1. PROJECT DESCRIPTION

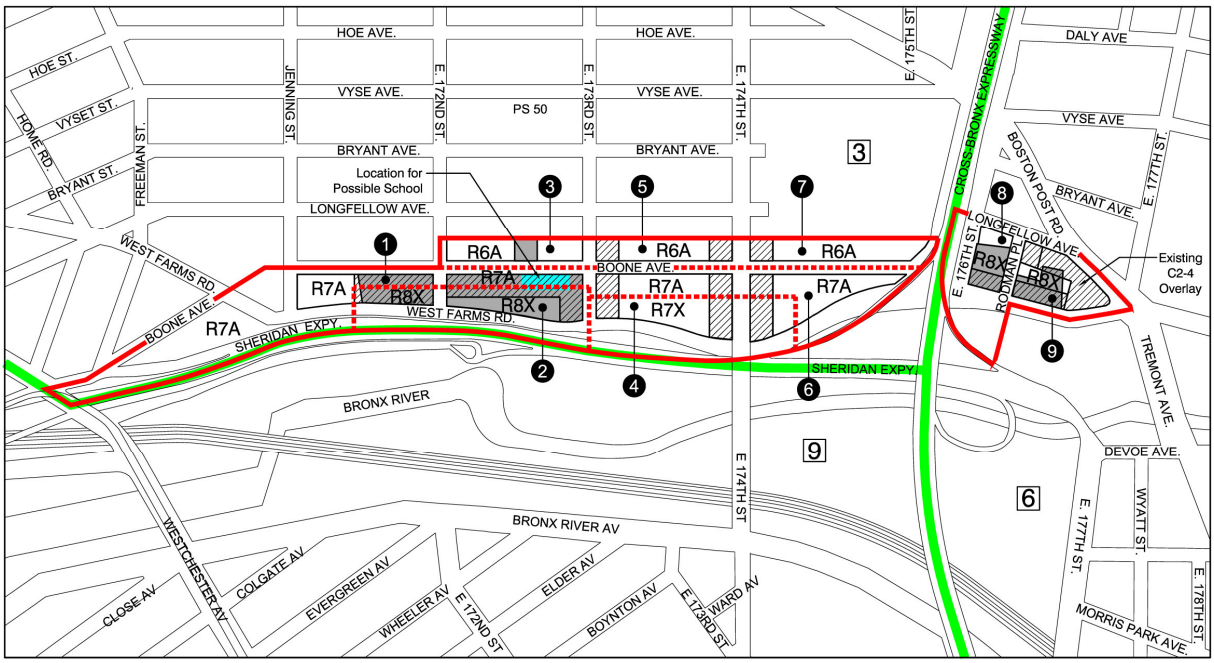
INTRODUCTION

This Draft Environmental Impact Statement (EIS) analyzes the potential environmental impacts of the proposed Crotona Park East/West Farms Rezoning and Related Actions (the "Proposed Action"). The Proposed Action includes zoning map and zoning text amendments proposed by the project applicant (Industco Holdings, LLC), as well as special permits for a large-scale general development project (LSGD) and the disposition of a City-owned property. The rezoning area is located in the Crotona Park East and West Farms neighborhoods of the Bronx, and is contained within Bronx Community Districts 3 and 6 (see Figure 1-1). The proposed rezoning area is currently zoned primarily as an M1-1 manufacturing district with a small R7-1 residential district, a portion of which is mapped with a C2-4 commercial overlay, lying north of the Cross Bronx Expressway. The proposed zoning map amendment would rezone the area to a mix of R6A, R7A, R7X, and R8X residential districts with selected C2-4 commercial overlays. An amendment to the text of the *NYC Zoning Resolution* (ZR) would establish the Inclusionary Housing program within the proposed rezoning area and grant the City Planning Commission (CPC) the authority, for LSGDs located in Bronx Community District 3, to exclude portions of buildings containing enclosed accessory parking from lot coverage. Also part of the Proposed Action is a request for special permits under ZR Sections 74-743, 74-744 and 74-745 to provide bulk and other waivers for an LSGD to be developed on sites controlled by the applicant on Blocks 3013 and 3014 (Parcels 1 and 2; see Figure 1-1). In addition, the NYC Department of Housing Preservation and Development (HPD) is proposing the disposition of a City-owned property to facilitate the development of a portion of the LSGD. This chapter provides a detailed description of the Proposed Action and required approvals.

In order to assess the potential environmental impacts of the Proposed Action, a reasonable worst case development scenario (RWCDS) has been identified. The RWCDS projects future conditions with the Proposed Action through an analysis year of 2022. In total, the Proposed Action is expected to result in new development by 2022 of approximately 2,635 dwelling units, 92,941 square feet (sf) of commercial space and 11,888 sf of community facility space compared to the future without the Proposed Action. Of the new development expected under the RWCDS, 1,310 dwelling units and 46,908 sf of commercial space would be located on sites that are not under the applicant's control. The remaining 1,325 dwelling units, 46,033 sf of commercial space and 11,888 sf of community facility space would be contained in ten new buildings that the applicant intends to construct on development sites that are under its control (the "Proposed Project"). Seven of the applicant's proposed buildings would comprise the LSGD on Parcels 1 and 2. The bulk and other waivers granted under the LSGD special permits would allow increased design flexibility to address geographical and topographical constraints on these sites. The applicant's remaining three buildings would be developed on an as-of-right basis on other sites on Parcels 3, 8 and 9. (See Figure 1-1.)

Under the Inclusionary Housing program, affordable housing equal to at least 20 percent of the total floor area of a new development (exclusive of ground floor commercial and community facility floor area) is required to be provided either on-site or off-site (within the same community district or one-half mile of the development site) in order to achieve the maximum permitted floor area. In estimating the number of new dwelling units for non-applicant controlled sites, the RWCDS conservatively assumes that the developments will contain only residential floor area and calculates the number of units based on an average dwelling unit size of approximately 1,000 sf, reflecting the type of units that are currently being constructed in the area. For developments on non-applicant controlled sites, it is assumed that approximately 20 percent of the floor area will be affordable, resulting in approximately 260 affordable units. The applicant desires to provide affordable housing for the Proposed Project in

Figure 1-1
Development Parcels and Proposed Rezoning



1 Parcel Number
Proposed Rezoning Area
Property Controlled by Applicant
C2-4 Overlay*
R8X Proposed Rezoning
Parcel Boundary
9 Community District
Community District Boundary
True North
Project North

*Commercial overlays proposed except where otherwise noted



Location Map

excess of the minimum 20 percent required for the Proposed Project to achieve the maximum bonus floor area and intends to apply for funding through HPD and HDC to try to achieve this goal. The amount and future availability of this funding is unknown, so the extent of additional affordable housing to be provided as part of the Proposed Project (if any) could vary. Accordingly, for purposes of the analysis set forth in Chapter 2.B, Socioeconomic Conditions, the RWCDS assumes that the Proposed Project will provide only the minimum 20 percent affordable housing (approximately 265 units) required under the Inclusionary Housing program to achieve the maximum bonus, while the analysis in Chapter 2.C, Community Facilities and Services and descriptions of the Proposed Project elsewhere in this EIS, assume that the Proposed Project will provide 50 percent affordable housing (approximately 663 units), reflecting the applicant's goal of providing affordable housing in excess of the minimum contemplated under the Inclusionary Housing program.

Because the applicant anticipates applying for funding from HPD and HDC, both entities are acting as interested agencies in the environmental review for this Proposed Action.

The application to the CPC for the Proposed Action also includes the option for an 88,620 sf (approximately 540-seat) elementary school serving grades pre-kindergarten through 5 that may be constructed by the New York City School Construction Authority (SCA) as part of the LSGD on a site currently owned by the applicant at the northwest edge of Parcel 2 near the intersection of Boone Avenue and East 173rd Street. If the SCA elects to construct the school, the LSGD will contain 53 fewer dwelling units. The school option is analyzed in Chapter 3, Mitigation, as it would serve as a mitigation measure for a significant adverse impact of the Proposed Action on elementary schools.

This EIS has been prepared in conformance with applicable laws and regulations, including Executive Order No. 91, the New York City Environmental Quality Review (CEQR) regulations, and follows the guidelines of the *2010 CEQR Technical Manual*. It contains this description of the Proposed Action and its environmental setting; the short- and long-term environmental impacts of the Proposed Action; the identification of any significant adverse impacts; a discussion of alternatives to the Proposed Action; any irreversible and irretrievable commitments of resources as a result of the Proposed Action; and a description of any mitigation measures necessary to minimize significant adverse environmental impacts that could occur under the Proposed Action. The Proposed Action is also subject to the City's Uniform Land Use Review Procedure (ULURP). The CPC is the lead agency in this environmental review. Public hearings will be held by Bronx Community Boards 3 and 6, the Borough President, CPC and the City Council during the seven-month review process.

DESCRIPTION OF THE PROPOSED ACTION AND PROPOSED PROJECT

Within this EIS, the "Proposed Action" refers to rezoning of the entire 11-block area, the zoning text amendment, the grant of special permits, the disposition of the City-owned property and the potential development that would be expected to occur within the entire rezoning area. The "Proposed Project" refers only to the development the applicant proposes to construct on those properties within the rezoning area that are under its control. The Proposed Project is described in more detail under the narrative section beginning on page 1-14 below entitled "Description of the Proposed Project."

The Proposed Action is primarily intended to provide opportunities for new residential and commercial development in the Crotona Park East / West Farms area of the Bronx. Over the past two decades, this area of the Bronx has been the site of increasing public and private investment in housing, retail and public space, as compared to the substantial disinvestment and population loss experienced during the 1970's and 1980's. The NYC Parks and Recreation Department (DPR) has invested significantly in the adjacent Bronx River Greenway, as well as Rock Garden Park, with a newly refurbished Starlight Park, which began construction in 2010, to be located east of the rezoning

area. The New Horizons Retail Center is the location of a successful Pathmark supermarket as well as other supportive local retail businesses. Local churches and non-profits have worked with city and state agencies to invest in improved housing in the local area.

Transit access is excellent in the Crotona Park East / West Farms area, with stops on New York City Transit's 2, 5, and 6 subway lines within walking distance of the entire rezoning area. In addition, multiple bus routes serve the area including the 6, 9, 11, 19, 27, and 36 routes. Crotona Park, the Bronx Zoo and Starlight Park area are all within walking distance of the entire rezoning area as well.

With the population of New York City expected to increase by a million people by the year 2030, new areas are needed to accommodate this growth. Current zoning in the proposed rezoning area encourages uses and densities incompatible with surrounding residential neighborhoods and limits opportunities for investment in the Crotona Park East / West Farms area.

The Proposed Action would effectuate the following land use goals:

- Provide new opportunities for redevelopment and economic growth within the Crotona Park East/ West Farms area;
- Reinforce the adjacent residential neighborhoods;
- Direct new housing and commercial development at higher densities to an area with excellent transit and highway access;
- Encourage new housing production, including new affordable housing, in the Bronx;
- Improve street presence and activity within the rezoning area; and
- Expand the residential neighborhood of Crotona Park East toward the newly refurbished Starlight Park and the Bronx River Greenway.

Description of the Proposed Action

The Proposed Action includes the following four discretionary land use actions by the CPC and the development expected to result from these actions:

- a rezoning of 11 blocks in the Crotona Park East/West Farms area of the Bronx, along the strip of land midway between Longfellow and Boone Avenue on the west to West Farms Road on the east, between Freeman Street on the south, and Boston Post Road on the north;
- a zoning text amendment to establish the Inclusionary Housing program within the proposed rezoning area and to grant the CPC the authority, in LSGDs in Bronx Community District 3, to exclude portions of buildings containing enclosed accessory parking from lot coverage;
- special permits granted pursuant to ZR Sections 74-743, 74-744 and 74-745 to permit modification of bulk regulations, restrictions on the location of commercial uses and the distribution of off-street parking spaces without regard to zoning lot lines for the LSGD to be developed on Parcels 1 and 2; and
- the disposition by HPD of a City-owned 13 sf vacant property on Parcel 2 that would be developed as part of the LSGD.

The Uniform Land Use Review Procedure (ULURP) application and related plans filed with the CPC for the discretionary land use actions, described in more detail below, account for the SCA's option to develop an 88,620 sf (approximately 540-seat) elementary school serving grades pre-k through 5 on a

portion of the LSGD site as mitigation for a schools impact of the Proposed Action, as discussed further in Chapter 2.C, Community Facilities and Services, and Chapter 3, Mitigation.

The Rezoning

The 11 blocks proposed to be rezoned have an aggregate area of 730,890 sf (exclusive of City-owned playgrounds or school yards), or approximately 16.8 acres. As shown in Figure 1-1 above, the blocks to be rezoned, starting from the south, include:

- the block bounded by the Sheridan Expressway, West Farms Road and Boone Avenue (Block 3012, Lot 100; now a playground);
- the northeast portion of the block bounded by West Farms Road, Jennings Street, Longfellow Avenue and Freeman Street (portion of Block 3007, Lot 8; now a part of the IS 84 property);
- the entire block bounded West Farms Road, East 172nd Street, Boone Avenue and Jennings Street (Block 3013, the southern half of which is occupied by HS 682 Fannie Lou Hamer Freedom High School (Lot 1) and the northern half of which is part of the Proposed Project (Lots 12, 29, 31, 35, 37 and 46) – designated as **Parcel 1** or **Development Site 1**);
- the entire block bounded by West Farms Road, East 173rd Street, Boone Avenue and East 172nd Street (Block 3014, Lots 9, 15 and 45, which is also part of the Proposed Project – designated as **Parcel 2** or **Development Site 2**)[1];
- the eastern half of the block bounded by Boone Avenue, East 173rd Street, Longfellow Avenue and East 172nd Street (Block 3009, Lots 25, 33, 37, 38, and 44, of which Lot 33 is a part of the Proposed Project – designated as **Parcel 3** or **Development Site 3**);
- the entire block bounded by West Farms Road, East 174th Street, Boone Avenue and East 173rd Street (Block 3015, Lots 1, 3, 5, 17, 18, 19, 25, 26, 29, 31, 34 and 49 – designated as **Parcel 4** or **Development Site 4**);
- the eastern half of the block bounded by Boone Avenue, East 174th Street, Longfellow Avenue and East 173rd Street (Block 3010, Lots 25, 26, 29, 33, 40 and 46 – designated as **Parcel 5** or **Development Site 5**);
- the entire block bounded by West Farms Road, Boone Avenue and East 174th Street (Block 3015, Lots 50, 56, 58, 62, 67, 81, 83, 84, 85, 87, 89, 95, 96, 97 and 110 – designated as **Parcel 6** or **Development Site 6**);
- the eastern portion (100 foot depth) of the block bounded by Boone Avenue, the Cross Bronx Expressway, Vyse Avenue and East 174th Street (Block 2998, Lots 92, 97, 104, 113, 124 and 135 – designated as **Parcel 7** or **Development Site 7**);
- the block bounded by West Farms Road, Rodman Place, Longfellow Avenue and the Cross Bronx Service Road North (Block 3016, Lots 5, 7, 11, 13, and 21, of which Lots 11, 13 and 21 are part of the Proposed Project – designated as **Parcel 8** or **Development Site 8**); and,
- the entire block bounded by West Farms Road, Old Post Road, Longfellow Avenue and Rodman Place (Block 3016, Lots 33, 35, 36, 37, 38, 42, 60, 66 and 71, of which lots 60 and 66 are part of the Proposed Project – designated as **Parcel 9** or **Development Site 9**).

[1] The applicant is the ground lessee of Block 3014, Lot 9, a portion of which is the subject of a litigation to quiet title brought by the ground lessor (Sedgwick Materials, Inc.) against its predecessor-in-interest in the property.

The area to be rezoned is currently primarily zoned as an M1-1 manufacturing district which has a maximum floor area ratio (FAR) of 1.0 for permitted commercial and light manufacturing uses. Portions of Parcels 8 and 9 are zoned as an R7-1 residential district, which has a maximum residential FAR ranging from 0.87 to 3.44 for buildings built pursuant to height factor regulations (depending on the size of the zoning lot, the amount of lot coverage and the building height) or 3.44 or 4.0 for buildings built pursuant to optional Quality Housing regulations (depending on whether the zoning lot fronts a narrow or wide street). There is also an existing C2-4 commercial overlay mapped along the north end of Parcel 9, which has a maximum commercial FAR of 2.0 (see Figures 1-2A - 1-2C).

The area is proposed to be rezoned to a range of medium- to high-density (R6A, R7A, R7X and R8X) residential districts with selected C2-4 commercial overlays (see Figures 1-2A, 1-2D and 1-2E). In addition, the area would be mapped as an Inclusionary Housing Designated Area under ZR Section 23-90, which allows the base maximum residential FARs to be increased by providing affordable housing within the Community District or within ½-mile of the site receiving the FAR bonus. The Parcels west of Boone Avenue and south of the Cross Bronx Expressway (Parcels 3, 5 and 7) would be rezoned as R6A residential districts with a base maximum FAR of 2.7 increasable to 3.6 by providing affordable housing. The Parcels east of Boone Avenue and south of the Cross Bronx Expressway (Parcels 1, 2, 4 and 6) would be rezoned as R7A residential districts, with a base FAR of 3.45 increasable to 4.6, along Boone Avenue and as R7X and R8X residential districts along West Farms Road, with base FARs of 3.75 and 5.4 increasable to 5.0 and 7.2 (see Figure 1-2D). The Parcels north of the Cross Bronx Expressway (Parcels 8 and 9) would be rezoned as R8X residential districts (see Figure 1-2E).

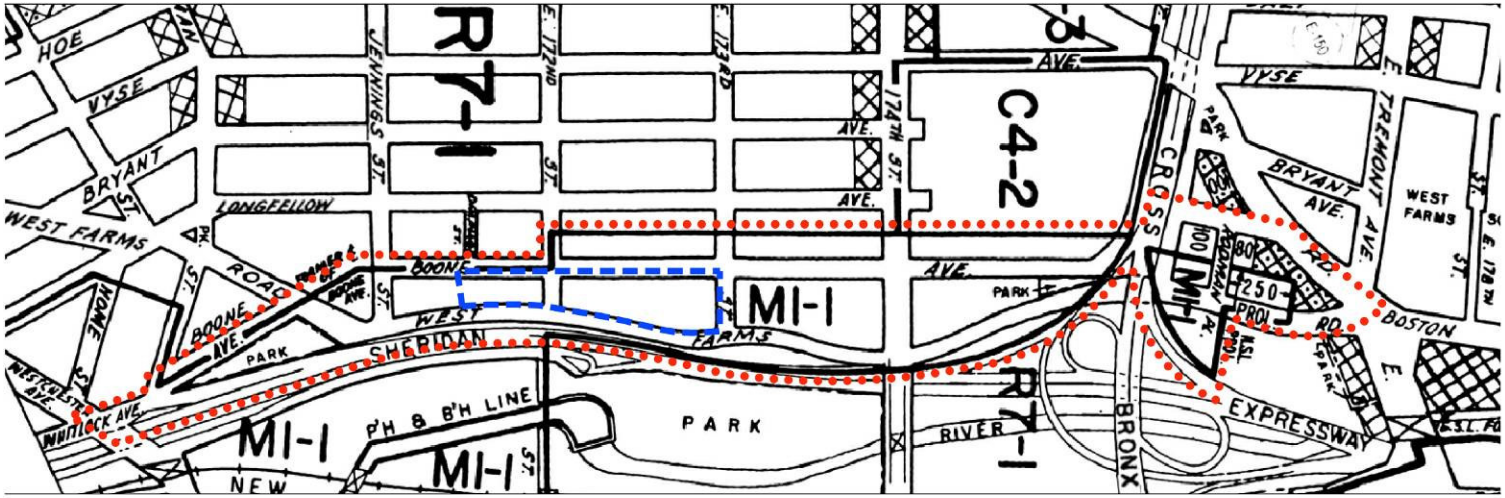
South of the Cross Bronx Expressway, C2-4 commercial overlays would be mapped over the northern half of Block 3013, including all of Parcel 1, to a depth of 350 feet from East 172nd Street, to a depth of 100 feet along Boone Avenue and along East 173rd Street on Parcel 2, and to a depth of 100 feet from East 173rd and 174th Streets on Parcels 4, 5, 6 and 7. North of the Cross Bronx Expressway, C2-4 commercial overlays would be mapped to a depth of 70 feet along West Farms Road on Parcels 8 and 9 and to a depth of 100 feet along Longfellow Avenue on Parcel 9, in both instances connecting to the existing C2-4 overlay along Boston Road on Parcel 9. The overlays would have a maximum commercial FAR of 2.0.

Table 1-1 below summarizes the Blocks and Lots which would be affected by the proposed rezoning.

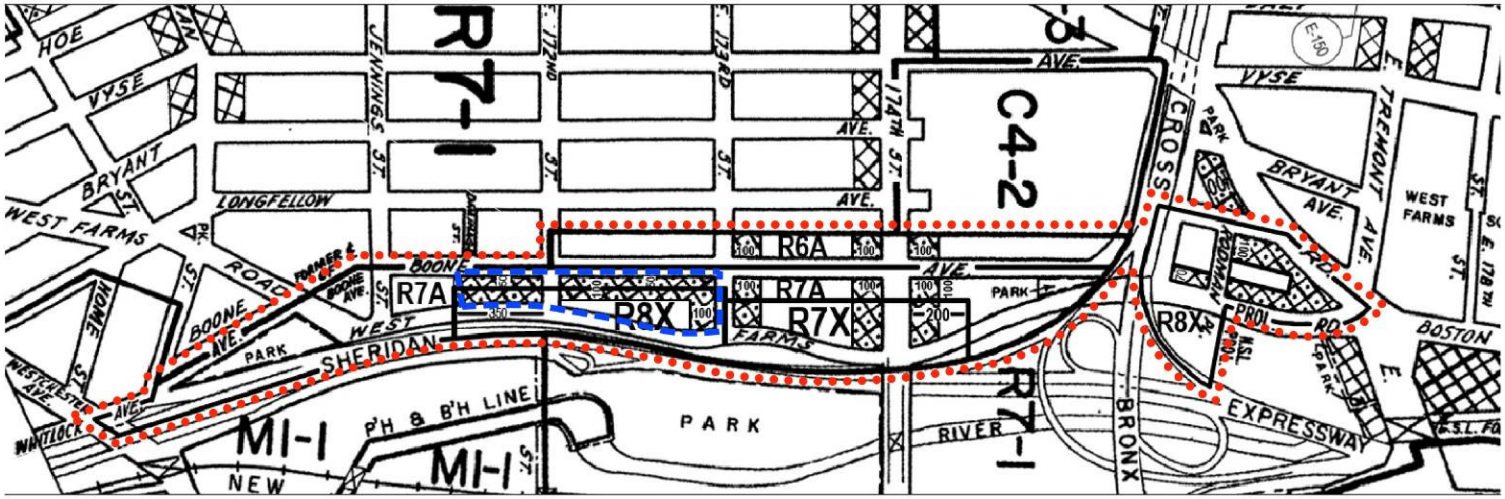
Table 1-1- List of Blocks and Lots Affected by Crotona Park East/West Farms Rezoning

Block	Lot
2998	92, 97, 104, 113, 124,135
3007	8
3009	25, 33, 37, 38, 44
3010	25, 26, 29, 33, 40, 46
3012	100
3013	1, 12, 29, 31, 35, 37, 46
3014	9, 15, 45
3015	1, 3, 5, 17, 18, 19, 25, 26, 29, 31, 34, 49, 50, 56, 58, 62, 67, 81, 83, 84, 85, 87, 89, 95, 96, 97, 110
3016	5, 7, 11, 13, 21, 33, 35, 36, 37, 38, 42, 60, 66, 71

Figure 1-2A
Existing and Proposed Zoning



Existing Zoning Districts



Proposed Zoning Districts

N

Legend

- Zoning District Boundary
- C2-4
- C1-2
- Area to be Rezoned
- Proposed Large-Scale General Development Area

Note: Zoning Diagrams Excerpted from New York City Planning Department Zoning Map 3d

Figure 1-2B
Existing Zoning - South of East 173rd Street

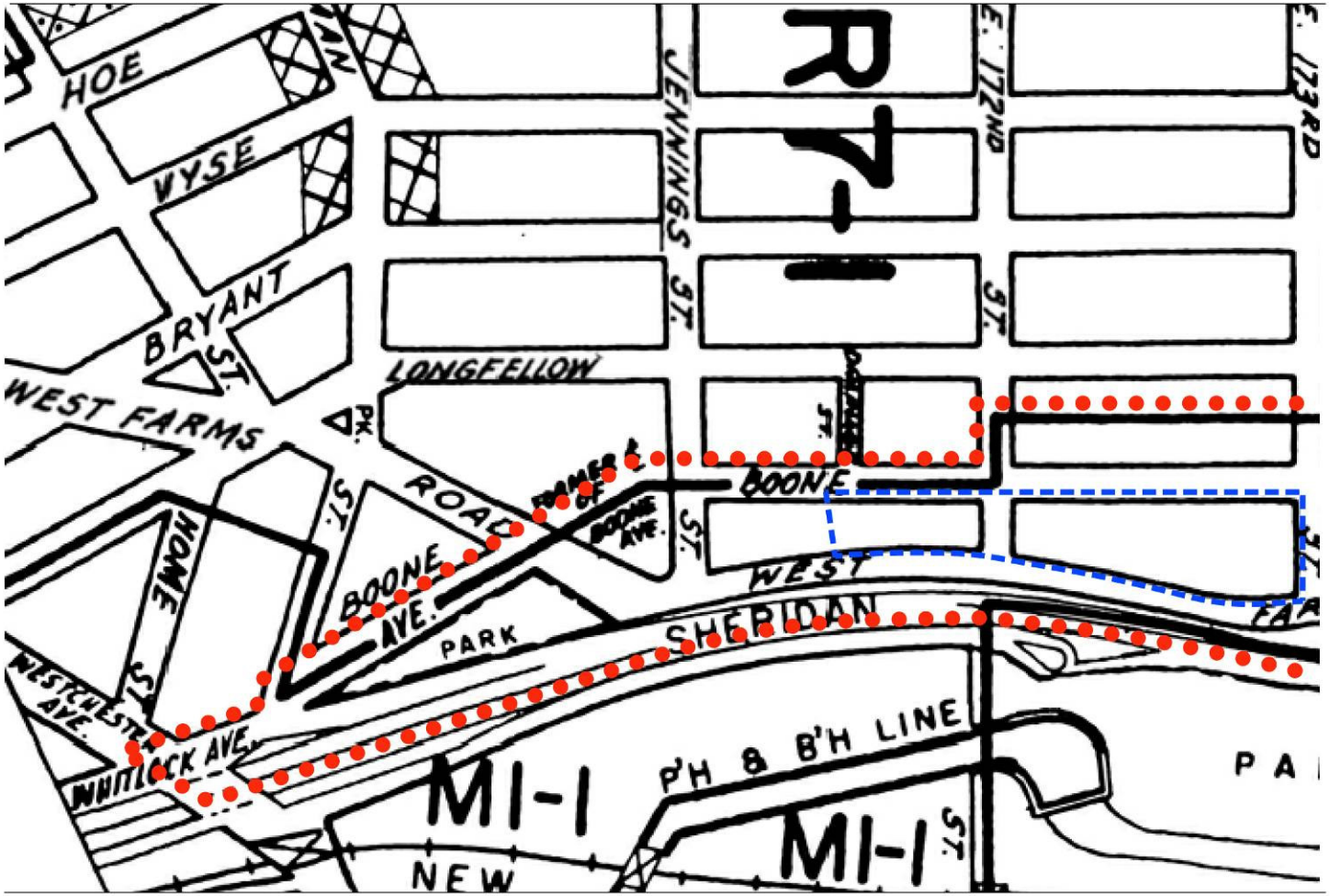
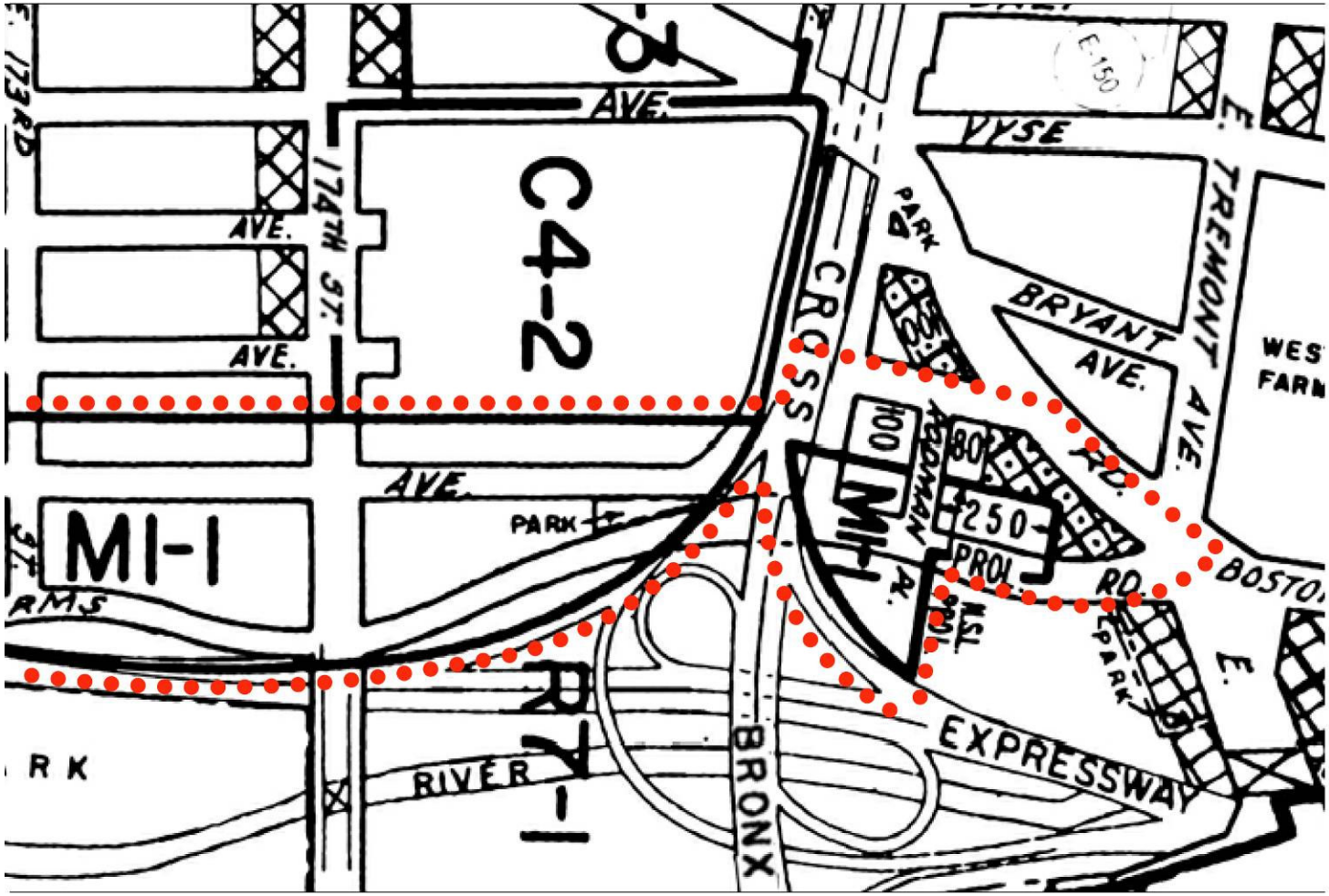


Figure 1-2C
Existing Zoning - North of East 173rd Street



Existing Zoning Districts

Figure 1-2D
Proposed Zoning - South of East 173rd Street

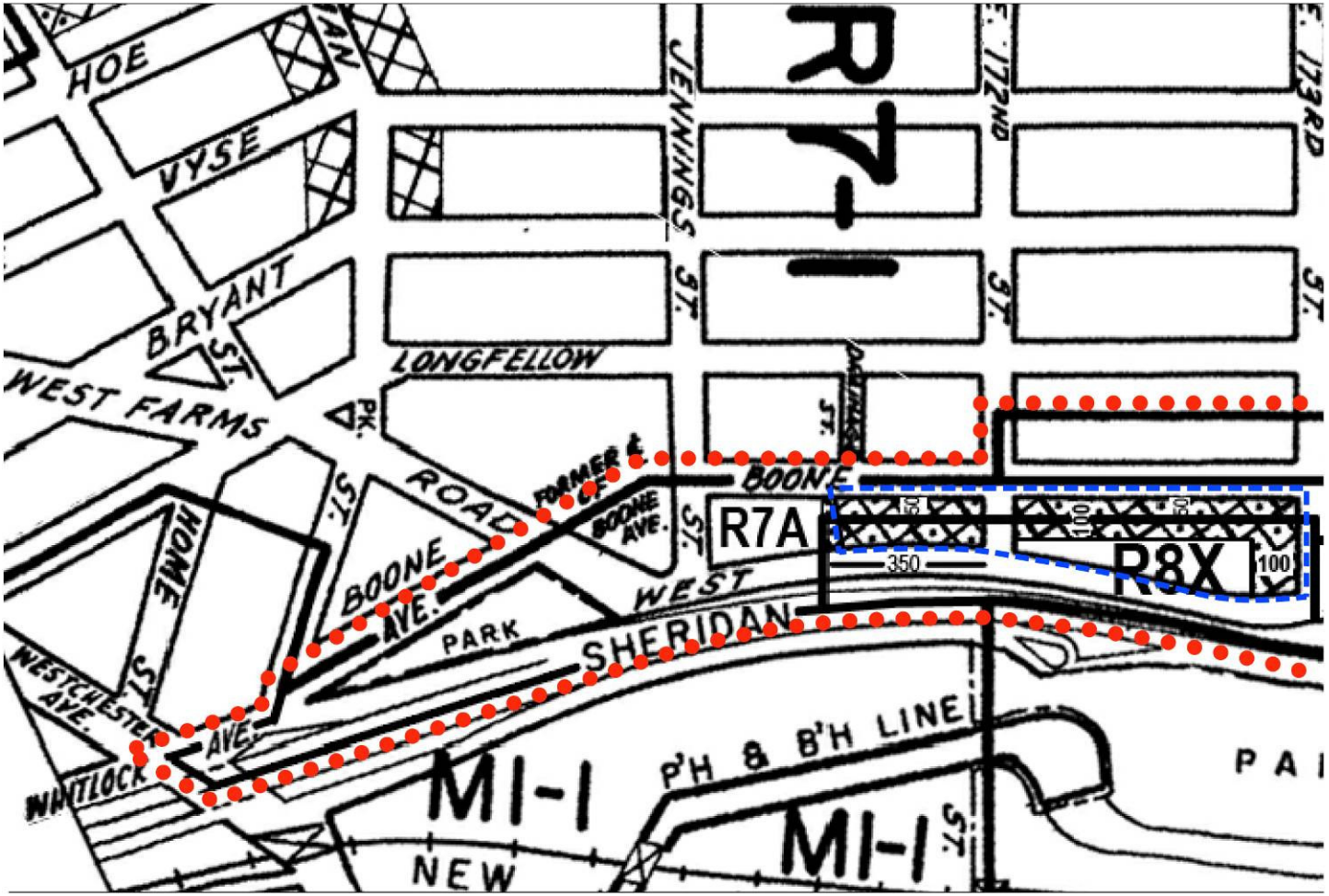
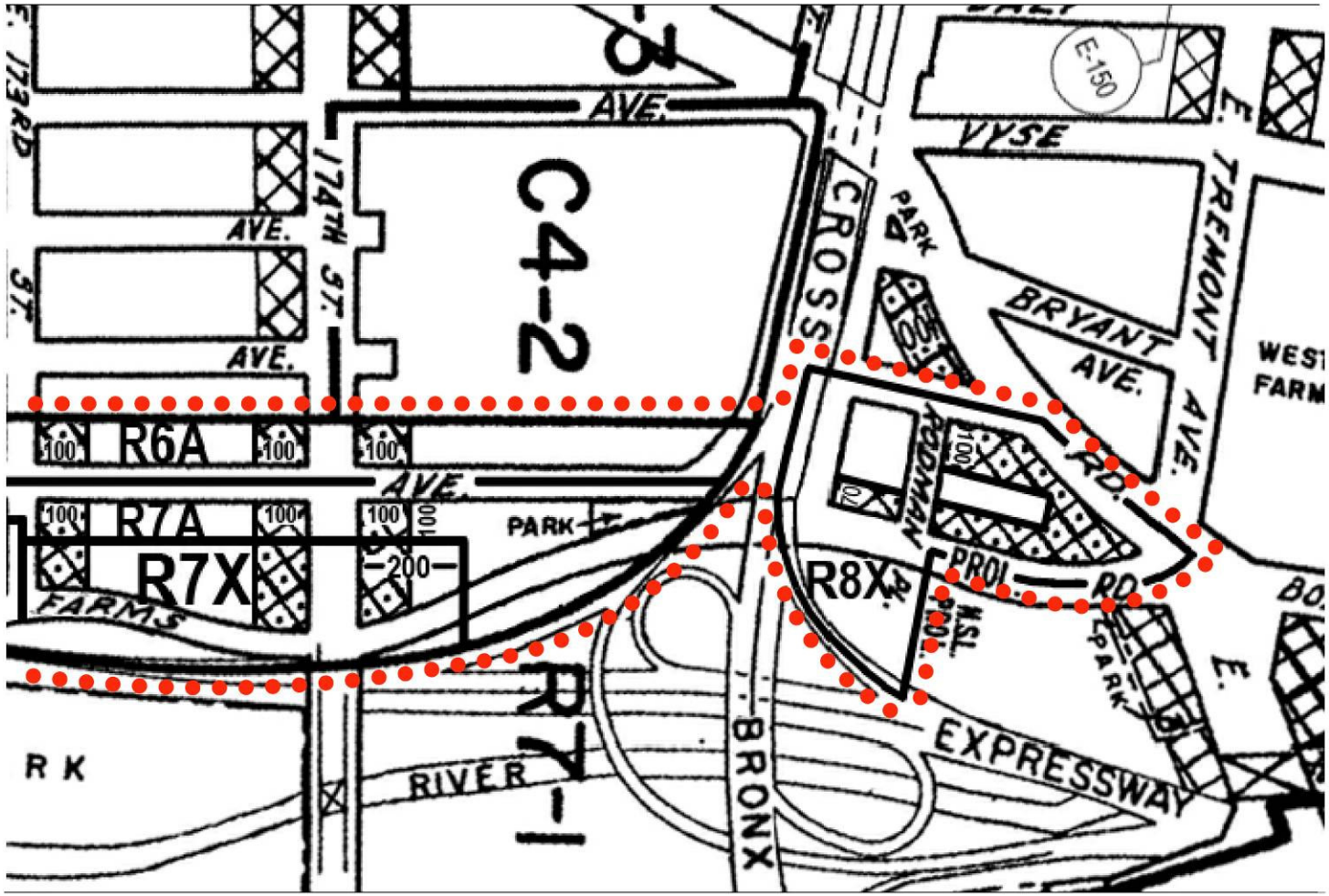


Figure 1-2E
Proposed Zoning - North of East 173rd Street



Proposed Zoning Districts

N

Legend

- Zoning District Boundary
- C2-4
- C1-2
- Area to be Rezoned

Note: Zoning Diagrams Excerpted from New York City Planning Department Zoning Map 3d

The Zoning Text Amendment

The proposed zoning text amendment would establish the Inclusionary Housing program within the proposed rezoning area. The base and maximum residential FARs for the proposed R6A, R7A, R7X and R8X residential districts would range from 2.7 to 5.4 and could be increased to up to 3.6 to 7.2 by providing affordable housing. Base FARs apply to new developments or enlargements that do not provide affordable housing. The full bonused FAR is applied to new developments and enlargements that take full advantage of the program by providing at least one fifth of the total new housing floor area as affordable residential floor area in accordance with the Inclusionary Housing program.

The zoning text amendment would also grant the CPC the authority, in an LSGD in Bronx Community District 3, to exclude portions of buildings containing enclosed accessory parking from lot coverage calculations. Developments seeking to use the special permit would need to qualify as an LSGD, meet the additional findings outlined below and go through ULURP. They would also have to perform a project-specific environmental review.

The granting of the special permit would be contingent on the CPC finding that, at minimum, such modification is necessary to accommodate parking spaces in a manner that results in a better site plan and better relationship among buildings than would be possible without the exclusion and that benefits the residents of the LSGD. This special permit would facilitate a proposed design but would not result in any additional floor area. Parking requirements would not change as a result of the text amendment. While lot coverage requirements would change, the findings would ensure that open areas on sites that use the special permit would be useable.

The Special Permits

The Proposed Action includes the grant of three special permits for the LSGD proposed for Parcels 1 and 2 to allow the distribution of residential floor area, lot coverage, dwelling units and off-street accessory parking without regard to lot lines or zoning district boundaries and to allow relief with respect to requirements regarding location of commercial uses, street wall location, base height, building height, setback outer court recess dimensions and lot coverage for enclosed accessory parking. The waivers are depicted on Figures 1-12A - 1-12H beginning on page 1-34 below.

The Disposition

As part of the Proposed Action, HPD is proposing disposition of a City-owned 13 sf property located at 1525 West Farms Road (Block 3014, Lot 45) within the rezoning area. The City-owned property is mapped as an M1-1 district and would be rezoned as part of the Proposed Action to an R8X residential district. The City-owned property is currently vacant. The City-owned property would be assembled with the adjacent tax lot (Block 3014, Lot 9) as part of Parcel 2. The disposition would facilitate the development of a mixed-use residential building with ground floor local retail that would be part of the LSGD (Building 2A, described below).

Purpose and Need of the Proposed Action

Approval of the Proposed Action by the CPC would allow for the revitalization of an underutilized M1-1 manufacturing district to provide affordable work-force housing with retail and community facilities appropriate for the existing and proposed communities. Many of the existing buildings in the rezoning area are vacant or underutilized and therefore detract from surrounding street life and offer few benefits to the surrounding community. Located close to the lower and medium density West Farms and Crotona Park East neighborhoods, redevelopment in this area would offer an opportunity to accommodate the needs of the area and City for housing, open space and economic growth.

Higher density residential districts (R7X and R8X) along West Farms Road would create a taller and denser urban edge along the Sheridan Expressway and Bronx River and, for the blocks north of the Cross Bronx Expressway, would help reinforce the emerging West Farms neighborhood center. Moderate density R7A residential districts along the east side of Boone Avenue and relatively lower density R6A residential districts along the west side of Boone Avenue would step down and defer to the existing adjoining residential neighborhoods to the west of the Proposed Action area. The text amendments to the Zoning Resolution to map the Proposed Action area as an Inclusionary Housing Designated Area would provide incentives to develop affordable housing.

The zoning lots on which the LSGD would be located are characterized by unique natural conditions that inhibit the ability to locate accessory off-street parking spaces below grade and include a grade change of up to twenty feet between Boone Avenue and West Farms Road, a grade change of nearly six feet along Boone Avenue from the mid-block of Block 3014 to East 173rd Street and the presence of significant rock outcroppings throughout the LSGD site. Due to these natural conditions, the required accessory parking for the LSGD will need to be located above West Farms Road. Depending on the actual extent of the rock outcroppings, which will not be known until the buildings currently located on the LSGD site are vacated so that borings can be taken, a substantial portion of the required parking may also need to be located more than 14 feet above the base plane and therefore would count as lot coverage causing the overall lot coverage on the LSGD to exceed the maximum permitted.

Accordingly, the applicant is proposing an amendment to the text of ZR Section 74-743 (Special Provisions for Bulk Modification) that would grant the CPC the authority to exclude from lot coverage calculations portions of any level of any building containing accessory off-street parking, provided the CPC found that such modification is necessary to accommodate parking spaces in a manner that results in a better site plan and better relationship among buildings than would be possible without the exclusion and that benefits the residents of the LSGD. Similar authority has been granted to the CPC to waive lot coverage regulations in other parts of the City, notably on the waterfront under ZR Section 62-836 (Bulk Modifications on Waterfront Blocks).

The waivers to be granted under special permits for the LSGD, including the waiver described above that would require the text amendment to grant the CPC the authority to permit enclosed accessory parking to be excluded from lot coverage, would allow increased design flexibility to address geographical and topographical constraints on Parcels 1 and 2, which are characterized by their long, narrow shapes (as narrow as 126 feet wide on mid-block on Parcel 1), sizeable bedrock outcroppings and substantial grade differences between Boone Avenue and West Farms Road. Midblock open areas on these Parcels would moderate the scale of the development and provide additional open space and view corridors to Starlight Park and the Bronx River. The waivers would also allow for varied massing of the buildings to create visual interest and enliven streetscapes. Disposition by HPD of the City-owned property on Parcel 2 would allow for a more regular street wall along West Farms Road and would utilize land that would otherwise remain vacant and undeveloped.

Overall, a primary goal and objective of the Proposed Action is to map zoning districts that would facilitate the development of a mix of lower, moderate and higher density residential uses and a significant amount of open space. The residential component would accommodate a portion of the City's current and future housing needs and the retail, community facility, and open space components would provide community benefits to the area's existing and future residents and workers. Open spaces and ground level retail and community facility uses along Boone Avenue and possibly West Farms Road would improve the streetscape and pedestrian experience adjacent to the Proposed Project and create neighborhood amenities.

Description of the Proposed Project

The Proposed Project would consist of ten new residential buildings that the applicant proposes to develop on sites under its control. Seven of the buildings (Buildings 1A, 1B, 2A, 2B, 3A, 3B and 3C) would comprise the LSGD (the "LSGD Buildings") and would be located on Parcels 1 and 2, south of the Cross Bronx Expressway. The remaining three buildings (Buildings 4 – 6) would be developed on development sites located on Parcel 3, also south of the Cross Bronx Expressway, and Parcels 8 and 9, north of the Cross Bronx Expressway. In total, the Proposed Project would contain up to 1,295,765 sf of residential use (1,325 dwelling units), 46,033 sf of local retail/service uses and 11,888 sf of daycare or other community facility use, as well as off-street accessory parking for approximately 332 vehicles. As mitigation for a adverse impact on schools, Building 3C may contain an 88,620 sf elementary school in lieu of the 11,888 sf daycare facility and approximately 45,360 sf of residential floor area (53 dwelling units).

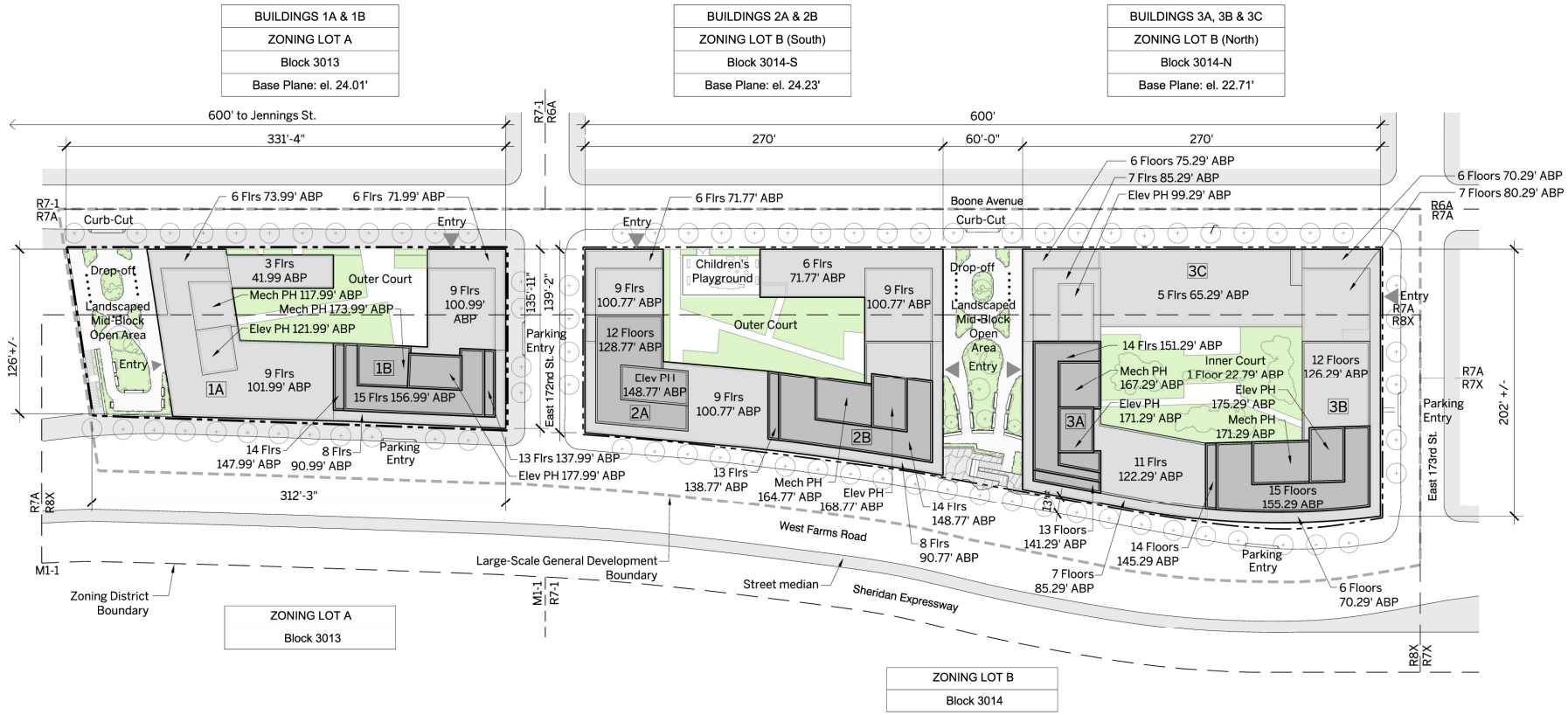
To realize the maximum permitted floor area, affordable housing equaling at least 20 percent of the Proposed Project's floor area, net of ground floor commercial or community floor area, would have to be provided, which would equal approximately 265 units. The applicant, however, desires to provide affordable housing in excess of the minimum required and intends to seek funding through HPD and HDC to try to achieve this goal. The amount and future availability of such funding is unknown, so the extent of additional affordable housing to be provided as part of the Proposed Project (if any) could vary. In order to provide a conservative analysis with respect to daycare and other impacts, the EIS has generally assumed that 50 percent of the floor area (approximately 663 units) in the Proposed Project would be affordable, representing the applicant's goal of providing affordable housing in excess of the minimum contemplated under the Inclusionary Housing program. The analysis of indirect residential displacement in Chapter 2.B, Socioeconomic Conditions, however, conservatively assumes the Proposed Project will provide only the minimum 20 percent affordable housing (approximately 265 units) required under the Inclusionary Housing program to achieve the maximum permitted floor area. Table 1-2 provides detailed information on the program for the Proposed Project by building and Parcel.

Table 1-2 - Proposed Project: Summary of Proposed Program

	Parcel	Residential (sf)	Dwelling Units		Retail (sf)	Community Facility (sf)	Parking (spaces)	Total (sf)
			Afford-able	Total				
Buildings 1A/1B	1	229,933	119	237	6,000	0	130	235,933
Buildings 2A/2B	2S	281,191	144	288	4,426	0	0	285,617
Buildings 3A/3B/3C	2N	355,390	185	370	8,067	11,888	94	375,345
Building 4	3B	36,000	18	36	0	0	9	36,000
Building 5	8	199,598	100	200	10,040	0	50	199,598
Building 6	9D	193,702	97	194	17,500	0	49	193,702
Total		1,295,814	663	1,325	46,033	11,888	332	1,326,195

For the LSGD Buildings, the special permits would create a zoning envelope within which the maximum permitted floor area could be developed. The maximum zoning envelope for the LSGD is depicted in plan view in Figure 1-3 and in elevation on the illustrative renderings and massing diagrams in Figures 1-4 through 1-6. The renderings of the LSGD Buildings shown in these figures are an illustrative depiction of how the buildings could be built within the envelope. The maximum zoning envelope would regulate the heights, size, and shape of footprints, and location of the LSGD Buildings, which would be required to fall within the envelopes. By contrast, Buildings 4-6 would be developed on as-of-right basis according to the applicable height and setback and other bulk provisions in the Zoning Resolution. Illustrative plans, renderings and massing diagrams that depict

Figure 1-3
LSGD Buildings - Site Plan



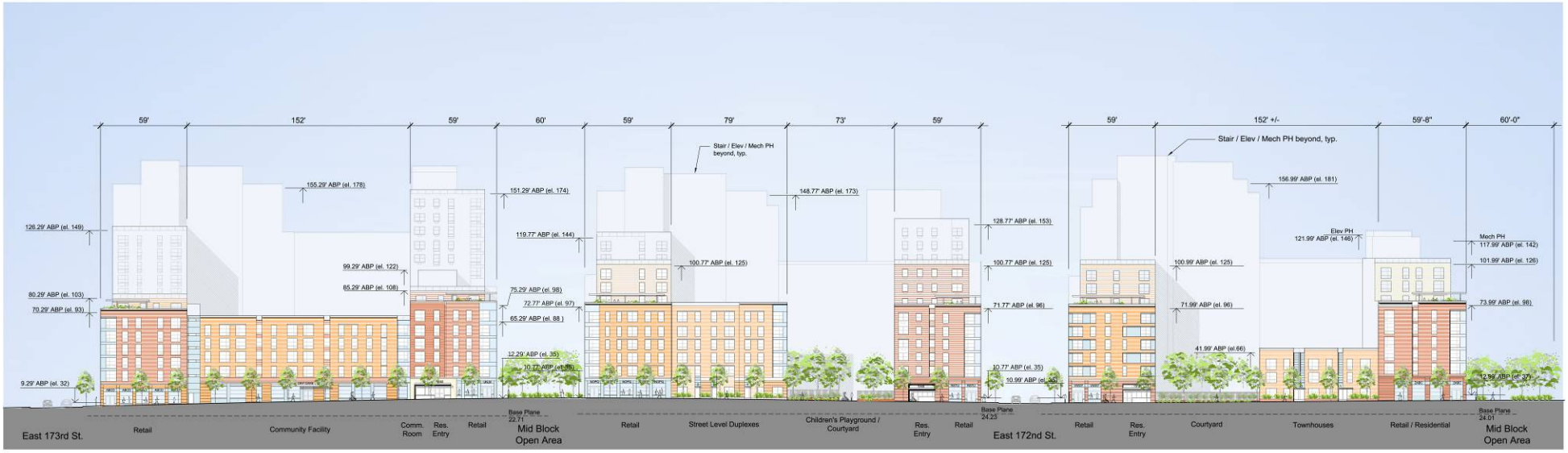
Legend

- General Large-Scale Development
- Zoning Lot Boundary
- Zoning District Boundary

Notes

1. ABP - Above Base Plane
2. Locations of building and parking entrances subject to change.
3. Landscaping subject to change.
4. Locations and sizes of existing curb cuts are approximate.

Figure 1-4A - LSGD Buildings -- Boone Avenue Elevation

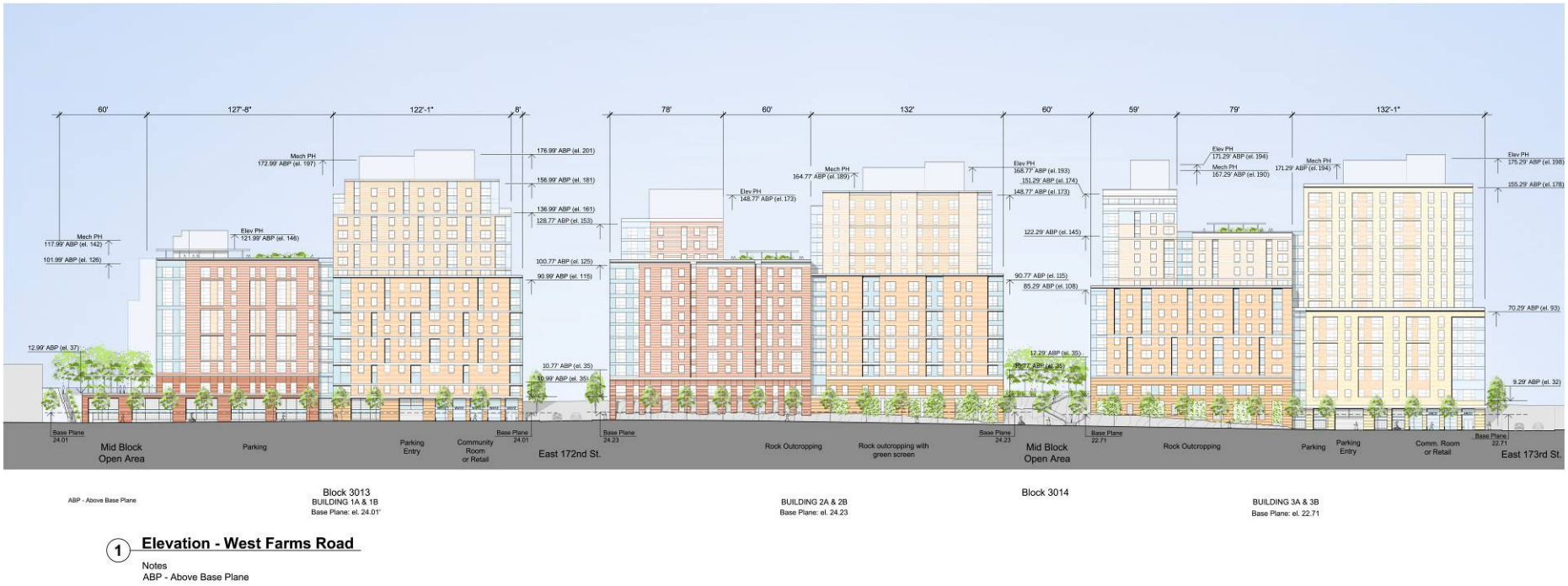


2 Elevation - Boone Avenue

Notes
ABP - Above Base Plane

Note: Façade materials and landscaping are illustrative.

Figure 1-4B
LSGD Buildings -- West Farms Road Elevation

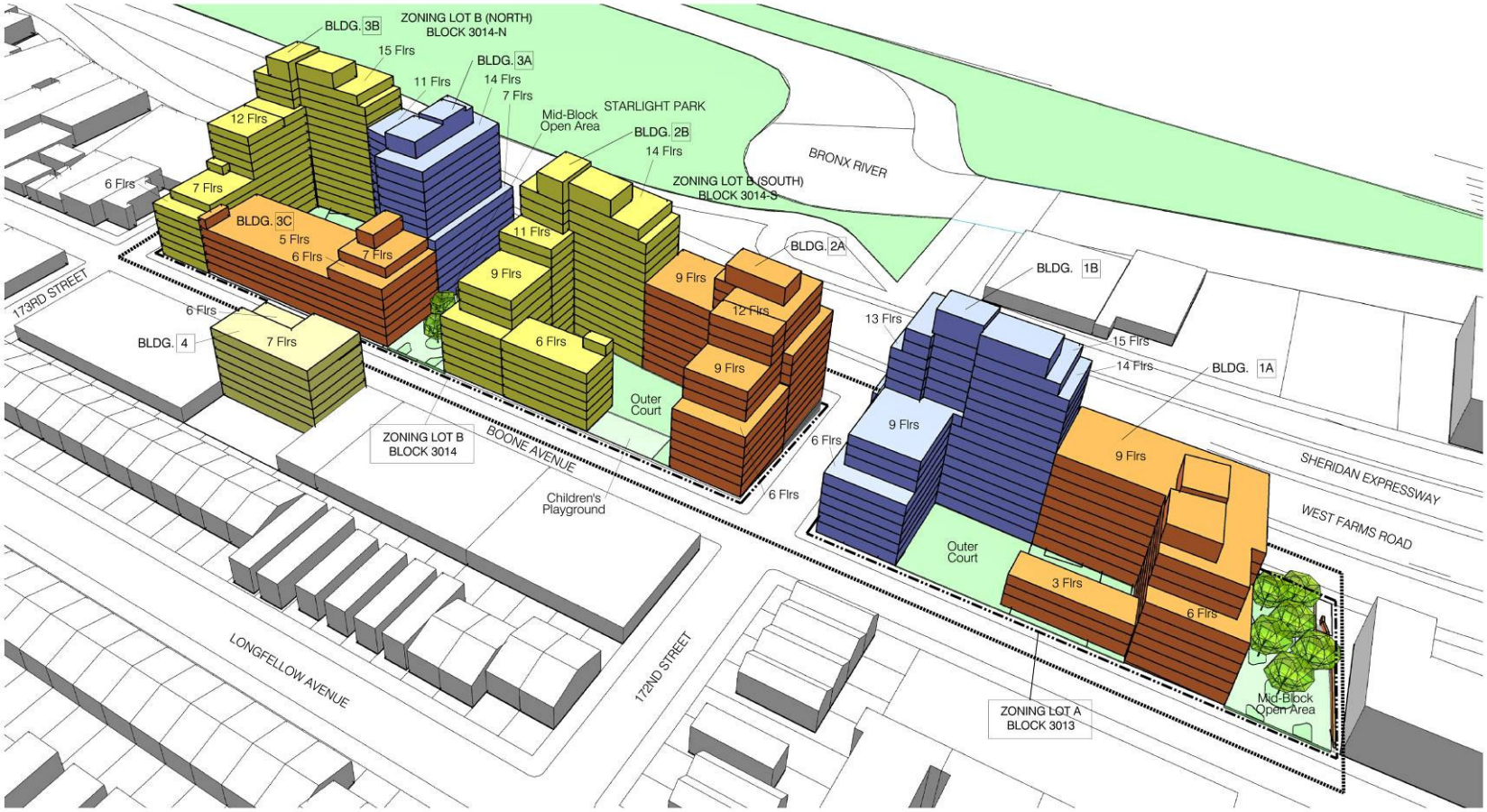


1 **Elevation - West Farms Road**

Notes
ABP - Above Base Plane

Note: Façade materials and landscaping are illustrative.

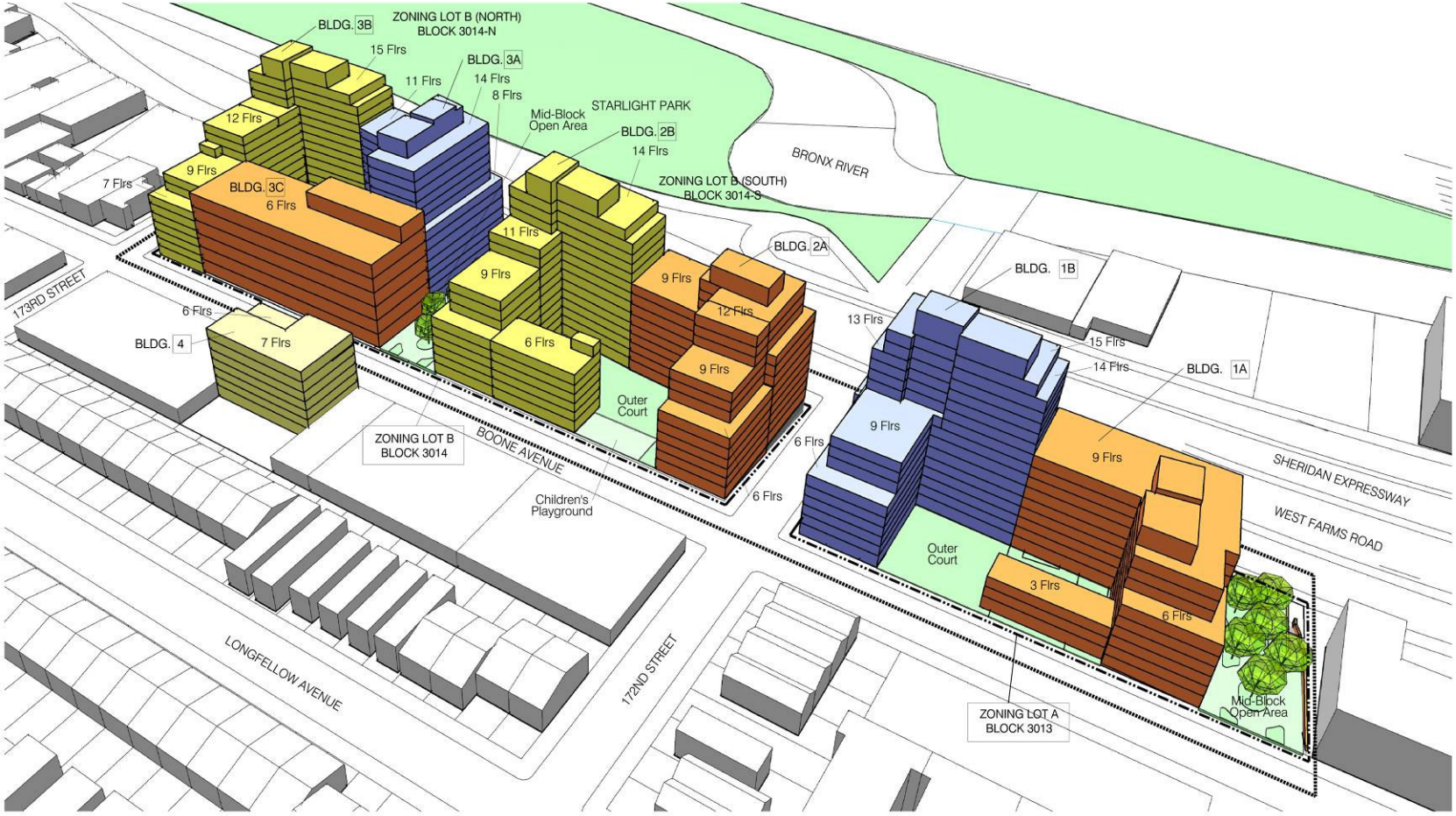
Figure 1-5A
LSGD Buildings and Building 4 - Boone Avenue Massing Diagram



1 **Concept Massing- Boone Avenue -View Looking East**

Note: For illustrative purposes only. Projected development not shown for sites not under control of applicant.

Figure 1-5B
LSGD Buildings and Building 4 - Boone Avenue Massing Diagram (with School)



1 **Concept Massing- Boone Avenue -View Looking East**

Note: For illustrative purposes only. Projected development not shown for sites not under control of applicant.

Figure 1-6A
Buildings 3A, 3B and 3C -- Boone Avenue Rendering (without School)



Note: Façade materials and landscaping are illustrative.

Figure 1-6B
Buildings 3A, 3B and 3C -- Boone Avenue Rendering (with School)



Note: Façade materials and landscaping are illustrative.

Figure 1-6C
Buildings 1A, 1B, 2A and 2B -- West Farms Road Rendering



Note: Façade materials and landscaping are illustrative.

potential as-of-right designs for Buildings 4 - 6 and that comply with applicable height, setback and other bulk provisions are included in Figure 1-5A, above, and Figures 1-7 through 1-9, beginning on page 1-27 below. A detailed description of the proposed bulk and massing for the Proposed Project follows.

Parcel 1 – Buildings 1A and 1B (See Figures 1-3 - 1-5A, 1-6A and 1-6C)

Parcel 1 is proposed to be rezoned primarily to an R8X residential district, except for a 50-foot deep R7A residential district along Boone Avenue. The entire parcel would be mapped with a C2-4 commercial overlay. Buildings 1A and 1B would be constructed on this zoning lot. A 60-foot wide landscaped mid-block open area would separate the buildings from the Fannie Lou Hamer Freedom High School (P.S. 682) to the south. Buildings 1A and 1B would comprise approximately 235,933 sf of floor area of which up to approximately 6,000 sf would be used for commercial retail / service uses and the balance of which would be used for residential apartments (approximately 237 units) and related accessory uses. The buildings would be oriented around a central landscaped courtyard for residents' use with a secured opening, approximately 71 feet wide, along a portion of the mid-block of Boone Avenue. Building entrances would be located on the mid-block open area and on Boone Avenue near the intersection with East 172nd Street. Ground floor retail/service uses would be located at the northwest corner of Building 1B and southwest corner of Building 1A along Boone Avenue and possibly the southeast corner of Building 1B at the intersection of East 172nd Street and West Farms Road. Two levels of accessory off-street parking, containing approximately 130 spaces, would be located beneath the buildings, with entrances on West Farms Road and East 172nd Street.

At the corner of Boone Avenue and East 172nd Street, Building 1B would have a 6-story base with a ninth story set back 15 feet from Boone Avenue and 8 feet from East 172nd Street. Turning onto West Farms Road, the L-shaped building would have an 8-story base and, after setting back 8 feet from both West Farms Road and East 172nd Street, would rise to 15 stories (or 157 feet above base plane ("ABP") plus rooftop mechanical and elevator penthouses. Building 1B would meet Building 1A at the mid-block of West Farms Road. Building 1A would step down to 9 stories along West Farms Road and the mid-block open area. Returning to Boone Avenue, the C-shaped building would have a 6-story base, with a ninth story set back 8 feet from the mid-block open area and 15 feet from Boone Avenue. A wing of 3-story townhouses, set back 5 feet from the street line, along the mid-block of Boone Avenue would comprise the remainder of Building 1A.

Parcel 2 – Buildings 2A and 2B and Buildings 3A, 3B and 3C (See Figures 1-3 - 1-6)

Parcel 2 is proposed to be rezoned to an R8X residential district, except for a 50-foot deep R7A residential district along Boone Avenue. In addition, a 100-foot deep C2-4 commercial overlay would be mapped along Boone Avenue and along East 173rd Street. The 13 sf City-owned property which HPD is proposing to dispose of as part of the Proposed Action is located on the southeast side of Parcel 2. Buildings 2A and 2B would be constructed on this southern portion of this zoning lot, while Buildings 3A, 3B and 3C would be constructed on the northern portion. A 60-foot wide landscaped mid-block open area would separate Buildings 2A and 2B from Buildings 3A, 3B and 3C.

Buildings 2A and 2B would comprise approximately 285,617 sf of floor area, of which up to approximately 4,426 sf would be used for ground floor commercial retail/service uses along Boone Avenue. The remaining floor area would be used for residential apartments (approximately 288 units) and related accessory uses. The buildings would be oriented around a central landscaped courtyard for residents' use with a secured opening, approximately 73 feet wide, along the mid-block of Boone Avenue. An approximately 1,800 sf public children's playground accessible from Boone Avenue would also be located along this opening. Building entrances would be located along Boone Avenue

and the mid-block open area. Due to the presence of substantial rock outcroppings and the possible existence of archaeologically significant resources on this portion of the zoning lot, no parking would be located beneath the buildings. Ground floor retail spaces would be located along Boone Avenue near East 172nd Street and near the mid-block open area.

At the corner of Boone Avenue and East 172nd Street, Building 2A would have a 6-story base with a ninth story set back 15 feet from Boone Avenue and 8 feet from East 172nd Street. The L-shaped building would step up towards West Farms Road to a 9-story base, and after setting back 8 feet from both East 172nd Street and West Farms Road, would rise to 12 stories plus rooftop mechanical and elevator penthouses. The building would step down to 9 stories in the midblock along West Farms where it would meet Building 2B. Building 2B would rise to 14 stories (or 149 feet ABP) plus rooftop mechanical and elevator penthouses along West Farms Road. Turing onto the mid-block open area, the C-shaped building would step down to 11 stories, then to 9 stories, dropping to 6 stories at Boone Avenue. A 6-story wing along the mid-block of Boone Avenue would complete Building 2B.

Buildings 3A, 3B and 3C would contain a maximum of 375,345 sf of floor area, of which up to approximately 363,457 sf would be used for residential apartments (370 units), 8,067 sf would be used commercial retail/service uses and 11,888 sf would be used for children's daycare or other community facility use. The buildings would be oriented around an enclosed central landscaped courtyard at grade with Boone Avenue. Building entrances would be located on the mid-block of Boone Avenue, in the mid-block open area and on East 173rd Street. Ground floor retail/service uses would be located at the northwest and southwest corners of the buildings along Boone Avenue and possibly at the northeast corner at the intersection of East 173rd Street and West Farms Road.

As mitigation for a significant adverse impact on elementary schools, the SCA will have the option to construct in Building 3C a 6-story elementary school (plus cellar space and a rooftop play area and mechanical equipment) serving grades pre-kindergarten through 5. If the SCA elects to construct the elementary school, Buildings 3A, 3B and 3C would contain a maximum of 406,717 sf of floor area, of which up to 318,097 sf would be used for residential floor area (317 units), 8,067 sf would be used for commercial retail/service uses and 88,680 sf would be used for Use Group 3 school uses.

The buildings would contain up to approximately 94 accessory parking spaces. Rock outcroppings are present throughout the LSGD Site and may be particularly substantial on Parcel 2-N. The actual extent of the rock outcroppings will not be known until borings and other field work can be conducted, which, because some buildings on the site are currently occupied, will not occur until after the conclusion of the CEQR review period. Depending on the extent of rock outcroppings, parking would be located in one of two alternative configurations. Under the "Below-Grade Parking Configuration", up to 94 accessory parking spaces would be located on two levels beneath the buildings with entrances on West Farms Road and East 173rd Street. If the rock outcroppings are extensive, however, the majority of parking would be provided at grade with Boone Avenue and the interior courtyard would begin at the second residential story. Under the At-Grade Parking Configuration, the total floor area of the buildings would be reduced by up to approximately 12,637 sf. Retail and community facility uses would remain the same as under the Below-Grade Parking Configuration, while residential floor area would be reduced by up to 19,237 sf (approximately 18 units) thereby decreasing required parking by 4 spaces. Approximately 6,870 sf of parking area would be located more than 23 feet above curb level and therefore would count as floor area.

The At-Grade Configuration would require a special permit waiver pursuant to the proposed text amendment previously described that would allow enclosed accessory parking to be excluded from lot coverage calculations. In addition, both parking configurations assume that some required parking for

the portion of the Proposed Project on Parcel 2 will be provided on Parcel 1 via a special permit waiver pursuant to ZR Section 74-745.

At the corner of Boone Avenue and East 173rd Street, Building 3B would have a 6-story base with a seventh story set back 15 feet from Boone Avenue and 8 feet from East 173rd Street. The L-shaped building would retain the 6-story base along East 173rd Street but would step up after an 8-foot setback to 12 stories in the mid-block and 15 stories (or 155 feet ABP) plus mechanical and elevator penthouses at West Farms Road. Building 3B would meet Building 3A in the mid-block of West Farms Road. Along West Farms Road, Building 3A would have a 7-story base with an eleventh story set back 8 feet. Turning onto the mid-block open area, the L-shaped building would rise to 14 stories (plus mechanical and elevator penthouses) while maintaining a 7-story base. Building 3A would meet Building 3C near the center of the mid-block open area. Building 3C would have a 6-story base with a seventh story set back 15 feet from the mid-block open area and Boone Avenue. Building 3C would drop to 5 stories, without set back, in the mid-block along Boone Avenue, where it would meet Building 3B. See Figures 1-5A and 1-6A.

If the SCA elects to construct the elementary school, it would occupy Building 3C. The 6-story school would have 14-foot floor-to-floor heights, resulting in an 84-foot high street wall. See Figure 1-3B. The portion of Building 3B along Boone Avenue would have a 7-story base with a ninth story set back 15 feet from Boone Avenue and 8 feet from East 173rd Street. The base height of the remainder of Building 3B would also increase to 7 stories while the base height of Building 3A would increase to 8 stories. See Figures 1-5B and 1-6B.

Parcel 3 – Building 4 (See Figure 1-5A)

Parcel 3 is proposed to be rezoned to an R6A residential district. The applicant controls only a portion of Parcel 3 consisting of Block 3009, Lot 33, which is located on the west side of Boone Avenue approximately 200 feet south of the intersection with East 173rd Street. Building 4 would be developed on this portion of Parcel 3. The building, which would not be included in the proposed LSGD, is expected to comprise approximately 36,000 sf of residential space and contain 36 dwelling units. Fronting Boone Avenue, the rectangular building would have a six-story base and a seventh floor with a 15-foot setback. Required accessory parking would likely be accommodated partly within the footprint of the ground floor and partly in the rear yard.

Parcels 8 and 9 – Buildings 5 and 6 (See Figures 1-7 - 1-10 below)

Parcels 8 and 9 are proposed to be rezoned to R8X districts with new C2-4 overlays mapped along West Farms Road between the Cross Bronx Expressway Service Road and Rodman Place on Parcel 8 and along West Farms Road and Longfellow Avenue from Rodman Place to the edge of an existing C2-4 overlay on Parcel 9. The applicant controls portions of each Parcel along West Farms Road, comprising 27,722 sf of lot area on Parcel 8 and 26,903 sf on Parcel 9.

Buildings 5 and 6 would have eight- and ten-story bases and, after setting back 10 to 15 feet in conformance with the applicable ZR provisions, would step up to 15 stories (or 150 feet ABP). Both buildings would be organized around central courtyards that would enclose the accessory parking space. The bulk of the buildings would be aligned along West Farms Road, across from a school playground and open space associated with the Cross Bronx – Sheridan Expressway interchange. A wing of the building on Parcel 8 would extend along Rodman Place, oriented away from the Expressway. The two buildings would have complementary massing, reinforcing a street wall along West Farms Road, but would maintain individual architectural identities. Entries to the buildings would be located across the street from each other on Rodman Place, near the corner of West Farms

Road. Commercial spaces would be provided on the ground floor along West Farms Road for neighborhood retail and to reinforce the emerging retail center at West Farms Square.

Building 5 would comprise approximately 199,598 sf of floor area, of which up to 10,040 sf would be used for commercial retail/service uses and the remainder of which would be used for residential apartments (approximately 200 units) and related accessory uses. The building would also contain approximately 17,633 sf of covered accessory parking. Building 6 would comprise approximately 193,702 sf of floor area, of which up to 17,500 sf would be used for commercial retail/service uses and the remainder of which would be used for residential apartments (approximately 194 units) and related accessory uses. It would also contain approximately 15,080 sf of covered accessory parking. The residential entries for both buildings would be located on Rodman Place. Each L-shaped building would have an eight-story base, with floors 9 to 15 set back from West Farms Road and Rodman Place. Two-story dormers would be provided at the ninth and tenth floors. Parking would be accommodated on a single level beneath a raised landscaped courtyard, with an entry on East 176th Street for Building 5 and on Rodman Place for Building 6. Rooftop mechanical penthouses would be located on the 15-story portion of each building.

Figure 1-7 – Buildings 5 and 6 - Illustrative Site Plan



Figure 1-8
Buildings 5 and 6 - West Farms Road Elevation

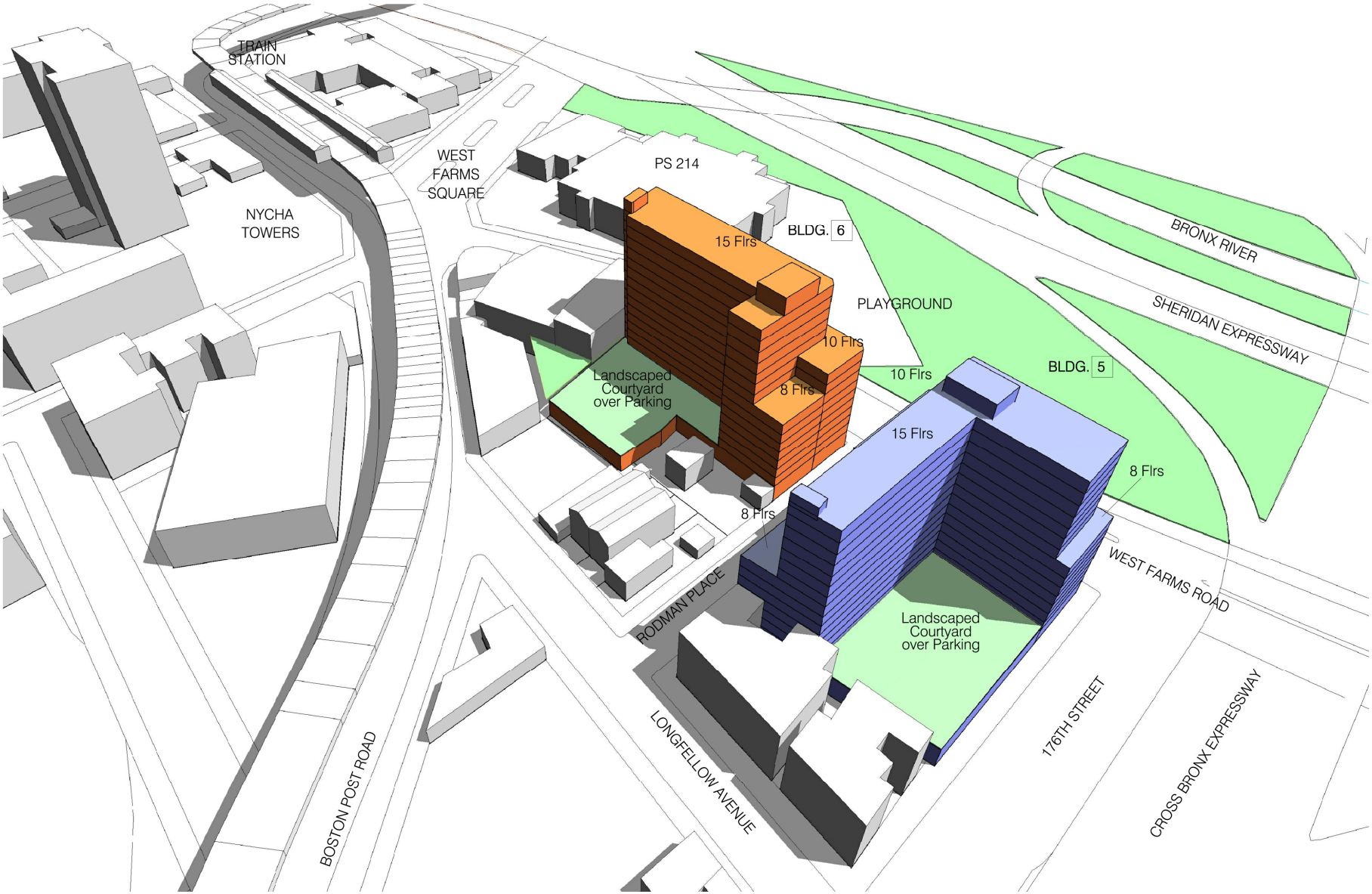


1 Elevation - West Farms Road

Notes
ABP - Above Base Plane

Note: Façade materials and landscaping are illustrative.

Figure 1-9
Buildings 5 and 6 - Conceptual Massing Diagram



Note: For illustrative purposes only. Projected development not shown for sites not under control of applicant.

Figure 1-10
Building 6 - Rendering



Note: Façade materials and landscaping are illustrative.

Expected Sequencing of Construction

The Proposed Project will be developed in a single construction phase with individual buildings expected to be constructed, according to the applicant, in the sequence shown in Table 1-3. Sites north and south of the Cross Bronx Expressway are displayed separately, since these sites are relatively remote from one another. A running total of dwelling units per and expected accessory parking is also shown. Figure 1-11 graphically illustrates the proposed sequencing.

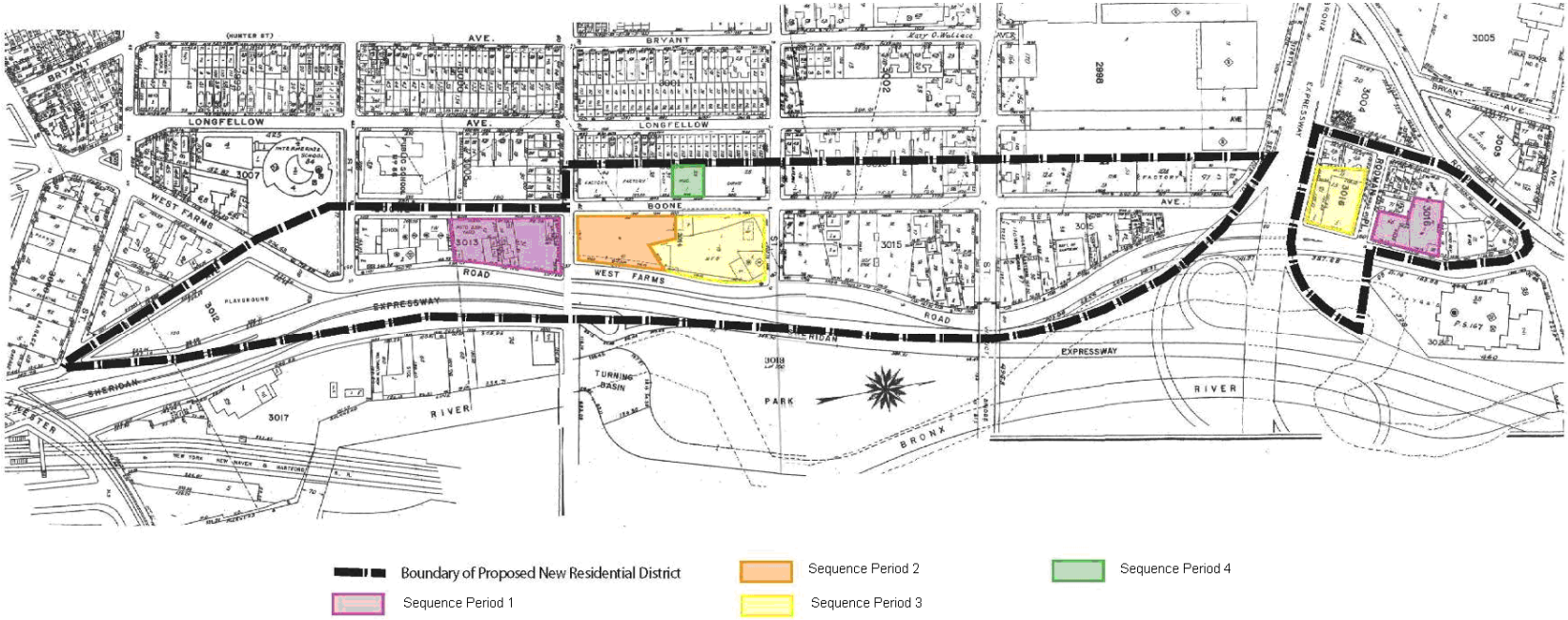
Table 1-3

Expected Sequencing of Development and Accessory Parking[1]

Period	Parcel	Building	DU's[2]	Running Total DU's	Accessory Parking	Running Total Parking	Parking % by Period	Parking Percent Running Total
South of Cross Bronx Expressway								
1	1	1A/1B	237	237	130	130	55%	55%
2	2	2A/2B	288	525	0	130	0%	25%
3	2	3A/3B/3C	370	895	94	224	0%	25%
4	3	4	36	931	12	236	33%	25%
North of Cross Bronx Expressway								
1	9	6	194	194	50	50	26%	26%
3	8	5	200	394	58	108	29%	27%

Notes:
1) Each period is estimated at approximately two years to complete, each period following sequentially from the previous.
2) Assumes below grade parking configuration for Parcel 2.

Figure 1-11
Anticipated Construction Sequencing for the Proposed Project



REQUIRED PUBLIC APPROVALS

The Proposed Action would require the following discretionary land use actions:

- **Zoning map amendment** to change approximately 11 blocks currently zoned M1-1, R7-1 and R7-1/C2-4 districts to a mix of R6A, R7A, R7X and R8X residential districts with selected C2-4 commercial overlays. (See Figures 1-2A, 1-2D and 1-2E above.)
- **Zoning text amendment** to:
    - Establish the Inclusionary Housing program within the proposed rezoning area (ZR Section 23-144 and Appendix F); and
    - Grant the CPC the authority, in LSGD's in Community District 3 in the Bronx, to exclude portions of buildings containing enclosed accessory parking from lot coverage (ZR Section 74-743).
- **Special Permits** under ZR Sections 74-743, 74-744 and 74-745 to allow in connection with the LSGD to be developed on Blocks 3013 and 3014:
    - Distribution residential floor area from R7A residential districts on Parcels 1 and 2.
    - Distribution of residential floor area from Parcel 1 to Parcel 2.
    - Distribution of residential lot coverage without regard to corner or through lot lines on Parcels 1 and 2. (See Figure 1-12A.)
    - Distribution of dwelling units without regard to zoning district boundaries on Parcel 2.
    - Modification of street wall location, minimum and maximum base height, maximum building height and minimum setback requirements on Parcels 1 and 2. (See Figures 1-12B - 1-12F.)
    - Modification of outer court recess requirements to permit outer court recesses with more than the permitted depth on Parcels 1 and 2. (See Figure 1-12G.)
    - Distribution of off-street accessory parking without regard to zoning lot lines on Parcels 1 and 2.
    - Modification of lot coverage requirements to permit enclosed accessory parking to be excluded from lot coverage calculations on Parcel 2, pursuant to the proposed text amendment described above.
    - Modification of requirements regarding location of commercial uses in mixed buildings. (See Figure 1-12H.)
- **Disposition**, by HPD, of a 13 sf City -owned vacant lot located at 1525 West Farms Road (Block 3014, Lot 45). The lot would be developed as part of the LSGD.

Figure 1-12A
LSGD Buildings - Proposed Lot Coverage Waivers

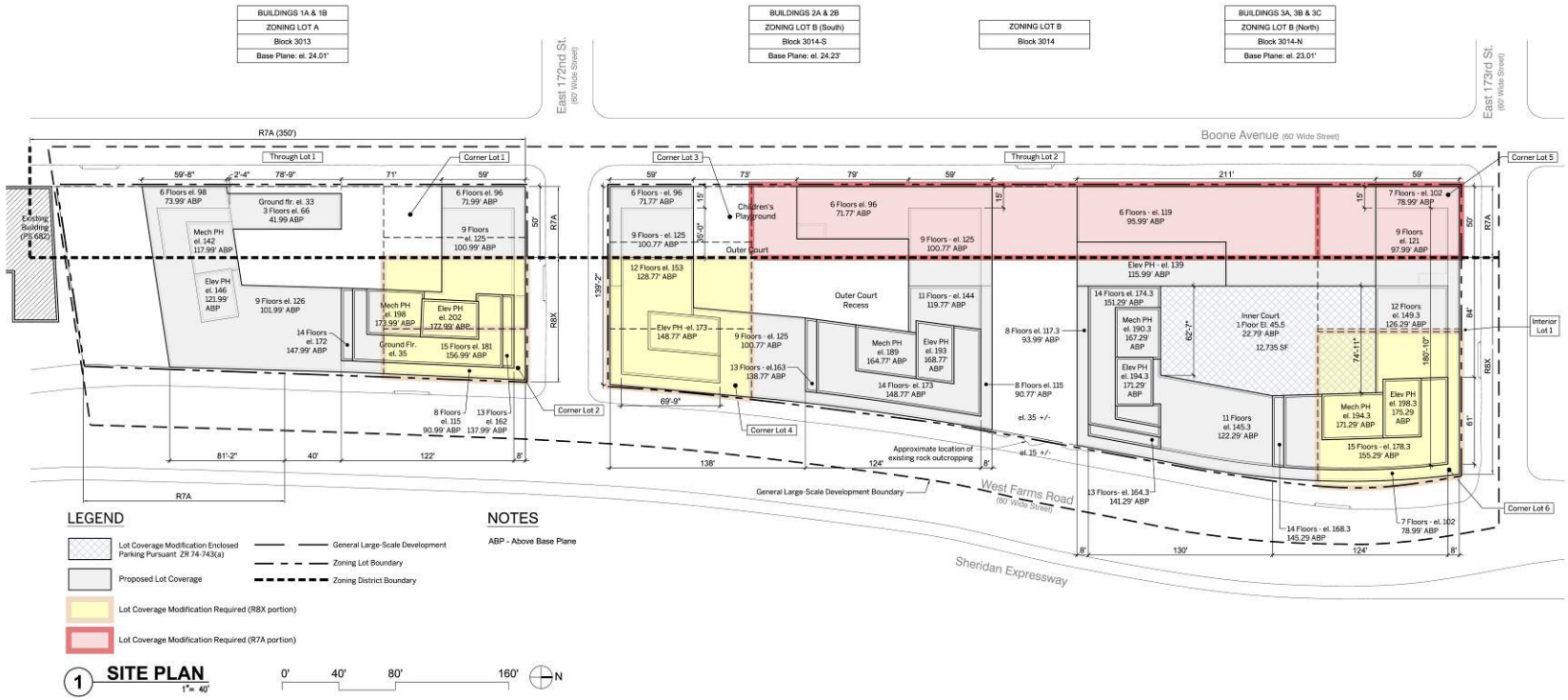


Figure 1-12B
Buildings 1A / 1B - Proposed Height and Setback Waivers (Plan)

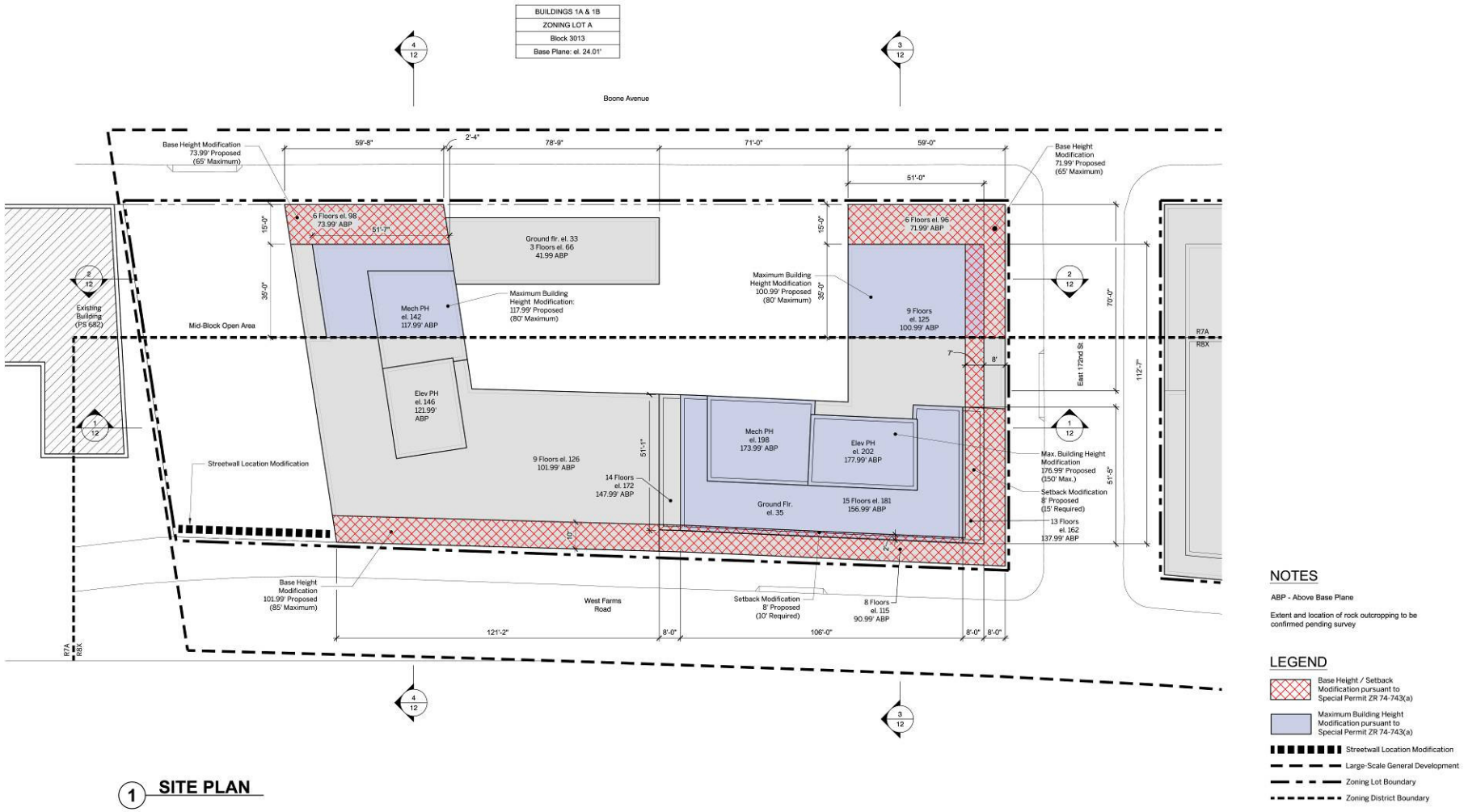
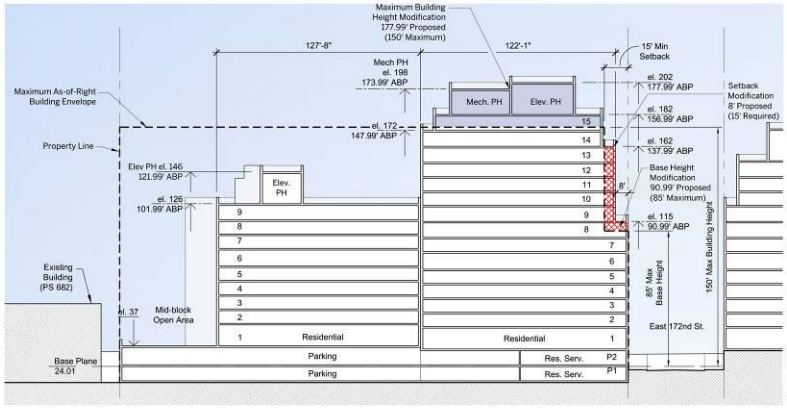
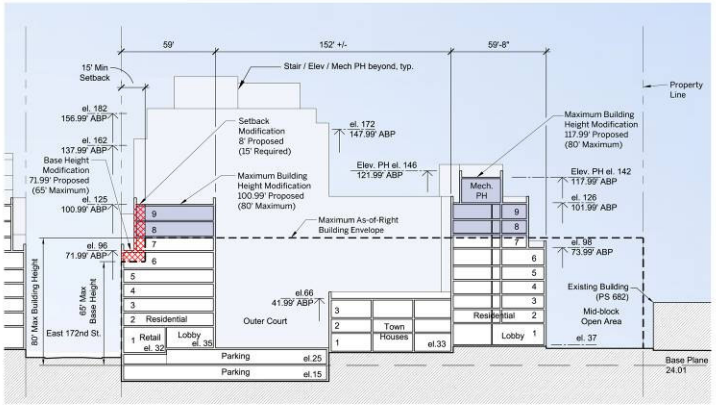


Figure 1-12C
Buildings 1A / 1B - Proposed Height and Setback Waivers (Sections)



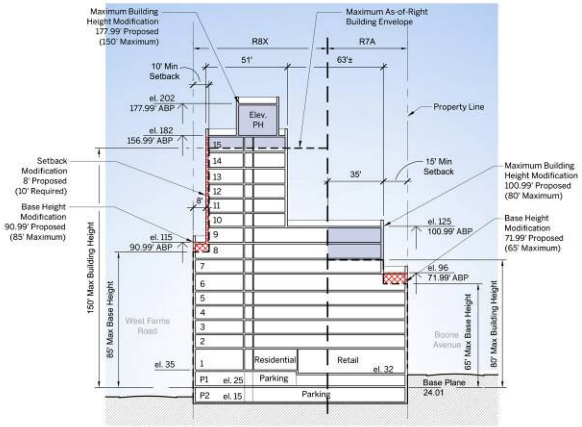
BUILDING 1A & 1B
ZONING LOT A
Block 3013
Base Plane: el. 24.01'

1 SECTION



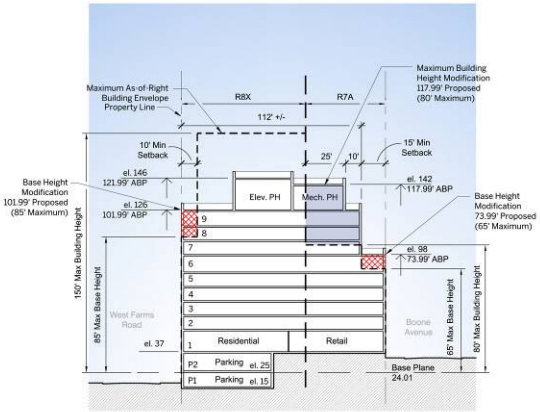
BUILDING 1B & 1A
ZONING LOT A
Block 3013
Base Plane: el. 24.01'

2 SECTION



BUILDING 1B
ZONING LOT A
Block 3013
Base Plane: el. 24.01'

3 SECTION



BUILDING 1A
ZONING LOT A
Block 3013
Base Plane: el. 24.01'

4 SECTION

NOTES

ABP - Above Base Plane

Extent and location of rock outcropping to be confirmed pending survey

LEGEND

- Base Height / Setback Modification pursuant to Special Permit ZR 74-743(a)
- Maximum Building Height Modification pursuant to Special Permit ZR 74-743(a)
- As-of-Right Building Envelope
- As-of-Right Building Envelope
- Zoning District Boundary
- Property Line

Figure 1-12D
Buildings 2A / 2B and 3A / 3B / 3C - Proposed Height and Setback Waivers (Plan)

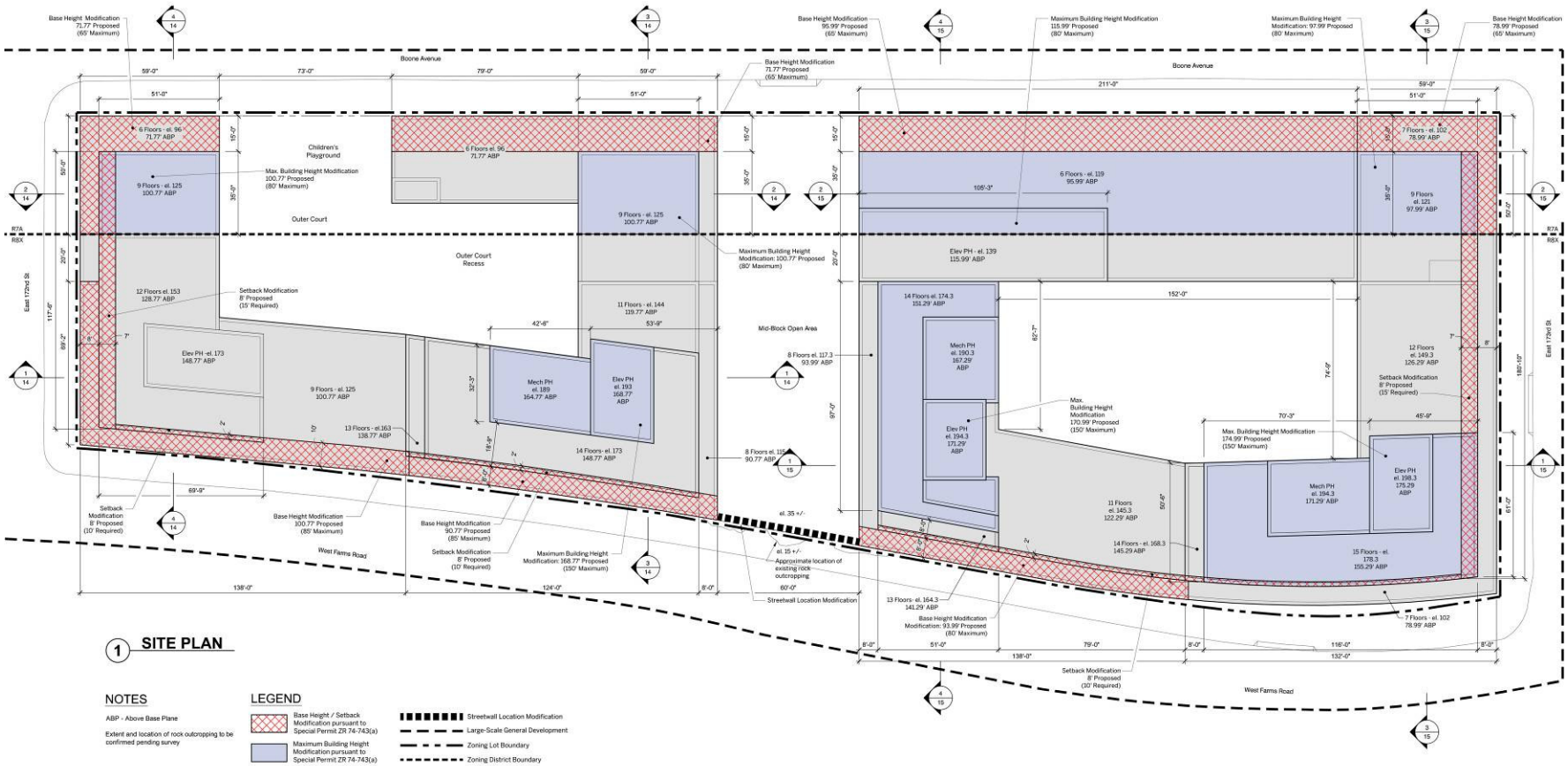
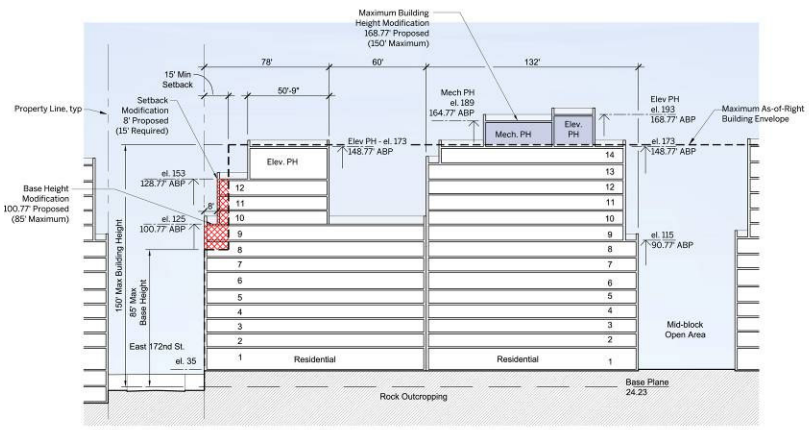
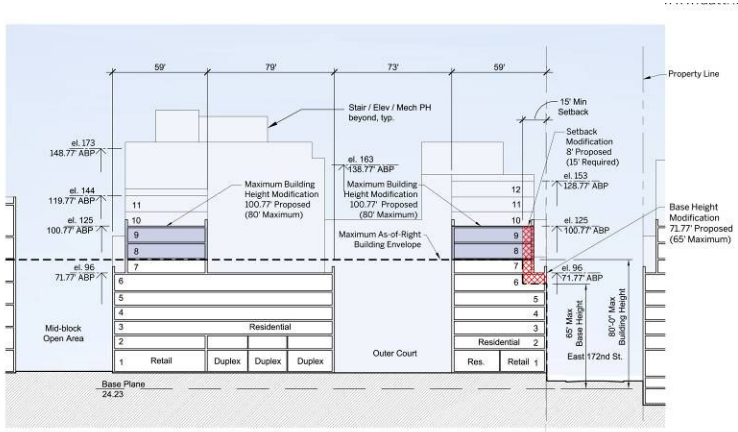


Figure 1-12E
Buildings 2A / 2B - Proposed Height and Setback Waivers (Sections)



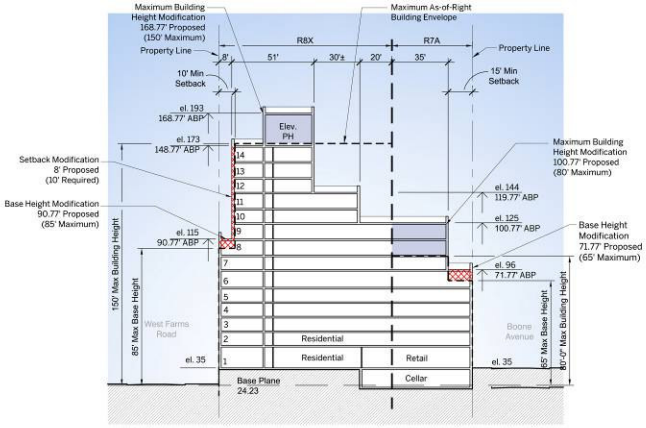
BUILDING 2A & 2B
ZONING LOT B (South)
Block 3014-S
Base Plane: el. 24.23'

1 SECTION



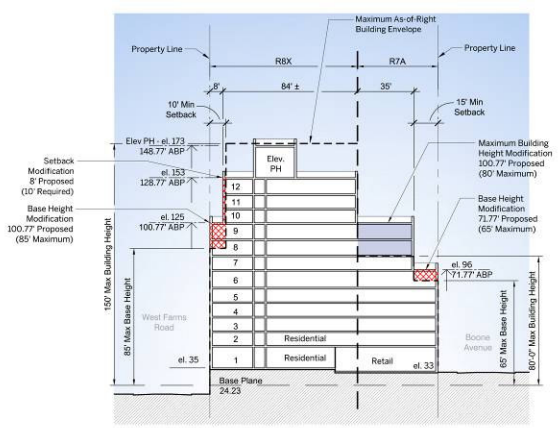
BUILDING 2B & 2A
ZONING LOT B (South)
Block 3014-S
Base Plane: el. 24.23'

2 SECTION



BUILDING 2B
ZONING LOT B (South)
Block 3014-S
Base Plane: el. 24.23'

3 SECTION



BUILDING 2A
ZONING LOT B (South)
Block 3014-S
Base Plane: el. 24.23'

4 SECTION

NOTES

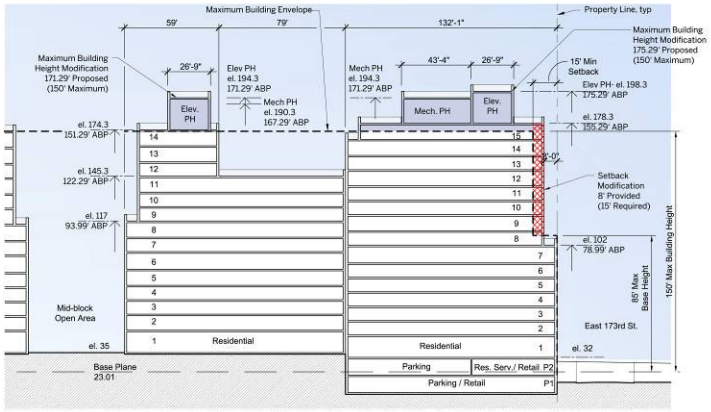
ABP - Above Base Plane

Extent and location of rock outcropping to be confirmed pending survey

LEGEND

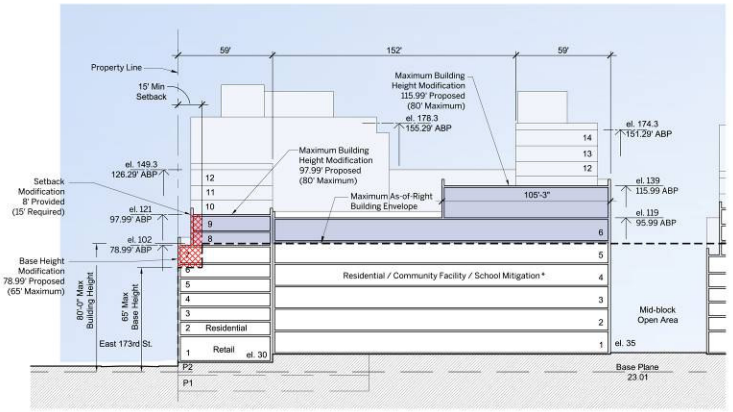
- Base Height / Setback Modification pursuant to Special Permit ZR 74-743(a)
- Maximum Building Height Modification pursuant to Special Permit ZR 74-743(a)
- As-of-Right Building Envelope
- As-of-Right Building Envelope
- Zoning District Boundary
- Property Line

Figure 1-12F
Buildings 3A / 3B / 3C - Proposed Height and Setback Waivers (Sections)



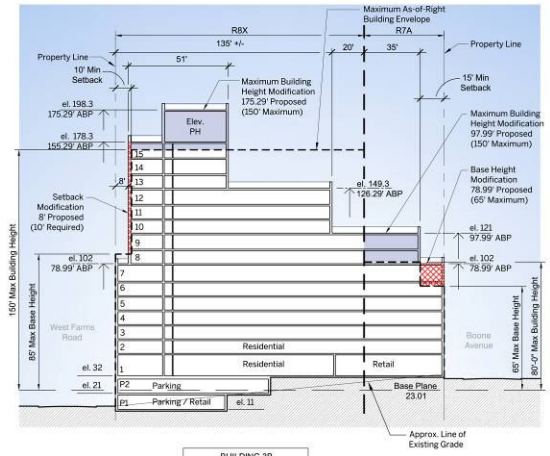
BUILDING 3A & 3B
ZONING LOT B (North)
Block 3014-N
Base Plane: el. 23.01'

1 SECTION



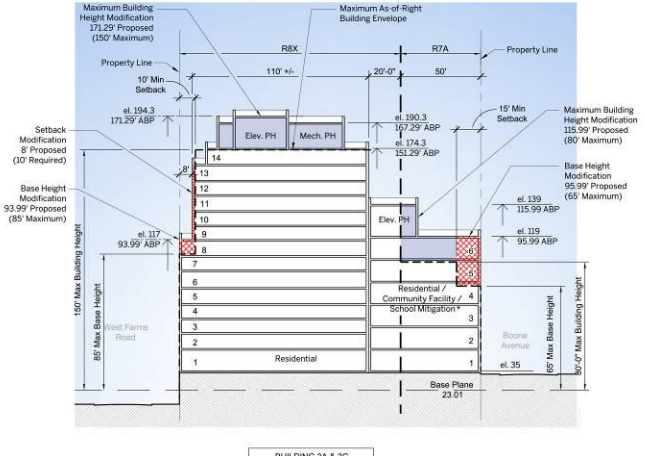
BUILDING 3B & 3C
ZONING LOT B (North)
Block 3014-N
Base Plane: el. 23.01'

2 SECTION



BUILDING 3B
ZONING LOT B (North)
Block 3014-N
Base Plane: el. 23.01'

3 SECTION



BUILDING 3A & 3C
ZONING LOT B (North)
Block 3014-N
Base Plane: el. 23.01'

4 SECTION

NOTES

ABP - Above Base Plane

Extent and location of rock outcropping to be confirmed pending survey

LEGEND

- Base Height / Setback Modification pursuant to Special Permit ZR 74-743(a)
- Maximum Building Height Modification pursuant to Special Permit ZR 74-743(a)
- As-of-Right Building Envelope
- As-of-Right Building Envelope
- Zoning District Boundary
- Property Line

Figure 1-12G
Buildings 1A / 1B and 2A / 2B - Proposed Outer Court Recess Waivers

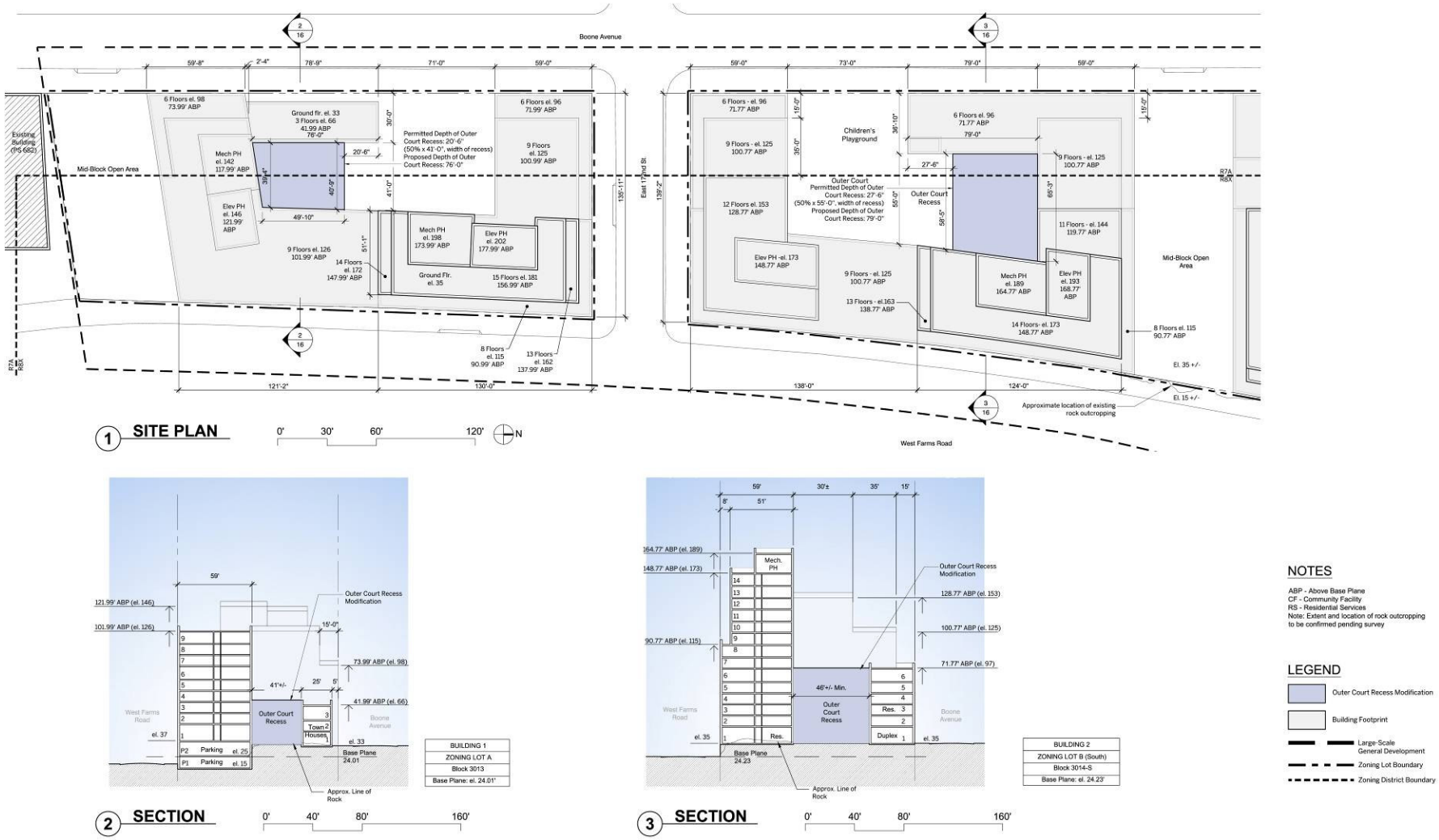
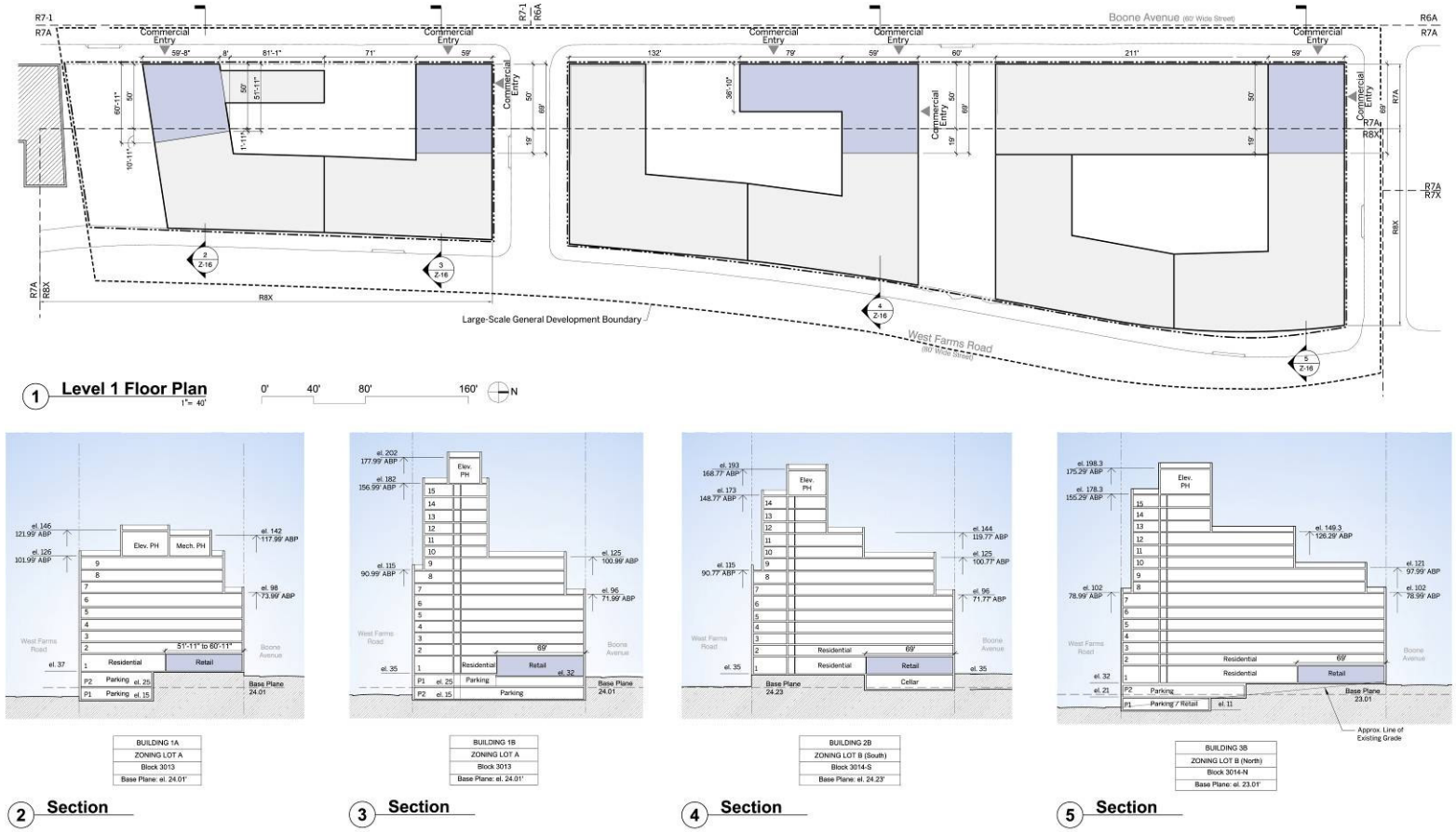


Figure 1-12H
LSGD Buildings - Proposed Waivers regarding Location of Commercial Uses



Restrictive Declaration

In connection with the Proposed Project, a Restrictive Declaration will be recorded at the time all land use related actions described above are approved. The Restrictive Declaration would, among other things:

- Require development in substantial accordance with the approved plans, which establish an envelope within which the buildings must be constructed, including limitations on floor area.
- Require that the Proposed Project's development program be within the scope of the RWCDS analyzed in the EIS.

Provide for the implementation of "Project Components Related to the Environment" (i.e., certain Project components which were material to the analysis of environmental impacts in the EIS) and mitigation measures, substantially consistent with the EIS.

PROJECTED DEVELOPMENT

CEQR considers the long term and short term effects of a proposed action. For area-wide rezonings not associated with a specific development, the foreseeable future is generally considered to be a ten year build out period. This is assumed to be the length of time over which developers would act on the change in zoning and the effects of the proposed action would be experienced. In this instance, there is both a Proposed Project as well as a more extensive area to be included in the proposed rezoning under the Proposed Action. The time frame expected by the project applicant is also about ten years to complete development on the parcels of land under the applicant's control (the Proposed Project). Hence, a ten year analysis period is viewed as a reasonable build-out period for both the Proposed Project and Proposed Action.

The Future with the Proposed Action scenario therefore identifies the amount, type, and location of development that is expected to occur by 2022 as a result of the Proposed Action. The Future without the Proposed Action scenario identifies similar development projections for 2022 absent the Proposed Action. The incremental difference between the Action and No Action scenarios serves as the basis for the impact analyses.

To determine the development scenarios, standard methodologies have been used following *CEQR Technical Manual* guidelines and employing reasonable, worst-case assumptions. These methodologies have been used to identify the amount and location of future residential, commercial, and community facility growth. In projecting the amount and location of new development, several factors have been considered, including known development proposals, current market demands, past development trends, and DCP's "soft site" criteria, described below, for identifying likely development sites. 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 a rezoning area. The first step in establishing the development scenarios was to identify those sites where new development could reasonably be expected to occur.

In identifying the reasonable worst case development scenario (RWCDS), a general set of criteria was established and all sites that met the criteria were identified. Area specific criteria were also developed to further identify projected and potential development sites.

General Criteria for Development Sites

The following criteria were used to categorize soft sites as **"Projected"** development sites.

- Lots with a total size of 5,000 sf or larger (may include potential assemblages totaling 5,000 sf if assemblage seems probable) occupied by buildings with floor area ratios equal to or less than half the proposed maximum permitted FAR.

- Lots occupied by loft buildings or other buildings that are suitable for residential conversion.

The following criteria were used to further categorize soft sites per the above to distinguish **"Potential"** development sites, which are those sites that could be developed but are assumed to have less development potential than the projected development sites.

- Lots containing active businesses operating within fully-enclosed structures that occupy most of their lot/ building.

- Active businesses that have undergone extensive investment and that provide unique services, or which are prominent and successful neighborhood businesses or organizations less likely to relocate.

- Lots with warehouse buildings that are more than 20 percent vacant or occupied by marginal uses and which are suitable for conversion.

- Highly irregular lots or otherwise encumbered properties that would make development difficult, or lots situated in a less-attractive location for new development.

The following uses and types of buildings that meet these criteria were not included in the development scenario because they are very unlikely to be redeveloped as a result of the proposed rezoning.

- The sites of public schools. The public high school that meets the development site criteria is built to less than half of the permitted floor area of its site under the proposed zoning. It is unlikely that the increment of additional FAR permitted under the proposed zoning would induce redevelopment or expansion of this site.

Additional assumptions made in developing the reasonable worst case development scenario include the following.

- The average dwelling unit size is assumed to be 1,000 sf, reflecting the type of units that are currently being constructed in this area.

- Ground floor commercial totals assume that 100 percent of the ground floor's lot area in the new commercial districts is developed as local retail space, to establish the reasonable worst case.

Reasonable Worst Case Development Scenario (RWCDS)

The Future without the Proposed Action

In the future without the Proposed Action, almost no new development would be expected. The only major development that would be expected would be located at the far northern end of the area to be rezoned, on Block 3016, Lot 38 and 42 (part of Parcel 9). This area is now zoned as R7-1 with a C2-4 commercial overlay. Approximately 134 new dwelling units and about 39,000 sf of new commercial

development would be expected on this site. The remainder of the area to be rezoned would be expected to remain as it is under existing conditions (see Table 1-3).

The Future with the Proposed Action

Table 1-3 summarizes maximum potential development that would be expected to result from the Proposed Action, including development expected to occur on sites that are not under the control of the applicant as well as the applicant's Proposed Project. Figure 1-13 provides a graphic depiction of the development sites listed in Table 1-3. Overall, the RWCDS projects that the Proposed Action would result in new development by 2022 of approximately 2,635 dwelling units (including 923 units allocated to affordable housing), 92,941 sf of locally-oriented commercial retail space and 11,888 sf of community facility space compared to the Future without the Proposed Action. Of this development, 1,310 dwelling units (including 260 affordable units) and 46,908 sf of commercial space would be located on sites that are not under the control of the applicant. The remaining 1,325 dwelling units (including an estimated 663 affordable units), 46,033 sf of commercial space and 11,888 sf of community facility space would comprise the applicant's Proposed Project and would be located on development sites that are under its control. As discussed in Chapter 3, Mitigation, the SCA will have the option to develop an 88,620 sf (approximately 540-seat) elementary school serving grades pre-k through 5 on a portion of the LSGD site as mitigation for a potential schools impact, which would reduce residential floor area by approximately 45,360 sf (53 dwelling units).

The RWCDS assumes that the maximum permitted floor area will be developed on all projected development sites that are not under the control of the applicant. Because the rezoning area would be mapped as an Inclusionary Housing area, 20 percent of the total floor area (net of ground floor commercial and community facility floor area) would need to be allocated to affordable housing in order to maximize residential floor area. Accordingly, the RWCDS assumes that 20 percent of the dwelling units on non-applicant controlled projected development sites will be affordable. As noted above, the average dwelling unit size (for both affordable and market-rate units) is assumed to be 1,000 sf. In C2-4 commercial overlays mapped within R6, R7 and R8 residential districts, commercial uses are not permitted above the ground floor of mixed residential / commercial buildings. In order to maximize floor area, the RWCDS assumes that projected development sites not under the applicant's control will be developed with ground-floor retail (covering 100 percent of the lot area) and residential uses above. (The only exception is the building on Parcel 5A which, due to the location and configuration of the parcel, is expected to be developed as a 2-story commercial building.)

For sites under the applicant's control that are not part of the LSGD (i.e., for Buildings 4 - 6), the RWCDS follows the assumptions above for non-applicant controlled sites with respect to maximizing floor area, providing an average dwelling unit size of 1,000 sf and limiting commercial retail to the ground floor. For the LSGD Buildings, the applicant proposed to construct less floor area than the maximum aggregate permitted under the rezoning. In addition, the applicant anticipates a slightly lower average unit size and a more limited amount of commercial floor area. Because the LSGD will be subject to a restrictive declaration executed in connection with the special permits, and for purposes of the base analysis, the RWCDS for Parcels 1 and 2 follows the applicant's proposed program.

The applicant desires to provide affordable housing for the Proposed Project in excess of the minimum required under the Inclusionary Housing program to achieve the maximum bonus floor area on both the sites to be developed pursuant to the LSGD special permits as well as the as-of-right sites and intends to seek funding through HPD and HDC to try to achieve this goal. The amount and future availability of such funding is unknown, so the extent of additional affordable housing to be provided

(if any) could vary. Although no specific programs have been identified, at least one of the more commonly available subsidy programs requires that 50 percent of residential units be set aside for low- to moderate-income households. Accordingly, in order to provide a conservative analysis with respect to daycare and other impacts, the RWCDS generally assumes that 50 percent of the floor area in the Proposed Project (approximately 613 units) would be affordable, reflecting the applicant's goal of providing affordable housing in excess of the minimum contemplated under the Inclusionary Housing program. The analysis of indirect residential displacement in Chapter 2.B, however, conservatively assumes only the 20 percent minimum affordable housing (approximately 265 units) required under the Inclusionary Housing program to achieve the maximum bonus. These assumptions may be revised if the actual financing programs and subsidy levels are determined during the course of the preparation of the EIS.

Finally as noted previously, if there are substantial rock outcroppings on Block 3014 (Parcel 2), it would not be financially feasible to provide the required accessory parking below grade. Accordingly, for purposes of the EIS two potential accessory parking configurations for Parcel 2 will be studied. Under the "At-Grade Parking Configuration," a total of 91 accessory parking spaces and 645 dwelling units would be provided on Parcel 2. Under the "Below-Grade Parking Configuration," a total of 94 accessory parking spaces and 658 dwelling units would be provided on the Parcel. The higher number of dwelling units will be assumed in general for all analyses.

There are eight potential development sites within the area to be rezoned. Six of these sites are south of the Cross Bronx Expressway and are currently within M1-1 zoning districts. The remaining two potential development sites are within an existing R7-1 zoning district having a C2-4 commercial overlay. Each of these sites did not meet the criteria (i.e., too small) to be classified as a projected development site or had other traits which made their future development more speculative (such as a recent major investment in the property). The potential development sites are shown in the light green color in both Table 1-3 and Figure 1-13.

Table 1-3 – Summary of Existing Conditions, the Future without the Proposed Action and the Future with the Proposed Action
Projected Development on Sites Controlled by Applicant

Site Information				Existing Conditions									Future No Action					Future Action Condition							
Parcel	Block	Lot		Existing Zoning	Lot Area	Maximum Floor Area Ratio (FAR)	Residential Floor Area	Commercial Floor Area	Community Facility Floor Area	Industrial Floor Area	Dwelling Units	Existing FAR	Residential Floor Area	Commercial Floor Area	Community Facility	Industrial Floor Area	Dwelling Units	Proposed Zoning	Proposed FAR	Subsidized Units	Total Dwelling Units	Residential Floor Area	Commercial Floor Area	Community Facility	Industrial Floor Area
Applicant Controlled Properties (Projected Development)																									
		12	*		14,630	1.0	0	0	0	1,200	0	0.1	0	0	0	1,200	0	R7A	LSGD						
		29	*		6,212	1.0	0	0	0	6,472	0	1.0	0	0	0	6,472	0	R7A/R8X	LSGD						
		31	*		14,555	1.0	0	0	0	16,357	0	1.1	0	0	0	16,357	0	R7A/R8X	LSGD						
		35	*		1,170	1.0	0	0	0	1,170	0	1.0	0	0	0	1,170	0	R7A	LSGD						
		37	*		284	1.0	0	0	0	0	0	0.0	0	0	0	0	0	R7A	LSGD						
1	3013	46	*	M1-1	3,948	1.0	0	0	0	2,400	0	0.6	0	0	0	2,400	0	R7A	LSGD	119	237	229,933	6,000	0	
		9	*	M1-1	41,700	1.0	0	0	0	0	0	0.0	0	0	0	0	0	R7A/R8X	LSGD						
2S	3014	45	*		13	1.0	0	0	0	0	0	0.0	0	0	0	0	0	R8X	LSGD	144	288	281,191	4,426	0	
2N	3014	15	*	M1-1	65,000	1.0	0	0	0	65,850	0	1.0	0	0	0	65,850	0	R7A/R8X	LSGD	185	370	355,390	8,067	11,888	
3B	3009	33	*	M1-1	10,000	1.0	0	0	0	10,000	0	1.0	0	0	0	10,000	0	R6A	3.6	18	36	36,000	0		
		11	*	R7-1/C2-4	5,293	3.4	0	0	0	0	0	0.0	0	0	0	0	0	R8X	7.2						
		13	*	M1-1	17,500	1.0	0	0	0	16,500	0	0.9	0	0	0	16,500	0	R8X/C2-4	7.2						
8	3016	21	*	M1-1	5,292	1.0	0	0	0	5,292	0	1.0	0	0	0	5,292	0	R8X/C2-4	7.2	100	200	199,598	10,040	0	
		60	*	M1-1	19,000	1.0	0	0	0	16,000	0	0.8	0	0	0	16,000	0	R8X/C2-4	7.2						
9D	3016	66	*	M1-1	8,415	1.0	0	0	0	0	0	0.0	0	0	0	0	0	R8X/C2-4	7.2	97	194	193,702	17,500	0	
Subtotal					213,012		0	0	0	141,241	0		0	0	0	141,241	0			663	1,325	1,295,814	46,033	11,888	0

= Applicant owned, subject to Special Permit
= Applicant owned, not subject to Special Permit
= Non Applicant Projected Development Parcels
= Potential Development Parcels

Table 1-3 – Summary of Existing Conditions, the Future without the Proposed Action and the Future with the Proposed Action - Continued

Projected Development on Sites Not Controlled by Applicant

Site Information				Existing Conditions										Future No Action					Future Action Condition							
Parcel	Block	Lot		Existing Zoning	Lot Area	Maximum Floor Area Ratio (FAR)	Residential Floor Area	Commercial Floor Area	Community Facility Floor Area	Industrial Floor Area	Dwelling Units	Existing FAR		Residential Floor Area	Commercial Floor Area	Community Facility	Industrial Floor Area	Dwelling Units	Proposed Zoning	Proposed FAR	Subsidized Units	Total Dwelling Units	Residential Floor Area	Commercial Floor Area	Community Facility	Industrial Floor Area
Projected Development Parcels																										
3A	3009	25		M1-1	20,000	1.0	0	0	0	19,700	0	1.0		0	0	0	19,700	0	R6A	3.6	14	72	72,000	0		
3D	3009	38		M1-1	13,750	1.0	0	0	0	13,700	0	1.0		0	0	0	13,700	0	R6A	3.6	10	50	49,500	0		
3E	3009	44		M1-1	12,500	1.0	0	0	0	12,500	0	1.0		0	0	0	12,500	0	R6A	3.6	9	45	45,000	0		
4A	3015	1		M1-1	10,906	1.0	0	0	0	22,371	0	2.1		0	0	0	22,371	0	R7A	4.6	10	50	50,168	10,000		
		3		M1-1	8,976	1.0	0	0	0	3,505	0	0.4		0	0	0	3,505	0	R7A	4.6	0	0				
4B	3015	5		M1-1	10,658	1.0	0	0	0	16,912	0	1.6		0	0	0	16,912	0	R7A/R7X	4.8	18	92	91,915			
		17		M1-1	7,600	1.0	0	0	0	3,700	0	0.5		0	0	0	3,700	0	R7A	4.6						
		18		M1-1	1,047	1.0	0	0	0	0	0	0.0		0	0	0	0	0	R7A	4.6						
		29		M1-1	10,345	1.0	0	0	0	14,170	0	1.4		0	0	0	14,170	0	R7A/R7X	5.0						
4C	3015	31		M1-1	9,723	1.0	0	0	0	6,480	0	0.7		0	0	0	6,480	0	R7A/R7X	5.0	28	140	140,116			
5A	3010	26		M1-1	2,500	1.0		0	0	2,500	0	1.0		0	0	0	2,500	0	R6A	3.6	0	0	0	5,000		
5B	3010	29		M1-1	10,000	1.0	0	0	0	10,000	0	1.0		0	0	0	10,000	0	R6A	3.6	7	36	36,000	0		
5C	3010	33		M1-1	17,525	1.0	0	0	0	17,525	0	1.0		0	0	0	17,525	0	R6A	3.6	13	63	63,090	0		
5D	3010	40		M1-1	14,975	1.0	0	0	0	14,975	0	1.0		0	0	0	14,975	0	R6A	3.6	11	54	53,910	0		
5E	3010	46		M1-1	7,500	1.0	0	0	0	15,000	0	2.0		0	0	0	15,000	0	R6A	3.6	5	27	27,000	10,000		
		50		M1-1	2,276	1.0	0	0	0	0	0	0.0		0	0	0	0	0	R7A	4.6						
		56		M1-1	1,250	1.0	0	0	0	0	0	0.0		0	0	0	0	0	R7A	4.6						
6A	3015	110		M1-1	9,548	1.0	0	0	0	0	0	0.0		0	0	0	0	0	R7A/R7X	4.8	12	62	61,573	10,000		
		62		M1-1	609	1.0	0	0	0	0	0	0.0		0	0	0	0	0	R7A	4.6						
		87		M1-1	8,823	1.0	0	0	0	1,000	0	0.1		0	0	0	5,960	0	R7A	4.6						
6B	3015	89		M1-1	2,910	1.0	1,880	0	0	0	2	0.0		1,880	0	0	0	2	R7A	4.6	11	57	56,773			
		67		M1-1	810	1.0	0	0	0	500	0	0.6		0	0	0	500	0	R7A	4.6						
		83		M1-1	2,955	1.0	0	0	0	1,278	0	0.4		0	0	0	1,278	0	R7A	4.6						
		84		M1-1	1,815	1.0	2,391	0	0	0	3	1.3		2,391	0	0	0	3	R7A	4.6						
6C	3015	85		M1-1	5,537	1.0	0	0	0	3,680	0	0.7		0	0	0	3,680	0	R7A	4.6	10	51	51,138			
6E	3015	95		M1-1	11,802	1.0	0	0	0	2,112	0	0.2		0	0	0	2,112	0	R7A/R7X	4.8	11	56	56,060			
6G	3015	97		M1-1	12,536	1.0	0	0	0	12,160	0	1.0		0	0	0	12,160	0	R7A/R7X	4.8	12	60	59,546	12,536		
7A	2998	97		M1-1	10,145	1.0	0	0	0	4,125	0	0.4		0	0	0	4,125	0	R6A	3.6	7	37	36,522	0		
		104		M1-1	16,252	1.0	0	0	0	16,252	0	1.0		0	0	0	16,252	0	R6A	3.6	0	0		0		
		113		M1-1	19,888	1.0	0	0	0	19,888	0	1.0		0	0	0	19,888	0	R6A	3.6	0	0		0		
7B	2998	124		M1-1	14,019	1.0	0	0	0	14,019	0	1.0		0	0	0	14,019	0	R6A	3.6	36	181	180,572	0		
		38		R7-1/C2-4	6,678	3.4	0	0	0	0	0	0.0		0	0	0	0	0	R8X/C2-4	7.2				0		
9C	3016	42		R7-1/C2-4	32,250	3.4	0	15,000	0	40,390	0	1.3		133,912	38928	0	0	134	R8X/C2-4	7.2	56	280	280,282	38,300		
9E	3016	71		M1-1	5,354	1.0	1,000	0	0	0	1	0.2		1,000	0	0	0	1	R8X	7.2	8	39	38,549	0	0	0
Subtotal					323,462		5,271	15,000	0	288,442	6			139,183	38,928	0	253,012	140			290	1,450	1,449,713	85,836	0	0
Projected Development Totals					536,474		5,271	15,000	0	429,683	6			139,183	38,928	0	394,253	140			952	2,775	2,745,527	131,869	11,888	0
No Action to Action Increment																					923	2,635	2,606,344	92,941	11,888	-394,253

= Applicant owned, subject to Special Permit
= Applicant owned, not subject to Special Permit
= Non Applicant Projected Development Parcels
= Potential Development Parcels

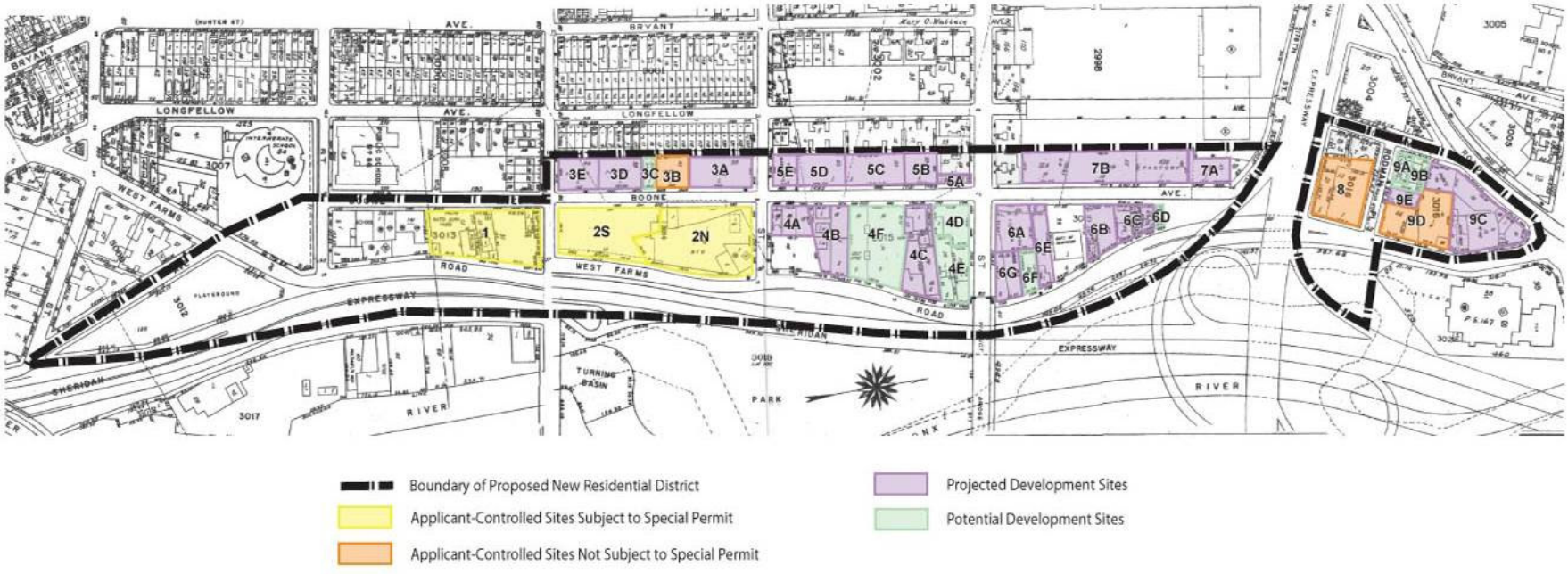
Table 1-3 – Summary of Existing Conditions, the Future without the Proposed Action and the Future with the Proposed Action - Continued

Potential Development on Sites Not Controlled by Applicant

Site Information				Existing Conditions										Future No Action					Future Action Condition							
Parcel	Block	Lot		Existing Zoning	Lot Area	Maximum Floor Area Ratio (FAR)	Residential Floor Area	Commercial Floor Area	Community Facility Floor Area	Industrial Floor Area	Dwelling Units	Existing FAR		Residential Floor Area	Commercial Floor Area	Community Facility	Industrial Floor Area	Dwelling Units	Proposed Zoning	Proposed FAR	Subsidized Units	Total Dwelling Units	Residential Floor Area	Commercial Floor Area	Community Facility	Industrial Floor Area
Potential Development Sites																										
3C	3009	37		M1-1	3,750	1.0	0	0	0	3,700	0	1.0		0	0	0	3,700	0	R6A	3.6	3	14	13,500			
4D	3015	19		M1-1	13,209	1.0	0	4,539	0	0	0	0.0		0	4539	0	0	0	R7A	4.6	12	61	60,761	13,209		
		25		M1-1	7,299	1.0	0	0	0	3,700	0	0.5		0	0	0	3,700	0	R7X	5.0						
4E	3015	26		M1-1	9,482	1.0	0	0	0	11,535	0	1.2		0	0	0	11,535	0	R7A/R7X	5.0	17	84	83,905	10,781		
4F	3015	34		M1-1	27,637	1.0	0	65,324	0	0	0	0.0		0	65324	0	0	0	R7A/R7X	4.8	26	131	131,276			
6D	3015	81		M1-1	2,304	1.0	2,256	0	0	0	2	0.0		2,256	0	0	0	2	R7A	4.6	2	11	10,598			
6F	3015	96		M1-1	9,280	1.0	0	0	0	7,518	0	0.8		0	0	0	7,518	0	R7A/R7X	4.8	9	44	44,080			
		33		R7-1/C2-4	2,945	3.4	2,790	0	0	0	3	0.0		2,790	0	0	0	3	R8X/C2-4	7.2						
9A	3016	35		R7-1/C2-4	2,250	3.4	3,000	0	0	0	3	0.0		3,000	0	0	0	3	R8X/C2-4	7.2	7	37	37,404	5,195		
		36		R7-1/C2-4	3,536	3.4	3,000	0	0	0	3	0.0		3,000	0	0	0	3	R8X/C2-4	7.2						
9B	3016	37		R7-1/C2-4	2,108	3.4	0	0	1,875	0	0	0.0		0	0	1,875	0	0	R8X/C2-4	7.2	8	41	40,637	5,644		

= Applicant owned, subject to Special Permit
= Applicant owned, not subject to Special Permit
= Non Applicant Projected Development Parcels
= Potential Development Parcels

Figure 1-13
Delineation of Projected and Potential Development Sites



PUBLIC REVIEW PROCESS

The environmental review process (CEQR) is intended to provide decision-makers with an understanding of the environmental consequences of proposed actions presented before an agency. Often, the environmental review process is integrated and coordinated with other decision-making processes utilized by government agencies. As defined below, for the Proposed Action, the other public process necessary to implement the project is ULURP. These two review processes, ULURP and CEQR, are described below.

Uniform Land Use Review Procedure (ULURP)

The City's ULURP, mandated by Sections 197-c and 197-d of the City Charter, is a process specially designed to allow public review of a proposed action at four levels: the Community Board, the Borough President and (if applicable) the Borough Board, the City Planning Commission and the City Council. The procedure sets time limits for review at each stage to ensure a maximum total review period of approximately seven months.

The ULURP process begins with a certification by the DCP that the ULURP application is complete, which includes satisfying CEQR requirements (see the discussion below). The application is then forwarded to Bronx Community Boards 3 and 6, which have 60 days in which to review and discuss the approval, hold public hearings, and adopt recommendations regarding the application. Once this step is complete, the Borough President and Borough Board review the application concurrently for up to 30 days. CPC then has 60 days to review the application, during which time a ULURP/CEQR public hearing is held. Comments made at the Draft EIS public hearing (the record for commenting remains open for ten days after the hearing to receive written comments) are incorporated into a Final EIS; the Final EIS must be completed at least ten days before CPC makes its decision on the application. CPC may approve, approve with modifications or deny the application. If the ULURP application is approved, or approved with modifications, it moves forward to the City Council for review. The City Council has 50 days to review the application and during this time will hold a public hearing on the Proposed Action, through its Land Use Subcommittee. The Council may approve, approve with modifications or deny the application. If the Council proposes a modification to the Proposed Action, the ULURP review process stops for 15 days, providing time for a CPC determination on whether the proposed modification is within the scope of the environmental review and ULURP review. If it is, then the Council may proceed with the modification; if not, then the Council may only vote on the actions as approved by the CPC. Following the Council's vote, the Mayor has five days in which to veto the Council's actions. The City Council may override the mayoral veto within 10 days.

Environmental Review (CEQR)

Pursuant to the State Environmental Quality Review Act (SEQRA) and its implementing regulations, New York City has established rules for its own environmental quality review, abbreviated as CEQR. The environmental review process provides a means for decision-makers to systematically consider environmental effects along with other aspects of project planning and design, to propose reasonable alternatives, and to identify, and when practicable, mitigate significant adverse environmental effects. CEQR rules guide environmental review, as follows.

Establishing a Lead Agency: Under CEQR, a "lead agency" is the public entity responsible for conducting environmental review. Usually, the lead agency is also the entity principally responsible for carrying out, funding or approving the Proposed Action. In accordance with CEQR rules (62 RCNY §5-03), the CPC is the lead agency for the Proposed Action.

Determination of Significance: The lead agency's first charge is to determine whether the Proposed Action may have a significant adverse impact on the environment. To do so, CPC, in this case, evaluated an Environmental Assessment Statement (EAS) submitted by the applicant. The EAS for the proposed Crotona Park East / West Farms Rezoning and Related Actions was submitted on January 13, 2010. Based on the information contained in the EAS, the CPC determined that the Proposed Action may have a significant adverse impact on the environment and issued a Positive Declaration on January 25, 2010.

Scoping: Along with its issuance of a Positive Declaration, CPC issued a Draft Scope of Work for the EIS on January 25. This draft scope was widely distributed to concerned citizens, public agencies, and other interested groups. "Scoping" or creating the scope of work, is the process of identifying the environmental impact analyses, the methodologies to be used, the key issues to be studied, and creating an opportunity for others to comment on the intended effort. CEQR requires a public scoping meeting as part of the process. A public scoping meeting was held on March 4, 2010. The public review period for agencies and the public to review and comment on the Draft Scope of Work was open through March 15, 2010. Modifications to the Draft Scope of Work for the project's EIS were made as a result of public and interested agency input during the scoping process. A Final Scope of Work document for the project (which reflected comments made on the draft scope and responses to those comments), was issued in May 2011.

Draft Environmental Impact Statement (EIS): In accordance with the Final Scope of Work and following the methodologies and criteria for determining significant adverse impacts in the *CEQR Technical Manual*, a Draft EIS was prepared. The lead agency reviews all aspects of the document, relying on other City agencies to assist, as appropriate. Once the lead agency is satisfied that the Draft EIS is complete for public review, it issues a Notice of Completion and circulates the Draft EIS for public review. When a Draft EIS is required, it must be deemed complete before the ULURP application may also be found complete. The Notice of Completion for this Draft EIS was issued on May 6, 2011.

Public Review: Publication of the Draft EIS and issuance of the Notice of Completion signals the start of the public review period. During this time, the public has the opportunity to review and comment on the Draft EIS either in writing or at a public hearing convened for the purpose of receiving such comments. As noted above, when the CEQR process is coordinated with another City process that requires a public hearing, such as ULURP, the hearings are held jointly. The lead agency must publish a notice of hearing at least fourteen (14) days before it takes place, and must accept written comments for at least ten (10) days following the close of the hearing. All substantive comments received at the hearing become part of the CEQR record and must be summarized and responded to in the Final EIS.

Final Environmental Impact Statement (EIS): After the close of the public comment period for the Draft EIS, the Final EIS is prepared. This Final EIS must incorporate relevant comments on the Draft EIS, either in a separate chapter or in changes to the body of the text, graphics and tables. Once the lead agency determines the Final EIS is complete, it issues a Notice of Completion and circulates the Final EIS.

Findings: To document that the responsible public decision-maker has taken a hard look at the environmental consequences of a Proposed Project, any agency taking a discretionary action regarding a project must adopt a formal set of written findings, reflecting its conclusions about the significant adverse environmental impacts of the Proposed Project, potential alternatives, and potential mitigation measures. The findings may not be adopted until ten (10) days after the Notice of

Completion has been issued for the Final EIS. Once findings are adopted, the lead and involved agencies may take their actions (or take “no action”).