Appendix C: Waterfront Revitalization Program

Appendix C1: New York City Waterfront Revitalization Program Consistency Assessment Form

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FOR INTERNAL USE ONLY	WRP No. _____
Date Received: _____	DOS No. _____

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM
Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's Coastal Zone, must be reviewed and assessed for their consistency with the *New York City Waterfront Revitalization Program (WRP)* which has been approved as part of the State's Coastal Management Program.

This form is intended to assist an applicant in certifying that the proposed activity is consistent with the WRP. It should be completed when the local, state, or federal application is prepared. The completed form and accompanying information will be used by the New York State Department of State, the New York City Department of City Planning, or other city or state agencies in their review of the applicant's certification of consistency.

A. APPLICANT INFORMATION

Name of Applicant: New York City Department of City Planning, Bronx Borough Office

Name of Applicant Representative: Paul Philps, Director, DCP Bronx Office

Address: 1775 Grand Concourse, Suite 503, Bronx, NY 10453

Telephone: 718-220-8500 Email: pphilps@planning.nyc.gov

Project site owner (if different than above): _____

B. PROPOSED ACTIVITY

If more space is needed, include as an attachment.

1. Brief description of activity

The Proposed Actions would facilitate development consistent with the goals of the Bronx Metro-North Station Area Study by allowing for housing growth with permanently affordable housing, creating neighborhood and commuter-serving retail opportunities, allowing the number of job-generating uses to grow at the Morris Park station area, and focusing development in a manner that promotes active streetscapes along key corridors and near the planned Metro-North stations at Parkchester/Van Nest and Morris Park. To accomplish these goals, DCP is proposing zoning text amendments, zoning map amendments and city map changes (collectively the "Proposed Actions").

The Proposed Actions would affect an approximately 46-block area primarily along the main corridors—East Tremont Avenue, White Plains Road, Bronxdale Avenue, Eastchester Road, and Stillwell Avenue—near the future Parkchester/Van Nest and Morris Park Metro-North stations in Bronx Community Districts 9, 10 and 11 (the "Project Area"). The approximately 28-block area closest to the future Parkchester/Van Nest station is generally bound by Baker Avenue and Van Nest Avenue to the north, Silver Street to the east, East Tremont Avenue to the south, and St. Lawrence Avenue to the west. The approximately 18-block area closest to the future Morris Park station is generally bound by Pelham Parkway to the north, Marconi Street to the east, Williamsbridge Road to the south, and Eastchester Road to the west.

2. Purpose of activity

•Metro-North will be opening new stations at locations that have historically developed as marginal spaces typically occupied by auto-related uses (car repair shops, auto supply, spray booths, etc.). While these areas' historic locations at the edge of communities in part explains this pattern of land uses, the future station areas at Morris Park and Parkchester/Van Nest are not suited for a future condition with projected pedestrian flows of 3,000 to 4,000 persons per day arriving at and leaving each station area, nor are the land uses in place positioned to leverage this new service for the creation of new housing units near transit and for the strengthening of existing jobs centers and retail corridors. The establishment of new transit service in previously auto-oriented areas demands a thoughtful reorientation of permitted uses and densities to capitalize on the state's significant investment in regional rail.
•Current land use and development patterns in Parkchester, Van Nest, and Morris Park have been shaped by zoning that has been in place since 1961 that, as noted above, favored industrial — and historically automotive-focused — uses. Preceding the planned stations by over half a century, land use patterns and the zoning that facilitated existed in a context in which passenger rail service did not exist.
•The existing zoning does not permit appropriate levels of density, nor the types of uses consistent with the future vision for the station areas, as identified by outreach with the public and area stakeholders.
•The existing zoning encourages uses that are not compatible with transit-oriented development and would create conflict between area residents, workers, and riders in the future.
•The existing zoning does not require the inclusion of affordable housing as part of new development.
•The Proposed Actions would facilitate an area-wide rezoning that would increase density on major streets, large sites, areas adjacent to large institutions and at new transit stations.
•The Proposed Actions would implement zoning districts with height limits, requiring new developments to be developed under Quality Housing regulations resulting in better urban design while providing more needed housing and commercial space.
•The Proposed Actions would apply the Mandatory Inclusionary Housing (MIH) program which would require the inclusion of permanently affordable housing in new developments. This is notable as the East Bronx has seen very little mapping of Mandatory Inclusionary Housing Areas in the past and as such the rezoning represents an opportunity to leverage new service towards meeting City priorities for the provision of permanently affordable housing units.
•Without a coordinated rezoning, it is likely that some property owners would seek discretionary actions. New development and conversions would occur, but without the benefit of a coordinated, overarching plan.
•The Proposed Actions would update the zoning in an approximately 46-block area across the two station areas, allowing for growth and development in appropriate locations. Also, although not part of the proposed land use and zoning actions, a coordinated plan would call for strategic improvements to infrastructure and services, such as streetscape and pedestrian safety improvements along East Tremont Avenue and other commercial corridors, a new pedestrian plaza at Morris Park Avenue, and investments in affordable housing and workforce training, among other elements.

C. PROJECT LOCATION

Borough: Bronx Tax Block/Lot(s): See Appendix A

Street Address: Zip Codes: 10460, 10461, 10462

Name of water body (if located on the waterfront): _____

D. REQUIRED ACTIONS OR APPROVALS

Check all that apply.

City Actions/Approvals/Funding

City Planning Commission ☑ Yes ☐ No

☑ City Map Amendment	☐ Zoning Certification	☐ Concession
☑ Zoning Map Amendment	☐ Zoning Authorizations	☐ UDAAP
☑ Zoning Text Amendment	☐ Acquisition – Real Property	☐ Revocable Consent
☐ Site Selection – Public Facility	☑ Disposition – Real Property	☐ Franchise
☐ Housing Plan & Project	☐ Other, explain: _____	
☐ Special Permit		

(if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____

Board of Standards and Appeals ☐ Yes ☑ No

☐ Variance (use)
☐ Variance (bulk)
☐ Special Permit

(if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____

Other City Approvals

☐ Legislation	☐ Funding for Construction, specify: _____
☐ Rulemaking	☐ Policy or Plan, specify: _____
☐ Construction of Public Facilities	☐ Funding of Program, specify: _____
☐ 384 (b) (4) Approval	☐ Permits, specify: _____
☐ Other, explain: _____	

State Actions/Approvals/Funding

☐ State permit or license, specify Agency: _____ Permit type and number: _____
☐ Funding for Construction, specify: _____
☐ Funding of a Program, specify: _____
☐ Other, explain: _____

Federal Actions/Approvals/Funding

☐ Federal permit or license, specify Agency: _____ Permit type and number: _____
☐ Funding for Construction, specify: _____
☐ Funding of a Program, specify: _____
☐ Other, explain: _____

Is this being reviewed in conjunction with a Joint Application for Permits? ☐ Yes ☐ No

E. LOCATION QUESTIONS

1. Does the project require a waterfront site? ☐ Yes ☑ No
2. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land under water or coastal waters? ☐ Yes ☑ No
3. Is the project located on publicly owned land or receiving public assistance? ☑ Yes ☐ No
4. Is the project located within a FEMA 1% annual chance floodplain? *(6.2)* ☑ Yes ☐ No
5. Is the project located within a FEMA 0.2% annual chance floodplain? *(6.2)* ☑ Yes ☐ No
6. Is the project located adjacent to or within a special area designation? *See Maps – Part III of the NYC WRP. If so, check appropriate boxes below and evaluate policies noted in parentheses as part of WRP Policy Assessment (Section F).* ☐ Yes ☑ No

- ☐ Significant Maritime and Industrial Area (SMIA) (*2.1*)
- ☐ Special Natural Waterfront Area (SNWA) (*4.1*)
- ☐ Priority Maritime Activity Zone (PMAZ) (*3.5*)
- ☐ Recognized Ecological Complex (REC) (*4.4*)
- ☐ West Shore Ecologically Sensitive Maritime and Industrial Area (ESMIA) (*2.2, 4.2*)

F. WRP POLICY ASSESSMENT

Review the project or action for consistency with the WRP policies. For each policy, check Promote, Hinder *or* Not Applicable (N/A). *For more information about consistency review process and determination, see* ***Part I*** *of the NYC Waterfront Revitalization Program. When assessing each policy, review the full policy language, including all sub-policies, contained within* ***Part II*** *of the WRP. The relevance of each applicable policy may vary depending upon the project type and where it is located (i.e. if it is located within one of the special area designations).*

For those policies checked Promote *or* Hinder, *provide a written statement on a separate page that assesses the effects of the proposed activity on the relevant policies or standards. If the project or action promotes a policy, explain how the action would be consistent with the goals of the policy. If it hinders a policy, consideration should be given toward any practical means of altering or modifying the project to eliminate the hindrance. Policies that would be advanced by the project should be balanced against those that would be hindered by the project. If reasonable modifications to eliminate the hindrance are not possible, consideration should be given as to whether the hindrance is of such a degree as to be substantial, and if so, those adverse effects should be mitigated to the extent practicable.*

		Promote	Hinder	N/A
1	**Support and facilitate commercial and residential redevelopment in areas well-suited to such development.**	☑	☐	☐
1.1	Encourage commercial and residential redevelopment in appropriate Coastal Zone areas.	☑	☐	☐
1.2	Encourage non-industrial development with uses and design features that enliven the waterfront and attract the public.	☐	☐	☑
1.3	Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.	☑	☐	☐
1.4	In areas adjacent to SMIAs, ensure new residential development maximizes compatibility with existing adjacent maritime and industrial uses.	☐	☐	☑
1.5	Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.	☐	☐	☑

		Promote	Hinder	N/A
2	**Support water-dependent and industrial uses in New York City coastal areas that are well-suited to their continued operation.**	☐	☐	☑
2.1	Promote water-dependent and industrial uses in Significant Maritime and Industrial Areas.	☐	☐	☑
2.2	Encourage a compatible relationship between working waterfront uses, upland development and natural resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☑
2.3	Encourage working waterfront uses at appropriate sites outside the Significant Maritime and Industrial Areas or Ecologically Sensitive Maritime Industrial Area.	☐	☐	☑
2.4	Provide infrastructure improvements necessary to support working waterfront uses.	☐	☐	☑
2.5	Incorporate consideration of climate change and sea level rise into the planning and design of waterfront industrial development and infrastructure, pursuant to WRP Policy 6.2.	☐	☐	☑
3	**Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation.**	☐	☐	☑
3.1.	Support and encourage in-water recreational activities in suitable locations.	☐	☐	☑
3.2	Support and encourage recreational, educational and commercial boating in New York City's maritime centers.	☐	☐	☑
3.3	Minimize conflicts between recreational boating and commercial ship operations.	☐	☐	☑
3.4	Minimize impact of commercial and recreational boating activities on the aquatic environment and surrounding land and water uses.	☐	☐	☑
3.5	In Priority Marine Activity Zones, support the ongoing maintenance of maritime infrastructure for water-dependent uses.	☐	☐	☑
4	**Protect and restore the quality and function of ecological systems within the New York City coastal area.**	☐	☐	☑
4.1	Protect and restore the ecological quality and component habitats and resources within the Special Natural Waterfront Areas.	☐	☐	☑
4.2	Protect and restore the ecological quality and component habitats and resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☑
4.3	Protect designated Significant Coastal Fish and Wildlife Habitats.	☐	☐	☑
4.4	Identify, remediate and restore ecological functions within Recognized Ecological Complexes.	☐	☐	☑
4.5	Protect and restore tidal and freshwater wetlands.	☐	☐	☑
4.6	In addition to wetlands, seek opportunities to create a mosaic of habitats with high ecological value and function that provide environmental and societal benefits. Restoration should strive to incorporate multiple habitat characteristics to achieve the greatest ecological benefit at a single location.	☐	☐	☑
4.7	Protect vulnerable plant, fish and wildlife species, and rare ecological communities. Design and develop land and water uses to maximize their integration or compatibility with the identified ecological community.	☐	☐	☑
4.8	Maintain and protect living aquatic resources.	☐	☐	☑

		Promote	Hinder	N/A
5	**Protect and improve water quality in the New York City coastal area.**	☑	☐	☐
5.1	Manage direct or indirect discharges to waterbodies.	☑	☐	☐
5.2	Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution.	☑	☐	☐
5.3	Protect water quality when excavating or placing fill in navigable waters and in or near marshes, estuaries, tidal marshes, and wetlands.	☐	☐	☑
5.4	Protect the quality and quantity of groundwater, streams, and the sources of water for wetlands.	☑	☐	☐
5.5	Protect and improve water quality through cost-effective grey-infrastructure and in-water ecological strategies.	☑	☐	☐
6	**Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.**	☑	☐	☐
6.1	Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of the property to be protected, and the surrounding area.	☑	☐	☐
6.2	Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in *New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms*) into the planning and design of projects in the city's Coastal Zone.	☑	☐	☐
6.3	Direct public funding for flood prevention or erosion control measures to those locations where the investment will yield significant public benefit.	☐	☐	☑
6.4	Protect and preserve non-renewable sources of sand for beach nourishment.	☐	☐	☑
7	**Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.**	☑	☐	☐
7.1	Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems.	☑	☐	☐
7.2	Prevent and remediate discharge of petroleum products.	☑	☐	☐
7.3	Transport solid waste and hazardous materials and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.	☑	☐	☐
8	**Provide public access to, from, and along New York City's coastal waters.**	☑	☐	☐
8.1	Preserve, protect, maintain, and enhance physical, visual and recreational access to the waterfront.	☐	☐	☑
8.2	Incorporate public access into new public and private development where compatible with proposed land use and coastal location.	☐	☐	☑
8.3	Provide visual access to the waterfront where physically practical.	☐	☐	☑
8.4	Preserve and develop waterfront open space and recreation on publicly owned land at suitable locations.	☐	☐	☑

		Promote	Hinder	N/A
8.5	Preserve the public interest in and use of lands and waters held in public trust by the State and City.	☑	☐	☐
8.6	Design waterfront public spaces to encourage the waterfront's identity and encourage stewardship.	☐	☐	☑
9	**Protect scenic resources that contribute to the visual quality of the New York City coastal area.**	☐	☐	☑
9.1	Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.	☐	☐	☑
9.2	Protect and enhance scenic values associated with natural resources.	☐	☐	☑
10	**Protect, preserve, and enhance resources significant to the historical, archaeological, architectural, and cultural legacy of the New York City coastal area.**	☐	☐	☑
10.1	Retain and preserve historic resources, and enhance resources significant to the coastal culture of New York City.	☐	☐	☑
10.2	Protect and preserve archaeological resources and artifacts.	☐	☐	☑

G. CERTIFICATION

The applicant or agent must certify that the proposed activity is consistent with New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program. If this certification cannot be made, the proposed activity shall not be undertaken. If this certification can be made, complete this Section.

"The proposed activity complies with New York State's approved Coastal Management Program as expressed in New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program, and will be conducted in a manner consistent with such program."

Applicant/Agent's Name: Paul Philps, Director, DCP Bronx Office

Address: 1775 Grand Concourse, Suite 503, Bronx, NY 10453

Telephone: 718-220-8500 Email: pphilps@planning.nyc.gov

Applicant/Agent's Signature: Paul A. Philps Digitally signed by Paul A. Philps Date: 2024.06.13 13:22:17 -04'00'

Date: 6/13/24

Submission Requirements

For all actions requiring City Planning Commission approval, materials should be submitted to the Department of City Planning.

For local actions not requiring City Planning Commission review, the applicant or agent shall submit materials to the Lead Agency responsible for environmental review. A copy should also be sent to the Department of City Planning.

For State actions or funding, the Lead Agency responsible for environmental review should transmit its WRP consistency assessment to the Department of City Planning.

For Federal direct actions, funding, or permits applications, including Joint Applicants for Permits, the applicant or agent shall also submit a copy of this completed form along with his/her application to the NYS Department of State Office of Planning and Development and other relevant state and federal agencies. A copy of the application should be provided to the NYC Department of City Planning.

The Department of City Planning is also available for consultation and advisement regarding WRP consistency procedural matters.

New York City Department of City Planning
Waterfront and Open Space Division
120 Broadway, 31st Floor
New York, New York 10271
212-720-3696
wrp@planning.nyc.gov
www.nyc.gov/wrp

New York State Department of State
Office of Planning and Development
Suite 1010
One Commerce Place, 99 Washington Avenue
Albany, New York 12231-0001
518-474-6000
www.dos.ny.gov/opd/programs/consistency

Applicant Checklist

- ☐ Copy of original signed NYC Consistency Assessment Form
- ☐ Attachment with consistency assessment statements for all relevant policies
- ☐ For Joint Applications for Permits, one (1) copy of the complete application package
- ☐ Environmental Review documents
- ☐ Drawings (plans, sections, elevations), surveys, photographs, maps, or other information or materials which would support the certification of consistency and are not included in other documents submitted. All drawings should be clearly labeled and at a scale that is legible.
- ☐ Policy 6.2 Flood Elevation worksheet, if applicable. For guidance on applicability, refer to the WRP Policy 6.2 Guidance document available at www.nyc.gov/wrp

New York City Waterfront Revitalization Program (WRP) Policy Assessment

The City of New York acting through the Department of City Planning (DCP), is proposing a series of land use actions (collectively, the "Proposed Actions"), including zoning map amendments (including mapping a special zoning district and Mandatory Inclusionary Housing (MIH), and modifications to the boundaries of an existing special zoning district), zoning text amendments (including mapping a special zoning district, text amendments to an existing special zoning district, and Mandatory Inclusionary Housing (MIH)), and changes to the City Map that would facilitate the implementation of a multi-year planning study conducted in the Parkchester/Van Nest and Morris Park neighborhoods of the Bronx in partnership with local stakeholders. The Proposed Actions would affect an approximately 46-block area primarily along main corridors – East Tremont Avenue, White Plains Road, Bronxdale Avenue, Eastchester Road, and Stillwell Avenue, located near the future Parkchester/Van Nest and Morris Park Metro-North Stations in Bronx Community Districts 9, 10, and 11 (the "Affected Area"). Parts of the Affected Area are located within the New York City Coastal Zone (see Figure 1), and therefore the Proposed Actions are herein reviewed for consistency with the City's Waterfront Revitalization Program (WRP) policies.

Policy 1: *Support and facilitate commercial and residential redevelopment in areas well-suited to such development.*

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

The Affected Area is not located within a designated Special Natural Waterfront Area, the Arthur Kill Ecologically Sensitive Maritime and Industrial Area, or a Significant Maritime and Industrial Area. Further, the Affected Area is located within a developed portion of the Bronx, absent of unique or significant natural features.

The Proposed Actions would encourage a mix of residential and commercial uses on underutilized manufacturing-zoned sites to respond to the need for jobs, new affordable housing, and general retail growth to activate commercial corridors.

Residential and commercial development in the portion of the Affected Area within the Coastal Zone would expand upon existing residential and commercial land uses in the surrounding neighborhoods of Morris Park and Westchester Square to create more cohesive neighborhoods, uninterrupted by manufacturing uses.

The portion of the Affected Area within the Coastal Zone is adjacent to the future Morris Park Metro-North station, allowing for commercial and residential development near high-quality transit and improved connectivity to Manhattan and Westchester County.

Redeveloping the portion of the Affected Area within the Coastal Zone would create new opportunities for job growth and affordable housing construction on underutilized land currently zoned for manufacturing.

Given these considerations, the Proposed Actions would promote Policy 1.1.

Policy 1.2 Encourage non-industrial development with uses and design features that enliven the waterfront and attract the public.

The Affected Area is not located on the waterfront and would not affect the liveliness of the waterfront or its attraction to the public. Therefore, this policy is not applicable.

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

The Affected Area is located within a well-developed urban context in the Bronx. The adequacy of surrounding roadways, mass transit, essential community services, and wastewater and stormwater infrastructure are analyzed in the EIS, where impacts and mitigation measures are identified where appropriate. Additionally, the Proposed Actions would introduce improvements to existing infrastructure in the Affected Area.

The Affected Area is in the vicinity of major roadways, such as the Hutchinson River Parkway and Pelham Parkway, as well as local throughfares such as Eastchester Road, Stillwell Avenue, and East Tremont Avenue. The adequacy of surrounding roadways is assessed in the EIS, which provides a detailed traffic impact analysis of the Affected Area and its environs. This detailed analysis is prepared in coordination with NYCDOT. Significant adverse impacts were identified to 81 ~~56~~ lane groups at 39 ~~31~~ intersections during the weekday AM peak hour, 63 ~~54~~ lane groups at 29 ~~24~~ intersections in the weekday midday peak hour, 71 ~~51~~ lane groups at 36 ~~26~~ intersections in the weekday PM peak hour, and 39 ~~36~~ lane groups at 21 ~~17~~ intersections during the Saturday midday peak hour. Potential mitigation measures include traffic engineering improvements such as signal timing changes and modifications to curbside parking regulations, and the construction of a new bridge on Marconi Street. The traffic engineering improvements and the construction of the new Marconi Bridge are subject to review and approval by DOT. If DOT determines that an identified traffic engineering improvement is infeasible, and no alternative and equivalent measure is identified, then that impact would remain unmitigated and would constitute an unavoidable adverse impact. In addition, absent construction of the Marconi Bridge, there could be different or additional unmitigated locations constituting additional unavoidable adverse impacts.

Significant adverse impacts would not be fully mitigated at 68 lane groups at 28 intersections during the weekday AM peak hour, 48 lane groups at 19 intersections during the midday peak hour, 55 lane groups at 24 intersections during the PM peak hour, and 24 lane groups at nine intersections during the Saturday midday peak hour.

~~Chapter 21, "Mitigation," of the Environmental Impact Statement (EIS) discusses potential measures to mitigate these significant adverse traffic impacts. Roadway impacts that cannot be mitigated are disclosed in Chapter 22, "Unavoidable Adverse Impacts," in the EIS. As such, prior to implementation of the Proposed Actions, DCP would identify limitations in existing roadways, propose any needed mitigation measures to avoid adverse traffic impacts, and disclose any unavoidable adverse impact.~~

Essential community facilities such as public schools, libraries, early childhood programs, police, fire, and health care services are assessed in the EIS. As described in Chapter 4, "Community Facilities and Services," in the EIS, the Proposed Actions would not result in any significant adverse impacts related to libraries, police services, fire services, or healthcare services. However, in the 2033 future with the Proposed Actions, Community School District (CSD) 11, Sub-district 1 would experience significant adverse impacts to ~~both~~ elementary ~~and intermediate~~ schools. ~~Additionally, the Proposed Actions would result in a significant adverse impact on publicly funded early childhood programs. Mitigation measures to avoid impacts to public elementary and intermediate schools and early childhood programs are proposed in Chapter 21, "Mitigation Measures," of the EIS. Impacts that cannot be mitigated are disclosed in Chapter 22, "Unavoidable Adverse Impacts," in the EIS. As such, prior to implementation of the Proposed Actions, DCP would identify limitations in community facilities, propose any needed mitigation measures to avoid adverse impacts to public schools and early childhood programs, and disclose any unavoidable adverse impact.~~ To eliminate these impacts in CSD 11, Sub-district 1, the following mitigation measures could be applied in conjunction with the City's monitoring of capacity: a) restructure or reprogram existing school space under the Department of Education's control in order to make available more capacity in existing school buildings located within CSD 11, Sub-district 1; b) relocate administrative functions to another site, thereby freeing up space for classrooms; and/or c) create 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 11, Sub-district 1. If a need for additional capacity is identified, SCA/DOE will evaluate the appropriate timing and mix of measures, including those contemplated above, to address increased school enrollment. If additional school construction is warranted and if funding is available, it will be identified in the Five-Year Capital Plan that covers the period in which the capacity need would occur. New York City Department of City Planning (DCP), as lead agency, will continue to explore these mitigation measures with the SCA/DOE. If these mitigation measures cannot be implemented, the impact will be unavoidable.

The Affected Area is primarily located within the service area of the Hunts Point Wastewater Resource Recovery Facility (WRRF), which has a capacity to treat 200 million gallons of wastewater per day. The adequacy of wastewater and stormwater infrastructure in the future with the Proposed Actions are assessed in the EIS. As disclosed in Chapter 10, "Water and Sewer Infrastructure," in the EIS, the Proposed Actions would not result in any significant adverse impact related to either wastewater or stormwater infrastructure.

The Proposed Actions would also introduce several improvements to existing infrastructure. Block 4209, Lots 10 and 70 would be mapped as street to facilitate the creation of a new public plaza at the Morris Park station. Portions of Block 4042, Lot 200 would be mapped as street to facilitate the creation of a street network and improved circulation for future development of this site and access to the anticipated new Metro-North station entrance. Block 4226, Lots 1 (portions of) and 11 would be mapped as street to facilitate the proposed widening of Marconi Street to reduce traffic congestion and enhance pedestrian and vehicular safety and circulation, and Block 4226, Lot 50 (portions of) would be mapped as street to facilitate the proposed widening of Marconi Street to add a new right-turn lane to the future Bronx Psychiatric Center Campus. Portions of Block 4226, Lots 1, 5, and 75 and Block 4411, Lot 75 would be mapped as street to accommodate the proposed extension of Marconi Street to connect with Pelham Parkway.

Given these considerations, the Proposed Actions would promote Policy 1.3.

Policy 1.4 In areas adjacent to SMIAs, ensure new residential development maximizes compatibility with existing adjacent maritime and industrial uses.

The Affected Area is not located within or adjacent to a Significant Maritime and Industrial Area. Therefore, this policy is not applicable.

Policy 1.5 Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.

See response to Policy 6.2.

Policy 2: *Support water-dependent and industrial uses in New York City coastal areas that are well-suited to support continued operation.*

Policy 2.1 Promote water-dependent and industrial uses in Significant Maritime and Industrial Areas

The Affected Area is not located within or adjacent to a Significant Maritime and Industrial Area. Therefore, this policy is not applicable.

Policy 2.2 Encourage a compatible relationship between working waterfront uses, upland development and natural resources within the Ecologically Sensitive Maritime and Industrial Area.

The Affected Area is not located within or adjacent to an Ecologically Sensitive Maritime and Industrial Area. Therefore, this policy is not applicable.

Policy 2.3 Encourage working waterfront uses at appropriate sites outside the Significant Maritime and Industrial Areas or Ecologically Sensitive Maritime Industrial Area.

The Affected Area is not located on the waterfront and the Proposed Actions would not involve working waterfront uses. Therefore, this policy is not applicable.

Policy 2.4 Provide infrastructure improvements necessary to support working waterfront uses.

The Affected Area is not located on the waterfront and the Proposed Actions would not involve working waterfront uses. Therefore, this policy is not applicable.

Policy 2.5 Incorporate consideration of climate change and sea level rise into the planning and design of waterfront industrial development and infrastructure, pursuant to WRP Policy 6.2.

See response to Policy 6.2.

Policy 3: *Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation.*

Policy 3.1. Support and encourage in-water recreational activities in suitable locations.

The Proposed Actions would not involve in-water recreational activities. Therefore, this policy is not applicable.

Policy 3.2 Support and encourage recreational, educational, and commercial boating in New York City's maritime centers.

The Proposed Actions would not involve recreational, educational, or commercial boating in New York City's maritime centers. Therefore, this policy is not applicable.

Policy 3.3 Minimize conflicts between recreational boating and commercial ship operations.

The Proposed Actions would not involve recreational boating or commercial ship operations. Therefore, this policy is not applicable.

Policy 3.4 Minimize impact of commercial and recreational boating activities on the aquatic environment and surrounding land and water uses.

The Proposed Actions would not involve commercial or recreational boating activities. Therefore, this policy is not applicable.

Policy 3.5 In Priority Marine Activity Zones, support the ongoing maintenance of maritime infrastructure for water-dependent uses.

The Affected Area is not located within or adjacent to a Priority Marine Activity Zones. Therefore, this policy is not applicable.

Policy 4: *Protect and restore the quality and function of ecological systems within the New York City coastal area.*

Policy 4.1 Protect and restore the ecological quality and component habitats and resources within the Special Natural Waterfront Areas.

The Affected Area is not located within or adjacent to a Special Natural Waterfront Area. Therefore, this policy is not applicable.

Policy 4.2 Protect and restore the ecological quality and component habitats and resources within the Ecologically Sensitive Maritime and Industrial Area.

The Affected Area is not located within or adjacent to an Ecologically Sensitive Maritime and Industrial Area. Therefore, this policy is not applicable.

Policy 4.3 Protect designated Significant Coastal Fish and Wildlife Habitats.

The Affected Area is not located within or adjacent to a designated Significant Coastal Fish and Wildlife Habitats. Therefore, this policy is not applicable.

Policy 4.4 Identify, remediate and restore ecological functions within Recognized Ecological Complexes.

The Affected Area is not located within a Recognized Ecological Complex. Therefore, this policy is not applicable.

Policy 4.5 Protect and restore tidal and freshwater wetlands.

The Affected Area does not contain nor is it immediately adjacent to a tidal or freshwater wetland. The nearest wetland to the Affected Area is Westchester Creek, located approximately 2,800 feet to the south and southeast. Therefore, this policy is not applicable.

Policy 4.6 In addition to wetlands, seek opportunities to create a mosaic of habitats with high ecological value and function that provide environmental and societal benefits. Restoration should strive to incorporate multiple habitat characteristics to achieve the greatest ecological benefit at a single location.

The Affected Area is located in a highly developed urban environment in the Bronx and is not adjacent to any natural environments. Therefore, this policy is not applicable.

Policy 4.7 Protect vulnerable plant, fish and wildlife species, and rare ecological communities. Design and develop land and water uses to maximize their integration or compatibility with the identified ecological community.

The Affected Area is located in a highly developed urban environment in the Bronx and is not adjacent to any natural environments. Therefore, this policy is not applicable.

Policy 4.8 Maintain and protect living aquatic resources.

The Affected Area is located in a highly developed urban environment in the Bronx and is not adjacent to any natural environments. Therefore, this policy is not applicable.

Policy 5: *Protect and improve water quality in the New York City coastal area.*

Policy 5.1 Manage direct or indirect discharges to waterbodies.

The Affected Area does not contain nor is it immediately adjacent to a waterbody. The nearest waterbody is Westchester Creek, located approximately 2,800 feet to the south and southeast of the Affected Area.

The EIS for the Proposed Actions assesses future stormwater generation from the projected development sites to determine the Proposed Actions' potential to result in impacts. Compared to existing discharge volumes to the combined sewer systems, from the 60 projected development sites, the sewershed would have an increase of 0.017 to 0.107 MG, during storm events with up to 2.5 inches of rainfall. Because the 60 projected development sites are located along a 2.2 mile stretch of East Tremont Avenue and Eastchester Road, this increased flow to the City's combined sewer system may be discharged as CSOs through one or more of the four identified CSOs that service the area. The potentially impacted CSO outfalls are HP-007, HP-013, HP-0014 and HP-033, all discharging to the East River or tributaries of it. 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.

Therefore, the Proposed Actions would promote Policy 5.1.

Policy 5.2 Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution.

As described in the response to Policy 5.1, the EIS for the Proposed Actions assesses future stormwater generation from the projected development sites to determine the Proposed Actions' potential to result in impacts. As described in Chapter 10, "Water and Sewer Infrastructure," the Proposed Actions would follow Best Management Practices (BMPs) and Stormwater Management Practices (SMPs) outlined in the New York City Stormwater Manual. Additionally, NYCDEP is currently working with other City agencies on City Hall's Rezoning coordination efforts, and it is expected that an Amended Drainage Plan (ADP) will be prepared for the rezoning area.

Therefore, the Proposed Actions would promote Policy 5.2.

Policy 5.3 Protect water quality when excavating or placing fill in navigable waters and in or near marshes, estuaries, tidal marshes, and wetlands.

The Proposed Actions would not result in excavation or placement of fill in navigable waters or in or near marshes, estuaries, tidal marshes, or wetlands. Therefore, this policy is not applicable.

Policy 5.4 Protect the quality and quantity of groundwater, streams, and the sources of water for wetlands.

The Affected Area is not located above a sole-source aquifer. Further, the Proposed Actions would not result in the introduction of any new groundwater contaminants. Therefore, the Proposed Actions would not affect the quality or quantity of groundwater.

Increased development, particularly residential development, would result in increased sanitary sewage to the combined sewer system. These increased flows could be discharged as combined sewer overflow (CSO) to Westchester Creek during heavy rainfall. The increased discharge volumes to the combined sewer systems identified in Chapter 10, "Water and Sewer Infrastructure," in the EIS would not constitute a significant adverse impact to stormwater and drainage management systems. Additionally, developers would be required to incorporate stormwater management practices (SMPs) at each development site to limit stormwater from the site to the sewer system. These SMPs, among other potential measures, would help to avoid a CSO discharge into Westchester Creek. Overall, in the With Action condition, CSO volumes discharged to the Westchester Creek would be similar to those in the No Action condition, and the Proposed Actions would not affect the City's ability to meet the EPA ROD CSO reduction requirements.

Further, as described in the response to Policy 5.1, the Affected Area does not contain nor is it immediately adjacent to a waterbody. The nearest waterbody is Westchester Creek, located approximately 2,800 feet to the south and southeast of the Affected Area. The Proposed Actions would increase flows to the City's combined sewer system that may be discharged as CSOs into the Westchester Creek during rain events, because of increases in wastewater flows. Because of the available treatment capacity of the Hunts Point WRRF, the projected increased flows to the combined sewer system will not produce an overwhelming demand on the WRRF and no significant adverse impact is expected.

Therefore, the Proposed Actions would promote Policy 5.4.

Policy 5.5 Protect and improve water quality through cost-effective grey-infrastructure and in-water ecological strategies.

The EIS for the Proposed Actions assesses future stormwater generation from the projected development sites to determine the Proposed Actions' potential to result in impacts. Changes to the projected development sites' surface area are described, runoff coefficients and runoff for each surface type/area are presented, and volume and peak discharge rates from the sites determined based on the DEP volume calculation worksheet. As such, prior to implementation of the Proposed Actions, DCP would identify any potential stormwater runoff concerns and propose any needed mitigation measures to avoid such concerns. Therefore, the Proposed Actions would promote Policy 5.5.

Policy 6*: Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.*

Policy 6.1 Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of the property to be protected, and the surrounding area.

As discussed in the response to Policy 6.2, a portion of the Affected Area east of Bassett Avenue is currently within the 100 year floodplain, with smaller portions within the 500 year floodplain (Figure 1). Sea level rise projections[1] indicate that the 100 year and 500 year floodplains will gradually expand westward across the existing railroad tracks and into the northeast corner of the Affected Area between the existing railroad tracks and Stillwell Avenue through to the 2100s (see Figures 2 and 3).

Projected new development that would occur in the future with the Proposed Actions would incorporate both structural and non-structural methods for flood risk reduction, including design measures used in the site and building designs. Buildings are expected to be elevated to the required flood elevations, or dry or wet floodproofed, depending on the proposed use. Critical systems would be elevated or enclosed in dry floodproofed vaults. Building height may be measured from the design flood elevation (DFE), which allows for some flexibility with the design of the ground floor and locating key uses such as mechanicals and building egress.

Therefore, it is concluded that the Proposed Actions would promote this policy.

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

Guidance provided by DCP[2] recommends a general methodology to determine consistency with Policy 6.2 for actions that facilitate programmatic non-site-specific actions (e.g., areawide zoning map changes or amendments), like the Proposed Actions. A summary of this process is provided below.

Step 1(a): Assess the project area's exposure to current and future flood risk.

A portion of the Affected Area east of Bassett Avenue is currently within the 100 year floodplain, with smaller portions within the 500 year floodplain. In general, these areas have a base flood elevation (BFE) of +13 feet NAVD88. A small portion of the Affected Area directly north of Waters Place and directly east of Eastchester Road is currently within the 500 year floodplain. The portions of the Affected Area north of Bassett Avenue or west of Eastchester Road are not currently within a designated floodplain.

[1] https://www.nyc.gov/site/planning/data-maps/flood-hazard-mapper.page

[2] NYC Planning. The New York City Waterfront Revitalization Program: Climate Change Adaptation Guidance. November 2018.

Sea level rise projections indicate that the 100 year and 500 year floodplains will gradually expand westward across the existing railroad tracks and into the northeast corner of the Affected Area between the existing railroad tracks and Stillwell Avenue through to the 2100s. Projected high tide conditions in the 2050s and 2100s would not affect any portions of the Affected Area.

> *Step 1(b): Identify if the project or action would facilitate the development of any vulnerable, critical, or potentially hazardous features…within areas exposed to flooding from Mean Higher High Water or 1% Annual Chance Flood by the 2050s under the 90th percentile of sea level rise projections.*

Any new buildings associated with future development in the floodplain in the future with Proposed Actions would comply with Appendix G of the New York City Building Code, which regulates construction and substantial building improvements in flood hazard areas. Although specific building designs are not yet proposed, any necessary wet or dry flood protection measures (e.g., aluminum shielding and/or flood gates at entryways within the floodplain) would be incorporated into the building designs and required for construction bids. All proposed new critical infrastructure (i.e., electrical, plumbing, mechanical equipment) would be elevated above the projected flood levels in each new building, and basement uses would be floodproofed and limited to storage only, as necessary. The Proposed Actions would not preclude existing buildings in the current or future floodplain from adaptation to future flood risk through retrofitting methods such as wet- or dry-floodproofing ground floor spaces or relocating critical equipment or vulnerable uses to higher elevations in the building envelope and would facilitate the integration of these protections as part of the redevelopment of each site.

> *Step 2: Assess how applicable codes and regulations, planned flood damage reduction elements and adaptive measures, or likely future infrastructure investments (beyond the scope of the proposed project), would or would not reduce potential flood damage for any proposed vulnerable, critical, or potentially hazardous features.*

As described under Step 1(b), any new buildings or substantial building improvements would be designed and built-in compliance with Appendix G of the New York City Building Code, reducing the risks of flooding under current and projected conditions.

Pursuant to Chapter 31 of Title 15 of the Rules of the City of New York (RCNY), as amended in 2012, for a new development, the stormwater release rate limit is 0.10 cubic feet per second (cfs) per acre or 0.046 cfs (whichever is greater) for combined sewer systems and 1cfs per acre or 0.046 cfs (whichever is greater) for storm sewer systems. For alterations, the stormwater release rate for the altered areas will be directly proportional to the ratio of the altered area to the total site area, and no new points of discharge are permitted. Therefore, any new developments or alterations in the With-Action condition requiring a connection to the sewer system would be required to achieve the new flow restrictions. In order to meet these restrictions, it is likely that on-site detention of stormwater would be incorporated on all of the 60 projected development sites.

As part of the 2022 Unified Stormwater Rule amendments NYCDEP made public the New York City Stormwater Manual as part of the new chapter 19.1 features. The objective of the manual is to provide guidance about the proper design and construction in the early stages of site planning and building design. This guidelines document includes performance standards to allow for a wide range of management techniques, costs, and space considerations with regards to Best Management Practices (BMPs) and Storm Management Practices (SMPs). With the 2012 RCNY amendment, self-certification of house or site connection proposals is not permitted in connection with any proposed new development or expansions of existing developments as per Title 15, Chapter 31, "Rule Governing House/Site Connections to the Sewer System."

NYCDEP is currently working with other City agencies on City Hall's Rezoning coordination efforts, and it is expected that an Amended Drainage Plan (ADP) will be prepared for the rezoning area. In order to be issued a permit to connect to the City sewer within the rezoning area, an applicant proposing a new development or expansion of an existing development may be required to submit a site-specific hydraulic analysis. Sewer improvements and/or incorporation of BMPs may also be required of the applicant at the time of the house or site connection proposal.

Application of the regulations of chapter 19.1 of Title 15 of the Rules of the City of New York is needed when a minimum of 20,000 sf of soil are disturbed or when the increase of impervious area reaches 5,000 sf. As a result, the need for BMPs and SMPs, and the selection of them will need to be assessed for each projected development site. A broad range of BMPs could be implemented on the development lots within the rezoning area to facilitate stormwater source controls and limit the stormwater release rate to the allowed values. The increased flow to the combined sewer system would be a direct result of the increased densities and sanitary flows associated with the RWCDS for the Proposed Actions. The implementation of low-flow fixtures, as per the New York City Plumbing Code, Local Law 33 of 2007, and the U.S. Environmental Protection Agency's Water Sense Program, would help to control sanitary flows.

Step 3: Assess policy consistency

Any development resulting from the Proposed Actions would incorporate measures to reduce the risks of flooding for properties within the current and future floodplain. New or substantially renovated buildings would comply with Appendix G of the New York City Building Code, and critical infrastructure would be elevated above the BFE. Further, stormwater for BMPs and SMPs, and the selection of them will be assessed for each projected development site.

Therefore, it is concluded that the Proposed Actions would promote this policy.

Policy 6.3 Direct public funding for flood prevention or erosion control measures to those locations where the investment will yield significant public benefit.

The Proposed Actions would not include direct public funding for flood prevention or erosion control measures but would not preclude such funding in the future. Therefore, this policy is not applicable.

Policy 6.4 Protect and preserve non-renewable sources of sand for beach nourishment.

The Proposed Actions would not involve any beach front development or the use of non-renewable sources of sand. Therefore, this policy is not applicable.

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

Policy 7.1 Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems.

As discussed in Chapter 9 "Hazardous Materials" of the EIS, hazardous materials resulting from the Proposed Actions would be precluded through compliance with existing regulatory requirements (for the hazardous materials in the structures) and with the placement of (E) designations or comparable institutional controls for all projected and potential development sites.

An E designation for hazardous materials would require that prior to change of use or redevelopment of a site requiring ground disturbance, that the owner of the site conduct a Phase I Environmental Site Assessment (ESA), subsurface testing and remediation, where appropriate, to the satisfaction of the Mayor's Office of Environmental Remediation (OER). E designated sites applying for Department of Buildings (DOB) permits associated with a change of use or ground disturbance cannot be issued without OER approval. The E designation requirements with the associated OER review would ensure protection of human health and the environment from known or suspected hazardous materials and may involve review by other agencies.

Therefore, the Proposed Actions would promote Policy 7.1.

Policy 7.2 Prevent and remediate discharge of petroleum products.

As discussed in Chapter 9, "Hazardous Materials," of the EIS, all on-site petroleum storage tanks (and any unforeseen tanks encountered during redevelopment) would be properly closed and removed in accordance with applicable requirements. Therefore, the Proposed Actions would promote Policy 7.2.

Policy 7.3 Transport solid waste and hazardous materials and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.

As discussed in Chapter 9, "Hazardous Materials," of the EIS, hazardous materials resulting from the Proposed Actions would be precluded through compliance with existing regulatory requirements (for the hazardous materials in the structures) and with the placement of (E) designations or comparable institutional controls for all projected and potential development sites.

Transportation of material leaving development sites for off-site disposal would be in accordance with federal, state, and local requirements covering licensing of haulers and trucks, placarding, truck routes, manifesting, etc. All on-site petroleum storage tanks (and any unforeseen tanks encountered during redevelopment) would be properly closed and removed in accordance with applicable requirements. Therefore, the Proposed Actions would promote Policy 7.3.

Policy 8: Provide public access to, from, and along New York City's coastal waters.

Policy 8.1 Preserve, protect, maintain, and enhance physical, visual and recreational access to the waterfront.

The Affected Area is not located on the waterfront and would have no impact on the physical, visual, and recreational access to the waterfront. Therefore, this policy is not applicable.

Policy 8.2 Incorporate public access into new public and private development where compatible with proposed land use and coastal location.

The Affected Area is not located in a coastal location. Therefore, this policy is not applicable.

However, the Proposed Actions would incorporate public access into new development by mapping Block 4209, Lots 10 and 70 as street to facilitate the creation of a new public plaza at the Morris Park station, de-mapping Victor Street (street) between Unionport Road and Van Nest Avenue to be mapped as parkland, and de-mapping a portion of Sackett Avenue (street) at the intersection of Colden Avenue and Sackett Avenue and coterminous with the parcel located between Block 4062, Lot 31 and Block 4062, Lot 57 to formalize its use as a community garden.

Policy 8.3 Provide visual access to the waterfront where physically practical.

The Affected Area is not located on the waterfront and would have no impact on visual access to the waterfront. Therefore, this policy is not applicable.

Policy 8.4 Preserve and develop waterfront open space and recreation on publicly owned land at suitable.

The Affected Area is not located on the waterfront and would have no impact on waterfront open space and recreation on publicly owned land. Therefore, this policy is not applicable.

Policy 8.5 Preserve the public interest in and use of lands and waters held in public trust by the State and City.

The Proposed Actions would preserve the public interest by providing new affordable housing and new mapped publicly accessible open space and parkland. New parks and open spaces would further enhance public access goals by mapping Block 4209, Lots 10 and 70 as street to facilitate the creation of a new public plaza at the Morris Park station, de-mapping Victor Street (street) between Unionport Road and Van Nest Avenue to be mapped as parkland, and de-mapping a portion of Sackett Avenue (street) at the intersection of Colden Avenue and Sackett Avenue and coterminous with the parcel located between Block 4062, Lot 31 and Block 4062, Lot 57 to accommodate formalizing its use as a community garden. The promotion of affordable housing development and public open space were goals identified through public outreach. Therefore, the Proposed Actions would promote Policy 8.5.

Policy 8.6 Design waterfront public spaces to encourage the waterfront's identity and encourage stewardship.

The Affected Area is not located on the waterfront and would have no impact on waterfront public spaces or the waterfront's identity. Therefore, this policy is not applicable.

Policy 9: Protect scenic resources that contribute to the visual quality of the New York City coastal area.

Policy 9.1 Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.

The Affected Area is not in proximity to the historic and working waterfront and thus the Proposed Actions would have no impact on the waterfront's visual quality. Therefore, this policy is not applicable.

Policy 9.2 Protect and enhance scenic values associated with natural resources.

The Affected Area is not in proximity to any natural resources in the coastal area and thus the Proposed Actions would have no impact on its scenic values. Therefore, this policy is not applicable.

Policy 10: Protect, preserve, and enhance resources significant to the historical, archaeological, architectural, and cultural legacy of the New York City coastal area.

Policy 10.1 Retain and preserve historic resources and enhance resources significant to the coastal culture.

The portion of the Affected Area within the Coastal Zone does not contain any significant historical, archaeological, architectural, or cultural resources. Therefore, this policy is not applicable.

Policy 10.2 Protect and preserve archaeological resources and artifacts.

The Proposed Actions would induce development that could result in new in-ground disturbance, demolition of existing buildings, and new construction. As such, the Proposed Actions have the potential to result in impacts to archaeological resources.

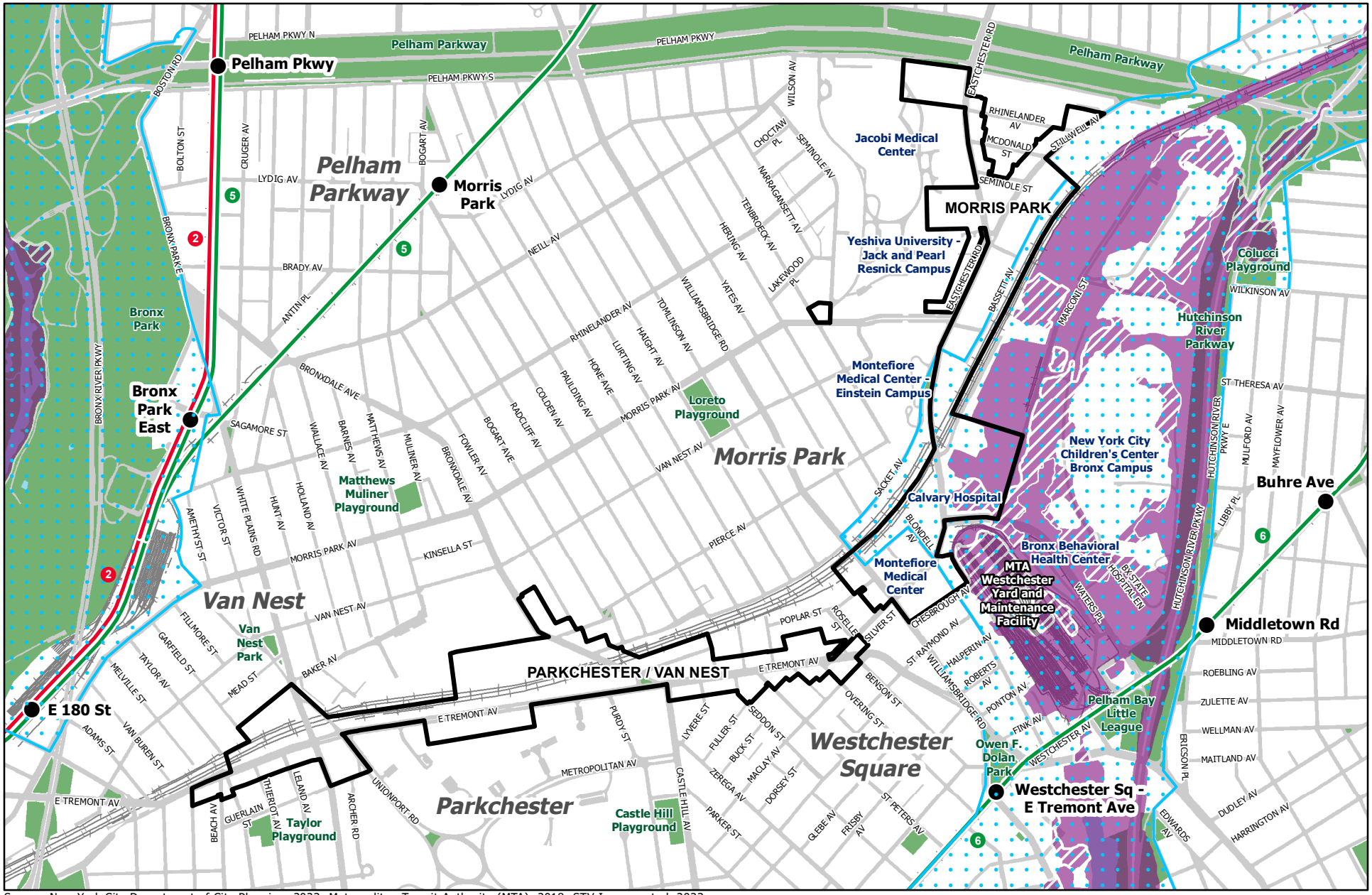
Per DCP consultation with LPC, the portion of the Affected Area within the Coastal Zone does not contain any significant archaeological resources. Therefore, this policy is not applicable.

However, one site within the Affected Area, outside the Coastal Zone, has been identified by LPC as archaeologically significant (2547 East Tremont Avenue). ~~As such a Phase 1A Archaeology study will be prepared to clarify LPC's initial findings and provide the threshold for the next level of review, if such review is necessary.~~ A Phase 1A Archaeological Documentary Study of the archaeological study area was prepared in October 2023 to clarify the archaeological sensitivity of 2547 East Tremont Avenue and was submitted to LPC for review (see Appendix D). The Phase 1A Study confirmed the potential for two historical archaeological resource types to exist on a portion of the site; 19th century shaft features associated with the church on the western section of the site, and potential human remains associated with the Methodist Episcopal Church of Westchester cemetery on the eastern section of the site. The church was built in 1818, and the cemetery was in use from approximately 1809 through 1906.

The Phase 1A study recommended additional archaeological investigation for the potentially sensitive sections of the site in the form of Phase 1B Archaeological Testing and would require the preparation of an Archaeological Work Plan in consultation with LPC before any subsurface work could be undertaken. The Archaeological Work Plan would provide details of subsurface investigations appropriate to identify both potential shaft features and human remains as part of the archaeological investigation. The Archaeological Work Plan would be submitted to and require concurrency by LPC for all potential investigations.

In order to mitigate potential significant adverse impacts on archaeological resources, additional archaeological analysis would be required on the site before it is redeveloped. While there are no mechanisms currently in place to ensure that this archaeological analysis would occur on the privately owned site subsequent to rezoning, if redevelopment would involve either federal or state funding or permitting, or if the site were to be developed through future discretionary actions that would be subject to review under CEQR, then further environmental review could be required, and historic resource issues could be addressed. Environmental

review could necessitate Phase 1B archaeological testing and possibly mitigation for identified significant archaeological resources through avoidance or data recovery (e.g., Phase 2 or Phase 3 excavations). However, it is not possible to determine if a future development would involve any funding or permitting requiring additional discretionary review and if would occur as-of-right, it is not possible to preclude any potential significant adverse impacts on archaeological resources.



Source: New York City Department of City Planning, 2023; Metropolitan Transit Authority (MTA), 2018; STV Incorporated, 2023.

N

0 0.25 0.5 Mile

Primary Study Area/Affected Area

NYC Coastal Zone Boundary

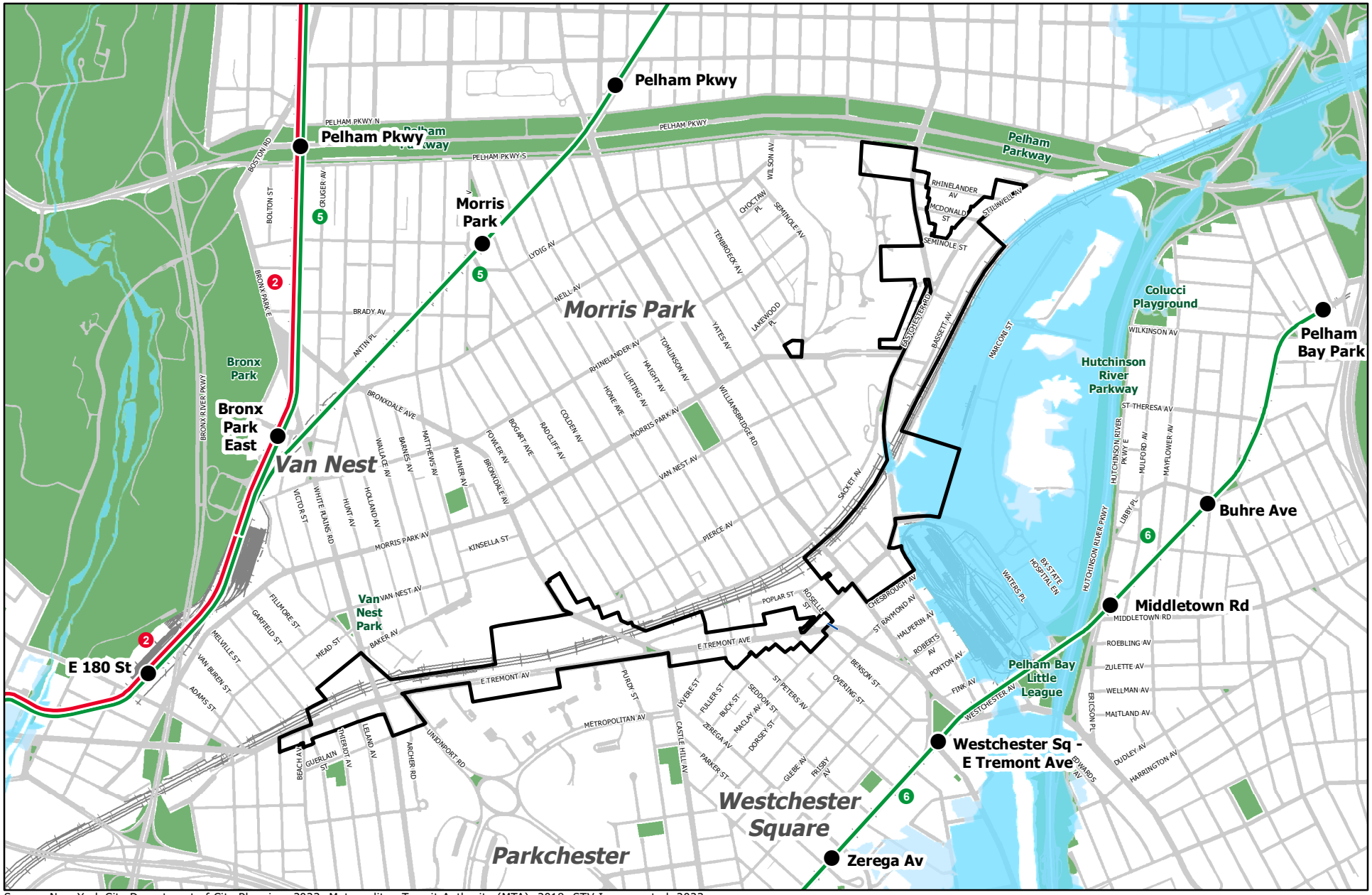
100-Year Flood Zone

500-Year Flood Zone

Bronx Metro-North Station Study

Figure 1

FLOOD ZONES AND COASTAL ZONE

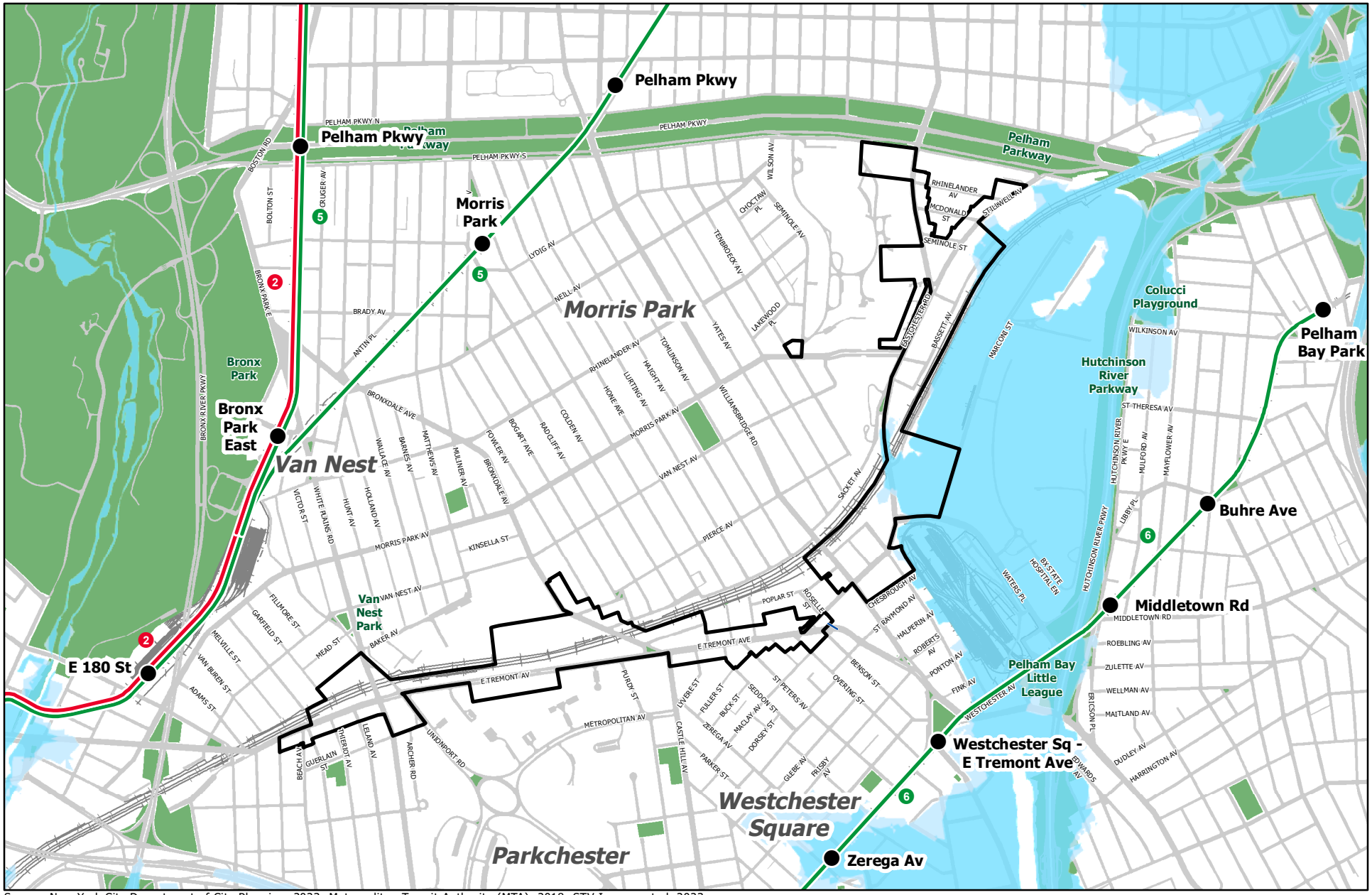


Source: New York City Department of City Planning, 2023; Metropolitan Transit Authority (MTA), 2018; STV Incorporated, 2023.

Bronx Metro-North Station Study

Figure 2

FUTURE 1% AND 0.2% ANNUAL CHANCE FLOODPLAINS 2050s PROJECTIONS



Source: New York City Department of City Planning, 2023; Metropolitan Transit Authority (MTA), 2018; STV Incorporated, 2023.

N

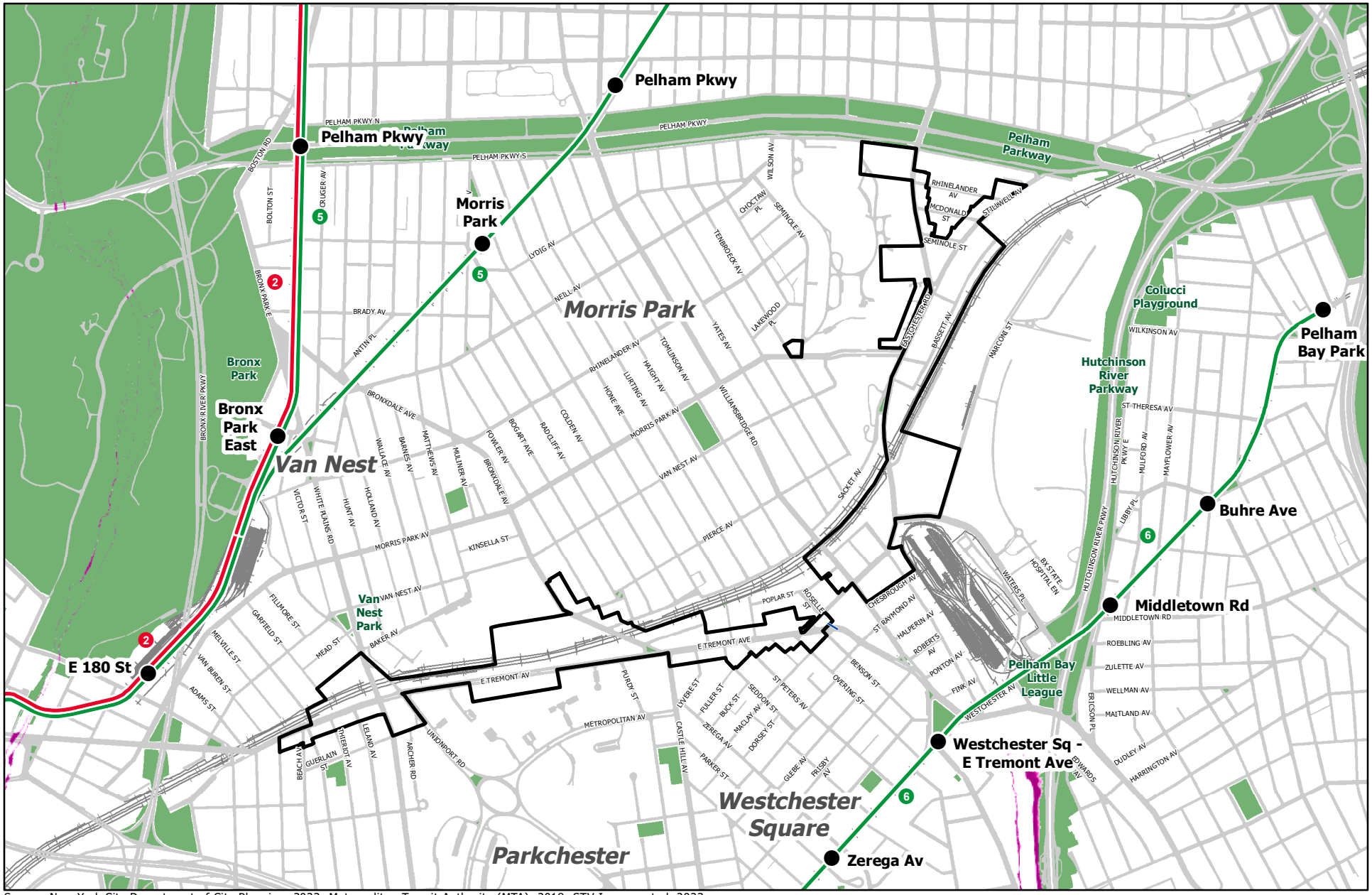
0 0.25 0.5 Mile

Bronx Metro-North Station Study

- Affected Area
- 1% Annual Chance of Flooding
- 0.2% Annual Chance of Flooding

Figure 3

FUTURE 1% AND 0.2% ANNUAL CHANCE FLOODPLAINS 2100s PROJECTIONS



Source: New York City Department of City Planning, 2023; Metropolitan Transit Authority (MTA), 2018; STV Incorporated, 2023.

N

0 0.25 0.5 Mile

Affected Area
Low Estimate
Middle Estimate
High Estimate

Figure 4

FUTURE HIGH TIDE 2050s PROJECTIONS

Bronx Metro-North Station Study