motorcycles are considered to be equivalent to medium trucks[1]. Noise PCEs are useful for comparing the effects of traffic noise on different roadways or for different future scenarios.

Where traffic volumes are projected to change, proportional modeling techniques, as described in the *CEQR Technical Manual*, typically are used to project incremental changes in traffic noise levels. Using this technique, the prediction of representative existing and future noise levels (where traffic is the dominant noise source) is based on a calculation using measured existing noise levels and predicted changes in Noise PCEs to determine Existing, No-Build, and Build noise levels. The change in future noise levels is calculated using the following equation:

$FNL = ENL + 10 \times \log_{10}(FPCE/EPCE)$ where:

FNL= Future Noise Level

ENL= Existing Noise Level

FPCE= Future Noise PCEs

EPCE= Existing Noise PCEs

Since sound levels use a logarithmic scale, this model proportions logarithmically with traffic change ratios. For example, assuming that traffic is the dominant noise source at a location, if the existing traffic volume

[1]As per the Federal Highway Administration's *Traffic Noise Model 3.1 Technical Manual*, the A-weighted noise emissions of motorcycles fall between autos and medium trucks, up to speeds of approximately 40 mph vehicle speed and closely resembling medium truck noise emissions at higher speeds (Appx. B, Fig. 26). Therefore, when calculating PCE noise levels for vehicles on NYC local streets with a speed limit of less than 40 mph, motorcycles are included with medium trucks.

on a street is 100 Noise PCEs, and the future traffic volume were increased by 50 Noise PCEs to a total of 150 Noise PCEs, the noise level would increase by 1.8 dBA above the existing noise level. Similarly, if future traffic increased by 100 Noise PCEs, (i.e., doubled to a total of 200 Noise PCEs), the noise level would increase by 3.0 dBA above the existing noise level.

Window/Wall Attenuation Ratings

The attenuation of noise for 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. Typically, a building facade is composed of the wall, glazing, and any vents or louvers for heating, ventilation, and air conditioning (HVAC) systems in various ratios of area. All new facades would need to provide composite Outdoor-Indoor Transmission Class (OITC) ratings greater than or equal to the attenuation needed to provide interior noise levels of 45 dBA or less, depending on the dominant noise source. The OITC classification is defined by the American Society of Testing and Materials (ASTM E1332-90) and provides a single-number rating that is used to design a building facade 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. Higher OITC values reflect greater efficiencies to block airborne sound.

Noise Standards and Guidelines

CEQR Guidelines

In 1983, the New York City (NYC) Department of Environmental Protection (DEP) adopted City Environmental Protection Order - CEQR noise standards for exterior noise levels. These standards are used to classify noise exposure into four categories: Acceptable, Marginally Acceptable, Marginally Unacceptable, and Clearly Unacceptable (see **Table J-2: CEQR Noise Exposure Guidelines for Use in City Environmental Impact Review)**.

Table J-3: Required Attenuation Values to Achieve Acceptable Interior Noise Levels shows the required attenuation for sensitive uses for marginally unacceptable and clearly unacceptable noise exposure categories listed in **Table J-2**, which contains four different noise exposure categories. For example, an L_{10} may approach 80 dBA provided buildings are constructed of materials that reduce exterior to interior noise levels by at least 35 dBA to achieve an interior L_{10} noise level of 45 dBA for residential and community facility uses.

Table J-2: CEQR Noise Exposure Guidelines for Use in City Environmental Impact Review[1]

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
1.Outdoor area requiring serenity and quiet[2]		$L_{10} \leq 55$ dBA	DNL ≤ 60 dBA		60 < DNL ≤ 65 dBA		(I) 65 < DNL ≤ 75 dBA		75 dBA < DNL
2. Hospital, Nursing Home		$L_{10} \leq 55$ dBA		$55 < L_{10} \leq 65$ dBA		$65 < L_{10} \leq 80$ dBA		$L_{10} > 80$ dBA	
3. Residence, residential hotel, or motel	7 am to 10 pm	$L_{10} \leq 65$dBA		$65 < L_{10} \leq 70$ dBA		$70 < L_{10} \leq 80$ dBA		$L_{10} > 80$ dBA	
	10 pm to 7 am	$L_{10} \leq 55$dBA		$55 < L_{10} \leq 70$dBA		$70 < L_{10} \leq 80$ dBA		$L_{10} > 80$ dBA	
4. School, museum, library, courthouse of worship, transient hotel or motel, public meeting room, auditorium, out-patient public health facility		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM- 10 PM)		Same as Residential Day (7 AM –10 PM)	
5. Commercial or office		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM –10 PM)		Same as Residential Day (7 AM-10 PM)	
6. Industrial, public areas only[4]	Note 4	Note 4		Note 4		Note 4		Note 4	

Source: DEP (adopted policy, 1983)
Notes:

(i) In addition, any new activity shall not increase the ambient noise level by 3 dBA or more;

[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. Examples are grounds for ambulatory hospital patients and patients and residents of sanitariums and senior homes.

[3] One may use the FAA-approved L_{dn} contours supplied by the Port Authority, or the noise contours may be computed from the federally approved Integrated Noise Model (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 NYC 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).

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

Noise Level with Proposed Project	Marginally Unacceptable				Clearly Unacceptable
Vehicular Traffic	$70<L_{10}\leq73$	$73<L_{10}\leq76$	$76<L_{10}\leq78$	$78<L_{10}\leq80$	$80<L_{10}$
Train	$65<L_{dn}\leq68$	$68<L_{dn}\leq71$	$71<L_{dn}\leq73$	$73<L_{dn}\leq75$	$75<L_{dn}$
Attenuation[A]	(I) 28 dB(A)	(II) 31 dB(A)	(III) 33 dB(A)	(IV) 35 dB(A)	L_{build} minus $L_{interior}$[B]

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

[B] Where: Lbuild is the projected noise level under the build condition rounded up to the whole number and Linterior is the designed interior noise level (45 dB(A) for vehicular noise, 40 dB(A) for aircraft and train noise)

Source: DEP, *2021 CEQR Technical Manual*, Table 19-3.

Evaluation Criteria

The selection of incremental values and absolute noise levels should be responsive to the nuisance levels of noise and critical time periods when nuisance levels are most acute. During "daytime" hours (between 7 am and 10 pm), nuisance levels for noise are generally considered to be more than 45 dBA indoors and 70 to 75 dBA outdoors. Indoor activities are subject to task interference above this level, and 70 to 75 dBA is the level at which speech interference occurs outdoors. Nighttime (between 10 pm and 7 am) is a particularly critical time period relative to potential nuisance values for noise level increases. Single-glazed windows provide a minimum noise attenuation of 25 dBA when closed. Double-glazed windows typically provide at least 28 dBA of noise attenuation when closed.

Based on the foregoing, the *CEQR Technical Manual* provides the following relative noise level increases for determining impacts from a proposed action:

- An increase of five dBA or more in With-Action $L_{eq(1)}$ noise levels at sensitive receptors (including residences, play areas, parks, schools, libraries, and houses of worship) over those calculated for the No-Action condition, if the No-Action levels are 60 dBA $L_{eq(1)}$ or less, and the analysis period is not a nighttime period.
- When the No-Action noise level is below 62 dBA $L_{eq(1)}$, a predicted noise increase with the proposed action exceeds the difference between 65 dBA and the No-Action noise level. For example, if the No-Action noise level is 61 dBA, then the maximum noise increment with the proposed action would be 4 dBA, since an increase higher than 4 dBA would result in a noise level that exceeds the 65 dBA L_{eq} significant impact threshold.
- An increase of three dBA or more in With-Action $L_{eq(1)}$ noise levels at sensitive receptors over those calculated for the No-Action condition, if the No-Action levels are 62 dBA $L_{eq(1)}$ or more, and the analysis period is not a nighttime period.

- An increase of three dBA or more in With-Action $L_{eq(1)}$ noise levels at sensitive receptors over those calculated for the No-Action condition, if the analysis period is a nighttime period.

Impact thresholds for proposed projects that introduce sensitive receptors are more straightforward. Typically, potential significant impacts on the newly created receptor relate to absolute noise limits. The Noise Exposure Guidelines shown in **Table J-2** are followed for this purpose. If a project is within an area where the projected noise levels exceed the marginally acceptable limit shown in the Noise Exposure Guidelines (as measured at the proposed building line or property line), a significant impact would occur. For residential uses, potential impacts would be based on the L_{dn} from train noise or the L_{10} from traffic noise, depending on which has the most stringent attenuation criteria. For example, an impact would occur with an exterior L_{10} of 65 dBA or higher for vehicular traffic or an exterior L_{dn} of 65 dBA or above due to rail noise Potential impacts on commercial office uses would be based on the L_{10} noise levels from the dominant source since the commercial office uses would not be sensitive during nighttime. In this case, a potential impact would be identified if the Proposed Project would place new commercial office uses in an area with an exterior L_{10} noise level of 75 dBA or more.

If noise levels would exceed the marginally acceptable levels, a significant impact would occur unless the building design as proposed provides a composite building attenuation that would be sufficient to reduce these levels to an acceptable interior noise level based on Table 19-3 of the *CEQR Technical Manual*.

III. EXISTING CONDITIONS

Existing noise levels were obtained from on-site monitoring. Weekday ambient noise levels were monitored on Wednesday, June 8th, 2022. Noise monitoring was completed for periods of one hour during the peak AM, Midday, and PM traffic periods at three locations. The Saturday Midday readings were done on June 11th, 2022, and the 24-hour noise measurement was conducted on Wednesday, August 14th, 2024 to Thursday, August 15th, 2024. The noise monitoring locations are indicated below and shown in **Figure J-1: Noise Monitoring Map Key.**

1. Site frontage along Broadway,
2. Albany Crescent sidewalk along Major Deegan Highway,
3. 231st Elevated Train Platform, and
4. The rooftop of 5602 Broadway.

West 231st Street and West 233rd Street bridges were not selected for noise monitoring because the existing traffic on these streets would have contributed to the monitored noise levels from the Major Deegan Expressway.

For Monitoring Location 1, noise monitoring identified rail noise from the MTA elevated rail line as the dominant noise source on Broadway. Monitoring at the sidewalk on Broadway was conducted approximately 20 feet north of the Projected Development Site 1 entrance due to the existing parking facility driveway. Vehicular classification counts and rail passbys were carried out concurrently with noise monitoring.

The Albany Crescent sidewalk is the closest accessible location to Projected Development Site 1 where noise monitoring could be performed to capture the existing noise levels from Major Deegan Expressway. Traffic classification counts were done concurrently with noise monitoring. The dominant source of noise at this location (Monitoring Location 2) is the traffic on Major Deegan Expressway.

For Monitoring Location 3 on the rail platform, monitored values primarily represented rail and station noise on the platform. Traffic along Broadway was not influential except for loud noise such as sirens or

loud honking. Monitoring was carried out for the same one-hour peak periods as the other three sites, and rail passbys were counted concurrently.

To better understand the influence rail noise would have on the projected and potential development sites, a 24-hour noise measurement was conducted on the rooftop of 5602 Broadway at the northwestern portion of the roof closest to the MTA elevated rail line (Monitoring Location 4). No counts of traffic or rail passbys were feasible for the 24-hour period.

The vehicular classifications used during noise monitoring at Monitoring Locations 1 and 2, included the following categories:

- Passenger cars and light duty trucks (including small gasoline school buses)
- Medium trucks (two axles, six tires)
- Heavy duty trucks (three or more axles)
- Buses
- Motorcycles (counted as equivalent to medium trucks)

During extended anomalous noise occurrences, the monitor was paused long enough for the noise to pass. Such pauses occurred during the 231st Street Train Platform AM peak due to a passerby inquiring about the monitoring; during the Broadway AM peak due to passerby inquiry, a loud street sweeper, and car honk; during the Broadway weekday MD peak due to a passing ambulance; and during the Broadway Saturday MD Peak due to a loud person, passing ambulance, and passing firetruck.



Sources: 2023 PLUTO, DCP, NYS GIS Program Office (GPO) 2021

0 200 400 Feet

Rezoning Area

Projected Development Site 1

Projected Development Site 2

Potential Development Site 1

400-foot Study Area

Monitoring Locations

NOISE MONITORING MAP KEY

Figure J-1

5602-5604 Broadway EAS

Table J-4: Observed Noise Levels (dBA) summarizes monitored noise levels. Traffic and/or rail noise dominated at all four sites. Monitoring Location 1 had the highest noise levels, primarily due to the rail noise, traffic volume, and vehicular mix. However, additional sources of noise included vehicle horns, police sirens, store gates closing, car alarms, and pedestrian noise. The L_{eq} and L_{10} for the PM peak were substantially higher than the noise levels for peak periods with similar or higher PCEs which can be attributed to a higher volume of overhead train passbys (27 for PM vs 19 for MD) and other non-traffic related noise sources. Therefore, the PM peak was utilized for the With-Action noise analysis.

At Monitoring Location 2, noise levels were relatively constant and were due to high traffic volumes. Occasional non-vehicular noises included loud honking, motor bikes, sirens, car stereos, fire/police sirens, and pedestrian noise. Monitored noise levels at this location were the lowest among the three sites due to the distances from the traffic lanes, and lack of congestion.

At Monitoring Location 3, rail noise was the dominant noise source. Non-rail sources included train announcements, as well as traffic and non-traffic noise from Broadway (car horns, loud music, and motorbike engines).

At Monitoring Location 4, where 24-hour noise measurement was undertaken, the L_{10} value is higher than L_{eq} as rail noise was the dominant noise source. **Table J-4: Observed Noise Levels (dBA)** shows the noise levels at all four sites.

Table J-4: Observed Noise Levels (dBA)

Site ID	Site	Date and Time		Elevated Subway	L_{dn}	L_{eq}	L_{10}	MinL	MaxL	L_1	L_{90}
1	Broadway	6/8/2022	8:05 am - 9:06 am	16		75.9	74.9	57.2	92.0	88.9	61.7
			1:04 pm - 2:04 pm	19		77.1	77.4	59.7	95.0	89.3	62.3
			5:06 pm - 6:07 pm	27		78.5	82.5	58.3	92.8	90.3	62.2
		6/11/2022	1:11 pm - 2:13 pm	15		76.3	75.4	58.8	96.5	89.3	61.6
2	Major Deegan	6/8/2022	7:07 am - 8:07 am			74.4	75.7	68.2	87.6	80.1	71.8
			12:02 pm - 1:02 pm			74.3	75.8	66.8	90.7	78.7	71.9
			4:02 pm -5:02 pm			73.6	75.3	61.9	90.9	84.4	66.6
		6/11/2022	12:25 pm - 1:25 pm			75.9	77.2	67.3	91.5	83.3	72.4
3	231St Train Platform	6/8/2022	7:01 am - 8:01 pm	28		74.8	76.5	59.6	100.5	86.7	62.2
			11:57 am - 12:57 pm	21		75.6	76.7	60.1	97.5	87.6	62.2
			4:00 pm- 5:00 pm	27		75.4	79.0	58.5	89.9	87.6	61.2
		6/11/2022	12:01 pm-1:01 pm	14		73.2	71.7	59.9	93.4	86.5	62.7
4	5602 Rooftop	8/14/2024 – 8/15/2024	11:37 am – 11:37 am	NA	74.4	74.1*	71.7*	54.2	98.6	81.2	61.3

Notes
*L_{eq} and L_{10} noise levels for Monitoring Location 4 are the highest hourly period value.

Table J-5: Peak Hour Noise Levels (dBA), Traffic Volumes, Existing Conditions summarizes the noise levels, traffic volumes and equivalent PCEs for the monitoring locations.

Table J-5: Peak Hour Noise Levels (dBA) and Traffic Volumes, Existing Condition

Site ID	Location	Period	L_{dn}	L_{eq}	L_{10}	Elevated Subway	Autos	Medium Trucks	Heavy Trucks	Buses	Total	PCEs
1	Broadway	AM		75.9	74.9	16	537	11	2	26	576	1,242
		MD		77.1	77.4	19	542	11	2	25	580	1,229
		*PM		78.5	82.5	27	593	17	0	26	636	1,282
		Saturday MD		76.3	75.4	15	612	16	1	17	646	1,173
2	Major Deegan	AM		74.4	75.7		3,442	138	199	94	3,873	16,281
		MD		74.3	75.8		3,196	188	133	26	3,543	12,359
		PM		73.6	75.3		3,254	119	53	17	3,443	7,598
		Saturday MD		75.9	77.2		3,457	79	32	8	3,576	6,132
3	Subway Station	AM		74.8	76.5	28						
		MD		75.6	76.7	21						
		PM		75.4	79.0	27						
		Saturday MD		73.2	71.7	14						
4	5602 Broadway	24-hour	74.4	69.9	71.2	N/A						

Note: *Broadway PM Peak experienced anomalous, non-traffic noise sources at the time of monitoring

IV. FUTURE WITHOUT PROPOSED ACTION (NO-ACTION CONDITION)

Without the Proposed Actions in place, there would be no rezoning, and Projected Development Site 1, Projected Development Site 2, and Potential Development Site 1 would not procure the certification required for any new development and would remain the same as under existing conditions.

Table J-6: 2028 Traffic Volumes and Noise Levels (dBA), No-Action Conditions summarizes the future one-hour traffic volumes and noise levels for the noise monitoring locations without the Proposed Actions. Traffic growth for all vehicular classes was increased by 0.25% per year according to Table 16-4 of the Transportation chapter of the *CEQR Technical Manual*. The PCEs for No-Action conditions were calculated. Adjustments to the noise levels were made by applying the proportionality equation to the existing condition PCEs to obtain the PCEs for the No-Action traffic. Because the dominant noise source for Monitoring Location 1 is rail noise, No-Action PCEs were not calculated for that site because the increase in traffic noise would be masked by the rail noise The adjustments to the L_{eq} and L_{10} values were 0.033 dBA for Monitoring Location 2.

Table J-6: 2028 Traffic Volumes and Noise Levels (dBA), No-Action Condition

Site ID	Location	Period	Existing				No-Action				
			Volumes	PCEs	L_{eq}	L_{10}	Volumes	PCEs	Noise Adj.	L_{eq}	L_{10}
1	Broadway	AM			75.9	74.9				75.9	74.9
		MD			77.1	77.4				77.1	77.4
		PM			78.5	82.5				78.5	82.5
		Saturday MD			76.3	75.4				76.3	75.4
2	Major Deegan	AM	3,873	16,281	74.4	75.7	3,902	16,403	0.033	74.4	75.7
		MD	3,543	12,359	74.3	75.8	3,570	12,452	0.033	74.3	75.8
		PM	3,443	7,598	73.6	75.3	3,469	7,655	0.033	73.6	75.3
		Saturday MD	3,576	6,132	75.9	77.2	3,603	6,178	0.033	75.9	77.2
3	231St Train Platform	AM			74.8	76.5				74.8	76.5
		MD			75.6	76.7				75.6	76.7
		PM			75.4	79.0				75.4	79.0
		Saturday MD			73.2	71.7				73.2	71.7
4	5602 Broadway	24-hour			69.9	71.2				69.9	71.2

*Due to train noise being the dominant noise source at sites 1, 3, and 4, PCE calculation was not conducted

V. FUTURE WITH THE PROPOSED ACTION (WITH-ACTION CONDITION)

In the future with the Proposed Actions, the Rezoning Area would be rezoned from M1-1 to R7-3/C2-3. The Proposed Project on Projected Development Site 1 would result in a 328,431 gsf mixed-use development, including 274,560 gsf of residential use comprising 226 DUs, and 53,871 gsf of parking comprising 188 accessory parking spaces (**Figure J-2: Projected Development Site 1 Massing Diagram)**. The residential parking entrance would be located on Broadway. Any stationary noise sources associated with the Proposed Project (i.e., mechanical equipment) would be designed to meet all applicable noise regulations and would not generate any significant increase in ambient noise levels.

The non-applicant-owned Projected Development Site 2 may be developed into an 18-story, approximately 39,413 gsf mixed-use development comprising 30,441 gsf of residential use with approximately 30 DUs, of which approximately 6 to 9 units would be income-restricted under MIH Options 1, 2, and 3, approximately 5,372 gsf of commercial use, and approximately 3,600 gsf of parking with 11 parking spaces.

Lots 93, 95, 97, and 98 are analyzed together as Potential Development Site 1 as an 18-story, 185-foot-tall, approximately 93,715 gsf mixed-use development comprising approximately 84,265 gsf of residential space with 87 DUs, approximately 12,977 gsf of commercial office space, and approximately 7,200 gsf of parking consisting of 36 spaces.

Traffic Noise

Peak-hour incremental changes in traffic between the No-Action and With-Action conditions were assumed to be 54 autos and 2 medium trucks during the AM peak, 36 autos and 2 medium trucks during the MD peak, 52 autos during the PM peak, and 57 autos during the Saturday MD peak. Volumes for heavy trucks and buses remained the same as for No-Action Conditions.

As mentioned previously, the L_{eq} and L_{10} for the PM peak at Monitoring Location 1 were substantially higher than the noise levels for peak periods with similar or higher PCEs due to the higher number of train

occurrences (27 for the PM peak compared to 19 for the MD peak). Therefore, it was determined that rail noise was the dominant source of noise at this site and PCE calculations were not calculated for Monitoring Location 1 because the increase in traffic volumes would not be sufficient to increase total noise levels. All project-generated traffic volumes were included in the With-Action PCEs for Monitoring Location 2. Since the incremental changes in noise levels between the With-Action and No-Action conditions is less than 3 dBA, and would not result in the doubling of PCEs, they would not cause a significant adverse noise impact.

Table J-7: Peak Hour Traffic Volumes and Noise Levels (dBA) 2028, With-Action Condition

Site ID	Location	Period	No-Action				With-Action				
			Volumes	PCEs	L_{eq}	L_{10}	Volumes	PCEs	Noise Adj.	L_{eq}	L_{10}
1	Broadway	AM			75.9	74.9				75.9	74.9
		MD			77.1	77.4				77.1	77.4
		PM			78.5	82.5				78.5	82.5
		Saturday MD			76.3	75.4				76.3	75.4
2	Major Deegan	AM	3,902	16,403	74.4	75.7	3,969	16,494	0.02	74.5	75.8
		MD	3,570	12,452	74.3	75.8	3,614	12,520	0.02	74.4	75.9
		PM	3,469	7,655	73.6	75.3	3,531	7,717	0.04	73.7	75.4
		Saturday MD	3,603	6,178	75.9	77.2	3,672	6,247	0.05	76.0	77.3
3	231St Train Platform	AM			74.8	76.5				74.8	76.5
		MD			75.6	76.7				75.6	76.7
		PM			75.4	79.0				75.4	79.0
		Saturday MD			73.2	71.7				73.2	71.7
4	5602 Broadway	24-hour			69.9	71.2				69.9	71.2

Notes
*Due to train noise being the dominant noise source at Sites 1, 3, and 4 PCE calculation was not conducted

Playground Noise

There are three playgrounds within 1,500 feet of the Projected Development Site 1. The first is the PS7 Playground, 764 feet west of Projected Development Site 1. The other two playgrounds within 1,500 feet of the Rezoning Area are Cooney Grauer Field, 471 feet northeast of the Rezoning Area, and Bailey Playground, 1,015 feet northeast of the Rezoning Area. Due to their distances, noise from these playgrounds would not contribute to the overall noise level eat the projected or potential development sites and was thus not included in the analysis.

L_{10} Noise at Receptors

To obtain the With-Action noise levels for each building facade, the horizontal distance was measured to calculate the distance from the roadway to each facade. The Monitoring Location 1 weekday PM L_{10} value was used as a worst-case for the west, Broadway-facing facades. The Monitoring Location 2 Weekend Midday period was used as a worst-case for the east-facing façade. For each façade, the L_{eq} and L_{10} values were calculated for each façade based on the horizontal distance, see **Table J-8: With-Action L_{10} Noise Levels.**

Table J-8: With-Action L_{10} Noise Levels

		Distance from Line Source to Receptor (ft)	With-Action Noise Levels						
Floor(s)	**Façade Facing**	**Horizontal Distance**	**Future L_{eq} [2]**	**Distance from monitored noise level to noise source (D1)**	**Loss Due to Distance (dBA)**	**Future Noise at Receptor (L_{eq})**	**Future Noise at Receptor (L_{10})**	**CEQR Category**	**Minimum Required Attenuation**
1	Broadway (Lobby Façade)	18.0	78.5	15.0	-0.8	77.7	**81.7**	**Clearly Unacceptable**	**37 dBA**
2-18	Broadway (Street Setback)	62.0	78.5	15.0	-6.2	72.3	**76.3**	**Marginally Unacceptable III**	**33 dBA**
1-18	Broadway (Rear Setback)	148.0	78.5	15.0	-9.9	68.6	**72.6**	**Marginally Unacceptable I**	**28 dBA**
1-18	Major Deegan Expressway	97	76.0	26.0	-5.7	70.3	**71.6**	**Marginally Unacceptable I**	**28 dBA**
1-18	West 231st St Façade (Center Point)*	127.0	78.5	9.0	-11.5	67.0	**71.0**	**Marginally Unacceptable I**	**28 dBA**

[2] Weekday PM and weekend MD periods used.

Rail Noise

The rail noise levels were calculated by placing a 24-hour monitor on the roof of 5602 Broadway, a three-story building on the Broadway-facing lot line with direct line-of-site to the rail. The monitor was placed on the northwest portion of the roof at approximately 35 feet from the closest rail line.

The West 231st Street station is elevated approximately 20 feet above ground level. It has two side platforms and three tracks: a northbound local track, a southbound local track, and a middle track for express trains which has no regular service. All trains are composed of rail cars. Thus, the station has two noise sources: rail cars on a northbound elevated track and rail cars on a southbound elevated track. The measured L_{dn} obtained from the 24-hour reading was 74.4 L_{dn}.

The horizontal distances measured to the closest rail line (the northbound train) were used to calculate the worst-case noise levels for the building façades with a line-of-site to the rail line (Broadway, West 231st Street, and West 233rd Street) facades with line of sight to the rail. This included the ground floor façade on the lot line, which is approximately 31 feet from the rail line; the initial setback for floors 2-18, which is approximately 80 feet from the rail line; the rear setback on the internal portion of the lot, which is approximately 166 feet from the rail line; and the facade facing West 231st Street, which is approximately 141 feet from the rail line. The L_{dn} obtained for the ground-floor lot line was also used for the non-applicant owned Projected Development Site 2 and Potential Development Site 1 because they could be built to the maximum bulk and height allowed under the Proposed Actions with no setbacks. The resulting L_{dn} levels at each façade are shown below in **Table J-9: Rail Noise to Receptor**.

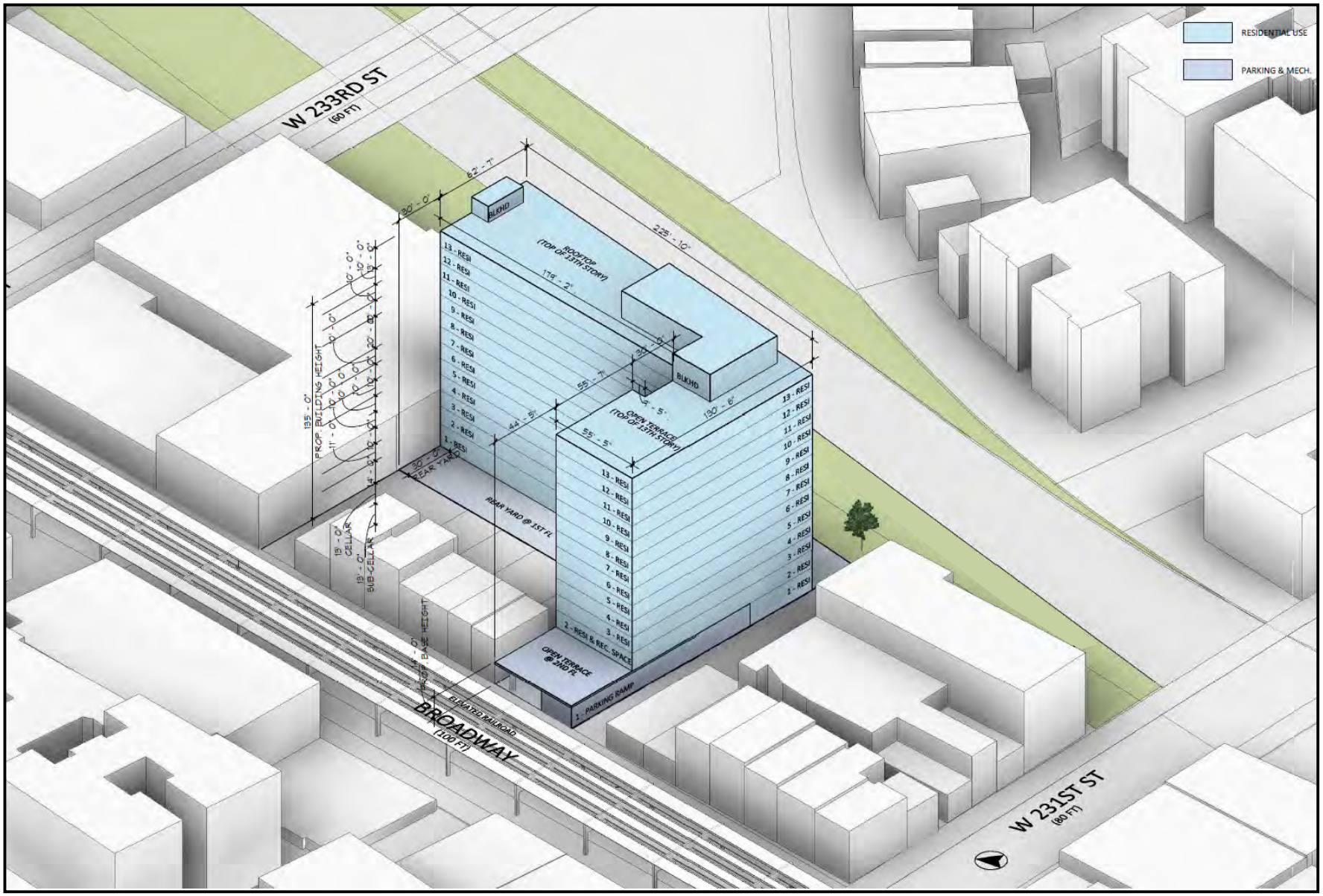
Table J-9: Rail Noise to Receptor

Floor	Façade Facing	Distance from Rail to Receptor	Distance from monitored noise level to rail	Measured Ldn	Loss Due to Distance (dBA)	Total Project Ldn	CEQR Category	Minimum Required Attenuation (dBA)[1]
1	Broadway (Lot Line)	31	35	74.4	0.5	74.9	**Marginally Unacceptable IV**	**35 dB(A)**
2-18	Broadway (Street Setback)	80	35	74.4	-3.6	70.8	**Marginally Unacceptable II**	**31 dB(A)**
1-18	Broadway (Rear Setback)	166	35	74.4	-6.8	67.6	**Marginally Acceptable I**	**28 dB(A)**
1-18	West 231st St Façade (Center Point)	141	35	74.4	-6.1	68.3	**Marginally Unacceptable II**	**31 dB(A)**

Notes:
1. Attenuation requirement for the lobby and commercial would be 5 dBA less than residential uses to maintain an interior noise level not greater than 50 dBA.

HVAC Noise

The design and specifications for mechanical equipment – such as heating, ventilation, and air conditioning – would incorporate sufficient noise reduction to comply with applicable noise regulations and standards, including the standards contained in the revised New York City Noise Control Code, Subchapter 5, §24-227, the New York City Department of Building Code. This would ensure that mechanical equipment does not result in any significant increase in noise levels, either by itself or cumulatively with other project noise sources.



Source: GF55 Architects
Note: For Illustrative Purposes Only

PROJECTED DEVELOPMENT SITE 1
MASSING DIAGRAM

Figure J-2
5602-5604 Broadway EAS

Building Attenuation

The façades of the Proposed Project on Projected Development Site 1 would be designed to provide a composite OITC rating greater than or equal to the attenuation requirement listed in **Table J-10: Required Attenuation for Proposed Project.** By designing the proposed building to provide a composite OITC rating greater than or equal to the attenuation requirement listed in **Table J-10**, the proposed building would provide sufficient attenuation to achieve the acceptable interior L_{10} noise level of 45 dBA or lower for residential uses from dominant traffic noise and acceptable interior L_{dn} noise level of 40 dBA from dominant train noise for residential use. For the façades with a line of sight to the rail line, the minimum required OITC for traffic and rail were compared and the higher of the two values were used to determine the minimum required attenuation.

Based on the modeled results, the one-story section of Projected Development Site 1 that is on the lot line facing Broadway would require 37 dBA of window/wall attenuation for residential uses. As shown in **Table J-10 Required Attenuation**, the attenuation for a lobby or commercial use on this façade would be five dBA lower, or 32 dBA. The 37 dBA requirement would wrap around the southern (facing West 231st Street) and northern (facing West 233rd Street) facades for a distance of 50 feet. It is assumed that the non-applicant owned Projected Development Site 2 and Potential Development Site 1 would also be developed to the Broadway lot line, and they would have the same attenuation requirement of 37 dBA, including the fifty-foot wrap-around. **Figure J-3, Window/Wall Attenuation by Lot Line** shows the attenuation requirements.

The thirteen-story setback structure covering the rest of Lot 90 and the adjacent leg of Lot 91 is part of Projected Development Site 1 and would require window/wall attenuation of 33 dBA for residential uses on the southern (facing West 231st Street), western (facing Broadway), and northern (facing West 233rd Street) facades as shown in **Figure J-3**. Attenuation for a lobby, commercial, or recreational use would be 5 dBA lower. Similarly, Projected Development Site 2 and Potential Development Site 1 would require 33 dBA of attenuation for residential uses on the facades facing West 231st Street and West 233rd Street, extending from a point 50 feet east of Broadway to the boundary of Lot 91, a distance of 50 feet.

The thirteen-story rear setback structure covering the remainder of Lot 91 would require 28 dBA of window/wall attenuation for residential uses on the northern (facing West 233rd Street), southern (facing West 231st Street), eastern (facing Major Deegan Expressway), and western (facing Broadway) facades.

With the placement of the (E) Designation on the Projected and Potential Development Sites (see below), no additional analysis is required, and no significant adverse impacts related to noise would occur.

Table J-10: Required Attenuation

Façade Facing[2]	Floors	Direction	Peak Hour L_{10}			24-hour L_{dn}		Proposed Use	CEQR Category[4]	Minimum Required Attenuation
			Total L_{eq}	Total L_{10}	OITC	L_{dn}	OITC			
Broadway (Lot Line)[2]	1	West	77.7	81.7	36.7 dBA[1]	74.9	35 dBA[1]	Lobby	**CU**	**32 dBA[3]**
								Residential	**CU**	**37 dBA[3]**
								Commercial	**CU**	**32 dBA[3]**
Broadway (Street Setback)[2]	2-18	West	72.3	76.3	33 dBA	70.8	31 dBA	Residential	**MU III**	**33 dBA[3]**
Broadway (Rear Setback) and eastern half of north and south facing facades	1-18	West	68.6	72.6	28 dBA	67.6	28 dBA	Residential	**MU I**	**28 dBA[3]**
Major Deegan Expressway	1-18	East	70.3	71.6	28 dBA	N/A	N/A	Residential	**MU I**	**28 dBA[3]**

Notes:
1. Attenuation requirement for the lobby and commercial would be 5 dBA less than residential uses to maintain an interior noise level not greater than 50 dBA.
2. Facades facing West 231st Street and facades facing West 233rd within 50 feet of Broadway are subject to 37 dBA of attenuation. The portions of the facades facing West 231st Street and West 233rd Street beyond 50 feet of the Broadway facing rear setback are subject to 33 dBA of attenuation.
3. Minimum attenuation is based on the L_{10} OITC.
4. MA = Marginally Acceptable; MU I = Marginally Unacceptable I; MU II = Marginally Unacceptable II; MU III = Marginally Unacceptable III; MU IV = Marginally Unacceptable IV; CU = Clearly Unacceptable.

Noise E-Designations

The noise analysis determined that for the applicant owned Projected Development Site 1 and non-applicant owned Projected Development Site 2 and Potential Development Site 1, an (E) Designation is required to specify the amount of noise attenuation to be provided by the building's windows and walls. The following (E) designation related to noise attenuation pursuant to Section 11-15 of the New York City Zoning Resolution, **E-843**, will be mapped for Projected Development Site 1 and 2, and Potential Development Site 1.

> **Projected Development Site 1 (Block 3267, Lots 90 and 91): In order to ensure an acceptable interior noise level, future residential uses must provide a closed-window condition with a minimum of 37 dBA window/wall attenuation on the facades facing Broadway within 50 feet of Broadway and the facades facing West 233rd Street within 50 feet of Broadway and the facades facing West 231st Street within 50 feet of Broadway; 33 dBA of attenuation on the facades facing Broadway beyond 50 feet but within 145 feet of Broadway and the facades facing West 233rd Street beyond 50 feet of Broadway but within 165 feet of elevated train and the facades facing West 231st Street beyond 50 feet of Broadway but within 165 feet of elevated train; and 28 dBA of attenuation on the facades facing Broadway beyond 145 feet of Broadway and the facades facing Major Deegan Expressway and the facades facing West 233rd Street beyond 165 feet of elevated train and the facades facing West 231st Street beyond 165 feet of elevated train to maintain an interior L_{10} noise level not greater than 45 dBA or interior L_{dn} noise level not greater than 40 dBA for residential uses as illustrated in the EAS. To maintain a closed-window condition, an alternate means of ventilation must**

also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.

Projected Development Site 2 (Block 3267, Lot 99): In order to ensure an acceptable interior noise level, future residential/commercial office uses must provide a closed-window condition with a minimum of 37 dBA window/wall attenuation on the facades facing Broadway and the facades facing West 233rd Street within 50 feet of Broadway and the facades facing West 231st Street within 50 feet of Broadway and 33 dBA of attenuation on the facades facing West 233rd Street beyond 50 feet of Broadway and the facades facing West 231st Street beyond 50 feet of Broadway to maintain an interior L_{10} noise level not greater than 45 dBA or interior L_{dn} noise level not greater than 40 dBA for residential uses or interior L_{10} noise level not greater than 50 dBA for commercial office uses as illustrated in the EAS. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.

Potential Development Site 1 (Block 3267, Lot 93, 95, 97, 98): In order to ensure an acceptable interior noise level, future residential/commercial office uses must provide a closed-window condition with a minimum of 37 dBA window/wall attenuation on the facades facing Broadway and the facades facing West 233rd Street within 50 feet of Broadway and the facades facing West 231st Street within 50 feet of Broadway and 33 dBA of attenuation on the facades facing West 233rd Street beyond 50 feet of Broadway and the facades facing West 231st Street beyond 50 feet of Broadway to maintain an interior L_{10} noise level not greater than 45 dBA or interior L_{dn} noise level not greater than 40 dBA for residential uses or interior L_{10} noise level not greater than 50 dBA for commercial office uses as illustrated in the EAS. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.

With the (E) designation in place, the Proposed Actions would not result in a significant adverse noise impact.

VI. CONCLUSION

Traffic generated due to the Proposed Actions would not result in a doubling of noise PCEs. Projected future noise levels at residential windows in Projected Development Site 1 would have an L_{10} range of 71.0 to 81.7 dBA and an L_{dn} range of 67.6 to 74.9. Residential uses require a mix of 28 dBA attenuation up to 37 dBA attenuation on the Projected Development Site 1, Projected Development Site 2, and Potential Development Site 1. Mechanical equipment associated with Projected Development Site 1 would be designed to meet all applicable noise regulations. With the (E) Designation requirements in place, no significant adverse noise impact would occur.



Sources: 2023 PLUTO, DCP, NYS GIS Program Office (GPO) 2021

0 80 160 Feet

Projected Development Site 1

Projected Development Site 2

Potential Development Site 1

Attenuation Requirement

28 dBA =

33 dBA =

37 dBA =

***Attenuation requirement for commercial office uses and lobby spaces would be 5 dBA less.**

WINDOW/WALL ATTENUATION BY LOT LINE

Figure J-3

5602-5604 Broadway EAS

Attachment K: Transportation

I. INTRODUCTION

The goal of the transportation analysis is to assess whether a proposed project could significantly impact traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, the safety of all roadway users (including pedestrians, cyclists, transit users, and motorists), on- and off-street parking, and goods movement. 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. 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 vehicle trips, 50 bus/Citywide Ferry Service trips, and/or 200 subway/rail/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 vehicle trips at an intersection, 200 subway or rail trips at a station, 50 bus riders on a route in one direction, 25 passenger ferry trips in one direction on a single route, 50 or more passengers at a ferry landing, or 200 pedestrian trips on a sidewalk segment, street corner, or crosswalk, then further quantified analyses may be warranted to assess the potential for significant adverse impacts on traffic, transit, pedestrians, parking, and street user safety[1].

As described in Attachment A, "Project Description," Section I. Introduction, the Proposed Actions would facilitate the development of an approximately 328,431 gross square feet (gsf) building including approximately 274,560 gsf of residential use comprising approximately 226 (DUs), 20-30% of which (45 to 68 units) would be affordable at an average of 40-80% AMI pursuant to MIH Options 1, 2 or 3, and approximately 53,871 gsf of parking space comprising 188 spaces in the sub-cellar and cellar ("Proposed Project"), on the applicant owned Projected Development Site 1. The build year for the Proposed Actions is 2028.

Lot 99 is a non-Applicant owned 4,975-sf lot. Based on the soft-site criteria in the *CEQR Technical Manual*, lot 99 is considered a soft site ("Projected Development Site 2"). Under the Proposed Actions, Projected Development Site 2 would be developed into an 18-story, approximately 39,413 gsf building including 30,441 gsf of residential use with 30 DUs, 20-30% of which (6 to 9 units) would be affordable at an average of 40-80% AMI pursuant to MIH Options 1, 2 or 3, approximately 5,372 gsf of commercial use and approximately 3,600 gsf of cellar parking with 11 spaces by the projected build year of 2028. The 2028 build year assumes a concurrent 23-month construction period for both Projected Development Sites 1 and 2. Potential Development Site 1, described in Attachment A: "Project Description", is not analyzed here as potential sites are not analyzed for density-specific characteristics.

II. EXISTING CONDITIONS

Projected Development Site 1 (Block 3267, Lot 90 and 91)

Lot 90: Lot 90 is a 2,508 rectangular lot with 25.1 feet of frontage along Broadway and has an FAR of 1.6. It is improved with a 3,975 gsf three-story commercial/office building. 1,988 gsf on Lot 90 is occupied with commercial office with the remaining 1,987 gsf being commercial retail.

[1] This transportation analysis and the attached TDF memo represent an increment that was established before the No-Action scenario in Attachment A was updated to reflect recent changes to existing conditions. However, the former No-Action scenario presents a conservative scenario, therefore the transportation analysis in this chapter follows the increment in the TDF memo in Appendix A.

Lot 91: Lot 91 is 28,275 sf lot that has been owned and operated by the Applicant since 1985. It has 31 feet of frontage along Broadway and has an FAR of 1.38. It is occupied by a two-story, 39,150 gsf above ground parking garage called Riverdale Parking, which contains 185 parking spaces and is used by monthly customers and daily customers. An auto repair shop, United Auto Repair Shop Inc. is also located on this lot within the garage.

Lots 90 and 91 together comprise Projected Development Site 1. Projected Development Site 1 is a 30,783-sf irregularly shaped interior lot with 56 feet of frontage along Broadway. A majority of the Projected Development Site 1 has no street frontage. It is separated from the Major Deegan Expressway by the not yet completed Day Spring Park, which was mapped as parkland in 2011 (C 090196 MMX) to create a connection to Van Cortland Park on the former Putnam Railroad right-of-way. It is currently unimproved and not accessible to the public for recreational use and will not be accessible to the public by the 2028 build year.

Projected Development Site 2 (Block 3267, Lot 99)

Lot 99 is a 4,975-sf lot that is improved with a 1,760-sf one-story commercial building. It is currently the site of Enterprise rental car. It is a rectangular lot with 49.9 feet frontage on Broadway. Lot 99 is within a M1-1 zoning district with an existing FAR of 0.4.

III. FUTURE WITHOUT THE PROPOSED ACTIONS (NO-ACTION CONDITION)

Without the Proposed Actions, Lots 90, 91, 93, 95, 97, 98, 99 and portions of (p/o) Lots 72, 75, 87, 88 and 110 would not be rezoned, and Projected Development Sites 1 and 2 and Potential Development Site 1 would not be redeveloped. Absent the Proposed Actions (the No-Action Condition), the lease on United Auto Repair shop located on Lot 91 would not be continued resulting in vacant use within the parking structure. The rest of Lot 91 would continue to operate as a 39,150 gsf public parking facility with 185 spaces, as under existing conditions. Lot 90 and the Rezoning Area would remain the same as under existing conditions, as described in Section III of the Project Description.

IV. FUTURE WITH THE PROPOSED ACTIONS (THE "WITH-ACTION" CONDITION)

Projected Development Site 1

The Proposed Actions would result in an approximately 328,431 gsf, 185-foot tall (195-feet with bulkhead), 18-story building, approximately 328,431 gsf residential development including approximately 274,560 gsf (184,683 zsf) of residential use generating 226 DUs and approximately 53,871 gsf of sub-cellar level parking comprising 188 parking spaces with parking garage entrance curb cuts on Broadway. 20-30% of DUs (45 to 68 units) will be affordable at an average of 40-80% AMI pursuant to MIH Options 1, 2 or 3.

Projected Development Site 2

In the future with the Proposed Actions, the non-applicant owned Projected Development Site 2, would be developed to a 185-foot tall (195 feet with bulkhead), 18-story, approximately 39,413 gsf (29,844 zsf) mixed-use development comprising approximately 30,411 gsf of residential use (25,367 zsf, 5.10 FAR) including approximately 30 DUs with an average DU size of 850 sf, approximately 5,372 gsf of commercial use (4,477 zsf, 0.90 FAR), and approximately 3,600 gsf of cellar parking with 11 parking spaces, with a total FAR of 6.00. Approximately 20-30% of DUs (6 to 9 units) would be affordable at an average 40-80% AMI pursuant to MIH Options 1, 2, and 3.

As shown in **Appendix A**, the With-Action increment analyzed for transportation analysis purposes between both Projected Development Sites 1 and 2, include an increase of 256 DUs, 1,624 gsf of commercial space, and 3 additional parking spaces. The results show that the Proposed Project would generate more than 50 vehicle trips in a peak hour (a maximum of 57 trips during the Saturday MD peak hour). Therefore, in accordance with the *2021 CEQR Technical Manual*, a Level 2 screening was performed to distribute the new vehicular trips to the surrounding roadway network and identify potential study locations for quantitative analyses. The results show that the Proposed Actions would not generate more than 200 subway trips or more than 50 bus trips in a peak hour (a maximum of 99 subway trips and 29 bus trips during the Saturday MD peak hour). Therefore, in accordance with the *2021 CEQR Technical Manual*, a Level 2 screening was not performed to distribute the new subway and bus trips to the surrounding transit network, and identification of subway elements and bus routes for quantitative analyses was not undertaken. The results show that the Proposed Actions would not generate a total of more than 200 pedestrians in a peak hour (a maximum of 185 trips during the Saturday MD peak hour). Therefore, in accordance with the *2021 CEQR Technical Manual*, a Level 2 screening was not performed.

The results of the Level 2 Screening analysis for vehicle traffic show that the Proposed Project would not generate more than 50 vehicle trips at any intersection in the study area during the study peak hours, as shown in **Appendix A**. Therefore, in accordance with the *2021 CEQR Technical Manual*, a detailed quantitative analysis will not be performed.

V. CONCLUSION

Based on the results of the Travel Demand Factors (TDF) Memorandum included as **Appendix A**, and as summarized above in Section IV. Future with the Proposed Actions, the Proposed Actions would not require further analysis for vehicle, transit, or pedestrian trips, and no significant adverse transportation impacts would occur.

Attachment L: Air Quality

I. INTRODUCTION

An air quality analysis is used to determine whether a proposed project would result in a significant adverse impact on ambient air quality due to pollutant emissions from stationary or mobile sources. It also considers the potential of existing sources of air pollution to result in a significant adverse impact on new populations introduced by a proposed action.

As described in Attachment A, "Project Description," the Proposed Actions would facilitate the development of an approximately 328,431 gross square feet (gsf) building including approximately 274,560 gsf of residential use comprising approximately 226 (DUs), and 53,871 gsf of parking space in the sub-cellar and cellar ("Proposed Project"), on the applicant owned Projected Development Site 1. 20-30% of the 226 dwelling units (45 to 68 units) would be affordable at an average of 40-80% AMI pursuant to MIH Options 1, 2 or 3. Lot 99 is a non-Applicant owned 4,975-sf lot. Based on the soft-site criteria in the *CEQR Technical Manual*, Lot 99 is considered a soft site ("Projected Development Site 2"). Under the Proposed Actions, Projected Development Site 2 would be developed into an 18-story, approximately 39,413 gsf building including 30,441 gsf of residential use with 30 DUs, 5,372 gsf of commercial use, and 3,600 gsf of cellar parking with 11 parking spaces. The build year for the Proposed Actions is 2028. 20-30% of housing (6 to 9 units) would be affordable at an average of 40-80% AMI pursuant to MIH Options 1, 2 or 3. The 2028 build year assumes a 23-month construction period for both Projected Development Sites 1 and 2.

Per the soft-site criteria in the CEQR Technical Manual, although Lots 93, 95, 97, and 98 are under separate ownership, they have the potential to assemble to create a larger lot of approximately 12,016 sf. Given the substantial development potential under the proposed rezoning, the potential for these lots to be under common ownership is reasonable. Therefore, Lots 93, 95, 97, and 98 are analyzed together as Potential Development Site 1, an 18-story, 185-foot-tall (195 feet with bulkhead) mixed-use development comprised of approximately 73,538 gsf of residential space with 87 DUs, approximately 12,977 gsf of commercial office space, and approximately 7,200 gsf of parking consisting of 36 spaces.

II. METHODOLOGY

Mobile Source Screening

Localized increases in pollutant levels may result from increased vehicular traffic volumes and modified traffic patterns in the study area due to the Proposed Actions. The mobile source analysis outlined in the *CEQR Technical Manual* addresses such actions to determine whether they may have significant adverse air quality impacts. The first step is a screening analysis for CO and $PM_{2.5}$ based on traffic volume.

As identified in the *CEQR Technical Manual*, the threshold volume for a more detailed CO analysis is an increment of 170 vehicles through an intersection during a peak traffic hour. Since the project-generated volumes would be less than the 170-vehicle threshold, an analysis of intersections for CO is not required.

The threshold to determine whether an analysis of $PM_{2.5}$ is warranted is based on the exhaust emissions of heavy-duty diesel vehicles (or equivalent volume of mixed traffic). It is calculated using spreadsheets derived from the *CEQR Technical Manual*. These spreadsheet formulas indicate that the NYC Department of Environmental Protection (DEP) threshold is the equivalent of 12 additional heavy-duty diesel vehicles (HDDV) on roads with <5,000 vehicles per day, 19 or more additional HDDV on collectors, or 23 or more additional HDDV on arterials, expressways, and limited access roads. Broadway is classified by the New York State Department of Transportation as a principal arterial road. Based on this roadway classification

and the Proposed Actions, $PM_{2.5}$ modeling is not required because project-generated volumes on Broadway do not reach or exceed the equivalent of 23 HDDVs.

The Projected Development Site 1 would provide 188 parking spaces in the cellar and sub-cellar levels compared with 185 in the No-Action condition; Projected Development Site 2 would provide 11 cellar-level parking spaces (the same number of spaces in the No-Action condition, though these spaces would be provided as surface level parking); and Potential Development Site 1 would provide 36 parking spaces, up from 0 in the No-Action condition. Since the With-Action parking increment over the No-Action condition is 39 spaces, garage analysis for CO or $PM_{2.5}$ is not required since the parking increment does not exceed DCP's parking space increment threshold of 85 or higher.

The *CEQR Technical Manual r*equires the analysis of vehicular emissions from atypical sources within 200 feet of sensitive uses introduced by a proposed project. Projected Development Site 1 would introduce operable windows within 200 feet of the Major Deegan Expressway. Therefore, a dispersion analysis using AERMOD was conducted to assess potential impact of emissions from the Major Deegan Expressway on Projected Development Site 1.

Standards and Guidelines

National and New York Ambient Air Quality Standards

National Ambient Air Quality Standards (NAAQS) have been promulgated by The U.S. Environmental Protection Agency (EPA) for six major pollutants, deemed criteria pollutants, because threshold criteria can be established for determining adverse effects on human health. They consist of primary ambient air quality standards, established to protect public health, and secondary ambient air quality standards, established to protect plants and animals and to prevent economic damage. These six pollutants are:

- Carbon Monoxide (CO), which is a colorless, odorless gas produced from the incomplete combustion of gasoline and other fossil fuels.
- Lead (Pb) is a heavy metal principally associated with industrial sources.
- Nitrogen dioxide (NO_2), which is formed by chemical conversion from nitric oxide (NO), which is emitted primarily by industrial furnaces, power plants, and motor vehicles.
- Ozone (O_3), a principal component of smog, is formed through a series of chemical reactions between hydrocarbons and nitrogen oxides in the presence of sunlight.
- Inhalable Particulates (PM_{10}/$PM_{2.5}$) are primarily generated by diesel fuel combustion, brake and tire wear on motor vehicles, and the disturbance of dust on roadways. The PM_{10} standard covers those particulates with diameters of 10 micrometers or less. The $PM_{2.5}$ standard covers particulates with diameters of 2.5 micrometers or less.
- Sulfur dioxides (SO_2) are heavy gases primarily associated with the combustion of sulfur-containing fuels such as coal and oil.

Table L-1 National and New York State Ambient Air Quality Standards shows the New York and NAAQS, as well as monitored concentrations at stations closest to the Project Site.

Table L-1: National and New York State Ambient Air Quality Standards

Pollutant	Averaging Period	Standard	2022 Concentrations	Monitoring Station
Carbon Monoxide	Maximum 8-hour average[a]	10,000 µg/m^3 (9 ppm)	1,938 µg/m^3 (1.7 ppm)	NYBG
	Maximum 1-hour average[a]	40,000 µg/m^3 (35 ppm)	2,736 µg/m^3 (2.4 ppm)	
Lead	Rolling 3-month average	0.15 µg/m^3	0.0036µg/m^3	IS 52
Nitrogen Dioxide	Annual arithmetic average	100 µg/m^3 (0.053 ppm)	24.6 µg/m^3 (13.1 ppb)	NYBG
	Maximum 1-hr average[d]	188 µg/m^3 (0.100 ppm)	91.6 µg/m^3 (48.7 ppb)	
Ozone	8-hr maximum average[b]	0.071 ppm	0.069 ppm	NYBG
Inhalable Particulates (PM_{10})	Maximum 24-hour average[a]	150 µg/m^3	25 µg/m^3	IS 52
Inhalable Particulates ($PM_{2.5}$)	3-yr average annual mean	9 µg/m^3	7.0 µg/m^3	NYBG
	3-yr average of 24-hr[c]	35 µg/m^3	17.5 µg/m^3	
Sulfur Dioxide	Maximum 1-hour average[e]	196 µg/m^3 (0.075 ppm)	9.6 µg/m^3 (3.67ppb)	NYBG

Notes: ppm = parts per million; ppb = parts per billion; µ/m^3 = micrograms per cubic meter.

a. Not to be exceeded more than once a year.

b. Three-year average of the annual fourth highest daily maximum 8-hour average concentration effective May 27, 2008.

c. Not to be exceeded by the 98th percentile of 24-hour $PM_{2.5}$ concentrations (averaged over 3 years).

d. Three-year average of the 98th percentile of the daily maximum 1-hour average, effective January 22, 2010.

e. Three-year average of the 99th percentile of the daily maximum 1-hour average, final rule signed June 2, 2010.

Sources: NYSDEC: New York State Ambient Air Quality Development Report, 2022

NYC De Minimis Criteria and Interim Guidelines

NYC *de minimis* criteria are used to determine the significance of the incremental increases in CO concentrations that would result from a proposed action. These set the minimum change in an 8-hour average CO concentration that would constitute a significant environmental impact. These criteria indicate that a significant CO impact would occur with:

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

NYC has also established *de minimis* criteria for $PM_{2.5}$. These *de minimis* criteria indicate that a significant $PM_{2.5}$ impact would occur with:

- Predicted maximum $PM_{2.5}$ concentration increase of more than half the difference between the 24-hour background concentration and the 24-hour standard;
- Predicted annual average $PM_{2.5}$ concentration increments greater than 0.1 ug/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 for mobile sources, at a distance from a roadway corridor similar to the minimum distance defined for locating neighborhood scale monitoring stations); or
- Predicted annual average $PM_{2.5}$ concentration increments greater than 0.3 µg/m^3 at any receptor location for stationary sources.

Based on the most recent New York State Department of Environmental Conservation's (NYSDEC) *Annual Air Quality Report, 2022* which lists a 24-hour background value of 17.5 ug/m^3 for $PM_{2.5}$ for New York Botanical Garden station in the Bronx, the de minimis criterion for the 24-hour concentration of $PM_{2.5}$ would be 8.8 ug/m^3. An incremental change in the 24-hour concentration of $PM_{2.5}$ greater than 8.8 ug/m^3 due to the Proposed Project would be considered a significant air quality impact.

The de minimis criterion for the 8-hour concentration of CO would be 3.7 ppm. An incremental change in the 8-hour concentration of CO greater than 3.7 ppm due to the Proposed Project would be considered a significant air quality impact.

New York State Short-Term and Annual Guideline Concentrations

NYSDEC has established Short-Term (one-hour) Guideline Concentrations (SGCs) and Annual Guideline Concentrations (AGCs) for certain toxic or carcinogenic non-criteria pollutants. They are maximum allowable 1-hour and annual concentrations, respectively, that are considered acceptable and below which there should be no adverse effects on the health of the general public. The Occupational Safety and Health Administration (OSHGA) and the National Institute for Occupational Safety and Health (NIOSH) have established standards for these pollutants.

SGCs are intended to protect the public from acute, short-term effects of pollutant exposures, and AGCs are intended to protect the public from chronic, long-term effects of the exposures. However, DEP considers that, for pollutants for which the NYSDEC-established AGC is based on a health risk criterion (i.e., a one-in-a-million cancer risk), impacts less than 10 times the AGC are not considered significant. This is because NYSDEC developed the AGCs for these pollutants by reducing the health risk criteria by a factor of 10 as an added safety measure. In determining potential impacts, therefore, DEP considers concentrations within

ten times the AGC to be acceptable. Pollutants with no known acute effects have no SGC criteria but do have AGC criteria. NYSDEC DAR-1 (February 12, 2021) contains the most recent compilation of the SGC and AGC guideline concentrations.

No NAAQs, SGCs, or AGCs exist for emissions of air toxic pollutants that are grouped together such as total solid particulates, total hydrocarbons, or total organic solvents. Therefore, total particulates are not analyzed, and as recommended by NYCDEP, all solid particulates are assumed to be $PM_{2.5}$. For total organic solvents or total hydrocarbons, the SGCs and AGCs for specific compounds should be obtained and used in an analysis.

State Implementation Plan (SIP)

EPA has currently designated all five NYC counties as moderate non-attainment area for the 2008 eight-hour average ozone standard. On April 30, 2018, EPA also designated the NYMA as a moderate non-attainment area for the ozone NAAQS revised in 2015. On July 19, 2017 NYSDEC announced that the New York Metropolitan Area (NYMA) is not projected to meet the July 20, 2018 attainment deadline and NYSDEC is therefore requesting that EPA reclassify the NYMA to "serious" non-attainment, which would impose a new attainment deadline of July 20, 2021 (based on 2018-2020 monitored data).

Background Concentrations

For CO, NO_2, $PM_{2.5}$ and PM_{10}, background concentrations were obtained from the NYSDEC annual air quality monitoring report for 2022, as shown in **Table L-2, Background Concentrations**. They are identical to the ambient concentrations shown in **Table L-1** except that the value for PM_{10} in **Table L-2** is the second highest whereas the maximum value was shown in **Table L-1**. For the purposes of comparison with the results of AERMOD modeling, they are presented in micrograms per cubic meter.

Table L-2: Background Concentrations

Pollutant	Averaging Period	Background Concentrations (µg/m^3)	Monitoring Station
CO	1-Hour	2,736	NYBG
	8-Hour	1,938	
NO_2	1-Hour	91.6	NYBG
	Annual	24.6	
PM_{10}	24-Hour[a]	25	IS 52
$PM_{2.5}$	24-Hour	17.5	NYBG
	Annual	7.0	

Notes: a. Second highest during past year
Sources: NYSDEC; New York State Ambient Air Quality Development Report, 2022

Roadway Analysis

MOVES3.1 was used to obtain pollutant emission factors, in grams per hour, for free-flow links for Major Deegan Expressway. The vehicular volume and mix used in MOVES3.1 were based on the average daily hourly traffic volumes from the New York City's Department of Transportation's Traffic Data Viewer for 2023. The posted speed limit for Major Deegan Expressway (I-87) is 50 mph, but because the model is representing the worst-case scenario when volumes are highest, 30 mph was assumed to represent a more conservative analysis. Inputs pertaining to inspection/maintenance, anti-tampering programs, age distribution, meteorology, etc., were obtained from NYSDEC. The pollutant processes included running exhaust and crankcase running exhaust for CO, $PM_{2.5}$, and PM_{10} as well as brake and tire wear for PM_{10} and $PM_{2.5}$.

MOVES3.1 was run for January 1st for the 2028 analysis year for the weekday AM and PM peak periods. Post-processing was carried out to obtain the emission factors for the northbound and southbound lanes of the Major Deegan.

Fugitive dust from re-entrainment of dust was calculated using the formulas given in Section 13.2.1-3 of the EPA Compilation of Emissions Factors document "AP-42". The formulas were based on an average fleet weight that varies according to the vehicular mix for a given roadway, and a silt loading factor of 0.015 g/m^2 for the Major Deegan, an expressway, was used per guidance in the *CEQR Technical Manual*. The resulting fugitive dust emissions for $PM_{2.5}$ and PM_{10} were added to the PM emission factors calculated by MOVES3.1. Fugitive dust was added to the emission factors for the 24-hour period, but not the annual period.

The AERMOD model was used to determine future (2028) CO, $PM_{2.5}$, and PM_{10} concentrations from vehicular traffic. AERMOD is a steady-state Gaussian plume model with three separate components: AERMOD (a dispersion model), AERMAP (a terrain preprocessor), and AERMET (a meteorological preprocessor). AERMOD can model emissions from point, line, area, and volume sources. The model is run with five years of meteorological data that include surface mixing height, wind speed, temperature, and wind direction. Inputs to the model include coordinates for receptors, free-flow approach and departure links, and vehicular emission factors for each link. All links were set up as free-flowing traffic links in AERMOD. Free-flow links were modeled for a distance of 1,000-feet from the location of the Projected Development Site 1. The mixing zone for free-flow links was equal to the width of the travel way plus an additional ten feet (three meters) on each side of the travel lanes. As a result, links were modeled as line area sources with a width of 16.05 meters. The AERMOD module for variable emissions was to represent the variation in emissions throughout the 24-hour period.

As indicated in the *CEQR Technical Manual*, "sensitive" receptors include homes, parks, schools, or other land uses where people congregate, and which would be sensitive to air quality impacts. For the purposes of the air quality analysis, any point to which the public has continuous access can be deemed a sensitive receptor site. Receptor points were modeled on all the floors of the facades facing Major Deegan Expressway as well as the private terrace on the first floor of the Projected Development Site 1. Since the development on Projected Development Site 2 and Potential Development Site 1 is expected to be the same height as the Projected Development Site 1, it would be shielded on the western, eastern, and southern facades. Therefore, receptors were not placed on the Projected Development Site 2. No fugitive dust was included in the emission factors for the annual period.

The modeled results for each receptor were selected to match the parameters used for the NAAQS. For PM_{10}, the highest of the 6th highest modeled values over the five-year meteorological period was selected. For $PM_{2.5}$, the multi-year averages of the 8th highest modeled 24-hour concentrations were averaged for the five-year meteorological period to approximate the three-year average of the 98th percentile. The highest annual concentrations represent the highest of the multi-year averages of annual concentrations. Maximum one- and eight-hour averages were modeled for CO. The modeled results for the pollutants were added to background concentrations and compared with the NAAQS.

Stationary Source Screening Assessment

Consistent with *CEQR Technical Manual* guidelines, the first step in the assessment of HVAC systems for the Proposed Project is to determine the potential for significant adverse impacts on existing and proposed buildings. The Proposed Project would not utilize fossil fuels for heating/hot water, ventilation, and air conditioning (HVAC); the system and would be fully electrified. Therefore, the Proposed Project would not result in significant adverse air quality impacts related to stationary sources.

Due to the recent enactment of Local Law 97 and 154, which prohibits use of natural gas and other fossil fuel for buildings greater than seven stories from 2028 onward, it is assumed that any development on Projected Development Site 2 and Potential Development Site 1 would be completely electrified. This is

contained in an E-Designation below to avoid any significant averse stationary air quality impacts. Therefore, a stationary source analysis is not required.

Air Toxics

Land uses within a half-mile radius of the Rezoning Area include residential, commercial, institutional, and auto-oriented uses. A preliminary review of surrounding land uses indicates there are no industrial facilities within 400 feet of the Project Site.

Major Sources

Major Sources. Major/Large emission sources (e.g., solid waste or medical waste incinerators, cogeneration facilities, asphalt and concrete plants, or power generating plants) within 1,000 feet would require additional review and analysis. There are no major sources within 1,000 feet. Consequently, an analysis of major sources is not required.

III. DETAILED ANALYSIS FROM ATYPICAL SOURCES

A detailed analysis was performed to determine if pollutant concentrations related to emissions from vehicular traffic on Major Deegan Expressway could potentially result in significant adverse air quality impacts at the proposed private terrace and at operable windows along the façade facing Major Deegan Expressway. Peak hour vehicle volumes for the AM period were used in the analysis. The vehicular mix included autos, medium trucks and heavy trucks. **Table L-3: Modeled Concentrations** shows the resulting worst-case concentrations for CO, $PM_{2.5}$, and PM_{10}. Projected Development Site 2 would be completely shielded by Projected Development Site 1 since the buildings would be the same height. Therefore, receptors were not placed on Projected Development Site 2.

The results indicate that the highest CO, $PM_{2.5}$, and PM_{10} concentrations at the proposed private terrace and the windows facing the Major Deegan Expressway would be below the NAAQS. Therefore, no significant adverse air quality impacts are expected from the Major Deegan Expressway traffic emissions on Projected Development Site 1.

Table L-3: Modeled Concentrations

CO (ppm)						
Roadway	**Time Period**	**Modeled Concentration**	**Background**	**Total**	**NAAQS**	**Pass/Fail**
Major Deegan Expressway	1-Hour	0.8	2.4	2.8	35	Pass
	8-Hour	0.4	1.7	2.0	9	Pass
PM2.5 (ug/m3)						
Roadway	**Time Period**	**Modeled Concentration**	**Background**	**Total**	**NAAQS**	**Pass/Fail**
Major Deegan Expressway	24-Hour	4.8	17.5	22.3	35	Pass
	Annual	0.8	7.0	7.8	9	Pass
PM10 (ug/m3)						
Roadway	**Time Period**	**Modeled Concentration**	**Background**	**Total**	**NAAQS**	**Pass/Fail**
Major Deegan Expressway	24-Hour	16.1	25	47.1	150	Pass

Air Quality E-Designations

Projected Development Site 1, Projected Development Site 2, and Potential Development Site 1 requires an (E) designation to require the use of electric heat and hot water systems on future development on these sites. The following (E) designation related to air quality pursuant to Section 11-15 of the New York City Zoning Resolution, **E-843**, will be mapped for the Projected Development Site 1:

> **Block 3267, Lots 90, 91 (Projected Development Site 1): Any new residential development on the above-referenced property must ensure the HVAC system and hot water equipment are powered by electricity only, with no venting or stacks, to avoid any potential significant adverse air quality impacts.**
>
> **Block 3267, Lot 99 (Projected Development Site 2): Any new residential and/or commercial development on the above-referenced property must ensure the HVAC system and hot water equipment are powered by electricity only, with no venting or stacks, to avoid any potential significant adverse air quality impacts.**
>
> **Block 3267, Lots 93, 95, 97, 98 (Potential Development Site 1): Any new residential and/or commercial development on the above-referenced property must ensure the HVAC system and hot water equipment are powered by electricity only, with no venting or stacks, to avoid any potential significant adverse air quality impacts.**

IV. CONCLUSION

Based on the results shown in **Table L-3,** the CO, PM2.5, and PM_{10} concentrations at the closest windows of Projected Development Site 1 facing the Major Deegan Expressway would be below the NAAQS thresholds. Additionally, Projected Development Site 2 and Potential Development Site 1 do not contain facades directly facing the Major Deegan. Additionally, an (E) designation will be mapped on Projected Development Site 1, Projected Development Site 2, and Potential Development Site 1 requiring the use of electric powered HVAC and hot water systems. Therefore, no significant adverse air quality impacts would occur from Major Deegan Expressway traffic emissions on Projected Development Site 1, Projected Development Site 2, or Potential Development Site 1. No significant adverse air quality impacts would occur as a result of the Proposed Actions.

Attachment M: Construction

I. INTRODUCTION

This chapter assesses the potential impacts of the activities required to construct the Proposed Project. Construction impacts, although temporary, can include noticeable and disruptive effects from an action that is associated with construction or could induce construction. As stated in the *City Environmental Quality Review (CEQR) Technical Manual,* determination of the significance of construction impacts and need for mitigation is generally based on the duration and magnitude of the impacts. Construction impacts are usually important when construction activity could affect traffic conditions, hazardous materials, archaeological resources, the integrity of historic resources, community noise patterns, and air quality conditions.

As described in Attachment A, "Project Description," the Proposed Actions would facilitate the development of an approximately 328,431 gross square feet (gsf) building including approximately 274,560 gsf of residential use comprising approximately 226 (DUs), 20-30% of which (45 to 68 units) would be affordable at an average of 40-80% Area Median Income (AMI) pursuant to Mandatory Inclusionary Housing (MIH) Options 1, 2 or 3, and approximately 53,871 gsf of parking space comprising 188 spaces in the sub-cellar and cellar ("Proposed Project"), on the applicant owned Projected Development Site 1.

In addition, Lot 99 adheres to the soft site criteria as listed in the *CEQR Technical Manual* (Chapter 2, Section 410) and therefore, with the approval of the Proposed Actions, would be developed to the maximum development feasible on the non-Applicant owned Projected Development Site 2 (Block 3267, Lot 99) by the 2028 build year. Projected Development Site 2 would be developed with an 18-story, 185-foot tall (195 with rooftop bulkhead), approximately 39,413 gsf building comprising approximately 30,441 gsf of residential use including 30 DUs with an average DU size of 850 sf, approximately 5,372 gsf of commercial retail use, and approximately 3,600 gsf of cellar parking with 11 parking spaces.

Construction of Projected Development Site 1 and Projected Development Site 2 is assumed to occur concurrently. The build year for the Proposed Actions is 2028.

II. PRELIMINARY ASSESSMENT

As described in Section 200 of the *CEQR Technical Manual*, an assessment of air quality and noise for construction activities is generally not warranted for the Proposed Actions if the project's construction activities:

- Are considered short-term (less than two years);
- Are not located near sensitive receptors; and
- Do not involve construction of multiple buildings where due to staged project completion, there is a potential for on-site receptors occupying buildings completed before the final build-out.

If a project meets one or more of the criteria above or if one of the above criteria is unknown at the time of review, a preliminary air quality or noise assessment is not automatically required. Instead, various factors should be considered, such as the types of construction equipment (*e.g.*, gas, diesel, electric), the nature and extent of any commitment to use the Best Available Technology (BAT) for construction equipment, the physical relationship of the project site to nearby sensitive receptors, the type of construction activity, and the duration of any heavy construction activity.

Transportation impacts resulting from construction activities occur as a result of inbound and outbound construction trucks and worker auto trips to the project site or street closures that would affect vehicular or

pedestrian traffic flows causing transportation impacts in the surrounding street network. The development site is not located within a Central Business District. A portion of the development site fronts Broadway, which is designated as an arterial roadway. The development site is also located in a transit zone, near the 231st Street subway station. The construction period is short term, i.e., less than 24 months (**Table M-1: Anticipated Construction Schedule**). Demolition of the existing site would occur as-of-right prior to approval of the Proposed Actions and independently from construction of the Proposed Project. Construction activities would occur entirely on the Project Site and would not require partial or full closures, narrowing, or otherwise impeding of traffic lanes, sidewalks, parking lanes, or access points to nearby transit. The Proposed Project would not require construction on multiple development sites that would result in overlapping construction activities. An (E) designation related to hazardous materials pursuant to Section 11-15 of the New York City Zoning Resolution E-843, will be mapped on the development site, requiring preparation of a Construction Health and Safety Plan (CHASP) to be reviewed and approved for implementation by the Mayor's Office of Environmental Remediation (OER) prior to construction.

While increases in ambient noise levels due to construction may be noisy and intrusive, construction of the development sites would be temporary and occur for limited duration of approximately 23 months. Construction noise is regulated by the NYC Noise Control Code and by EPA's noise emission standards for construction equipment. These local and federal requirements mandate that certain classifications of construction equipment and motor vehicles meet specified noise emission standards; that construction activities be limited to weekdays between the hours of 7AM and 6PM; and that construction materials be handled and transported in such a manner as not to create unnecessary noise. If weekend or after hour work is necessary, permits would be required to be obtained, as specified in the NYC Noise Control Code.

Table M-1: Anticipated Construction Schedule

Building Construction Phase	Duration (months)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
		Q1			Q2			Q3			Q4			Q5			Q6			Q7			Q8		
Excavation and Foundations	9																								
Superstructure Core & Shell	7																								
Interior Finishes and MEPS	10																								
Closeout and Certificate of Occupancy	2																								

III. CONCLUSION

Construction activities of the Proposed Project would occur in 23-months during standard working hours and would not result in the closing, narrowing, or otherwise impeding of traffic lanes, parking lanes, sidewalks, or transit access points. Construction activities and staging would occur on-site. Pursuant to an (E) designation, **E-843**, a CHASP will be prepared for review and approval by OER prior to construction. Therefore, construction of the Proposed Actions would not result in significant adverse impacts.

Attachment N: Effects on Disadvantaged Communities

I. INTRODUCTION

Effective December 30, 2024, Section 8-0109(2)(k) of the New York State Environmental Conservation Law requires that this Environmental Assessment Statement (EAS) include a statement of the effects of the Proposed Actions on disadvantaged communities, including whether the action may cause or increase a disproportionate pollution burden. The *2021 CEQR Technical Manual* does not provide guidance regarding the scope of this analysis. On January 29, 2025, the New York State Department of Environmental Conservation (NYSDEC) proposed a rule that provides additional considerations regarding this new statutory provision. This assessment of effects on disadvantaged communities considers the impacts that have been assessed using the *CEQR Technical Manual* guidance.

As described in Attachment A, "Project Description," Riverdale Garage Corp ("the Applicant") is requesting a zoning map amendment to rezone Lots 90, 91, 93, 95, 97, 98, 99 and portions of (p/o) Lots 72, 75, 87, 88, and 110 on Block 3267 ("Rezoning Area"), from a M1-1 zoning district to a R7-3/C2-3 zoning district, and a zoning text amendment to ZR Appendix F to establish a MIH area ("Proposed Actions"), to facilitate the redevelopment of 5602-5604 Broadway (Block 3267, Lots 90 and 91) in the Kingsbridge neighborhood of Bronx, Community District 8 (CD 8) ("Projected Development Site 1"). The Proposed Actions would facilitate the development of an approximately 328,431 gross square feet (gsf) building including approximately 274,560 gsf of residential use comprising 226 Dwelling Units (DUs), of which 20-30% (45 to 68 units) would be affordable at an average of 40-80% AMI pursuant to MIH Options 1, 2 or 3, and approximately 53,871 gsf of parking space in the sub-cellar and cellar ("Proposed Project"), on the applicant owned Projected Development Site 1.

Lot 99 is a non-Applicant owned, 4,975-sf lot that is improved with a one-story Enterprise rental car office. Based on the soft-site criteria in the *CEQR Technical Manual*, Lot 99 is considered a soft site ("Projected Development Site 2"). Under the Proposed Actions, Projected Development Site 2 would be developed into an 18-story, 185-foot-tall, approximately 39,413 gsf building including approximately 30,441 gsf of residential use with 30 DUs, 20-30% of which (6 to 9 units) would be affordable to households earning an average of 40-80% AMI pursuant to MIH Options 1, 2 or 3, approximately 5,372 gsf of commercial use, and 3,600 gsf of cellar parking with 11 parking spaces by the projected build year.

Per the soft-site criteria in the *CEQR Technical Manual,* although Lots 93, 95, 97, and 98 are under separate ownership, they have the potential to assemble to create a larger lot of approximately 12,016 sf ("Potential Development Site 1"). Given the substantial development potential under the proposed rezoning, the potential for these lots to be under common ownership is reasonable. However, because of the different ownership of these lots, development is less likely, and it is thus analyzed as Potential Development Site 1, an 18-story, 185-foot-tall (195 feet with bulkhead), approximately 93,715 gsf mixed-use development comprised of approximately 73,538 gsf of residential space with 87 DUs, approximately 12,977 gsf of commercial office space, and approximately 7,200 gsf of parking consisting of 36 spaces.

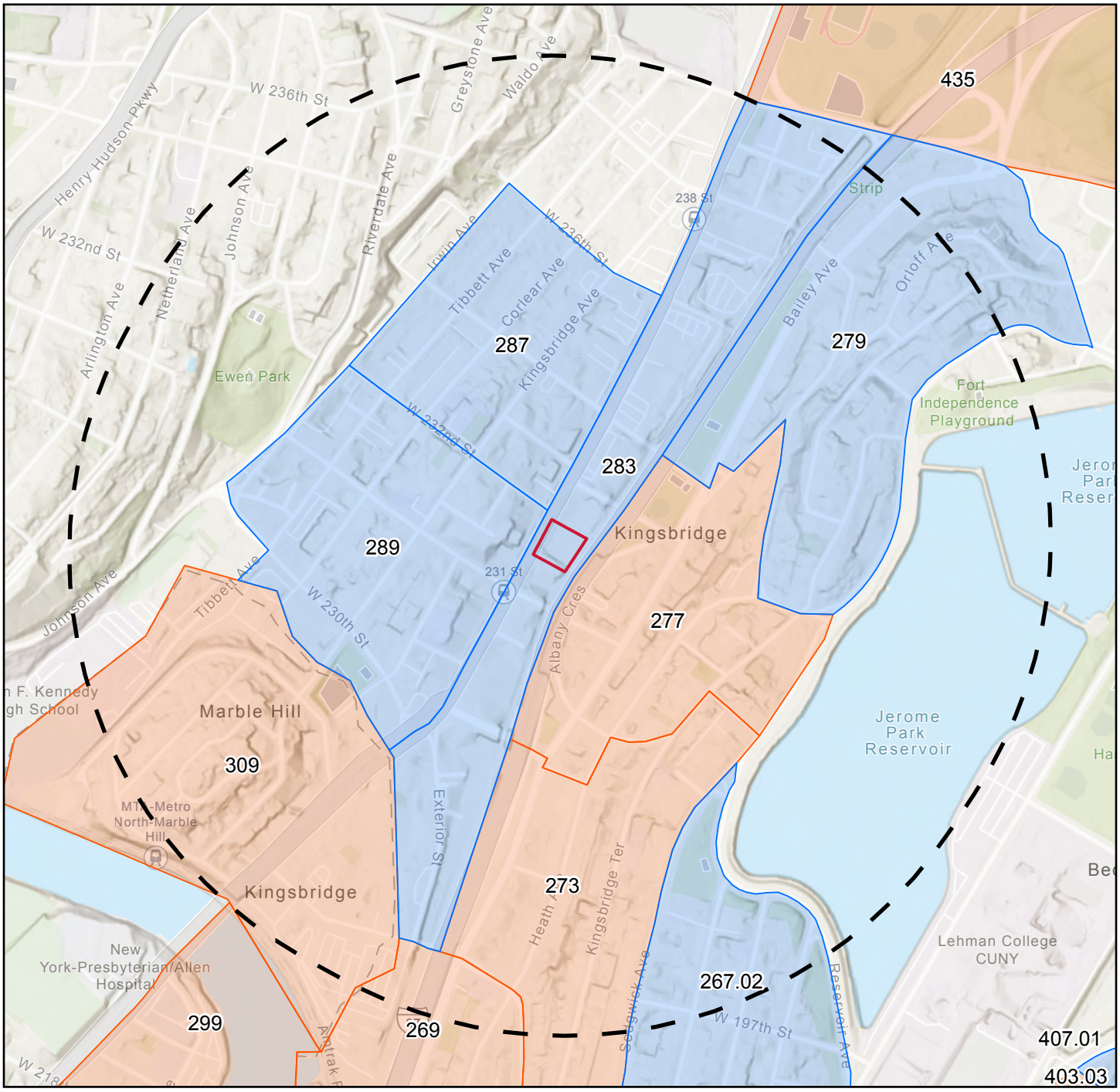
The "Project Site" is comprised of Projected Development Site 1, Project Development Site 2, and Potential Development Site 1.

Disadvantaged communities (DACs) in New York State were identified based on criteria adopted in 2023 by the Climate Justice Working Group (CJWG), a group composed of representatives from State Agencies and Environmental Justice groups across the State. The CJWG used 45 indicators to identify 35% of

Census Tracts within New York State as DACs. The criteria include multiple indicators that represent the environmental burdens or climate change risks within a community, or population characteristics and health vulnerability that can contribute to more severe adverse effects of climate change[1].

As shown in **Figure N-1: Disadvantaged Communities (DAC) Study Area Map**, the Project Site is located within a census tract identified to be DAC (Bronx Census Tract 283). Additionally, within a 0.5-mile study area, eight other census tracts are identified to be DACs (Bronx Census Tracts 269, 267.02, 273, 279, 287, 289, and Manhattan Census Tract 309), four of which, Census Tracts 269, 273, 277, and 309, were found to have comparatively higher burdens and vulnerabilities.

[1] NYSDEC (2025), https://climate.ny.gov/resources/disadvantaged-communities-criteria/



Sources: NYS DEC, NYSERDA, Esri Community Maps

DISADVANTAGED COMMUNITIES (DAC) STUDY AREA MAP

- Census Tract identified as DAC having comparatively higher burdens and vulnerabilities
- Census Tract identified as DAC having comparatively lower burdens and vulnerabilities
- Project Site
- 0.5-mile Boundary

Figure N-1

5602-5604 Broadway EAS

II. DISADVANTAGED COMMUNITIES ASSESSMENT

Technical areas related to pollutants were assessed, in the EAS Attachment I "Hazardous Materials", Attachment J "Noise", Attachment K "Transportation", Attachment L "Air Quality", and Attachment M "Construction". As described in the EAS Attachments noted above, the Proposed Actions would not result in a combination of moderate impacts or significant adverse impact related to pollutants that would cause or increase a disproportionate pollution burden on a DAC.

As described in Attachment I, "Hazardous Materials," a Phase I Environmental Site Assessment (ESA) was conducted and Recognized Environmental Conditions (RECs) were identified. An (E) designation to hazardous materials pursuant to ZR Section 11-15 E-843 will be mapped on Projected Development Site 1, Projected Development Site 2, and Potential Development Site 1 with the Proposed Actions. With the mapping of the (E) designation, and related requirements for a Remedial Action Plan (RAP) and Construction Health and Safety Plan (CHASP), no significant adverse impacts related to hazardous materials would occur, and therefore the Proposed Actions would not cause or increase a disproportionate pollution burden on a DAC.

As described in Attachment J, "Noise," an (E) designation to noise attenuation pursuant to ZR Section 11-15 E-843 will be mapped on Projected Development Site 1, Projected Development Site 2, and Potential Development Site 1 with the Proposed Actions. As described in Attachment M, "Construction," there are no construction impacts related to noise. With the mapping of the (E) designation, no significant adverse impacts related to noise would occur, and therefore the Proposed Actions would not cause or increase a disproportionate pollution burden on a DAC.

As described in Attachment L, "Air Quality," an (E) designation to air quality pursuant to ZR Section 11-15 E-843 will be mapped on Projected Development Site 1, Projected Development Site 2, and Potential Development Site 1 with the Proposed Actions requiring the use of electric powered HVAC and hot water systems. As described in Attachment M, "Construction," there are no construction impacts related to air quality. With the mapping of the (E) designation, no significant adverse impacts related to air quality would occur, and therefore the Proposed Actions would not cause or increase a disproportionate pollution burden on a DAC.

The Proposed Actions would result incremental increases in water demand and solid waste generation that are lower than the thresholds that would require a detailed assessment each technical area as per the *CEQR Technical Manual*. The Proposed Actions would result in an incremental increase of water demand at 63,096 gallons[2] per day by the build year 2028, 11,270 pounds[3] per week of operational solid waste generated. Therefore, no such combination of moderate impacts or significant adverse impacts would cause or increase a disproportionate pollution burden on a DAC.

III. CONCLUSION

Based on the foregoing assessment, the Proposed Actions would not cause or increase a disproportionate pollution burden to DACs.

[2] Multipliers per *CEQR Technical Manual* Table 13-2.
[3] Multipliers per *CEQR Technical Manual* Table 14-1.

APPENDIX A

Memorandum

To: Shakil Ahmed, NYC DOT
From: Rachel Beer, P.E., PTOE
Date: August 9, 2024
Re: Kingsbridge Rezoning EAS Travel Demand Factors (TDF) Memorandum
Project No: 21-01-1210

Sam Schwartz Engineering, D.P.C., (*Sam Schwartz)* has prepared a preliminary transportation screening for the proposed rezoning ("Proposed Project") which is located at 5602-5604 Broadway (Block 3267, Lots 90, 91, 99) on the east side of Broadway between W 231st Street and W 232nd Street in the Bronx, NY. The development would consist of two sites: Projected Development Site 1 (Lots 90-91) and Projected Development Site 2 (Lot 99). Projected Development Site 1 would be a residential building and Projected Development Site 2 would be a mixed-use building with residential and local retail space.

In accordance with the *2021 CEQR Technical Manual,* this Travel Demand Factors ("TDF") memorandum estimates the projected trips from the Proposed Project following a two-tiered screening process. The Level 1 screening assessment includes a trip generation analysis to determine whether the Proposed Project would result in more than 50 incremental vehicle trips, 200 incremental subway/rail or bus riders, or 200 incremental pedestrian trips in a peak hour. The Level 2 screening is a trip assignment review that identifies intersections with 50 or more incremental vehicle trips, pedestrian elements with 200 or more incremental pedestrian trips, 50 incremental bus trips in a single direction on a single route, or 200 incremental passengers at a subway station or line during any analysis peak hour which would require detailed analyses.

Reasonable Worst-Case Development Scenario Program

For the purposes of this TDF Memo, the horizon year for the Proposed Project is 2026. The Reasonable Worst Case Development Scenario (RWCDS) considers the following uses:

Projected Development Site 1:

- 226 residential dwelling units (DUs)
- 188 parking spaces

Projected Development Site 2:

- 30 residential DUs
- 5,372 gsf of local retail space
- 11 parking spaces

Total:

- 256 residential DUs
- 5,372 gsf of local retail space
- 199 parking spaces

The existing site consists of:

Projected Development Site 1:

- 1,988 gsf of local retail space

- 185 parking spaces

Projected Development Site 2:
- 1,760 gsf of local retail space
- 11 parking spaces

Total:
- 3,748 gsf of local retail space
- 196 parking spaces

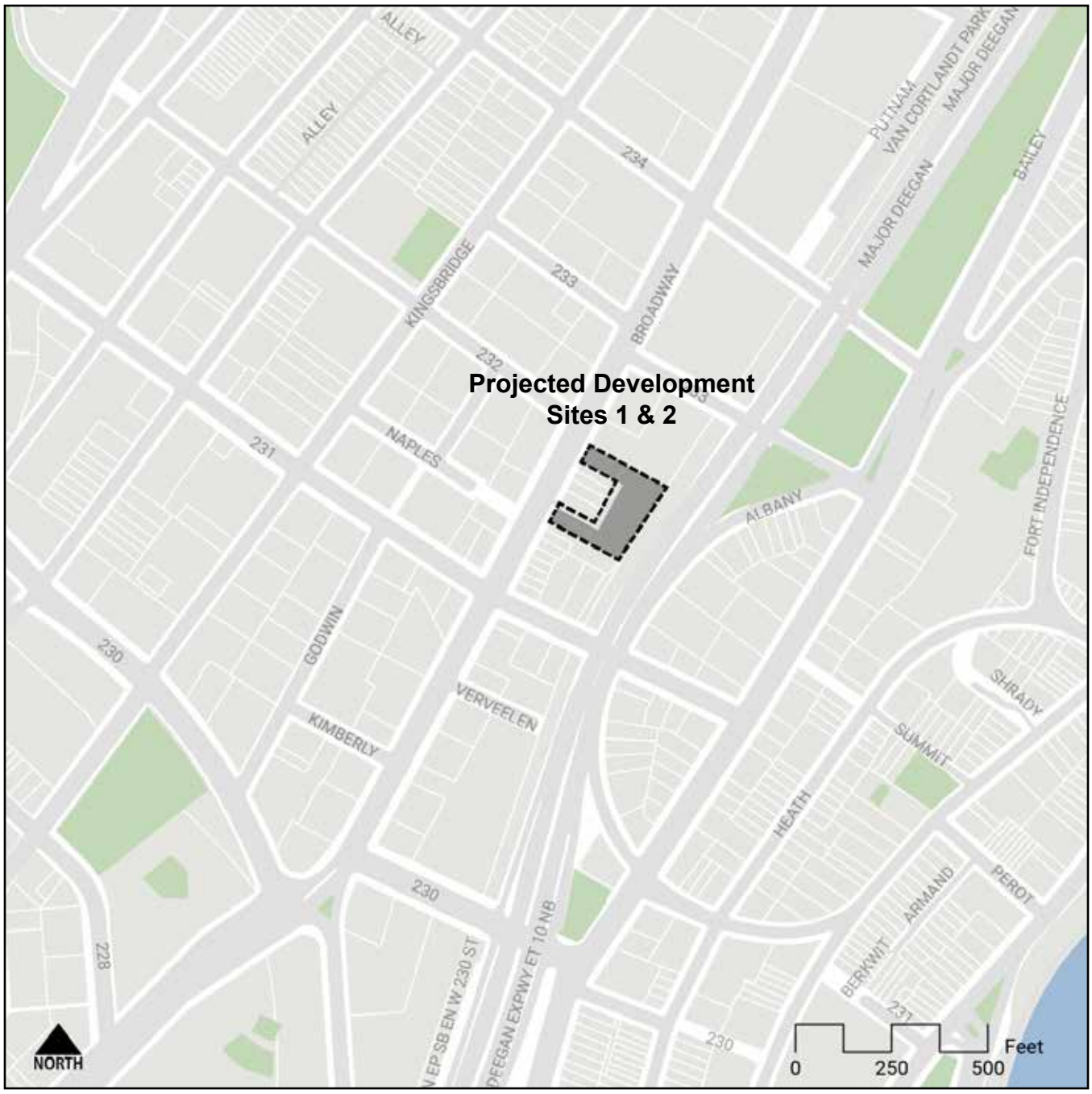
Therefore, the increment analyzed for the Proposed Project would include:

Projected Development Site 1:
- + 226 residential DUs
- - 1,988 gsf of local retail space
- + 3 parking spaces

Projected Development Site 2:
- + 30 residential DUs
- + 3,612 gsf of local retail space
- + 0 parking spaces

Total:
- + 256 residential DUs
- + 1,624 gsf of local retail space
- + 3 parking spaces

For the purposes of this TDF memo, the total (Projected Development Sites 1 + 2) increment is considered and shown below.



Project Site

Site Location Map

Figure 1

Preliminary Transportation Planning Factors

The transportation planning factors used in forecasting travel demand for the Proposed Project are shown in **Table 1**, and the trip generation results are shown in **Table 2**. Trip generation estimates were prepared for the following critical peak periods:

- Weekday Morning (WAM)
- Weekday Midday (WMD)
- Weekday Evening (WPM)
- Saturday Midday (SMD)

The transportation planning factors for each individual use are described below.

Residential

The Proposed Project would consist of approximately 256 DUs, all of which are considered as the increment. The daily person trip generation rates, temporal distribution, daily truck trip generation rates, truck temporal distribution, and truck directional distribution were obtained from the *2021 CEQR Technical Manual*, Table 16-2. Directional distribution rates were obtained from NYC DOT based on data provided in March 2022. Modal split and auto vehicle occupancy were calculated from the 2015-2019 American Community Survey (ACS) 5-year estimates: Sex of Workers by Means of Transportation to Work (Table B08006) for the weighted average of Census Tracts 269, 273, 277, 279, 283, 285, 287, 289, and 309 in Bronx County, as shown on **Figure 2**. The taxi vehicle occupancy was obtained from the *Inwood Rezoning FEIS (2018)*, Table 14-8.

Local Retail

The Proposed Project would consist of approximately 5,372 gsf of local retail space, for an increment of +1,624 gsf over the existing site. The daily person trip generation rates, temporal distribution, daily truck trip generation rates, truck temporal distribution, and truck directional distribution were obtained from the *2021 CEQR Technical Manual*, Table 16-2. Directional distribution rates were obtained from NYC DOT based on data provided in March 2022. Modal split and vehicle occupancy assumptions were provided by NYC DOT in August 2021 based on June 2020 survey data specific to local retail in a Bronx transit zone.

Additional Considerations

Linked trips are those that have multiple destinations within the Project Site and are typical for multi-use sites. A 25% trip reduction was assumed for walk trips only for local retail.

Table 1

Travel Demand Factors

Trip Generation Assumptions

Land Use:		Residential		Local Retail	
Program Size	Size	256		1,624	
	Unit	dwelling unit		gsf	
Daily Person Trip Generation		(2)		(2)	
	Weekday	8.180		329.00	
	Saturday	9.080		358.00	
	Unit	per dwelling unit		per 1,000 gsf	
Daily Truck Trip Generation		(2)		(2)	
	Weekday	0.06		0.35	
	Saturday	0.02		0.04	
	Unit	per dwelling unit		per 1,000 gsf	
		Weekday	Saturday	Weekday	Saturday
		(3)		(4)	
Modal Split	Auto	27.4%	27.4%	11.0%	11.0%
	Taxi	1.6%	1.6%	0.0%	0.0%
	Bus	13.8%	13.8%	2.0%	2.0%
	Subway/Rail	49.6%	49.6%	3.0%	3.0%
	Walk	7.6%	7.6%	84.0%	84.0%
		100.0%	100.0%	100.0%	100.0%
		(3, 6)		(4)	
Vehicle Occupancy	Auto	1.08 1.4 (AM/PM)	1.08	2.10	2.10
	Taxi	1.96 (MD)	1.96	2.10	2.10
Linked Trips (1)	Walk Only	0%	0%	25%	25%
		(2)		(2)	
Temporal Distribution	AM	9.3%		4.8%	
	MD	5.6%		8.0%	
	PM	8.5%		10.9%	
	Sat MD	8.4%		11.7%	
		(2)		(2)	
Truck Temporal Distribution	AM	12%		8%	
	MD	9%		11%	
	PM	2%		2%	
	Sat MD	9%		11%	
		In	Out	In	Out
		(5)		(5)	
Directional Distribution	AM	22%	78%	52%	48%
	MD	50%	50%	50%	50%
	PM	62%	38%	50%	50%
	Sat MD	55%	45%	50%	50%
		(2)		(2)	
Truck Directional Distribution	AM	50%	50%	50%	50%
	MD	50%	50%	50%	50%
	PM	50%	50%	50%	50%
	Sat MD	50%	50%	50%	50%

Notes

(1) Assumes 25% linked trips for walk only for local retail.

(2) *2021 CEQR Technical Manual,* Table 16-2.

(3) U.S. Census Bureau, American Community Survey 2015-2019 5-year estimates for B08006 - Sex of Workers by Means of Transportation to Work. Average of Census Tracts 269, 273, 277, 279, 283, 285, 287, 289, and 309, Bronx County, New York. Not including work from home. Occupancy rates applied for auto only.

(4) NYC DOT provided data for Local Retail in a Bronx transit zone on August 13, 2021.

(5) NYC DOT Directional Split Percentages (March 2022), provided by DCP.

(6) *Inwood Rezoning FEIS (2018)* , Table 14-8. Used taxi occupancy rates. *Note: Weekday MD taxi occupancy rate of 1.96 differs from Weekday AM and PM for residential use.

Table 2

Project Increment Trip Generation Estimates

Travel Demand Forecast (Person Trips)

		Residential		Local Retail		TOTAL		
Daily Trips	Weekday	2,094		534		2,628		
	Saturday	2,324		581		2,905		
Peak Hour Trips	AM	195		26		221		
	MD	117		43		160		
	PM	178		58		236		
	Sat MD	195		68		263		
		In	Out	In	Out	In	Out	TOTAL
AM	Auto	12	42	1	1	13	43	56
	Taxi	1	2	0	0	1	2	3
	Bus	6	21	0	0	6	21	27
	Subway/Rail	21	75	0	0	21	75	96
	Walk	3	12	9	8	12	20	32
	Total	43	152	10	9	53	161	214
MD	Auto	16	16	2	2	18	18	36
	Taxi	1	1	0	0	1	1	2
	Bus	8	8	0	0	8	8	16
	Subway/Rail	29	29	1	1	30	30	60
	Walk	4	4	14	14	18	18	36
	Total	58	58	17	17	75	75	150
PM	Auto	30	19	3	3	33	22	55
	Taxi	2	1	0	0	2	1	3
	Bus	15	9	1	1	16	10	26
	Subway/Rail	55	34	1	1	56	35	91
	Walk	8	5	18	18	26	23	49
	Total	110	68	23	23	133	91	224
Sat MD	Auto	29	24	4	4	33	28	61
	Taxi	2	1	0	0	2	1	3
	Bus	15	12	1	1	16	13	29
	Subway/Rail	53	44	1	1	54	45	99
	Walk	8	7	21	21	29	28	57
	Total	107	88	27	27	134	115	249

Table 2 (cont.)

Project Increment Trip Generation Estimates

Travel Demand Forecast (Vehicle Trips)

Taxi Overlap Rate: 0%		Residential		Local Retail		TOTAL		
		In	Out	In	Out	In	Out	TOTAL
AM	**Auto**	11	39	0	0	**11**	**39**	**50**
	Taxi	1	1	0	0	1	1	2
	Taxi (Balanced)[1]	2	2	0	0	**2**	**2**	**4**
	Truck	1	1	0	0	**1**	**1**	**2**
	Total	14	42	0	0	**14**	**42**	**56**
MD	**Auto**	15	15	1	1	**16**	**16**	**32**
	Taxi	1	1	0	0	1	1	2
	Taxi (Balanced)[1]	2	2	0	0	**2**	**2**	**4**
	Truck	1	1	0	0	**1**	**1**	**2**
	Total	18	18	1	1	**19**	**19**	**38**
PM	**Auto**	28	18	1	1	**29**	**19**	**48**
	Taxi	1	1	0	0	1	1	2
	Taxi (Balanced)[1]	2	2	0	0	**2**	**2**	**4**
	Truck	0	0	0	0	**0**	**0**	**0**
	Total	30	20	1	1	**31**	**21**	**52**
Sat MD	**Auto**	27	22	2	2	**29**	**24**	**53**
	Taxi	1	1	0	0	1	1	2
	Taxi (Balanced)[1]	2	2	0	0	**2**	**2**	**4**
	Truck	0	0	0	0	**0**	**0**	**0**
	Total	29	24	2	2	**31**	**26**	**57**

Notes

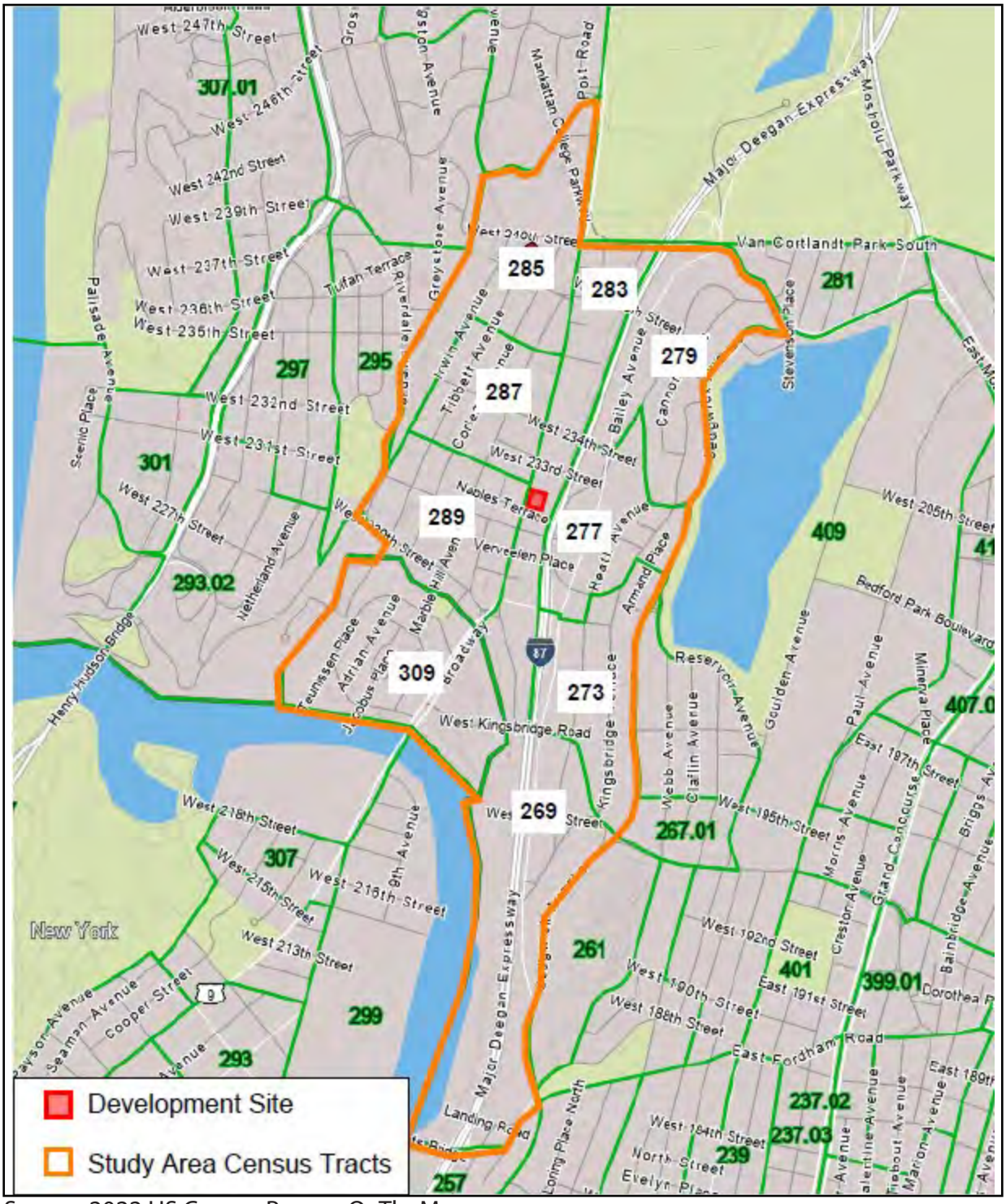
(1) A 0% taxi overlap rate was assumed (i.e., 0% of inbound full taxis are assumed to be available for outbound demand), based on the *2021 CEQR Technical Manual.*

Travel Demand Forecast (Total Walk Trips)[2]

	Residential		Local Retail		TOTAL		
	In	Out	In	Out	In	Out	TOTAL
AM	30	108	9	8	**39**	**116**	**155**
MD	41	41	15	15	**56**	**56**	**112**
PM	78	48	20	20	**98**	**68**	**166**
Sat MD	76	63	23	23	**99**	**86**	**185**

Notes

(2) Total walk trips includes all trips via transit plus walk only trips.



Source: 2022 US Census Bureau OnTheMap

Census Map

Figure 2

5602-5604 Broadway EAS

The results of the trip generation estimates for the project increment are shown in **Table 3**.

Table 3
Project Increment Trip Generation Estimate Summary

Peak Hour	Vehicle (Auto + Taxi + Truck)	Subway	Bus	Walk Only / Other	Total Pedestrians
Weekday AM	56	96	27	32	155
Weekday MD	38	60	16	36	112
Weekday PM	52	91	26	49	166
Saturday MD	57	99	29	57	185

The results show that the Proposed Project would generate more than 50 vehicle trips in a peak hour (a maximum of 57 trips during the Saturday MD peak hour). Therefore, in accordance with the *2021 CEQR Technical Manual*, a Level 2 screening was performed to distribute the new vehicular trips to the surrounding roadway network and identify potential study locations for quantitative analyses.

The results show that the Proposed Project would not generate more than 200 subway trips or more than 50 bus trips in a peak hour (a maximum of 99 subway trips and 29 bus trips during the Saturday MD peak hour). Therefore, in accordance with the *2021 CEQR Technical Manual*, a Level 2 screening was not performed to distribute the new subway and bus trips to the surrounding transit network, and identification of subway elements and bus routes for quantitative analyses was not undertaken.

The results show that the Proposed Project would not generate a total of more than 200 pedestrians in a peak hour (a maximum of 185 trips during the Saturday MD peak hour). Therefore, in accordance with the *2021 CEQR Technical Manual*, a Level 2 screening was not performed.

Vehicle Trip Assignment

Site Access Assumptions

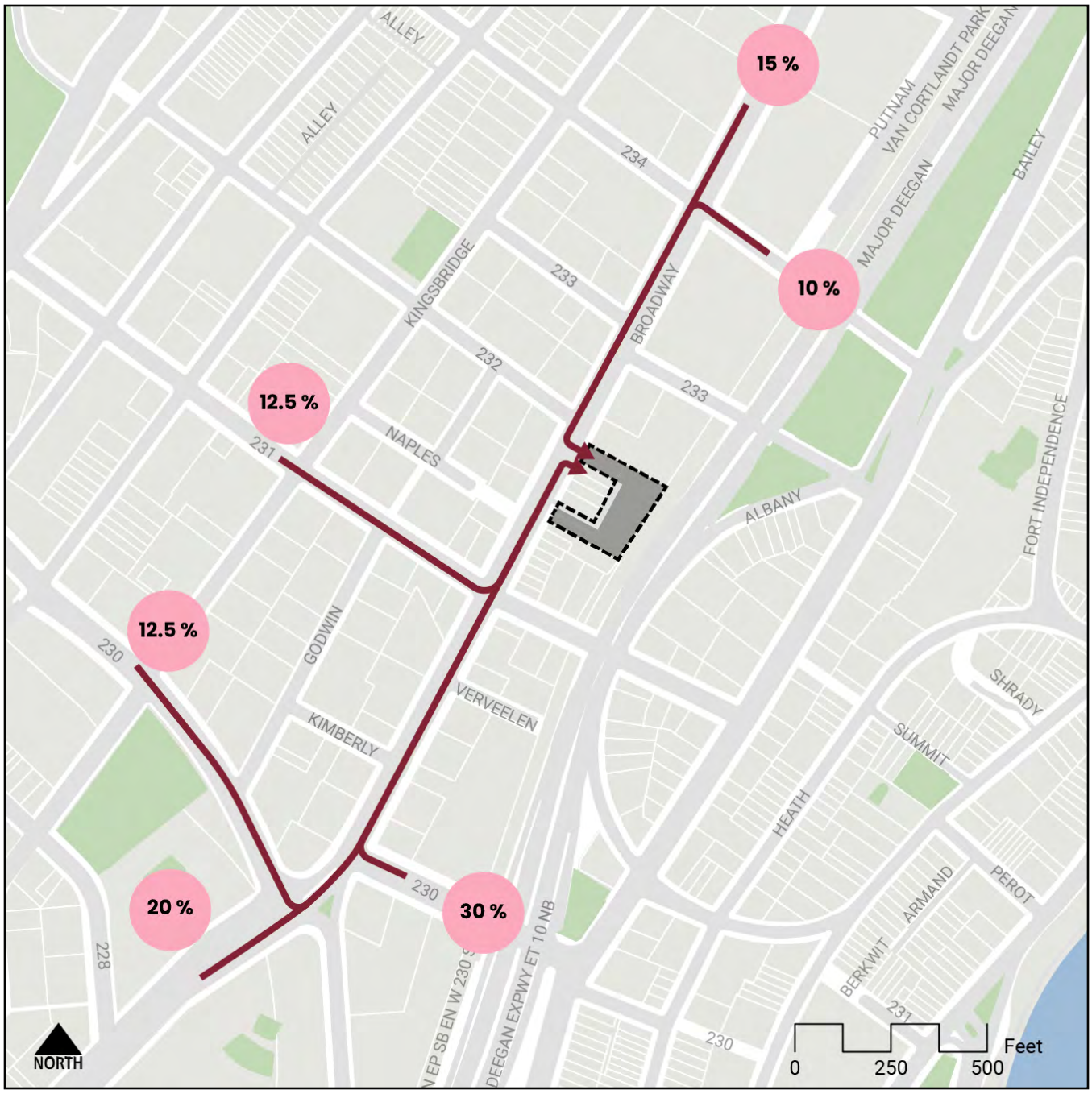
Assignment for vehicle trips generated by the Proposed Project considered the location of the site frontage with vehicular access to on-site parking. All vehicle trips were assigned to the site frontage on Broadway, between W 231st Street and W 232nd Street.

Residential Vehicular Trip Assignment Assumptions

Trip assignment for the residential use considered the Proposed Project's geographic location relative to major arterials and commuter routes for residents of the area based on available US Census data[1]. Auto trips were assumed to enter and exit the site via the on-site parking access off Broadway, between W 231st Street and W 232nd Street. Taxi[2] trips were assumed to pick up and drop off passengers directly in front of the site.

The inbound and outbound auto/taxi trip assignment percentages for the residential uses are shown on **Figures 3 and 4** and summarized in **Tables 4a and 4b**.

[1] OnTheMap v.8.0 *U.S. Census Bureau, Center for Economic Studies.* 2020 Census Data.
[2] For the purposes of this memorandum, the term "taxi" refers to all for-hire vehicles including app-based rideshare companies (Uber, Lyft, etc.) and livery cars.



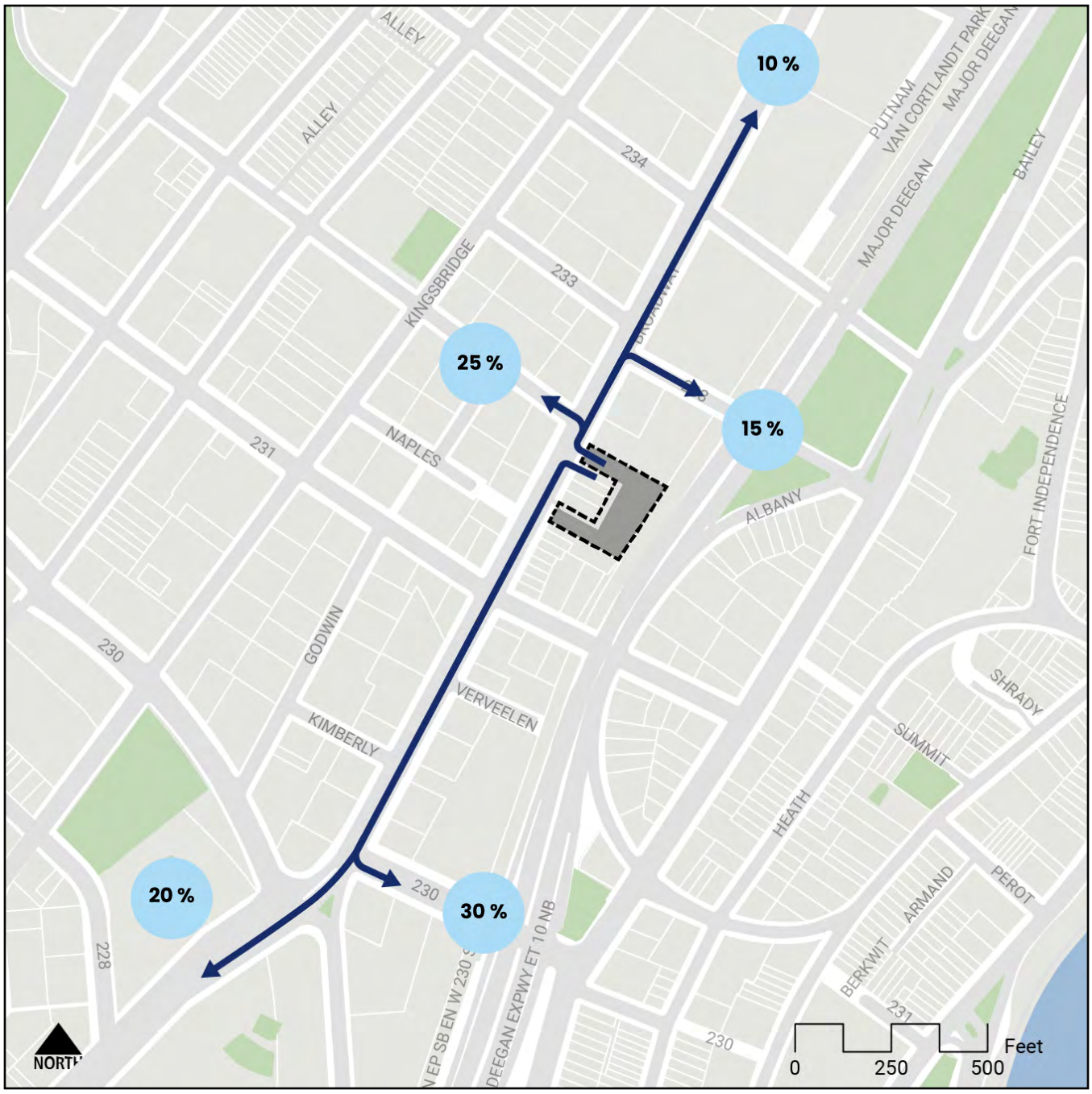
Project Site

Inbound Routing

Residential Land Use
Inbound Auto/Taxi Trips

Figure 3

5602-5604 Broadway EAS



Project Site

Outbound Routing

Residential Land Use Outbound Auto/Taxi Trips

Figure 4

5602-5604 Broadway EAS

Table 4a
Residential Auto/Taxi Inbound Trip Assignment Assumptions

	Inbound		
	Portal	Route	% Using Portal Auto/Taxi
From South	Route 9A	W 230th Street Eastbound	12.5%
		W 231st Street Eastbound	12.5%
	Major Deegan/I-87	W 230th Street Westbound	25.0%
	Moshulu Parkway	W 234th Street Westbound	10.0%
	Broadway	Broadway Northbound	20.0%
From North	Major Deegan/I-87	W 230th Street Westbound	5.0%
		W 240th Street Westbound	5.0%
	Broadway	Broadway Southbound	10.0%
		Total	**100.0%**

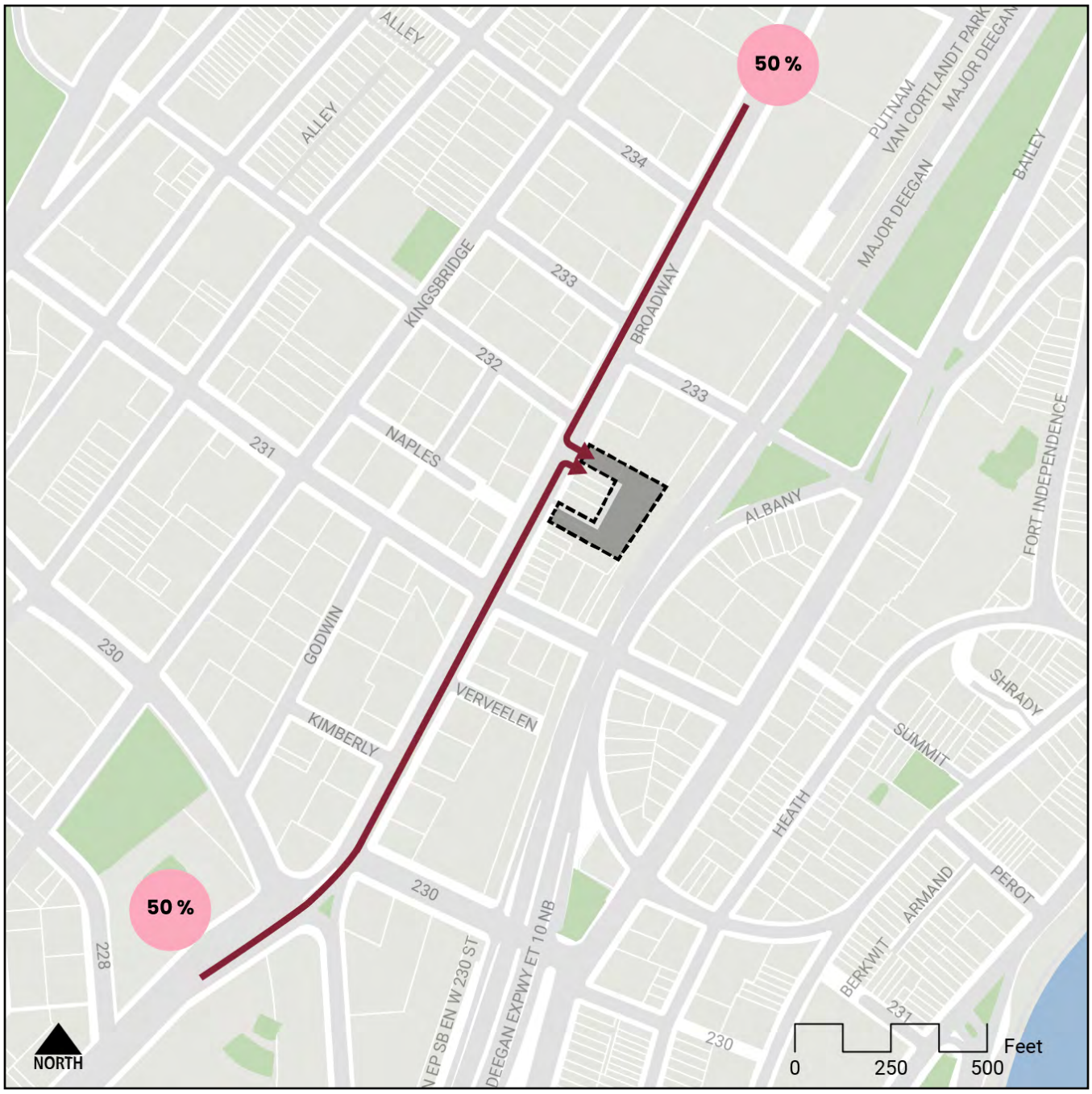
Table 4b
Residential Auto/Taxi Outbound Trip Assignment Assumptions

	Outbound		
	Portal	Route	% Using Portal Auto/Taxi
To South	Route 9A	W 232nd Street Westbound	25.0%
	Major Deegan/I-87	W 230th Street Eastbound	25.0%
	Broadway	Broadway Southbound	20.0%
	Moshulu Parkway	W 233rd Street Eastbound	10.0%
To North	Major Deegan/I-87	W 230th Street Eastbound	5.0%
		W 233rd Street Eastbound	5.0%
	Broadway	Broadway Northbound	10.0%
		Total	**100.0%**

Local Retail Vehicular Trip Assignment Assumptions

Trip assignment for the local retail use considered the Proposed Project's geographic location relative to major arterials and population densities of surrounding neighborhoods. Auto trips were assumed to enter and exit the site via the on-site parking access off Broadway, between W 231st Street and W 232nd Street. There would be no taxi trips generated by the local retail land use.

The inbound and outbound auto trip assignment percentages for the local retail use are shown on **Figures 5 and 6** and summarized in **Tables 5a and 5b**.



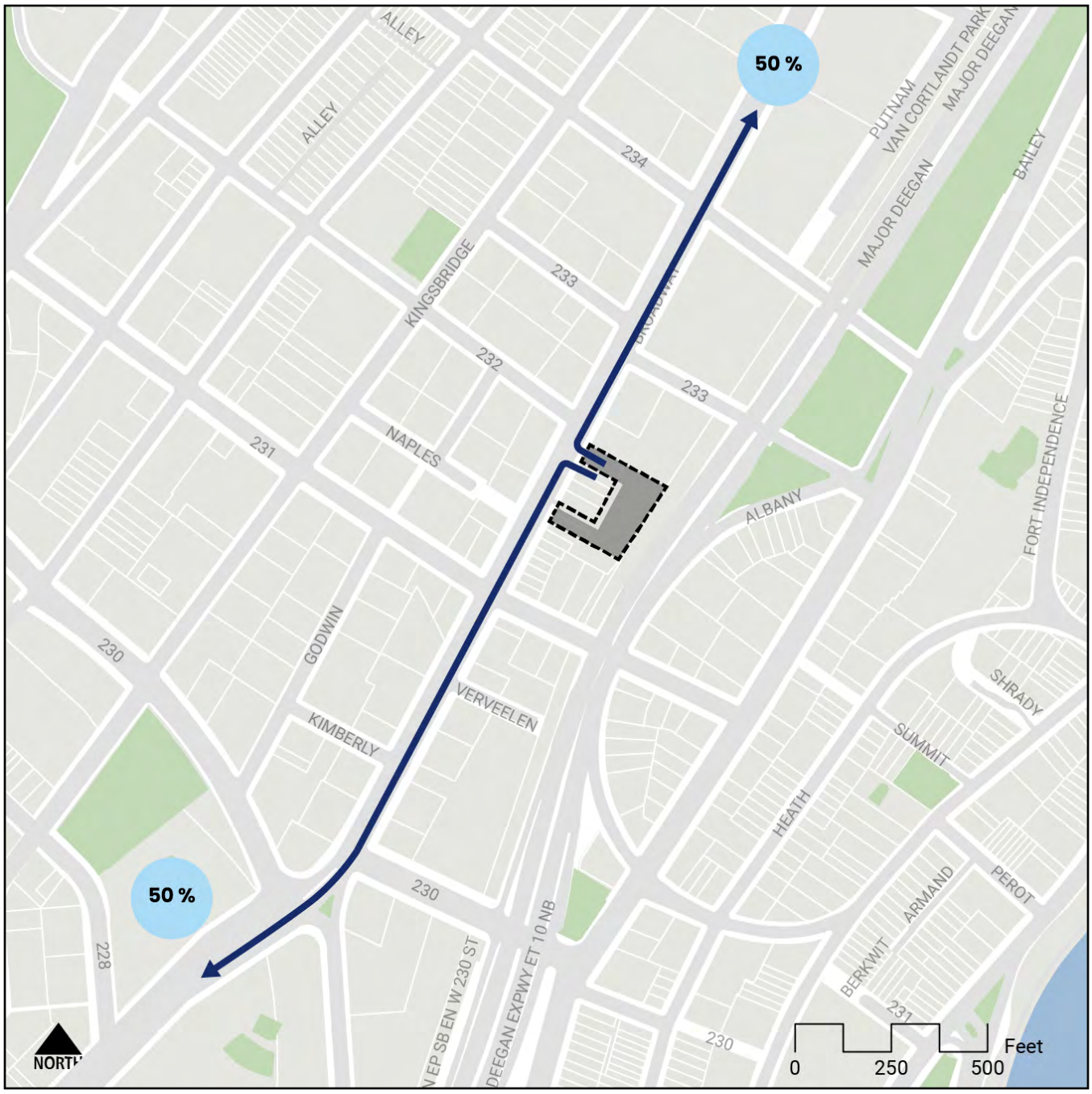
Project Site

Inbound Routing

Local Retail Land Use
Inbound Auto/Taxi Trips

Figure 5

5602-5604 Broadway EAS



Project Site

Outbound Routing

Local Retail Land Use
Outbound Auto/Taxi Trips

Figure 6

5602-5604 Broadway EAS

Table 5a
Local Retail Auto Inbound Trip Assignment Assumptions

	Inbound		
	Portal	Route	% Using Portal
			Auto
From South	Broadway	Broadway Northbound	50.0%
From North	Broadway	Broadway Southbound	50.0%
		Total	100.0%

Table 5b
Local Retail Auto Outbound Trip Assignment Assumptions

	Outbound		
	Portal	Route	% Using Portal
			Auto
To South	Broadway	Broadway Southbound	50.0%
To North	Broadway	Broadway Northbound	50.0%
		Total	100.0%

Truck Trip Assignment Assumptions

Truck trips for the Proposed Project are expected to travel on designated truck routes for as much of their route as possible. Inbound and outbound truck trips were assigned to/from the site frontage on Broadway, as that is the most direct truck route to the Projected Development Sites 1 and 2.

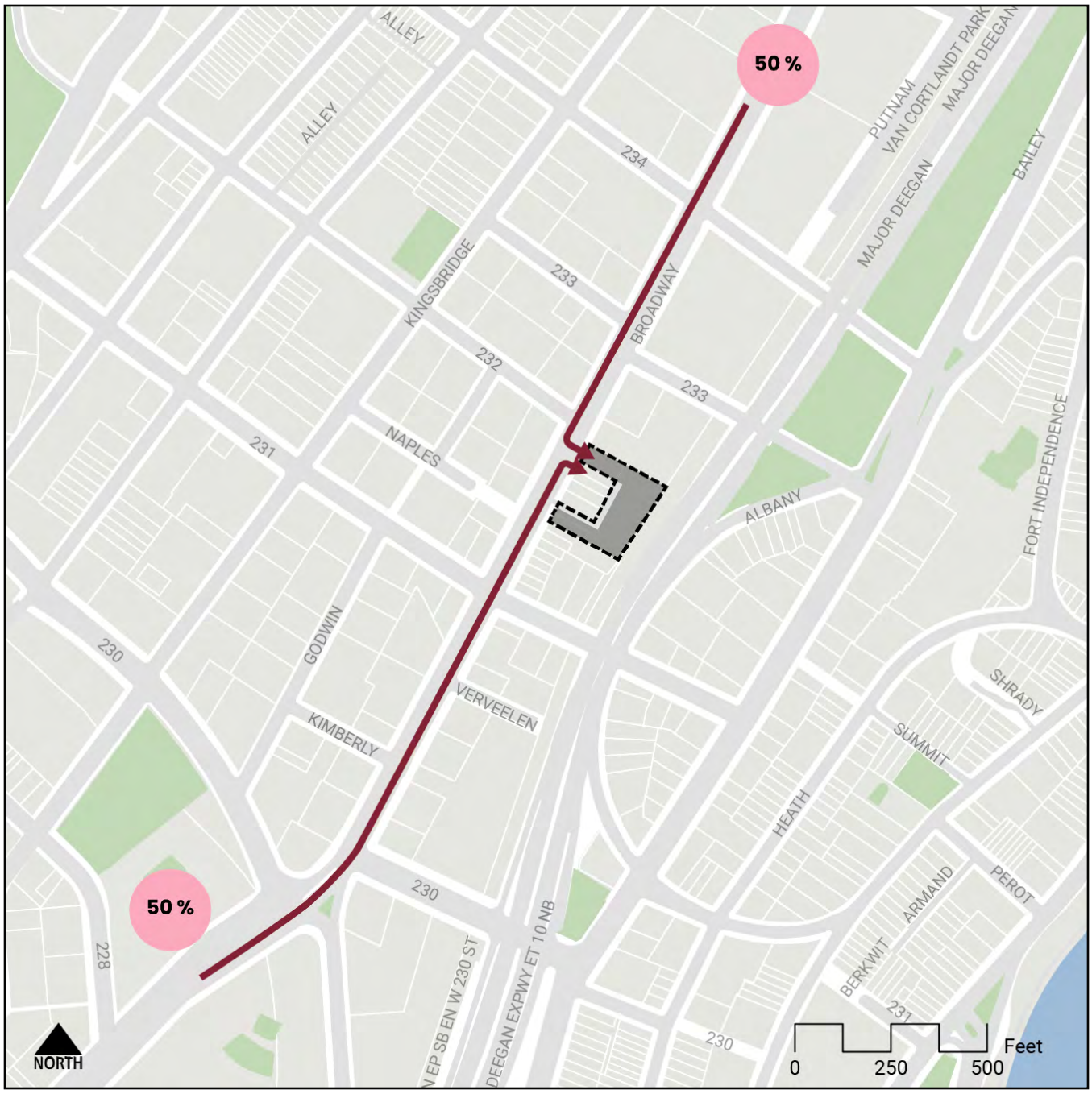
The inbound and outbound trip assignment percentages for the truck trips for each use are shown on **Figures 7 and 8** and summarized in **Tables 6a and 6b**.

Table 6a
Truck Inbound Trip Assignment Assumptions (for all land uses)

	Inbound		
	Portal	Route	% Using Portal Truck
From South	Broadway	Broadway Northbound	50.0%
From North	Broadway	Broadway Southbound	50.0%
		Total	100.0%

Table 6b
Truck Outbound Trip Assignment Assumptions (for all land uses)

	Outbound		
	Portal	Route	% Using Portal Truck
To South	Broadway	Broadway Southbound	50.0%
To North	Broadway	Broadway Northbound	50.0%
		Total	100.0%



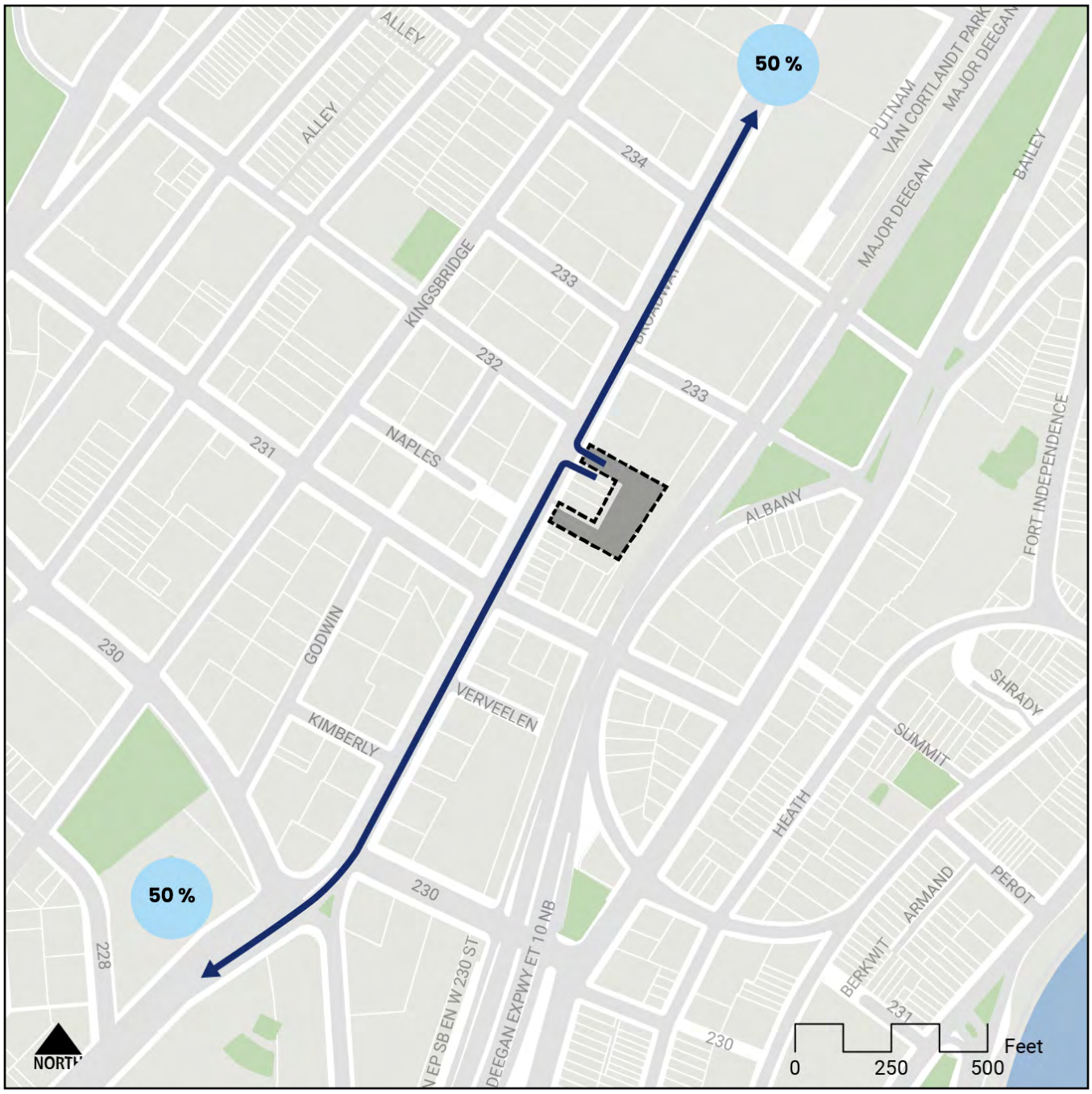
Project Site

Inbound Routing

All Land Uses
Inbound Truck Trips

Figure 7

5602-5604 Broadway EAS



Project Site

Outbound Routing

All Land Uses
Outbound Truck Trips

Figure 8

5602-5604 Broadway EAS

Level 2 Screening Results

The results of the Level 2 Screening analysis for vehicle traffic show that the Proposed Project would not generate more than 50 vehicle trips at any intersection in the study area during the study peak hours, as shown in **Figures 9 through 12**. Therefore, in accordance with the *2021 CEQR Technical Manual*, a detailed quantitative analysis will not be performed.

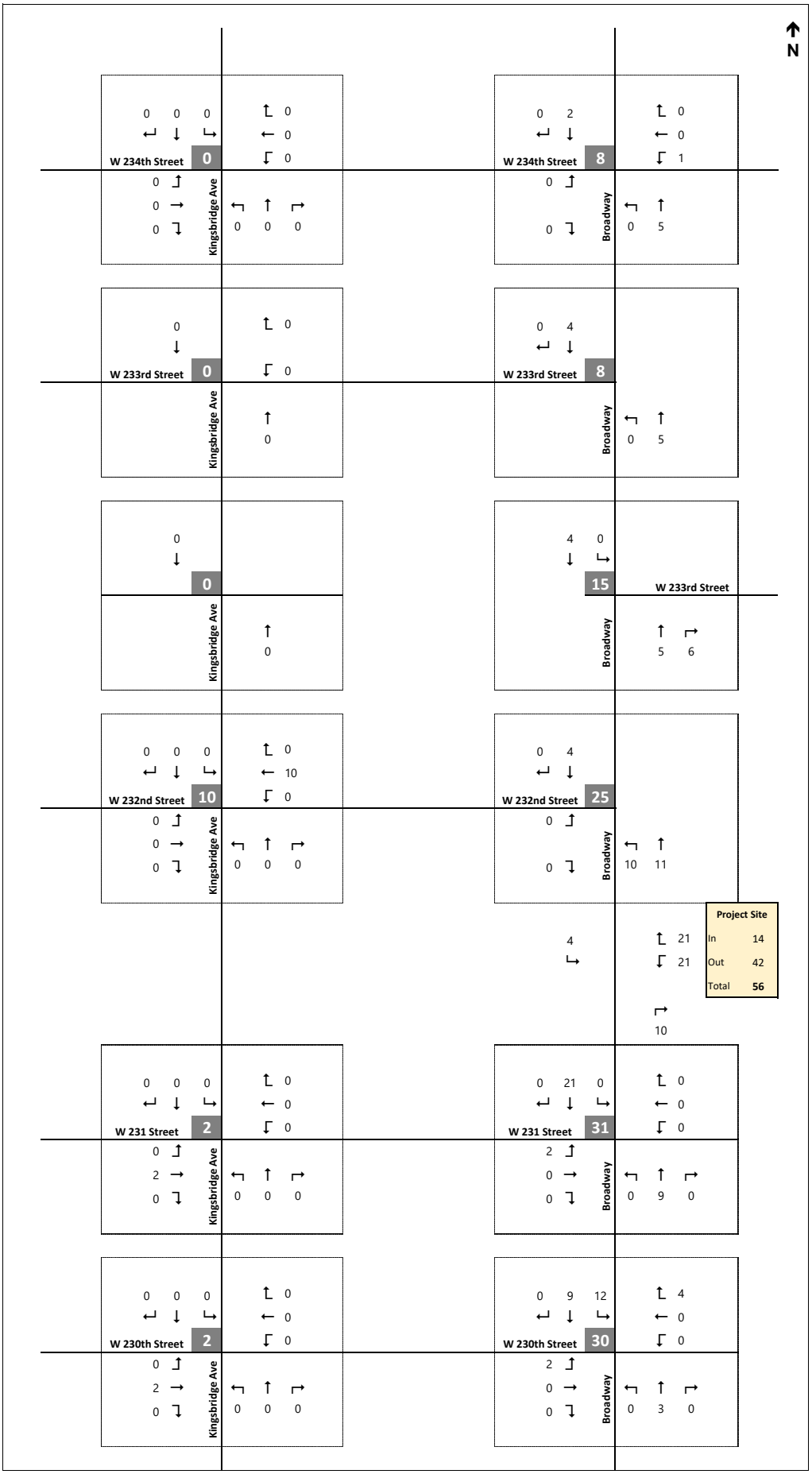
Conclusion

Based on the Level 2 screening analyses, the Proposed Project would not meet or exceed the *2021 CEQR Technical Manual* thresholds for vehicle trips at any intersections. Therefore, a detailed vehicular traffic analysis will not be performed.

According to the *2021 CEQR Technical Manual,* if the threshold for a detailed traffic analysis is met, it is likely that a parking assessment is warranted. As the project increment is not expected to generate more than 50 new vehicle trips at any intersection, a detailed traffic analysis was not conducted, and, as such, a parking assessment was not conducted.

Please contact Rachel Beer at (929) 438-0419 if you have any questions or comments on this TDF memo.

TRIP ASSIGNMENT FIGURES



Key

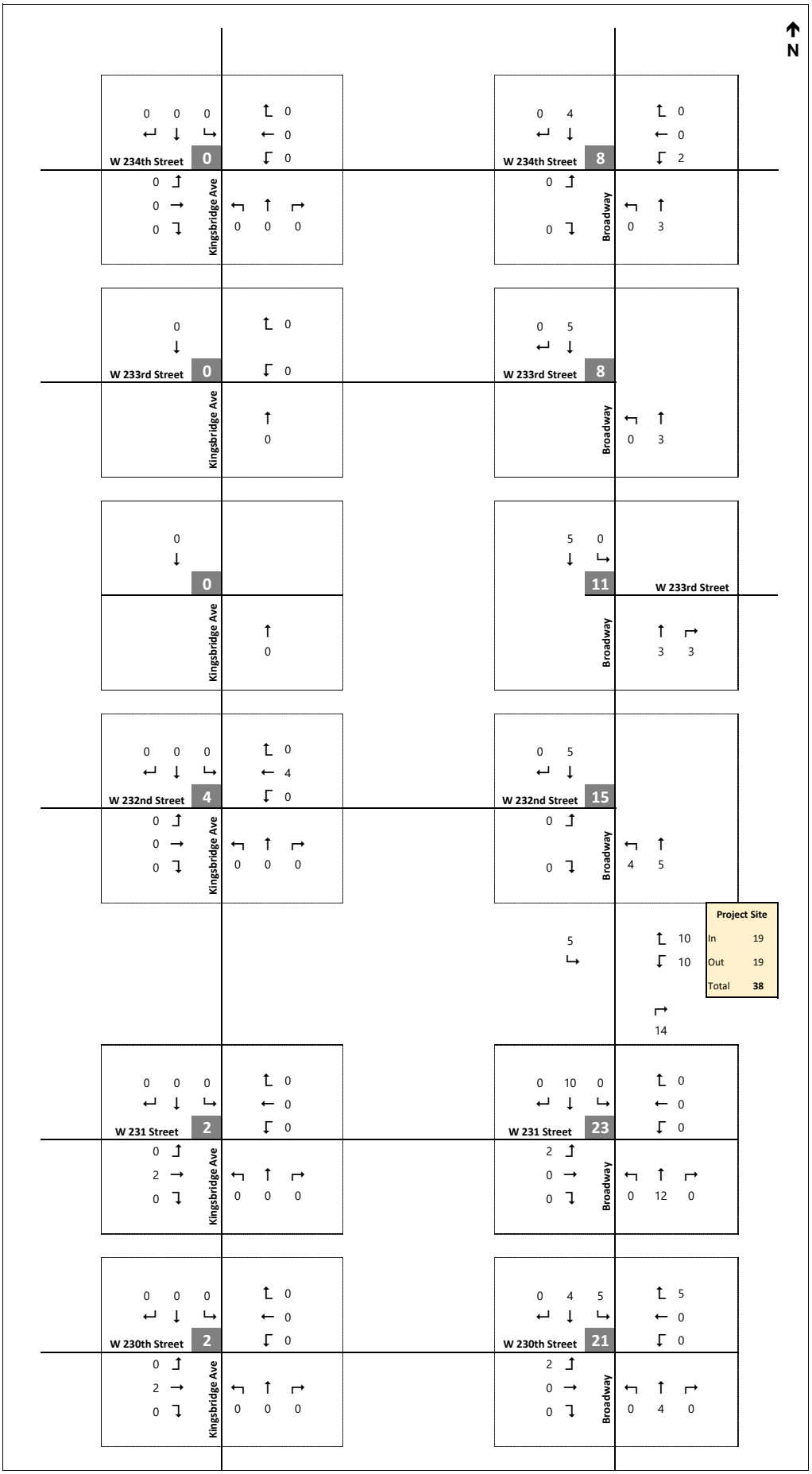
Total Intersection Vehicular Volume

Figure 9

Weekday AM Peak Hour

Project-Generated Vehicular Volumes

Kingsbridge Rezoning



Key

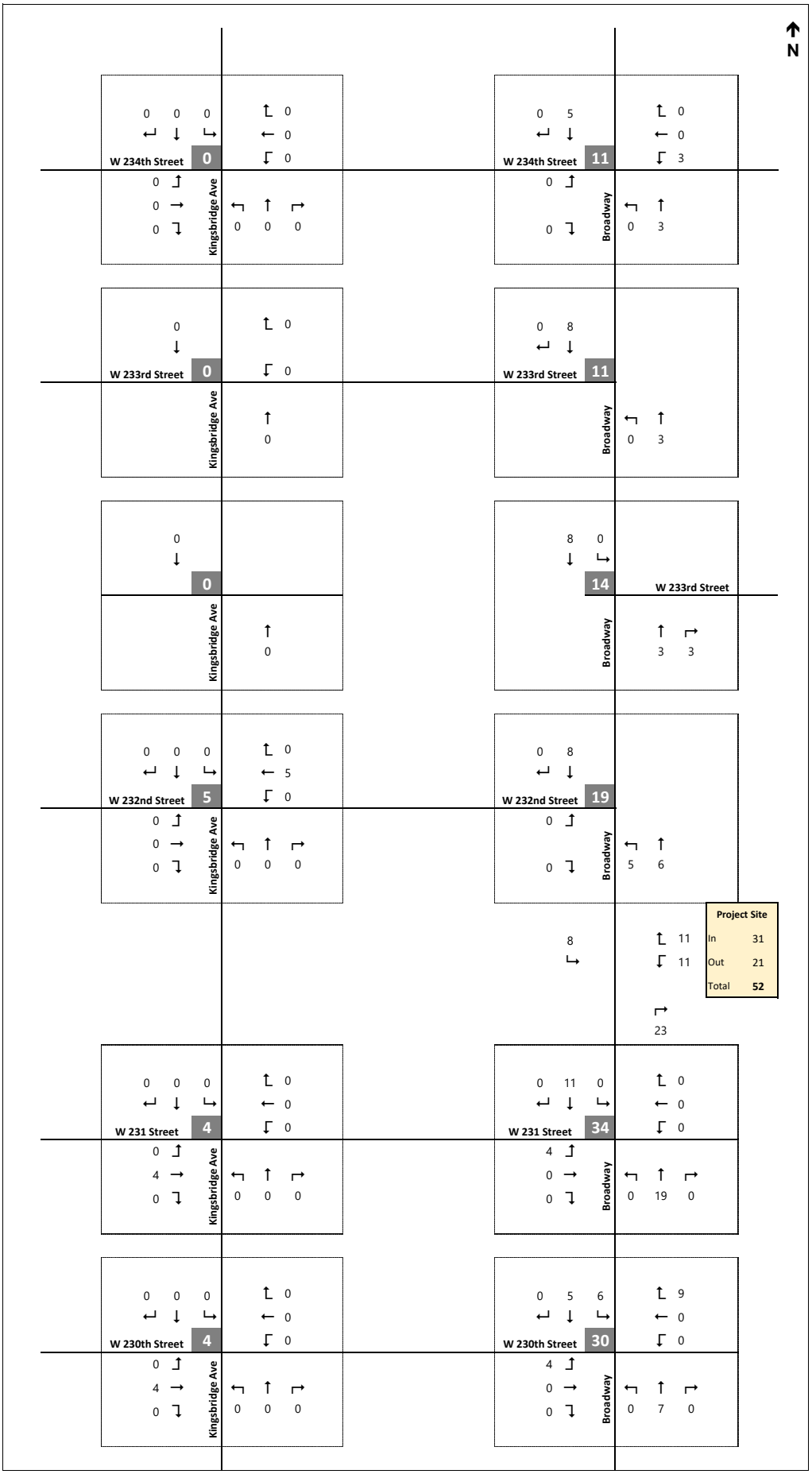
Total Intersection Vehicular Volume

Figure 10

Weekday MD Peak Hour

Project-Generated Vehicular Volumes

Kingsbridge Rezoning



Key

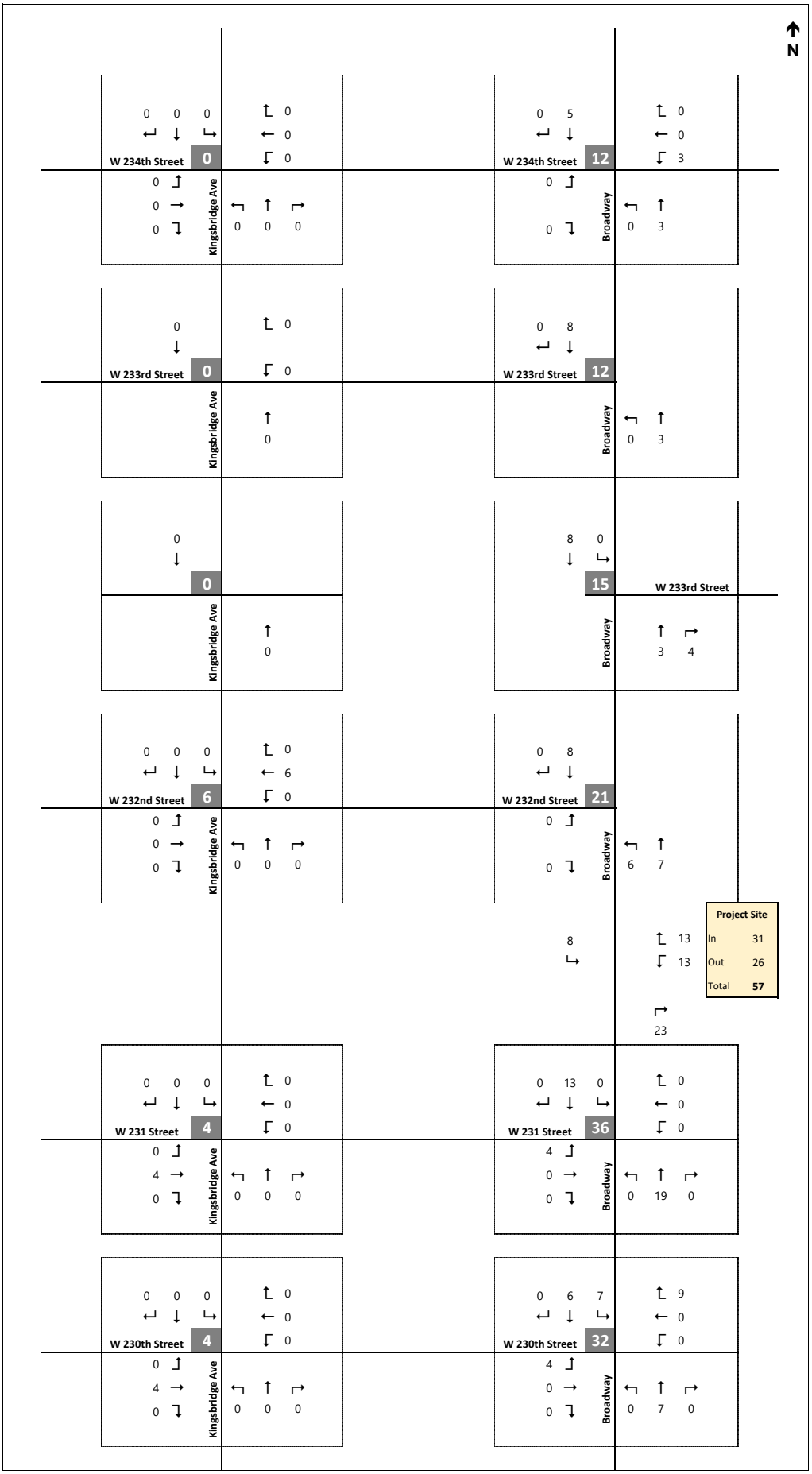
Total Intersection Vehicular Volume

Figure 11

Weekday PM Peak Hour

Project-Generated Vehicular Volumes

Kingsbridge Rezoning



Key

Total Intersection Vehicular Volume

Figure 12

Saturday MD Peak Hour

Project-Generated Vehicular Volumes

Kingsbridge Rezoning

APPENDIX B

FOR INTERNAL USE ONLY	WRP No. 21-194
Date Received: _____	DOS No. _____

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM
Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's Coastal Zone, must be reviewed and assessed for their consistency with the *New York City Waterfront Revitalization Program (WRP)* which has been approved as part of the State's Coastal Management Program.

This form is intended to assist an applicant in certifying that the proposed activity is consistent with the WRP. It should be completed when the local, state, or federal application is prepared. The completed form and accompanying information will be used by the New York State Department of State, the New York City Department of City Planning, or other city or state agencies in their review of the applicant's certification of consistency.

A. APPLICANT INFORMATION

Name of Applicant: Riverdale Garage Corp./ 5602 Broadway LLC

Name of Applicant Representative: Frank St. Jacques

Address: 1251 Avenue of the Americas, 37th Floor, New York, NY-10020

Telephone: 212-259-6474 Email: frank.stjacques@akerman.com

Project site owner (if different than above): _____

B. PROPOSED ACTIVITY

If more space is needed, include as an attachment.

1. Brief description of activity

Riverdale Garage Corp./ 5602 Broadway LLC ("the Applicant") is requesting a zoning map amendment to rezone Lots 90, 91, 93, 95, 97, 98, 99 and portions of (p/o)
Lots 75, 87, 88 and 110 on Block 3267 ("Rezoning Area"), from a M1-1 zoning district to a R7-3/C2-3 zoning district and a zoning text amendment to ZR Appendix F to establish a Mandatory Inclusionary Housing (MIH) area ("Proposed Actions"), to facilitate the redevelopment of 5602-5604 Broadway (Block 3267, lots 90 and 91) in the Kingsbridge neighborhood of Bronx,- Community District 8 (CD 8) ("Projected Development Site 1"). The Proposed Actions would facilitate the development of an approximately 328,431 gross square feet (gsf) building including 274,560 gsf of residential use comprising 226 (DUs), and 53,871 gsf of parking space in the sub-cellar and cellar ("Proposed Project"), on the

2. Purpose of activity

Riverdale Garage Corp ("the Applicant") is requesting a zoning map amendment to rezone lots 90, 91, 93, 95, 97, 98, 99 and portions of (p/o) Lots 75, 87, 88 and 110 on Block 3267 ("Rezoning Area"), from a M1-1
zoning district to a R7-3/C2-3 zoning district, a zoning text amendment to allow the proposed R7-3 zoning district to be mapped within the Rezoning Area, and a zoning text amendment to ZR Appendix F to establish a
Mandatory Inclusionary Housing (MIH) area ("Proposed Actions"), to facilitate the redevelopment of 5602-5604 Broadway (Block 3267, Lots 90 and 91) in the Kingsbridge neighborhood of Bronx Community District 8
(CD 8) ("Projected Development Site 1"). The Proposed Actions would facilitate the

C. PROJECT LOCATION

Borough: Bronx Tax Block/Lot(s): Block 3267, Lots 90, 91, 99, 93, 95, 97, 98

Street Address: 5602-5604 Broadway

Name of water body (if located on the waterfront): N/A

D. REQUIRED ACTIONS OR APPROVALS

Check all that apply.

City Actions/Approvals/Funding

City Planning Commission ☑ Yes ☐ No

- ☐ City Map Amendment
- ☑ Zoning Map Amendment
- ☑ Zoning Text Amendment
- ☐ Site Selection – Public Facility
- ☐ Housing Plan & Project
- ☐ Special Permit
  (if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____
- ☐ Zoning Certification
- ☐ Zoning Authorizations
- ☐ Acquisition – Real Property
- ☐ Disposition – Real Property
- ☐ Other, explain: _____
- ☐ Concession
- ☐ UDAAP
- ☐ Revocable Consent
- ☐ Franchise

Board of Standards and Appeals ☐ Yes ☑ No

- ☐ Variance (use)
- ☐ Variance (bulk)
- ☐ Special Permit
  (if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____

Other City Approvals

- ☐ Legislation
- ☐ Rulemaking
- ☐ Construction of Public Facilities
- ☐ 384 (b) (4) Approval
- ☐ Other, explain: _____
- ☑ Funding for Construction, specify: _____
- ☐ Policy or Plan, specify: _____
- ☐ Funding of Program, specify: _____
- ☐ Permits, specify: _____

State Actions/Approvals/Funding

- ☐ State permit or license, specify Agency: _____ Permit type and number: _____
- ☐ Funding for Construction, specify: _____
- ☐ Funding of a Program, specify: _____
- ☐ Other, explain: _____

Federal Actions/Approvals/Funding

- ☐ Federal permit or license, specify Agency: _____ Permit type and number: _____
- ☐ Funding for Construction, specify: _____
- ☐ Funding of a Program, specify: _____
- ☐ Other, explain: _____

Is this being reviewed in conjunction with a Joint Application for Permits? ☐ Yes ☑ No

E. LOCATION QUESTIONS

1.	Does the project require a waterfront site?	☐ Yes	☑ No
2.	Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land under water or coastal waters?	☐ Yes	☑ No
3.	Is the project located on publicly owned land or receiving public assistance?	☐ Yes	☑ No
4.	Is the project located within a FEMA 1% annual chance floodplain? *(6.2)*	☑ Yes	☐ No
5.	Is the project located within a FEMA 0.2% annual chance floodplain? *(6.2)*	☐ Yes	☑ No
6.	Is the project located adjacent to or within a special area designation? *See Maps – Part III of the NYC WRP. If so, check appropriate boxes below and evaluate policies noted in parentheses as part of WRP Policy Assessment (Section F).*	☐ Yes	☑ No

- ☐ Significant Maritime and Industrial Area (SMIA) (*2.1*)
- ☐ Special Natural Waterfront Area (SNWA) (*4.1*)
- ☐ Priority Maritime Activity Zone (PMAZ) (*3.5*)
- ☐ Recognized Ecological Complex (REC) (*4.4*)
- ☐ West Shore Ecologically Sensitive Maritime and Industrial Area (ESMIA) (*2.2, 4.2*)

F. WRP POLICY ASSESSMENT

Review the project or action for consistency with the WRP policies. For each policy, check Promote, Hinder *or* Not Applicable (N/A). *For more information about consistency review process and determination, see* ***Part I*** *of the NYC Waterfront Revitalization Program. When assessing each policy, review the full policy language, including all sub-policies, contained within* ***Part II*** *of the WRP. The relevance of each applicable policy may vary depending upon the project type and where it is located (i.e. if it is located within one of the special area designations).*

For those policies checked Promote *or* Hinder, *provide a written statement on a separate page that assesses the effects of the proposed activity on the relevant policies or standards. If the project or action promotes a policy, explain how the action would be consistent with the goals of the policy. If it hinders a policy, consideration should be given toward any practical means of altering or modifying the project to eliminate the hindrance. Policies that would be advanced by the project should be balanced against those that would be hindered by the project. If reasonable modifications to eliminate the hindrance are not possible, consideration should be given as to whether the hindrance is of such a degree as to be substantial, and if so, those adverse effects should be mitigated to the extent practicable.*

		Promote	Hinder	N/A
1	**Support and facilitate commercial and residential redevelopment in areas well-suited to such development.**	☑	☐	☐
1.1	Encourage commercial and residential redevelopment in appropriate Coastal Zone areas.	☑	☐	☐
1.2	Encourage non-industrial development with uses and design features that enliven the waterfront and attract the public.	☐	☐	☑
1.3	Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.	☑	☐	☐
1.4	In areas adjacent to SMIAs, ensure new residential development maximizes compatibility with existing adjacent maritime and industrial uses.	☐	☐	☑
1.5	Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.	☑	☐	☐

		Promote	Hinder	N/A
2	**Support water-dependent and industrial uses in New York City coastal areas that are well-suited to their continued operation.**	☐	☐	☑
2.1	Promote water-dependent and industrial uses in Significant Maritime and Industrial Areas.	☐	☐	☑
2.2	Encourage a compatible relationship between working waterfront uses, upland development and natural resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☐
2.3	Encourage working waterfront uses at appropriate sites outside the Significant Maritime and Industrial Areas or Ecologically Sensitive Maritime Industrial Area.	☐	☐	☐
2.4	Provide infrastructure improvements necessary to support working waterfront uses.	☐	☐	☐
2.5	Incorporate consideration of climate change and sea level rise into the planning and design of waterfront industrial development and infrastructure, pursuant to WRP Policy 6.2.	☐	☐	☐
3	**Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation.**	☐	☐	☑
3.1.	Support and encourage in-water recreational activities in suitable locations.	☐	☐	☐
3.2	Support and encourage recreational, educational and commercial boating in New York City's maritime centers.	☐	☐	☐
3.3	Minimize conflicts between recreational boating and commercial ship operations.	☐	☐	☐
3.4	Minimize impact of commercial and recreational boating activities on the aquatic environment and surrounding land and water uses.	☐	☐	☐
3.5	In Priority Marine Activity Zones, support the ongoing maintenance of maritime infrastructure for water-dependent uses.	☐	☐	☐
4	**Protect and restore the quality and function of ecological systems within the New York City coastal area.**	☐	☐	☑
4.1	Protect and restore the ecological quality and component habitats and resources within the Special Natural Waterfront Areas.	☐	☐	☐
4.2	Protect and restore the ecological quality and component habitats and resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☐
4.3	Protect designated Significant Coastal Fish and Wildlife Habitats.	☐	☐	☐
4.4	Identify, remediate and restore ecological functions within Recognized Ecological Complexes.	☐	☐	☐
4.5	Protect and restore tidal and freshwater wetlands.	☐	☐	☐
4.6	In addition to wetlands, seek opportunities to create a mosaic of habitats with high ecological value and function that provide environmental and societal benefits. Restoration should strive to incorporate multiple habitat characteristics to achieve the greatest ecological benefit at a single location.	☐	☐	☐
4.7	Protect vulnerable plant, fish and wildlife species, and rare ecological communities. Design and develop land and water uses to maximize their integration or compatibility with the identified ecological community.	☐	☐	☐
4.8	Maintain and protect living aquatic resources.	☐	☐	☐

		Promote	Hinder	N/A
5	**Protect and improve water quality in the New York City coastal area.**	☐	☐	☑
5.1	Manage direct or indirect discharges to waterbodies.	☐	☐	☐
5.2	Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution.	☐	☐	☐
5.3	Protect water quality when excavating or placing fill in navigable waters and in or near marshes, estuaries, tidal marshes, and wetlands.	☐	☐	☐
5.4	Protect the quality and quantity of groundwater, streams, and the sources of water for wetlands.	☐	☐	☐
5.5	Protect and improve water quality through cost-effective grey-infrastructure and in-water ecological strategies.	☐	☐	☐
6	**Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.**	☑	☐	☐
6.1	Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of the property to be protected, and the surrounding area.	☑	☐	☐
6.2	Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in *New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms*) into the planning and design of projects in the city's Coastal Zone.	☑	☐	☐
6.3	Direct public funding for flood prevention or erosion control measures to those locations where the investment will yield significant public benefit.	☐	☐	☑
6.4	Protect and preserve non-renewable sources of sand for beach nourishment.	☐	☐	☑
7	**Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.**	☑	☐	☐
7.1	Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems.	☑	☐	☐
7.2	Prevent and remediate discharge of petroleum products.	☐	☐	☑
7.3	Transport solid waste and hazardous materials and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.	☐	☐	☑
8	**Provide public access to, from, and along New York City's coastal waters.**	☐	☐	☑
8.1	Preserve, protect, maintain, and enhance physical, visual and recreational access to the waterfront.	☐	☐	☐
8.2	Incorporate public access into new public and private development where compatible with proposed land use and coastal location.	☐	☐	☐
8.3	Provide visual access to the waterfront where physically practical.	☐	☐	☐
8.4	Preserve and develop waterfront open space and recreation on publicly owned land at suitable locations.	☐	☐	☐

		Promote	Hinder	N/A
8.5	Preserve the public interest in and use of lands and waters held in public trust by the State and City.	☐	☐	☐
8.6	Design waterfront public spaces to encourage the waterfront's identity and encourage stewardship.	☐	☐	☐
9	**Protect scenic resources that contribute to the visual quality of the New York City coastal area.**	☐	☐	☑
9.1	Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.	☐	☐	☐
9.2	Protect and enhance scenic values associated with natural resources.	☐	☐	☐
10	**Protect, preserve, and enhance resources significant to the historical, archaeological, architectural, and cultural legacy of the New York City coastal area.**	☐	☐	☑
10.1	Retain and preserve historic resources, and enhance resources significant to the coastal culture of New York City.	☐	☐	☐
10.2	Protect and preserve archaeological resources and artifacts.	☐	☐	☐

G. CERTIFICATION

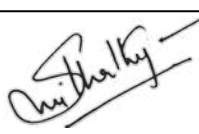
The applicant or agent must certify that the proposed activity is consistent with New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program. If this certification cannot be made, the proposed activity shall not be undertaken. If this certification can be made, complete this Section.

"The proposed activity complies with New York State's approved Coastal Management Program as expressed in New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program, and will be conducted in a manner consistent with such program."

Applicant/Agent's Name: Smitha Krishnan

Address: 322 Eighth Avenue, Fifth Floor, New York,NY-10001

Telephone: 929.438.0426 Email: smitha.krishnan@samschwartz.com

Applicant/Agent's Signature: 

Date: 5/21/2024

Submission Requirements

For all actions requiring City Planning Commission approval, materials should be submitted to the Department of City Planning.

For local actions not requiring City Planning Commission review, the applicant or agent shall submit materials to the Lead Agency responsible for environmental review. A copy should also be sent to the Department of City Planning.

For State actions or funding, the Lead Agency responsible for environmental review should transmit its WRP consistency assessment to the Department of City Planning.

For Federal direct actions, funding, or permits applications, including Joint Applicants for Permits, the applicant or agent shall also submit a copy of this completed form along with his/her application to the NYS Department of State Office of Planning and Development and other relevant state and federal agencies. A copy of the application should be provided to the NYC Department of City Planning.

The Department of City Planning is also available for consultation and advisement regarding WRP consistency procedural matters.

New York City Department of City Planning
Waterfront and Open Space Division
120 Broadway, 31st Floor
New York, New York 10271
212-720-3696
wrp@planning.nyc.gov
www.nyc.gov/wrp

New York State Department of State
Office of Planning and Development
Suite 1010
One Commerce Place, 99 Washington Avenue
Albany, New York 12231-0001
518-474-6000
www.dos.ny.gov/opd/programs/consistency

Applicant Checklist

- ☐ Copy of original signed NYC Consistency Assessment Form
- ☑ Attachment with consistency assessment statements for all relevant policies
- ☐ For Joint Applications for Permits, one (1) copy of the complete application package
- ☐ Environmental Review documents
- ☐ Drawings (plans, sections, elevations), surveys, photographs, maps, or other information or materials which would support the certification of consistency and are not included in other documents submitted. All drawings should be clearly labeled and at a scale that is legible.
- ☑ Policy 6.2 Flood Elevation worksheet, if applicable. For guidance on applicability, refer to the WRP Policy 6.2 Guidance document available at www.nyc.gov/wrp

APPENDIX C

Landmarks Preservation Commission

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

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

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / LA-CEQR-X
Project: 5602-5604 BROADWAY REZONING
Date Received: 8/15/2023

Properties with no Architectural or Archaeological significance:
1) 5602 BROADWAY, BBL: 2032670090
2) 5604 BROADWAY, BBL: 2032670091

Gina Santucci

8/17/2023

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 37143_FSO_DNP_08172023.docx

NYC Landmarks Preservation Commission

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

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

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / 24DCP106X
Project: 5602-5604 BROADWAY REZONING
Date Received: 3/19/2025

Comments:

The LPC is in receipt of the final EAS of 3/19/25. The Shadows and Historic Resources sections appear acceptable.

Gina Santucci

4/10/2025

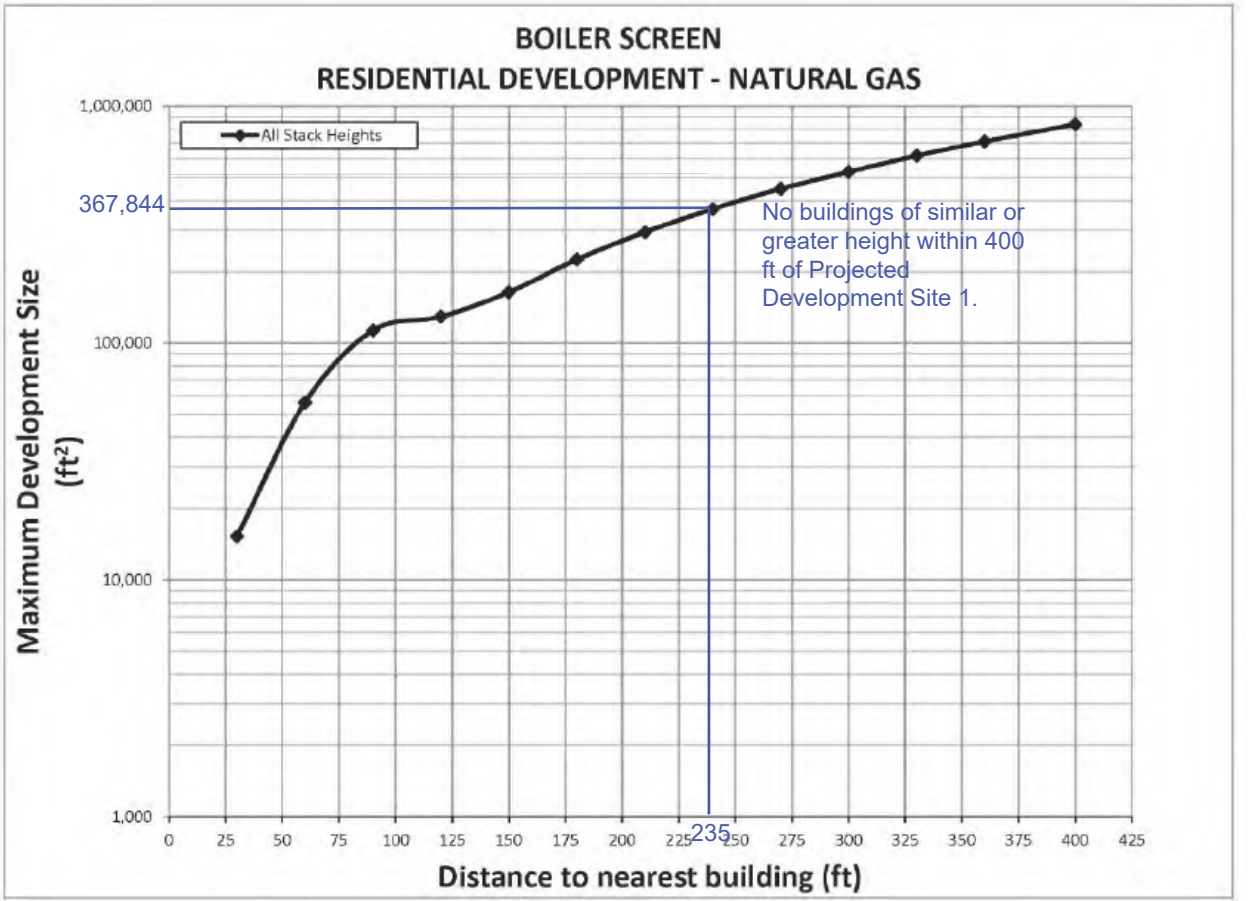
SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 37143_FSO_GS_04102025.docx

APPENDIX D

Projected Development Sites 1 & 2: Block 3267, Lot 90, 91, 99
Total square footage: 367,844
Building Height: 185'
Nearest building of similar or greater height: Block 3261, Lot 102
Screens Out: Yes

Figure K-1: Air Quality Nomograph



APPENDIX E

Environmental Protection

Rohit T. Aggarwala
Commissioner

Angela Licata
Deputy Commissioner
Sustainability

59-17 Junction Blvd.
Flushing, NY 11373

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

April 10, 2024

Erin Whitney
Project Manager
Environmental Assessment and Review Division
New York City Department of City Planning
120 Broadway, 31st Floor
New York, NY 10271

Re: 5602-5604 Broadway Rezoning
Block 3267, Lots 72, 75, 87, 88, 90, 91, 93, 95, 97, 98, 99, and 110
CEQR # 24DCP106X

Dear Ms. Whitney:

The New York City Department of Environmental Protection, Bureau of Sustainability (DEP) has reviewed the March 2024 Environmental Assessment Statement (EAS) prepared by Sam Schwartz Engineering, D.P.C. and the August 2021 Phase I Environmental Site Assessment (Phase I) prepared by GEI Consultants, Inc., P.C., on behalf of Riverdale Garage Corp (applicant) for the above referenced project. It is our understanding that the applicant seeks a zoning map amendment (M1-1 to R7-3/C2-3) on Block 3267, Lots 90, 91, 93, 95, 97, 98, 99 and portions of Lots 75, 87, 88, and 110 in Bronx Community District 8 and zoning text amendments pursuant to Appendix F (Proposed Actions) from the New York City Department of City Planning (DCP) to facilitate the development of a 13-story, approximately 328,431 gross square feet (gsf), residential development comprising approximately 226 dwelling units, and approximately 188 accessory spaces (Proposed Project) on the applicant owned Block 3267, Lots 90 and 91 (Projected Development Site 1). Under the Proposed Actions, the non-applicant owned Block 3267, Lot 99 (Projected Development Site 2) would be developed into an 18-story, approximately 39,413 gsf building including 30,441 gsf of residential use with 30 units. The Proposed Actions could result in potential development on Block 3267, Lots 93, 95, 97, and 98 (Potential Development Site 1).

The August 2021 Phase I report revealed that historical on-site and surrounding area land uses consisted of a variety of residential and commercial uses including a commercial building, a parking garage with gasoline underground storage tanks, an automotive body and fender repair shop, a bar/pub, residential properties, movie theatres, banks, funeral homes, a railroad spur, a health center, banks, auto repair, a temple, a bakery, dry cleaning, a theatre, a hotel, etc. Regulatory databases identified 31 spills, 2 historical auto sites, and 6 historical cleaner sites within 1/8 mile; 21 underground storage tank sites, 81 aboveground storage tank sites, and 6 dry cleaners within 1/4 mile; 66 leaking storage tank sites, and 3 voluntary cleanup program sites within 1/2 mile of the subject property.

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

Block 3267, Lots 90 and 91; Projected Development Site 1 (Site under the control or ownership of the applicant)

- The applicant intends to file an application to the New York State Department of Environmental Conservation (NYSDEC) to enter Projected Development Site 1 into the Brownfield Cleanup Program (BCP). Based on the applicant's proposal to construct subject to the NYSDEC BCP requirements, DEP concurs that the incorporation of all testing and remedial measures under the BCP will ensure that there would be no potential for significant adverse hazardous materials impacts as a result of the proposed project. Since the BCP is a voluntary program, DEP concurs with the EAS recommendation that an (E) Designation for hazardous materials should be placed pursuant to Section 11-15 of the New York City Zoning Resolution for the subject property. The (E) Designation will ensure that testing and mitigation will be provided as necessary before any future development and/or soil disturbance should the application to enroll Projected Development Site 1 in the BCP not be accepted, or, if Projected Development Site 1 is withdrawn from the BCP. These measures will ensure that the development is protective of human health and the environment through the Mayor's Office of Environmental Remediation (OER) oversight as part of the New York City Department of Buildings approval process.

Block 3267, Lot 99; Projected Development Site 2 and Block 3267, Lots 93, 95, 97, and 98; Potential Development Site 1 (Sites not under the control or ownership of the applicant)

- Based on prior on-site and/or surrounding area land uses which could result in environmental contamination, DEP concurs with the EAS recommendation that an (E) Designation for hazardous materials should be placed pursuant to Section 11-15 of the New York City Zoning Resolution for the subject properties. The (E) Designation will ensure that testing and mitigation will be provided as necessary before any future development and/or soil disturbance. Further hazardous materials assessments should be coordinated through OER.

Future correspondence and submittals related to this project should include the following CEQR # **24DCP106X**. If you have any questions, you may contact me at (718) 595-4358.

Sincerely,

Wei Yu
Deputy Director, Hazardous Materials

c: R. Weissbard; T. Estesen; M. Wimbish; S. Shellooe – DCP; E. Ulker Kacar – DCP; M. Bertini – OER