2.A LAND USE, ZONING, AND PUBLIC POLICY

INTRODUCTION

A land use analysis characterizes the uses and development trends in the area that may be affected by a proposed action, and determines whether a proposed action is either compatible with those conditions or whether it may affect them. Similarly, the analysis considers the proposed action's compliance with, and effect on, the area's zoning and other applicable public policies.

This chapter describes the buildings and activities taking place in the study area, as well as the zoning regulations that govern land use and development in the area and other pertinent expressions of public policy regarding the area's future. The chapter describes existing conditions, land use trends, and anticipated new developments and other land use changes that are reasonably likely to occur by the buildout year of 2022. The chapter then assesses the ways in which the Proposed Action can be expected to affect the area's development and land use patterns and whether the Proposed Action would be compatible with surrounding uses and consistent with prevailing densities.

PRINCIPAL CONCLUSIONS

No significant land use, zoning, or public policy impacts are anticipated as a result of the Proposed Action.

All of the land use types (residential, retail commercial and community facility) that would result from the Proposed Action are found in the immediate area surrounding the site of the proposed rezoning, and would therefore be compatible with them. There would be no significant adverse land use impacts. The proposed zoning districts are positioned so as to allow for a transition from denser development adjacent to the open areas to the east along West Farms Road, the Sheridan Expressway, and the Bronx River to less dense development along the upland areas adjacent to existing residential development directly to the west. There would be no significant adverse zoning impacts.

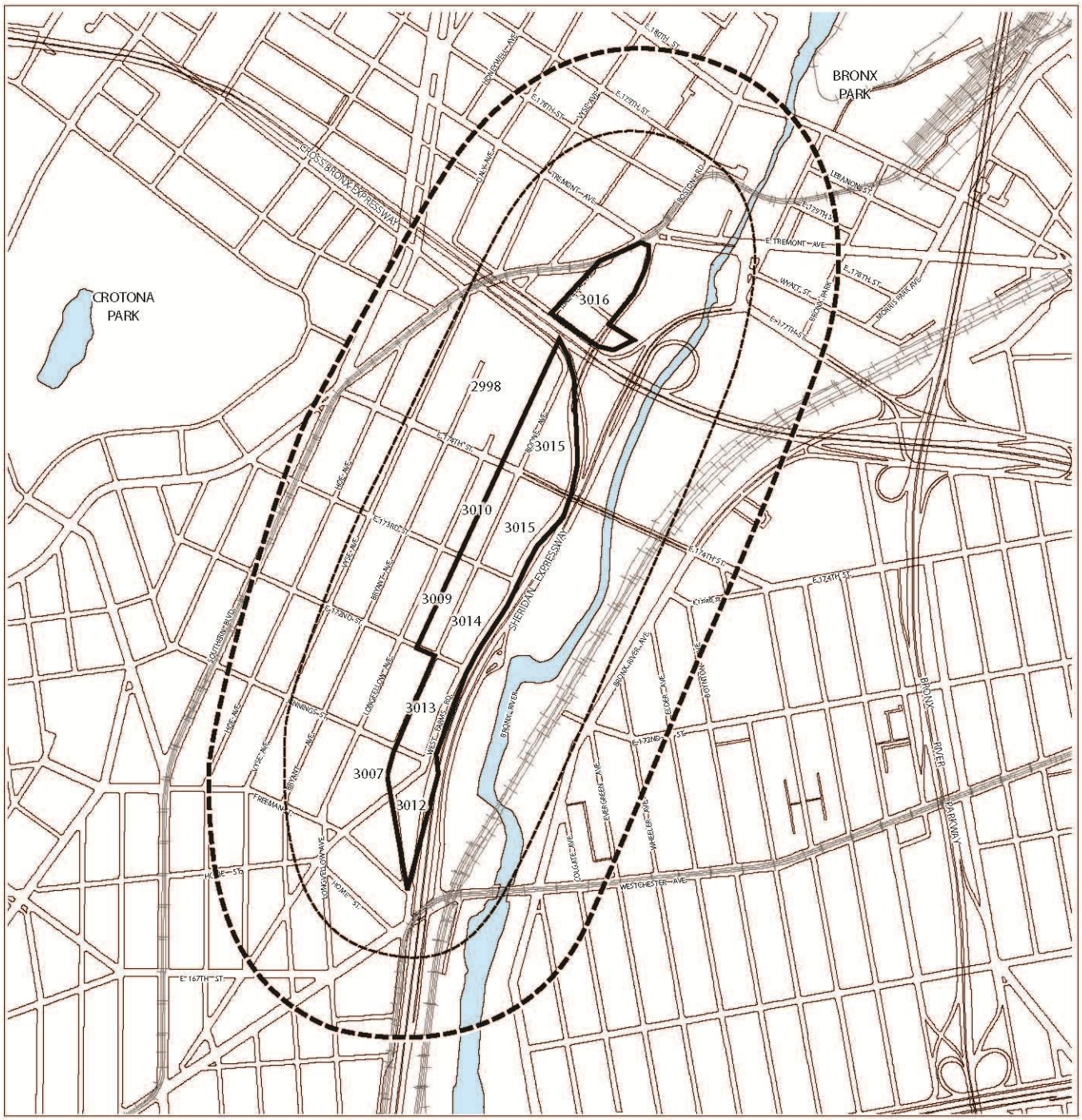
With respect to public policy, the Proposed Action would be consistent with a 197-a plan that covers a portion of the site of the proposed rezoning. It is consistent with the plan's objectives of increasing the area's population, diversifying the income mix, and encouraging residential zoning changes that would promote higher-density residential development. There would be no significant adverse public policy impacts. The Proposed Action would be consistent with all policies of the Waterfront Revitalization Program. The Proposed Action would result in higher-density, mixed-use development that will support many of PlaNYC's major sustainability initiatives, as well as several smaller goals that will help support the City's transition to a greener city.

METHODOLOGY

According to the *CEQR Technical Manual*, the preliminary assessment should include a basic description of existing and future land uses and zoning. A detailed assessment of land use is appropriate when analyses requiring land use information are being performed in any other technical area or in generic or area-wide zoning map amendments. The Proposed Action qualifies as an area-wide zoning map amendment and requires detailed assessment in the analysis of other technical areas. Therefore, this chapter includes a full analysis of land use, zoning, and public policy.

This chapter describes the study areas used in the Land Use, Zoning, and Public Policy analyses. It describes the Proposed Action and presents a preliminary assessment the Proposed Action's land use, zoning, and public policy implications, including a Waterfront Revitalization Program consistency analysis and a discussion of Sustainability measures. A detailed assessment follows.

Figure A-1: Land Use, Zoning, and Public Policy Study Areas



Proposed Rezoning Area

800 Foot (Primary) Study Area

1/4 Mile (Secondary) Study Area

3010 Block Number

CROTONA PARK EAST / WEST FARMS ZONING MAP AMENDMENT

Bronx, New York

Study Areas

Land Use, Zoning, and Public Policy

According to the *CEQR Technical Manual*, the appropriate study area for land use, zoning and public policy is related to the type and size of the Proposed Project, as well as the location and context of the area that could be affected by the project. Study area radii vary according the these factors, with suggested study areas ranging from 400 feet for a small project and 0.5 miles for a very large project.

The land use, zoning and public policy assessment for the Proposed Project considers the proposed rezoning area, which would be directly affected by the Proposed Action, and two study areas extending approximately 800-feet and one-quarter of a mile around the proposed rezoning area, respectively. (See Figure A-1.)

The proposed rezoning affects all or part of 11 physical blocks, consisting of two sections on either side of the Cross Bronx Expressway: a roughly triangular area bounded by Boston Road on the northwest, West Farms Road on the east, and the Cross Bronx Expressway on the south; and a larger area to the south, generally bounded by the Cross Bronx Expressway on the north, West Farms Road on the east, and Boone Avenue on the west and southwest.

The primary study area is defined as 800 feet from the rezoning area and is generally bounded by East 179th Street to the north, the west side of Bronx River Avenue to the east, Westchester Avenue to the south, and Vyse Avenue to the west. Particular attention is paid to the land use and zoning within this study area.

The secondary study area is defined as one-quarter mile from the rezoning area and is generally bounded by East 180th Street to the north, one block east of Bronx River Avenue to the east, Lowell Street to the south, and Southern Boulevard to the west.

Waterfront Revitalization Program

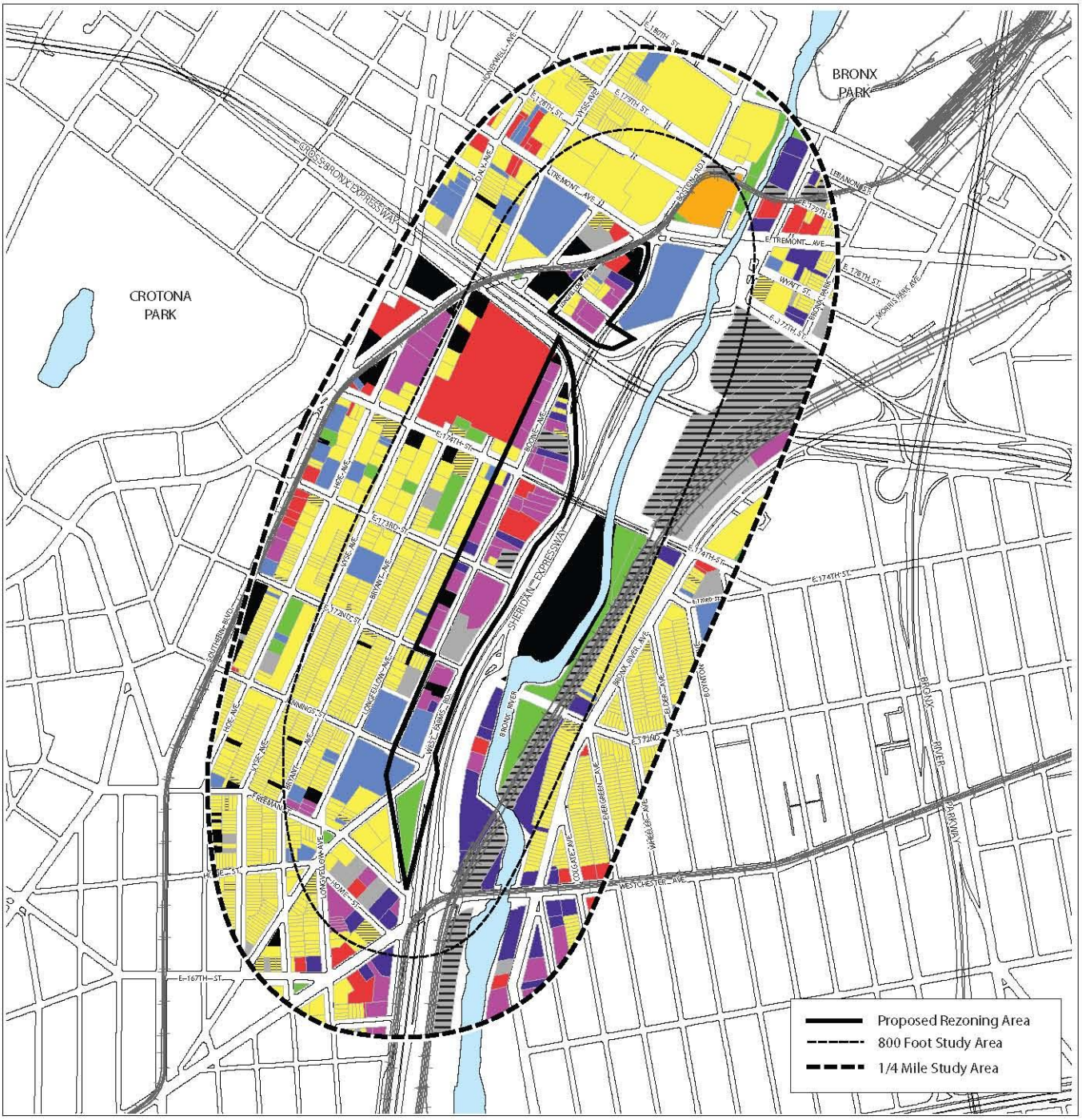
The WRP analysis study area includes the proposed rezoning area and the Bronx River waterfront to the east even though only a very small, undevelopable site is within the WRP area. That site is located east of West Farms Road within the Cross Bronx Expressway right-of way.

Preliminary Assessment

Land Use and Zoning

As described in Chapter 1, Project Description, the Proposed Action includes zoning map amendments such that the proposed rezoning area would be rezoned to R6A, R7A, R7X, and R8X with selected C2-4 commercial overlays. The rezoning area is now largely industrial and the approximately 11 blocks are currently zoned M1-1, R7-1 and R7-1/C2-4. Existing land uses and zoning districts within the proposed rezoning area are described below and depicted graphically in Figures A-2 and A-3.

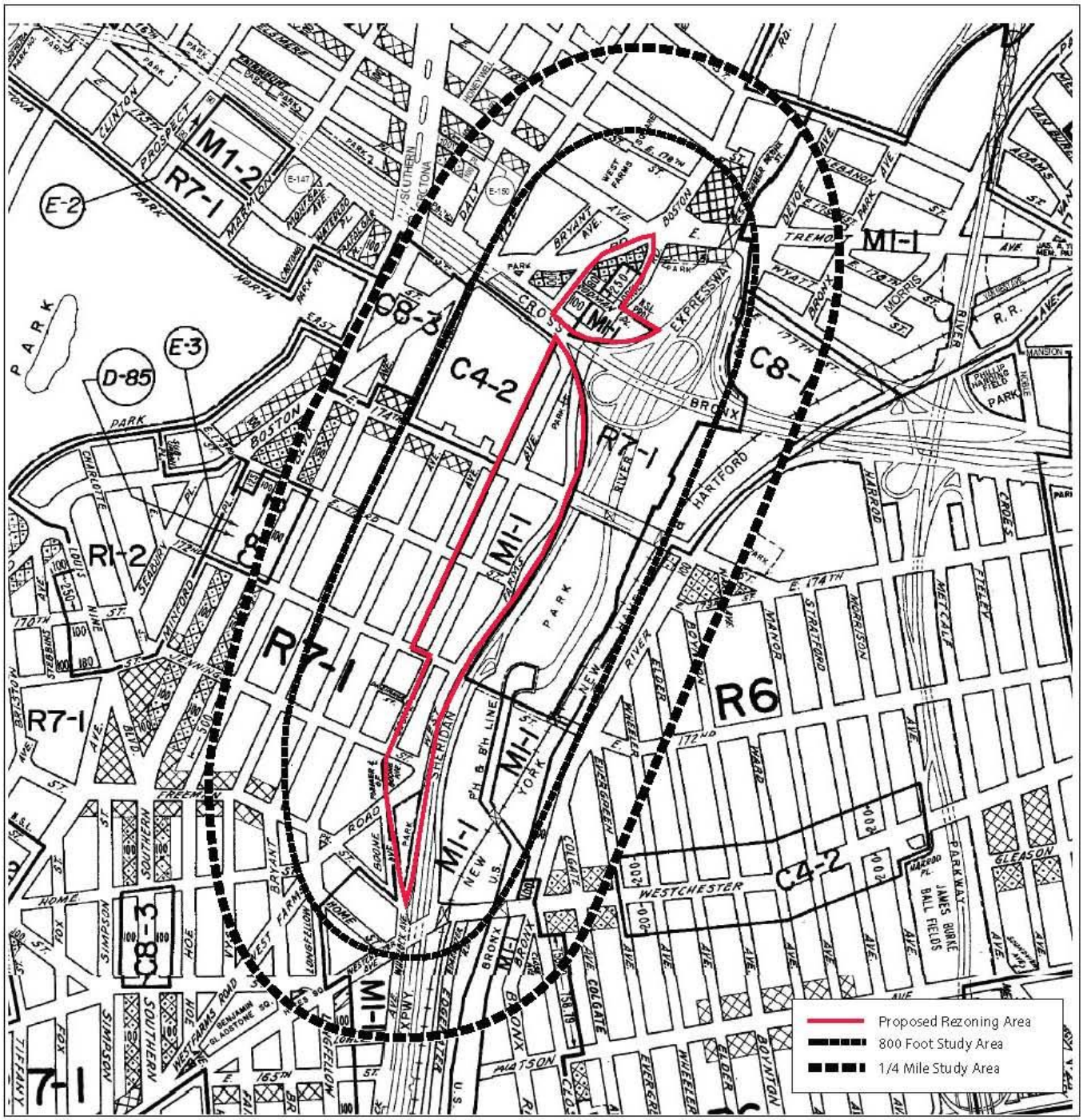
The primary land use in the rezoning area is industrial, consisting mainly of warehousing and a few light manufacturing uses. Table A-1, on page 2A-6 below, shows a breakdown of land use categories, by lot area, within the proposed rezoning area. Industrial land uses occupy 47.5 percent of the land area of the proposed rezoning area. Institutional and community facility uses, which, in this case, are schools, occupy 8.6 percent of the area. An almost identical land area is occupied by mapped parkland. The remaining land within the proposed rezoning area is developed with automotive repair, commercial, parking, residential, and utility uses, and vacant lots or buildings.



Residential
Commercial
Industrial
Institutional/Community Facility
Parking
Automotive
Transportation/Utility
Residential w/Commercial
Mixed Use
Vacant / Under Construction
Open Space

CROTONA PARK EAST / WEST FARMS ZONING MAP AMENDMENT

Bronx, New York



CROTONA PARK EAST / WEST FARMS ZONING MAP AMENDMENT

Bronx, New York

Table A-1: Land Uses in the Proposed Rezoning Area

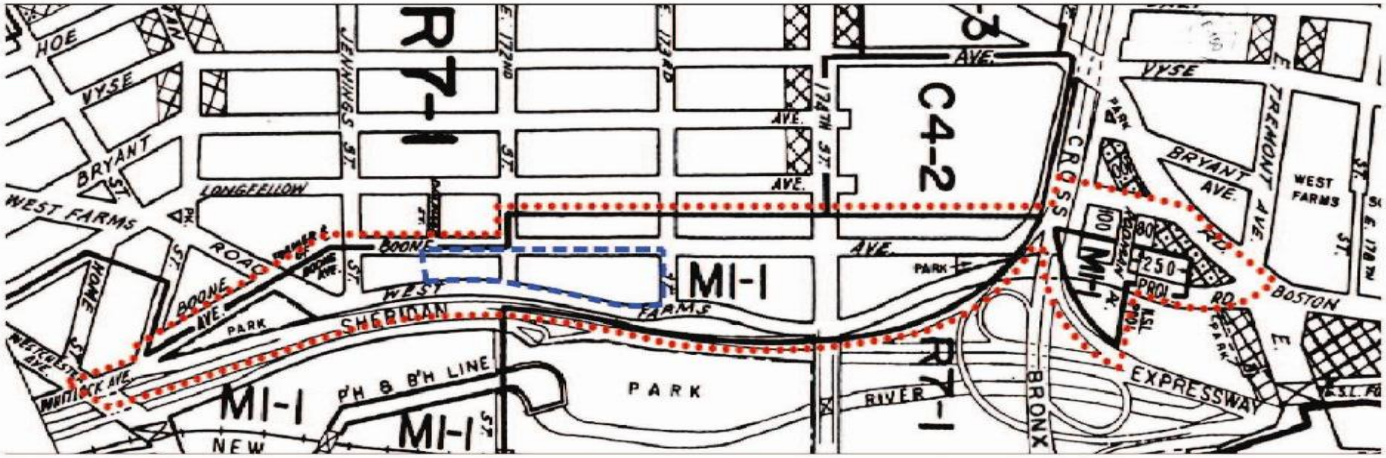
Land Use	Lot Area	Percent of Total
Industrial	395,252	47.5%
Institutional/Community Facility	71,192	8.6%
Open Space	70,625	8.5%
Automotive	55,734	6.7%
Commercial	51,596	6.2%
Vacant	48,693	5.9%
Parking	48,391	5.8%
Residential	46,302	5.6%
Utility	43,907	5.3%
Total	**831,692**	**100.0%**
Source: Stantec field survey; NYC DCP PLUTO Database		

The majority of the proposed rezoning area is zoned M1-1. Portions of the northernmost block in the rezoning area (Block 3016, which is separated into two physical blocks by Rodman Place), are zoned R7-1 and R7-1/C2-4. An existing zoning map appears as Figure A-3, above, and a comparison of existing versus proposed zoning is shown in Figure A-4, below. Table A-2 presents a summary of existing allowed density and building form within the proposed rezoning area.

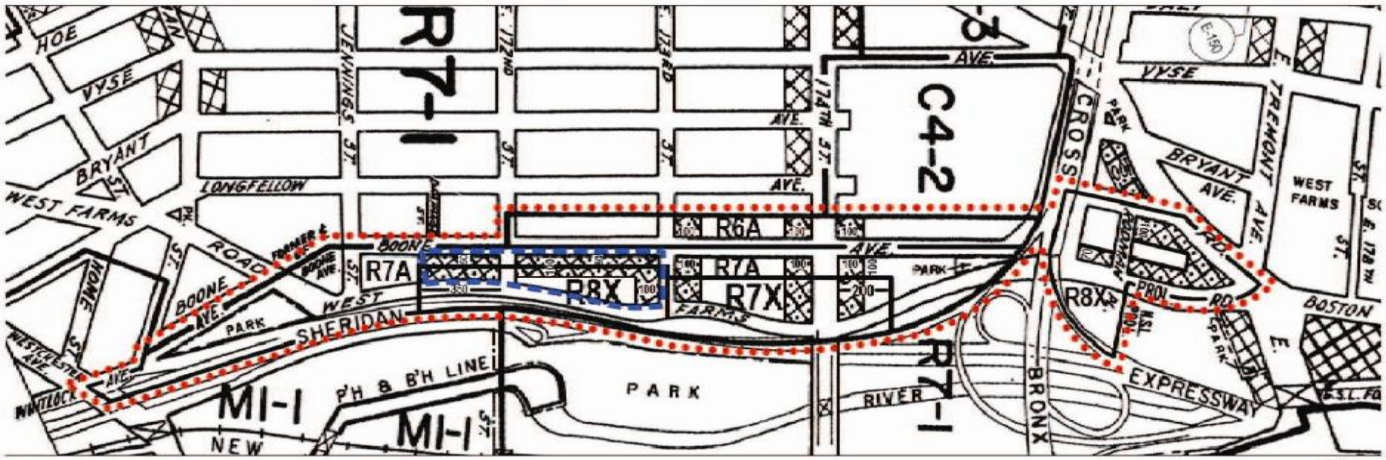
Table A-2: Summary of Existing Allowed Density and Building Form within the Proposed Rezoning Area

Allowed Density (FAR)								Building Form					
Use:	Residential				Comm-ercial	Comm. Facility	Manu.	Existing Bulk Controls					
Zoning District	Base FAR	Inclusionary Housing Bonus	Quality Housing Program	Max. FAR	Max. FAR	Max. FAR^	Max. FAR	Building base (streetwall)				Building height	
								min.	min. (QH)	max.	max. (QH)	max.	max.
M1-1	--	--		--	1.00	2.40	1.00	--		30 ft or 2 stories		sky exposure plane	
R7-1	0.87--3.44		4.00* 3.44**		--	4.80	--	--	40 ft	60 ft or 6 stories	65 ft* 60 ft**	sky exposure plane	80 ft* 75 ft**
C2-4 overlay	--	--		--	2.00	--	--	--		--		--	--
								^only Use Group 4 *wide street **narrow street					

The proposed zoning consists of R6A, R7A, R7X and R8X with C2-4 commercial overlays mapped throughout. Specifically, the Development Sites west of Boone Avenue, south of the Cross Bronx Expressway (Development Sites 3, 5, and 7), would be rezoned as R6A; the Development Sites east of Boone Avenue and south of the Cross Bronx Expressway (Development Sites 1, 2, 4, and 6) would be rezoned as R7A along Boone Avenue and as R8X and R7X along West Farms Road; the Development Sites north of the Cross Bronx Expressway (Development Sites 8 and 9) would be rezoned as R8X. See Figure A-4 for the proposed rezoning delineation and Table A-3 for a summary of the proposed zoning. In addition, the entire rezoning area would be mapped as an Inclusionary Housing Designated Area. Table A-4 summarizes the proposed zoning district changes.



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

Table A-3: Project Increment on Projected Development Sites

	Future No Action	Future Action	Increment
Residential Units	140	2,775	2,635
Commercial FA (sf)	38,928	131,869	92,941
Community Facility FA (sf)	0	11,888	11,888
Industrial FA (sf)	394,253	0	-394,253

Table A-4: Summary of Proposed Allowed Density and Building Form within the Rezoning Area

Allowed Density (FAR)						**Building Form**		
Use:	**Residential**			**Commercial**	**Comm. Facility**	**Existing Bulk Controls**		
Zoning District	**Base FAR**	**Inclusionary Housing Bonus**	**Max. FAR**	**Max. FAR**	**Max. FAR^**	**Building base (streetwall)**		**Building height**
						min.	**max.**	**max.**
R6A^	2.70	0.90	3.60	--	3.00	40 ft	60 ft	70 ft
R7A^	3.45	1.15	4.60	--	4.00	40 ft	65 ft	80 ft
R7X^	3.75	1.25	5.00	--	5.00	60 ft	85 ft	125 ft
R8X^	5.40	1.80	7.20	--	6.00	60 ft	85 ft	150 ft
C2-4 overlay	--	--	--	2.00	--	--	--	--
						^in Inclusionary Housing Designated Areas		

Table A-5: Summary of Proposed Zoning District Changes

Existing Zoning District	Proposed Zoning District
M1-1	**R6A, R6A/C2-4, R7A, R7A/C2-4, R7X, R7X/C2-4, R8X, R8X/C2-4**
R7-1	**R8X/C2-4**
R7-1/C2-4	**R8X/C2-4**

In the future with the Proposed Action, the applicant proposes to build new residential development on the sites it controls within the rezoning area, along with selected local retail and community facility uses. In addition, the proposed rezoning is expected to stimulate additional residential and local commercial development within the rezoning area.

The proposed rezoning covers a developable area of 659,274 square feet (excluding parklands, playgrounds and school facilities and roadway). The Proposed Action would result in 2,635 additional dwelling units, 92,941 additional retail commercial square feet, and 11,888 square feet of added

community facility space over the future without action condition. Table A-3 summarizes the increment in development on projected development sites by land use.

Detailed analyses are required for Traffic and Transportation, Air Quality, Noise, Socioeconomic, Neighborhood Character, Infrastructure, and Hazardous Materials and the Proposed Action qualifies as an area-wide rezoning; therefore a Detailed Land Use and Zoning Analysis is required.

Public Policy

A public policy analysis is required if a project is located within areas governed by public policies controlling land use, or has the potential to substantially affect land use regulation or policy controlling land use. The portion of the rezoning area that lies south of the Cross Bronx Expressway is within the area covered by the 197-a plan for Community District 3. The plan, entitled Partnership for the Future and adopted in 1992, focuses principally on a land use strategy to promote housing development, and also discusses future development of related plans for community facilities and economic development. The plan addresses concerns about population decline, housing deterioration, and social concerns of this period. The plan's objectives included increasing the area's population and diversifying the income mix. Residential zoning changes were encouraged, particularly programs that would promote higher-density residential development and mixed-income housing. The plan identified development sites, none of which fall in the boundaries of the proposed rezoning area.

The Proposed Action would be consistent with the plan's objective of increasing the area's population and diversifying the income mix. It is also consistent with the plan's encouragement of residential zoning changes and programs that would promote higher-density residential development and mixed-income housing.

Waterfront Revitalization Program

Proposed projects that are located within the designated boundaries of New York City's Coastal Zone must be assessed for their consistency with the City's Waterfront Revitalization Program (WRP). The federal Coastal Zone Management Act (CZMA) of 1972 was enacted to support and protect the distinctive character of the waterfront and to set forth standard policies for reviewing proposed development projects along coastlines. The program responded to City, State, and federal concerns about the deterioration and inappropriate use of the waterfront. The CZMA emphasizes the primacy of State decision-making regarding the coastal zone. In accordance with the CZMA, New York State adopted its own Coastal Management Program (CMP), designed to balance economic development and preservation by promoting waterfront revitalization and water-dependent uses while protecting fish and wildlife, open space and scenic areas, public access to the shoreline, and farmland; and minimizing adverse changes to ecological systems, and erosion and flood hazards. The New York State CMP provides for local implementation when a municipality adopts a local waterfront revitalization program, as is the case in New York City. The New York City Waterfront Revitalization Program (WRP) is the City's principal coastal zone management tool. The WRP was originally adopted in 1982 and approved by the New York State Department of State (NYSDOS) for inclusion in the New York State CMP. The WRP encourages coordination among all levels of government to promote sound waterfront planning and requires consideration of the program's goals in making land use decisions. NYSDOS administers the program at the State level, and DCP administers it in the City. The WRP was revised and approved by the City Council in October 1999. In August 2002, NYSDOS and federal authorities (i.e., the U.S. Army Corps of Engineers [USACE] and the U.S. Fish and Wildlife Service [USFWS]) adopted the City's 10 WRP policies for most of the properties located within its boundaries.

The project area for the Proposed Action is outside of the New York City's coastal zone boundary as outlined by the New York City Department of City Planning (DCP), with one minor exception. The exception is a small, triangular piece of land immediately north and west of the Cross Bronx Expressway westbound on-ramp from the Sheridan Expressway and east of West Farms Road. (See Figure A-7 on

page 2A-32.) This land area is a part of the Cross Bronx Expressway right-of way, and is not a developable piece of property. For the remainder of the project area, the coastal zone boundary extends only as far west from the Bronx River as West Farms Road, and is adjacent to the Proposed Action area for its full length. For that reason, a consistency review of the Proposed Action with the WRP was undertaken.

Sustainability

PlaNYC, the City's long-term sustainability plan, was adopted in 2007. It contains policy initiatives that relate to the city's land use, open space, brownfields, energy use and infrastructure, transportation systems, water quality and infrastructure, and air quality, and aim to prepare the city for projected climate change impacts. PlaNYC identified 10 goals to be achieved through 127 separate policy initiatives designed to achieve the City's sustainability goals. The City's sustainability goals, as identified in 2006, include providing affordable housing to an additional 1 million residents, increasing access to parks and open space, reclaiming brownfields, ensuring reliability of the City's water network, upgrading existing power plants and providing additional power sources, reducing water pollution and opening the City's waterways to additional recreation, and reducing the City's greenhouse gas emissions by 30 percent.

Usually an evaluation of sustainability is limited to "publicly-sponsored projects" – although this project is not publicly sponsored, it does incorporate what could be viewed as an area-wide rezoning which is typically a city-sponsored action. Therefore, an evaluation of sustainability has been included in this chapter.

EXISTING CONDITIONS

Rezoning Area

Land Use

The primary land use in the rezoning area is industrial, consisting mainly of warehousing and a few light manufacturing uses. Table A-1 on page 2A-6 above shows a breakdown of land use categories, by lot area, within proposed rezoning area. Industrial land uses occupy 47.5 percent of the land area of the proposed rezoning area. Institutional and community facility uses, which, in this case, are schools, occupy 8.6 percent of the area. An almost identical land area is occupied by mapped parkland. The remaining land within the proposed rezoning area is developed with automotive, commercial, parking, residential, and utility uses, and vacant lots or buildings.

Block 3016, the northernmost tax block in the rezoning area, is divided into two physical blocks bordered by Longfellow Avenue on the east, Boston Post Road on the northeast, West Farms Road on the northwest and west, and the Cross Bronx Expressway service road on the south. (See Figure A-1 for block numbers and locations.) The northern and southern halves of the tax block are divided by Rodman Place, which runs in an east-west direction. The northern half of the tax block is occupied by a large vacant commercial building, a hotel, a marble contractor, an open storage yard and parking lot. The southwest corner of the physical block contains four small residential buildings (three with frontage on Longfellow Avenue and one with frontage on Rodman Place) and a small, one-story synagogue. The four small residential buildings are between 2 and 4 stories high and contain a total of 8 dwelling units. The sites of the marble contractor and the open storage yard (Lots 60 and 66, comprising 27,415 square feet) are under the control of the project applicant.

The southern part of Block 3016 (south of Rodman Place) is occupied by two warehouses, an open storage area, and two five-story residential buildings (both of which front on Longfellow Avenue). The three non-residential lots (Lots 11, 13 and 21, comprising 28,085 square feet) are under the control of the project applicant.

The rezoning area also extends east to a portion of a grassy, unimproved lot, east of West Farms Road, which is part of the Cross Bronx Expressway/Sheridan Expressway interchange right-of-way.

Continuing south of the Cross Bronx Expressway, the rezoning area includes the eastern edge of Block 2998, which lies on the west side of Boone Avenue between the Cross Bronx Expressway and East 174th Street. Moving from north to south, this portion of the block contains a small triangular vacant lot, several large industrial buildings (including a glass fabricant and warehouse), and a six story residential building.

Continuing south, the eastern half of Block 3010, which lies on the west side of Boone Avenue between East 174th and East 173rd Streets, contains a five story residential building adjacent to a small auto body shop, several warehouses, and an auto repair shop.

The block to the south is Block 3009, located on the west side of Boone Avenue between east 173rd and East 172nd Street. It contains an auto body and repair shop, three warehouse buildings (one of which is vacant), and a sheet metal restoration company. The warehouse building lot on Lot 33 (comprising 10,000 square feet) is under the control of the project applicant.

Block 3015, which is east of Boone Avenue and south of the Cross Bronx Expressway, is divided into two physical blocks by East 174th Street. From north to south, the northern half of the block contains Boone Slope Park, which is mapped as parkland but is overgrown and inaccessible to the public, two-and three-story residential buildings (one with a small office attached), auto body and auto body repair shops, an open storage yard, a Department of Sanitation garage, and a lumber yard. South of East 174th Street, the block is occupied by a laundromat with a parking lot, a paint and building materials wholesaler, a construction contractor, auto body and repair shops, a self-storage facility, a Department of Sanitation garage, a plumbing/heading contractor, a small three-story residential building and a warehouse.

Block 3014, to the south, is bounded by East 173rd Street, West Farms Road, East 172nd Street, and Boone Ave. The northern half of the block is occupied by a complex of several attached buildings occupied by a meat packaging corporation. The southern half of the block is occupied by a large parking lot used for car impound and storage. The entire block is under the control of the project applicant.

To the south is Block 3013, bounded by East 172nd Street, West Farms Road, Jennings Street, and Boone Avenue. At the northern end of the block is a small one-story warehouse building with a parking lot/open storage area that is surrounded by a high wall. Directly to the south, fronting on West Farms Road, are three vacant residential buildings and an auto repair shop. To the rear of these buildings is a grassy and rocky undeveloped area, surrounded by a fence that fronts on Boone Avenue. The southern half of the block is occupied HS 682, the Fannie Lou Hamer Freedom High School. The portion of this block that is north of the high school is under the control of the project applicant.

The proposed rezoning area includes approximately one-quarter of a lot on Block 3007. The lot is occupied by P.S. X811 (which serves grades 6 through 12). The portion of the lot within the proposed rezoning area is in use as a parking lot for the school.

The southernmost development site in the proposed rezoning area is Block 3012, a triangular block that is occupied by Boone Playground. The park includes playground equipment, seating, a paved play area, and a water feature.

Zoning and Public Policy

The majority of the proposed rezoning area is zoned M1-1. Portions of the northernmost block in the rezoning area (Block 3016, which is separated into two physical blocks by Rodman Place), are zoned R7-1 and R7-1/C2-4. An existing zoning map appears as Figure A-3, and a comparison of existing versus proposed zoning is shown in Figure A-4. Table A-2 above presents a summary of existing allowed density and building form within the proposed rezoning area.

M1-1 districts are high performance light manufacturing districts, in which manufacturing, commercial, and limited Use Group 4 community facility uses are permitted. M1 districts are intended primarily for manufacturing, warehousing, and other industrial operations, but they exclude heavy manufacturing, power plants, and such noxious uses as solid waste disposal facilities. They require that permitted industrial operations be fully enclosed within a building and meet strict performance standards regarding noise, heat, vibration, smoke, dust odors, toxic matter, radiation, and fire and explosion hazards. M1-1 districts often act as a buffer between residential districts and higher intensity manufacturing uses. The maximum permitted FAR is 1.00 for manufacturing and commercial uses and 2.40 for community facility uses. For manufacturing and commercial uses, the maximum street wall is the lesser of 30 feet or 2 stories. For community facility buildings, the maximum street wall is the lesser of 35 feet and 3 stories. On the interior of the lot, height is regulated by sky exposure plane regulations, rising 1 foot for every foot of setback from the street line. Parking is required and varies based on use and building size.

R7-1 residential districts allow medium-density residential and community facility uses and are mapped extensively in the Bronx as well as in Brooklyn and Queens. Commercial uses are not permitted except where commercial overlays have been mapped. Community facilities are permitted with a maximum FAR of 4.8. The maximum permitted residential FAR ranges from 0.87 and 3.44, depending on lot coverage and height factor, For a Quality Housing building the maximum FAR is 4.00 within 100 feet of a wide street outside of the Manhattan core and 3.44 elsewhere. Under height factor regulations, the maximum street wall height is the lesser of 60 feet or six stories and the maximum building height is determined by a sky exposure plane starting 60 feet above the front lot line and rising either 5.6 or 2.7 feet (depending on the street width) for every foot of setback from the street line. For Quality Housing buildings, the maximum base height is 60 or 65 feet and the maximum building height is 75 or 80 feet, depending on the street width. Parking is required for 60 percent of dwelling units in a height factor building and for 50 percent of the units in a Quality Housing building.

C2-4 commercial districts are mapped as overlays in residential districts. They permit a range of local retail and service establishments that are intended to serve a wide neighborhood. When mapped in an R7-1 district, the maximum commercial FAR is 2.0; residential and community facility FARs are governed by the underlying residential district. In a C2-4 commercial overlay district one parking space is required per 1,000 square feet of commercial floor area.

Primary Study Area

Land Use

The primary study area spans 800 feet around the proposed rezoning area and is generally bounded by East 179th Street to the north, the west side of Bronx River Avenue to the east, Westchester Avenue to the south, and Vyse Avenue to the west.

Outside of the directly affected area, the primary study area is developed mostly with residential uses. Transportation uses, including the Cross Bronx Expressway, the Sheridan Expressway, a railroad right-of-way, and an elevated subway right-of-way also occupy a significant portion of the study area. Much of the land along the Bronx River, the Cross Bronx Expressway, and the Sheridan Expressway is vacant, and a portion of the land along the Bronx River is mapped as parkland. This mapped parkland includes Starlight Park, which is now undergoing hazardous materials remediation.

Properties directly bordering the affected area to the west include a large shopping center, the New Horizons Shopping Center, on Block 2998, which contains several retail stores and an expansive parking lot. Due to the sloping terrain, the parking lot is above the roof-level of the one-story industrial buildings that it abuts. Properties directly bordering the affected area on Block 3010 to the south include several six-story apartment buildings and two small, two story residential buildings. Directly bordering the affected area on the block to the south, Block 3009, is a row of almost identical two story residential buildings. The affected area is otherwise surrounded by public streets.

Residential development is varied and includes both larger, five- and six-story apartment buildings, and smaller two- and three-story buildings. The northeastern portion of the primary study area contains a large New York City Housing Authority (NYCHA) development, which occupies part of two blocks and consists of six- and-seven story residential buildings, 20-story residential towers on the interior of the blocks, a low-rise community center, and open space. At the northwest corner of East Tremont Avenue and Boston Road is a residential development containing 21- and 22-story towers. The blocks to the north and northeast are occupied by complexes of attached five-story residential buildings. To the northwest, along Vyse Avenue in the primary study area, there is a mix of five-story apartment buildings, and smaller two-story buildings with front and back yards. There are also two community facility uses on the block: P.S. 6, which shares a block with a seven-story apartment building, and a church, located midblock between East Tremont Avenue and the Cross Bronx Expressway service road.

Residential development in the southern portion of the study area also shows a variety of building scales and styles. Longfellow Avenue consists mainly of small, two-story residences. The west side of Longfellow Avenue between East 173rd and East 174th Streets contains a large park. Bryant and Vyse Avenues at East 173rd and East 174th Streets are developed primarily with five- and six-story apartment buildings, which transition to smaller two- and three-story buildings towards East 172nd and Jennings Streets. Midblock between East 172nd and 173rd Streets there is a school, P.S. 50, which has a playground fronting on Bryant Avenue. At 1001 Jennings Street, between Boone and Longfellow Avenues is another elementary school, the PS 66 School of Higher Expectations.

Residential development on East 174th Street consists of large apartment buildings, which vary from 5 to 6 stories in height. Apartment buildings of this type are also found on Vyse Avenue near the Cross Bronx Expressway, on an underdeveloped portion of the block with two large vacant lots.

Small houses of worship are scattered throughout the study area, as are small parks. At the northeast corner of Boston Road and East Tremont Avenue, there is a small sitting area in front of a mixed use complex containing community facility and commercial uses. Much of the area along the Bronx River is mapped as parkland (including Starlight Park). At the time of the land use survey, Starlight Park was undergoing hazardous materials remediation and not accessible to the public. However, there are plans to rehabilitate this park subsequent to the time the remediation activities have been completed.

Commercial development in the primary study area is minimal. In addition to the shopping center discussed earlier, commercial development includes a large one-story building containing a liquor store and a convenience store at the corner of Tremont Avenue and Boston Road and a hotel along the Sheridan Expressway.

West of the shopping center along Boston Road at Vyse Avenue, there is a small concentration of two-story light industrial and warehouse uses. The block directly west of the shopping center contains a self-storage facility.

The primary study area east of the Bronx River contains a railroad right-of-way along the Bronx River. Along the Sheridan Expressway there is industrial and automotive development, and a Best Western Hotel. There is further automotive development along the railroad right-of-way. Bronx River Avenue is lined with two-story residential buildings. At the intersection of Bronx River Avenue and East 172nd Street there is a residential building with ground floor commercial space adjacent to an auto repair shop. Along Bronx River Avenue, there is another auto repair shop at East 174th Street, and there is a small church near East 172nd Street.

Zoning and Public Policy

Most of the 800-foot study area is zoned for residential uses, as either R7-1 (west of the Sheridan Expressway) or R6 (east of the Sheridan Expressway). Along some main crossroads in some portions of the residential districts, C1-2 or C1-4, and C2-4 commercial overlays are mapped. The shopping center

located between East 174th Street and the Cross Bronx Expressway is zoned C4-2. Along the Bronx River in the southern portion of the study area, an M1-1 district is mapped.

R7-1 and M1-1 districts are described above under the Preliminary Analysis.

R6 is a medium density non-contextual residential district. The district allows a residential and community facility uses and a maximum FAR of 2.43 (or up to 3.0 for Quality Housing developments on wide streets). The permitted building height is 60 feet or 6 stories for the front 20 feet of the lot; on the interior of the lot, the 60 foot maximum height increases by 2.7 feet for every one foot of horizontal distance from the front lot line. The open space ratio ranges from 27.5 to 37.5.

C1 commercial overlays are more restrictive than C2 overlays, allowing retail and personal service establishments but forbidding repair shops, contractors' offices, amusement establishments such as theaters and bowling alleys, business and trade schools, car rental establishments, copy shops, and caterers and banquet halls. The regulations regarding FAR and location within a building are the same for C1 and C2 districts. Commercial uses are allowed within the ground floor of apartment buildings or within freestanding commercial building of no more than two stories. The maximum FAR for C1 and C2 overlays is 1.0 when mapped in R1 to R5 and R6B districts, and 2.0 when mapped in other residential districts.

C4 districts are major commercial centers located outside of the central business districts. They allow department stores, theaters and other commercial uses that serve a larger area. C4 districts are not mapped as an overlay and area usually found in regional centers like Rego Park or Fordham Road. C4-2 districts provide for shopping centers and offices in more densely built areas. The maximum commercial FAR for a C4-2 district is 3.4

A 197-a plan exists for Community District 3 and was described above under the Preliminary Assessment. As noted, the plan is entitled Partnership for the Future. It focuses on a land use strategy to promote housing development, and also discusses future development of related plans for community facilities and economic development. Its objectives included increasing the area's population and diversifying the income mix. The plan encourages residential zoning changes, particularly those with programs that would promote higher-density residential development and mixed-income housing.

Secondary Study Area

Land Use

The secondary study area, covering a quarter mile around the proposed rezoning area, is generally bounded by East 180th Street to the north, one block east of Bronx River Avenue to the east, Lowell Street to the south, and Southern Boulevard to the west.

In the secondary study area, land uses patterns are similar to those of the primary study area, with residential uses dominating but with scattered concentrations of industrial, commercial, automotive, and transportation uses.

Hoe Avenue, Vyse Avenue, Bryant Avenue, and all streets west of the Sheridan Expressway and (with the exception of East 174th Street) are developed with small, low-rise residential buildings. There are two large NYCHA developments in the secondary study area, located along Boston Road north of East 179th Street (characterized by six-story buildings) and along Bronx River Avenue at East 174th Street (characterized by 14-story buildings). Along East 174th Street in this area is also a large public playground (the 174th Street Playground), which lies just at the edge of the study area.

Southern Boulevard is primarily developed with commercial buildings and community facilities, including buildings associated with the Children's Aid Society and some local retail buildings. The east side of Southern Boulevard between East 172nd and Jennings Streets is almost entirely vacant, with one small residential building with ground floor commercial space at the southern end of the block, a small

parking lot midblock adjacent to a vacant building, and a construction site at the northern end of the block. There are three other large vacant lots and two smaller vacant lots located along Boston Road between East 175th Street and the Cross Bronx Expressway. North of the Cross Bronx Expressway along Southern Boulevard (also known here as Crotona Parkway), there is one block that falls within the study area. The majority of the block is occupied by a large church; the rest of the block is developed with residential buildings and an accessory parking lot.

There are two public schools in this study area, including the James Monroe High School at the far eastern edge of the study area, on the block bounded by East 173rd Street, Manor Avenue, East 172nd Street, and Boynton Avenue; and The East Bronx School of the Future, located on Southern Boulevard near East 174th Street.

Industrial and automotive development in the secondary study area is located at the southern edge of the study area boundary, where there are some warehousing and auto service uses, particularly along Westchester Avenue on either side of the Sheridan Expressway. There is a self-storage facility on Southern Boulevard near the Cross Bronx Expressway, and there are two small warehouses on Southern Boulevard near East 172nd Street. South of Westchester Avenue and along the west bank of the Bronx River is a recently constructed park known as Concrete Plant Park. The Park has 2.7 acres and extends along the Bronx River shoreline between Westchester Avenue and Bruckner Boulevard.

At the time of the land use survey, there were several vacant lots found throughout the study area. The largest parcel of vacant land, located between East 174th and 172nd Streets, just east of the proposed rezoning area, is mapped as parkland (Starlight Park). Other large areas of vacant land were on Southern Boulevard between East 172nd and Jennings Streets and along Boston Road near the Cross Bronx Expressway. There was one construction project underway at the time of the land use survey. That project, at the southeast corner of Southern Boulevard and East 172nd Street, will be a 60-unit supportive housing building.

With regard to land use trends, construction in recent years has been predominantly residential, with many new low-income and supportive housing units added. The New Horizons Shopping Center, which covers approximately 130,000 square feet, opened adjacent to the proposed rezoning area in 2004, and was intended to serve the growing residential community. These recent development projects are indicative of a residential development trend in the area, where infill development and redevelopment of underutilized sites is occurring.

Zoning and Public Policy

Most of the quarter-mile study area is zoned for residential uses, as either R7-1 or R6. Along some main crossroads in some portions of the residential districts, C1-2, C1-4, and C2-4 commercial overlays are mapped. The northeastern edge of the study area is zoned M1-1 and C8-1. West of the Sheridan Expressway and south of the Cross Bronx Expressway, the study area is predominantly zoned R6. West of the proposed rezoning area and south of the Cross Bronx Expressway, there is a commercial district zoned C8-3. The rest of the area west of the proposed rezoning area is zoned R7-1.

R6, R7-1, C1 and C2 commercial overlays, and M1-1 districts are described above.

C8-1 and C8-3 are general service commercial districts that allow automotive, semi-industrial, and other heavy commercial uses. Residential uses are not permitted. C8 districts are often mapped along major traffic arteries where automotive uses are concentrated. The maximum allowed FAR is 1.00 for C8-1 districts and 2.0 for C8-3 districts.

FUTURE NO ACTION CONDITIONS

Rezoning Area

Land Use

In the future without the Proposed Action, only relatively minor changes are anticipated in the proposed rezoning area. A new building permit for a two-story building containing 4,960 square feet of commercial space was approved by the Department of Buildings in August 2009 for the lot at 1817 West Farms Road (Block 3015, Lot 87). At the time of the land use survey, the 8,823 square foot lot was occupied by an ironwork company with a 1,000 square foot building.

At the far northern end of the proposed rezoning area is a site that is projected to develop without approval of the Proposed Action. Development Site 9C (Block 3016, on Lots 38 and 42) is bounded by West Farms Road on the east, and Boston Road on the north and west. The site is in an R7-1 zoning district with a C2-4 zoning overlay, and contains about 38,900 square feet of lot area. In the future without the Proposed Action, Development Site 9C is expected to be developed with about 134 dwelling units and just under 39,000 square feet of retail commercial space.

Zoning and Public Policy

In the future without the Proposed Action, no zoning or public policy changes are anticipated in the proposed rezoning area.

Secondary Study Area

Land Use

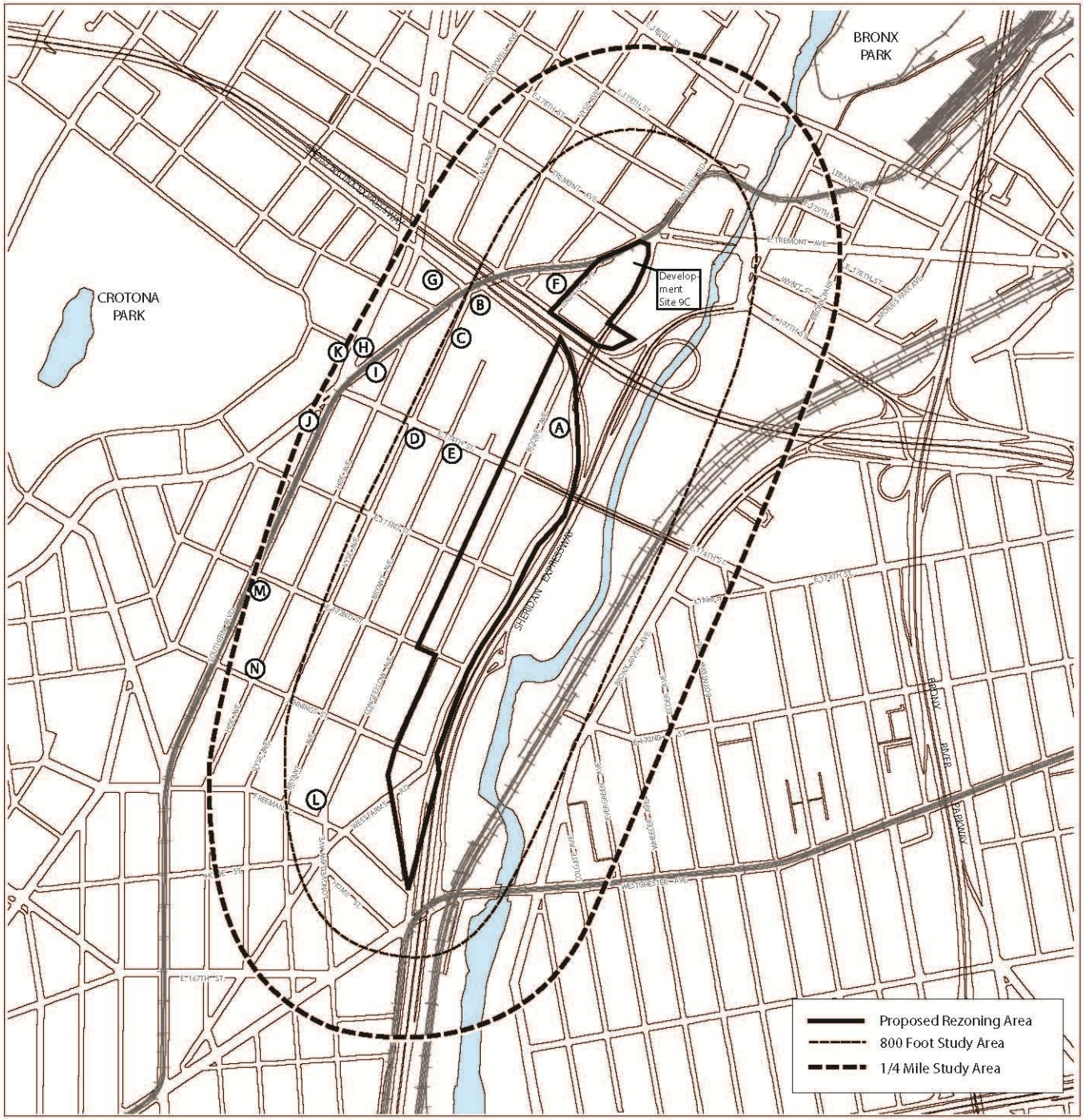
In the future without the Proposed Action, several land use changes are anticipated in the study area. Staff and records from the Department of City Planning, the Department of Housing Preservation and Development, the Department of Buildings, local community boards, and a local property development company were consulted to identify new construction projects that are proposed in the study area. In total, it is anticipated that there will be approximately 988 new residential units (including 134 projected new units on Development Site 9C within the area to be rezoned, 854 otherwise), some of which will be in buildings with ground floor commercial space or community facility space. There are two new buildings that would be entirely commercial. Table A-6 summarizes the proposed developments, which are keyed to the map in Figure A-5.

Table A-6: No Build Projects within the Secondary Study Area (1/4 mile)

Map #	Address	Residential Units	Commercial Floor Area (sf)	Community Facility Floor Area (sf)
A	1817 West Farms Rd.		4,960	
B & C	Vyse Ave.	150		
D	1710 Vyse Ave.	65		
E	1704 Bryant Ave.	40	1,547	1,555
F	1872-1880 Boston Rd.	120	70,048	168,116
G	1825 Boston Rd.	175		
H	1778 Southern Blvd.	68	9,903	724
I	1776 Boston Rd. Rezoning	65		
J	1693 Southern Blvd.		4,248	
K	1779 Southern Blvd.	18		
L	1411, 1413, 1415 Longfellow Ave.	9		
M	1510 Southern Blvd.	60		
N	1468 Hoe Ave.	84		
	Total	854	90,706	170,395

Development projects B and C, on Vyse Avenue abutting the New Horizons Shopping Center, are being undertaken by MBD Community Housing. One hundred and fifty low-income residential units are planned in two buildings. At 1825 Boston Road (project G), a rezoning was recently approved that would allow for the construction of 175 residential units and some commercial space. Further north, on the other side of the Cross Bronx Expressway, a 120-unit residential project is proposed for 1872-1880 Boston Road (project F). This project is proposed to contain the Diagnostic and Treatment Center of the Cerebral Palsy Association of New York State. The eight-story building would provide specialized, low-income housing and community living programs for individuals with disabilities. Other projects include an 84-unit residential building on Hoe Avenue (project N), 60 units of supportive housing at 1510 Southern Boulevard (project M), 65 units of supportive housing at 1710 Vyse Avenue, a project sponsored by Community Access, an organization that assists people with psychiatric disabilities to make the transition from shelters and institutions to independent living (project D), three adjacent three-story, three unit townhomes (project L) on Longfellow Avenue, and a 6 story, 18-unit residential apartment building (project K) at 1779 Southern Boulevard.

The proposed commercial project at 1693 Southern Boulevard (project J) is a one-story 4,248 square foot building located on a triangular lot where Southern Boulevard intersects with Boston Road.



Legend

Ⓔ Site of Anticipated Land Use Change

CROTONA PARK EAST / WEST FARMS ZONING MAP AMENDMENT

Bronx, New York

In addition to the above projects, the New York City Council recently approved the Third Avenue/Tremont Avenue rezoning in Bronx Community District 6, immediately to the northwest of the Crotona Park East/West Farms land use study area. The rezoning area is bound by Fordham Plaza in the north, extending down Third Avenue to 175th Street to the south, and including much of the area south of Fordham Plaza between Washington Avenue and Third Avenue. There is an additional east-west corridor along Tremont Avenue from Daly Avenue in the east to Webster Avenue in the west. The study area for this proposal is made up of approximately 62 blocks.

The goal of the rezoning, in general, is to strengthen Third Avenue and East Tremont Avenue as commercial corridors and to preserve the existing character of adjacent neighborhoods. The rezoning strategy has been formulated to create new opportunities for housing, incentivize permanently affordable housing, expand retail potential along Tremont and Third Avenues, connect the Tremont, Belmont, Fordham, and Bathgate communities to one another, retain viable light manufacturing, and provide building height limits.

The Third Avenue/Tremont Avenue rezoning area is immediately outside the one-quarter mile limit of the Crotona Park East/West Farms land use study area. The far eastern extreme of the area to be rezoned begins at Daly Avenue and proceeds westward along Tremont Avenue. However, within one-half mile of the Crotona Park East/West Farms area to be rezoned, it is expected that proposed rezoning would result in 15 fewer dwelling units over all, but in an additional 24 affordable housing units than under the no action condition, over the ten-year analysis period. In addition, within that area, an additional 9,400 square feet of retail commercial and 37,400 square feet of office commercial space are expected to result beyond that under the no action condition.

These development projects are further indication of a strong residential development trend in the area. This trend is anticipated to continue in the future whether or not the Proposed Action is taken.

Zoning and Public Policy

The only anticipated zoning map amendments in the study area are related to individual residential projects that are proposed in districts that do not allow residential development. The proposed zoning map amendments are associated with the projects located at 1776 and 1872 Boston Road (identified in Figure A-5 as I and F, respectively), where an R7-1/C2-4 district was recently approved for 4 tax lots that were zoned C8-3. Also, as noted above under the land use discussion, the City recently approve the Third Avenue/East Tremont Avenue rezoning, which is immediately outside the one-quarter mile limit of the Crotona Park East/West Farms land use study area. The new zoning districts within one-half mile of the Crotona Park East/West Farms area are along East Tremont Avenue and include an R7X/C2-4 district between Daly and Marmion Avenues, and a C4-4A district between Marmion and Belmont Avenues.

There are no anticipated changed to public policy governing the study area.

FUTURE ACTION CONDITION

Rezoning Area

Land Use

The project applicant intends to develop the properties in the rezoning area that it controls. This chapter also considers the build out of sites not under the control of the project applicant. As is described in the Preliminary Analysis, the proposed rezoning covers a developable area of 659,274 square feet (excluding parklands, playgrounds and school facilities). The proposed rezoning would result in 2,635 additional dwelling units, 92,941 square feet of additional retail space, and 11,888 square feet of added community facility space over the no action condition. The details of the proposed development are given below.

Starting from south to north, the Development Sites are organized according to physical blocks, with Development Site 1 at the far southern end being Block 3013, and Development Site 9 (Block 3016) at the northern-most portion of the area to be rezoned. (See Figure A-6.)

Development Site 1 / Development Site 1: This Development Site includes only the northern half of the physical block bounded by West Farms Road, Jennings Street, Boone Avenue and East 172nd Street (Block 3013), since the southern half is occupied by the Fannie Lou Hamer Freedom High School. This block is currently zoned as an M1-1 district and would be rezoned to an R8X residential district, except for a 50-foot deep R7A residential district along Boone Avenue. The entire Development Site would be mapped with a C2-4 overlay. This Development Site is under control of the project applicant. The block contains approximately 41,877 square feet of lot area. The project applicant proposes to construct approximately 237 dwelling units and up to 6,000 square feet of retail commercial area.

Development Site 2 / Development Sites 2N and 2S: These Development Sites include the entire physical block (Block 3014) bounded by West Farms Road, Boone Avenue, and East 172nd and East 173rd Streets. This block, which is currently zoned as an M1-1 district, would be rezoned to an R7A district over a 50-foot wide strip along Boone Avenue, and the rest of the Development Site would be zoned as an R8X district along West Farms Road. (See Figure A-6.) C2-4 commercial overlays would be mapped to a depth of 100 feet along Boone Avenue and East 173rd Street. This Development Site is under the control of the project applicant. The block contains approximately 105,765 square feet of lot area. The project applicant proposes to construct approximately 658 dwelling units, 11,888 square feet of community facility uses and up to 12,493 sf of commercial retail uses.

Development Site 3 / Development Sites 3A - 3E: These Development Sites include the entire western blockfront of Block 3009 along Boone Avenue between East 172nd and 173rd Streets. The eastern portion of this block is currently zoned as an M1-1 district and would be rezoned to an R6A district over its entirety. No commercial overlay district is proposed for this Development Site. Development Site 3B (10,000 sf) within this Development Site is under control of the project applicant. The block contains approximately 106,700 square feet of lot area projected to be developed over the 10 year analysis period. It is expected that the project applicant would construct approximately 36 units on Development Site 3B. In all, approximately 200 new dwelling units would be expected to be developed on Development Sites 3A – 3E.

Development Sites 4A – 4F: These Development Sites are located on the southern half of Tax Block 3015, which is a physical block bounded by Boone Avenue, East 173rd and 174th Streets, and West Farms Road. This block is currently zoned as an M1-1 district would be rezoned to R7A over a 100 foot wide strip along Boone Avenue, with the rest of the Development Site to be zoned as an R7X district along West Farms Road. C2-4 commercial overlays would be mapped to a depth of 100 feet along East 173rd and East 174th Streets for a total of approximately 48,000 sf. The block contains approximately 59,300 square feet of lot area within Development Sites 4A, 4B, and 4C which are projected to be developed over the 10 year analysis period. In all, about 280 new dwelling units and about 10,000 square feet of retail commercial area are projected to be constructed on these Development Sites within the ten year analysis period.

Development Sites 5A – 5E: These Development Sites include the entire eastern half of Block 3010 along Boone Avenue (the eastern blockfront between East 173rd and 174th Streets). The eastern portion of this block is currently zoned as an M1-1 district and would be rezoned to an R6A district over its entirety. About 20,000 square feet of lot area along Boone Avenue would have a C2-4 overlay, comprising two 10,000 square foot areas at the intersections of East 173rd and 174th Streets and Boone Avenue. The block contains approximately 52,500 square feet of lot area projected to be developed over the 10 year analysis period. In all, approximately 180 new dwelling units and about 15,000 square feet of retail commercial area would be expected to be developed within Development Sites 5A – 5E.



Boundary of Proposed New Residential District

Applicant-Controlled Sites Subject to Special Permit

Applicant-Controlled Sites Not Subject to Special Permit

Projected Development Sites

Potential Development Sites

Development Sites 6A – 6F: These Development Sites are located on the northern half of Tax Block 3015, which is a physical block bounded by Boone Avenue, East 174th Street, and West Farms Road. This block is currently zoned as an M1-1 district and would be rezoned to an R7A district over the entire block, except for an area 200 feet by 200 feet at the northwest corner of the East 173rd Street and West Farms Road. This portion of the Development Site would be zoned as an R7X district along West Farms Road. About 28,700 square feet of lot area along East 174th Street would be mapped with a C2-4 overlay. The block contains approximately 60,870 square feet of lot area within Development Sites 6A, 6B, 6C, 6E, and 6G which are projected to be developed over the 10 year analysis period. In all, about 285 new dwelling units and 22,536 square feet of retail commercial area are projected to be constructed on these Development Sites within the ten year analysis period.

Development Sites 7A and 7B: These Development Sites include the entire eastern blockfront of Block 2998 along Boone Avenue between East 174th Street and the Cross Bronx Expressway Service Road. The western portion of this block is currently zoned as an M1-1 district and would be rezoned to an R6A district over its entirety. About 10,000 square feet of lot area along Boone Avenue at East 174th Street would have a C2-4 overlay. The block contains approximately 60,300 square feet of lot area projected to be developed of the 10 year analysis period. In all, approximately 215 new dwelling units would be expected to be developed within Development Sites 7A and 7B.

Development Site 8: This Development Site includes the southern portion of Block 3016, immediately north of the Cross Bronx Expressway and bounded by Rodman Place, Longfellow Avenue and West Farms Road on its other three sides. The eastern portion of this block is zoned as M1-1 and the western portion is zoned as R7-1. The entire block would be rezoned to R8X, with a 70 foot wide strip fronting West Farms Road having a C2-4 commercial overlay. The block contains approximately 21,800 square feet of lot area within Development Site 8 which is projected to be developed over the 10 year analysis period. In all, about 200 new dwelling units and an additional 10,000 square feet of retail commercial space are projected to be constructed on this Development Site within the ten year analysis period. Portions of this Development Site are under the control of the project applicant.

Development Sites 9A – 9E: These Development Sites include the northern portion of Block 3016, immediately north of Development Site 8 described immediately above. It is bounded by Rodman Place, Longfellow Avenue/Boston Road and West Farms Road. The eastern portion of this block is zoned as M1-1 for a distance of 250 feet. The remainder of the block is zoned as R7-1 with a C2-4 commercial overlay over the entire block except for an 80 foot long strip at the corner of Rodman Place and Longfellow Avenue. The entire block would be rezoned to R8X, with a 70 foot wide strip fronting West Farms Road on the east side of the block and the 80 foot long strip fronting Longfellow Avenue at Rodman Place on the west having a C2-4 commercial overlay. The block contains approximately 71,700 square feet of lot area within Development Sites 9C, 9D and 9E which are projected to be developed over the 10 year analysis period. In all, about 515 new dwelling units and about 55,800 additional square feet of retail commercial area are projected to be constructed on this Development Site within the ten year analysis period. Development Site 9D is under the control of the project applicant.

In general, under the proposed rezoning and south of the Cross Bronx Expressway, building heights of the new structure would be expected to be six to seven stories along the west side of Boone Avenue, three to seven stories along the east side of Boone Avenue, and six to fifteen stories along West Farms Road. North of the expressway, building heights would be expected to be eight to 15 stories. (See Chapter 1: Project Description and Chapter 2G: Urban Design for a fuller discussion of expected building massing.)

Zoning

In the future with the Proposed Action, the Development Sites west of Boone Avenue, south of the Cross Bronx Expressway (Development Sites 3, 5, and 7), would be rezoned as R6A; the Development Sites east of Boone Avenue and south of the Cross Bronx Expressway (Development Sites 1, 2, 4, and 6) would be rezoned as R7A along Boone Avenue and as R8X and R7X along West Farms Road; the

Development Sites north of the Cross Bronx Expressway (Development Sites 8 and 9) would be rezoned as R8X. Selected C2-4 commercial overlays would be mapped throughout. In addition, the entire rezoning area would be mapped as an Inclusionary Housing Designated Area.

The proposed residential districts have been positioned so as to allow for a transition to denser development east toward West Farms Road, the Sheridan Expressway and the Bronx River from the upland areas. This allows greater density toward the open areas of the proposed rezoning. At the northern end of the proposed area to be rezoned the higher density R8X districts are compatible with the types of higher density development which exists in that area, particularly the existing, nearby 21- and 22-story towers. The proposed R6A district along the west side of Boone Avenue will be compatible with the adjacent R7-1 district, which is developed with a mix building types ranging from 3 to 6 stories.

R6A is a medium density contextual residential district that allows residential and community facility uses but excludes commercial and industrial uses. It is designed to be compatible with existing buildings found in older neighborhoods, such as much of the development directly west of the proposed rezoning area. In R6A districts in Inclusionary Housing Designated Areas, the base FAR for residential uses is 2.7, which may be increased to 3.6 by providing affordable housing. Community facilities are allowed with a maximum FAR of 3.60. The base height can range between 40 to 60 feet and the maximum allowable building height is 70 feet. Maximum allowed lot coverage is 80 percent on a corner lot and 65 percent on an interior or through lot. In R6A districts, the Quality Housing Program is mandatory. Parking is required to be provided for 50 percent of the market-rate dwelling units, which may reduced for government assisted housing.

East of Boone Avenue, slightly higher-density residential districts are appropriate as one moves away from the existing lower-density development. R7A and R7X are medium density contextual residential districts that allow residential and community facility uses. In both districts, the Quality Housing Program is mandatory. In R7A districts in Inclusionary Housing Designated Areas, the base FAR for residential uses is 3.45, which may be increased to 4.6 by providing affordable housing. Community facilities are allowed with a maximum FAR of 4.00. Maximum lot coverage is 80 percent on corner lots and 65 percent on interior and through lots. The building base height must be between 40 and 65 feet. The maximum building height is 80 feet. Off-street parking is required for 50 percent of dwelling units. This parking requirement may be reduced for governmental assisted housing. R7X allows for slightly higher density than R7A. In R7X districts in Inclusionary Housing Designated Areas, the base FAR for residential uses is 3.75, which may be increased to 5.0 by providing affordable housing. Community facilities are allowed with a maximum FAR of 5.00. The maximum lot coverage is 80 percent on corner lots and 70 percent on interior and through lots. The building base height must be between 65 and 85 feet, and the maximum building height is 125 feet. Off-street parking is required for 50 percent of dwelling units. This parking requirement may be reduced for government assisted housing.

R8X is a higher density contextual residential district that allows residential and community facility uses. The proposed R8X districts are located adjacent to the Sheridan Expressway in the southern portion of the rezoning area and in the northern portion of the rezoning area, north of the Cross Bronx Expressway. In these areas, a higher density is appropriate due to the proximity to existing high-rise development and the relative distance from existing low density development. In R8X districts in Inclusionary Housing Designated Areas, the base FAR for residential uses is 5.4, which may be increased to 7.2 by providing affordable housing. The maximum permitted FAR is 6.00 for community facility buildings. Lot coverage and building base height regulations are the same as those for R7X, but the maximum building height is 150 feet. The street walls of new buildings in R8X districts must be within 10 feet on a wide street or 15 feet on a narrow street. Off-street parking is required for 40 percent of dwelling units. This parking requirement may be reduced for government assisted housing.

As described above under Existing Zoning, C2-4 commercial districts are mapped as overlays in residential districts. They permit a range of local retail and service establishments that are intended to

serve a wide neighborhood. When mapped in R6A, R7A, R7X, and R8X districts, the maximum commercial FAR is 2.0; residential and community facility FARs are governed by the underlying residential district.

Primary & Secondary Study Areas

Land Use

In the future with the Proposed Action, there are no further anticipated land use changes in the study area outside of those described above under the Future No Action Condition. However, it is anticipated that the 134-unit No Action development project on Development Site 9C within the proposed rezoning area would not proceed, and that the Development Sites would instead be developed as-of-right under the new zoning.

Zoning

The zoning map amendments discussed above under Future No Action Conditions are anticipated regardless of the Proposed Action, and thus would be expected to proceed in the future with the Proposed Action.

Waterfront Revitalization Program

The federal Coastal Zone Management Act (CZMA) of 1972 was enacted to support and protect the distinctive character of the waterfront and to set forth standard policies for reviewing proposed development projects along coastlines. The program responded to city, state, and federal concerns about the deterioration and inappropriate use of the waterfront. The CZMA emphasizes the primacy of state decision-making regarding the coastal zone. In accordance with the CZMA, New York State adopted its own Coastal Management Program (CMP), designed to balance economic development and preservation by promoting waterfront revitalization and water-dependent uses while protecting fish and wildlife, open space and scenic areas, public access to the shoreline, and farmland; and minimizing adverse changes to ecological systems, and erosion and flood hazards. The New York State CMP provides for local implementation when a municipality adopts a local waterfront revitalization program, as is the case in New York City. The New York City Waterfront Revitalization Program (WRP) is the city's principal coastal zone management tool. The WRP was originally adopted in 1982 and approved by the New York State Department of State (NYSDOS) for inclusion in the New York State CMP. The WRP encourages coordination among all levels of government to promote sound waterfront planning and requires consideration of the program's goals in making land use decisions. NYSDOS administers the program at the state level, and DCP administers it in the city. The WRP was revised and approved by the City Council in October 1999, and was approved by the NYS Department of State and the U.S. Secretary of Commerce in the summer of 2002.

As seen in Figure A-7, the affected area of the Proposed Action is outside of the New York City's coastal zone boundary with one minor exception. The exception is a small, triangular piece of land immediately north and west of the Cross Bronx Expressway westbound on-ramp from the Sheridan Expressway and east of West Farms Road. For the remainder of the affected area, the coastal zone boundary extends only as far west from the Bronx River as West Farms Road, and is adjacent to the Proposed Action's affected area for its full length. The assessment of WRP consistency for the Proposed Action is oriented to full area to be rezoned.

As described below, the Proposed Action would be consistent with the city's 10 WRP policies and the WRP's goals for enlivening the waterfront and attracting the public to the city's coastal areas.

The Project Area for the Proposed Action is outside of the New York City's coastal zone boundary as outlined by the New York City Department of City Planning (DCP), with one minor exception. The exception is a small, triangular piece of land immediately north and west of the Cross Bronx Expressway

westbound on-ramp from the Sheridan Expressway and east of West Farms Road. (See Figure A-7.) This land area is a part of the Cross Bronx Expressway right-of way, and is not a developable piece of property. For the remainder of the project area, the coastal zone boundary extends only as far west from the Bronx River as West Farms Road, and is adjacent to the Proposed Action area for its full length. For that reason, a consistency review of the Proposed Action with the WRP appears below. DCP's Waterfront Division has reviewed the WRP Form (WRP 10-049) submitted as part of the ULURP application for the Proposed Action and found that the application to be consistent with the NYC Waterfront Revitalization Program (4/29/2011).

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

Policy 1.1: Encourage commercial and residential redevelopment in appropriate coastal zone areas.

The Proposed Action would transform an underutilized industrial area adjacent to the city coastal area into a moderate-to medium-density, residential and commercial development that complements the existing commercial and residential development in the surrounding area. By increasing population density adjacent to a future, major parkland (Starlight Park) and the developing Bronx River Greenway, the Proposed Action would encourage access to the coastal zone area. In addition, by replacing an underutilized and relatively desolate industrial area with a lively and vibrant residential community, the Proposed Action will better link the existing residential areas to the west and north to the new Starlight Park. Therefore, the Proposed Action is consistent with this policy.

Policy 1.2: Encourage non-industrial development that enlivens the waterfront and attracts the public.

The Proposed Action would prohibit new industrial uses from being developed in the area and would introduce residential and commercial uses to a now underutilized industrial area. As discussed under Policy 1.1 above, the Proposed Action would increase population density adjacent to a future, major parkland and the developing Bronx River Greenway; in doing so, the Proposed Action would encourage access to the coastal zone area. Therefore, the Proposed Action would be consistent with this policy.

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

Policy 1.3 encourages redevelopment at a density compatible with the capacity of surrounding roadways, mass transit and essential community services and facilities such as public schools. Lack of adequate local infrastructure need not preclude development but may suggest upgrading or expansion of inadequate or deteriorated local infrastructure. In accordance with the WRP, the City relies on the CEQR process to identify any such infrastructure limitations.

In general, the Proposed Action is located in an area with exceptional access to mass transit which would support greater residential density. In fact, PlaNYC 2030 identified the Proposed Action area as an ideal location for additional residential development. What follows below is a summary of Chapter 2.C "Community Facilities and Services" which considers these matters in greater detail.

As described in Chapter 2.C, the Proposed Action would not result in significant adverse impacts with respect to Bronx intermediate or high schools, or library, police protection, fire protection, and emergency medical services.

The Proposed Action would result in a potentially significant impact to elementary schools in Subdistrict 2 of Community School District 12. The applicant will enter into an agreement with the New York City School Construction Authority (SCA) to provide an option to locate an approximately 576-seat public elementary school on the east side of Boone Avenue just south of East 173rd Street (part of applicant-controlled Parcel 2N). The SCA and DOE would monitor school utilization rates as the Proposed Project

is built to determine whether a new school is needed, as detailed in Chapter 2.C, Community Facilities and Services. Therefore, the Proposed Action would be consistent with this policy.

As described in Chapter 2.D, "Open Space," the Proposed Action would provide approximately 0.46 acres of publicly accessible open space in the form of public plazas on Parcels 1 and 2. The nonresidential study area population will continue to be well-served by open spaces, surpassing DCP's open space ratio guidelines.

In the future with the Proposed Action, the total open space ratio is projected to be 0.69 acres per 1,000 residents, a 6.6 percent decrease over the future no-action condition. Because the decrease in the residential study area open space ratio is sizeable, and because of this, the Proposed Action has the potential to result in a significant adverse open space impact. Possible mitigation measures are discussed in Chapter 3: Mitigation of Project Impacts and would ensure consistency with this policy.

With respect to water and sewer infrastructure, the site of the Proposed Action is currently developed with high lot coverage buildings with virtually every other portion of the existing lots paved for parking purposes. This leads to high run-off volumes during rainfall events. Under the methodology followed in the Chapter 2.J "Water and Sewer Infrastructure," the analyses indicated that site of the Proposed Action would not result in significant adverse impacts to the local water supply, sanitary wastewater treatment, or stormwater management infrastructure systems provided that BMP measures, as approved by DEP, would be incorporated into the development. The applicant has made this commitment, and for development sites not under control of the applicant, self-certification of house or site connection proposals will not be permitted by the Department of Buildings or DEP in connection with any proposed new developments or expansions of existing development for which sewer connections are required.

In addition, the Proposed Action would not result in significant adverse impacts on infrastructure in terms of water supply or sanitary sewage. As described in Chapter 2.J, "Water and Sewer Infrastructure," although the Proposed Action would result in an increased demand for drinking water and increased sewage discharge to the Wards Island WPCP, both municipal services have adequate capacity to meet the increased demand.

As described in Chapter 2.M, "Transportation," the Proposed Action would result in significant adverse impacts at eight intersections in the project area. Proposed mitigation measures have been proposed and approved for five of the eight impacted intersection. Proposed mitigation measures have been developed but not yet approved by NYCDOT at West Farms Road at East 173rd Street, East Tremont Avenue at East 177th Street, West Farms Road at Boston Road/ East Tremont Avenue, and West Farms Road and East 173rd Street. If NYCDOT decides to not implement the mitigation measures proposed for these intersections, then the significant impacts at these intersections would remain unmitigated.

As discussed in Chapter 2M, "Transit and Pedestrians," the Proposed Action would not result in significant adverse impacts to transit facilities or pedestrian facilities in the area.

In light of the existing infrastructure, and the additional measures that would be provided in connection with the Proposed Action, the local infrastructure is adequate to support the Proposed Action and, therefore, the Proposed Action would be consistent with WRP Policy 1.3.

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

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

The Proposed Action is not located in a Significant Maritime and Industrial Area. Therefore, this policy does not apply to the Proposed Action.

Policy 2.2: Encourage working waterfront uses at appropriate sites outside the Significant Maritime and Industrial Areas.

The Proposed Action is not near a working waterfront area. Therefore, this policy does not apply to the Proposed Action.

Policy 2.3: Provide infrastructure improvements necessary to support working waterfront uses.

The Proposed Action would not include working waterfront uses. Therefore, this policy does not apply to the Proposed Action.

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

Policy 3.1: Support and encourage recreational and commercial boating in New York City's maritime centers.

See response to Policy 1.1. It is expected that boat ramps and other facilities supportive of recreational boating will be provided in the new Starlight Park and that the Proposed Action will better link new and existing residential areas to the park. Therefore, the Proposed Action is consistent with this policy.

Policy 3.2: Minimize conflicts between recreational, commercial, and ocean-going freight vessels.

The Proposed Action would not provide facilities for recreational or commercial vessels. Therefore, this policy does not apply to the Proposed Action.

Policy 3.3: Minimize impact of commercial and recreational boating activities on the aquatic environment and surrounding land and water uses.

The Proposed Action would not provide facilities for recreational or commercial vessels. Therefore, this policy does not apply to the Proposed Action.

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, Recognized Ecological Complexes, and Significant Coastal Fish and Wildlife Habitats.

The Proposed Action area is not within a Special Natural Waterfront Area, Recognized Ecological Complex, nor a Significant Coastal Fish and Wildlife Habitat. Therefore, this policy does not apply to the Proposed Action.

Policy 4.2: Protect and restore tidal and freshwater wetlands.

The Bronx River in this area is classified as a littoral zone, which is considered as a tidal wetland.

However, the Proposed Action would not directly affect nor restore any tidal or freshwater wetlands due to its distance from the resource, and the intervening West Farms Road and Sheridan Expressway rights-of -way. The policy is not applicable to the Proposed Action.

Policy 4.3: 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 Proposed Action area does not contain vulnerable plant, fish and wildlife species or rare ecological communities. The policy therefore does not apply to the Proposed Action.

Policy 4.4: Maintain and protect living aquatic resources.

The Proposed Action would not involve construction in or immediately adjacent to the Bronx River, and would not result in significant adverse impacts on water quality or aquatic biota. A shadow analysis was conducted for shadows that would be cast by the project. Due to the short duration of the incremental shadows and a number of other factors, it was concluded that no significant shadow impacts would occur at this resource. Therefore, the Proposed Action would be consistent with this policy.

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

Policy 5.1: Manage direct or indirect discharges to water bodies.

See response to Policy 1.3 above. With the Proposed Action, there would be no significant adverse impacts from discharges to water bodies, and the Proposed Action would be consistent with this policy.

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

See response to Policy 1.3 above. The Proposed Action would generally result in less stormwater run-off than under no action conditions. The Proposed Action is consistent with this policy.

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

The Proposed Action would not involve the excavation or placing of fill in navigable waters or marshes, estuaries, tidal marshes, or wetlands. Therefore, this policy does not apply to the Proposed Action.

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

The Proposed Action area does not contain any potable groundwater (groundwater in this area of the Bronx is not used as a potable water supply), nor does it contain streams or sources of water for wetlands.

The construction and operation of the Proposed Action would not result in adverse changes to groundwater quality or significant adverse changes to flow pattern. Any hazardous materials encountered during construction activities would be handled and removed in accordance with CHASPs and RAPs prepared for the projected development parcels within the Proposed Action area. For applicant controlled properties, the mechanism to assure this would be a restrictive declaration placed on these parcels. For non-applicant properties, an "E" designation would be placed as part of the rezoning action. Implementation of these measures would minimize the potential for the Proposed Action to result in significant adverse impacts on groundwater quality. Therefore, the Proposed Action is consistent with this policy.

Policy 6: *Minimize the loss of life, structures, and natural resources caused by flooding and erosion.*

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

The far eastern portions of Blocks 3014N (Parcel 2A) and Blocks 3015S and 3015S of the Proposed Action area are located within the 500-year floodplain ("Zone X") of the Bronx River. The definition of "Area of Special Flood Hazard" in Appendix G of the Building Code (G201.2) indicates that only A and V zones are included and specifically excludes Zone X as a flood hazard.

For this reason, the policy does not apply to the Proposed Action.

Policy 6.2: Direct public funding for flood prevention or erosion control measures to those locations where the investment will yield significant public benefit.

The Proposed Action would not involve the use of public funding for such measures. Therefore, this policy does not apply to the Proposed Action.

Policy 6.3: Protect and preserve non-renewable sources of sand for beach nourishment.

There are no non-renewable sources of sand on the Proposed Action area or in the study area. Therefore, this policy does not apply to the Proposed Action.

***Policy 7**: Minimize environmental degradation from solid waste and hazardous substances.*

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

Although the Proposed Action would create new demand for the disposal of solid waste, municipal and private solid waste services would have adequate capacity to meet these increases in demand. Therefore, the Proposed Action would not result in any significant adverse impacts on solid waste and sanitation services.

See response to Policy 5.4 above. With implementation of the measures described there, no significant adverse impacts would result during or after construction as a result of the potential disturbance of any hazardous materials. Therefore, the Proposed Action is consistent with this policy.

Policy 7.2: Prevent and remediate discharge of petroleum products.

See response to Policy 5.4 and 7.1, above.

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

See Policy 7.1, above.

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

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

The Proposed Action would not alter any existing physical, visual nor recreational access to the Bronx River. It would increase visual access by providing two mid block open areas which would afford views of the Bronx River and Starlight Park from upland areas. In addition, by replacing an underutilized and relatively desolate industrial area with a lively and vibrant residential community, the Proposed Action will better link the existing residential areas to the west and north to the new Starlight Park. The Proposed Action is consistent with this policy.

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

See response to Policy 8.1. In addition, the Proposed Action would provide physical access to West Farms Road from the mid block open areas. The Proposed Action is consistent with this policy.

Policy 8.3: Provide visual access to coastal lands, waters, and open space where physically practical.

See response to Policy 8.1.

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

See Policy 8.2 above.

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 Action would not hinder current accessibility to the waterfront or interfere with the continued use or ownership of land and waters held by the public trust. In fact, by replacing an underutilized and relatively desolate industrial area with a lively and vibrant residential community, the Proposed Action will better link the existing residential areas to the west and north to the new Starlight Park. Thus, the public interest in the use of lands and waters held in the public trust would be encouraged and preserved. Therefore, the Proposed Action would be consistent with this policy.

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.

See response to Policy 8.1 above. The Proposed Action would be consistent with this policy.

Policy 9.2: Protect scenic values associated with natural resources.

See response to Policy 8.1. Visual access to the Bronx River area would be improved. Therefore, the Proposed Action would be consistent with this policy.

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

Policy 10.1: Retain and preserve designated historic resources and enhance resources significant to the coastal culture of New York City.

As discussed in Chapter 2.F, "Historic and Cultural Resources," there are no known architectural resources in the study area. Therefore, this policy does not apply to the Proposed Action.

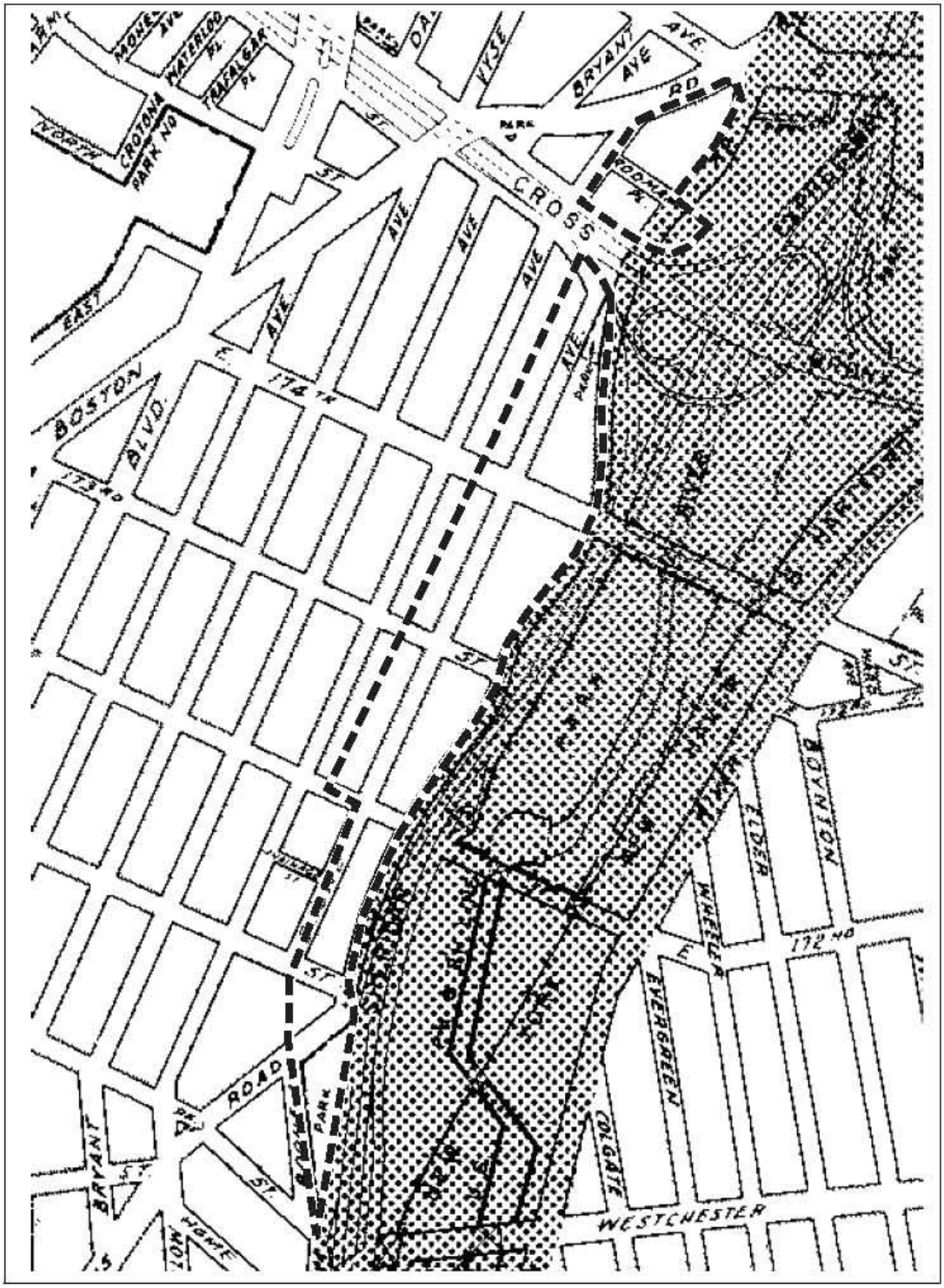
Policy 10.2: Protect and preserve archaeological resources and artifacts.

As discussed in Chapter 2.F, the Proposed Action would disturb potential subsurface prehistoric remains on 14 historic lots within the area to be rezoned. These potential resources include possible burials within previously existing cemeteries and residential shaft features. Ten of these parcels are on property controlled by the applicant. For these properties, a testing protocol has been developed and approved by the Landmarks Preservation Commission. To determine if archaeological resources are present, Phase 1B archaeological testing will be carried out in these archaeologically sensitive areas as required by the Restrictive Declaration that will be recorded in connection with the proposed zoning actions. Testing will be undertaken in consultation with LPC. If no resources of significance are encountered, no further archaeological study would be warranted. Should any resources of potential significance be found, further testing would be undertaken in consultation with LPC to identify the boundaries and significance of the find. If required, data recovery would be undertaken in consultation with LPC. With implementation of all of the above measures which will be incorporated into the Restrictive Declaration, there would be no significant adverse impacts on archaeological resources for these 10 historic lots.

The remaining four historic lots are not under control of the applicant, and any potential resources on these lots could be lost in the future as a result of the approval of the Proposed Action. These would be considered as unavoidable adverse impacts.

However, the large majority of the potential archaeological resources are on properties controlled by the applicant, and with the implementation of the Restrictive Declaration, these potential impacts will be avoided. Though some resources could be lost, with these measures in place, the Proposed Action would be generally consistent with this policy.

Figure A-7: Coastal Boundary of New York



Proposed Rezoning Area Boundary

Coastal Zone

CROTONA PARK EAST / WEST FARMS ZONING MAP AMENDMENT

Bronx, New York

Sustainability and PlaNYC

PlaNYC's initiatives, described above in "Preliminary Assessment - Sustainability", relate to several technical areas that are included in a CEQR assessment, including Open Space, Natural Resources, Infrastructure, Energy, Construction, Transportation, Greenhouse Gas Emissions, and Air Quality. Following is a discussion of how PlaNYC's sustainability initiatives apply to the Proposed Action and an assessment of its consistency with the City's sustainability goals.

Air Quality

New York City falls short in meeting federal air quality standards. PlaNYC's air quality goal is to not only attain compliance with federal standards for PM2.5 and ozone, but to achieve the cleanest air quality of any city in America. To this end, PlaNYC outlines 14 policy initiatives that intend to reduce road vehicle and other transportation emissions, reduce emissions from buildings, pursue natural solutions to improve air quality, and to understand the scope of task of the City's air quality improvement.

According to the CEQR Technical Manual, a project undergoing a CEQR review would generally be consistent with PlaNYC's air quality initiatives if it maximizes its use of one or more of the following elements: the promotion of mass transit; the use of alternative fuel vehicles; the installation of anti-idling technology; the use of retrofitted diesel trucks; the use of biodiesel in vehicles and in heating oil; the use of ultra-low sulfur diesel and retrofitted construction vehicles; the use of low sulfur heating fuels; and the planting of street trees and other vegetation.

The Proposed Action meets this goal by promoting the use of mass transit by promoting high density residential development in close proximity to subway and bus stops. On April 30, 2008, the City Council adopted a zoning text amendment relating to street trees. Under the new regulations, if a development or enlargement increases the floor area on a zoning lot in a residential district by 20 percent or more, it is generally required that one street tree be provided for every 25 feet of street frontage of the zoning lot. Therefore, street trees will be provided for all anticipated development resulting from the Proposed Action. Therefore, the Proposed Action is consistent with PlaNYC's Air Quality initiatives.

Energy

PlaNYC's primary energy goal is to provide cleaner and more reliable power for every New Yorker. PlaNYC outlines 14 energy policy initiatives that aim to improve energy planning, reduce the City's energy consumption, expand the City's clean power supply, and modernize the electricity delivery infrastructure.

According to the CEQR Technical Manual, a project undergoing a CEQR review would generally be consistent with PlaNYC's energy initiatives if it maximizes its use of one or more of the following elements: exceeding the energy code; using energy efficient appliances, fixtures, and building systems; participating in peak load management systems, including smart metering; repowering and constructing power plants and dedicated transmission lines; building distributed generation power units; expanding the natural gas infrastructure; using renewable energy; using natural gas; installing solar panels; using digester gas from sewage treatment plants; using energy from solid waste; and reinforcing the energy grid.

The project proposed by the applicant will meet this goal by using energy efficient appliances. EnergyStar labeled appliances and EnergyStar and other energy efficient light fixtures will be installed, and lighting controls will be used in public areas controlled by the applicant. Subject to further design and engineering study, it is also anticipated that the applicant's Proposed Project will exceed New York State Energy Conservation Code minimum requirements. It is also anticipated that the fuel source for heating and domestic hot water will be natural gas. Therefore, the Proposed Action is consistent with PlaNYC's Energy initiatives.

Water Quality

PlaNYC's water initiatives focus on the City's water network and water quality, with a goal of opening 90 percent of the City's waterways to recreation by preserving natural areas and reducing pollution. PlaNYC's 10 water quality initiatives aim to continue implementation of infrastructure upgrades, prevent stormwater from entering the system, expand, track, and analyze new Best Management Practices (BMPs) on a broad scale. The nine water network initiatives are intended to ensure the quality of the City's drinking water, create redundancy for aqueducts in the City, and modernize in-city water distribution.

According to the CEQR Technical Manual, a project would generally be consistent with PlaNYC's water quality initiatives if it includes one or more of the following elements: expanding and improving wastewater treatment plants; building high level storm sewers; expanding the amount of green, permeable surfaces across the city; expanding the Bluebelt system; piloting promising "green infrastructure," "low impact development," techniques or "best management practices;" being consistent with the Sustainable Stormwater Management Plan; building systems for on-site management of stormwater runoff; incorporating planting and stormwater management within parking lots; building green roofs; protecting wetlands; using water efficient fixtures; or adopting a water conservation project.

Land Use

Regarding land use, PlaNYC sets forth the goals of creating homes for approximately one million residents, while making housing more sustainable and affordable. These goals are to be achieved by 12 PlaNYC initiatives that encourage publicly-initiated rezonings, creation of new housing on public land, expanding targeted affordability programs, and exploration of additional areas opportunity.

According to the CEQR Technical Manual, a project would generally be consistent with PlaNYC's land use initiatives if it includes one or more of the following elements: pursuing transit-oriented development; reclamation of underutilized waterfronts; adaptation of outdated buildings to new uses; development of underutilized areas to knit neighborhoods together; decking over rail yards, rail lines, and highways; extension of the Inclusionary Housing program in a manner consistent with such polity; preservation of existing affordable housing; or redevelopment of brownfields.

The Proposed Action meets this goal by encouraging in higher-density residential development as well as commercial and community facility uses. This harmonious mix of land uses would be in close proximity to several subway and bus lines, encouraging use of public transit and an active streetscape. The existing buildings within the rezoning area are aging and not suitable for adaptive re-use, and the proposed new buildings would be a significant improvement in both building quality and urban design, especially from the perspective of the surrounding residential neighborhoods. In addition, the Proposed Action includes zoning text amendments that would establish the Inclusionary Housing program throughout the entire rezoning area. Approximately 35 percent of the 2,635 new housing units that would be developed as a result of the Proposed Action would be developed as affordable housing. Some of these affordable units would be subsidized by the US Department of Housing and Urban Development (HUD), and other would be developed as indicated in the inclusionary housing zoning text, and classified as "low income" as defined in the inclusionary housing zoning text or by HUD. In conclusion, the Proposed Action would comply with PlaNYC's land use goals.

Open Space

As outlined in PlaNYC, the City has a goal of ensuring that all New Yorkers live within a ten-minute walk of a park. PlaNYC's seven open space goals approach this goal by making existing resources available to more New Yorkers, expanding hours at existing resources, and re-imagining the public realm to create or enhance public spaces in the cityscape.

According to the CEQR Technical Manual, a project is generally consistent with PlaNYC's open space initiatives if it includes one or more of the following elements: completion of underdeveloped destination

parks; providing multi-purpose fields; installation of new lighting at fields; creation or enhancement of public plazas; or planting of trees and other vegetation.

The Proposed Action meets this goal by creating two landscaped publicly accessible open areas introducing 0.42 acres of public open space as well as an 1,800 sf children's playground. As required by the zoning resolution, and in the interest of creating an attractive and active streetscape, one street tree will be provided for every 25 feet of developed street frontage within the proposed rezoning area. Therefore, a significant number of new street trees will be provided for all anticipated development resulting from the Proposed Action. By adding new open space and planting street trees, the Proposed Action is consistent with PlaNYC's open space initiatives.

Natural Resources

Because of PlaNYC's strong focus on sustainability, goals relating to the City's natural resources are discussed in nearly every chapters of the 2007 report. According to the *CEQR Technical Manual*, a project is generally consistent with PlaNYC's natural resources initiatives if it includes one or more of the following elements: planting street trees and other vegetation; protection of new wetlands; creation of open space; minimizing or capturing stormwater runoff; or redevelopment of brownfields.

The Proposed Action meets this goal by including two new publicly accessible open spaces, introducing 0.42 acres of public open space. As required by the Zoning Resolution, one street tree will be provided for every 25 feet of developed street frontage within the proposed rezoning area. Therefore, a significant number of new street trees will be provided for all anticipated development resulting from the Proposed Action. It is anticipated that development resulting from the Proposed Action will result in a decrease in area of impervious surface, thus reducing stormwater runoff. In conclusion, the Proposed Action is consistent with PlaNYC's natural resources initiatives.

Transportation

PlaNYC's two transportation goals are to add transit capacity for one million more residents, visitors, and workers, and to reach a full state of good repair on the City's roads, subways, and rails. PlaNYC identifies 16 transportation initiatives, which are intended to build and expand transit infrastructure, improve transit service on existing infrastructure, promote other sustainable transportation modes, reduce congestion, achieve the state of good repair, and develop new funding sources for regional transit financing.

According to the *CEQR Technical Manual*, a project is generally consistent with PlaNYC's transportation initiatives if it includes one of more of the following elements: transit-oriented development; promoting cycling and other sustainable modes of transportation; managing roads more efficiently; facilitating freight movements; increasing the capacity of mass transit; providing new commuter rail access to Manhattan; improving and expanding bus service; improving local commuter rail service; improving access to existing transit; or expanding water-based transportation services.

The Proposed Action meets this goal by creating transit-oriented development in the form of high-density mixed-use development in close proximity of several subway and bus stops. In addition, the traffic analyses discussed in Chapter 2.M: Transportation and the resulting proposed traffic network changes will ensure efficient management of roads and traffic movement throughout the immediate area, reducing congestion. Pedestrian safety studies also discussed in Chapter 16, Transportation, ensure that pedestrians will be able to move safely throughout the rezoning area and the traffic study area, which will facilitate access to the area's public transit resources. Therefore, the Proposed Action is consistent with PlaNYC's transportation initiatives.

CONCLUSION

The proposed zoning districts have been positioned so as to allow for a transition to denser development as one moves eastward toward West Farms Road, the Sheridan Expressway and the Bronx River from the upland areas. This is appropriate in that the density is placed toward the more open areas of the site of the proposed rezoning. At the northern end of the proposed area to be rezoned the higher density R8X districts are compatible with the types of higher density development which exists in that area, particularly the existing, nearby 21- and 22-story towers. The proposed R6A district along the west side of Boone Avenue will be compatible with the adjacent R7-1 district, which is developed with a mix building types ranging from 3 to 6 stories.

From a use perspective, the proposed rezoning would be compatible with existing uses already found in the area. All of the land use types (residential, retail commercial and community facility) that would result from the Proposed Action are found in the area surrounding the area to be rezoned, and would therefore be compatible with them. It would lead to the eventual displacement of the industrial and automotive uses now located within the area to be rezoned. With respect to the industrial and automotive uses that will be displaced, the neighborhoods in which the proposed rezoning area is located are predominantly residential in character. The industrial and automotive uses in the proposed rezoning area directly abut housing and public schools and, rather than constituting a defining element of neighborhood character, these establishments are collectively an anomaly. They are not the types of establishments that provide goods or services to the local population. In addition, there are no public policies that seek to preserve or enhance the industrial uses in this area.

As noted under "Preliminary Assessment – Public Policy," regarding the Community District's 197-a plan (*Partnership for the Future*), the Proposed Action would be consistent with the plan's objective of increasing the area's population and diversifying the income mix. It is also consistent with the plan's encouragement of residential zoning changes and programs that would promote higher-density residential development and mixed-income housing.

In addition, the Proposed Action would result in higher-density, mixed-use development that will support many of PlaNYC's major sustainability initiatives, as well as several smaller goals that will help support the City's gradual transition to a greener city. The City's sustainability goals are providing affordable housing to an additional 1 million residents, increasing access to parks and open space, reclaiming brownfields, ensuring reliability of the City's water network, upgrading existing power plants and providing additional power sources, reducing water pollution and opening the City's waterways to additional recreation, and reducing the City's greenhouse gas emissions by 30 percent. The Proposed Action would result in the creation of approximately 912 units of affordable housing, and would introduce new open space in the form of two new publicly accessible open spaces. The proposed mix of land uses would be in close proximity to several subway and bus lines, encouraging use of public transit and an active streetscape. Use of mass transit instead of personal automobiles would help improve air quality. The Proposed Project would utilize energy-efficient appliances.

The Proposed Action would be consistent with all policies of the Waterfront Revitalization Program.

In conclusion, there would be no significant adverse affects on land use, zoning, or public policy.