DEPARTMENT OF CITY PLANNING
CITY OF NEW YORK

ENVIRONMENTAL ASSESSMENT AND REVIEW DIVISION

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-REVISED-

NOTICE OF COMPLETION OF THE DRAFT ENVIRONMENTAL IMPACT STATEMENT

Jerome Avenue Rezoning

Project Identification
CEQR No. 17DCP019X
ULURP Nos. 180051ZMX, N180050 ZRX, 170305MMX

Lead Agency
City Planning Commission
120 Broadway, 31st Floor
New York, New York 10271
SEQRA Classification: Type I

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Pursuant to City Environmental Quality Review (CEQR), Mayoral Executive Order No. 91 of 1977, CEQR Rules of Procedure of 1991 and the regulations of Article 8 of the State Environmental Conservation Law, State Environmental Quality Review Act (SEQRA) as found in 6 NYCRR Part 617, a Draft Environmental Impact Statement (DEIS) has been prepared for the action described below. Copies of the DEIS are available for public inspection at the office of the undersigned. The proposal involves actions by the City Planning Commission and Council of the City of New York pursuant to Uniform Land Use Review Procedures (ULURP). A public hearing on the DEIS will be held at a later date to be announced, in conjunction with the City Planning Commission's public hearing pursuant to ULURP. Advance notice will be given of the time and place of the hearing. Written comments on the DEIS are requested and would be received and considered by the Lead Agency until the 10th calendar day following the close of the public hearing.

A. INTRODUCTION

The New York City Department of City Planning (DCP) is proposing a series of land use actions, including zoning map amendments, zoning text amendments and city map changes (collectively the "Proposed Actions"), in connection with the Jerome Avenue Neighborhood Study (the "Study"), devised in close partnership with community stakeholders and city agencies. The purpose of the Study is to support and implement the Jerome Avenue Neighborhood Plan (the "Plan"), which is the subject of an on-going community engagement process, to create opportunities for new affordable housing and community facilities including new parkland, establish requirements that a share of housing remain permanently affordable, diversify area retail, support small businesses and entrepreneurs, and promote a safe and walkable pedestrian realm.

For more than a decade, residents and community stakeholders of the Southwest Bronx requested that the City study the land use and zoning along the Jerome Avenue Corridor. It is clear that the existing zoning and land use patterns are not consistent with community goals; specifically, its vision for Jerome Avenue as a vibrant

activity center which supports and is the centerpiece of the surrounding neighborhoods. With the launch of the Mayor's Housing Plan in 2014, *Housing New York: A Five-Borough, Ten-Year Plan*, which seeks to build or preserve 200,000 units of affordable housing throughout the city, and the subsequent City Council adoption of a Citywide zoning text amendment to authorize a Mandatory Inclusionary Housing (MIH) program, a unique and welcomed opportunity was presented to the City to take close examination of several neighborhoods throughout the city, the Southwest Bronx included. The Jerome Avenue Neighborhood Study takes a comprehensive look at several neighborhoods including Highbridge, Concourse, Mt. Eden, Mt. Hope, University Heights, and Morris Heights, with the Jerome Avenue Corridor as the central spine. The Study also takes a broad look at the needs of the community and through a community outreach process has developed a vision for the study area which has resulted in the Jerome Avenue Neighborhood Plan. In addition to proposed land use actions that accommodate the need for high quality affordable and retail uses, the Plan provides a number of strategies to spur economic development, improve health and quality of life, and invest in the public realm and open spaces.

The Proposed Actions, described in further detail below, would rezone an approximately 92-block area primarily along Jerome Avenue and its east west commercial corridors in Bronx Community Districts 4 and 5 and 7 (the "Rezoning Area"), and would establish the Special Jerome Avenue District coterminous with the Rezoning Area. The Rezoning Area is generally bounded by E.165th Street to the south and 184th street to the north; and also includes portions of Edward L. Grant Highway, E.170th Street, Mount Eden Avenue, Tremont Avenue, Burnside Avenue and E.183rd Street. The proposed city map changes are located a block outside of the Rezoning Area in the Highbridge neighborhood of the Bronx, Community District 4 (see Figure 1, "Project Location"). The Proposed Actions are expected to result in a net increase of approximately 3,228 dwelling units, 72,273 square feet of community facility space, 20,866 square feet of commercial/retail space; and net decrease of 47,795 square feet of industrial space and 98,002 square feet of auto-related uses.

The Proposed Actions would facilitate the implementation of the recommendations designed to support the revitalization of the Jerome Avenue corridor and its associated east-west connections. The Proposed Actions would help realize the vision for the study area as an active, vibrant and inviting mixed-use corridor with opportunities for residents to not only live and work, but to meet their day to day needs within their own community.

The Proposed Actions are reflective of the comments and feedback received through DCP's on-going community engagement process. The proposed actions seek to achieve the following land use objectives.

- Provide opportunities for high quality, permanent affordable housing with options for tenants at a wide range of income levels.
- Ensure that any new construction fits visually and architecturally into its surrounding neighborhood context.
- Increase the opportunities to diversify neighborhood retail and services.
- Permit more intensive uses in two nodes to anchor the corridor and surrounding neighborhoods.
- Create special rules for new development along the elevated rail line to provide light and air along the corridor and ensure adequate distance between residential uses and the train.
- Create a walkable inviting commercial corridor by promoting non-residential ground floor uses and diverse retail to support community needs.
- Preserve zoning for heavy commercial and light industrial uses in areas to support mixed uses and jobs.
- Establish controls for transient hotels to ensure consistency with the goals and objectives of the rezoning.

An overview of the proposed rezoning area, the purpose and need for the Proposed Actions and their specific components are discussed below in Sections C through G. The New York City Planning Commission (CPC) has determined that an EIS for the Proposed Actions will be prepared in conformance with City Environmental Quality Review (CEQR) guidelines, with the Department of City Planning acting on behalf of the CPC as the lead agency. The environmental analyses in the EIS will assume a development period of ten years from the beginning of the environmental review for the Reasonable Worst Case Development Scenario (RWCDS) for the Proposed Actions (i.e., analysis year of 2026) and identify the cumulative impacts of other project in areas affected by the Proposed Actions. DCP will conduct a coordinated review of the Proposed Actions with involved and interested agencies.

B. REQUIRED APPROVALS AND REVIEW PROCEDURES

The Proposed Actions include discretionary actions that are subject to review under the Uniform Land Use Review Procedure (ULURP), Section 200 of the City Charter, and CEQR process, as follows:

- ***Zoning map amendments***. The proposed rezoning would rezone portions of existing C4-4, M1-2, R8, C8-3, and R7-1 with R7A, R8A, R9A, R7D, and C4-4D districts and C2-4 commercial overlays.
- ***Zoning text amendments***. The Proposed Actions include amendments to the text of the City's Zoning Resolution (ZR) to:
    - Establish the Special Jerome Avenue District, coterminous with the Rezoning Area. The proposed special district will include regulations that will add controls to the ground floors of buildings within mapped commercial overlays and districts, modify height and bulk regulations on lots fronting the elevated rail line, modify bulk regulations on irregular lots, and establish controls, such as discretionary review provisions, for transient hotels.
    - Establish proposed R7A, R7D, R8A, R9A, and C4-4D districts as Mandatory Inclusionary Housing areas, applying the Mandatory Inclusionary Housing program to require a share of new housing to be permanently affordable where significant new housing capacity would be created.
- ***City Map changes***. The Proposed Actions include amendments to the City map to:
    - Map Block 2520, Lot 19 as parkland. This city-owned parcel is located one block outside of the rezoning area and is bounded by West 170th Street, Nelson Avenue, Shakespeare Avenue, and Corporal Fischer Place in the Highbridge neighborhood of the Bronx, Community District 4.
    - De-map Corporal Fischer Place (street) between Nelson Avenue and Shakespeare Avenue, which is adjacent to the parcel to be mapped as park land as described above (Block 2520, Lot 19), and map it as parkland.

C. BACKGROUND TO THE PROPOSED ACTIONS

COMMUNITY ENGAGEMENT AND INTERAGENCY PARTICIPATION

JEROME AVENUE NEIGHBORHOOD PLAN

In May 2014, Mayor Bill de Blasio released Housing New York, the Mayor's plan to build and preserve affordable housing throughout New York City in coordination with strategic infrastructure investments to foster a more equitable and livable New York City through an extensive community engagement process. The Housing New York plan calls for fifteen neighborhood studies to be undertaken in communities across the five

boroughs that offer opportunities for new affordable housing. Jerome Avenue was selected as one of the first neighborhood studies based on the previous planning work in the area and numerous requests from local community boards and elected officials to study the area to leverage the neighborhoods' many assets and to identify opportunities for revitalization of the corridor and the surrounding neighborhoods.

The Jerome Avenue Neighborhood Plan is part of an on-going community engagement process that began in 2014. Along with residents and strong community partners, DCP has worked in coordination with key city agencies, including the Department of Housing Preservation and Development (HPD), Department of Transportation (DOT), Department of Parks and Recreation (DPR), Department of Small Business Services (SBS), Department of Health and Mental Hygiene (DOHMH), the School Construction Authority (SCA), and other capital and service agencies as appropriate. Together, the project team has conducted a series of informational sessions and workshops beginning in the fall 2014 and throughout the process to engage community stakeholders in identifying current and future needs and creating a clear and cohesive vision for their neighborhoods.

As part of the on-going community engagement process, the City has conducted a multi-faceted outreach approach including focus groups with youth and seniors, mobile office hours, informational interest meetings and outreach sessions with various community-based organizations. Among others this included: Highbridge Community Development Corporation, New Settlement, WHEDco, Yankasa, BronxWorks, and Davidson Community Center. Public events included Open Houses to educate community stakeholders on the roles and responsibilities of the various agencies, and begin a dialogue on community needs and assets. The Open Houses were followed by a Community Workshop where participants were invited to have a more detailed and meaningful discussion with agency representatives, resulting in the setting and prioritization of community goals. Finally, a Visioning Session was held in which the project team further refined the previously agreed-upon goals while establishing a future vision for the Jerome corridor. Local community boards, area residents, business owners, workers, elected officials and community-based organizations identified goals for Housing, Community Resources, Jobs and Businesses and Access, Mobility & Circulation. The community goals task the Plan to:

- Provide sustainable, high-quality, affordable housing with a range of options for residents at all income levels.
- Protect tenants and improve housing quality.
- Ensure every neighborhood has green streetscapes, quality parks and diverse recreation spaces.
- Create greater retail diversity to meet current and growing retail and service needs.
- Prepare residents for job and career growth through job training and skills development.
- Promote and support small businesses and entrepreneurship.
- Support auto-related businesses.
- Promote a safe, walkable area in and around the elevated train.

PROJECT AREA HISTORY

The Jerome Avenue Neighborhood Study area includes the neighborhoods of Highbridge, Mount Eden, Concourse, Mount Hope, University Heights and Morris Heights located in the Southwest Bronx. Collectively, these neighborhoods represent very dense and stable residential communities that developed during periods of growth in the late 19th and early 20th centuries.

One of the defining features of the Jerome Avenue corridor is a built environment shaped by access to transit. In 1917, the completion of the #4 elevated rapid transit line along Jerome Avenue served as a catalyst for transit-oriented growth; coming less than twenty years after the consolidation of the five borough region into the City of Greater New York, elevated rapid transit lines like the #4 helped to knit together a vast and largely low-density landscape that had previously been reliant on heavy commuter rail for intercity travel, with its rigid timetables and high fares. Several decades later, the completion of the B/D subway line in 1940 beneath the

Grand Concourse provided an additional link to points north and south, serving as a driver of population, economic and civic growth in the area while eliminating many of the local quality of life impacts associated with elevated rail. Coupled with the provision of a sophisticated street car network, the provision of a robust transit grid prompted a high rate of population growth as successive waves of immigrants from afar and in-migrants from Manhattan and elsewhere in the city arrived in this area of the borough. Over time, mid-density apartment buildings gradually replaced one and two family homes in the vicinity of the rapid transit lines.

Historically, housing in these neighborhoods did not allow for automobile parking. As a result, the Jerome Avenue corridor, like similar parts of the city, developed as an auto-oriented service area for the dense surrounding residential neighborhoods characterized by surface parking lots, garages and auto-repair and service shops. The 1961 zoning resolution codified areas like the Jerome Avenue corridor and similar areas around the city as auto-related, which remains in effect for much of the study area today. New uses in these areas have been limited to schools, gyms, low-scale commercial and auto-related sales and repair. This is due in large part to the 1961 zoning regulations that limit commercial and community facility development and do not permit residential development.

The physical character and image of the study area is largely defined by iconic infrastructure such as the Grand Concourse and Cross Bronx Expressway, the historic Bronx Community College, as well as the area's numerous open spaces. Grand Concourse is a 180-foot wide north-south thoroughfare built on an elevated structure for part of its length spanning 4 miles of the Bronx and is one of the borough's defining features. Grand Concourse serves as the eastern boundary of the study area and is home to multiple dense neighborhoods that grew along the B/D transit line throughout the majority of the twentieth century. Some of the finest examples of Art Deco and Arte Modern architecture in the country can be found along the Grand Concourse, and these buildings serve as a testament to the burgeoning upward mobility which could be found in the area in the early part of the 20th century. A majority of this growth, which occurred largely between the opening of the #4 subway service and the beginning of the Great Depression, was comprised of immigrant populations- namely Irish, Italian and Jewish Americans. This immigrant tradition continued on as successive waves of Puerto Ricans, Dominicans, and today West African and Mexican immigrants continue to populate the community.

Bronx Community College is located in the northwest portion study area and played an important role in the development of the surrounding neighborhood, University Heights. It is generally bound by 180th Street, University Avenue, Sedgwick Avenue and Hall of Fame Terrace. In 1894 New York University began moving their undergraduate school to the site on top of the heights overlooking the Harlem River, eventually becoming the namesake for the neighborhood itself. During its time in the Bronx the campus became known for its world-class architecture. Its first campus plan was designed by Stanford White of the eminent architecture firm McKim, Meade and White and modernist architect Marcel Breuer led the 1950's campus expansion. The University influenced the form and function of buildings many of which can be seen today around the campus along University Avenue. Today it has an enrollment of over 11,000 students, is part of the City University of New York (CUNY) system and is almost exclusively a commuter college.

Several important City parks helped define the development of the surrounding neighborhoods. Aqueduct Walk is a pedestrian trail along the right-of-way of the former Croton Aqueduct. It's located approximately a half block east of University Avenue, it extends northward through Kingsbridge Road where it connects to additional sections and southward to where it meets the High Bridge. The High Bridge originally carried water from the Croton Aqueduct and is the namesake for the Highbridge neighborhood. In 2014 it was reopened by the Department of Parks and provides pedestrian access from the Highbridge neighborhood to Manhattan. Crotona Park is a thirty-eight acre park, originally part of the Morris estate, located east of the Grand Concourse and south of Mt. Eden Parkway and serves the southeastern study area.

One of the defining physical characteristics of the study area is the eight-lane, below grade Cross Bronx Expressway; an infrastructural chasm etched through the center of the study area, separating Community Boards 4 and 5. Part of Robert Moses's massive urban renewal program in New York City, construction of the Expressway began in 1943 and was completed in 1963. Construction caused massive displacement, and bisected a number of tight knit, thriving communities. Decades later, the expressway remains a physical divider of neighborhoods. In the decades that followed, the Southwest Bronx experienced disinvestment and population loss. Only within the last few decades were these trends finally reversed. Today, the population of the study area's surrounding neighborhoods total more than 345,000 residents. This represents a larger population than many large U.S. cities including Pittsburgh, PA and St. Louis, MO.

PREVIOUS PLANNING EFFORTS

Over the last ten years, local Community Boards and various City agencies, including DCP, DOT and New York City Mayor's Office of Environmental Remediation (OER) in collaboration with the community have developed a number of studies geared toward the revitalization of Jerome Avenue and the surrounding neighborhoods. These studies include: Bronx Community Board 5 Section 197-a Plan Phase I Summary Report (2002), Place-Based Community Brownfield Planning Foundation Report on Existing Conditions-Jerome Avenue Corridor 2013 and The Jerome Avenue Transportation Study 2015. Each of these studies described below support the Jerome Avenue Neighborhood Plan, however there has yet to be comprehensive planning process for the entire study area.

BRONX COMMUNITY BOARD 5 SECTION 197-A PLAN PHASE I SUMMARY REPORT (2002)

In 2002, Community Board 5 established a framework to continue the revitalization of the district and build upon the goals established as part of their Development Plan in 2000. The scope included the continued development of housing to replenish the existing stock which had been depleted by years of neglect and abandonment, revitalization of the central business district, improvements to existing neighborhood parks, increased opportunities for youth and seniors, investments to improve the local street network including step streets, leverage city-owned property for housing and open space opportunities and improve access to the Harlem River. While the 197-A plan was never formally completed the key elements identified in the scoping document continue to guide discussions focused on planning and infrastructure investments throughout Community District 5.

JEROME AVENUE TRANSPORTATION STUDY (2013)

At the request of Bronx Community Boards 4 and 5 in response to growing traffic congestion in the area and to address mobility and safety for all street users (motorists, cyclists, pedestrian, and transit In 2013, city DOT conducted a study of existing and future traffic conditions including demographics, zoning & land use, traffic, goods movement, pedestrians & bicycles, accidents & safety, parking and public transportation. The study area is bounded by 181st Street in the north 172nd Street in the south the Grand Concourse to the east and Martin Luther King Boulevard/University Avenue to the west. The goals of the study were to reduce traffic congestion, improve internal traffic circulation, streetscape, and enhance safety for all road uses with effective community participation. The study objectives are as follows:

- Assess the existing and future travel and traffic conditions;
- Identify constrains to internal vehicular and pedestrian circulation with specific emphasis on limited crossings over Cross Bronx Expressway;
- Develop a package of recommendations with improvement measures to reduce vehicular congestion, improve pedestrian access and circulation, enhance safety for all street users (vehicles, pedestrians, bicycles) and general streetscape; and
- Foster a sense of community support through extensive public participation.

Several of the proposed recommendations have been completed while others are still on-going. It is important to note that while not part of the proposed actions the Plan builds upon the recommendations and goals identified in the 2013 transportation study and will include comprehensive strategies and significant investments to improve the public realm, pedestrian safety and walkability.

PLACE-BASED COMMUNITY BROWNFIELD PLANNING FOUNDATION REPORT ON EXISTING CONDITIONS-JEROME AVENUE CORRIDOR (2015)

In 2013 DCP in collaboration with the New York City Mayor's Office of Environmental Remediation (OER) completed an existing conditions report of area-wide brownfield sites. This existing conditions report, commissioned by OER provides an overview of the study area's geologic and natural features, historical development patterns, zoning, land use and infrastructure, demographic and economic profiles, a summary of environmental conditions and a preliminary evaluation of potential strategic properties. The study area is bounded by West Mt. Eden Avenue to the north, the intersection of Cromwell and Jerome Avenues to the south, Jerome Avenue to 170th Street to the Grand Concourse to the east and Edward L. Grant Highway and Jesup Avenue to the west.

This report was the result of on-going efforts by the DCP with support from local organizations, Community Board 4 and elected officials to study the Jerome Avenue Corridor with a focus on revitalization and economic development. Community Board 4 identified the Jerome Avenue Area as a priority area in their District Needs Statements from 2013-2016.

PROJECT AREA

The Proposed Actions would rezone an approximately 92-block area which spans approximately 151 acres along Jerome Avenue and is generally bounded by E 165th Street to the south and 184th Street to the north; the affected area also includes portions of Edward L. Grant Highway, E 170th Street, Mount Eden Avenue, Tremont Avenue, Burnside Avenue and E 183rd, The area is defined by Jerome Avenue which runs north-south and from East 165th Street to East 184th Street and east-west connections which comprise the commercial corridors and provide key connections throughout the study area.

RIVER AVENUE, 165TH STREET – 168TH STREET

Representing the southernmost portion of the study area, River Avenue between 165th and 168th sits beneath the elevated 4 train, before the track meets Jerome Avenue at 168th Street. The area is walking distance to Yankee Stadium to the south and contains the large, regionally-serving, Mullaly Park. The area is zoned as an R8 district, allowing the highest density of any existing designation in the study area. There are C2-4 commercial overlays mapped along River Ave. between McClellan Street and 167th street. Land uses in the area range from surface parking lots to large, mixed-use apartment buildings, to single-story retail buildings at 167th Street. There is an elevated rail station for the 4 train and 167th and River Avenue.

EDWARD L. GRANT HIGHWAY

Defining the western edge of the study area's southern portion, Edward L. Grant Highway runs north/south between 167th Street to the south, to the Cross Bronx Expressway to the north, at which point it turns into University Avenue. The wide, 4-lane boulevard cuts through three distinct zoning districts: C8-3, M1-2, and R7-1. A commercial overlay is mapped continuously along the winding street north of 170th Street.

Edward L. Grant Highway is home to a number of large apartment buildings, most recently a 130-unit project developed in conjunction with HPD just north of Plimpton Avenue. Additionally, there is a 10 story, 60-unit mixed-use residential and commercial development currently under construction at the southeast corner of the Edward L. Grant Highway and Plimpton Avenue. The BX35 bus runs along Edward L. Grant highway and provides connections west into Manhattan and east through Morrisania to the Foxhurst neighborhood.

JEROME AVENUE, 169TH STREET – CROSS BRONX EXPRESSWAY

As Jerome Avenue runs between 169th to the south and Cross Bronx Expressway to the north, it is mapped with a variety of zoning districts, the most prominent of which include an M1-2 district to the west of Jerome below 170th Street and a C8-3 district north of 170th street, extending from the eastern frontage of Jerome Avenue to Macombs Road on the west. The M district contains a variety of uses including self-storage, an ironworks, a Department of Sanitation facility, as well as a number of warehouse and automotive uses. The C8-3 district includes a variety of automotive repair facilities, a livery service and parking uses as well as a number of large apartment buildings and a newly constructed Blink Fitness facility. There is also an R8 with a commercial overlay mapped on the east side of Jerome between 169th and 170th containing neighborhood-serving commercial uses such as small restaurants, a small market, beauty stores and a general goods store. Finally, there is a small portion of an R7-1 district mapped with a commercial overlay along Jerome Avenue at Mr. Eden Avenue which includes similar neighborhood-serving retail and commercial uses.

Major institutions within this portion of the study area include the NYPD 44th Precinct located at the southeast corner of 169th and Jerome, and the newly built New Settlement Community Campus (includes three schools and a community center) located at Jerome Avenue and Goble Place. Bronx Lebanon Hospital is located across east of the Grand Concourse between Mt. Eden Avenue and 173rd Street. The area is also served by four parks: Keltch Park at 170th and Jerome; Goble Playground, west of Jerome Avenue on Goble Place; Inwood Park, a hardscaped plaza located on Mount Eden Avenue; and Jerome Playground South, a handball court on Jerome Avenue, just south of the Expressway.

There is an elevated rail station for the 4 train and Jerome and Mt. Eden Ave. The Bx11 and BX18 serve as east/west bus connections. With exception of the buses running along the Grand Concourse, there is no north/south bus service within this portion of the study area.

170TH STREET COMMERCIAL CORRIDOR

170th Street serves an important lateral connection through the study area between Edward L. Grant Highway on the west and the Grand Concourse on the east. A C4-4 District is mapped between the Grand Concourse and Jerome, and the street splits an existing M district on the south side and C8 district on the north side, where it eventually meets an R7-1 district mapped with a commercial overlay at from Cromwell Avenue to Edward L. Grant.

The 170th Street commercial corridor between the Concourse and Jerome Avenue is one of the most active commercial areas in the study area. Generally speaking, uses are locally-serving and located in low-scale, one- and two-story buildings. Along the northern frontage of 170th between Walton and Jerome are a number of larger, mixed-use apartment buildings with ground floor retail.
West of Jerome, to Edward L. Grant, 170th is characterized by uses more reflective of the limitations of the underlying C8-3 and M1-2 district which splits the street. These include a self-storage, surface parking lot, a livery cab service, interspersed automotive uses and the Volunteers of America.

There is an elevated rail station for the 4 train and Jerome and 170th Street, in addition to the Bx11 and BX18 bus lines, making this one of the study area's more transit-rich nodes.

JEROME AVENUE, CROSS BRONX EXPRESSWAY – TREMONT

North of the Cross Bronx Expressway, Jerome Avenue is lined with a mix of commercial uses including auto repair shops, gas stations, parking facilities and car washes. The corridor here also includes some neighborhood-serving retail such as hardware stores and general merchandise shops, as well as local restaurants. Two built, and one planned, supportive housing developments are located here. The area's land use mix is a result of the underlying, C8-3 zoning. The exception in this designation is between 176th street and 177th street (eastern block-frontage) where the zoning designation is R7-1 with a C2-4 overlay.

One of the overarching goals of the Plan has been to foster economic development and support local businesses, including automotive uses. Due to the density of automotive uses, access to the Cross Bronx Expressway and underlying site conditions, two discrete portions of the study area have been identified as logical for preserving their existing C8-3 zoning designations.

The dense residential neighborhoods of Morris Heights and Mt. Hope are located to the west, and east of Jerome Avenue, respectively. Several step streets connect these neighborhoods with the corridor including step streets at Davidson Avenue, Clifford Place and 176th Street. The area is not well-served by buses, but there is a 4-train stop at 176th Street.

TREMONT AVENUE AND BURNSIDE AVENUE COMMERCIAL CORRIDORS

Burnside Avenue is the most vibrant commercial corridor in the northern portion of the Study Area. An R7-1 district and an R8 district are mapped west and east of Jerome Avenue, respectively- each mapped with a C1-4 commercial overlay. Apparel stores, restaurants, banks, electronic stores, grocery stores, among other commercial uses are typical in this portion of the Study Area. Housing is also permitted, and a significant, affordable project is currently under construction at the corner of Burnside and Creston Avenues. The project will include a total of 113 units achieving a broad range of affordability (serving families making 30% AMI – 90% AMI).

The area is well-served by transit including the Bx32, BX40, BX42, and BX36. Additionally, the 4-train stops at Burnside Avenue. Open spaces include Mt. Hope Garden, Devanney Triangle and Aqueduct walk.

Major institutions here include educational, community and health facilities. PS 306/MS 331 located on Tremont Avenue, west of Jerome. The Davidson Community Center is located on Davidson Avenue, just off of Burnside. Additionally, the Morris Heights Health Center operates two facilities west on Burnside Avenue. Finally, Bronx Community College, one of the borough's more significant institutions of higher learning, is located just west of the Study Area.

JEROME AVENUE, 181ST STREET – 184TH STREET

Jerome Avenue between 181st and 184th Street represents the northern-most portion of the study area. Today, it is mapped exclusively as a C8-3 zoning district, with the exception of the lateral portion of the 183rd street corridor which is mapped as R7-1 to the west and R8 to the east, each with C1-4 commercial overlays. Reflective of the zoning, automotive uses persist within this portion of the study area, along with various retail uses, two prominent self-storage facilities, and a number of legally non-conforming large mixed, residential buildings. There is also an FDNY EMS station and Public School 315.

This portion of the study area is served by the BX32 bus, running along Jerome Avenue, as well as the 4-train, with a stop at 183rd Street.

D. EXISTING ZONING

The existing zoning within the proposed rezoning is composed of seven zoning districts: C8-3, M1-2, C4-4, R7-1, R8 and C1-4 and C2-4 commercial overlays.

C8-3

Approximately 33 full or partial blocks in five discrete areas are currently zoned C8-3:

- An area bounded by West 169th Street, Jerome Avenue and Edward L. Grant Highway
- An area bounded by West 170th Street, Mount Eden Avenue, Jerome Avenue and Cromwell Avenue
- An area bounded by East 175th Street, Featherbed Lane, Townsend Avenue and Davidson Avenue
- An area bounded West Tremont Avenue, East 176th Street, Davidson Avenue, Townsend Avenue and Walton Avenue
- An area bounded by East 184th Street, Burnside Avenue, Davidson Avenue and Walton Avenue

C8-3 commercial zoning districts are mapped along five separate portions of Jerome Avenue. C8-3 districts permit commercial uses at a maximum FAR of 2.0 and community facilities at a maximum FAR of 6.5. Unlike most commercial districts, residential uses are not permitted in C8 districts. C8 districts are found mainly along major traffic arteries and allow automotive and other heavy commercial uses that often require large amounts of land. Like M1-1 and M1-2 districts, C8-3 districts utilize a sky exposure plane beginning at a particular base height (60 feet in C8-3 districts) and requires little parking, typically 1 space per 1,000 square feet. Typical uses are automobile showrooms and repair shops, gas stations, car washes, community facilities, warehouses, self-storage facilities, hotels, and amusement establishments such as movie theaters.

Existing uses in these areas include gas stations, livery companies, auto sales, auto repair, auto body, auto glass, car audio, parking garages, surface parking lots, community facilities, single-story retail, 6-8 story residential buildings and mixed used buildings with ground floor retail with residences above. Recent developments include a school, two gyms and single story commercial.

M1-2

M1-2 districts permit some community facility uses in Use Group 4 such as hospitals, houses or worship and ambulatory health care facilities, commercial uses in use Groups 5 through 14 and 16, and manufacturing uses in Use Group 17. If the performance standards for noise, vibration, particulates, odors, and other noxious uses are met, then Use Group 18 use are permitted as well. M1-2 districts permit manufacturing and commercial uses at a maximum FAR of 2.0. M1-2 districts also permit community facility uses at a maximum FAR of 4.8. M1 districts have a base height limit, above which a structure must fit within a sloping sky exposure plane; this base height is 60 feet, or 4 stories, whichever is less, in M1-2 districts. M1-2 districts are subject to parking requirements based on the type of use and size of an establishment. M1-2 districts generally allow one- or two-story warehouses for light industrial uses, including repair shops and wholesale service facilities, as well as self-storage facilities and hotels. M1 districts are intended for light industry; however, heavy industrial uses are permitted in M1 districts as long as they meet the strict performance standards set forth in the Zoning Resolution of the City of New York (ZR). Off-street parking requirements vary with the use, but typically require one parking space for every three employees or every 1,000 square feet of floor area, whichever requires more spaces for manufacturing uses and one accessory parking space per 300 square feet of commercial space. No new residential uses are permitted.

Existing uses include a mix of low-rise commercial, industrial, self-storage and community facility uses and low-scale residential buildings.

C4-4

Approximately six partial blocks are zoned C4-4 along East 170th Street bounded by the Grand Concourse and Jerome Avenue.

C4 districts are regional commercial districts, which permit uses such as specialty and department stores that serve a larger area and generate more activity than local retail. Use Groups 5, 6, 8, 9, 10, and 12, which include most retail establishments, are permitted in C4 districts. Uses that would interrupt the desired continuous retail frontage, such as Use Group 7 (home maintenance and repair service stores), are not allowed. C4-4 districts permit commercial uses at a maximum FAR of 3.4, residential uses at a maximum FAR of 3.44 (or 4.0 through the Inclusionary Housing Program), and community facilities at a maximum FAR of 6.5. Generally, buildings in C4-4 districts are governed by a sky exposure plane, which, for commercial or community facility uses, begins at a height of 60 feet, or 4 stories, whichever is less, above the street line. Towers are permitted to penetrate the sky exposure plane for community facility uses. Residential uses are permitted to either be constructed pursuant to height factor regulations or pursuant to the Quality Housing Program under a residential equivalent of an R7-2 district. If the residential portion of the building is constructed pursuant to Quality Housing, the entire building must comply with the height limitations. On wide streets outside Manhattan Core, this would be a height limit of 85 feet for buildings with a qualifying ground floor (one with a height of at least 13 feet), and a height limit of 75 feet on narrow streets, when located outside of Inclusionary Housing areas. Off-street parking is required for 50% of the dwelling units, which may be reduced to 30% for lots less than 15,000 square feet and waived for lots less than 10,000 square feet. No parking is required for income-restricted housing units, and where the total residential parking required is less than 15 spaces, the requirements may be waived. Parking for commercial uses vary by use but typically requires one space per 1,000 square feet, and may be waived if the requirement is less than 40 spaces.

Existing uses include single story retail, community facility uses and 6-8 story apartment buildings with ground floor retail.

R7-1

Approximately twenty eight full or partial blocks are zoned R7-1; along Edward L. Grant Highway between Jessup Avenue and University Avenue and along Jerome Avenue from East 170th Street to East 169th Street, from Mount Eden Avenue to East 174th Street and from East 76th Street to East 177th Street.

R7 districts are medium-density apartment house districts. The Height Factor regulations for R7 districts encourage taller buildings with less lot coverage on larger lots. The optional Quality Housing regulations allow for lower buildings with greater lot coverage. Off-street parking is required for 60% of the dwelling units or 50% of the dwelling units under the Quality Housing program. This can be further reduced to 30% on lots less than 10,000 square feet. No parking is required for income-restricted housing units, and where the total residential parking required is less than 5 spaces, the requirements may be waived.

Under Height Factor regulations, R7 districts permit residential development at a maximum FAR of 3.44. Under R7 Height Factor regulations, buildings have no fixed height limits and building envelopes are regulated by a sky exposure plane and open space ratio. Maximum building height is determined by the sky exposure plane after a maximum base height of 60 feet or 6 stories (whichever is less). Community facility uses are permitted in R7-1 districts up to a maximum FAR of 4.8.

Under R7 Quality Housing regulations, buildings have a maximum residential FAR of 3.44 on narrow streets (i.e., less than 75 feet wide), with a maximum base height of 65 feet and a maximum building height of 75 feet; buildings have a maximum residential FAR of 4.0 within 100 feet of wide streets (i.e., 75 feet wide or greater) with a maximum base height of 75 feet and a maximum building height of 85 feet (with a qualifying ground floor). Community facility uses are permitted in R7-1 districts up to a maximum FAR of 4.8.

Existing uses include a mix of low-rise commercial, industrial, and community facility uses and residential buildings.

R8

R8 districts are higher-density residential districts that allow for apartment buildings ranging from mid-rise, eight- to ten-story buildings to much taller buildings set back from the street on large zoning lots. New buildings in R8 districts may be developed under either Height Factor regulations or the optional Quality Housing regulations. Off-street parking is required for 40% of the dwelling units, which may be reduced to 20% for lots less than 15,000 square feet, and waived for lots less than 10,000 square feet. No parking is required for income-restricted housing units, and where the total residential parking required is less than 15 spaces, the requirements may be waived.

Under Height Factor regulations, R8 districts permit residential development at a maximum FAR of 6.02. Under R8 Height Factor regulations, buildings have no fixed height limits and building envelopes are regulated by a sky exposure plane and open space ratio. Maximum building height is determined by the sky exposure plane after a maximum base height of 85 feet or 9 stories, (whichever is less). Community facility uses are permitted in R8 districts up to a maximum FAR of 6.5.

Under R8 Quality Housing regulations, buildings have a maximum residential FAR of 6.02 on narrow streets (i.e., less than 75 feet wide), with a maximum base height of 85 feet and a maximum building height of 115 feet; buildings have a maximum residential FAR of 7.2 within 100 feet of wide streets (i.e., 75 feet wide or greater) with a maximum base height of 95 feet and a maximum building height of 135 feet (with a "qualifying ground floor"). Community facility uses are permitted in R8 districts up to a maximum FAR of 6.5.

Existing uses include a mix of low-rise commercial, industrial, and community facility uses and mixed use buildings.

COMMERCIAL OVERLAYS

C1-4 AND C2-4 COMMERCIAL OVERLAYS

C1-4 and C2-4 commercial overlays are mapped along portions of East 167th Street, Edward L. Grant Highway, Jerome Avenue, Mount Eden Avenue, East 176th Street, Burnside and Tremont Avenues and East 183rd Street. C1-4 and C2-4 districts allow for local retail uses and commercial development up to 2.0 FAR.

Commercial overlays are mapped along streets that serve local retail needs and are found within residential districts. Typical uses include neighborhood grocery stores, restaurants, and beauty parlors. In mixed use buildings, commercial uses are limited to one or two floors and must always be located below the residential use. C1-4 and C2-4 commercial overlays are mapped within the primary study area over both R7-1 and R8 residential districts. For general commercial uses, one off-street parking space is required for every 1,000 square feet of such use, and up to 40 spaces may be waived.

C1-4 commercial overlays are mapped on the block frontages along 183rd Street, Burnside Avenue, East Tremont Avenue, East Mount Eden Avenue, Edward L. Grant Highway, and East 167th Street. The maximum commercial FAR is 2.0 for C1 commercial overlays mapped in R7 and R8 districts.

C2-4 commercial overlays are mapped on the block frontages along portions of Jerome Avenue between Burnside Avenue and Tremont Avenue, 177th Street and 175th Street, West 170th Street and East 169th Street, and 167th Street and McClellan Street. C2 commercial overlays permit a slightly wider range of uses than C1 districts, such as funeral homes and repair services. The maximum commercial FAR is 2.0 for C2 commercial overlays mapped in R7 and R8 districts.

E. PROJECT PURPOSE AND NEED

The Proposed Actions are intended to facilitate a development pattern which meets the long term community vision for the Jerome Avenue corridor as a mixed use residential and commercial activity center which supports the needs of the surrounding neighborhoods. These actions are intended to work in unison with the comprehensive set of strategies put forth in the Plan.

The current land use pattern along the Jerome Avenue corridor dates back almost a hundred years when the area was developed to accommodate parking for the nearby dense residential developments. At the time the residential communities were developed, parking was not permitted in residential buildings, and the Jerome Avenue corridor became a service district for these communities. The 1961 zoning helped freeze this land use pattern in place. Still today, much of this zoning does not permit the full range of options to fulfill the vision of the Jerome Avenue Neighborhood Plan. Residential development is currently not permitted in key nodes along the corridor and in areas that can accommodate growth and density. Commercial and retail development is limited in many parts of the study area. The streetscape is inconsistent as it is interrupted by uses that illegally occupy the sidewalk and the street and do not promote pedestrian safety or walkability. Many areas where residential development is permitted are characterized by underutilized properties developed with single-story commercial uses.

Current zoning of C8-3 and M1-2 districts do not permit these types of uses along much of the corridor. Instead, the current zoning designations manifest in very heavy commercial uses that often block sidewalks, encourage vehicles to cross into auto shops and parking garages, operate in bays and behind heavy gates removing "eyes from the street", and produce extreme levels of noise, all of which are generally incompatible with a strong pedestrian experience. The Proposed Actions will facilitate the development of vibrant, mixed-use buildings with active ground floors that promote retail continuity and a consistent streetscape, with a wide variety of local retail and services to support the surrounding neighborhoods. In addition they will support regional commercial uses in a targeted, transit-rich location and the facilitation of new open space to serve areas residents and workers. As the rezoning area is home to very few publically-owned sites, new opportunities for affordable housing along Jerome Avenue will only be unlocked through permitting housing as a legal use in zoning. Mapping residential districts where no housing was previously allowed, will provide quality housing options for current and future residents at a range of income levels.

Beyond the development that will be permitted as a result of the proposed actions, the Plan will protect existing tenants to preserve affordability; support small businesses and entrepreneurs; provide targeted public realm investments and service provisions that improve overall quality of life for residents. These benefits will be the direct result of the Jerome Avenue Neighborhood Plan. While they are not directly tied to the proposed land use actions and will not be analyzed as part of the environmental review, they will have immediate and significant benefits to the community and quality of life of its residents.

The Plan is more than a sum of its land use actions, but the actions drive the integration of all Plan elements and are integral to its implementation and success. They reflect DCP's on-going community engagement process with local Community Boards, community residents, business owners, community-based-organizations, elected officials, and other stakeholders, to achieve the following land use objectives:

- Provide opportunities for high quality, permanent affordable housing with options for tenants at a wide range of income levels;
- Ensure that any new construction fits visually and architecturally into its surrounding neighborhood context;
- Anchor the Jerome corridor and surrounding neighborhoods by permitting more intensive uses in two nodes
- Create special rules for new development along the elevated rail line to provide light and air along the corridor and ensure adequate distance between residential uses and the train;
- Promote active ground floor uses and diverse retail to support community needs and provide a consistent streetscape throughout the corridor
- Preserve zoning for heavy commercial and light industrial uses in areas to support mixed uses and jobs
- Establish controls for transient hotels to ensure consistency with the goals and objectives of the rezoning

PROVIDE OPPORTUNITIES FOR THE CREATION OF NEW, PERMANENT AFFORDABLE HOUSING WITH OPTIONS FOR LOW- AND MODERATE-INCOME RESIDENTS, WHILE PRESERVING THE CHARACTER OF EXISTING RESIDENTIAL NEIGHBORHOODS

Today, Community Districts 4 and 5 are characterized by stable housing. Eighty percent of the housing stock was built prior to 1947. Two-thirds of the housing in Community Districts 4 and 5 is government regulated. Currently, the median household income of the surrounding area is approximately $25,900. Conversely, nearly 25% of households earn more than $50,000 annually.

The proposed actions will support the development of new permanently affordable housing construction by mapping new zoning districts to permit residential development in areas where it is not permitted today and to increase residential density where it is permitted today. The Jerome Avenue corridor and surrounding streets are characterized by a significant number of underutilized sites with capacity for significant growth. Zoning changes, including the application of the new Mandatory Inclusionary Housing (MIH) program, to allow residential development where none is currently permitted, as well as permit residential development at higher densities where it is already permitted would facilitate expansion of the neighborhood's supply of affordable housing and the construction of new permanently affordable housing development along on the corridor.

The area's existing housing stock is predominantly rent-regulated. New multifamily development in the vicinity of the study area has consisted predominantly of publicly subsidized affordable housing development. While some unsubsidized construction has been observed in smaller buildings, past and recent development trends have been that the majority of housing developed in the area has been publicly subsidized, and this trend is expected to continue. Between 2005 and 2015, more than 80% of all new housing units in Community Districts 4 and 5 were subsidized affordable units. Between July 2003 and the end of 2015, HPD financed the new construction of almost 4,500 homes and preserved over 8,500 affordable homes in this area.

The zoning proposal has been crafted to promote new development specifically along major corridors that currently contain very few residential units. Residential areas in the surrounding neighborhood are not being rezoned to allow for greater density, in recognition of the existing character of these residential areas, and the rezoning will not promote additional development in these areas.

Within the rezoning area, it is expected that a variety of City and State financing programs for affordable housing would be utilized and result in the creation of a substantial amount of affordable housing under the Proposed Actions. In addition, as new housing is created to serve a range of incomes, the application of the MIH requirement will guarantee that a percentage of units developed remain permanently affordable and provides assurance that new development will address the needs of residents at lower income levels even in the event that local housing market conditions change.

ENSURE THAT NEW BUILDINGS FIT INTO EXISTING NEIGHBORHOOD CONTEXTS

The predominant residential built form in the study area and surrounding blocks is six-to eight story apartment buildings. Ground floor commercial uses are common. The study area and surrounding neighborhoods contain a mix of zoning districts, none of which have a fixed street wall or height limit. The proposed actions will promote a consistent and predictable street wall and fixed height limits. The proposed zoning districts seek to match existing built character where feasible, and mandate through the mapping of contextual zoning districts, the incorporation of Quality Housing standards relating to recreation areas and landscaping within the building.

CREATE SPECIAL RULES FOR NEW BUILDING ALONG THE ELEVATED RAIL TO PROVIDE LIGHT AND AIR ON THE STREETS AND MAINTAIN DISTANCE BETWEEN RESIDENTIAL UNITS AND THE TRAIN

The #4 elevated train along Jerome Avenue is at the heart of the study area. To facilitate development along and adjacent to the elevated rail, the proposed actions will include special zoning bulk provisions within the Special Jerome Avenue District for setbacks along the elevated rail line and require non-residential ground-floor uses in all commercial districts.

PROMOTE ACTIVE GROUND FLOOR USES AND DIVERSE RETAIL TO SUPPORT COMMUNITY NEEDS AND PROVIDE A CONSISTENT STREETSCAPE THROUGHOUT THE CORRIDOR

The proposed actions includes commercial overlays that will facilitate local retail to serve the shopping and service needs of area residents and workers, allow for a greater range of commercial uses, and as well as provide continuity in the pedestrian realm. In addition, an Enhanced Commercial Districts (ECD) will be mapped along Jerome Avenue, 167th Street, 170th Street, Mt. Eden Avenue, Burnside Avenue, 183rd Street and Edward L. Grant Highway. In the ECD, all new developments in commercial districts will be required to provide non-residential uses on the ground floor and meet lighting, glazing, and transparency requirements. The ECD requirements will enhance the existing streetscape, match existing mixed-use buildings in the area, and provide an improved pedestrian experience.

ANCHOR THE JEROME CORRIDOR AND SURROUNDING NEIGHBORHOODS BY PERMITTING MORE INTENSIVE USES IN TWO NODES

The areas of Burnside and Tremont Avenues are proposed to be designated as a full commercial district, permitting higher-density residential, community facility, and commercial uses. These areas will be permitted more commercial FAR than other parts of the rezoning area. The proposed zoning will help strengthen an existing active commercial node by permitting greater density and a wider range of uses. The proposed zoning will leverage transit access, surrounding institutions, and proposed infrastructure investments to support regional retail uses such as entertainment uses and office space.

The highest density residential districts are proposed for strategic locations at the southern end of the rezoning area, Edward L. Grant Highway and Jerome Avenue, as well as Burnside and Tremont Avenues in the northern portion of the rezoning area. These are wide streets and intersections where additional density and growth can

be accommodated.

PRESERVE ZONING FOR HEAVY COMMERCIAL AND LIGHT INDUSTRIAL USES IN TARGETED AREAS TO SUPPORT MIXED USES AND JOBS

The study area includes C8-3 and M1-2 zoning districts that have been in place since 1961. These areas include a number of auto-related businesses ranging from auto repair, auto glass, audio sales, car audio, tire shops and parking facilities both surface lots and structured garages. Many of these businesses have been in existence for decades and during the outreach process community stakeholders identified a goal to preserve areas for these businesses to remain and expand. The proposed actions identify areas for growth and development to facilitate new residential, commercial and community facility uses. Four areas within the study area boundary were designated for no changes to the existing zoning to support the preservation of these unique businesses in the study area. These areas were carefully selected based on the number and types of businesses, locations off major street and unique site conditions that would impede redevelopment. In support of this action the Department of Small Business Services (SBS) is concurrently developing strategies and programs specifically tailored to the unique desires and needs of the businesses in the study area including, compliance assistance, job training and business development. While not part of the proposed actions, these programs are an important component of the neighborhood plan.

The actions described here have been carefully developed to advance the specific goals of the proposal, identified through the Study's planning and engagement framework. The land use actions take strides in unlocking additional capacity for permanently affordable housing, responding to the elevated rail structure, maintaining existing zoning controls where appropriate and desired, shaping the commercial and retail landscape and surrounding public areas, and controlling the heights, bulks and quality of the interior spaces in buildings. However, it is the Plan's overarching strategies, coordinated investments, custom service delivery programs, among other elements, that all work with the land use actions and zoning changes to fulfill the neighborhood vision identified through the Jerome Avenue Neighborhood Plan.

F. DESCRIPTION OF THE PROPOSED ACTIONS

The Proposed Actions would implement the objectives of the Jerome Avenue Neighborhood Plan by creating opportunities for permanently affordable housing, ensuring that new buildings reflect existing neighborhood context, improving the public realm by encouraging non-residential ground floor uses and a consistent streetscape. To accomplish these goals, DCP is proposing zoning text amendments, zoning map amendments and city map changes. The proposed zoning text and map amendments would rezone an approximately 92-block area primarily along Jerome Avenue and its east west commercial corridors in Bronx Community Districts 4 and 5 and 7, and would establish the Special Jerome Avenue District coterminous with the Rezoning Area. The Rezoning Area is generally bounded by E.165th Street to the south and 184th street to the north; and also includes portions of Edward L. Grant Highway, E.170th Street, Mount Eden Avenue, Tremont Avenue, Burnside Avenue and E.183rd Street. The proposed city map changes are located a block outside of the Rezoning Area in the Highbridge neighborhood of the Bronx, Community District 4.

PROPOSED ZONING MAP CHANGES

PROPOSED R7A (Existing C8-3, R7-1, and R7-1)

An R7A zoning district is proposed to cover portions of 2 full and 17 partial blocks in two areas:

- An area roughly bounded by East 175th Street to the north, East 171st Street to the south
- An area roughly bounded by Townsend Avenue to the east and Inwood and Davidson Avenues to the west

R7A allows medium-density apartment buildings at a maximum FAR of 4.0 for residential uses and 4.6 for residential uses in areas mapped with Inclusionary Housing. R7A districts permit community facility FARs up to 4.0. The R7A district allows base heights between 40'-75' in areas mapped with Inclusionary Housing. Above the base height, buildings would be required to set back either 10' or 15' depending on if they have frontage on wide or narrow streets, respectively. After setting back, maximum building heights in the district are set at 95' in Inclusionary Housing zones, for buildings with qualifying ground floors. Alternate base height, and overall building height rules, described in detail below, would apply to any lot fronting the elevated rail line along River Avenue and Jerome Avenue. New structures would be required to locate at least 70% of the street wall within eight feet of the street line. Interior or through lots generally allow up to 65% lot coverage and corner lots permit up to 100% coverage. R7A districts require a 30' rear yard for the residential portions of any building. Parking is required for 50% of the residential units except that no parking is required for income or age-restricted units.

PROPOSED R7D (Existing R7-1)

R7D is proposed for 2 blocks bounded by East 177th Street to the north, East 176th Street to the south, Townsend Avenue to the East and Jerome Avenue to the west.

R7D allows medium-density apartment buildings at a maximum FAR of 5.6 for residential uses in areas mapped with Inclusionary Housing. R7D districts permit community facility FARs up to 4.2. The R7D district allows base heights between 60'-95' for areas mapped with Inclusionary Housing. Above the base height, buildings would be required to set back either 10' or 15' depending on if they front onto wide or narrow streets, respectively. After setting back, maximum building heights in the district are set at 115' in Inclusionary Housing zones, for buildings with qualifying ground floors. Alternate base height, setback and overall building height rules, described in detail below, would apply to any lot fronting the elevated rail line along River Avenue and Jerome Avenue. New structures would be required to locate at least 70% of the street wall within eight feet of the street line. Interior lots that are not on the narrow end of the block or within 100 feet of a corner permit up to 65% lot coverage. Otherwise, up to 100% lot coverage is permitted. R7D districts require a 30' rear yard for the residential portions of any building. Parking is required for residential uses at a ratio of 0.5 spaces per unit. No parking is required for income or age-restricted units.

PROPOSED R8A (Existing M1-2, C8-3, C4-4, R7-1, R8)

A R8A zoning district is proposed along six partial blocks fronting on East Mt. Eden Avenue between Jerome Avenue and the Grand Concourse and 13 partial blocks fronting on Edward L. Grant Highway between West 170th Street and the Cross Bronx Expressway, along 1 full and two partial blocks at 176th street and Jerome Avenue, and along 5 full and 18 partial blocks bounded by Goble Place to the north, East 167th Street to the south, Grand Concourse to the east and Macombs Road to the west.

R8A allows medium-density apartment buildings at a maximum FAR of 6.02 for residential uses and 7.2 for residential uses in areas mapped with Inclusionary Housing. R8A districts permit community facility FARs up to 6.5. The R8A district allows base heights between 60'-105' for areas mapped with Inclusionary Housing. Above the base height, buildings would be required to set back either 10' or 15' depending on if they front onto wide or narrow streets, respectively. After setting back, maximum building heights in the district are set at 145' in Inclusionary Housing zones, for buildings with qualifying ground floors. Alternate base height, setback and overall building height rules, described in detail below, would apply to any lot fronting the elevated rail line along River Avenue and Jerome Avenue. New structures would be required to locate at least 70% of the street wall within eight feet of the street line. Interior lots that are not on the narrow end of the block or within 100 feet of a corner permit up to 70% lot coverage. Otherwise, up to 100% lot coverage is permitted. R8A districts require a 30' rear yard for the residential portions of any building. Parking is required for residential uses at a ratio of 0.4 spaces per unit. No parking is required for income or age-restricted units.

PROPOSED R9A (Existing C8-3, M1-2, R7-1 and R8)

An R9A zoning district is proposed for three full and 6 partial blocks in two areas:

- An area bounded by West 169th Street to the north, McClellan Street to the south, River Avenue to the east and Edward L. Grant Highway to the west
- An area bounded by West 170th Street to the north, West 169th Street to the south, Cromwell Avenue to the east and Jesup Avenue to the west.

R9A allows high-density apartment buildings at a maximum FAR of 8.5 for residential uses in areas mapped with Inclusionary Housing. R9A districts permit community facility FARs up to 7.5. The R9A district allows base heights between 60'-125' for areas mapped with Inclusionary Housing. Above the base height, buildings would be required to set back either 10' or 15' depending on if they front onto wide or narrow streets, respectively. After setting back, maximum building heights in the district are set at 175' on wide streets and 165' on narrow streets in Inclusionary Housing zones. Alternate base height, setback and overall building height rules, described in detail below, would apply to any lot fronting the elevated rail line along River Avenue and Jerome Avenue. New structures would be required to locate at least 70% of the street wall within eight feet of the street line. Interior lots that are not on the narrow end of the block or within 100 feet of a corner permit up to 70% lot coverage. Otherwise, up to 100% lot coverage is permitted. R9A districts require a 30' rear yard for the residential portions of any building. Parking is required for residential uses at a ratio of 0.4 spaces per unit. No parking is required for income or age-restricted units.

PROPOSED C4-4D (Existing C8-3, R7-1 and R8)

A C4-4D is proposed for 21 partial blocks bounded by East 181st Street to the north, East 177th Street to the south, Creston Avenue to the East, and Aqueduct Avenue East to the west.

C4-4D is an R8A equivalent, and is a mid-density commercial district that permits residential uses up to 7.20 FAR in areas designated as part of the Inclusionary Housing program, commercial uses up to 3.4 FAR, and community facilities up to 6.5 FAR. Residential and mixed use buildings developed within the district are subject to bulk regulations governed by the R8A district. The off-street parking requirement is typically one space per 1,000 square feet of commercial and community facility uses. Parking is required for residential uses at a ratio of 0.4 spaces per unit. No parking is required for income or age-restricted units.

PROPOSED C2-4 COMMERCIAL OVERLAYS

C1-4 and C2-4 commercial overlays are mapped along portions of East 167th Street, Edward L. Grant Highway, Jerome Avenue, Mount Eden Avenue, East 176th Street, Burnside and Tremont Avenues and East 183rd Street. C2-4 commercial overlays are proposed to be mapped over portions of the proposed R7A, R7D, R8A, and R9A as detailed below. The affected areas are as follows:

- 13 blocks generally bound between 184th Street and Burnside Avenue, along the eastern and western frontages of Jerome Avenue;
- Two blocks generally bound between 175th Street and the Cross-Bronx Expressway, along the eastern frontage of Jerome Avenue;
- Eight blocks generally bound between the Cross-Bronx Expressway and 170th Street, along the eastern and western frontages of Jerome Avenue;
- Twelve blocks generally bound between the Grand Concourse and Edward L. Grant Highway along the northern and southern frontages of 170th Street;
- One portion of one block generally bound to the western frontage of Jerome Avenue, north of West Clarke place;
- Six blocks generally bound between 170th Street and 167th Street along the eastern and western frontages of Edward L. Grant Highway;

- Two blocks generally bound between 169th Street and 167th Street along the eastern and western frontages of Jerome Avenue; and
- One block generally bound between 165th Street and McClellan Street along the eastern frontage of Jerome Avenue.

C2-4 commercial overlays allow for local retail uses and commercial development up to 2.0 FAR and allow Use Groups 1-9 and 14, which include uses such as plumbing and electrical shops, small bowling alleys and movie theaters, funeral homes, small repair shops, printers, and caterers. For general commercial uses, one off-street parking space is required for every 1,000 square feet of such use, and up to 40 spaces may be waived.

PROPOSED ZONING TEXT AMENDMENTS

The Department of City Planning proposes a series of text amendments to facilitate the land use objectives and the Jerome Avenue Neighborhood Plan. The following is a list and description of the proposed text amendments:

SPECIAL JEROME AVENUE DISTRICT

A special district known as the Special Jerome Avenue District will be mapped coterminous with the rezoning area. The special district will allow for special bulk modifications to be made for zoning lots fronting the elevated rail. On such lots, a minimum and maximum base height of 25 and 30 feet, respectively, will be established. Above the base height, a minimum set back of 10 feet will be required. On such lots, to provide architectural flexibility and encourage better design, an additional two stories would be permitted up to 20 feet in allowable height. Additionally, the special district will permit the waiver of street wall requirement on specifically identified irregular lots.

The proposed special district would set forth modified streetwall requirements on specific frontages identified via a text map and increase maximum permitted heights to 225 feet for irregular lots within R9A districts located adjacent to intersections, with a 105 foot maximum base height in designated areas. In order to encourage visual variety and building articulation, 20% of the façade will be required to recess three feet.

On corner lots, chamfered corners will be allowed in order to facilitate the creation of open space and to permit efficient floorplates on parcels that would otherwise present significant obstacles to development. The text will also set forth transparency and screening requirements and will not permit fences or unenclosed parking on these lots.

These modifications will adjust for irregularities such as acute corner conditions, varied topography, and other site encumbrances. The modifications and waivers associated with the special district will not increase buildable floor area on any lot, rather create flexibility in building design to encourage desirable outcomes in the architectural quality of developments and the associated public realm.

The proposed special district would also impose controls at the ground floor of all commercial overlay and full commercial districts along Jerome Avenue from East 167th Street to East 183rd Street and the commercial corridors of East 167th Street, East 170th Street, Mount Eden Avenue, Burnside and Tremont Avenues and East 183rd and East 184th Street. The controls would foster a safe and walkable pedestrian experience along these corridors by establishing regulations requiring mandatory active, non-residential uses on the ground floor, minimum levels of transparency, and limiting curb cuts, where appropriate.

Additional controls would be impose appropriate controls on transient hotels within C2 and C4 districts to ensure consistency with the goals and objectives of the rezoning. Transient hotels will be permitted on zoning lots within C2-4 districts that meet specific locational criteria set forth within ZR Section 32-14; for other

zoning lots, transient hotels will require a CPC Special Permit if the residential development goal set forth in ZR Section 141-11 has not been met.

MANDATORY INCLUSIONARY HOUSING

The proposed R7A, R7D, R8A, R9A and C4-4D, zoning districts will be mapped as Mandatory Inclusionary Housing Areas setting mandatory affordable housing requirements pursuant to the Mandatory Inclusionary Housing program.

PROPOSED CITY MAP CHANGES

To facilitate the development of Corporal Fischer Park, the Department of City Planning in collaboration with DPR and DOT proposes the following changes to the City Map:

- Map Block 2520, Lot 19 as parkland. This city-owned parcel is located one block outside of the rezoning area and is bounded by West 170th Street, Nelson Avenue, Shakespeare Avenue, and Corporal Fischer Place in the Highbridge neighborhood of the Bronx, Community District 4.

- De-map Corporal Fischer Place (street) between Nelson Avenue and Shakespeare Avenue, which is adjacent to the parcel to be mapped as park land as described above (Block 2520, Lot 19), and map it as parkland.

- To facilitate the development of Corporal Fischer Park, the aforementioned changes are proposed. In addition, the City is exploring options related to the potential alienation and release from Department of Parks and Recreation control of lots 32 and 27 on the same block to facilitate future development to be determined subsequent to this action, and consistent with community goals and desires.

G. ANALYSIS FRAMEWORK

REASONABLE WORST CASE DEVELOPMENT SCENARIO (RWCDS)

In order to assess the possible impacts of the components of the proposed action, a reasonable worst-case development scenario (RWCDS) was established for both the current (Future No-Action) and proposed zoning (Future With-Action) conditions by the build year of 2026. The incremental difference between the Future No-Action and Future With-Action conditions will serve as the basis for the impact analyses of the Environmental Impact Statement (EIS). A ten-year period typically represents the amount of time developers would act on the proposed action for an area-wide rezoning not associated with a specific development.

To determine the With-Action and No-Action conditions, standard methodologies have been used following the *CEQR Technical Manual* guidelines employing reasonable assumptions. These methodologies have been used to identify the amount and location of future development

In projecting the amount and location of new development, several factors have been considered in identifying likely development sites; including known development proposals, past development trends, and the development site criteria described below. Generally, for area-wide rezonings which create a broad range of development opportunities, new development can be expected to occur on selected, rather than all, sites within the rezoning area. The first step in establishing the development scenario was to identify those sites where new development could be reasonably expected to occur.

DEVELOPMENT SITE CRITERIA

Development sites were identified based on the following criteria:

- Lots utilizing less than half of the permitted Floor Area Ratio (FAR) under the proposed zoning
- Lots with a total size greater than or equal to 5,000 square feet (including potential assemblages totaling 5,000 square feet or more if assemblage seems probable). For the purposes of this analysis, assemblages are defined as a combination of adjacent lots which satisfy one of the following conditions: (1) the lots share common ownership and, when combined, meet the Qualifying site criteria; and/or (2) at least one of the lots, or combination of lots, meets the Qualifying site criteria, and ownership of the assemblage is shared by no more than two distinct owners.
- Underutilized lots – (defined as vacant lots, surface parking lots, garages and single story structures built to less than or equal to half of the proposed zoning); and
- Lots located in areas where changes in use would be permitted

Certain lots that meet these criteria were excluded from the scenario based on the following conditions because they are very unlikely to be redeveloped:

- Lots where construction activity is actively occurring or has recently been completed;
- Schools (public and private), municipal libraries, government offices, hospitals, medical centers and houses of worship (stand-alone). These facilities may meet the development site criteria, because they are built to less than half of the permitted floor area ratio under current zoning and are on lots greater than 5,000 square feet. However, these facilities have not been redeveloped or expanded despite the ability to do so, and it is extremely unlikely that the incremental FAR permitted under the proposed zoning would induce development or expansion of these structures. Additionally, for government-owned properties, development and/or sale of these lots may require discretionary actions from the pertinent government agency;
- Lots containing multi-family (6 or more dwelling unit) residential buildings; due to required relocation of tenants in rent-stabilized units;
- Certain large commercial or community facility uses
- Lots utilized for public transportation and/or public utilities

PROJECTED AND POTENTIAL DEVELOPMENT SITES

To produce a reasonable, conservative estimate of future growth, the development sites have been divided into two categories: projected development sites and potential development sites. The projected development sites are considered more likely to be developed within the ten-year analysis period for the proposed actions (i.e. by the analysis year 2026) while potential sites are considered less likely to be developed over the approximately ten-year analysis period. Potential development sites were identified based on the following criteria:

- Lots upon which the majority of floor area is occupied by active businesses (3 or more)
- Lots with slightly irregular shapes, topographies, or encumbrances that would make them difficult to redevelop
- Lots that have recently undergone significant investment
- Lots where they have been recent significant improvements or investments
- Structured parking garages
- Lots that contain businesses that provide valuable and/or unique services to the community
- Lots that would produce less than 60 units of housing

Based on the above criteria, a total of 143 development sites (45 projected and 101 potential) have been identified in the rezoning area. The EIS will assess both density-related and site-specific potential impacts from development on all projected development site. Density-related impacts are dependent on the amount and type of development projected on a site and the resulting impacts on traffic, air quality, community facilities, and open space.

Site-specific impacts relate to individual site conditions and are not dependent on the density of projected development. Site-specific impacts include potential noise impacts from development, the effects on historic resources, and the possible presence of hazardous materials. Development is not anticipated on the potential development sites in the foreseeable future. Therefore, these sites have not been included in the density-related impact assessments. However, review of site-specific impacts for these sites will be conducted in order to ensure a conservative analysis.

DEVELOPMENT SCENARIO PARAMETERS

Dwelling Unit Factor

The number of projected dwelling units in apartment buildings is determined by dividing the total amount of residential floor area by 1,000 and rounding to the nearest whole number.

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

In the future without the Proposed Actions (No-Action), the identified projected development sites are assumed to either remain unchanged from existing conditions, or become occupied by uses that are as-of-right under existing zoning and reflect current trends if they are vacant, occupied by vacant buildings, or occupied by low intensity uses that are deemed likely to support more active uses.

It is anticipated that, in the future without the Proposed Actions, there would be a total of approximately 1,558,083 sf of built floor area on the 45 projected development sites. Under the RWCDS, the total No-Action development would comprise approximately 780 residential units with no guarantees for affordability, 238,384 sf of retail, restaurant and grocery store uses, 145,797 sf of industrial and automotive uses, 82,919 sf of community facility uses, and 945 accessory parking spaces. The No- Action estimated population would include approximately 2,268 residents and 1,154 workers on these projected development sites.

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

The Proposed Actions would allow for the development of new uses and higher densities at the projected and potential development sites. Under the RWCDS, the total development expected to occur on the 45 projected development sites under the With-Action condition would consist of approximately 4,885,424 sf of floor area, including 4,103,185 sf of residential floor area (approximately 4,008 DU), a substantial proportion of which are expected to be affordable, 458,625 sf of retail restaurant and grocery store uses, 0 sf of industrial and automotive uses, and 155,192 sf of community facility uses, as well as 1,162 accessory parking spaces. The With-Action estimated population would include approximately 11,727 residents and 2,128 workers on these projected development sites. The projected incremental (net) change between the No-Action and With-Action conditions that would result from the Proposed Actions would be an increase of 3,208,424 sf of residential floor area (3,228 DU), 270,985 sf of retail, restaurant and grocery store space, 72,273 sf of community facility space, and 217 accessory parking spaces, and a net decrease 145,797 sf of industrial and automotive uses on the projected development sites.

Table 1-1 2026 RWCDS No-Action and With-Action Land Uses

Land Use	No-Action Conditions	With-Action Condition	No-Action to With-Action Increment
Residential			
Total Residential	**894,761 sf** (780 DU)	**4,103,185 sf** (4,008 DU)	**+ 3,208,424 sf** (3,228 DU)
Commercial			
Local Retail	207,719 sf	443,916 sf	236,197 sf
FRESH Supermarket	28,405 sf	51,562 sf	23,157 sf
Restaurant	2,260 sf	13,891 sf	11,631 sf
Auto□Related	98,002 sf	0 sf	-98,002 sf
Office	4,818 sf	44,105 sf	39,287 sf
Warehouse	168,650 sf	0 sf	-168,650 sf
Garage	22,154 sf	0 sf	-22,154 sf
Other Commercial	600 sf	0 sf	-600 sf
Total Commercial	**532,608 sf**	**553,474 sf**	**20,866 sf**
Other Uses			
Industrial	47,795 sf	0 sf	-47,795 sf
Community Facility	82,919 sf[1]	155,192 sf[2]	72,273 sf
Total Floor Area	**1,558,083 sf**	**4,885,424 sf**	**3,353,768 sf**
Parking			
Parking Spaces	945	1,162	217
Population[3,4]			
Residents	2,268	11,727	9,459
Workers	1,154	2,128	974

Notes:

[1] Includes 36,120 sf of house of worship uses, 6,000 sf of medical office uses, 2,016 sf of day care center uses, 15,800 sf of Pre-K School uses and 22,983 sf of other community facility uses.

[2] Includes 53,896 sf of house of worship uses, 8,500 sf of medical office uses, 15,800 sf of Pre□K school uses, 23,099 of day care center uses and 53,896 sf of community center uses.

[3] Assumes 2.87 persons per DU for residential units in Bronx Community District 7, 3.06 persons per DU for residential units in Bronx Community District 5 and 2.92 persons per DU for residential units in Bronx Community District 4.

[4] Estimate of workers based on standard rates used in prior EIS documents, including the East Midtown Rezoning FEIS, Atlantic Yards FEIS, Western Rail Yards FEIS, Brownsville Ascend Charter School EA, Coliseum Redevelopment FSEIS, 125th Street Corridor Rezoning FEIS, West 57th Street Rezoning FEIS, and others. Employee rates used are as follows: one employee per 250 sf of office, three employees per 1,000 sf of retail/supermarket/restaurant uses, one employee per 25 DU, one employee per 2.67 hotel rooms (and 400 sf per hotel room), one employee per 1,000 sf of auto-related and industrial uses, one employee per 15,000 sf of warehouse uses, one employee per 11.4 students in school uses, three employees per 1,000 sf of all other community facility uses, and one employee per 50 parking spaces.

H. PROBABLE IMPACTS OF THE PROPOSED ACTIONS

LAND USE, ZONING AND PUBLIC POLICY

A detailed land use and zoning assessment indicates that no significant adverse impacts on land use, zoning, or public policy are anticipated in the future with the Proposed Actions in the primary study area (coterminous with the rezoning area) or ¼-mile (secondary) study area in the 2026 analysis year. The Proposed Actions would not directly displace any land uses so as to adversely affect surrounding land uses, nor would it generate land uses that would be incompatible with land uses, zoning, or public policy in the secondary study area. The Proposed Actions would not create land uses or structures that would be incompatible with the underlying zoning or conflict with public policies applicable to the primary or secondary study areas.

The Proposed Actions would result in an overall increase in residential, commercial, and community facility uses throughout the primary study area, when compared to conditions in the future without the Proposed Actions. The Proposed Actions would change zoning designations within the primary study area in a manner that is intended to create opportunities for permanently affordable housing, to ensure that new buildings reflect existing neighborhood context, and to improve the public realm by encouraging non-residential ground floor uses and a consistent streetscape. The Proposed Actions would support the development of new permanently affordable housing construction by mapping new zoning districts to permit residential development in areas where none is currently permitted, as well as permit residential development at higher densities where it is already permitted.

SOCIOECONOMIC CONDITIONS

DIRECT RESIDENTIAL DISPLACEMENT

A screening-level assessment finds that the Proposed Actions and associated reasonable worst-case development scenario (RWCDS) would not result in significant adverse socioeconomic impacts due to direct residential displacement. Under the RWCDS, by 2026 the Proposed Actions would directly displace an estimated 18 residents residing in six dwelling units on two of the 45 projected development sites. According to the CEQR Technical Manual, direct displacement of less than 500 residents would not typically be expected to substantially alter the socioeconomic character of a neighborhood. The potentially directly displaced residents represent less than 0.2 percent of residents within the proposed rezoning area (primary study area), and therefore this direct displacement is not expected to substantially alter the socioeconomic character of the neighborhood pursuant to CEQR Technical Manual guidelines.

DIRECT BUSINESS DISPLACEMENT

A preliminary assessment finds that the Proposed Actions and associated RWCDS would not result in significant adverse impacts due to direct business displacement. Projected development generated by the Proposed Actions and the associated RWCDS by the 2026 build year could potentially directly displace 77 businesses and an estimated 584 jobs associated with those businesses on 31 of the 45 projected development sites.

These 77 businesses do not represent a majority of study area businesses or employment for any given industry sector. While all businesses contribute to neighborhood character and provide value to the City's economy, because there are alternative sources of goods, services, and employment provided within the ¼-mile secondary study area, the displacement of the businesses identified in the RWCDS would not adversely affect socioeconomic conditions of the area as defined by the CEQR Technical Manual. Further, there is no category of business that may be directly displaced that is the subject of regulations or plans to preserve, enhance, or otherwise protect it.

It is the intent of the Proposed Actions to expand development opportunities for an approximately 92-block area centered along Jerome Avenue between East 184th Street and East 165th Street. The proposed zoning

changes would permit a wider range of land uses and increase the allowable floor area ratio (FAR), which would further the community's vision for the Jerome Avenue corridor as a mixed-use residential and commercial activity center that supports the needs of the surrounding neighborhoods. The Proposed Actions and associated RWCDS would result in the incremental development of 236,197 sf of retail, 23,157 sf of FRESH supermarket, 11,630 sf of restaurant, 39,287 sf of office, and 72,273 sf of community facility space, and a net decrease of approximately 47,795 sf of industrial, 98,002 sf of automotive, 168,650 sf of warehouse, 22,154 sf of garage, and 600 sf of other commercial uses. Comparable services and employment opportunities to those provided by directly displaced commercial businesses could be provided as part of the Proposed Actions.

INDIRECT RESIDENTIAL DISPLACEMENT

In accordance with CEQR Technical Manual methodology, the Proposed Actions have the potential to substantially change the demographic composition and/or alter the real estate market conditions in the Mount Eden neighborhood subarea, as they would increase the subarea population by greater than five percent over the future without the Proposed Actions.

The Proposed Actions could result in the development of 4,008 DUs (a net increase of 3,228 DUs compared to No-Action conditions) in the ¼-mile secondary study area in the 2026 With-Action condition, of which a substantial amount would be affordable. Assuming that all new units would be occupied and have an average household size of 2.92 persons per DU in Bronx CD 4, 3.06 persons per DU in Bronx CD 5, and 2.87 persons per DU in Bronx CD 7 (the 2010 Census average household sizes), the Proposed Actions could introduce a net increase of up to 9,573 residents in the study area. This amount of new residential development would represent slightly less than five percent increase in the residential population within the ¼-mile secondary study area, as compared to the No-Action condition. This development would be gradual and is expected to occur over a 10-year period by private developers on a site-by-site basis, rather than all at once with the full effects being reached in 2026. The Proposed Actions' population increment would be even smaller within the neighborhood subareas of University Heights, Fordham Heights, Mount Hope, Morris Heights, Highbridge, and Concourse. However, one neighborhood subarea would have a disproportionately higher increase in population in the future with the Proposed Actions. Within the Mount Eden subarea, the population introduced by the Proposed Actions and associated RWCDS would represent slightly more than 18 percent increase of the subarea population, as compared to the future without the Proposed Actions.

The detailed analysis of the potential for indirect residential displacement impacts in the Mount Eden subarea estimates that there is a number of low-and moderate-income residents living in unprotected housing units in the seven census tracts that comprise Mount Eden. Mount Eden is estimated to contain approximately 1,100 such units (housing an estimated 2,700 residents). This constitutes the existing residential population that is vulnerable to potential housing cost increases today, and that could be potentially vulnerable to rent increases in the future with or without the Proposed Actions.

Mount Eden is within a predominantly low-income area, where income levels are considerably lower and poverty levels are higher as compared to the larger borough and the City as a whole. Mount Eden contains a large inventory of income-restricted, supportive, and rent regulated rental housing, where tenants are protected from steep and rapid rent increases that could otherwise result from changes in market conditions, such as might be stimulated by an influx of higher income households into the area. Nearly 90 percent of the existing housing inventory in Mount Eden is protected from steep and rapid rent increases. The neighborhood also supports a large share of households that are severely rent burdened, and not able to afford current rents. Mount Eden has experienced a considerable amount of new residential development, the majority of which has been subsidized, and has maintained relatively low vacancy rates. This is reflective of the area's existing need for additional affordable housing.

Although the population living in those unprotected units that is potentially subject to indirect displacement over time exceeds five percent of Mount Eden residential population, it is anticipated that through a combination of private sites, the City's proposed Mandatory Inclusionary Housing (MIH) program, and the availability of financing by HPD, a substantial amount of new residential units that are expected to developed

within the rezoning area by the analysis year of 2026 would be affordable, and in the foreseeable future would likely be 100 percent affordable. This would ensure that a substantial amount of protected affordable units would be provided in Mount Eden and the ¼-mile secondary study area, which would help retain the low- and moderate-income renters now living in unprotected units and would help ensure that Mount Eden and the larger secondary study area continue to serve diverse housing needs for a range of housing income levels. The Proposed Actions are expected to ameliorate an existing need for affordable housing, as well as provide housing options for those households in the area that might otherwise opt to leave the neighborhood for better housing and amenities. It is expected that the residential population moving into affordable housing units would generally have income characteristics comparable to the existing residents of the secondary study area. The projected increase in housing units overall is expected to decrease rent pressures, and capturing some of those for permanently affordable housing would also create additional housing for those in most need.

The Proposed Actions' contributions to rent pressures in the study areas would be limited by the supply of market- rate and affordable housing resulting from the Proposed Actions, which could serve to offset existing housing demand and rent pressures in Mount Eden and the ¼-mile secondary study area. The Proposed Actions are, therefore, not expected to result in a significant adverse impact with respect to indirect residential displacement.

INDIRECT BUSINESS DISPLACEMENT

A preliminary assessment finds that the Proposed Actions would not result in significant adverse impacts due to indirect business displacement. The concern under CEQR is whether the Proposed Actions could lead to changes in local market conditions that would lead to increases in commercial property values and rents within the study area, making it difficult for some categories of businesses to remain in the area. Another concern under CEQR is whether the Proposed Actions could lead to displacement of a use type that directly supports businesses in the study area, or brings people to the area that form a customer base for local businesses.

The primary study area and the ¼-mile secondary study area have well-established residential and commercial uses and markets such that the Proposed Actions would not add a new economic activity or add to a concentration of a particular sector of the local economy enough to significantly alter or accelerate existing economic patterns. The Proposed Actions would add an increment of 3,228 DUs which would include substantial amount of affordable housing to help to ensure there is a range of household incomes maintained within the study area. Ensuring a range of household incomes would help to preserve the existing range of price points and variety in retail offerings because people of different income levels would create the varied demands for goods at different price points.

The Proposed Actions and associated RWCDS would also result in an increment of 236,197 sf of retail (including 11,630 of restaurant), and 23,157 sf of FRESH supermarket and would not be large enough to alter or accelerate existing trends. The office space (an increment of 39,287 gsf) resulting from the Proposed Actions and associated RWCDS could create new opportunities for companies to locate in the area and helping to maintain the mixed-use character of the study area.

The Proposed Actions would not directly or indirectly displace uses that provide critical support to businesses in the study area, or that bring people into the area that form a substantial portion of the customer base for local businesses. The Proposed Actions would result in increasing economic activity in an area where commercial corridors are largely characterized by heavy commercial, automotive, light industrial, and transportation-related uses. The streetscape is inconsistent as it is interrupted by uses that illegally occupy the sidewalk and the street and do not promote pedestrian safety or walkability. The proposed commercial overlays are intended to diversify commercial offerings, and improve walkability connecting neighborhood streets by promoting continuous retail and community facility uses. Further, incoming resident and employee populations generated by the Proposed Actions would become new customers at many of the existing retail businesses in the primary study area and ¼-mile secondary study area, and the mix of market-rate and affordable DUs resulting from the Proposed Actions RWCDS would ensure a range of price points for retail offerings.

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

A preliminary assessment finds that the Proposed Actions would not result in significant adverse impacts due to adverse effects on specific industries. The Proposed Actions would not significantly affect the business conditions in any industry or any category of business within or outside the secondary study area. By 2026, the Proposed Actions and associated RWCDS could directly displace an estimated 77 businesses and 584 employees. The businesses that could be displaced do not represent a critical mass of businesses within any City industry, category of business, or category of employment. Although these businesses are valuable individually and collectively to the City's economy, the goods and services offered by potentially displaced uses can be found elsewhere within the ¼-mile secondary study area, within a broader trade area, and within the City as a whole. The products and services offered by the businesses that would be displaced are not expected to be essential to the viability of other businesses within or outside the secondary study Area.

Although a number of auto-related uses (36 businesses), which include used car sales, automotive parts and accessory stores, car leasing agencies, gas stations, car washes, automotive glass shops, tire stores, and repair and service shops, would be potentially directly displaced from the primary study area, these displaced businesses and their associated employment are not expected to significantly impact the industry as a whole. The potentially displaced automotive repair and service shops represent approximately six percent of employment within the industry in the Bronx, and the businesses could relocate within the City, potentially in other auto-related clusters, thereby maintaining existing business and employment counts within the industry. Of the existing 171 New York State DMV-regulated auto-repair shops within a half-mile radius of the rezoning area (zip codes 10452, 10453, 10456, and 10457) less than six percent of firms are anticipated to be directly displaced. Most these firms (approximately 78 percent) are located outside of the primary study area (rezoning area) and would not be directly affected by the proposed action. It is expected that there would remain numerous automotive repair and service businesses nearby, in the greater borough, and in the City, which would ensure that there are ample locations to provide this type of service.

The Proposed Actions would not result in significant indirect business displacement, and therefore would not indirectly substantially reduce employment or have an impact on the economic viability in any specific industry or category of business.

COMMUNITY FACILITIES

Per the guidance of the CEQR Technical Manual, detailed analyses of potential indirect impacts on public elementary, intermediate, and high schools, public libraries, and publicly funded child care centers were conducted for the Proposed Actions. Based on the CEQR Technical Manual screening methodology, detailed analyses of outpatient health care facilities and police and fire protection services are not warranted, although they are discussed qualitatively. As described in the following analysis and summarized below, the Proposed Actions would result in a significant adverse impact on elementary and intermediate schools. No significant adverse high school, library, or childcare impacts are expected.

PUBLIC SCHOOLS

The rezoning area falls within the boundaries of four New York City Community School District (CSD) sub-districts: Sub-districts 1, 2, and 3 of CSD 9 and Sub-district 4 of CSD 10. The RWCDS associated with the Proposed Actions would introduce a net increment of 2,388 total students, with approximately 1,259 elementary school students, 516 intermediate school students and 613 high school students.

In the 2026 future with the Proposed Actions, CSD 9 Sub-district 2 would experience significant adverse elementary impacts. CSD 9 Sub-district 2 elementary schools would increase from a No-Action utilization rate of 128.7 percent to 151.5 percent in the With-Action condition (a 22.8 percentage point increase), with a deficit of 1,716 elementary school seats. CSD 10 Sub-district 4 would experience significant adverse

elementary school impacts. CSD 10 Sub-district 4 elementary schools would increase from a No-Action utilization rate of 115.7 percent to 121.9 percent in the With-Action condition (a 6.2 percentage point increase), with a deficit of 1,111 elementary school seats. CSD 9, Sub-district 2 intermediate schools would increase from a No-Action utilization rate of 125.9 percent to 171.2 percent in the With-Action condition (a 45.3 percentage point increase), and a deficit of 491 intermediate school seats. CSD 9, Sub-district 2 intermediate schools would have a significant adverse impact in the With-Action condition. Because elementary and intermediate schools within CSD 9 Sub-district 2 and CSD 10 Sub-district 4 elementary schools would operate over capacity in the With-Action condition, with an increase of five percentage points or more in the collective utilization rate between the No-Action and With-Action conditions (the CEQR impact threshold), a significant adverse impact to these sub-districts would result.

Although the CSD 9 Sub-district 1 elementary school utilization rate would exceed 100 percent in the future with the Proposed Actions, the Proposed Actions would result in a 2.5 percent increase in the utilization rate as compared to the No-Action condition. This is less than the five percent impact threshold; therefore, no significant adverse impact would occur within this sub-district. Similarly, the CSD 9 Sub-district 3 elementary school utilization rate would exceed 100 percent in the future with the Proposed Actions and increase by 0.7 percent as compared to the No-Action condition. This is less than the five percent impact threshold; therefore, no significant adverse impact would occur within this sub-district. Although the CSD 9 Sub-district 1 intermediate school utilization rate would exceed 100 percent in the future with the Proposed Actions, it would result in a 1.6 percent increase in the utilization rate as compared to the No-Action condition; this is less than the five percent impact threshold and therefore no significant adverse impact would occur within this sub-district.

CSD 9, Sub-district 3 intermediate schools would have a utilization rate of 93.9 in the With-Action condition, under capacity with a 0.4 percent increase above the No-Action alternative. CSD 10 Sub-district 4 intermediate school utilization rate would exceed 100 percent in the future with the Proposed Actions. The Proposed Actions would result in a 4.2 percent increase in the utilization rate as compared to the No-Action condition. This is less than the five percent impact threshold and, therefore, no significant adverse impact would occur within this sub-district. Per the guidance of the CEQR Technical Manual, the determination of impact significance for high schools is conducted at the borough level. In the future With-Action condition, the Bronx-wide high school utilization rate is expected to increase by 0.8 percentage points over the No-Action condition, for a With-Action utilization rate of 76.9 percent and a surplus of 16,302 seats. No significant adverse impacts to Bronx high schools are anticipated.

LIBRARIES

The Proposed Actions would not result in significant adverse impacts to libraries. Ten New York Public Library branches are located within a ¾-mile radius of the rezoning area: the Fort Washington Branch, the Grand Concourse Branch, the High Bridge Branch, the Melrose Branch, the Belmont Library and Enrico Fermi Cultural Center, the Tremont Branch, the Jerome Park Branch, the Francis Martin Branch, the Sedgwick Branch, and the Bronx Library Center. The Proposed Actions would introduce an estimated 9,459 additional residents to the libraries' combined catchment area (compared to No-Action conditions). The Proposed Actions would increase the catchment area populations only for the Grand Concourse, High Bridge, Francis Martin, and Sedgwick Branches. These population increases resulting from the Proposed Actions would be less than 5 percent, which would not result in a noticeable change in the delivery of library services. Many of the residents in the catchment areas for the four affected Bronx New York Public Library Branches also reside in the catchment areas for other nearby libraries and would also be served by these libraries.

Residents in the study area have access to the entire NYPL system, which has branches in Manhattan and Staten Island. Through the interlibrary loan system, residents can have volumes delivered directly to their nearest library branch. In addition, residents would also continue to have access to libraries near their place of employment. Therefore, the population introduced by the Proposed Actions is not expected to result in a significant adverse impact on public libraries.

CHILD CARE SERVICES

The Proposed Actions would not result in a significant adverse impact on publicly funded child care facilities. It is estimated that the Proposed Actions would generate approximately 312 children under the age of six who could be eligible for publicly funded child care programs. With the addition of these children, there would be a deficit of 92 slots in the study area by 2026 (101.2 percent utilization), and the Proposed Actions would result in an increase in the utilization rate of approximately 4.0 percentage points over the No-Action condition.

According to the CEQR Technical Manual, a significant adverse child care impact may result, warranting consideration of mitigation, if a proposed action would increase the study area's utilization rate by at least five percentage points and the resulting utilization rate would be 100 percent or more. As publicly funded child care facilities would operate under capacity with an increase of only 4.0 percent utilization (from No-Action to With-Action), no significant adverse impacts would result from the Proposed Actions.

POLICE, FIRE, AND HEALTH CARE SERVICES

The CEQR Technical Manual recommends a detailed analysis of indirect impacts on police, fire, and health care services in cases where a proposed action would create a sizeable new neighborhood where none existed before. The rezoning area is a developed area with an existing and well-established community that is served by existing police, fire, and health care services. Therefore, the Proposed Actions would not create a neighborhood where none existed before, and a detailed analysis of indirect effects on these community facilities is not warranted.

OPEN SPACE

The Proposed Actions would not result in significant adverse open space impacts. As described in the CEQR Technical Manual, open space can be indirectly affected by a proposed action if the project would add enough population, either residential or non-residential, to noticeably diminish the capacity of open space in the area to serve the future population. A detailed analysis was provided that considered the indirect effects of the population generated by the Proposed Actions on open space resources. The analysis finds that the Proposed Actions would not result in significant adverse impacts on open space due to reduced total, active, and passive open space ratios.

An analysis on potential direct effects on open space was also prepared. While the Proposed Actions would result in significant adverse shadow impacts on open spaces, these direct effects would not result in significant adverse open space impacts. No other direct open space effects would result from the Proposed Actions.

DIRECT EFFECTS

The detailed open space analysis presented in this chapter indicates that the Proposed Actions would not result in a significant adverse direct impact on open space resources, and would not result in any adverse air, noise, or other environmental impacts that would affect the usefulness of any study area open space. Per the guidance of the CEQR Technical Manual, a proposed action may result in a significant adverse impact on open space resources if (a) there would be direct displacement/alteration of existing open space within the study area that would have a significant adverse effect on existing users; or (b) it would reduce the open space ratio and consequently result in overburdening of existing facilities or further exacerbating a deficiency in open space. No open space resources would be physically displaced or their uses be changed as a result of the Proposed Actions, so this chapter relies on information provided in Chapter 6, "Shadows," Chapter 14, "Air Quality," and Chapter 16, "Noise," to determine whether the Proposed Actions would directly affect any open spaces within, or in close proximity to, the rezoning area.

The Proposed Actions would result in incremental shadow coverage on 41 open space resources. The shadows analysis identified significant adverse impacts at eight of these resources. The analysis determined that six

resources (Bronx School of Young Leaders, PS 306 Schoolyard, Mount Hope Playground, Goble Playground, Inwood Park, Keltch Park) would experience significant incremental shadow coverage, duration, and/or periods of complete sunlight loss that could have the potential to affect open space utilization or enjoyment. Two resources (Edward L Grant Greenstreet, Jerome Avenue/Grant Avenue Greenstreet) would not receive adequate sunlight during the growing season (at least the four to six hour minimum specified in the CEQR Technical Manual) as a result of incremental shadow coverage and vegetation at these resources could be significantly impacted. The analysis found that although the significant adverse shadow impacts would reduce the utility of these open spaces and public's enjoyment, the open spaces would continue to be available and provide other passive or active open space uses and therefore would not be a direct significant open space impact.

INDIRECT EFFECTS

The detailed analysis determined that the Proposed Actions would not result in a significant adverse indirect impact to passive open space or to active open space in the residential study area. As the Proposed Actions are expected to introduce increments of 9,459 residents and 974 workers with the RWCDS, compared to the No-Action condition, a detailed open space analysis for both a worker (¼-mile) study area and residential (½-mile) study area was conducted, per the guidance of the CEQR Technical Manual.

According to the CEQR Technical Manual, a portion of the rezoning area is located in an area that is considered underserved by open space, which includes portions of approximately 14 blocks at the northern end of the rezoning area. In addition, both the worker and residential study areas do not currently meet the CEQR Technical Manual guidelines for open space. The CEQR Technical Manual indicates that a decrease in the open space ratio of five percent or more is generally considered significant. For areas that are considered extremely lacking in open space, a decrease of as little as one percent may be considered significant. An open space impact assessment also considers qualitative factors.

In the future with the Proposed Actions, the worker study area's passive open space ratio would decrease 2.29 percent from the No-Action conditions, and it would remain well above the City's guideline ratio of 0.15 acres per 1,000 workers, at 0.554 acres per 1,000 workers. Therefore, workers in the ¼-mile study area would continue to be well-served by passive open space resources, and there would be no significant adverse impact in the worker study area as a result of the Proposed Actions.

Within the residential study area, the total active and passive open space ratios would remain below the City's guideline ratios of 2.5 acres per 1,000 residents for all open space, which includes 2.0 acres of active and 0.5 acres of passive space per 1,000 residents. The total residential study area open space ratio would decline by 2.59 percent from 0.540 acres with No-Action conditions to 0.526 acres per 1,000 residents; the active open space ratio would decline by 2.47 percent from 0.364 to 0.355 acres per 1,000 residents; and the passive open space ratio would decline by 2.84 percent from 0.176 to 0.171 acres per 1,000 residents. These decreases would not exceed the five percent threshold and, therefore, not constitute a significant adverse indirect impact, however, the residential study area would continue to be underserved by open space.

SHADOWS

A detailed shadows analysis concludes that development resulting from the Proposed Actions would result in significant adverse shadow impacts on eight sunlight-sensitive resources. The 146 projected and potential development sites identified in the RWCDS would result in incremental shadow coverage on 41 open space resources. The detailed shadows analysis identified significant adverse impacts at eight of these resources. No historic resources would be affected by incremental shadows. The detailed shadows analysis identified significant adverse impacts at eight open space resources. The analysis determined that six resources (Bronx School of Young Leaders, PS 306 Schoolyard, Mount Hope Playground, Goble Playground, Inwood Park, Keltch Park) would experience significant incremental shadow coverage, duration, and/or periods of complete sunlight loss that could have the potential to affect open space utilization or enjoyment. Two resources (Edward L Grant Greenstreet, Jerome Avenue/Grant Avenue Greenstreet) would not receive adequate sunlight

during the growing season (at least the four to six hour minimum specified in the CEQR Technical Manual) as a result of incremental shadow coverage and vegetation at these resources could be significantly impacted.

HISTORIC AND CULTURAL RESOURCES

The Proposed Actions would not result in any significant impacts to historic and cultural resources.

ARCHAEOLOGICAL RESOURCES

The Proposed Actions would not result in any significant adverse impacts to archaeological resources. LPC reviewed the identified projected and potential development sites that could experience new/additional in-ground disturbance as a result of the Proposed Actions and concluded that none of the lots comprising those sites have any archaeological significance. Therefore, the Proposed Actions are not expected to result in any significant adverse impacts to archaeological resources.

ARCHITECTURAL RESOURCES

The Proposed Actions would not result in any direct in any direct or indirect (contextual) significant adverse impacts on architectural resources.

Direct (Physical) Impacts

The Proposed Actions would not result in any direct significant adverse impacts to any NYCL-designated and S/NR listed historic districts or individual landmark buildings and structures. The Historic Resources study area includes 17 historic resources two of which are historic districts. While the rezoning area includes a portion of the Morris Avenue Historic District (NYCL-Designated) and also contains one eligible historic resource, the U.S. Post Office – Morris Heights Station (S/NR Eligible Individual Landmark); the projected and potential development sites identified in the Reasonable Worst-Case Development Scenario are neither located within the Morris Avenue Historic District nor include any S/NR Eligible Individual Landmark buildings or structures. Therefore, the Proposed Actions would not result in any direct impacts to the Morris Avenue Historic District or the U.S. Post Office – Morris Heights Station.

Indirect (Contextual) Impacts

The Proposed Actions would not result in any indirect (contextual) significant adverse impacts to any designated, listed or eligible historic resources. While the rezoning area extends into a portion of the Morris Avenue Historic District, no projected or potential development sites are located within the historic district or substantially contiguous to it. Therefore, no indirect, or contextual, impacts to the Morris Avenue Historic District would result with the Proposed Actions.

As described following, in this chapter, although several potential development sites and one projected development site are located adjacent to, or otherwise substantially contiguous to the U.S. Post Office – Morris Heights Station, the historic architectural significance of this resource is not dependent upon or otherwise specifically related to the surrounding development context. Therefore, the Proposed Actions would not result in indirect impacts to the U.S. Post Office – Morris Heights Station.

Construction Impacts

The rezoning area is substantially contiguous to the Croton Aqueduct System at approximately West 183rd Street and also at approximately Ogden Avenue and Dr. Martin Luther King, Jr., Boulevard (just south of the Cross-Bronx Expressway). In each of these two areas, there is one potential development site within 90 feet of the mapped Croton Aqueduct System/Aqueduct Walk; as described following, in this chapter, it is presumed that appropriate protections would be in place during construction to ensure that the aqueduct system and the public park would not experience construction-related impacts.

Any designated NYCL or S/NR-listed historic buildings located within 90 linear feet of a projected or potential new construction site are subject to the protections of the New York City Department of Building's (DOB's) Technical Policy and Procedure Notice (TPPN) #10/88. In effect, this policy would prevent construction-

related impacts to properties within the Grand Concourse Historic District that would be within 90 feet of potential development sites 75, 76, and 77. Therefore, no construction impacts to the Grand Concourse Historic District would result with the Proposed Actions. There are no projected or potential development sites within the Morris Avenue Historic District, and the nearest site that would be developed with the Proposed Actions would be Potential Development Site 43, which is located approximately 170 feet southwest of the historic district boundary; therefore, the Proposed Actions would result in no construction impacts to the Morris Avenue Historic District.

As described following, in this chapter, one projected development site and four potential development sites are located within approximately 90 feet of the U.S. Post Office – Morris Heights Station (S/NR-eligible). As defined in the procedure notice TPPN #10/88, "historic resources" that are considered adjacent to construction activities, only include designated NYCLs and S/NR-listed properties that are within 90 feet of a lot under development or alteration. They do not include S/NR-eligible, NYCL-eligible, potential, or unidentified architectural resources. Without the particular protections of TPPN #10/88, or similar protections in place, the Proposed Actions could result in construction impacts on the U.S. Post Office – Morris Heights Station, with the development of potential development sites 96 and 97, the boundaries of which are nearly adjacent to the post office building structure.

Shadow Impacts

As described in Chapter 6, "Shadows," the Proposed Actions would not result in any significant adverse impacts as a result of incremental shadows on historic architectural resources.

URBAN DESIGN AND VISUAL RESOURCES

The detailed analysis of urban design and visual resources concludes that the Proposed Actions would not result in any significant adverse impacts to urban design or visual resources in the primary or secondary study areas. The Proposed Actions would allow for new residential and mixed use developments at a greater density than what is currently permitted as-of-right. The Proposed Actions, primarily, would be a notable increase in both building height and bulk in the rezoning area, and also a concentration of new development that would provide for greater cohesiveness in streetscape design within the rezoning area, thereby improving the pedestrian experience. Regarding other fundamental components of urban design, the Proposed Actions would not result in any change to the existing street pattern, street hierarchy, or block forms that characterizes the rezoning area and the neighborhoods surrounding it. Likewise, the Proposed Actions would result in no significant adverse impacts to visual resources or view corridors comprising the open space resources and historic resources within and surrounding the rezoning area.

The detailed analysis of urban design and visual resources considers the development both of the 45 projected development sites, alone, and also the combination of all 45 projected development sites together with all 101 potential development sites that, eventually, also may be redeveloped. The redevelopment of these sites with the Proposed Actions would result in notable transformation of the urban design of the recognizable north-south corridor comprising Jerome Avenue and River Avenue, over which the elevated 4-train runs, both by 2026 and in years following. Specifically, the changes to urban design within the primary study area that would result with the Proposed Actions would represent a continuity in development density, building heights, and residential and commercial uses throughout this corridor that would otherwise not exist in the future without the Proposed Actions. The forms of the buildings resulting with the Proposed Actions would contribute to the ongoing development of a coherent, consistent, and appropriate streetscape through unified streetwalls and setback controls in the vicinity of the elevated rail to ensure adequate air and light. Particularly with the continuity of streetwall and clearer definition to the form of the streetscapes in the rezoning area, the pedestrian experience of the rezoning area would be improved, compared to the future without the Proposed Actions.

The development of the 45 projected development sites, alone, would be expected to represent concentrations of residential and commercial land uses, as well as new building typologies, as well as development at greater building bulk and height than would be present in the future without the Proposed Actions. The urban design effects of the Proposed Actions may be most evident by 2026 at several locations where projected development sites are more concentrated, such as in the vicinities of Burnside Avenue and Tremont Avenue near the northern end of the primary study area, and also at the southern end of the primary study area along River Avenue. In addition, development at the eastern end of Edward L. Grant Highway in the vicinity of Jerome Avenue to the east, together with the No-Action development expected in the same general area, would be expected be among the more consistent streetscapes, in terms of bulk and height, in the future with the Proposed Actions.

In addition to the concentrations of building bulk and height in these areas, it is expected that the development of the projected development sites would contribute to an improved streetscape form in these clusters, as well as throughout the primary study area at 17 intersections (eight of which would be improved substantially) and numerous block frontages. While the effective streetwall would not necessarily be continuous with the development of the projected development sites, alone, it would be improved over conditions in the future without the Proposed Actions, particularly with the redevelopment of unbuilt lots (parking lots or vacant lots) that would otherwise continue to interrupt or in some cases, given their size and placement, prevent the formation of streetwall altogether.

Finally, the contribution of the potential development sites would be substantial and would effect, together with the development of the projected development sites, the fairly wholesale change to urban design characteristics (building height, bulk, setback, and streetwall) throughout the entire primary study area. The effect to urban design with all projected and potential development sites developed would be commensurate with the intent of the Proposed Actions to encourage development that is appropriate for this transit-rich corridor. With both the projected and potential development sites developed, the positive effects related to urban design and pedestrian experience would be continuous throughout nearly the entirety of the rezoning area, and no significant adverse impacts to urban design and visual resources would result.

HAZARDOUS MATERIALS

Based on the assessment conducted, the Proposed Actions are not expected to result in significant adverse impacts for hazardous materials. An assessment of potential hazardous materials impacts was performed for all of the 45 projected and 101 potential development sites. The hazardous materials assessment identified that each of the projected and potential development sites has some associated concern regarding environmental conditions. As a result, the proposed zoning map actions include (E) designations (E-442) for all projected and potential development sites. With the requirements of the (E) designation or comparable measure on all 146 projected and potential development sites, there would be no impact from the potential presence of contaminated materials. The implementation of the preventative and remedial measures outlined in the (E) designation would reduce or avoid the potential of significant adverse hazardous materials impacts from potential construction in the rezoning area resulting from the Proposed Actions. Following such construction, there would be no potential for significant adverse impacts.

WATER AND SEWER INFRASTRUCTURE

The Proposed Actions would not result in any significant adverse impacts on the city's water supply, wastewater or stormwater conveyance and treatment infrastructure.

WATER SUPPLY

According to the assessment of existing water, sewer, and wastewater treatment infrastructure, the Proposed Actions would not result in significant adverse impact on the City's water supply system. The 45 projected development sites are expected to generate 1,364,040 gallons per day (gpd), or an increment in water supply

demand of 877,385 gpd compared to the demand in the Future Without the Proposed Action. Preliminary assessment of the impact of the Proposed Actions on the potable water infrastructure concluded that there would be no significant adverse impact because the increment in water demand is less than 1 million gallons per day (MGD) and it is expected that there would be adequate water service to meet the incremental demand.

WASTEWATER TREATMENT

With the RWCDS, development on the 45 projected development sites is expected to generate approximately 1,243,567 gpd of wastewater, an increase of 869,677 gpd over Future No-Action conditions. With the Proposed Actions, wastewater from the projected development sites would continue to be treated as it is now, in the Wards Island Waste Water Treatment Plant (WWTP). This additional flow of wastewater is not expected to cause a significant adverse impact to wastewater treatment infrastructure, because this WWTP has dry weather design flow capacity of 275 million gallons per day (MGD), and is currently receiving 201 MGD on average (see Table 10-2, "Monthly Average Daily Maximum Flows, Wards Island WWTP"). This average flow is calculated using the average monthly flow observed at the WWTP during the period from January and December 2016. Based on the average flow, the WWTP currently has an average reserve capacity of 74 MGD. Therefore, the Wards Island WWTP would continue to have a reserve in treatment capacity, even after full re-development of the 45 projected properties included in the Proposed Actions.

STORMWATER AND DRAINAGE MANAGEMENT

The 45 projected development sites identified in the RWCDS are located within the WI-R60/WI-R60A sub-catchment area of the Wards Island WWTP. Depending on the rainfall volume and duration, the total volumes to the WI-R60/WI-R60A combined sewers would range from 0.20 to 2.27 million gallons (MG). Compared to existing discharge volumes to the combined sewer systems, from the 45 projected sites, sub-catchment area WI-R60/WI-R60A would have an increase of 0.14 to 0.83 MG, during storm events with up to 2.5 inches of rainfall. Because the 45 projected development sites are located along a 2.25 miles stretch along Jerome Avenue, this increased flow to the City's combined sewer system may be discharged as combined sewer overflows (CSOs) through one or more of the WI-R60/WI-R60A sub-catchment area outfalls that serve the Wards Island WWTP. The potentially impacted CSO outfall numbers are: 57, 58, 59, 60, 61, 62, and 63, all discharging to the Harlem River.

Based on detention requirements of the City's stormwater rule, it is concluded that the Proposed Actions would not result in significant adverse impacts to the wastewater and stormwater conveyance, and treatment infrastructure.

SOLID WASTE AND SANITATION SERVICES

The assessment detailed in this chapter indicates that the Proposed Actions would not result in a significant adverse impact on solid waste and sanitation services. Although it would generate an incremental increase above the No-Action condition of approximately 70 tons per week of solid waste, it would not directly affect a solid waste management facility. The New York City Department of Sanitation (DSNY) would handle approximately 97 percent of the additional solid waste generated by the Proposed Actions, while the remaining three percent would be handled by private carters. This additional solid waste generated by the Proposed Actions would be expected to require approximately six additional DSNY truckloads per week and one additional private carter truckload per week. Although this would be an increase in the overall solid waste generated over the future No-Action condition, the incremental increase would be negligible relative to the future estimated 115,830 tons per week handled by DSNY and 74,000 tons per week handled by private carters. This represents approximately 0.04 percent of the City's anticipated future weekly DSNY and commercial managed waste generation in 2026, as projected in the City's Solid Waste Management Plan (SWMP). The Proposed Actions would not result in an increase in solid waste that would overburden available waste management capacity. Neither would it conflict with, or require amendments to, the City's

solid waste management objectives as stated in the SWMP. Therefore, the Proposed Actions would not result in a significant adverse impact on solid waste and sanitations services.

ENERGY

According to the Energy assessment conducted, the Proposed Actions would not result in a significant adverse impacts related to energy systems. The estimated development in the With- Action conditions would result in an increase in annual demand of approximately 402.6 billion British thermal units (BTUs) over the No-Action condition. This increase in annual demand would be approximately 0.24 percent of New York City's (Zone J) 2026 forecasted future energy demand requirement of 171 trillion BTUs and 0.08 percent of all of Con Edison's service area's 2026 forecasted future energy demand of 535 trillion BTUs. Therefore, it is not expected to have a significant adverse impact on energy systems. In addition, any new development resulting from the Proposed Actions would be required to comply with the New York City Energy Conservation Code (NYCECC) which governs performance requirements for heating, ventilation and air conditioning systems (HVAC) and exterior building envelope of new buildings.

TRANSPORTATION

TRAFFIC

The detailed traffic analysis conducted indicates that several intersections would be significantly impacted by the Proposed Actions. Traffic conditions were evaluated for the weekday 7:30-8:30 AM, 1-2 PM, and 5-6 PM and Saturday 3:45-4:45 PM peak hours at 36 intersections in the traffic study area where additional traffic resulting from the Proposed Actions would be most heavily concentrated. The traffic impact analysis indicates the potential for significant adverse impacts at 22 intersections during one or more analyzed peak hours. The identification of significant adverse traffic impacts at analyzed intersections is based on criteria presented in the CEQR Technical Manual. Significant adverse impacts were identified to 16 lane groups at 14 intersections during the weekday AM peak hour, 19 lane groups at 15 intersections in the weekday midday peak hour, 32 lane groups at 21 intersections in the weekday PM peak hour, and 30 lane groups at 19 intersections during the Saturday midday peak hour. Chapter 21, "Mitigation," discusses potential measures to mitigate these significant adverse traffic impacts.

TRANSIT

The detailed analyses on the Proposed Actions' impact on transit show that they would cause no significant adverse impacts to the subway service, but would cause significant adverse impacts to the bus system in the area.

Subway

Subway Stations

The Proposed Actions would generate a net increment of approximately 1,382 and 1,748 new subway trips during the weekday AM and PM commuter peak hours. The analysis of subway station conditions focuses on a total of four New York City Transit (NYCT) subway stations in proximity to the rezoning area where incremental demand from the Proposed Actions would exceed the 200-trip CEQR Technical Manual analysis threshold in one or both peak hours. These include the 183rd Street, Burnside Avenue, 170th Street, and 167th Street stations on the Jerome Avenue No. 4 line.

The results of the analysis show that all analyzed stairs and fare arrays are projected to operate at an acceptable LOS C or better in both the AM and PM peak hours. Therefore, incremental demand from the Proposed

Actions are not expected to result in significant adverse subway station impacts based on CEQR Technical Manual criteria.

Subway Line Haul

Line haul is the volume of transit riders passing a defined point on a given transit route. Line haul is typically measured in the peak direction at the point where the trains carry the greatest number of passengers during the peak hour (the maximum load point) on each subway route. The rezoning area is served by three NYCT subway routes, including the 4, B, and D lines. The Proposed Actions are expected to generate 200 or more new subway trips in both directions in each peak hour on the No. 4 Jerome Avenue line. The peak direction of travel on the No. 4 line is southbound (Manhattan-bound) in the AM peak hour and northbound (Bronx-bound) in the PM peak hour.

Incremental demand on the No. 4 line as a result of the Proposed Actions would increase ridership by an average of 3.4 northbound trips per car in the AM and 3.3 southbound trips in the PM. Although No. 4 line trains are projected to operate over guideline in the peak direction in each peak hour, they would not be considered significantly adversely impacted based on CEQR Technical Manual impact criteria.

Bus

The rezoning area is served by a total of nine MTA local bus routes—the Bx1, Bx2, Bx11, Bx18, Bx32, Bx35, Bx36, Bx40, and Bx42. The Proposed Actions would generate a total of approximately 555 and 935 incremental bus trips on these routes during the weekday AM and PM peak hours, respectively. A preliminary screening assessment concluded that new demand from the Proposed Actions would exceed the 50-trip CEQR Technical Manual analysis threshold in the AM and/or PM peak hour at the maximum load points along the Bx11, Bx32, and Bx35 routes.

Based on projected levels of bus service in the No-Action condition, the Proposed Actions would result in a capacity shortfall on east and westbound Bx11, southbound Bx32, and eastbound Bx35 in the AM peak hour and on westbound Bx11, north and southbound Bx32, and east and westbound Bx35 in the PM peak hour. Therefore, these three bus lines would be significantly adversely impacted based on CEQR Technical Manual criteria (see Table 13-4, "Summary of Significant Local Bus Impacts"). The significant impacts to bus service could be mitigated by increasing the number of buses in each peak hour to meet the incremental demand. The general policy of the MTA is to provide additional bus service where demand warrants, taking into account financial and operational constraints.

PEDESTRIANS

The Proposed Actions would generate a net increment of approximately 1,607 walk-only trips in the weekday AM peak hour, 6,772 in the midday peak hour, 4,143 in the PM peak hour, and 4,787 in the Saturday midday peak hour. Persons en route to and from subway station entrances and bus stops would add approximately 1,937, 2,173, 2,683, and 2,634 additional pedestrian trips to rezoning area sidewalks and crosswalks during these same periods, respectively. Weekday peak period pedestrian conditions were evaluated at a total of 111 representative pedestrian elements where new trips generated by projected developments are expected to be most concentrated. These elements—33 sidewalks, 37 corner reservoir areas, and 41 crosswalks —are primarily located in the vicinity of major projected development sites and corridors connecting these sites to area subway station entrances and bus routes.

As shown in Table 13-5, "Summary of Significant Pedestrian Impacts," based on CEQR Technical Manual criteria, a total of three pedestrian elements would be significantly adversely impacted by the Proposed Actions, specifically one corner and one crosswalk during the weekday PM and Saturday midday peak hours, and one sidewalk during the Saturday midday peak hour. As discussed in Chapter 21, "Mitigation," the

significant adverse impacts to two of these pedestrian elements could be mitigated through standard pedestrian mitigation measures.

Vehicular and Pedestrian Safety

Portions of the Jerome Avenue Rezoning traffic study area are identified in the Vision Zero Bronx Pedestrian Safety Action Plan as Priority Areas where safety issues were found to occur systematically at an area-wide level. Study area roadways identified as Priority Corridors include the following:

- Edward L. Grant Highway / University Avenue
- Grand Concourse
- Tremont Avenue
- 170th Street

In addition, four study area intersections are identified as Priority Intersections:

- Grand Concourse and East Fordham Road
- Grand Concourse and East Burnside Avenue
- Grand Concourse and Monroe Avenue
- Grand Concourse and East 170th Street

Crash data for the traffic and pedestrian study area intersections were obtained from the New York City Department of Transportation for the three-year reporting period between January 1, 2012, and December 31, 2014. During this period, a total of 1,103 crashes, seven fatalities, and 311 pedestrian/bicyclist-related injury crashes occurred at study area intersections. A review of the crash data identified nine intersections as high crash locations (defined as those with 48 or more total reportable and non-reportable crashes or five or more pedestrian/bicyclist injury crashes occurring in any consecutive twelve months of the most recent three-year period for which data are available).

PARKING

Detailed parking analyses indicate that the Proposed Actions would have no significant adverse impacts on parking in the study area. The parking analyses document changes in the parking supply and utilization in the rezoning area and within a ¼-mile radius of the rezoning area for both No-Action and With-Action conditions.

Given the large size of this parking study area, parking conditions are also assessed within a sub-area encompassing a ¼-mile radius around the three largest projected development sites—sites 30, 32, and 33—to identify the potential for a localized parking shortfall where project-generated parking demand is expected to be most concentrated. There are a total of 47 public parking facilities within ¼-mile of the rezoning area, including eight that are located on projected development sites in the future build condition.

In the Proposed Actions there would be sufficient parking capacity within a ¼-mile radius of the study area to accommodate projected demand during the weekday midday, weekday overnight, and Saturday midday periods. There is projected to be a parking shortfall within the parking sub-area ¼-mile of projected development sites 30, 32, and 33 during the weekday midday and weekday overnight periods.

Overall, the study area has a parking surplus. Some drivers destined for the projected development sites 30, 32, and 33 would potentially have to travel a greater distance (e.g., between ¼ and ½ mile) to find available parking in the weekday midday and overnight periods. The parking shortfall for the projected development sites 30, 32, and 33 would not be considered a significant adverse impact, based on CEQR Technical Manual criteria, due to the availability of sufficient parking outside the ¼-mile radius within the overall study area and the magnitude of available alternative modes of transportation. Therefore, the Proposed Actions are not expected to result in significant adverse parking impacts.

AIR QUALITY

The detailed analyses conclude that the Proposed Actions would not result in any significant adverse air quality impacts on sensitive uses in the surrounding community, and the Proposed Actions would not be adversely affected by existing sources of air emissions in the rezoning area. A summary of the general findings is presented below.

The stationary source analyses determined that there would be no potential significant adverse air quality impacts from fossil fuel–fired heat and hot water systems at the projected and potential development sites. An (E) designation (E–442) would be mapped on all projected and potential development sites to ensure the developments would not result in any significant air quality impacts from fossil fuel–fired heat and hot water systems emissions due to individual or groups of development sites.

An analysis of the cumulative impacts of industrial sources on projected and potential development sites was performed. Maximum concentration levels at projected and potential development sites were below the air toxic guideline levels and health risk criteria established by regulatory agencies, and below National Ambient Air Quality Standards (NAAQS). Shortly before the completion of the draft EIS, a new industrial permit (PB034510) for a spray booth was issued for an auto-body business located at 1370 Cromwell Avenue. To address potential concerns associated with emissions from the spray booth, an (E) designation would be placed on nearby or adjacent sites (projected development sites 32, 33 and 34 and potential development sites 85 and 119). The (E) designation would include restrictions on air intakes and operable windows, if needed, at certain locations on these sites. These measures would avoid the potential for significant adverse impacts due to industrial source emissions. A detailed assessment of emissions from this auto-body facility will be conducted between the Draft and Final EIS. The results will be reported in the FEIS. The (E) designation described above may be modified. An analysis of similar facilities in the area did not identify any significant adverse air quality impacts and it is expected that after the completion of the analysis of this permit, restrictions related to air toxics on these properties may not be needed. If the analysis demonstrates that that is the case, the (E) designation will be modified to eliminate the restrictions for those properties.

Large and major emissions sources within 1,000 feet of a projected or potential development site were also analyzed. Results of this analysis show that none of the projected or potential development sites would be impacted by the two large emissions sources identified within the project area

The assessment of mobile sources demonstrated that project related emissions of CO and fine particulate matter less than ten microns in diameter (PM10) due to project–generated traffic at intersections would not result in exceedances per CEQR criteria. The screening assessment results also show that project related daily (24–hour) PM2.5 increments would not surpass the thresholds set forth by Section 210 of the CEQR Technical Manual.

The parking facilities assumed to be developed as a result of the Proposed Actions are not expected to result in any significant adverse air quality impacts.

GREENHOUSE GASES AND CLIMATE CHANGE

The Proposed Actions would not result in a significant adverse impact on greenhouse gas emissions or climate change. It is estimated that the Reasonable Worst-Case Development Scenario (RWCDS) associated with the Proposed Actions would result in approximately 21,680 metric tons of carbon dioxide equivalent (CO2e) emissions from building operations annually and 9,177 metric tons of CO2e emissions from mobile sources annually, for an annual total of approximately 30,857 metric tons of CO2e emissions. This represents less than 0.06 percent of the City's overall 2014 GHG emissions of approximately 49.09 million metric tons. It should also be noted that the estimated GHG emissions for the Proposed Actions conservatively do not account for any energy efficiency measures that may be implemented by individual developments on projected development sites.

The Proposed Actions would advance New York City's GHG reduction goals by virtue of their nature and location. By revitalizing and reinforcing the rezoning area, which is served by 13 New York City Transit (NYCT) subway stations, ten local bus routes, and one commuter rail station, the Proposed Actions support transit-oriented development in New York City. Further, the new buildings facilitated by the Proposed Actions, which would replace existing structures or vacant lots, would be subject to the New York City Energy Conservation Code (NYCECC), which governs performance requirements of heating, ventilation, and air conditioning systems, as well as the exterior building envelope of new buildings. In compliance with this code, new development resulting from the Proposed Actions must meet standards for energy efficiency. Therefore, the Proposed Actions would be consistent with the applicable City's emissions reduction goals of transit-oriented development and construction of new resource - and energy-efficient buildings.

The rezoning area is located beyond the 100- and 500-year flood zones, and therefore is not susceptible to storm surge and coastal flooding. It is also located beyond the 100- and 500-year projections developed by the New York City Panel on Climate Change (NPCC) for the 2020s and 2050s. Accordingly, an assessment of the effects of climate change on the Proposed Actions is not warranted.

NOISE

The noise analysis concludes that the Proposed Actions would not generate sufficient traffic to have the potential to cause a significant noise impact (i.e., it would not result in a doubling of the passenger car equivalents which would be necessary to cause a three dBA increase in noise levels). At all noise receptor sites, the maximum noise level increase would be below 3 dBA, which would not be considered a significant adverse noise impact. Therefore, the noise analysis concludes that the traffic generated by the Proposed Actions would not have the potential to produce significant increases to noise levels at any sensitive receptors within the rezoning area. Ambient noise levels adjacent to the projected and potential development sites were examined to determine if building noise attenuation requirements for maintaining interior noise levels would be necessary. That assessment finds that noise levels would range between the "marginally unacceptable" and "clearly unacceptable" exterior noise exposure categories, resulting in a noise attenuation requirement range of 28 to 43 dBA to ensure noise levels within the proposed development sites would comply with all applicable requirements. As a result, the Proposed Actions includes (E) designations for all of the projected and potential development sites. The window/wall attenuation levels required under the (E) designations would avoid the potential for significant adverse noise impacts due to the Proposed Actions; refer to Appendix G, "Noise," (G1, "Projected Development Sites Noise Attenuation Requirements") for the proposed (E) designations.

PUBLIC HEALTH

The Proposed Actions would not result in significant adverse public health impacts. As described in the relevant analyses of this EIS, the Proposed Actions would not result in unmitigated significant adverse impacts in the following technical areas that contribute to public health: water quality, hazardous materials, operational noise, operational air quality, or construction air quality. However, as described in Chapter 19, "Construction", the Proposed Actions could result in unmitigated construction noise impacts as defined by *CEQR Technical Manual*. As such, it was determined that a public health assessment as to construction noise was appropriate. The assessment was conducted, and for the reasons discussed below, it was determined that the construction noise impact would not generate a significant adverse public health impact.

NEIGHBORHOOD CHARACTER

The preliminary assessment conducted shows that the Proposed Actions would not result in a significant adverse impact on neighborhood character. The rezoning area and surrounding study area include parts of the following neighborhoods: Highbridge; Mount Eden; Concourse; Morris Heights; Mount Hope; University Heights; Fordham Heights; and Fordham Manor. All seven of these neighborhoods are dense, stable residential

communities largely characterized by older multi-unit residential buildings. The Jerome Avenue corridor forms the area's central spine and physically divides the area with its automotive and service-related uses.

Per the guidance of the CEQR Technical Manual, the preliminary assessment evaluates the expected changes resulting from the Proposed Actions 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 assessment uses the findings from the respective chapters of this EIS to identify whether the Proposed Actions would result in any significant adverse impacts or moderate adverse effects in these technical areas, and whether any such changes would have the potential to affect the defining features of neighborhood character.

The Jerome Avenue study area is characterized by the presence of multiple neighborhoods, often physically separated by the Jerome Avenue corridor, which extends north-south and accommodates the elevated viaduct of the No. 4 subway line, as well as the Cross Bronx Expressway, an eight-lane, below-grade east-west roadway. While each neighborhood is generally residential in character, Jerome Avenue, with its low-density commercial uses, including garages, tire shops, and other automotive businesses, currently creates a disjointed character within the overall study area.

As described elsewhere in this EIS, the Proposed Actions would not result in significant adverse impacts in the areas of land use, zoning, and public policy; socioeconomic conditions; or urban design and visual resources. While some unmitigated significant adverse impacts would occur at several traffic intersections and at one pedestrian intersection, the resulting conditions would be similar to those seen in urban neighborhoods defining the study area and would not result in density of activity or service conditions that would be taken out of character with the surrounding neighborhoods. Thus, the changes in transportation due to the Proposed Actions would not result in significant adverse impacts on neighborhood character. The Proposed Actions would not generate sufficient traffic to result in a significant adverse noise impact and the window/wall attenuation levels required under the (E) designations would avoid the potential for significant adverse noise impacts due to the Proposed Actions.

Therefore, based on the results of the preliminary assessment, a detailed assessment is not warranted, and the Proposed Actions would not have a significant adverse neighborhood character impact.

CONSTRUCTION

TRANSPORTATION

Construction travel demand is expected to peak in the second quarter of 2024 and was selected as a reasonable worst-case analysis period for assessing potential cumulative transportation impacts from operational trips from completed portions of the project and construction trips associated with construction activities. Construction of the Proposed Actions are expected to result in significant adverse traffic impacts, as described below. No significant adverse impacts to parking, transit, or pedestrian conditions are anticipated.

Traffic

During construction, traffic would be generated by construction workers commuting via autos and by trucks making deliveries to projected development sites. The results of a detailed traffic analysis for 2024 (Q2) show that the Proposed Actions would result in significant adverse impacts at one intersection during the construction 6-7 AM peak hour and 13 intersections during the construction 3-4 PM peak hour. Measures to address these impacts are described in Chapter 21, "Mitigation."

Transit

The construction sites are located in an area that is well served by public transportation, with a total of eleven subway stations, nine bus routes, and four commuter rail station located in the vicinity of the rezoning area. In 2024 (Q2), transit conditions during the 6-7 AM and 3-4 PM construction peak hours are expected to be

generally better than during the analyzed operational peak hours with full build-out of the Proposed Actions in 2026. No subway station impacts are expected during construction as the Proposed Actions are not expected to result in any significant subway station impacts. The Proposed Actions' significant adverse bus impact would also be less likely to occur during construction than with full build-out of the Proposed Actions in 2026 as incremental demand would be lower during construction and would not occur during the peak hours of commuter demand. It is expected that the mitigation measures identified for 2026 operational transit impacts in Chapter 21, "Mitigation," would also be effective at mitigating any potential impacts from construction transit trips during the 2024 (Q2) construction periods.

Pedestrians

In 2024 (Q2), pedestrian trips by construction workers would be widely distributed among the eleven projected development sites that would be under construction in this period and would primarily occur outside of the weekday AM and PM commuter peak periods and weekday midday peak period when area pedestrian facilities typically experience their greatest demand. Pedestrian conditions during the 6-7 AM and 3-4 PM construction peak hours are expected to be generally better than during the analyzed operational peak hours with full build-out of the Proposed Actions in 2026. The Proposed Actions' significant adverse sidewalk, corner area and crosswalk impacts would therefore be less likely to occur during this construction period than with full build-out of the Proposed Actions in 2026. It is expected that mitigation measures identified for 2026 operational pedestrian impacts in Chapter 21, "Mitigation," would also be effective at mitigating any potential impacts from construction pedestrian trips during the 2024 (Q2) construction period.

Parking

Based on the extent of available on-street parking spaces within ¼-mile of the rezoning area, there would be sufficient on-street parking capacity to accommodate all of the projected construction worker parking demand during the 2024 (Q2) cumulative construction and operational parking demand. Therefore, significant adverse parking impacts during construction are not anticipated.

AIR QUALITY

Measures would be taken to reduce pollutant emissions during construction in accordance with all applicable laws, regulations, and building codes as well as New York City Local Law 77. These include dust suppression measures, idling restriction, and the use of ultra-low sulfur diesel (ULSD) fuel and best available tailpipe reduction technologies. A quantitative air quality analysis Implementing these emissions reduction measures for the two construction analysis areas (Projected Development Sites 33,34,35,36 for the peak emissions year 2018 and Projected Development Sites 43, 44, 45 for the peak emissions year 2022) indicated that the construction activities of the Proposed Action would not result in any exceedance of the National Ambient Air Quality Standards (NAAQS) or the City's de minimis criteria. Therefore, construction under the Proposed Actions would not result in significant adverse air quality impacts due to construction sources.

NOISE AND VIBRATION

Noise

Based on the construction predicted to occur at each development site during each of the selected analysis periods, each receptor is expected to experience an exceedance of the CEQR Technical Manual noise impact threshold. One peak construction period per year was analyzed for each of the two, development site clusters (Projected Development Sites 43, 44, 45 and Projected Development Sites 33, 34, 35, 36). The peak construction analysis years identified for the two construction clusters were identified as 2018 and 2022. Receptors where noise level increases are predicted to exceed the noise impact threshold criteria were

identified. The noise analysis results show that the predicted noise levels could exceed the CEQR Technical Manual impact criteria throughout the rezoning area. This analysis is based on a conceptual site plan and construction schedule. It is possible that the actual construction may be of less magnitude, or that construction on multiple projected development sites may not overlap, in which case construction noise would be less intense than the analysis predicts.

Vibration

The buildings of most concern with regard to the potential for structural or architectural damage due to vibration would be historic buildings and other structures immediately adjacent to the projected development sites. For those historic buildings and structures that would be within 90 feet of the projected development sites, vibration monitoring would be required per New York City Department of Buildings (DOB) Technical Policy and Procedure Notices (TPPN) #10/88 regulations, and PPV during construction would be prohibited from exceeding the 0.50 inches/second threshold. For non-historic buildings and other structures immediately adjacent to projected development sites, vibration levels within 25 feet may result in peak particle velocity (PPV) levels between 0.50 and 2.0 in/sec, which is generally considered acceptable for a non-historic building or structure. In terms of potential vibration levels that would be perceptible and annoying, the equipment that would have the most potential for producing levels that exceed the 65 vibration decibels (VdB) limit is also the pile driver. However, the operation would only occur for limited periods of time at a particular location and therefore would not result in any significant adverse impacts. Consequently, there is no potential for significant adverse vibration impacts under the Proposed Actions.

HISTORIC AND CULTURAL RESOURCES

The rezoning area is substantially contiguous to the Croton Aqueduct System at approximately West 183rd Street and also at approximately Ogden Avenue and Dr. Martin Luther King, Jr., Boulevard (just south of the Cross-Bronx Expressway). In each of these two areas, there is one potential development site within 90 feet of the mapped Croton Aqueduct System/Aqueduct Walk; as described following, in this chapter, it is presumed that appropriate protections would be in place during construction to ensure that the aqueduct system and the public park would not experience construction-related impacts.

Any designated NYCL or S/NR-listed historic buildings located within 90 linear feet of a projected or potential new construction site are subject to the protections of the New York City Department of Building's (DOB's) Technical Policy and Procedure Notice (TPPN) #10/88. In effect, this policy would prevent construction-related impacts to properties within the Grand Concourse Historic District that would be within 90 feet of potential development sites 75, 76, and 77. Therefore, no construction impacts to the Grand Concourse Historic District would result with the Proposed Actions. There are no projected or potential development sites within the Morris Avenue Historic District, and the nearest site that would be developed with the Proposed Actions would be Potential Development Site 43, which is located approximately 170 feet southwest of the historic district boundary; therefore, the Proposed Actions would result in no construction impacts to the Morris Avenue Historic District.

As described following, in this chapter, one projected development site and four potential development sites are located within approximately 90 feet of the U.S. Post Office – Morris Heights Station (S/NR-eligible). As defined in the procedure notice TPPN #10/88, "historic resources" that are considered adjacent to construction activities, only include designated NYCLs and S/NR-listed properties that are within 90 feet of a lot under development or alteration. They do not include S/NR-eligible, NYCL-eligible, potential, or unidentified architectural resources. Without the particular protections of TPPN #10/88, or similar protections in place, the Proposed Actions could result in construction impacts on the U.S. Post Office – Morris Heights Station, with the development of potential development sites 96 and 97, the boundaries of which are nearly adjacent to the post office building structure.

OTHER ANALYSIS AREAS

Construction of the 45 projected development sites would not result in significant adverse impacts in any other technical areas analyzed in this EIS. Based on the RWCDS construction schedule, construction activities would be spread out over a period of approximately 9 years, throughout an approximately 92-block rezoning area, and construction of most of the projected development sites would be short-term (i.e., lasting up to 24 months). While construction of the projected development sites would result in temporary increases in traffic during the construction period, access to residences, businesses, and institutions in the area surrounding the development sites would be maintained throughout the construction period (as required by City regulations). No open space resources would be located on any of the projected development construction sites, nor would any access to publically accessible open space be impeded during construction within the proposed rezoning area. In addition, measures would be implemented to control noise, vibration, emissions, and dust on construction sites, including the erection of construction fencing incorporating sound reducing measures. While construction of the new buildings due to the Proposed Actions would cause temporary impacts, particularly related to noise, it is expected that such impacts in any given area would be relatively short term, even under the worst-case construction sequencing, and therefore would not create an open space or neighborhood character impact.

Any potential construction-related hazardous materials would be avoided by the inclusion of (E) designations, or other measures comparable to such a designation, for all RWCDS development sites. In addition, demolition of interiors, portions of buildings, or entire buildings are regulated by DOB and require abatement of asbestos prior to any intrusive construction activities, including demolition. OSHA regulates construction activities to prevent excessive exposure of workers to contaminants in the building materials, including lead paint. New York State Solid Waste regulations control where demolition debris and contaminated materials associated with construction are handled and disposed of. Adherence to these existing regulations would prevent impacts from construction activities at any of the projected development sites in the rezoning area.

H. MITIGATION

In accordance with the *City Environmental Quality Review (CEQR) Technical Manual,* where significant adverse impacts are identified, mitigation measures to reduce or eliminate the impacts to the fullest extent practicable are developed and evaluated. Measures to further mitigate adverse impacts will be evaluated between the Draft Environmental Impact Statement (DEIS) and the Final EIS (FEIS). Therefore, the FEIS will include more complete information and commitments on all practicable mitigation measures to be implemented with the Proposed Actions.

COMMUNITY FACILITIES

PUBLIC SCHOOLS

As discussed in Chapter 4, "Community Facilities and Services," the Proposed Actions would result in significant adverse impacts to elementary and intermediate schools in CSD 9, Sub-district 2 and elementary schools in CSD 10, Sub-district 4. Based on the conceptual construction schedule, CSD 9, Sub-district 2 is anticipated to exceed significant adverse impact thresholds for elementary schools in 2020 and intermediate schools in 2019 and CSD 10, Sub-district 4 is anticipated to exceed significant adverse impacts for elementary schools in 2025. Possible administrative and capital mitigation measures have been identified:

- Restructuring or reprogramming existing school space under the DOE control in order to make available more capacity in existing school buildings located within CSD 9, Sub-district 2 and CSD 10, Sub-district 4;
- Relocating administrative functions to another site, thereby freeing up space for classrooms; and/or

- Creating additional capacity in the area by constructing a new school(s), building additional capacity at existing schools, or leasing additional school space constructed as part of projected development within CSD 9, Sub-district 2 and CSD 10, Sub-district 4.

The New York City Department of City Planning (DCP), as lead agency, will explore possible mitigation measures with the New York City School Construction Authority (SCA)/Department of Education (DOE) between DEIS and FEIS. However, even if mitigation measures are determined to be feasible and practicable, some significant adverse public school impacts could potentially continue to be experienced, as a result, be unavoidable. Consequently, the significant adverse public school impacts identified in Chapter 4, "Community Facilities and Services," would be unavoidable.

SHADOWS

As discussed in Chapter 6, "Shadows," the Proposed Actions would result in significant shadows impacts at eight open space resources. The analysis determined that six resources (Bronx School of Young Leaders, PS 306 Schoolyard, Mount Hope Playground, Goble Playground, Inwood Park, Keltch Park) would experience significant incremental shadow coverage, duration, and/or periods of complete sunlight loss that could have the potential to affect open space utilization or enjoyment. Two resources (Edward L Grant Greenstreet, Jerome Avenue/Grant Avenue Greenstreet) would not receive adequate sunlight during the growing season (at least the four to six hour minimum specified in the *CEQR Technical Manual*) as a result of incremental shadow coverage and vegetation at these resources could be significantly impacted.

Possible measures that could mitigate significant adverse shadow impacts on open spaces may include relocating sunlight-sensitive features within an open space to avoid sunlight loss; relocating or replacing vegetation; undertaking additional maintenance to reduce the likelihood of species loss; or providing replacement facilities on another nearby site. Other potential mitigation strategies include the redesign or reorientation of the open space site plan to provide for replacement facilities, vegetation, or other features. The *CEQR Technical Manual* guidelines also discuss strategies to reduce or eliminate shadow impacts, including modifications to the height, shape, size, or orientation of a proposed development that creates the significant adverse shadow impact. The New York City Department of City Planning (DCP), as lead agency, will explore possible mitigation measures with the New York City Department of Parks and Recreation (NYC Parks) between the DEIS and FEIS. Absent the identification and implementation of feasible and practicable measures, the Proposed Actions would result in unmitigated significant adverse shadows impacts.

TRANSPORTATION

TRAFFIC

As described in Chapter 14, "Transportation," the Proposed Actions would result in significant adverse traffic impacts at 22 study area intersections during one or more analyzed peak hours; specifically, 16 lane groups at 14 intersections during the weekday AM peak hour, 19 lane groups at 15 intersections in the weekday midday peak hour, 32 lane groups at 21 intersections in the weekday PM peak hour, and 30 lane groups at 19 intersections during the Saturday midday peak hour. Implementation of traffic engineering improvements such as signal timing changes or modifications to curbside parking regulations would provide mitigation for many, but not all, of the anticipated traffic impacts. Implementation of the recommended traffic engineering improvements is subject to review and approval by DOT. If, prior to implementation, DOT determines that an identified mitigation measure is infeasible, an alternative and equivalent mitigation measure will be identified.

Significant adverse impacts would be fully mitigated at all intersections except three lane groups at two intersections during the weekday AM peak hour, three lane groups at two intersections during the midday peak hours, 18 lane groups at nine intersections during the PM peak hour, and nine lane groups at five intersections during the Saturday midday peak hour. In total, impacts to one or more approach movements would remain

unmitigated in one or more peak hours at up to eight study intersections.

TRANSIT

Bus

The Proposed Actions would result in a capacity shortfall on the east and westbound Bx11, southbound Bx32, and eastbound Bx35 in the AM peak hour and on the westbound Bx11, north and southbound Bx32, and east and westbound Bx35 in the PM peak hour. The significant adverse impacts to Bx11, Bx32, and Bx35 local bus service could be fully mitigated by the addition of a total of five standard buses in the AM peak hour and six standard buses in the PM peak hour. The general policy of NYCT is to provide additional bus service where demand warrants, taking into account financial and operational constraints.

PEDESTRIAN

Incremental demand from the Proposed Actions would significantly adversely impact one sidewalk, one crosswalk, and one corner area in one or more peak hours. Recommended mitigation measures to address these impacts are discussed below. Implementation of these measures would be subject to review and approval by DOT. If, prior to implementation, DOT determines that an identified mitigation measure is infeasible, an alternative and equivalent mitigation measure will be identified.

Sidewalks

One of the 33 analyzed sidewalks would be significantly adversely impacted by the Proposed Actions—the south sidewalk of West 170th Street between Edward L. Grant Highway and Cromwell Avenue in the Saturday midday peak hour. The sidewalk at this location is eight feet wide with a five foot grass buffer between the sidewalk and the fence line of the adjacent property. Paving this five foot grass verge would increase the width of this sidewalk and fully mitigate the significant adverse impact to this sidewalk. No unmitigated significant adverse sidewalk impacts would remain upon incorporation of the recommended mitigation measures.

Crosswalks

One of the 41 analyzed crosswalks would be significantly adversely impacted by the Proposed Actions—south crosswalk of East 167th Street and Jerome Avenue is projected to operate at LOS D during the weekday PM and Saturday midday peak hours. No unmitigated significant adverse crosswalk impacts would remain with implementation of the recommended mitigation measures.

Corner Areas

One of the 37 analyzed corner areas would be significantly adversely impacted by the Proposed Actions—the northeast corner of East 167th Street and Jerome Avenue is projected to operate at LOS D during the Weekday PM and Saturday midday peak hours. No feasible mitigation measures could be identified that would mitigate this significant adverse impact and this would remain an unmitigated significant adverse impact (refer to Chapter 23, "Unavoidable Adverse Impacts").

CONSTRUCTION

TRANSPORTATION

As described in Chapter 19, "Construction," construction-related traffic would have significant adverse impacts at one intersection during the weekday construction 6-7 AM peak hour and 13 intersections during the weekday construction PM peak hour (3-4 PM). Most significant adverse impacts would be mitigated with the implementation of recommended mitigation measures, but unmitigated significant adverse impacts remain at one intersection during the construction AM peak hour and five intersections during the construction PM peak hour. No basic intersection improvement measures could mitigate the significant adverse construction-related impacts at these five intersections. Further measures to address these impacts will be explored with the relevant agencies between the DEIS and FEIS. If no additional practicable mitigation is identified, these impacts would constitute unavoidable significant adverse traffic impacts as a result of the Proposed Action.

NOISE

Noise Reduction Measures

Construction of the Proposed Projected would be required to follow the requirements of the NYC Noise Control Code for construction noise control measures. Specific noise control measures would be incorporated in noise mitigation plan(s) required under the NYC Noise Code. These measures could include a variety of source and path controls.

The following proposed mitigation measures go beyond the noise control measures already identified in Chapter 19, "Construction," and may partially mitigate significant adverse impacts (and substantially reduce construction-related noise levels) at some locations:

- Noise barriers constructed from plywood or other materials at a height of 12 to 16 feet utilized to provide shielding;
- Utilization of isolation pads between pile driver hammer and piles;
- Acoustical shrouds surrounding the pile driver hammer and piles;
- Electric cranes or cranes with exhaust silencers that have lower noise emission levels; and
- Excavators with exhaust silencers that have lower noise emission levels.

Between the DEIS and FEIS, the above mitigation measures will be explored, which are intended to address the pieces of construction equipment that would produce the highest noise levels. However, even if all of the above mitigation measures are determined to be feasible and practicable, some significant adverse construction noise impacts could potentially continue to be experienced at sensitive receptors and, as a result, be unavoidable. In the event no additional practicable or feasible mitigation measures are determined, the significant adverse construction noise impacts identified in Chapter 19, "Construction," would be unavoidable.

The proposed measures discussed above are considered partial mitigations only. Consequently, these impacts would not be completely eliminated and they would constitute an unmitigated significant adverse construction noise impact, as is discussed in Chapter 22, "Unavoidable Adverse Impacts."

I. ALTERNATIVES

NO ACTION ALTERNATIVE

The No Action Alternative examines future conditions within the Project Area, but assumes the absence of the Proposed Actions (i.e., none of the discretionary approvals proposed as part of the Proposed Actions would be adopted). Under the No Action Alternative, existing zoning would remain in the area affected by the Proposed Actions. It is anticipated that Project Area would experience growth under the No Action Alternative by 2026. Under the No-Action Alternative, it is anticipated that new development would occur on nine of the 45 projected development sites identified under the reasonable worst-case development scenario (RWCDS). In total on the 45 projected development sites, there would be 894,761 sf of market-rate residential floor area (780 DUs), 532,608 sf of commercial uses, 47,795 sf of industrial uses, 82,219 sf of community facility uses, and 945 accessory parking spaces under the 2026 No-Action Alternative. The significant adverse impacts related to shadows, community facilities, transportation, and construction that would occur with the Proposed Actions would not occur with the No Action Alternative.

Under the No Action Alternative, there would be no change to zoning and MIH would not apply to the Project Area; and the expansion of the Corporal Fisher Park would not be facilitated. The substantial amount of affordable housing expected under the Proposed Actions would not be provided. In addition, as compared to the Proposed Actions, the benefits associated with improved economic activity, opportunities for high quality, permanent affordable housing, and enhanced pedestrian conditions and vibrant commercial corridor would not to be realized.

NO UNMITIGATED IMPACTS ALTERNATIVE

The No Unmitigated Significant Adverse Impacts Alternative examines a scenario in which the density and other components of the Proposed Actions are changed specifically to avoid the unmitigated significant adverse impacts associated with the Proposed Actions. There is the potential for the Proposed Actions to result in unmitigated significant adverse impacts related to shadows, community facilities (elementary and middle schools), transportation (traffic, pedestrian and transit), and construction (noise).

This alternative considers development that would not result in any significant adverse impacts that could not be fully mitigated. However, to eliminate all unmitigated significant adverse impacts, the Proposed Actions would have to be modified to a point where the principal goals and objectives of the Proposed Actions would not be fully realized.

LOWER DENSITY ALTERNATIVE

The Lower Density Alternative would result in significant adverse impacts with respect to community facilities, shadows, transportation (traffic, pedestrians, and transit) and construction. As compared to the Proposed Actions, the significant adverse impacts expected under the Lower Density Alternative would be generally the same, although the duration and/or extent of the impacts would be less due to the smaller number of projected and potential development sites and overall lower density.

The Lower Density Alternative was developed for the purpose of assessing whether lower density residential development in some portions of the Project Area would eliminate or reduce the significant, adverse impacts of the Proposed Actions while also meeting the goals and objectives of the Proposed Actions. Under the Lower Density Alternative, three areas proposed for R8A districts would be mapped with R7A districts and one area proposed for a R7D district would be mapped with a R7A district. While the Lower Density Alternative may result in reduced significant adverse impacts, it would ultimately be less effective in achieving critical land use

and housing goals outlined in the Proposed Action. The Lower Density Alternative the Proposed Actions in the RWCDS With-Action scenario, as compared to the No Action scenario, are expected to result in a net increase of approximately 2,708,824 gsf of residential space (2,730 dwelling units), 57,975 gsf of community facility space, 20,866 gsf of commercial (retail and office) space; and net decrease of 47,795 square feet of industrial space and 98,002 gsf of auto-related uses.

The Lower Density Alternative would result in the same mix of uses as the Proposed Actions. However, the total amount of residential development would be reduced by approximately 15.6 percent (or 858 fewer residential units) under the Lower Density Alternative. It is noted that for CEQR impact areas that are density related (e.g., community facilities, open space, traffic, etc.), the effects of this alternative are reduced in magnitude since there would be fewer dwelling units, and therefore, fewer residents than under the Proposed Actions. However, since the projected and potential development sites for the Lower Density Alternative are the same as for the Proposed Actions, site-specific effects (e.g., hazardous materials) would be similar under both scenarios.

Mitigation measures for the impacts under the Lower Density Alternative would be similar to mitigation measures under the Proposed Actions. However, mitigation measures for the significant adverse transportation impacts would be somewhat different due to the overall decrease in density and difference in the location of projected development sites as compared to the Proposed Actions.

The Lower Density Alternative would support, to a lesser degree, the Proposed Actions' goals of promoting affordable housing development by increasing residential density and establishing MIH, encouraging economic development by mapping new commercial districts and increasing density in a highly transit accessible area of the City, and creating pedestrian-friendly streets through active ground floor retail uses. However, as the Lower Density Alternative would result in fewer residential units, it would be less supportive of the Proposed Action's objectives while continuing to result in significant adverse impacts related to shadows, community facilities, transportation, and construction.

EXPANDED REZONING AREA ALTERNATIVE

The Expanded Rezoning Area Alternative would result in significant impacts with respect to community facilities (elementary and middle schools and childcare services), shadows, transportation (traffic, pedestrians, and transit) and construction. An Expanded Rezoning Area Alternative has been considered in response to comments from Community Boards 4 and 5 as well as other interested property owners and affordable housing developers following the issuance of the Draft Scope of Work. The Expanded Rezoning Area Alternative would include nearly the same zoning text and map amendments and city map changes as under the Proposed Actions, but map amendments would be made to a larger area to include approximately ten additional blocks in four discrete areas located west of Jerome Avenue and a total of seven additional projected development sites within these areas. With the Expanded Rezoning Area Alternative, contextual zoning districts would be mapped that would protect the existing character of the surrounding residential areas and promote opportunities for permanently affordable housing. In addition, the Expanded Rezoning Area Alternative would replace the existing M1-2 manufacturing district (mapped west of Jerome Avenue, between West 170th Street and West 169th Street) within the rezoning area and map a new residential district with a commercial overlay to allow for a mix of commercial and residential uses in this area, thus permitting residential development in an area where none is currently permitted or would otherwise be permitted in the future without the Expanded Rezoning Area Alternative. Each of the four discrete areas would be mapped adjacent to the proposed rezoning area with new R7D, R8, and R8A zoning districts with C2-4 commercial overlays. In addition to mapping the proposed districts, the proposed Special Jerome Avenue District would also include rules to allow second story

retail in mixed use buildings along the elevated rail line, thereby changing the programs of five projected development sites in common with the Proposed Actions.

With the Expanded Area Alternative, the Proposed Actions in the RWCDS With-Action scenario, as compared to the No Action scenario, are expected to result in a net increase of approximately 3,946,422 gsf of residential space (4,187 dwelling units), 99,748 gsf of community facility space, 34,678 square feet of commercial (retail and office) space; and net decrease of 57,795 square feet of industrial space and 115,116 square feet of auto-related uses.

As with the Proposed Actions, the Expanded Rezoning Area Alternative would not result in any significant adverse impacts to land use, zoning, or public policy, socioeconomics, open space, historic and cultural resources, urban design and visual resources, water and sewer infrastructure, solid waste and sanitation services, energy, greenhouse gas emissions and climate change, public health, or neighborhood character. Similar to the Proposed Actions, the Expanded Rezoning Area Alternative would result in a significant adverse impact on elementary and intermediate schools, but unlike the Proposed Actions the Expanded Rezoning Area Alternative would also result in significant adverse impacts on child care services.

Compared to the Proposed Actions, the Expanded Zoning Alternative would result in increases to incremental shadow coverage at four open space resources, as well as new shadow coverage on five sunlight-sensitive open space resources. The four resources where incremental shadow coverage would increase compared to the Proposed Actions include: the Bronx School of Young Leaders, PS 306 Schoolyard, Townsend Walk, and Jerome/Gerard Greenstreet. As the Bronx School of Young Leaders and PS 306 Schoolyard would be significantly impacted under the Proposed Actions, increases in incremental shadow duration under the Expanded Zoning Alternative may further worsen conditions at these resources. While Townsend Walk and Jerome/Gerard Greenstreet would experience increases in incremental shadow duration, these resources do not feature any public amenities and are predominantly comprised of trees and vegetation. As these resources would continue to receive adequate sunlight during the growing season (at least the four to six hour minimum specified in the CEQR Technical Manual), the incremental shadows that could result from the Expanded Zoning Alternative are not anticipated to adversely impact Townsend Walk or the Jerome Avenue/Gerard Avenue Greenstreet. The Expanded Zoning Alternative would result in new incremental shadow coverage on five open space resources that would not be affected by the Proposed Actions, including: Jennie Jerome Playground, Featherbenches, Palladia Inc. Hill House, Grand/Macombs Greenstreet, and Macombs Road Open Space.

The addition of seven projected development sites and the land-use change of sites 3, 6, 19, 22, and 44 in the Expanded Rezoning Area Alternative would generate a greater number of vehicle, transit, and pedestrian trips and more demand for on-street and off-street public parking as compared to the Proposed Actions. Expanded Rezoning Area Alternative would generate approximately 1,078, 4,502, 2,855, and 3,476 more incremental person trips in the weekday AM, midday, and PM, and Saturday midday peak hours, respectively, compared to the Proposed Actions. Depending on the peak hour, this represents an approximately 27 to 47 percent increase in action-generated person trips compared to the Proposed Actions. As in the Proposed Actions, it is anticipated that the Expanded Rezoning Area Alternative would result in significant adverse traffic, bus, and pedestrian impacts. Neither the Proposed Actions nor the Expanded Rezoning Area Alternative would result in significant adverse subway or parking impacts.

The potential for construction-related impacts associated with the Expanded Rezoning Area Alternative, as with the Proposed Actions, would be limited to the vicinity of each projected and potential development site, because those are the locations where construction would occur as part of the Expanded Rezoning Area Alternative; because these projected development sites and the historic resources of concern are the same for either the Proposed Actions or the Expanded Rezoning Area Alternative, the potential for construction-period effects would be the same. Similar to the Proposed Actions, the Expanded Rezoning Area Alternative would result in significant adverse construction-period traffic and noise impacts. The mitigation measures that would

be employed for the Expanded Rezoning Area Alternative would generally be similar to those required for the Proposed Actions, though somewhat different due to the overall increase in density and difference in the location of projected development sites as compared to the Proposed Actions. In addition the Expanded Rezoning Area Alternative would result in significant adverse impacts to Child Care services that would not occur the Proposed Actions; therefore, mitigation measures to eliminate or reduce this impacts is discussed in the mitigation section of this alternative.

The Expanded Rezoning Area Alternative would support, to a similar degree, the Proposed Actions' goals of promoting affordable housing development by increasing residential density and establishing MIH, encouraging economic development by mapping new commercial districts and increasing density in a highly transit accessible area of the City, and creating pedestrian-friendly streets through active ground floor retail uses.

J. UNAVOIDABLE ADVERSE IMPACTS

As described in Chapter 21, "Mitigation," the Proposed Actions would result in significant adverse impacts with respect to community facilities (public schools), shadows, transportation, and construction. To the extent practicable, mitigation has been proposed for these identified significant adverse impacts. However, in some instances, no practicable mitigation has been identified to fully mitigate significant adverse impacts, and there are no reasonable alternatives to the Proposed Actions that would meet the Proposed Actions' purpose and need, eliminate potential impacts and not cause other or similar significant adverse impacts. In other cases mitigation has been proposed, but absent a commitment to implement the mitigation, the impacts may not be eliminated.

COMMUNITY FACILITIES

PUBLIC SCHOOLS

As discussed in Chapter 4, "Community Facilities and Services," in the future with the Proposed Actions, the elementary and intermediate school enrollment of Sub-district 2 of CSD 9 is anticipated to exceed the significant adverse impact threshold in the 2026 Proposed Actions. CSD 9, Sub-district 2 elementary schools would increase from a No-Action utilization rate of 128.7 percent to 151.5 percent in the With-Action condition (a 22.8 percentage point increase). CSD 9, Sub-district 2 intermediate schools would increase from a No-Action utilization rate of 125.9 to 171.2 in the With-Action condition (a 45.3 percentage point increase). As CSD 9, Sub-district 2 elementary and intermediate schools would operate over capacity in the future with the Proposed Actions with an increase of five percentage points or more to their collective utilization rates between the No-Action and With-Action conditions, significant adverse impacts to this sub-district would result per the CEQR Technical Manual threshold. CSD 10, Sub-district 4 elementary schools would increase from a No-Action utilization rate of 115.7 percent to 121.9 percent in the With-Action condition (a 6.2 percentage point increase).

Potential mitigation measures to avoid the elementary and intermediate schools impact have been identified, but at this time, there has been no commitment to adopt any of specific measure. Between the DEIS and FEIS, potential mitigation will be reviewed with the Department of Education (DOE) and the School Construction Authority (SCA) to determine its feasibility. If none of these measures are determined to be practicable and feasible, then the proposed action's intermediate schools impact would be considered an unavoidable adverse impact.

SHADOWS

As discussed in Chapter 6, "Shadows," a detailed shadows analysis determined that development resulting from the Proposed Actions would result in significant adverse shadow impacts on eight open space resources. No historic resources would be affected by incremental shadows. The 146 projected and potential development sites identified in the RWCDS would result in incremental shadow coverage on 41 open space resources. The detailed shadows analysis identified significant adverse impacts at eight open space resources. The analysis determined that six resources (Bronx School of Young Leaders, PS 306 Schoolyard, Mount Hope Playground, Goble Playground, Inwood Park, Keltch Park) would experience significant incremental shadow coverage, duration, and/or periods of complete sunlight loss that could have the potential to affect open space utilization or enjoyment. Two resources (Edward L Grant Greenstreet, Jerome Avenue/Grant Avenue Greenstreet) would not receive adequate sunlight during the growing season (at least the four to six hour minimum specified in the CEQR Technical Manual) as a result of incremental shadow coverage and vegetation at these resources could be significantly impacted. Measures to reduce or eliminate the significant adverse shadow impacts will be explored between the DEIS and FEIS. If no feasible or practicable mitigation measures can be identified and/or implemented to mitigate these shadow impacts, the Proposed Actions would result in an unavoidable significant adverse shadow impacts on these open space resources.

TRANSPORTATION

The Proposed Actions would result, as detailed below, in significant adverse impacts to: a) vehicular traffic at 22 intersections, b) public bus service on three routes, and c) pedestrians at one corner, one sidewalk, and one crosswalk.

TRAFFIC

As discussed in Chapter 13, "Transportation," under CEQR Technical Manual impact criteria (which are based on lane group delay and levels of service), the Proposed Actions would result in significant adverse traffic impacts at 22 intersections during one or more analyzed peak hours. Significant adverse impacts were identified to 16 lane groups at 14 intersections in the weekday AM peak hour, 19 lane groups at 15 intersections in the weekday midday peak hour, 32 lane groups at 21 intersections in the weekday PM peak hour, and 30 lane groups at 19 intersections in the Saturday midday peak hour. Most of these impacts could be mitigated through the implementation of traffic engineering improvements, including:

- Modification of traffic signal phasing and/or timing; and
- Elimination of on-street parking within 100 feet of intersections to add a limited travel lane.

The types of traffic mitigation measures proposed herein are standard measures that are routinely identified by the City and considered feasible for implementation. Implementation of the recommended traffic engineering improvements is subject to review and approval by the New York City Department of Transportation (DOT). DCP, as lead agency, will coordinate with DOT between the DEIS and FEIS to obtain their approval of the proposed mitigation measures. In the absence of the application of mitigation measures, the impacts would remain unmitigated.

According to CEQR Technical Manual criteria, an impact is considered fully mitigated when the resulting level of service (LOS) degradation under the Action-with-Mitigation Condition compared with the No-Action condition is no longer deemed significant following the impact criteria described in Chapter 13, "Transportation." With implementation of the recommended traffic engineering improvements, significant adverse traffic impacts would be fully mitigated at all but three lane groups at two intersections during the weekday AM and midday peak hours, 18 lane groups at nine intersections during the weekday PM peak hour, and nine lane groups at five intersections during the Saturday midday peak hour. In total, impacts to one or more lane groups would remain unmitigated in one or more peak hours at nine intersections. These

unmitigated impacts would generally occur along Jerome Avenue at Kingsbridge Road, Fordham Road, Burnside Avenue, and 167th Street, and at River Avenue at 167th Street, and at Grand Concourse at Burnside Avenue, Tremont Avenue, Mt. Eden Avenue, and 167th Street. Further measures to address these impacts will be explored with the relevant agencies between the DEIS and FEIS. If no additional practicable mitigation is identified, these impacts would constitute unavoidable significant adverse traffic impacts as a result of the Proposed Action.

TRANSIT

Bus

The Proposed Actions would result in a capacity shortfall of the east and westbound Bx11, southbound Bx32, and eastbound Bx35 in the AM peak hour and on the westbound Bx11, north and southbound Bx32, and east and westbound Bx35 in the PM peak hour. The significant adverse impacts to Bx11, Bx32, and Bx35 local bus service could be fully mitigated by the addition of a total of five standard buses in the AM peak hour and six standard buses in the PM peak hour. If these changes are not made, these impacts would be considered unavoidable.

PEDESTRIANS

Incremental demand from the Proposed Actions would significantly adversely impact one of the 33 analyzed sidewalks elements, one of the 41 analyzed crosswalk elements, and one of the 37 analyzed corner areas in one or more peak hours. As outlined in Chapter 21, "Mitigation," the identified crosswalk and sidewalk impacts would be fully mitigated through sidewalk and crosswalk widenings. Implementation of these measures would be subject to review and approval by DOT. If, prior to implementation, DOT determines that an identified mitigation measure is infeasible, an alternative and equivalent mitigation measure will be identified. If no feasible measures can be identified, the projected impacts would remain unmitigated and would therefore be considered unavailable adverse impacts. No feasible mitigation measures could be identified that would mitigate the significant adverse impact to the one impacted corner area and this would remain an unmitigated significant adverse impact.

CONSTRUCTION

TRANSPORTATION

As described in Chapter 19, "Construction," construction-related traffic would have significant adverse impacts at one intersection during the weekday construction 6-7 AM peak hour and 13 intersections during the weekday construction PM peak hour (3-4 PM). Most significant adverse impacts would be mitigated with the implementation of recommended mitigation measures, but unmitigated significant adverse impacts remain at one intersection during the construction AM peak hour and five intersections during the construction PM peak hour. No basic intersection improvement measures could mitigate the significant adverse construction-related impacts at these five intersections. Further measures to address these impacts will be explored with the relevant agencies between the DEIS and FEIS. If no additional practicable mitigation is identified, these impacts would constitute unavoidable significant adverse traffic impacts as a result of the Proposed Action.

HISTORIC AND CULTURAL RESOURCES

The rezoning area is substantially contiguous to the Croton Aqueduct System at approximately West 183rd Street and also at approximately Ogden Avenue and Dr. Martin Luther King, Jr., Boulevard (just south of the Cross-Bronx Expressway). In each of these two areas, there is one potential development site within 90 feet of the mapped Croton Aqueduct System/Aqueduct Walk; as described following, in this chapter, it is presumed that appropriate protections would be in place during construction to ensure that the aqueduct system and the public park would not experience construction-related impacts.

Any designated NYCL or S/NR-listed historic buildings located within 90 linear feet of a projected or potential new construction site are subject to the protections of the New York City Department of Building's (DOB's) Technical Policy and Procedure Notice (TPPN) #10/88. In effect, this policy would prevent construction-related impacts to properties within the Grand Concourse Historic District that would be within 90 feet of potential development sites 75, 76, and 77. Therefore, no construction impacts to the Grand Concourse Historic District would result with the Proposed Actions. There are no projected or potential development sites within the Morris Avenue Historic District, and the nearest site that would be developed with the Proposed Actions would be Potential Development Site 43, which is located approximately 170 feet southwest of the historic district boundary; therefore, the Proposed Actions would result in no construction impacts to the Morris Avenue Historic District.

As described following, in this chapter, one projected development site and four potential development sites are located within approximately 90 feet of the U.S. Post Office – Morris Heights Station (S/NR-eligible). As defined in the procedure notice TPPN #10/88, "historic resources" that are considered adjacent to construction activities, only include designated NYCLs and S/NR-listed properties that are within 90 feet of a lot under development or alteration. They do not include S/NR-eligible, NYCL-eligible, potential, or unidentified architectural resources. Without the particular protections of TPPN #10/88, or similar protections in place, the Proposed Actions could result in construction impacts on the U.S. Post Office – Morris Heights Station, with the development of potential development sites 96 and 97, the boundaries of which are nearly adjacent to the post office building structure.

NOISE

Noise Reduction Measures

Construction of the Proposed Projected would be required to follow the requirements of the NYC Noise Control Code for construction noise control measures. Specific noise control measures would be incorporated in noise mitigation plan(s) required under the NYC Noise Code. These measures could include a variety of source and path controls.

The following proposed mitigation measures go beyond the noise control measures already identified in Chapter 19, "Construction," and may partially mitigate significant adverse impacts (and substantially reduce construction-related noise levels) at some locations:

- Noise barriers constructed from plywood or other materials at a height of 12 to 16 feet utilized to provide shielding;
- Utilization of isolation pads between pile driver hammer and piles;
- Acoustical shrouds surrounding the pile driver hammer and piles;
- Electric cranes or cranes with exhaust silencers that have lower noise emission levels; and
- Excavators with exhaust silencers that have lower noise emission levels.

K. GROWTH INDUCING ASPECTS OF THE PROPOSED ACTIONS

The term "growth-inducing aspects" generally refers to the "secondary" impacts of a proposed action that trigger further development outside the directly affected area. The City Environmental Quality Review (CEQR) Technical Manual indicates that an analysis of the growth-inducing aspects of a proposed action is appropriate when the project: (1) adds substantial new land use, residents, or new employment that would induce additional development of a similar kind or of support uses, such as retail establishments to serve new residential uses; and/or (2) introduces or greatly expands infrastructure capacity (e.g., sewers, central water supply).

The goal of the Proposed Actions, as noted in Chapter 1, "Project Description" is to facilitate a development pattern which meets the long term community vision for the Jerome Avenue corridor as a mixed use residential and commercial activity center which supports the needs of the surrounding neighborhoods. The Proposed

Actions would change zoning designations within the primary study area in a manner that is intended to create opportunities for permanently affordable housing, to ensure that new buildings reflect existing neighborhood context, and to improve the public realm by encouraging non-residential ground floor uses and a consistent streetscape. The Proposed Actions would support the development of new permanently affordable housing construction by mapping new zoning districts to permit residential development in areas where none is currently permitted, as well as permit residential development at higher densities where it is already permitted.

As detailed in Chapter 1, "Project Description," a reasonable worst-case development scenario (RWCDS) was developed to assess the possible effects of the Proposed Actions. The total development expected to occur by the analysis year of 2026 on the 45 projected development sites identified in the RWCDS under the With-Action condition would consist of approximately 4,008 residential units, 553,474 sf of commercial uses, 155,192 sf of community facility uses, as well as 1,162 accessory parking spaces. The incremental change between the No-Action and With-Action conditions that would result from the Proposed Actions would be a net increase of 3,228 residential units, 72,273 sf of community facility space, 20,866 sf of commercial space, and 217 accessory parking spaces, as well as a net reduction of 47,795 sf of industrial space. The environmental consequences of this growth are the subject of Chapters 2 through 19 of the EIS.

The projected increase in residential population from the Proposed Actions is likely to increase the demand for neighborhood services in the 92-block rezoning area, ranging from community facilities to local goods and services retail. This would enhance the growth of local commercial corridors in the rezoning area. However, the Proposed Actions take this potential growth into account as part of the RWCDS under the assumed commercial, retail, and community facility components. The Proposed Actions could also lead to additional growth in the City and State economies, primarily due to the employment and fiscal effects during construction on the projected and/or potential development sites and operation of these developments after their completion. However, the secondary growth would be expected to occur incrementally throughout the region and is not expected to result in any significant impacts in any particular area or at any particular site.

The Proposed Actions would result in more intensive land uses within the rezoning area. However, it is not anticipated that the Proposed Actions would generate significant secondary impacts resulting in substantial new development in nearby areas. As stated in Chapter 3, "Socioeconomic Conditions," the Proposed Actions would not add a new economic activity or add to a concentration of a particular sector of the local economy enough to significantly alter or accelerate existing economic patterns. The study area has well-established residential and commercial uses and markets such that the Proposed Actions would not add a new economic activity or add to a concentration of a particular sector of the local economy enough to significantly alter or accelerate existing economic patterns and that would induce additional development outside the rezoning area. Moreover, the Proposed Actions do not include the introduction of new infrastructure or an expansion of infrastructure capacity that would result in indirect development. Therefore, the Proposed Actions would not induce significant new growth in the surrounding area.

L. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Resources, both natural and man-made, would be expended in the construction and operation of developments projected to occur as a result of the Proposed Actions. These resources include the building materials used in construction; energy in the form of gas and electricity consumed during construction and operation of project-generated development by various mechanical and processing systems; and the human effort (time and labor) required to develop, construct, and operate various components of project-generated development. These are considered irretrievably committed because their reuse for some other purpose would be highly unlikely.

The projected and/or potential development under the Proposed Actions also constitutes a long-term commitment of land resources, thereby rendering land use for other purposes highly unlikely in the foreseeable future. However, the land use change that would occur as a result of the Proposed Actions would be compatible in terms of use and scale with existing conditions and trends in the area as a whole. None of the projected or potential development sites possess any natural resource values, and the sites are in large part developed or have been previously developed. It is noted that funds committed to the design,

construction/renovation, and operation of projected or potential developments under the Proposed Actions would not be available for other projects. However, this is not a significant adverse fiscal impact or a significant adverse impact on City resources.

In addition, the public services provided in connection with the projected and/or potential developments under the Proposed Actions (e.g., police and fire protection, public education, open space, and other city resources) also constitute resource commitments that might otherwise be used for other programs or projects. However, the Proposed Actions would enliven the area and produce economic growth that would generate substantial tax revenues providing a new source of public funds that would offset these expenditures.

The commitments of resources and materials are weighed against the benefits of the Proposed Actions. The Proposed Actions would promote new residential development with significant amounts of permanently affordable housing and preserve existing affordability, encourage mixed-use development on key corridors, enhance and revitalize major thoroughfares through new economic development, and protect neighborhood character of residential core are ensure predictable future development.

M. CONCEPTUAL ANALYSIS

The Proposed Actions would create a new special permit related to the development, conversion, or enlargement of hotels. The conceptual analysis has been conducted to generically assess potential environmental impacts that could result from hotel development pursuant to the special permit. Based on the assessment, development per the proposed new special permit would not result in any additional significant adverse impacts as compared with the With Action Condition analyzed for the Proposed Actions.

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