# DRAFT SCOPE OF WORK FOR THE CROTONA PARK EAST/WEST FARMS REZONING AND RELATED ACTIONS ENVIRONMENTAL IMPACT STATEMENT

CEQR No.: 10DCP017X

Lead Agency: New York City Department of City Planning

Prepared by: Stantec Consulting Services, Inc. and Sandstone Environmental Associates

# Crotona Park East/West Farms Project
# Environmental Impact Statement ("EIS")
# Draft Scoping Document

## INTRODUCTION

This scope of work outlines the issues to be analyzed in the preparation of an Environmental Impact Statement (EIS) for the proposed Crotona Park East/West Farms rezoning and related actions ("the Proposed Action"). The Proposed Action include zoning map and zoning text amendments proposed by the project applicant (Industco Holdings, LLC), as well as special permits for a general large-scale development project. The rezoning area is located in the Crotona Park East and West Farms neighborhoods of the Bronx, and is contained within Bronx Community Districts 3 and 6 (see Figure 1). The proposed rezoning area is currently zoned primarily M1-1 along with a small area of R7-1 with selected C2-4 commercial overlays north of the Cross Bronx Expressway. Zoning map amendments would be required such that the proposed rezoning area would be rezoned to R6A, R7A, R7X, and R8X with selected C2-4 commercial overlays. Zoning text amendments would be required to establish the Inclusionary Housing program within the proposed rezoning area and to grant the CPC the authority to permit enclosed accessory parking to be located anywhere within a general large-scale development (GLSD) in Bronx Community District 3 without regard to lot coverage requirements. Also part of the Proposed Action is a request for special permits under Section 74-74 of the NYC Zoning Resolution (ZR) for a GLSD to be developed on Blocks 3013 and 3014 (Parcels 1 and 2; see Figure 1).

This document provides a description of the Proposed Action and includes task categories for all technical areas to be analyzed in the EIS.

The EIS will be prepared in conformity with all applicable laws and regulations, including Executive Order No. 91, New York City Environmental Quality Review (CEQR) regulations, dated August 24, 1977, and will follow the guidelines of the *CEQR Technical Manual.* The EIS will contain:

- A description of the Proposed Action and its environmental setting.
- A statement of the environmental impacts of the Proposed Action, including its short-and long-term effects, and typical associated environmental effects.
- An identification of any adverse environmental effects that cannot be avoided if the Proposed Action is implemented.
- A discussion of alternatives to the Proposed Action.
- A discussion of any irreversible and irretrievable commitments of resources that would be involved in the Proposed Action should they be implemented.
- A description of mitigation measures proposed to minimize adverse environmental impacts.

The environmental analyses in the EIS will assume a development period of ten years for the reasonable worst-case development scenario (RWCDS) for the project (build year 2019), and identify the cumulative impacts of other projects in areas not associated with the Proposed Action. The NYC City Planning Commission (CPC) as lead agency, and as represented by the Department of City Planning (DCP), will coordinate the review of the Proposed Action among the involved and interested agencies and the public.

**REQUIRED APPROVALS AND REVIEW PROCEDURES**

The Proposed Action requires CPC and City Council approvals through the Uniform Land Use Review Procedure (ULURP), and includes the following actions:

- **Zoning map amendment** to change approximately 11 blocks currently zoned M1-1 and R7-1 to R6A, R7A, R7X, and R8X. Under the Proposed Action, new C2-4 commercial overlays would be mapped over portions of the proposed rezoning area as well.

- **Zoning text amendment** to establish the Inclusionary Housing program within the proposed rezoning area.

- **Zoning text amendment** (under ZR Section 74-743) to grant the CPC the authority to permit enclosed accessory parking to be located anywhere within a GLSD within Bronx Community District 3 without regard to lot coverage requirements.

- **Special Permits** under ZR Section 74-74 for a GLSD to be developed on Blocks 3013 and 3014. (Parcels 1 and 2; see Figure 1). The special permits would provide the following waivers for the portion of the proposed project located on Blocks 3013 and 3014:

    - Modification to permit distribution of residential floor area between R7A and R8X residential districts on Blocks 3013 and 3014.

    - Modification to permit residential lot coverage to be distributed without regard to corner or through lot lines on Blocks 3013 and 3014.

    - Modification to permit distribution of dwelling units without regard to zoning district boundaries on Block 3013.

    - Modification of certain street wall location, minimum base height, maximum base height, maximum building height and minimum setback on Blocks 3013 and 3014.

    - Modification to permit outer court recesses with more than the permitted depth on Blocks 3013 and 3014.

    - Modification to permit distribution of off-street accessory parking without regard to zoning lot lines on Blocks 3013 and 3014.

    - Modification to permit enclosed accessory parking to be located anywhere within the GLSD without regard to lot coverage requirements, pursuant to the proposed text amendment described above.

These actions are subject to the City Environmental Quality Review (CEQR) procedures. An Environmental Assessment Statement (EAS) has been submitted by the applicant. DCP, acting as lead agency on behalf of the City Planning Commission, has determined that the Proposed Action would have the potential for significant adverse impacts. Therefore, a detailed assessment of likely effects in those areas of concern must be prepared and disclosed in an EIS.

The above approvals from the CPC would be for the proposed zoning map and text amendments and the GLSD special permits. The applicant also anticipates applying for funding from the NYC

Department of Housing Preservation and Development (HPD) and NYC Housing Development Corporation (HDC). Therefore, HPD and HDC will be acting as an interested agencies in the environmental review for this Proposed Action.

This draft scoping document sets forth the analyses and methodologies proposed for the EIS. The public, interested agencies, Bronx Community Boards 3 and 6 (wherein the proposed rezoning and related actions would be located), and elected officials will be invited to comment on this draft scope, either in writing or orally, at a public scoping hearing to be scheduled within 30 days of the issuance of this draft scope. Comments received during the draft scope's public hearing and written comments received up to 10 days after the hearing will be considered and incorporated, as appropriate, into the Draft Environmental Impact Statement (DEIS). The final scope of work will be used as a framework for preparing the DEIS for the Proposed Action.

Once the lead agency (DCP) is satisfied that the DEIS is complete, the document will be made available for public review and comment. The DEIS will accompany the ULURP application through the public hearings at the Community Boards and City Planning Commission (CPC). A public hearing will be held on the DEIS in conjunction with the CPC hearing on the ULURP applications to afford all interested parties the opportunity to submit oral and written comments. The record will remain open for 10 days after the public hearing to allow additional written comments on the DEIS. At the close of the public review period, a Final EIS (FEIS) will be prepared that will incorporate all substantive comments made on the DEIS, along with any revisions to the technical analysis necessary to respond to those comments. The FEIS will then be used by the decision makers to evaluate CEQR findings, which address project impacts and proposed mitigation measures, before deciding whether to approve the requested discretionary actions.

## DESCRIPTION OF THE PROPOSED ACTION AND PROPOSED PROJECT

The Proposed Action is primarily intended to provide opportunities for new residential and commercial development in the Crotona Park East / West Farms area of the Bronx. Over the past two decades, this area of the Bronx has been the site of significant investment in housing, retail and public space, rebounding from the substantial disinvestment and population loss experienced during the 1970's and 1980's. The NYC Parks and Recreation Department (DPR) has invested significantly in the adjacent Bronx River Greenway, as well as Rock Garden Park, with a newly refurbished Starlight Park to be located east of the rezoning area that is scheduled to begin construction in 2010. The New Horizons Retail Center is the location of a successful Pathmark grocery store as well as other supportive local retail businesses. Local churches and non-profits have worked with city and state agencies to invest in improved housing in the local area.

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

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

The Proposed Action would effectuate the following land use goals:

- Provide new opportunities for redevelopment and economic growth within the Crotona Park East / West Farms area

- Reinforce the adjacent residential neighborhoods
- Direct new housing and commercial development at higher densities to an area with excellent transit and highway access
- Encourage new housing production, including new affordable housing, in the Bronx
- Improve street presence and activity within the rezoning area
- Link the residential neighborhood of Crotona Park East to the newly refurbished Starlight Park and the Bronx River Greenway

The Proposed Action consists of a rezoning of 11 blocks in the Crotona Park East/West Farms area of the Bronx, along the strip of land midway between Longfellow and Boone Avenue on the west to West Farms Road on the east, between Freeman Street on the south, and Boston Post Road on the north, and the grant of special permits under ZR Section 74-74 for a GLSD to be developed on Blocks 3013 and 3014. (Parcels 1 and 2; see Figure 1.) The special permits would provide waivers for the portion of the proposed project located on Blocks 3013 and 3014. Also included in the Proposed Action will be zoning text amendments to establish the Inclusionary Housing program within the proposed rezoning area and to grant the CPC the authority to permit enclosed accessory parking to be located anywhere within a GLSD in Bronx Community District 3 without regard to lot coverage requirements.

Within this scope of work, the "Proposed Action" refers to rezoning of the entire 11-block area, the text amendments, the grant of special permits and the potential development that would be expected to occur within the entire rezoning area. The "proposed project" refers to the development of only those parcels within the rezoning area that are controlled by the applicant that is described in detailed under the narrative section below entitled "Description of the Proposed Project."

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

- the block bounded by the Sheridan Expressway, West Farms Road and Boone Avenue (Block 3012, Lot 100; now a playground);
- the northeast portion of the block bounded by West Farms Road, Jennings Street, Longfellow Avenue and Freeman Street (portion of Block 3007, Lot 8; now a part of the IS 84 property);
- the entire block bounded West Farms Road, East 172nd Street, Boone Avenue and Jennings Street (Block 3013, the southern half of which is occupied by HS 682 Fannie Lou Hamer Freedom High School (Lot 1) and the northern half of which is part of the "proposed project" (Lots 12, 29, 31, 35, 37 and 46) – designated herein as **Parcel 1**);
- the entire block bounded by West Farms Road, East 173rd Street, Boone Avenue and East 172nd Street (Block 3014, Lots 9, 15 and 45, which is also part of the "proposed project" – designated herein as **Parcel 2**);
- the eastern half of the block bounded by Boone Avenue, East 173rd Street, Longfellow Avenue and East 172nd Street (Block 3009, Lots 25, 33, 37, 38, and 44, of which Lot 33 is a part of the "proposed project" – designated herein as **Parcel 3**);

- the entire block bounded by West Farms Road, East 174th Street, Boone Avenue and East 173rd Street (Block 3015, Lots 1, 3, 5, 17, 18, 19, 25, 26, 29, 31, 34 and 49 – designated herein as **Parcel 4**);

- the eastern half of the block bounded by Boone Avenue, East 174th Street, Longfellow Avenue and East 173rd Street (Block 3010, Lots 25, 26, 29, 33, 40 and 46 – designated herein as **Parcel 5**);

- the entire block bounded by West Farms Road, Boone Avenue and East 174th Street (Block 3015, Lots 50, 56, 58, 62, 67, 81, 83, 84, 85, 87, 89, 95, 96, 97 and 110 – designated herein as **Parcel 6**);

- the eastern portion (100 foot depth) of the block bounded by Boone Avenue, the Cross Bronx Expressway, Vyse Avenue and East 174th Street (Block 2998, Lots 92, 97, 104, 113, 124 and 135 – designated herein as **Parcel 7**);

- the entire block bounded by West Farms Road, Rodman Place, Longfellow Avenue and the Cross Bronx Service Road North (Block 3016, Lots 5, 7, 11, 13, and 21, of which Lots 11, 13 and 21 are part of the "proposed project" – designated herein as **Parcel 8**); and,

- the entire block bounded by West Farms Road, Old Post Road, Longfellow Avenue and Rodman Place (Block 3016, Lots 33, 35, 36, 37, 38, 42, 60, 66 and 71, of which lots 60 and 66 are part of the "proposed project" – designated herein as **Parcel 9**).

The area to be rezoned is currently primarily zoned as a M1-1 manufacturing district which has a maximum floor area ratio (FAR) of 1.0 for permitted commercial and light manufacturing uses. Portions of Parcels 8 and 9 are zoned as an R7-1 residential district, which has a maximum residential FAR of 0.87 to 3.44. In addition, there is an existing C2-4 commercial overlay mapped along the north end of Parcel 9 which has a maximum commercial FAR of 2.0 (see Figure 2). The area is proposed to be rezoned to a range of medium- to high-density (R6A, R7A, R7X and R8X) residential districts with selected C2-4 commercial overlays (see Figure 2). In addition, the area would be mapped as an Inclusionary Housing Designated Area under ZR Section 23-90. The Parcels west of Boone Avenue and south of the Cross Bronx Expressway (Parcels 3, 5 and 7) would be rezoned as R6A residential districts. The Parcels east of Boone Avenue and south of the Cross Bronx Expressway (Parcels 1, 2, 4 and 6) would be rezoned as R7A residential districts along Boone Avenue and as R8X and R7X residential districts along West Farms Road. The Parcels north of the Cross Bronx Expressway (Parcels 8 and 9) would be rezoned as R8X residential districts. Under the Inclusionary Housing Program, the base maximum residential FARs for these districts would range from 2.7 to 5.4 and could be increased to up to 3.6 to 7.2 by providing affordable housing within the Community District or within ½-mile of the site receiving the FAR bonus.

C2-4 commercial overlays would be mapped at the southeast corner of the intersection of Boone Avenue and East 172nd Street (Parcel 1), along the south side of Boone Avenue between East 172nd Street and East 173rd Street (Parcel 2), on the northern corners of the intersection of East 173rd Street and Boone Avenue (Parcels 4 and 5), on all four corners of the intersection of East 174th Street and Boone Avenue (Parcels 4, 5, 6 and 7), along West Farms Road between the Cross Bronx Expressway Service Road and Rodman Place (Parcel 8) and along West Farms Road and Longfellow Avenue from Rodman Place to the edge of the existing C2-4 overlay (Parcel 9). The overlays would have a maximum commercial FAR of 2.0.

The first of the two proposed text amendments would establish the Inclusionary Housing program within the proposed rezoning area. As noted above, the base maximum residential FARs for the proposed R6A, R7A, R7X and R8X residential districts would range from 2.7 to 5.4 and could be increased to up to 3.6 to

7.2 by providing affordable housing. New base and bonused FARs would apply to new residential development; bonused FAR would be allowed to facilitate affordable housing within the same building receiving the bonus FAR. Base FARs apply to developments that do not use the Inclusionary Zoning bonus. The full bonused FAR is applied to buildings that take full advantage of the program by providing one fifth of the total new housing floor area as affordable residential floor area in accordance with the Inclusionary Housing program.

The second proposed text amendment would grant the CPC the authority to permit enclosed accessory parking to be located anywhere within a GLSD in Bronx Community District 3 without regard to lot coverage requirements. Applicants that wish to use the special permit must first qualify for a GLSD, meet the findings as outlined below and go through ULURP. They would also have to perform a project-specific environmental review.

The granting of the special permit would be contingent on the CPC finding that, at minimum, such modification is necessary to accommodate parking spaces in a manner that achieves a harmonious relationship between such spaces and surrounding buildings. The results of the use of the special permit are expected to be largely a matter of design. No additional floor area would be possible as a result of its application. Parking requirements would not change as a result of the text amendment. While lot coverage requirements would change the findings would ensure that open areas on sites that use the special permit would be useable.

In Bronx Community District 3, sites that would need relief from lot coverage regulations, qualify for a GLSD and can meet the findings are expected to be small. Given the uncertainty of ownership patterns and the difficulty in determining the likelihood of development a detailed analysis is impracticable beyond that would be conducted for the specific proposed project described herein, therefore a conceptual analysis for the proposed text amendment will be included in the EIS.

**Purpose and Need**

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

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

The zoning lots on which the GLSD would be located are characterized by a number of unique natural conditions that inhibit the ability to locate accessory off-street parking spaces below grade and include a grade change of up to about twenty feet between Boone Avenue to the west and West Farms Road to the east, a grade change of nearly six feet along Boone Avenue from the mid-block of Block 3014 to East

173rd Street and the presence of significant rock outcroppings throughout the GLSD site. Due to these natural conditions, the required accessory parking will need to be located above West Farms Road. Depending on the actual extent of the rock outcroppings, which will not be known until the buildings currently located on the GLSD site are vacated so that borings can be taken, a substantial portion of the required parking may also need to be located more than 14 feet above the base plane and therefore would count as lot coverage causing the overall lot coverage on the GLSD to exceed the maximum permitted.

Accordingly, the applicant is proposing an amendment to the text of ZR Section 74-743 (Special Provisions for Bulk Modification) that would grant the CPC the authority to exclude from lot coverage calculations portions of any level of any building containing accessory off-street parking, provided the CPC found that such modification is necessary to accommodate parking spaces in a manner that achieves a harmonious relationship between such spaces and surrounding buildings. Similar authority has been granted to the CPC to waive lot coverage regulations in other parts of the City, notably on the waterfront under ZR Section 62-836 Bulk modifications on waterfront blocks.

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The waivers to be granted under special permits for the GLSD, including the waiver that would require the text amendment to grant the CPC the authority to permit enclosed accessory parking to be located anywhere within a GLSD within Bronx Community District 3 without regard to lot coverage as described above, would allow increased design flexibility to address geographical and topographical constraints on Parcels 1 and 2, which are characterized by their long, narrow shapes (as narrow as 126 feet wide on mid-block on Parcel 1), sizeable bedrock outcroppings and substantial grade differences between Boone Avenue and West Farms Road. Midblock open areas on these Parcels would moderate the scale of the development and provide additional open space and view corridors to Starlight Park and the Bronx River. The waivers would also allow for varied massing of the buildings to create visual interest and enliven streetscapes.

Overall, the goals and objectives of the Proposed Action are to provide zoning to permit the development of a mix of lower, moderate and higher density residential uses and a significant amount of open space. The residential component would accommodate a portion of the City's current and future housing needs and the retail, community facility, and open space components would provide community benefits to the area's existing and future residents and workers. Open spaces and ground level retail and community facility uses along Boone Avenue would improve the streetscape and pedestrian experience adjacent to the proposed project and create neighborhood amenities.

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

Figure 1

**Development Parcels and Proposed Rezoning**

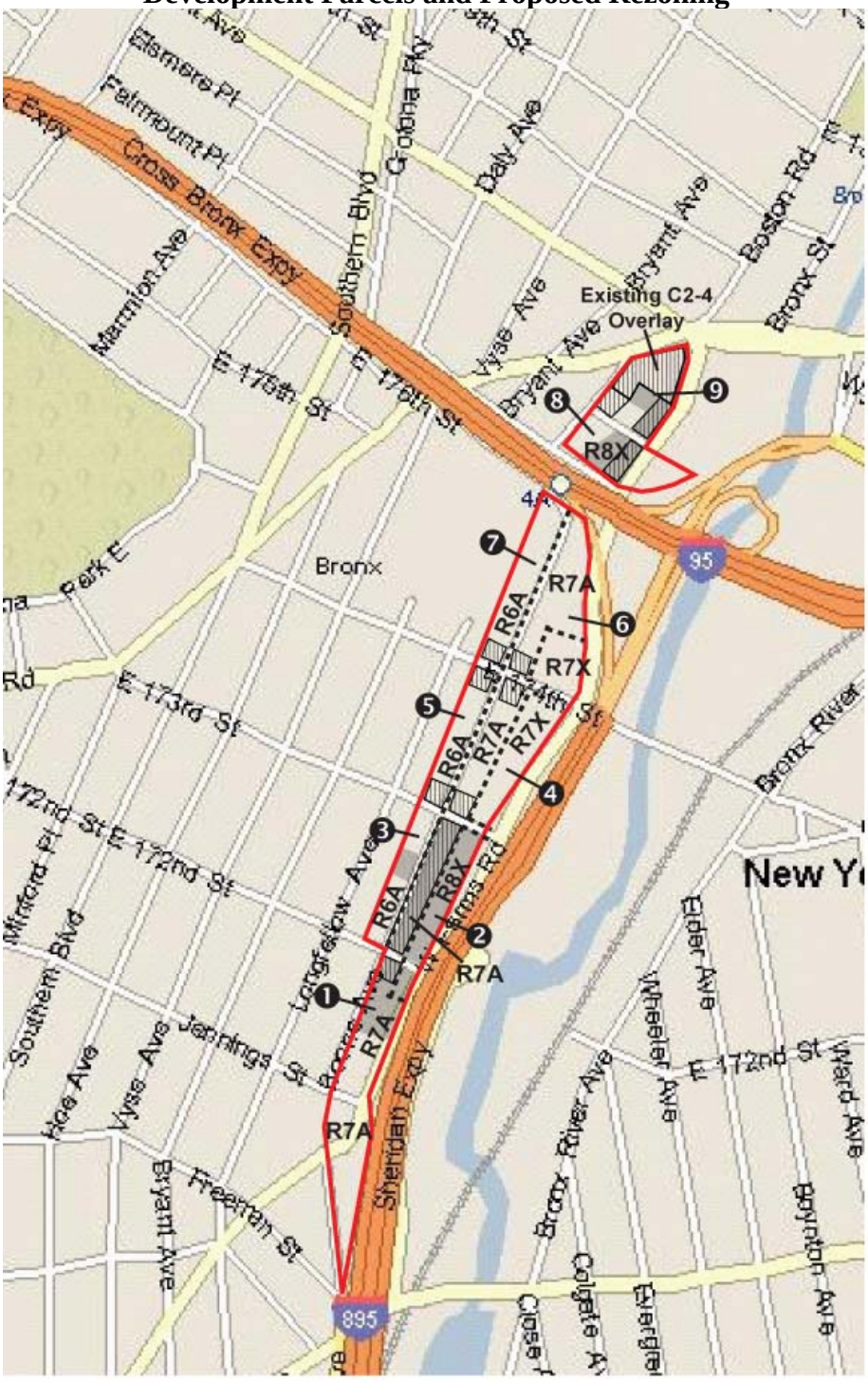
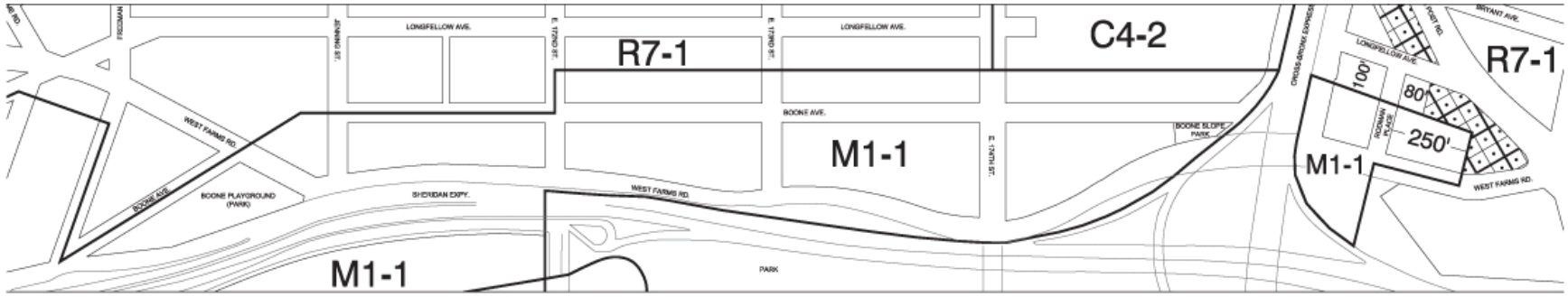
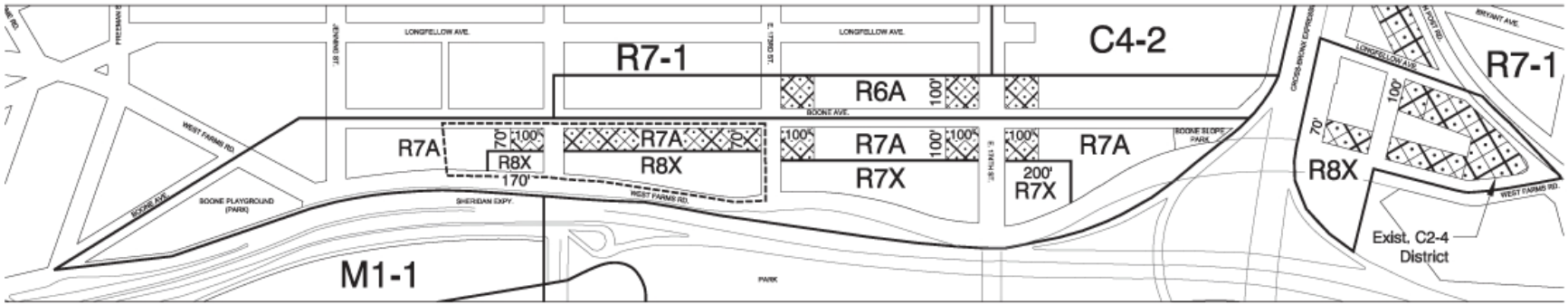


Figure 2
Existing and Proposed Zoning




Existing Zoning Districts




Proposed Zoning Districts
(Excerpts from Zoning Map 3d)

Area of General Large Scale Development Permit (ZR Section 74-74)

C2-4

0' 150' 300' 600'

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

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

**Description of the Proposed Project**

Following is a detailed description of the proposed bulk and massing for the ten buildings (Buildings I - X) proposed to be developed on sites controlled by the applicant (the "proposed project"). Seven of the buildings in the proposed project (Buildings I - VII) would be part of the GLSD, while the remaining three buildings (Buildings VIII, IX and X) would be developed on sites controlled by the applicant that would not be part of the GLSD. The parcel identification is consistent with that appearing in Table 2 below.

Parcel 1 – Buildings I and II (See Figure 3)

Parcel 1 is proposed to be rezoned primarily to an R7A residential district, except for an approximately 10,684 square feet (sf) R8X residential district at the corner of West Farms Road and East 172nd Street. In addition, a 7,000 sf C2-4 commercial overlay would be mapped on the corner of Boone Avenue and East 172nd Street. Buildings I and II would be constructed on Parcel 1. A 60-foot wide landscaped, mid-block open area would separate these buildings from the Fannie Lou Hamer Freedom High School to the south (HS 682).

Building I would comprise approximately 74,631 zoning square feet (ZSF) of residential use and contain up to approximately 79 dwelling units. The U-shaped building would be oriented along the mid-block open area, where the building entrance would be located, and West Farms Road. The building would have a six-story base and, after setting back eight feet from West Farms Road, a seventh story plus a rooftop mechanical penthouse along the mid-block open area. A three-story wing, set back five feet from the streetline, along the mid-block of Boone Avenue would comprise the remainder of the building.

Building II would comprise approximately 127,114 ZSF of residential use and contain up to approximately 125 dwelling units. The L-shaped structure would front West Farms Road, East 172nd Street and Boone Avenue, where the building entrance would be located, and would adjoin Building I to the south to define a landscaped courtyard. The building would also include approximately 1,300 sf of commercial space located on the ground floor at the corner of Boone Avenue and East 172nd Street. The portion of the building along West Farms Road would have a seven-story base and, after setting back eight feet from West Farms Road and East 172nd Street, would rise to 15 stories plus a rooftop mechanical penthouse. Along East 172nd Street, the building would step down toward Boone Avenue to a six-story base with a seventh floor set back eight feet from East 172nd Street and 15 feet from Boone Avenue.

Buildings I and II are also expected to contain two levels of accessory parking below the first residential floors and on-grade courtyard with entrances located along West Farms Road and East 172nd Street. Buildings I and II together with Buildings III - VII on Parcel 2 would comprise the GLSD.

Parcel 2 – Buildings III - VII (See Figure 3)

Parcel 2 is proposed to be rezoned to an R8X residential district, except for a 70-foot deep R7A residential district with a C2-4 commercial overlay along Boone Avenue. Buildings III, IV, V, VI and VII would be constructed on Parcel 2. A 60-foot wide landscaped mid-block open area would separate Buildings III and IV on the southern portion of Parcel 2 from Buildings V, VI and VII on the northern portion of Parcel 2.

Building III would comprise approximately 103,035 ZSF of residential use and contain approximately 108 dwelling units. Located on the southern end of Parcel 3, the L-shaped building would front Boone Avenue, East 172nd Street and West Farms Road and would adjoin Building IV to the north to define a landscaped courtyard in which the building entrance would be located. The 11-story building would have a seven-story base along West Farms Road, with floors 8 through 11 set back eight feet from East 172nd Street and West Farms Road. The building would step down toward Boone Avenue to a six-story base with a seventh floor set back eight feet from East 172nd Street and 15 feet from Boone Avenue. A rooftop mechanical penthouse would be located on the 11-story portion of the building.

Building IV would comprise approximately 153,165 ZSF of residential use and contain approximately 160 dwelling units. The U-shaped building would front Boone Avenue, the proposed 60 foot wide mid-block open area, on which the building entrance would be located, and West Farms Road. The building would also include approximately 2,808 sf of commercial space located on the ground floor at the corner of Boone Avenue and the mid-block open area. The 14-story building would have a seven-story base on West Farms Road, with floors 8 through 14 set back eight feet from West Farms Road and the mid-block. The building would step down toward Boone Avenue to a six-story base with a seventh floor setback eight feet from Boone Avenue and the mid-block open area. A five-story wing along a portion of the mid-block of Boone Avenue would complete the building. A rooftop mechanical penthouse would be located on the 14-story portion.

There may be substantial rock outcroppings on a portion of Parcel 2 where proposed Buildings V, VI, and VII would be located. If that is the case, it would not be financially feasible to provide the required accessory parking below grade for this portion of Parcel 2. As noted previously, the actual extent of the rock outcroppings will not be known until borings and other field work can be conducted, which is not expected to occur until after the conclusion of the CEQR review period. Accordingly, for purposes of the EIS two potential accessory parking configurations for Parcel 2 has been developed. The first configuration (the "Below-Grade Parking Configuration") assumes that the rock outcroppings would permit all required accessory parking to be provided below the grade of Boone Avenue. The second configuration (the "At-Grade Parking Configuration") assumes that the rock outcroppings will be too extensive to permit significant below-grade accessory parking and that the majority of parking will be provided at grade with Boone Avenue on the northern end of the Parcel.

The At-Grade Configuration would require a special permit waiver pursuant to the proposed text amendment described previously herein that would allow enclosed accessory parking to be provided anywhere within the GLSD without regard to lot coverage requirements due to the unique natural features located within the GLSD. In addition, both of the alternate parking configurations assume that some of the required parking for the portion of the proposed project on Parcel 2 will be provided on Parcel 1 via a special permit waiver pursuant to ZR Section 74-745 (Location of accessory parking spaces and loading berths).

Assuming that the Below-Grade Parking Configuration is implemented, Building V would comprise approximately 128,443 ZSF of residential use and contain approximately 134 dwelling units. The L-shaped

building would front the mid-block open area and West Farms Road and would adjoin Buildings VI and VII to define a landscaped, inner courtyard at the level of Boone Avenue. The residential entry would be located off the mid-block open area across from the entry to Building IV. The building would have a seven-story base and, after setting back eight feet, would rise to 14 stories (plus a rooftop mechanical space) along the mid-block open area and to 11 stories along the mid-block of West Farms Road.

Assuming that the Below-Grade Parking Configuration is implemented, Building VI would comprise approximately 175,918 ZSF of residential space and contain approximately 181 dwelling units. The L-shaped building would front Boone Avenue, East 173rd Street and West Farms Road. The residential entry would be located on East 173rd Street near the corner of Boone Avenue. The building would also include approximately 1,760 sf of commercial space located on the ground floor at the corner of Boone Avenue and East 173rd Street. The 15-story building would have a seven-story base on West Farms Road, with floors 8 through 15 set back eight feet from East 173rd Street and West Farms Road. The building would step down to 12 stories along the mid-block of East 173rd Street to a six-story base with a setback seventh floor at Boone Avenue. A rooftop mechanical penthouse would be located on the 15-story portion.

Assuming that the Below-Grade Parking Configuration is implemented, Building VII would comprise approximately 71,329 ZSF of residential space and contain approximately 53 dwelling units. The roughly rectangular-shaped building would front the mid-block of Boone Avenue and the proposed mid-block open area. The residential entry would be located on Boone Avenue near the corner of the mid-block open area. The building would also include approximately 1,677 sf of commercial space located on the ground floor at the corner of Boone Avenue and the mid-block open area and approximately 11,888 sf of community facility space, located on the ground floor, with entry from Boone Avenue. The 5-story building would step up to six floors at the corner of Boone Avenue and the mid-block open area and to a setback seventh floor (plus rooftop mechanical penthouse) portion.

Assuming that the Below-Grade Parking Configuration is implemented, an aggregate of approximately 85 accessory parking spaces would be located on Parcel 2. The entrance/exit to this parking would be located on the mid-block of East 173rd Street with a second entrance/exit provided beneath Building VI with an entrance on West Farms Road.

**Figure 3 – Conceptual Massing Diagrams for Parcels 1, 2 and 3**




Crotona Park East/West Farms, Bronx

Concept Massing
View along Boone Avenue

In the event that the At-Grade Parking Configuration were implemented, the courtyard formed by Buildings V, VI, and VII would begin at the second residential story and an aggregate of 85 accessory parking spaces would be provided at grade beneath the courtyard and on two lower levels. Parking entrances would be located on East 173rd Street and West Farms Road. The grade level parking would reduce the residential use on the Parcel by approximately 19,236 ZSF or approximately 18 dwelling units.

Parcel 3 – Building VIII (See Figure 3)

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

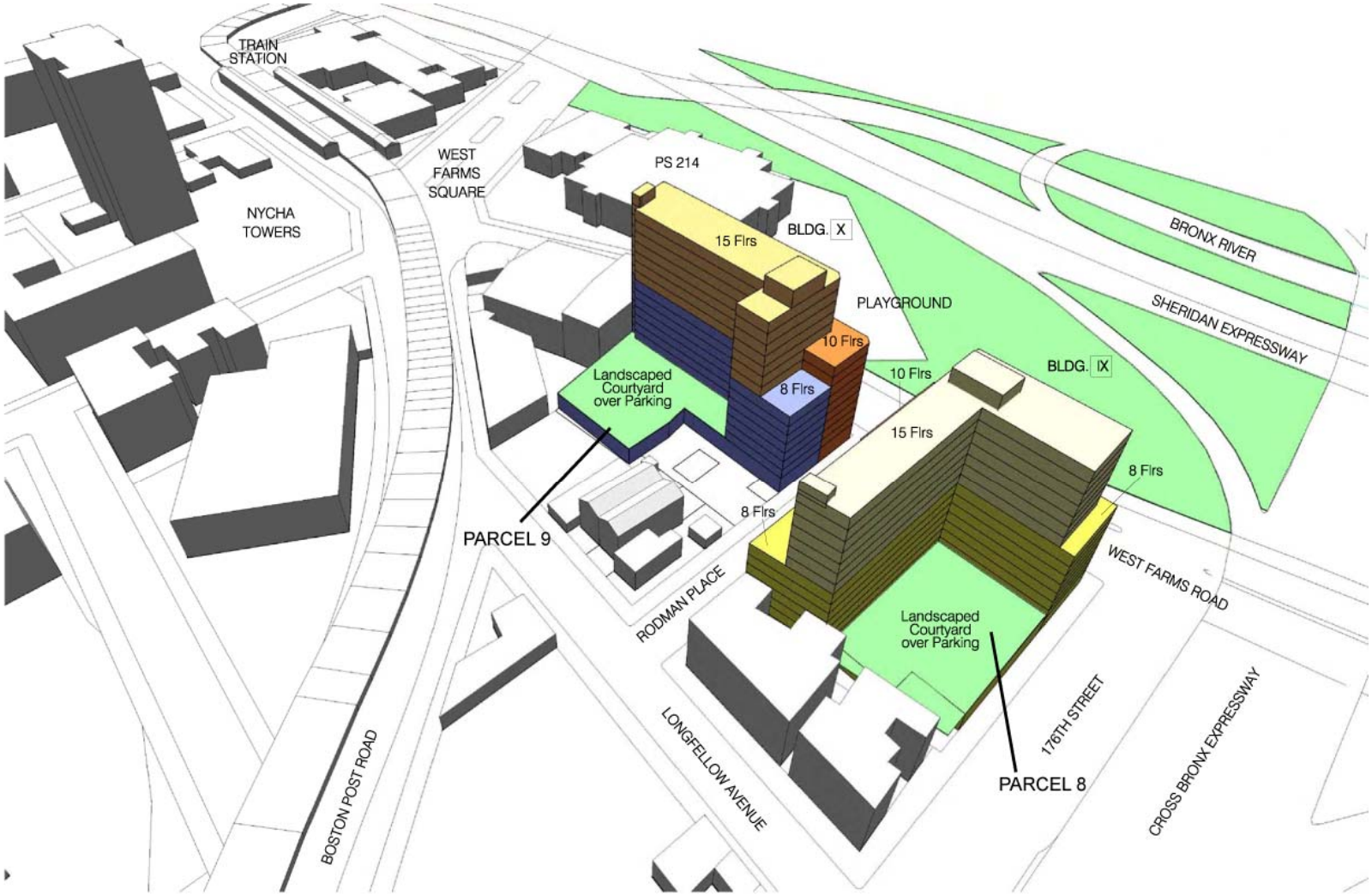
Parcels 8 and 9 – Buildings IX and X (See Figure 4)

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

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

Building IX would comprise approximately 199,598 ZSF of residential space and contain approximately 200 units. The building would also contain approximately 5,625 sf of commercial space and 17,633 sf of covered accessory parking. Building X would comprise approximately 193,702 ZSF of residential space, and contain approximately 194 units. It would also contain approximately 8,300 sf of commercial space and 15,080 sf of covered accessory parking. The residential entries for both buildings would be located on Rodman Place. Each L-shaped building would have an eight-story base, with floors 9 to 15 set back from West Farms Road and Rodman Place. Two-story dormers would be provided at the ninth and tenth floors. Parking would be accommodated on a single level beneath a raised landscaped courtyard, with an entry on East 176th Street for Building IX and on Rodman Place for Building X. Rooftop mechanical penthouses would be located on the 15-story portion of each building.

**Figure 4 – Conceptual Massing Diagrams for Parcels 8 and 9**




Crotona Park East/West Farms, Bronx
Proposed Rezoning

Concept Massing
View along Longfellow Avenue

## Projected Development Scenario

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

The Future with the Proposed Action scenario therefore identifies the amount, type, and location of development that is expected to occur by 2019 as a result of the Proposed Action. The Future without the Proposed Action scenario identifies similar development projections for 2019 absent the Proposed Action. The incremental difference between the Action and No Action scenarios serves as the basis for the impact analyses.

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

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

General Criteria for Development Sites

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

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

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

The following criteria were used to further categorize soft sites as **"Potential"** development sites, which are seen as less-likely to develop in the foreseeable future.

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

• Active businesses that have undergone extensive investment and that provide unique services, or which

are prominent and successful neighborhood businesses or organizations unlikely to move.

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

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

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

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

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

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

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

Reasonable Worst Case Development Scenario (RWCDS)

The Future without the Proposed Action

In the Future without the Proposed Action, almost no new development would be expected. The only major development that would be expected would be located at the far northern end of the area to be rezoned, on Block 3016, Lot 38 and 42. This area is now zoned as R7-1 with a C2-4 commercial overlay. 134 new dwelling units and about 39,000 sf of new commercial development would be expected on this parcel. The remainder of the area to be rezoned would be expected to remain as it is under existing conditions (see Table 2).

The Future with the Proposed Action

Table 2 summarizes maximum potential development that would be expected to result from the proposed rezoning both for the proposed project and the remainder of the rezoning area. Figure 5 provides a graphic depiction of the development parcels listed in Table 2. The applicant is proposing to construct less floor area on Parcels 1 and 2 than the maximum permitted under the rezoning. Because the development on these Parcels will be subject to a restrictive declaration executed in connection with the special permits, and for purposes of the base analysis, the development on these blocks has been limited to the applicant's proposal. Except, however, because the exact apartment layouts have not been finalized, 1,000 sf per apartment has been assumed, rather than that associated with the current lay-out of apartments, as a reasonable worst case of development for Parcels other than 1 and 2. Similarly, for all other property, the assumed residential development is 1,000 sf per dwelling unit, with permissible square footage of commercial space following the proposed commercial district lot areas as shown in Figure 2. In all, for properties controlled by the applicant, the Proposed Action would be expected to result in approximately 1,270 new dwelling units, of which 635 would be expected to be subsidized units. This

would be accompanied by about 35,000 sf of new commercial development and about 12,000 sf of community facility development on parcels controlled by the applicant.

The applicant expects to seek City, State and/or Federal financing for the residential units. Although no specific programs have been identified, it is expected that 50 percent of the residential units would be required to be set aside for low- to moderate-income households on the parcels controlled by the applicant. It also assumes a 20 percent subsidy level for those parcels not controlled by the applicant. These subsidy assumptions may be revised if the actual financing programs and subsidy levels are determined during the course of the preparation of the EIS.

The total number of dwelling units that could occur from the rezoning under the above assumptions for both the properties controlled by the applicant and not, would amount to a net increase of approximately 2,580 new dwelling units (or a total of 2,720 units), which is the number of dwelling units that have been assumed for purposes of this scope of work. 914 of these units would be expected to be new, subsidized units.

The total amount of new retail space which could be expected under the above-described assumptions and proposed additional lot areas within commercial districts would be a net increase of approximately 69,000 sf (or a total of 108,000 sf). This estimate represents a reasonable worst case analysis of the expected total retail space that could accompany the development with the proposed rezoning. Only locally-oriented commercial retail uses are expected.

Finally as noted previously, if there are substantial rock outcroppings on Block 3014 (Parcel 2), it would not be financially feasible to provide the required accessory parking below grade. Accordingly, for purposes of the EIS two potential accessory parking configurations for Parcel 2 will be studied. Under the "At-Grade Parking Configuration", a total of 85 accessory parking spaces and 618 dwelling units would be provided on Parcel 2. Under the "Below-Grade Parking Configuration", a total of 85 accessory parking spaces could also be provided on the Parcel. However, the Below-Grade Configuration would allow more dwelling units to be constructed at the level of Boone Avenue (in space that would be occupied by parking under the At-Grade Parking Configuration), so that the total number of dwelling units on the Parcel would increase to 636. Thus, to progress the project at this stage, a reasonable worst case scenario for the dwelling units to be provided will be developed for analytical purposes. The higher number of dwelling units will be assumed in general for all analyses.

**Table 2 – Summary of Existing Conditions, The Future without the Proposed Action and the Future with the Proposed Action**
Projected Development on Parcels Controlled by Applicant

| Site Information | | | Existing Conditions | | | | | | | | | Future No Action | | | | | Future Action Condition | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Parcel | Block | Lot | Existing Zoning | Lot Area | Maximum Floor Area Ratio (FAR) | Resi-dential Floor Area | Comm-ercial Floor Area | Community Facility Floor Area | Industrial Floor Area | Dwelling Units | Existing FAR | Resi-dential Floor Area | Comm-ercial Floor Area | Community Facility | Industrial Floor Area | Dwelling Units | Proposed Zoning | Proposed FAR | Subsidized Units | Total Dwelling Units | Residential Floor Area | Comm-ercial Floor Area | Comm-unity Facility | Indus-trial Floor Area |
| **Applicant Controlled Properties (Projected Development)** | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 12 | | 14,630 | 1.0 | 0 | 0 | 0 | 1,200 | 0 | 0.1 | 0 | 0 | 0 | 1,200 | 0 | R7A | Applicant | | | | | | |
| | | 29 | | 6,212 | 1.0 | 0 | 0 | 0 | 6,472 | 0 | 1.0 | 0 | 0 | 0 | 6,472 | 0 | R7A/R8X | Applicant | | | | | | |
| | | 31 | | 14,555 | 1.0 | 0 | 0 | 0 | 16,357 | 0 | 1.1 | 0 | 0 | 0 | 16,357 | 0 | R7A/R8X | Applicant | | | | | | |
| | | 35 | | 1,170 | 1.0 | 0 | 0 | 0 | 1,170 | 0 | 1.0 | 0 | 0 | 0 | 1,170 | 0 | R7A | Applicant | | | | | | |
| | | 37 | | 284 | 1.0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | R7A | Applicant | | | | | | |
| 1 | 3013 | 46 | M1-1 | 3,948 | 1.0 | 0 | 0 | 0 | 2,400 | 0 | 0.6 | 0 | 0 | 0 | 2,400 | 0 | R7A | Applicant | 102 | 204 | 201,745 | 1,300 | 0 | |
| | | 9 | M1-1 | 41,700 | 1.0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | R7A/R8X | Applicant | | | | | | |
| 2B | 3014 | 45 | | 13 | 1.0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | R8X | Applicant | 134 | 268 | 253,392 | 2,808 | 0 | |
| 2A | 3014 | 15 | M1-1 | 65,000 | 1.0 | 0 | 0 | 0 | 65,850 | 0 | 1.0 | 0 | 0 | 0 | 65,850 | 0 | R7A/R8X | Applicant | 184 | 368 | 360,365 | 3,437 | 11,888 | |
| 3B | 3009 | 33 | M1-1 | 10,000 | 1.0 | 0 | 0 | 0 | 10,000 | 0 | 1.0 | 0 | 0 | 0 | 10,000 | 0 | R6A | 3.6 | 18 | 36 | 36,000 | 0 | | |
| | | 11 | R7-1/C2-4 | 5,293 | 3.4 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | R8X | 7.2 | | | | | | |
| | | 13 | M1-1 | 17,500 | 1.0 | 0 | 0 | 0 | 16,500 | 0 | 0.9 | 0 | 0 | 0 | 16,500 | 0 | R8X/C2-4 | 7.2 | | | | | | |
| 8 | 3016 | 21 | M1-1 | 5,292 | 1.0 | 0 | 0 | 0 | 5,292 | 0 | 1.0 | 0 | 0 | 0 | 5,292 | 0 | R8X/C2-4 | 7.2 | 100 | 200 | 199,598 | 10,040 | 0 | |
| | | 60 | M1-1 | 19,000 | 1.0 | 0 | 0 | 0 | 16,000 | 0 | 0.8 | 0 | 0 | 0 | 16,000 | 0 | R8X/C2-4 | 7.2 | | | | | | |
| 9D | 3016 | 66 | M1-1 | 8,415 | 1.0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | R8X/C2-4 | 7.2 | 97 | 194 | 193,702 | 17,500 | 0 | |
| **Subtotal** | | | | 213,012 | | 0 | 0 | 0 | 141,241 | 0 | | 0 | 0 | 0 | 141,241 | 0 | | | 635 | 1,270 | 1,244,802 | 35,085 | 11,888 | 0 |

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

**Table 2 – Summary of Existing Conditions, The Future without the Proposed Action and the Future with the Proposed Action - Continued**
Projected Development on Parcels Not Controlled by Applicant

| Site Information | | | Existing Conditions | | | | | | | | | Future No Action | | | | | Future Action Condition | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Parcel | Block | Lot | Existing Zoning | Lot Area | Maximum Floor Area Ratio (FAR) | Resi-dential Floor Area | Comm-ercial Floor Area | Community Facility Floor Area | Industrial Floor Area | Dwelling Units | Existing FAR | Resi-dential Floor Area | Comm-ercial Floor Area | Community Facility | Industrial Floor Area | Dwelling Units | Proposed Zoning | Proposed FAR | Subsidized Units | Total Dwelling Units | Residential Floor Area | Comm-ercial Floor Area | Comm-unity Facility | Indus-trial Floor Area |
| **Projected Development Parcels** | | | | | | | | | | | | | | | | | | | | | | | | |
| 3A | 3009 | 25 | M1-1 | 20,000 | 1.0 | 0 | 0 | 0 | 19,700 | 0 | 1.0 | 0 | 0 | 0 | 19,700 | 0 | R6A | 3.6 | 14 | 72 | 72,000 | 0 | | |
| 3D | 3009 | 38 | M1-1 | 13,750 | 1.0 | 0 | 0 | 0 | 13,700 | 0 | 1.0 | 0 | 0 | 0 | 13,700 | 0 | R6A | 3.6 | 10 | 50 | 49,500 | 0 | | |
| 3E | 3009 | 44 | M1-1 | 12,500 | 1.0 | 0 | 0 | 0 | 12,500 | 0 | 1.0 | 0 | 0 | 0 | 12,500 | 0 | R6A | 3.6 | 9 | 45 | 45,000 | 0 | | |
| 4A | 3015 | 1 | M1-1 | 10,906 | 1.0 | 0 | 0 | 0 | 22,371 | 0 | 2.1 | 0 | 0 | 0 | 22,371 | 0 | R7A | 4.6 | 10 | 50 | 50,168 | 10,000 | | |
| | | 3 | M1-1 | 8,976 | 1.0 | 0 | 0 | 0 | 3,505 | 0 | 0.4 | 0 | 0 | 0 | 3,505 | 0 | R7A | 4.6 | 0 | 0 | | | | |
| 4B | 3015 | 5 | M1-1 | 10,658 | 1.0 | 0 | 0 | 0 | 16,912 | 0 | 1.6 | 0 | 0 | 0 | 16,912 | 0 | R7A/R7X | 4.8 | 18 | 92 | 91,915 | | | |
| | | 17 | M1-1 | 7,600 | 1.0 | 0 | 0 | 0 | 3,700 | 0 | 0.5 | 0 | 0 | 0 | 3,700 | 0 | R7A | 4.6 | | | | | | |
| | | 18 | M1-1 | 1,047 | 1.0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | R7A | 4.6 | | | | | | |
| | | 29 | M1-1 | 10,345 | 1.0 | 0 | 0 | 0 | 14,170 | 0 | 1.4 | 0 | 0 | 0 | 14,170 | 0 | R7A/R7X | 5.0 | | | | | | |
| 4C | 3015 | 31 | M1-1 | 9,723 | 1.0 | 0 | 0 | 0 | 6,480 | 0 | 0.7 | 0 | 0 | 0 | 6,480 | 0 | R7A/R7X | 5.0 | 28 | 140 | 140,116 | | | |
| 5A | 3010 | 26 | M1-1 | 2,500 | 1.0 | | 0 | 0 | 2,500 | 0 | 1.0 | 0 | 0 | 0 | 2,500 | 0 | R6A | 3.6 | 0 | 0 | 0 | 5,000 | | |
| 5B | 3010 | 29 | M1-1 | 10,000 | 1.0 | 0 | 0 | 0 | 10,000 | 0 | 1.0 | 0 | 0 | 0 | 10,000 | 0 | R6A | 3.6 | 7 | 36 | 36,000 | 0 | | |
| 5C | 3010 | 33 | M1-1 | 17,525 | 1.0 | 0 | 0 | 0 | 17,525 | 0 | 1.0 | 0 | 0 | 0 | 17,525 | 0 | R6A | 3.6 | 13 | 63 | 63,090 | 0 | | |
| 5D | 3010 | 40 | M1-1 | 14,975 | 1.0 | 0 | 0 | 0 | 14,975 | 0 | 1.0 | 0 | 0 | 0 | 14,975 | 0 | R6A | 3.6 | 11 | 54 | 53,910 | 0 | | |
| 5E | 3010 | 46 | M1-1 | 7,500 | 1.0 | 0 | 0 | 0 | 15,000 | 0 | 2.0 | 0 | 0 | 0 | 15,000 | 0 | R6A | 3.6 | 5 | 27 | 27,000 | 10,000 | | |
| | | 50 | M1-1 | 2,276 | 1.0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | R7A | 4.6 | | | | | | |
| | | 56 | M1-1 | 1,250 | 1.0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | R7A | 4.6 | | | | | | |
| 6A | 3015 | 110 | M1-1 | 9,548 | 1.0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | R7A/R7X | 4.8 | 12 | 62 | 61,573 | 10,000 | | |
| | | 62 | M1-1 | 609 | 1.0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | R7A | 4.6 | | | | | | |
| | | 87 | M1-1 | 8,823 | 1.0 | 0 | 0 | 0 | 1,000 | 0 | 0.1 | 0 | 0 | 0 | 1,000 | 0 | R7A | 4.6 | | | | | | |
| 6B | 3015 | 89 | M1-1 | 2,910 | 1.0 | 1,880 | 0 | 0 | 0 | 2 | 0.0 | 1,880 | 0 | 0 | 0 | 2 | R7A | 4.6 | | 57 | 56,773 | | | |
| | | 67 | M1-1 | 810 | 1.0 | 0 | 0 | 0 | 500 | 0 | 0.6 | 0 | 0 | 0 | 500 | 0 | R7A | 4.6 | | | | | | |
| | | 83 | M1-1 | 2,955 | 1.0 | 0 | 0 | 0 | 1,278 | 0 | 0.4 | 0 | 0 | 0 | 1,278 | 0 | R7A | 4.6 | | | | | | |
| | | 84 | M1-1 | 1,815 | 1.0 | 2,391 | 0 | 0 | 2,391 | 3 | 1.3 | 2,391 | 0 | 0 | 2,391 | 3 | R7A | 4.6 | | | | | | |
| 6C | 3015 | 85 | M1-1 | 5,537 | 1.0 | 0 | 0 | 0 | 3,680 | 0 | 0.7 | 0 | 0 | 0 | 3,680 | 0 | R7A | 4.6 | 10 | 51 | 51,138 | | | |
| 6E | 3015 | 95 | M1-1 | 11,802 | 1.0 | 0 | 0 | 0 | 2,112 | 0 | 0.2 | 0 | 0 | 0 | 2,112 | 0 | R7A/R7X | 4.8 | 11 | 56 | 56,060 | | | |
| 6G | 3015 | 97 | M1-1 | 12,536 | 1.0 | 0 | 0 | 0 | 12,160 | 0 | 1.0 | 0 | 0 | 0 | 12,160 | 0 | R7A/R7X | 4.8 | 12 | 60 | 59,546 | | | |
| 7A | 2998 | 97 | M1-1 | 10,145 | 1.0 | 0 | 0 | 0 | 4,125 | 0 | 0.4 | 0 | 0 | 0 | 4,125 | 0 | R6A | 3.6 | 7 | 37 | 36,522 | 0 | | |
| | | 104 | M1-1 | 16,252 | 1.0 | 0 | 0 | 0 | 16,252 | 0 | 1.0 | 0 | 0 | 0 | 16,252 | 0 | R6A | 3.6 | 0 | 0 | | 0 | | |
| | | 113 | M1-1 | 19,888 | 1.0 | 0 | 0 | 0 | 19,888 | 0 | 1.0 | 0 | 0 | 0 | 19,888 | 0 | R6A | 3.6 | 0 | 0 | | 0 | | |
| 7B | 2998 | 124 | M1-1 | 14,019 | 1.0 | 0 | 0 | 0 | 14,019 | 0 | 1.0 | 0 | 0 | 0 | 14,019 | 0 | R6A | 3.6 | 36 | 181 | 180,572 | 0 | | |
| | | 38 | R7-1/C2-4 | 6,678 | 3.4 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | R8X/C2-4 | 7.2 | | | | 0 | | |
| 9C | 3016 | 42 | R7-1/C2-4 | 32,250 | 3.4 | 0 | 15,000 | 0 | 40,390 | 0 | 1.3 | 133,912 | 38928 | 0 | 0 | 134 | R8X/C2-4 | 7.2 | 56 | 280 | 280,282 | 38,300 | | |
| 9E | 3016 | 71 | M1-1 | 5,354 | 1.0 | 1,000 | 0 | 0 | 0 | 1 | 0.2 | 1,000 | 0 | 0 | 0 | 1 | R8X | 7.2 | 8 | 39 | 38,549 | 0 | 0 | 0 |
| **Subtotal** | | | | 323,462 | | 5,271 | 15,000 | 0 | 290,833 | 6 | | 139,183 | 38,928 | 0 | 250,443 | 140 | | | 279 | 1,450 | 1,449,713 | 73,300 | 0 | 0 |
| **Projected Development Totals** | | | | 536,474 | | 5,271 | 15,000 | 0 | 432,074 | 6 | | 139,183 | 38,928 | 0 | 391,684 | 140 | | | 914 | 2,720 | 2,694,515 | 108,385 | 11,888 | 0 |
| **No Action to Action Increment** | | | | | | | | | | | | | | | | | | | 914 | 2,580 | 2,555,332 | 69,457 | 11,888 | -391,684 |

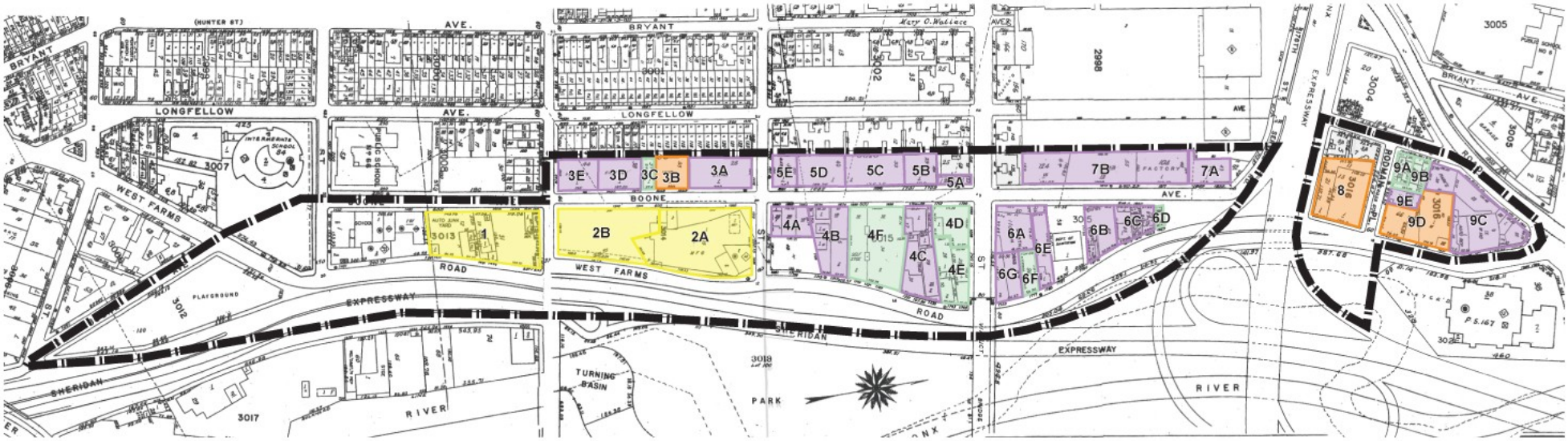
= Applicant owned, subject to Special Permit
= Applicant owned, not subject to Special Permit
= Non Applicant Projected Development Parcels
= Potential Development Parcels

**Table 2 – Summary of Existing Conditions, The Future without the Proposed Action and the Future with the Proposed Action - Continued**
Potential Development on Parcels Not Controlled by Applicant

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

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

**Figure 5 - Delineation of Projected and Potential Development Parcels**




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

There are eight development parcels seen as potential development parcels within the area to be rezoned. Six of these parcels are south of the Cross Bronx Expressway and are currently within M1-1 zoning districts. The remaining two potential development parcels are within an existing R7-1 zoning district having a C2-4 commercial overlay. Each of these parcels did not meet the criteria (i.e., too small) to be classified as a probable development site or had other traits which made their future development more speculative (such as a recent major investment in the property). The potential development parcels are shown in the light green color in both Table 2 and Figure 5.

Expected Phasing of the Proposed Project

As noted previously, the applicant controls the soft sites on Parcels 1 and 2, and most of the soft sites on Parcels 8 and 9, and a small, 10,000 sf soft site on Parcel 3. The expected phasing of this development is shown in Table 3, which displays phasing north and south of the Cross Bronx Expressway, since these sites are relatively remote from one another. Dwelling units per phase are shown, as is the expected accessory parking associated with each phase. Figure 6 graphically illustrates the proposed phasing for the proposed project.

**Table 3**

**Expected Development and Accessory Parking by Phase[1]**

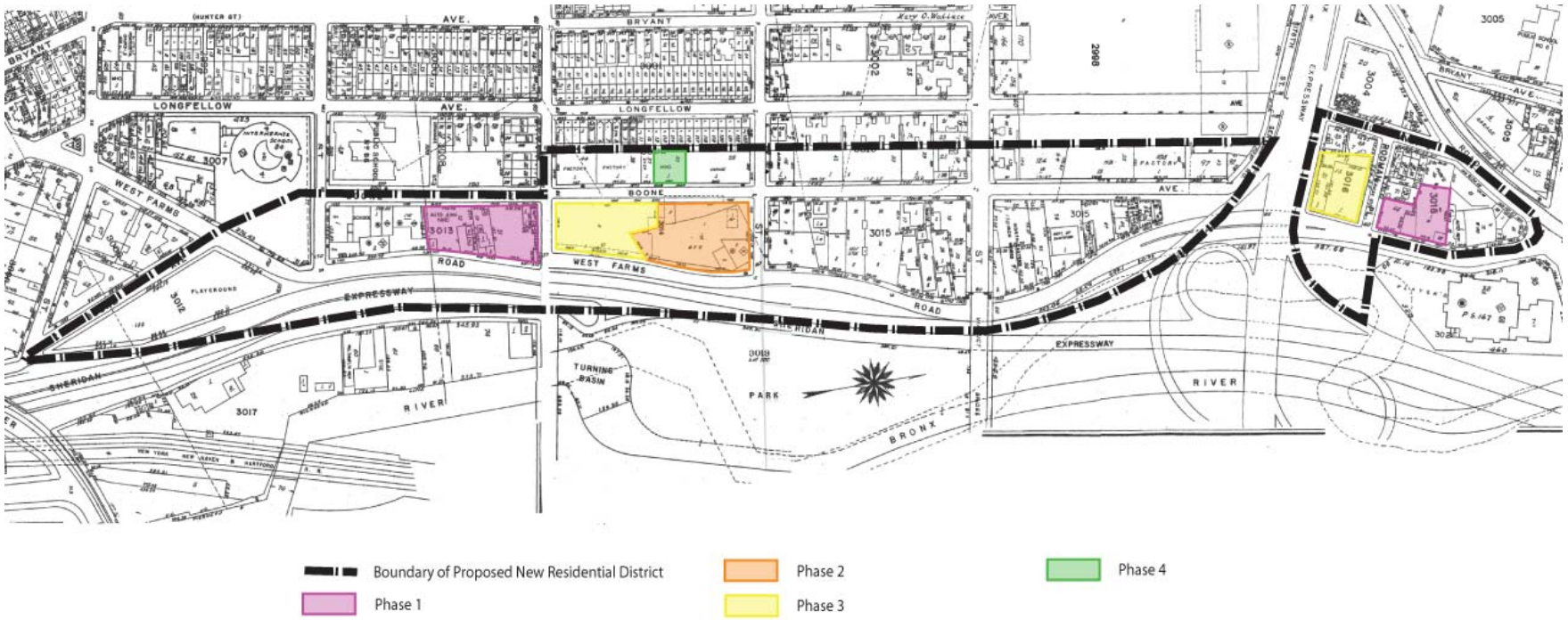
**South of Cross Bronx Expressway**

| Phase | Parcel | Building | DU's[2] | Running Total DU's | Accessory Parking | Running Total Parking | Parking % by Phase | Parking Percent Running Total |
|---|---|---|---|---|---|---|---|---|
| 1 | 1 | I-II | 204 | 204 | 130 | 130 | 64% | 64% |
| 2 | 2 | V-VII | 368 | 572 | 85 | 215 | 23% | 38% |
| 3 | 2 | III-IV | 268 | 840 | 0 | 215 | 0% | 26% |
| 4 | 3 | VIII | 36 | 876 | 12 | 227 | 33% | 26% |
| **North of Cross Bronx Expressway** | | | | | | | | |
| 1 | 9 | X | 194 | 194 | 50 | 50 | 26% | 26% |
| 3 | 8 | IX | 200 | 394 | 58 | 108 | 29% | 27% |

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

This expected phasing will be used for the assessment of impacts during construction, particularly for potential stationary source air quality impacts.

**Figure 6 – Anticipated Phasing for the Proposed Project**



**Environmental Impact Statement**

As the RWCDS associated with the Proposed Action would affect various areas of environmental concern and was found to have the potential for significant adverse impacts, pursuant to the EAS and Positive Declaration, an Environmental Impact Statement pursuant to CEQR will be prepared for the Proposed Action. The EIS will analyze the projected developments for all technical areas of concern and also evaluate the effects of the potential developments for site-specific effects such as traffic, socioeconomic, community facilities, archaeology, shadows, hazardous materials, air quality, and noise.

Because the Proposed Action could result in the addition of more than 2,500 additional dwelling units to the area, it would be classified as a Type 1 action.

## SCOPE OF WORK

The following scope of work assumes analysis of one build year for the Proposed Action. Given market conditions and available financing, it is anticipated that the applicant's proposed project would require approximately eight years to complete its full build-out condition. For area-wide rezonings, the foreseeable future is generally considered to be a ten-year build out period, which is only two years longer than the applicant's time table for his proposed project. Therefore as described above, the build year for the rezoning action is therefore assumed to be on a ten-year horizon, or 2019.

**Executive Summary**

The executive summary will utilize relevant material from the body of the EIS to describe the proposed project, its environmental impacts, measures to mitigate those impacts, and alternatives to the Proposed Action in a concise and readable format. In addition, it will be written in enough detail to facilitate the drafting of a notice of completion by the lead agency.

**Proposed Action and Proposed Project Description**

The first chapter of the EIS introduces the reader to the Proposed Action and sets the context in which to assess impacts. The chapter contains an introduction of the Proposed Action (a brief description and location of the Proposed Action); any pertinent background and/or history; a statement of the purpose and need for the Proposed Action; a detailed description of the Proposed Action and the applicant's proposed project; and discussion of the approvals required, procedures to be followed, and the role of the EIS in the process. This chapter is the key to understanding the Proposed Action and gives the public and decision-makers a base from which to evaluate the project against both the future with the action and without the action conditions. In addition, the description of future without the action condition will discuss other expected actions and developments that could affect technical categories considered under CEQR.

The description of the Proposed Action will present the rationale for the proposed rezoning. In addition, the chapter will summarize the reasonable worst-case development scenario for analysis in the EIS and present its rationale (refer to "Projected Development Scenario" above).

The section on approval procedures will explain the Uniform Land Use Review Procedure (ULURP) process, its timing, and hearings before the Community Board, the Borough President's office, the City Planning Commission (CPC), and the New York City Council. The role of the EIS as a full-disclosure document to aid in decision-making will be identified and its relationship to ULURP and the public hearings described.

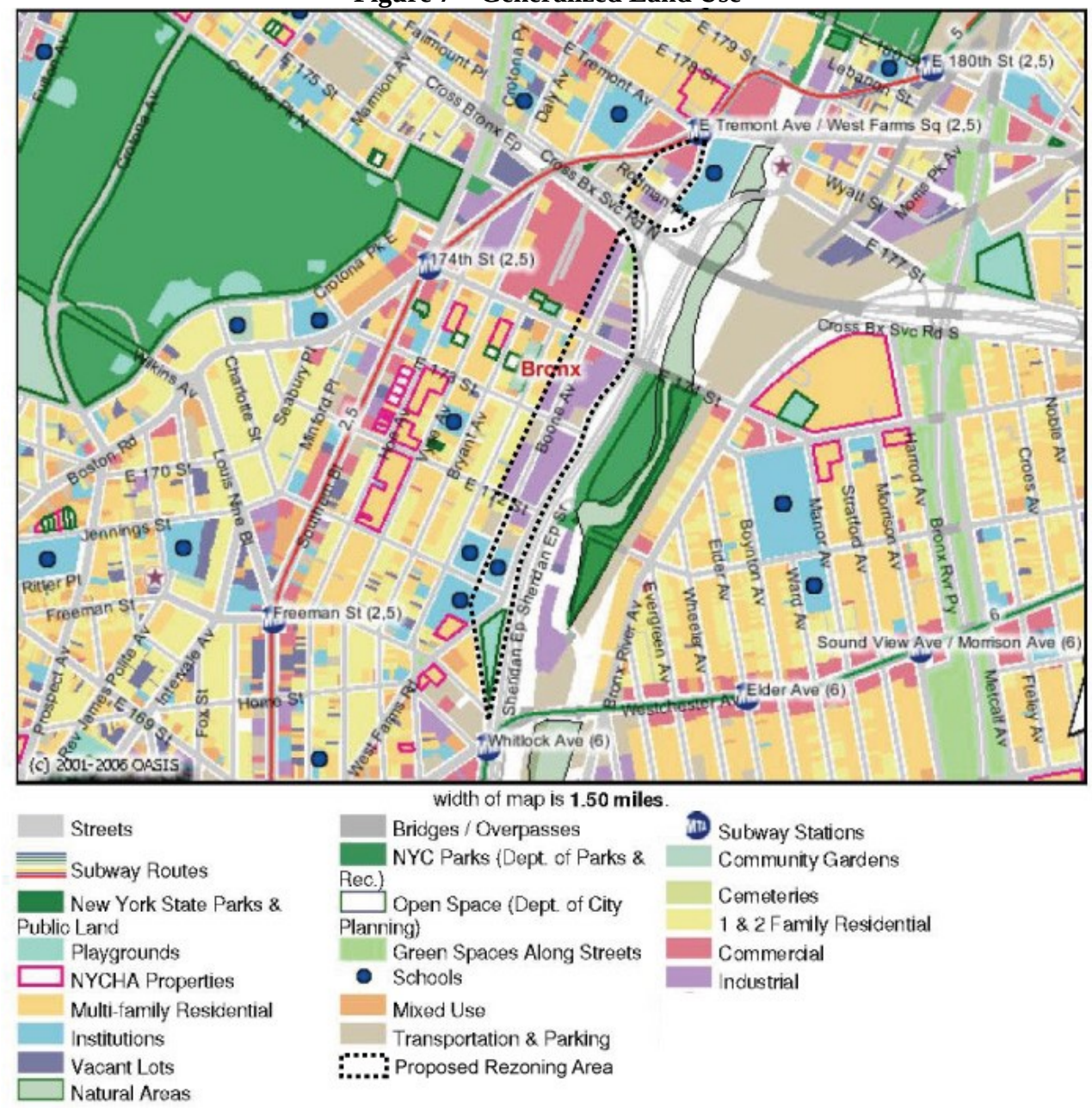
**Land Use, Zoning and Public Policy**

Issues

The Proposed Action would allow the redevelopment of a nine block area populated by light industrial, automotive repair and warehouse and storage buildings, many of which are underutilized or vacant, with residential and local retail uses. (As discussed above, no development would be expected to occur on the two southernmost blocks of the 11-block proposed rezoning area.) The industrial area to be rezoned is surrounded by residential, commercial and institutional development. Redevelopment of the industrial area, therefore, would create a more uniform land use pattern, (see Figure 7, Generalized Land Use).

New low- to middle-income, medium to high density residential developments would replace existing, primarily one-story industrial buildings. The proposed project's redevelopment of the existing, under-utilized industrial uses could induce additional residential development elsewhere within the rezoning area. Accordingly, an analysis has been performed to determine where additional redevelopment is likely to occur within the proposed rezoning area, as well as the capacity for induced development at these locations.

**Figure 7 – Generalized Land Use**



Scope

The analysis of land use focuses on two study areas: a primary study area, which is the subject of detailed analyses; and a secondary study area, which examines the more generalized influence of the Proposed Action on the broader neighborhood. The primary study area will extend approximately 800 feet from the boundaries of the area to be rezoned. The secondary study area will extend approximately one-quarter mile from the area to be rezoned, as shown in Figure 8.

Existing Conditions

The primary land use study area will extend approximately 800 feet from the area to be rezoned and includes those areas most likely to be most affected by the Proposed Action. Within this area, a detailed, parcel by parcel land use inventory will be prepared for each parcel in this area. Within the secondary study area, the land uses will be documented at a more generalized level. Within both areas, vacant and underdeveloped tracts where future development is likely ("soft sites") will be identified. Projects now under construction will also be identified and reported in this section. The land use patterns for the primary and secondary study areas will be depicted graphically to aid in the understanding of the land use discussion.

Existing zoning of the area to be rezoned will be described in detail, including use, bulk and parking provisions. Zoning within the remainder of the primary and secondary study areas will be described in a more qualitative fashion.

Public land-use policies applicable to the entire study area will be researched and reported in this section.

The Future without the Proposed Action

An analysis will be conducted of future development projects or other anticipated land use changes within the area that may be completed by the build year for the Proposed Action. This task will include outreach to City agencies, including the NYC Economic Development Corporation (EDC), NYC Department of Transportation (DOT), NYC Department of Environmental Protection (DEP), NYC Department of Education (DOE), DPR and DCP, as well as contact with the local Community Boards. The scope of work assumes analysis of a one build year for the Proposed Action. Planned zoning actions in the area will be researched and described, as will any other public land use policies for the area.

The Future with the Proposed Action

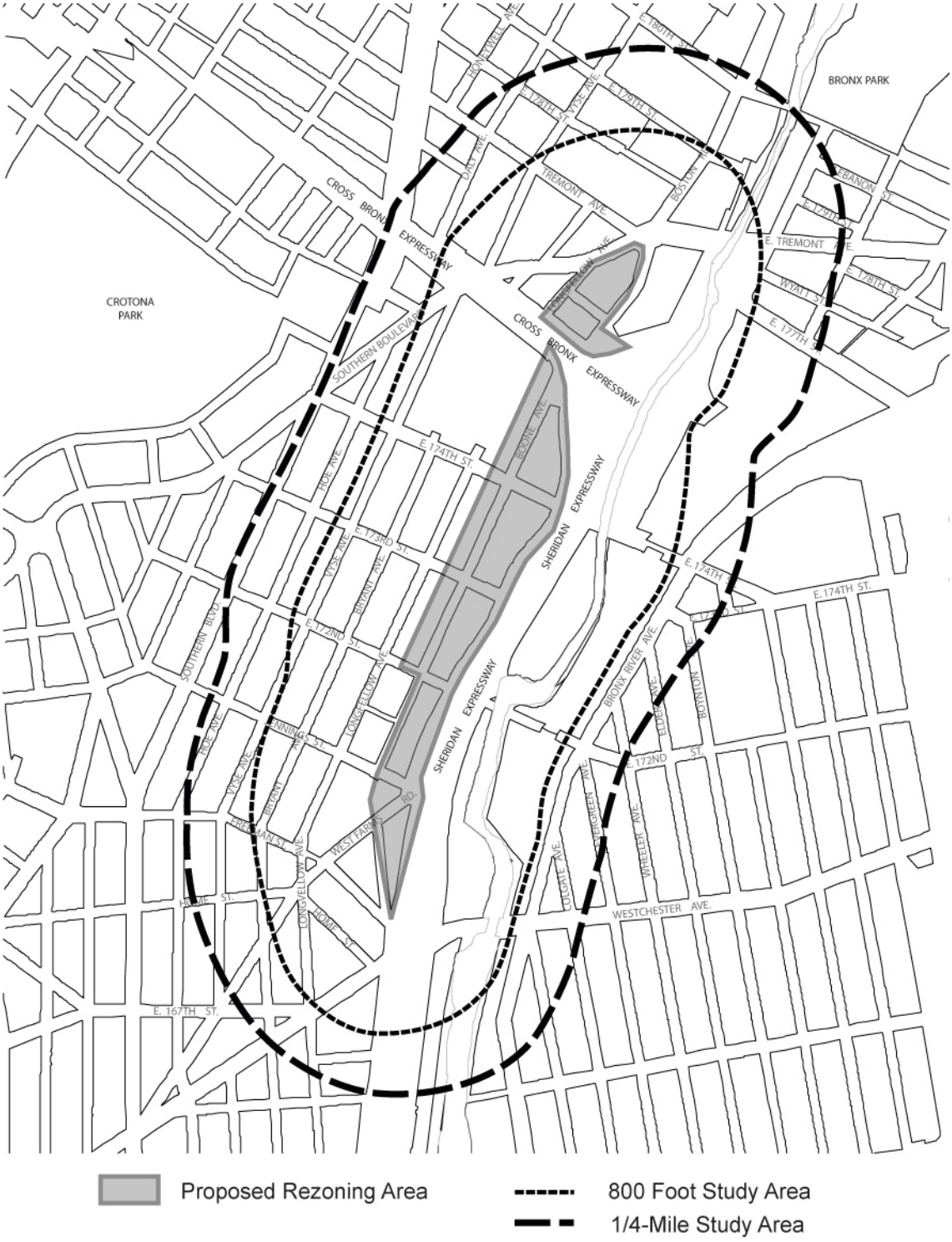
An analysis of changes in land use patterns or densities will be performed to arrive at an assessment of potential impacts of the Proposed Action. The proposed development's compatibility with existing land use patterns will be assessed. The analysis will be coordinated with the socioeconomic analysis (see below), described below, to achieve an understanding of the Proposed Action’s potential to induce additional development or redevelopment of soft sites identified in the study area. For the zoning analysis, the proposed changes in the existing zoning that would be necessary for the implementation of the development proposals will be described. Finally, the Proposed Action will be assessed for its consistency with public land use policies established for the area.

## Socioeconomic Conditions

Issues

*Residential* - A key consideration will be whether the new residents of the Proposed Action could change the socioeconomic character (and therefore neighborhood character) of the surrounding area and potentially lead to secondary displacement of area residents. Given the size of the Proposed Action and the anticipated population increase, a one-half mile study area is proposed. Whether such displacement is likely to occur will depend on the extent to which the socioeconomic characteristics of the new inhabitants differ from those of existing inhabitants, and the extent to which new inhabitants would comprise a significant portion of the overall area residents.

**Figure 8 - Land Use Study Areas**



Accordingly, the socioeconomic characteristics of both sets of residents will be documented and analyzed.

This portion of the Bronx contains a significant lower income population. The area's median and mean household incomes are substantially lower than those for the borough of the Bronx and for New York City as a whole. In 1999, the fifteen census tracts that were closest to the rezoning area (within about a one-half mile radius) had median household incomes approximately 28 percent lower than those for the Bronx as a whole. Because the actual subsidy levels for the proposed project have not yet been determined, it will be necessary to assume a "reasonable worst case", i.e., the greatest number of additional higher income residents to the area. The analysis will assume that 50 percent of the new residential development within properties controlled by the applicant will be market rate, and 80 percent of the new residential development on properties not controlled by the applicant will be market rate. The new market rate units are likely to be inhabited by middle income households (commensurate with planned rental or sale levels contemplated by the developer, and/or market rates for the area documented through real estate agents working in the area). This assumption may be changed as the project is further developed and subsidy levels become more ascertainable. With a net increase of 2,580 units of residential development projected, the new community will be substantial relative to the size of the existing population, equal to approximately eight percent of the existing study area population. The prospect of a secondary socioeconomic impact is therefore an issue meriting detailed study.

In assessing the potential for secondary displacement, a key consideration is the number of potentially vulnerable households in the area. Owner-occupied housing, public and subsidized housing developments, City-owned housing, and rent-regulated units provide, to varying degrees, protection against the involuntary displacement of their occupants. It will therefore be necessary to ascertain and document the number of protected and unprotected units in the area.

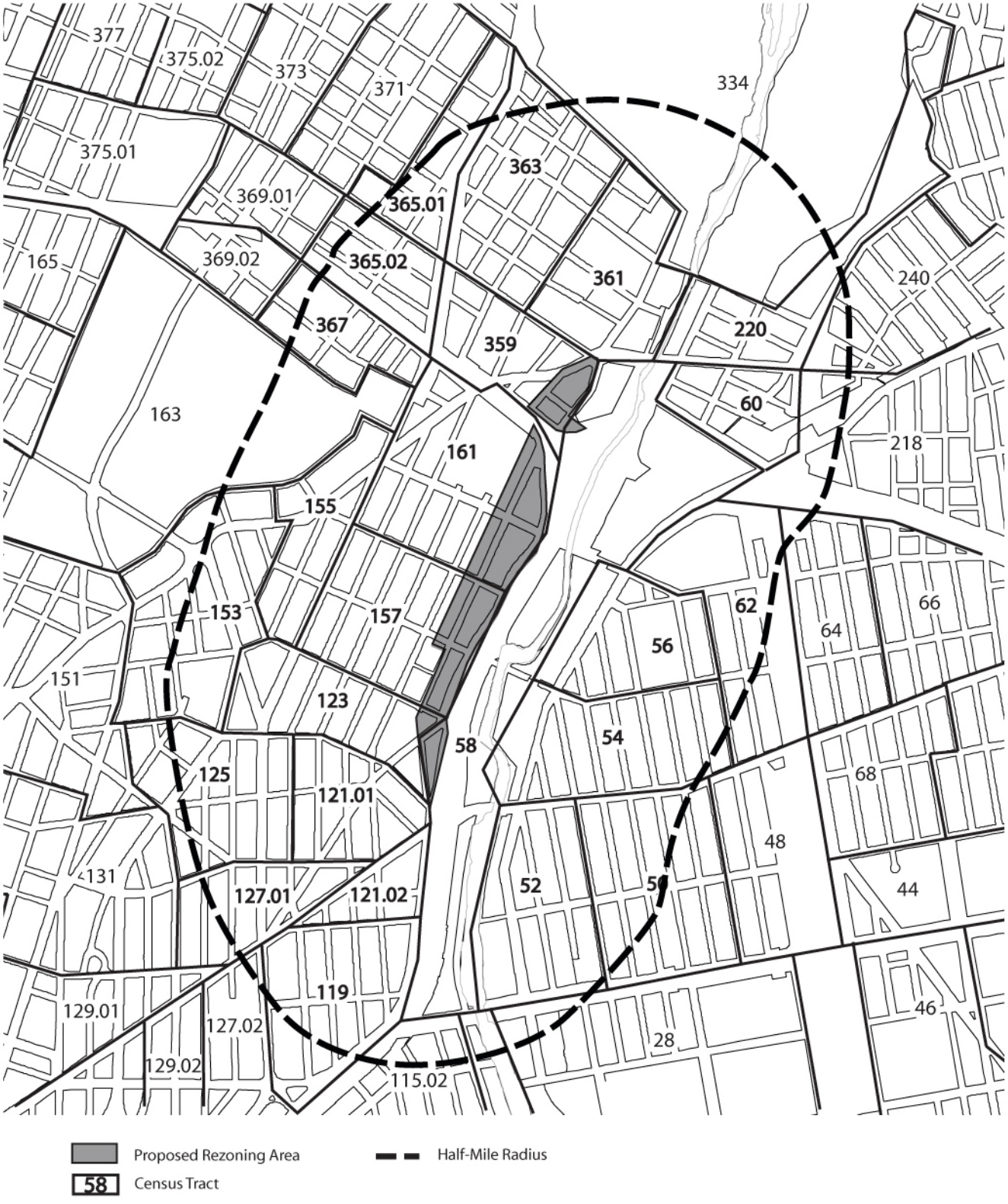
*Commercial* - Regarding potential commercial socioeconomic impacts, and following the *CEQR Technical Manual* guidelines, the potential for a significant impact to existing retail uses would be considered to exist if more than 200,000 sf of commercial floor space were proposed. Under such circumstances, a detailed commercial socioeconomic analysis would be conducted. However, as described above under the description of the Proposed Action, the projected net increase of retail space resulting from implementation of the Proposed Action will be about 69,500 sf. Therefore the potential for socioeconomic impacts to existing retail businesses will be screened in accordance with *CEQR Technical Manual* guidelines.

*Direct Business Displacement* – In this instance the socioeconomic concern is one where existing businesses that would be directly displaced by the Proposed Action:

1. have a substantial economic value to the City or regional area that could only be relocated with great difficulty or not at all;
2. are the subject of special regulations or other publicly adopted plans to preserve, enhance or otherwise protect them;
3. define or contribute substantially to a defining element of neighborhood character; and/or
4. are substantial enough in number or have a substantial number of employees that collectively define the character of the area.

None of these conditions would apply to the businesses on the site of the Proposed Action. It will, however, be necessary to document why the existing businesses do not fall within these categories.

**Figure 9 – Socioeconomic Study Area**



Scope

The following scope of work follows the guidelines contained in the *CEQR Technical Manual.*

Existing Conditions
*Residential Secondary Displacement*

The existing conditions studies will focus on gathering and assimilating the information needed to conduct the socioeconomic studies associated with implementation of the Proposed Action. The major work activities can be grouped as follows: 1) Identify the appropriate socioeconomic study area for the Proposed Action, 2) Establish baseline conditions for demographic characteristics of residents in the study area, 3) Through real estate brokers operating in the area, establish recent trends in residential sales and rent levels, and 4) Determine the approximate number of housing units in the area that are owner-occupied, publicly owned or subsidized, rent regulated, and unprotected.

*Study Area*- Based on the nature and size of the Proposed Action, establish a reasonable study area for the Proposed Action. For this analysis a study area extending approximately a one-half mile about the Proposed Action site is assumed.

*Baseline Demographic Conditions* - For the one-half mile study area, develop a demographic profile of study area residents. This profile will include such characteristics as number of residents and households, age distribution, and household income. The profile will also include such housing characteristics as number of occupied and unoccupied units, rental versus ownership status and rent levels. The source of this information will be U.S. Census data and other relevant data as provided by DCP and other city agencies.

*Housing Market Trends* - Through discussions with real estate brokers active in the area, document trends in the rental and sales markets. Additional information on current rents and prices will be derived from newspaper and on-line real estate ads for housing in the area.

*Protected Versus Unprotected Units* - Using Census data, determine the number of owner-occupied units in the study area. Using information provided by the NYC Housing Authority and DCP, determine the number of housing units within the study area that are located in public housing projects, publicly subsidized or City-owned. To the maximum extent possible, through field observation and use of MISLAND reports and/or NYS Division of Housing and Community Renewal data available from DCP, estimate the number of units that are likely to be subject to rent regulation. All other rental units will be considered unprotected and thus potentially subject to involuntary displacement pressures.

*Retail Commercial Secondary Impact Analysis*
Because less than 200,000 sf of new commercial building area is expected to result from implementation of the Proposed Action, potential secondary impacts to existing retail uses will be screened in accordance with guidelines contained in the *CEQR Technical Manual*.

*Direct Business Displacement*
Existing businesses on the site of the Proposed Action will be inventoried and presented in tabular form. The businesses will be categorized, and existing building square footages by category will be tabulated. Also included will be a summary of estimated employment by category of business.

The Future without the Proposed Action

*Residential Analysis*

The future without the Proposed Action scenario will be established from a number of sources, as described above under the land use and zoning section. Adjustments to the existing demographic characteristics will be made based on an incorporation of the expected demographics associated with other anticipated projects in the area.

*Direct Business Displacement*

The future without the Proposed Action for uses on the site will be discussed.

The Future with the Proposed Action

*Residential Analysis*

The future with the Proposed Action conditions and impact analysis will be established in two steps. First, the expected demographic profile range of new Proposed Action residents will be established, and then the impact assessment will be conducted.

*Establish Demographic Characteristics of the New Residents* - An expected income level of new residential tenants of the Proposed Action will be established. This will be done using expected sales/rental levels as appropriate for the varying dwelling unit mix. This data will be developed for the impact assessment.

*Conduct the Impact Assessment* - The primary determinant in this assessment will be the household income statistics developed for the no action condition above. The stratified population and income levels of the Proposed Action residents will be compared with those of the surrounding area for consistency and proportion in number to determine whether the new residents' income levels would be sufficiently different from those of surrounding residents, and whether the new residential population would be large enough relative to the size of the surrounding community, for there to be a potential impact. If so, an estimate will be made of the number of households that could potentially be at risk of involuntary displacement. As may be appropriate, subareas of the primary and secondary study areas may be examined if they are identified in the existing conditions section above.

*Commercial Analysis*

Based on the demographic characteristics established for the Proposed Action residents, estimates of demand for new retail space will be made. The impact assessment will be based on a comparison of the supply and demand ratios in the no action and action conditions. In the event that demand would significantly exceed supply (or vice versa), consider the extent to which the vacancy rate may be influenced.

## Community Facilities and Services

Issues

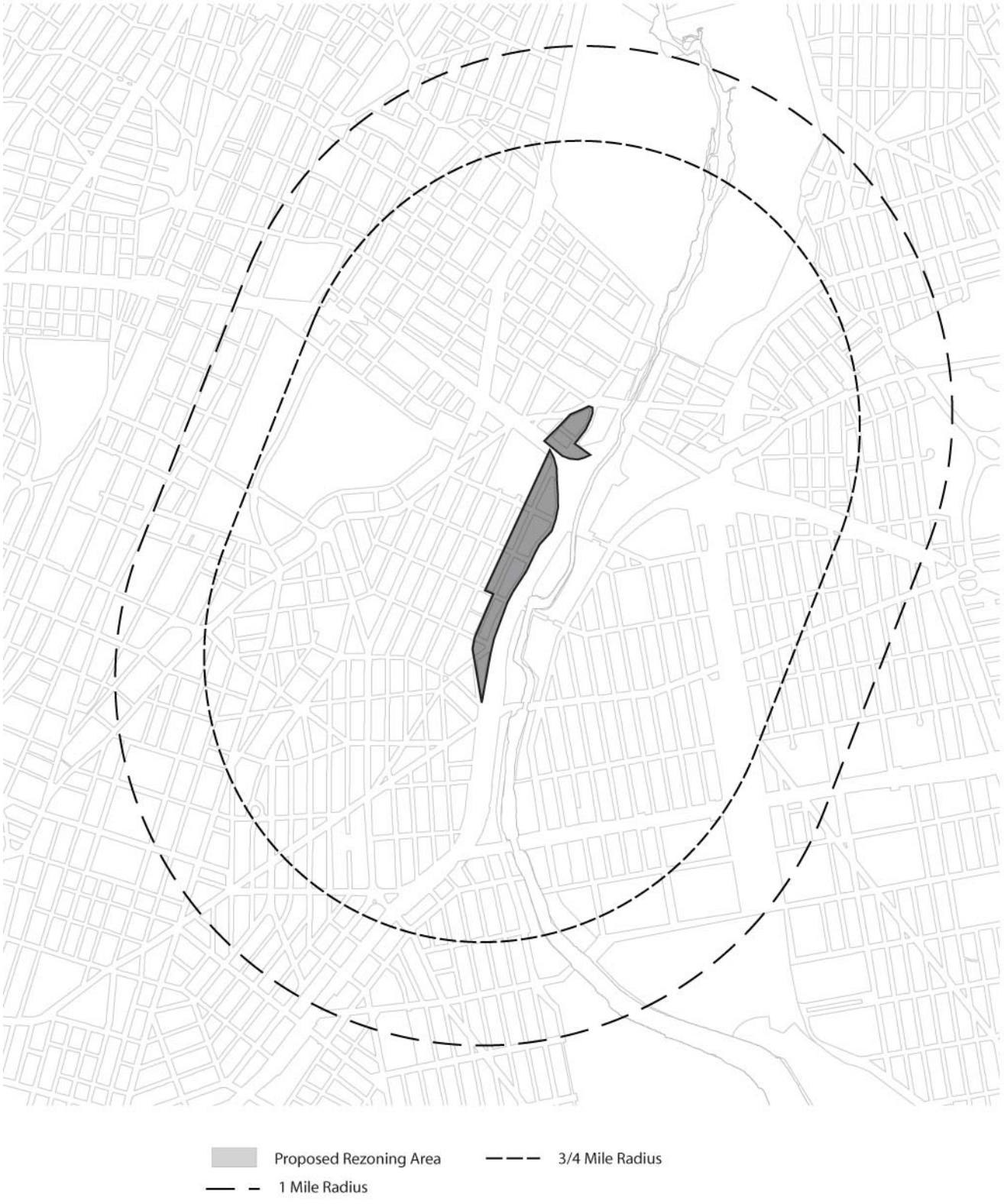
The demand for community facilities and services is directly related to the type and size of the new population generated by development resulting from the proposed rezoning. New workers tend to create limited demands for community facilities and services, while new residents create more substantial and permanent demands. Community facilities other than open space (see the Open Space and Recreational Resources section below) will be examined in this section.

The propose action is expected to generate a total of 2,580 residential units, 1,270 as the result of the proposed project and an additional 1,310 in the remaining portion of the rezoning area. It is anticipated that 914 would be affordable for this analysis (635 from the proposed project and 279 elsewhere in the rezoning area).

Potential impacts on schools may result if there would be insufficient seats available to serve the population.

The CEQR threshold for detailed analysis of schools occurs when an action is anticipated to generate 50 or more elementary/middle school students or 150 or more high school students. This scope assumes that a detailed review of elementary, intermediate and high schools will be required.

**Figure 10 – ¾ and 1 Mile Study Areas***




* See Figure 9 for ½ Mile Study Area

Projects that would produce substantial numbers of subsidized, low- to moderate-income family housing units may generate a sufficient number of eligible children to affect the availability of slots at public day care centers. The Proposed Action is anticipated to generate more than 50 children eligible for publicly funded childcare. Therefore, a detailed analysis of group child care and Head Start facilities is required for the Proposed Action, in accordance with *CEQR Technical Manual* (Table 3C-1 and Table 3C-4).

Potential impacts on libraries may result from an increased user population. Based on the screening criteria established in the *CEQR Technical Manual*, the Proposed Action will represent a five percent or greater increase over the average number of dwelling units per library branch in the borough of the Bronx (679 residential units), therefore a detailed analysis of the Proposed Action's effects on library services is required.

Analyses of health care facilities are generally conducted for projects that introduce a sizeable number of new low- or moderate-income residents who may rely on nearby emergency and other outpatient clinic services. As the Proposed Action is expected to generate a net increase of greater than 600 low- to moderate-income units and therefore exceed the CEQR criteria threshold for a detailed analysis, a health care facilities analysis will be performed.

Scope

The proposed study area for community facilities would be located at or close to a half-mile, ¾ mile, 1-mile and 1 ½ mile radius of the rezoning area depending on the type of community facility, as per CEQR guidelines. Subtasks will include:

- Identify and locate/map all community facilities within the defined study area for general informational purposes, including schools, libraries, hospitals and/or the NYC Department of Health and Mental Hygiene (DOHMH) health clinics, police precincts, fire houses, etc.
- Identify and locate public schools within the study area. The high school analysis should identify high schools within a mile or so of the rezoning area, although the focus of the analysis will be a borough-wide assessment since high school students are not assigned to zoned schools, but generally attend high school in the borough in which they live. Assess conditions in the study area, and for this community school district, in terms of enrollment and utilization during the current school year, noting any specific shortages of school capacity. Identify conditions that will exist in the future without the action, taking into consideration projected increases in future enrollment, including those associated with other developments in the vicinity of the rezoning area and plans to increase school capacity either through administrative actions on the part of DOE or as a result of the construction of new school space. Analyze future conditions with the Proposed Action, adding students likely to be generated by the action to the projections for the future without the action. Project impacts will be assessed based on the difference between the Future with Action projections and the Future No Action projections (at the study area and school district levels) for enrollment, capacity, and utilization in the projected build year. Planned new capacity projects from DOE's Five Year Capital Plan will not be included in the quantitative analysis unless the projects have commenced site preparation and/or construction. The new projects may, however, be included in a qualitative discussion after impacts, if any, have been identified. Sources for the information will be noted in the EIS text or footnotes.
- Identify the local public library branch(es) serving the area.
- Identify hospital emergency room services and DOHMH health clinics within approximately one mile or so of the rezoning area. Describe each facility in terms of its address, the type of service provided, an indicator of its size, capacity or utilization, and any other relevant existing conditions based on publicly available information and/or consultation with health care officials. Sources for the information will be noted in the EIS text or footnotes.
- Identify existing publicly funded group child care and Head Start facilities within approximately one and a half miles of the rezoning area. (Group Family Child Care Networks in this area of the Bronx

may be identified and discussed qualitatively, but their enrollment/capacity will not be included in the quantitative analysis since the exact locations of these slots cannot be determined). Describe each facility in terms of its location, ages served, number of slots (capacity), existing enrollment and length of waiting list. Care will be taken to avoid double-counting slots that receive both NYC Administration for Children's Services (ACS) and Head Start funding. Information will be based on publicly available information and/or consultation with the ACS's Division of Child Care and Headstart (CCHS). For No-Build conditions, information will be obtained on any changes planned for publicly funded child care and Head Start programs or facilities in the area, including closing or expansion of existing facilities and establishment of new facilities. Any expected increases in the population of children under six (6) within the eligibility income limitations, based on *CEQR* methodology (Table 3C-4), will be discussed as potential additional demand; and the potential effect of any population increases on demand for publicly funded group child care and Head Start services in the study area will be assessed. The potential effects of the additional eligible children resulting from the Proposed Action will be assessed by comparing the estimated net demand over capacity to the net demand over capacity estimated in the Future No-Build analysis.

- A brief discussion of existing police and fire services in or near the study area will be provided for informational purposes.

## Open Space and Recreational Facilities

Issues

An open space assessment is usually required when a Proposed Action would add 200 or more residents, 500 or more workers or a substantial number of other daytime users. The Proposed Action would add up to 2,570 new households and up to 69,500 sf of new commercial space. Total employees associated with the maximum new commercial development would amount to about 210 new employees. However, using CEQR Manual guidelines to estimate average numbers of jobs in industrial areas, it is estimated that the Proposed Action could result in the displacement of approximately 320 existing employees, meaning the Proposed Action would result in no net increase of employees in the area. This is well under the 500 additional employee threshold for a detailed daytime open space analysis. Hence, the open space analysis will focus on the added residents to the area. The purpose of the open space analyses will be to determine whether the Proposed Action would elevate the demand for such open space facilities to unacceptable levels due to the increase in area residents.

Open space analysis for residential development is based on a benchmark ratio of at least 1.5 acres per 1000 residents in an area; if the area contains less than this amount under the no action condition or would contain less as a result of the Proposed Action, then a significant degradation caused by the Proposed Action would be classified as a significant impact. In performing these calculations, the recommended study areas extend a half-mile for the residential assessment.

Scope

This residential assessment will be conducted in accordance with the *CEQR Technical Manual* for detailed open space analyses. A detailed open space analysis will be conducted as outlined below:

- Using U.S. Census data, calculate the total residential population of the open space study area, which as per CEQR guidelines, would be defined as the area within a half-mile radius from the rezoning area with the study area boundary adjusted to include all census tracts with at least 50 percent of their area within the half-mile radius.
- Conduct an inventory existing active and passive open spaces within the open space study area. The condition and usage of existing facilities will be described based on the inventory and field visits. Jurisdiction, features, user groups, factors affecting usage, hours of operation, and access

will be included in the description of facilities. Also, the potential for facilities to be affected by direct impacts, such as from shadows cast by the action induced development, will also be assessed. Acreage of these facilities will be determined and total study area acreage calculated. The percentage of active and passive open space also will be calculated. A map showing the locations of open spaces keyed to the inventory will be provided.

- Based on the inventory of facilities and study area population, the open space ratios for the residential population will be calculated and compared to City guidelines to assess adequacy. This is expressed as the amount of open space acreage per 1,000 user population. Open space ratio will be calculated for active and passive open space, as well as the ratio for the aggregate open space.
- Assess expected changes in future levels of open space supply and demand in the build year, based on other planned development projects within the open space study area. This analysis will also take account of any new open space and recreational facilities expected in the open space study area. Open space ratios will be developed for future conditions without the action and compared with open space ratios for future conditions with the action to determine changes in future levels of adequacy.
- In addition to the quantitative analysis, qualitative analysis will be performed to determine whether the induced changes of the Proposed Action would constitute a substantial change (positive or negative) or represent an adverse effect to open space conditions.
- If the results of the impact analysis identify a potential for a significant adverse impact, discuss potential mitigation measures.

## Shadows

Issues and Scope

Shadow studies are undertaken as a "build" condition analysis. A shadow analysis is generally required if a Proposed Action's building(s) are over 50 feet in height. Of particular importance are new buildings that are close enough to open space, historic or natural resources to cast significant new shadows on them. In this case, the proposed residential buildings in Parcels 1, 2, 4 and 6 are in a location where they could cast shadows on Starlight Park, to the east of West Farms Road. The buildings on Parcels 8 and 9 could cast shadows on the existing P.S. 214 playground along West Farms Road, north of the Cross Bronx Expressway. Therefore, a detailed shadow analysis must be conducted for the Proposed Action following the guidelines in the *CEQR Technical Manual*. For the proposed project (the development of parcels under the control of the applicant), the building forms will be those actually proposed by the applicant. For the parcels not under control of the applicant, the building forms assumed will represent a reasonable worst-case scenario within the proposed zoning envelope. The shadow analysis will be conducted for the winter and summer solstices, the equinox, and May 6, in accordance with those guidelines. New shadow areas will be shown in plan, as will their relationship to the existing open space areas. The diagrams will be used for the impact assessment in accordance with *CEQR Technical Manual* guidelines. In addition, the shadow assessment would be coordinated with the analyses for Open Space and Historic Resources where appropriate.

## Historic Resources

Issues and Scope

Historic resources consist of both archaeological resources (artifacts that may be buried beneath the site's surface) and architectural resources (buildings or other structures that have been designated as landmarks by the New York City Landmarks Preservation Commission (LPC), listed on the National or State Register of Historic Places, included within a designated historic district, or deemed eligible for designation or listing). Impacts on historic resources are considered on the affected sites and in the area surrounding identified

development sites. The historic resources study area is therefore defined as the area to be rezoned plus a 400-foot radius, as per the guidance provided in the *CEQR Technical Manual*.

There are no designated historic landmarks in the vicinity of the areas to be rezoned. But some of the development sites of the Proposed Action are now known to have once contained the Hedger-Edwards (dating from 1769) and Dutch Reform Church (dating from 1845) cemeteries, as well as former residential development from those periods. Because of these characteristics, some portions of the proposed rezoning area are considered to be archaeologically sensitive. Therefore, a Phase 1A documentary report has been prepared and submitted to LPC, along with a recommended protocol for protecting the potential resources. LPC has reviewed the Phase 1A report and the protocol, and has concurred that sampling (and potentially recovery) must be carried out to avoid potential impacts to archaeological resources. Further coordination will occur with the LPC, and, as necessary, a restrictive declaration will be negotiated with LPC representatives for those parcels which are part of the proposed project.

The contents of the correspondence with LPC will be reported in the EIS along with pertinent portions from the Phase 1A report, and any further studies and reports generated at the direction of LPC. Agency correspondence along with the full Phase 1A report will be appended to the document.

## Urban Design/Visual Resources

Issues

The proposed rezoning would encourage the development of three to fifteen story buildings, mostly along West Farms Road and north of the Cross Bronx Expressway. Most of this new development will not be directly juxtaposed with existing development (except on the west side of Boone Avenue and at the north end of the Proposed Action). The new development on the west side of Boone Avenue would be in R6A districts, which is a lower rise district (typically about six stories) and more contextual to the area to the west. Further, the proposed zoning would place the higher buildings along West Farms Road, which is mostly at a lower elevation because of the steep downward slope of the terrain toward the river. The assessment will focus on whether the Proposed Action's buildings will be of a scale, bulk and mass that is compatible with that of other structures in the surrounding areas. The visual resources assessment will focus on scenic vistas viewable from the site, and the extent to which important public view corridors from the upland areas to the Bronx River waterfront and Starlight Park are obstructed by the proposed development.

Scope

The urban design analysis will follow the procedures outlined in the *CEQR Technical Manual.* The uses, bulk, density, building arrangement, and circulation patterns will be described for existing conditions, the no action condition, and the future action condition. Photographs will be incorporated to illustrate the points to be made in the text of the document. The urban design/visual resources study area will include the area within a quarter-mile radius of the proposed rezoning area, adjusted to include whole City blocks and natural features). The urban design analysis will:

- Describe the urban design and visual resources of the rezoning area and adjacent areas, using photographs and other graphic material as necessary to identify critical features, use, bulk, form, scale, and streetscape features.
- Discuss specific relationships between the proposed rezoning area and adjacent areas regarding light, air, and views.
- Describe the changes expected in the urban design and visual character of the rezoning area resulting from the various projects proposed for development in the study areas in the future without the action.
- Describe the potential changes that could occur in the urban design character of the rezoning area.

For the projected and potential development sites, the analysis will focus on general building types for sites that are assumed for development as well as elements such as street wall height, setback, and building envelope. Photographs and/or other graphic material will be utilized, where applicable, to assess the potential effects on urban design and visual resources for each study area, including views to resources of visual or historic significance.

## Neighborhood Character

Issues

Under CEQR, the neighborhood character assessment considers the results of the land use, socioeconomic, urban design, historic, traffic and noise assessments to arrive at a conclusion as to the potential overall effects of the Proposed Action on the character of an area. Neighborhood character issues may be raised for the Proposed Action due to a number of considerations: The Proposed Action would alter the intensity of the land use of the site and could influence the character of the nearby residential areas to the immediate east, west and north of the site; the Proposed Action could add a substantial amount of new traffic to area streets, changing traffic conditions on streets which may now be quiet or carry only a moderate amount of traffic; the increased traffic on these less traveled streets may affect noise conditions in quiet park or residential areas; and the Proposed Action may alter the demographic character of the area. It is expected that of greatest importance will be the residential areas nearest the Proposed Action, and any character change that could result from increased traffic and noise. The analysis will focus on these areas. The neighborhood character analyses will draw from other impact analyses to formulate conclusions, as described in the scope.

Scope

The above issues will be addressed in the neighborhood character assessment, using the results of the other above-described analysis areas. Drawing on other EIS sections, describe the predominant factors that contribute to defining the character of the neighborhood. Summarize the changes that could be expected in the character of the neighborhood in the future without the action based on planned development projects, public policy initiatives, and planned public improvements. The analysis of Proposed Action impacts presented in various EIS sections will serve as the basis for assessing and summarizing the project's impacts on neighborhood character.

### Natural Resources

No parts of the Proposed Action site would be considered as a significant vegetative or wildlife habitat. Its development would therefore not have an adverse impact on natural resources. The basis of this assessment will be reported in the EIS.

### Hazardous Materials

Issues

The Proposed Action would rezone a manufacturing district to a residential district. City guidelines call for an Environmental Site Assessment Phase 1 (Phase 1) study to be conducted for all properties which will be rezoned from industrial to residential uses. A Phase 1 study has been completed for each of the properties controlled by the applicant (see Figures 1 and 5 for a delineation of these properties). In addition, Phase 2 work has been completed for a number of these properties. The results of these reports and analyses will be summarized in the EIS. For locations which have had a Phase 1 but not Phase 2

activities, those Phase 1 reports will be updated if more than one year has transpired since they were completed.

Phase 1 studies have not been completed for the remaining properties in the rezoning area, which are not controlled by the applicant (see Figure 5). A full Phase 1 study requires a walk through the building as well as other documentary research about the property. Because these properties are not controlled by the applicant, walk-throughs would not be possible. However, with the exception of a less than full environmental lien search as described below, all other required research for Phase 1 study will be conducted for each of these properties and reported in the EIS.

As with historic resources, it may become necessary to develop language for a restrictive declaration for the parcels which are part of the proposed project, subject to DEP approval. For parcels outside control of the applicant, an (E) designation may be appropriate, and language for those parcels will be drafted accordingly.

Scope of Work

For the properties not controlled by the applicant, the scope of work will include a hazardous materials assessment according to the *CEQR Technical Manual* to determine whether an E designation is warranted for hazardous materials. While this assessment would not include on-site examination of exterior and interior conditions or interviews with past and present tenants and owners, the following tasks are anticipated for the scope of work.

- *Historical Land Use Review.* Available historical records (e.g., Sanborn maps, USGS maps, aerial photos) will be reviewed to determine the history of land uses on the affected parcels, adjacent parcels, and parcels within 400 feet the affected parcels. Reviewers will pay close attention to land uses associated with the use of hazardous materials.

- *Regulatory Agency Database Review.* For the affected parcels, environmental records from applicable regulatory agency databases will be reviewed for information on facilities and incidents of environmental concern within the search radii specified in ASTM E 1527-05.

- *Site and Surrounding Area Reconnaissance*. A site and surrounding area reconnaissance will be undertaken for the affected parcels and an area within a radius of 400 feet of the rezoning area. This reconnaissance will involve inspecting the general physical condition of the affected properties, to the extent readily visible from the sidewalk, to identify potential sources of contamination on site. Any observed evidence of past or present contamination, including evidence of on-site drums, illegally dumped hazardous waste, hazardous materials remaining on site, or other signs of contamination (discolored soils or pavement, petroleum spills, stressed soils), and observed evidence of underground storage tanks, will be documented. A walkby of land uses within 400 feet of the rezoning area boundaries will be carried out to identify facilities of concern as listed in the *CEQR Technical Manual* appendices.

- *FOIA Inquiries.* In addition, letters of inquiry will also be sent to Freedom of Information Act (FOIA) officers at DEP, NYS Department of Environmental Conservation (NYSDEC), DOHMH, and the NYC Fire Department requesting any available information they may have on the sites.

- *Environmental lien search.* Environmental properties under the control of the applicant previously underwent environmental lien searches. An environmental lien search for the property at 1512 Boone Avenue will be carried out, as this property may come under the control of the applicant. Applicants not under the control of the applicant will not undergo an environmental lien search.

Based on the findings of the initial records search, regulatory database search, and site walk-bys, recommendations will be made for further subsurface investigations and/or (E) designations, as appropriate.

The results of the previous hazardous materials analyses and the additional Phase 1 studies for the EIS will be summarized.

**Waterfront Revitalization**

The Proposed Action area is near the Bronx River, which is within the New York City Waterfront Revitalization Plan area. However, the western boundary of the Plan area is along West Farms Road. Therefore, the site of the Proposed Action is outside the Coastal Zone and thus outside the area subject to the Waterfront Revitalization Program policies. This will be reported in the EIS, with a graphic attachment to show the extent of the Waterfront Revitalization Plan boundaries.

**Infrastructure**

Issues

Under CEQR, public utilities are examined for their ability to accommodate a proposed development. Public utilities include sewer and water, and Water Pollution Control Plants (WPCP). In the case of this Proposed Action, the general environment is one which is highly urbanized and active, and it is quite likely that the infrastructure is adequate to support the proposed development. Nonetheless, the demand for these services in relation to their capacity, and any particular problem areas, need to be determined as part of the EIS. The adequacy of infrastructure systems will be assessed to determine levels of service and the capability of these systems to support existing and future development.

One important infrastructure issue to be addressed will be the capacity of the WPCP serving the Proposed Action area. The Proposed Action area is within the Hunts Point WPCP drainage area, which is currently operating at levels very close to its SPDES design limits. However, the Proposed Action is likely to be too small to have an impact on the operations of this plant, even if the maximum potential development were realized. This will be assessed in more detail and reported in the EIS.

More importantly, the area to be rezoned is within the drainage basin of the combined sewer outfall designated as HP003. The combined sewer flow in this basin is currently conveyed through Pumping Station 15 to Hunts Point Wastewater Pollution Control Plan (WPCP) or as overflow through Regulator HP-10 and Outfall HP-003 into the East River. Outfall HP-003 is a Tier 2 combined sewer outfall, which is the second highest tier for combined sewer overflow (CSO) volumes. The project area is also situated within the Bronx River watershed, which is a waterbody of water quality concern; and the Sheridan Expressway, which is under review for renovation/expansion or possibly removal. All of the above information will be confirmed and disclosed in the environmental review documentation. This special CSO analysis is described below under the future with the Proposed Action section.

Scope

Existing Conditions

*Storm/Sanitary Sewers* - The design capacity and level of service (average daily flow) of the existing storm and sanitary sewers will be determined utilizing information obtained from DEP's Bureau of Sewers, and the Sewer Atlas. The existing flows to the Hunts Point WPCP will be obtained for the latest 12 month period. The maximum and annual dry weather flows will also be identified, and the available capacity at the Hunts Point WPCP will be examined to determine capability of processing existing and future effluent levels. In addition, any recent capital budget expenditures for storm and sanitary sewer restoration will be discussed.

*Water Supply* - Existing water mains, connections, and levels of service will be identified utilizing information from the DEP's Bureau of Water Supply. Major capital improvement projects to restore deteriorated water mains and connections will be identified.

The Future without the Proposed Action
Estimates of the additional demand on existing infrastructure and services will be prepared based on the new or proposed developments in the area which may be implemented by the build year.

The storm/sanitary analysis will also consider additional population growth and potential development within the vicinity of the Proposed Action. As necessary, the analysis will identify the effect that water conservation measures will have on the average annual sanitary flow. Approved consumption rates for commercial and residential uses will be applied (based on coordination with DEP). This information will provide the baseline condition for identifying the impacts associated with the Proposed Action.

For water supply, the likely demand in the vicinity of the Proposed Action will be assessed for future conditions without the Proposed Action, and the effects on the system will be described.

The Future with the Proposed Action
The adequacy and future level of service of existing infrastructure systems will be assessed with respect to demands generated by the development that could result from the Proposed Action, utilizing estimates of floor area space and/or worker population of the Proposed Action to derive service utilization rates.

*Storm/Sanitary Sewers* - Since sanitary flow is assumed to be essentially equal to water consumption levels, the analysis apply a person-demand multiplier to derive average and peak sanitary flow. The analysis will consider the effects associated with the population growth and new developments within the Proposed Action area. The additional flow generated within the Proposed Action area on a monthly basis will be estimated for the build year. The effects of the incremental demand on the system will be assessed to determine if there will be any impact on operations of the Hunts Point WPCP.

*Special CSO Analysis*

- In addition to the current guidance in the *CEQR Technical Manual*, which describes assessment methods for water supply and wastewater treatment plants (i.e., Hunts Point WPCP), the EIS Infrastructure Chapter will describe the potential impacts of the Proposed Action on the existing wastewater and stormwater collection facilities and drainage systems, including combined sewers and corresponding catchment areas and outfalls (i.e., HP-003), and collections' system including regulators (i.e.., HP-10) and pumping stations (i.e. PS-15). The appropriate related information to the methodology, existing conditions, future conditions without Proposed Action, and future conditions with Proposed Action sections of the chapter will be described.

- An approved DEP matrix will be used to estimate different surface types (i.e., building rooftop, impervious, and pervious areas) and surface areas within the Proposed Action site under existing and Proposed Action conditions, and related runoff coefficients. This information will be used to determine stormwater volumes to the combined sewers using the Rational Method (i.e., Q=CIA) with DEP provided rainfall volumes and durations. Surface area/runoff coefficient and comparison of existing and projected volume tables from the matrix will be included in the EIS.

- An evaluation of whether other recent rezonings or large-scale developments within the affected regulator and CSO catchment areas will be considered for cumulative effects on infrastructure including regulators and will be included.

- Dependent on the matrix results, CSO modeling may be required along with water conservation and stormwater best management practice (BMP) analysis. A water conservation analysis as a separate

matrix per CSO matrix results will be presented in the EIS. See below for information about stormwater BMP concept plan.

- The primary discharge point for flows from the site is expected to be to HP-003 to the East River, but due to the proximity to the Bronx River and local topography, it will be confirmed if any overland flow from the Proposed Action area is currently discharging to the Bronx River and if any overland flow will be directed to the Bronx River in the Action condition.

- Based on the above results, infrastructure improvements such as stormwater runoff reductions and treatment through the implementation of BMPs will be identified as part of the Proposed Action. Recent City policies, such as the Mayor's PlaNYC 2030 and the Sustainable Stormwater Management Plan published in December 2008, specifically aim to reduce the amount of stormwater entering the City's sewer system and discharging to New York City's water bodies and describe a variety of cost-effective stormwater BMPs that can be implemented with new construction. Stormwater BMPs, such as blue roofs or rooftop detention, green roofs, and subsurface open bottom detention systems can help to achieve DEP's requirements for onsite detention at the time of site connection proposals. A conceptual plan and related information (i.e., types, locations within rezoning area and sizing requirements) for BMPs to be included as part of the proposed project 9parcels under the control of the applicant) will be provided as appropriate. For parcels outside of the control of the applicant, an "e" designation may be appropriate, and language for those parcels will be drafted accordingly.

*Water Supply* - A DEP- approved average consumption rate will be used to determine peak hour consumption levels at the retail center. The analysis will determine if existing facilities can accommodate the increase in demand for water services.

**Solid Waste and Sanitation Services**

The Proposed Action would induce new development that would require sanitation services. This analysis will provide an estimate of the additional solid waste expected to be generated by the projected developments and assess its effects on the City's solid waste and sanitation services.

- Existing and future New York City solid waste disposal practices will be described.
- Existing and future no-action solid waste generation will be estimated.
- Solid waste generation by the Proposed Action will be projected based on CEQR guidelines.
- The impacts of the Proposed Action's solid waste generation on the City's collection needs and disposal capacity will be assessed.

**Energy**

According to the *CEQR Technical Manual*, because all new structures requiring heating and cooling are subject to the New York State Energy Conservation Code, which reflects State and City energy policy, actions resulting in new construction would not create adverse energy impacts, and as such would not require a detailed energy assessment. A qualitative assessment will be provided in the EIS, as appropriate.

**Traffic and Parking**

Issues

The City's environmental analysis guidelines call for a detailed traffic analysis at any intersection where the Proposed Action would add more than 50 vehicles in any given hour. With a maximum of 2,580 net new dwelling units projected, the Proposed Action will require a detailed analysis at a significant number of intersections in the area of the Proposed Action. The most critical intersections will likely be along the

major arterials in the area, including West Farms Road, Westchester Avenue, and East Tremont Avenue. As part of the early studies for this project, detailed trip generation analysis and traffic assignment exercises have been completed. Described below are those intersections which would be expected to receive at least 50 additional trips in any given peak hour (AM, Mid-day and PM peak hours). These intersections have already been counted in a traffic count program for the AM, midday and PM peak periods.

The applicant proposes to provide parking for a minimum of twenty-five percent of the new dwelling units. It will be necessary to assure that this level of parking does not result in parking impacts in the study area.

## Scope

The evaluation of transportation elements were divided into two general phases. The initial phase included the detailed traffic trip generation and trip assignments for the projected trips. The second phase included an assessment of the intersections which met the *CEQR Technical Manual* threshold of more than 50 vehicles per intersection, for purposes of defining intersection to be included in the detailed traffic analysis phase, as well as detailed studies needed for parking, transit and pedestrian facilities. These studies are described below:

*Preliminary Assessment (Preliminarily Completed[1])*
[The following work items of the Preliminary Assessement will be revisited once the RWCDS is finalized. As the Preliminary Assessment was very conservative, it would be expected that a substantial number of these intersections will be dropped.] This first phase of the study involved a preliminary assessment of trip-making characteristics expected from the Proposed Action, which included the projection of development generated trips and the determination of travel patterns by which these trips would likely be made. A detailed work plan or scoping document was then be prepared for submission to DCP for approval and comments.

*Trip Generation (Preliminarily Completed)*
Trip generation estimates were developed via a combination of traditional trip generation techniques and extrapolation using estimated existing travel rates established from the 2001 *CEQR Technical Manual* and the 8th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. The 2000 census data, including journey-to-work statistics and automobile ownership rates per dwelling unit, as well as other suitable reference materials were consulted for these estimates. Subsequent analyses will be based upon activity projected during the weekday AM, midday, and PM peak hours.

*Trip Distribution/Assignment and Traffic Count Program (Preliminarily Completed)*
Once the overall vehicle trip levels were established, the peak period vehicular trips were assigned to the roadway network. Assignment of future vehicle trips generated by the residential component of the development were based on the most likely travel routes to and from major employment centers, as defined in the U.S. Census journey-to-work statistics. Vehicle trips to and from the retail component were based upon the distribution of trips generated by similar proximate facilities.

The resulting projected increases in vehicular volumes supported the identification of specific locations where traffic impacts could potentially occur (i.e., those which would experience more than 50 vehicular trips in any given peak hour). Once the key analysis locations were identified, a thorough data collection program was conducted to establish existing traffic levels, operations and geometric conditions. This program included conducting manual intersection turning movement and vehicle classification counts, installation of automatic traffic recorders (ATR's) and inventory of existing geometric conditions and traffic control, as per the guidelines in the *CEQR Technical Manual*. It also included the simultaneous gathering of

[1] This and other traffic work noted herein as "completed" refers only to work completed by applicant and not that DCP has fully reviewed and/or approved any of the analysis.

speed run and vehicle classification data for the mobile source air quality analyses (see below). Within the study area, and based on the Preliminary Analysis, the following thirty five (35) intersections were determined to require detailed traffic analyses, including traffic counts, as listed below. (Please note, the number of intersections requiring detailed analysis is likely to diminish because of the extremely conservative nature of the Preliminary Assessment.)

**Table 4 – Intersections Selected for Detailed Analysis**

| Intersection Number | Intersection Name |
|---|---|
| 1 | East 179th Street at Boston Rd |
| 2 | East Tremont Ave at Southern Blvd |
| 3 | West Farms Road at Boston Rd, East Tremont Ave, Dawson Rd |
| 4 | East Tremont Ave at East 177th Street |
| 5 | Boston Rd at Longfellow Ave |
| 6 | East 177th Street at Sheridan Expressway |
| 7 | East 177th Street at Bronx Park Ave |
| 8 | Boston Rd at Bryant Ave |
| 9 | West Farms Road at Rodman Place |
| 10 | East Tremont Ave at Bryant Ave |
| 11 | Boston Rd at Cross Bronx Service Rd |
| 12 | West Farms Road at Cross Bronx Expressway North Service Rd |
| 13 | Vyse Ave at East 174th Street |
| 14 | Bryant Ave at East 174th Street |
| 15 | Longfellow Ave at East 174th Street |
| 16 | Boone Ave at East 174th Street |
| 17 | Bronx River Ave at East 174th Street |
| 18 | Southern Blvd at East 173rd Street |
| 19 | Hoe Ave at East 173rd Street |
| 20 | Vyse Ave at East 173rd Street |
| 21 | Bryant Ave at East 173rd Street |
| 22 | Longfellow Ave at East 173rd Street |
| 23 | Boone Ave at East 173rd Street |
| 24 | West Farms Road at East 173rd Street |
| 25 | Boone Ave at East 172nd Street |
| 26 | West Farms Road at East 172nd Street |
| 27 | West Farms Road at Jennings Street |
| 28 | West Farms Road at Boone Ave |
| 29 | West Farms Road at Freeman Street |
| 30 | Boone Ave at Freeman Street, Sheridan Expressway Ramp |
| 31 | Westchester Ave at Edgewater Rd |
| 32 | West Farms Road at Home Street, Longfellow Ave |
| 33 | Westchester Ave at Boone Street, Home Street |
| 34 | Bronx River Ave at Westchester Ave |
| 35 | West Farms Road at Westchester Ave |

ATR locations determined to be necessary to support the traffic count data (as coordinated with DCP) included the following locations:

**Table 5 – Automatic Traffic Recorder Locations**

| ID Num | Location |
|---|---|
| 1 | East Tremont Avenue between West Farms Road and East 177th Street |
| 2 | West Farms Road between Rodman Place and Boston Road |
| 3 | East 174th Street between Bryant Avenue and Longfellow Avenue |
| 4 | East 174th Street between Boone Avenue and Bronx River Avenue |
| 5 | Boone Avenue between East 174th Street and East 173rd Street |
| 6 | West Farms Road between Cross Bronx Service Road and East 173rd Street |
| 7 | East 173rd Street between Boone Avenue and West Farms Road |
| 8 | East 172nd Street between Boone Avenue and West Farms Road |
| 9 | West Farms Road between Boone Avenue and Freeman Street |
| 10 | West Chester Avenue between Bronx River Avenue and Edgewater Road |

A traffic counting program was conducted at these intersections for the AM, midday and PM peak periods. As per *CEQR Technical Manual* requirements, intersection turning movement counts were conducted on a typical weekday (Tuesday through Thursday) during three 2-hour periods in the morning, midday and early evening. Concurrently, vehicle classification counts were also conducted at key travel links to determine heavy vehicle percentages. ATRs were installed as well for a one-week period along major roadways described above to collect control data for verification of the manual counts and determination of roadway peak hours As input into the operational analyses, all pertinent geometric and control parameters were also measured in the field.

*Air Quality-Related Traffic Information*

Based on the *CEQR Technical Manual*, there are no air quality hot spots within the immediate area of the proposed rezoning. Detailed air quality analyses would only be required if 100 or more peak hour vehicle trips were estimated to occur at an intersection. As shown in the air quality section of this scope of work, two (2) air quality analysis sites were allotted to assess detailed mobile source air quality. For these locations, travel time and delay surveys (speed runs) and more detailed vehicle classification counts were conducted to establish representative existing speeds and vehicle mix for air quality modeling inputs.

Future traffic and parking analyses will consist of the following:

Existing Conditions

Based on a review of the site's development potential, and an understanding of the existing travel patterns that characterize the area, a list of traffic count locations has been identified (as shown in Figure 10). Official traffic signal timing and phasing will be obtained from DOT for incorporation into the analyses.

The analysis of existing conditions will include a description of key existing roadways (including designated truck routes) and their operational characteristics. Utilizing the results of the field data collection program, the study area intersections will be analyzed. As per CEQR guidelines, the analysis will be conducted following procedures set forth in the latest approved Highway Capacity Manual (HCM). Results of the analysis will be tabulated for the three analysis peak hours.

The Proposed Action is expected to provide new parking for twenty-five percent of the dwelling units on the applicant controlled properties within the Proposed Action site. The initial parking analysis will be limited to a projection of the parking demand created by the Proposed Action and a comparison to the planned parking spaces to be provided will be made. If the comparison indicates that the available, proposed on-site parking supply might not be sufficient to accommodate the induced demand, a more extensive parking

analysis of a larger coverage area (i.e. ¼ mile from the Proposed Action site) will be included, in accordance with the guidelines in the *CEQR Technical Manual*.

The Future without the Proposed Action

The future conditions without the proposed project scenario will include an increase in traffic from background growth, other developments within or proximate to the study area and the effects of any significant planned changes in the transportation system infrastructure, as determined under the land use section described above. In accordance with *CEQR Technical Manual* requirements for areas in the Bronx, a 0.5 percent per year background growth rate will be assumed. DCP and other agencies noted under the land use section above will be contacted for available information on nearby developments that may affect transportation elements identified within the study area by the anticipated Proposed Action's build year. Information pertaining to possible roadway geometry changes will also be confirmed.

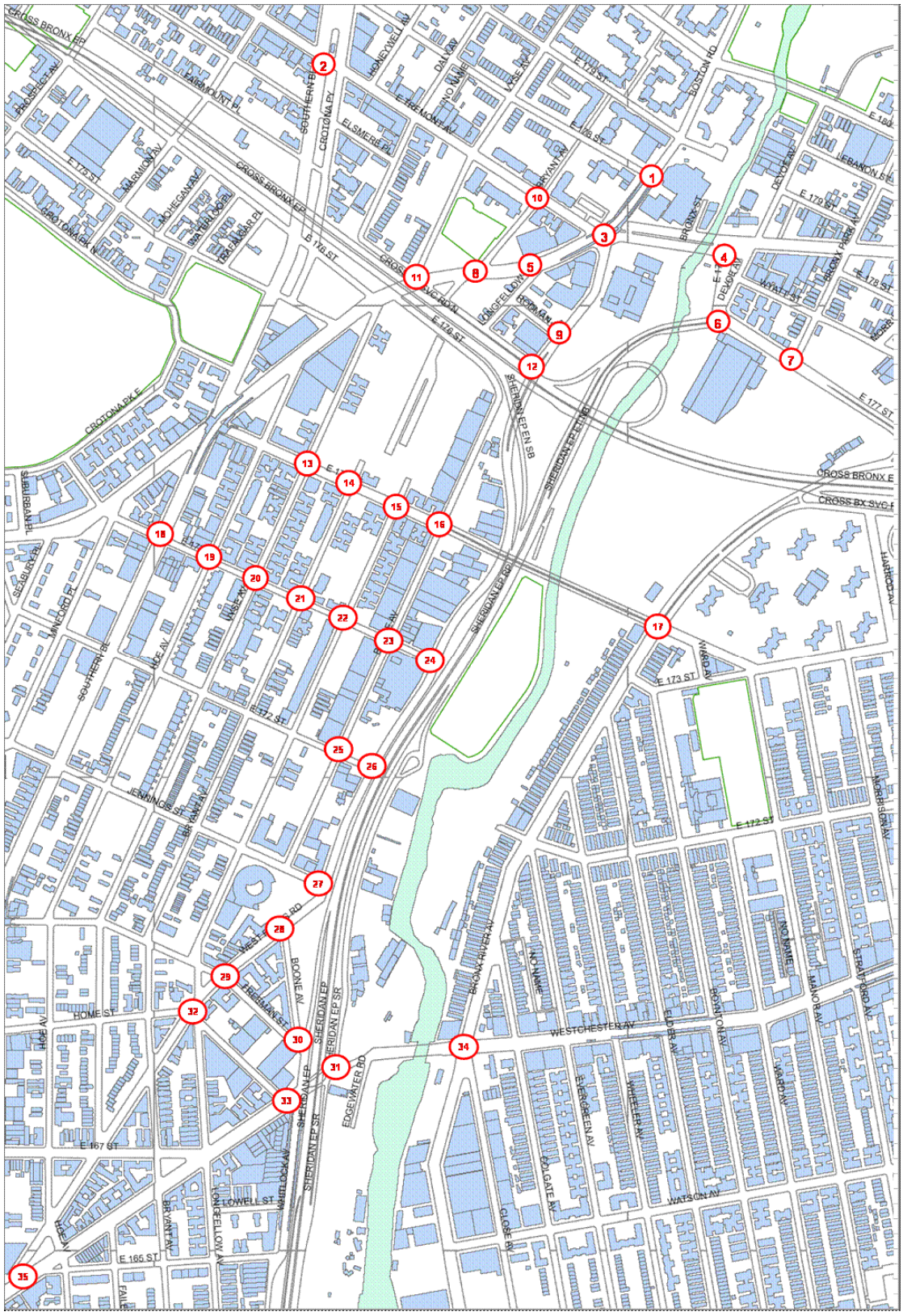



**Figure 10**
**Primary Study Area Intersection Analysis Locations**

The Future with the Proposed Action

Utilizing the projected traffic volumes, the study area intersections will be analyzed for capacity and level-of-service. The results of this analysis will be compared with the results of the future No Action analysis to determine the effect of site related traffic volumes in the study area. Significant impacts, as defined by the *CEQR Technical Manual,* will be identified.

Based on the initial assessment, an hour-by-hour parking projection will be conducted to determine the incremental changes in parking demand. Peak demand will be compared with the anticipated parking supply to determine the need for additional on or off-site parking spaces.

## Transit and Pedestrians

Issues

The immediate area of the Proposed Action site is accessible to mass transit via the New York City Transit (NYCT) subway and buses. The 2 and 5 subway lines border the area of the Proposed Action to the west and run along Southern Boulevard, providing service at the Freeman Street, 174th Street, and West Farm Square / E. Tremont Avenue stations. The 6 line borders the Proposed Action area to the southeast and runs along Westchester Avenue, providing service via the Whitlock Avenue Station. All four stations are within a reasonable walking distance to the Proposed Action sites. Eight local bus lines operate in the Proposed Action area; the BX36, BX19, BX 21, BX11, BX27, BX40, BX42, BX9, and Q44. The BX36 runs east-west along E. 174th Street and north-south along Boston Road; the BX19 provides north-south service along Southern Boulevard to the west of the Proposed Action sites; the BX21 operates along Boston Road, also to the west of the Proposed Action sites; the BX40 and BX42 lines run east-west along E. Tremont Avenue; the BX9 has its southern terminus located at Boston Road and 178th Street and provides service along Boston Road, 180th Street, and Southern Boulevard; and the Q44 provides access for transit riders traveling to and from Queens via the Cross-Bronx Expressway Service Road and the Bronx-Whitestone Bridge. The BxM6, BxM10, and BxM11 express buses run along the eastern border of the study area but do not provide pick-up or drop-off service in the vicinity.

Since a significant portion of the trips generated by the Proposed Action are expected to utilize mass transit, an assessment of the ability of the transit system to accommodate the increased demand will be required. The specific analysis needs would depend on the amount of additional transit trips the Proposed Action are estimated to generate at each of the above transit facilities. Based on the current understanding of the scope of the proposed development, it is expected that detailed analyses will be required at the West Farms Square / E. Tremont Avenue and 174$^{th}$ Street subway stations serving the area. For the purpose of this scope of work, the study elements anticipated to require analysis would include the most highly utilized stairway locations and main control areas at each of the three stations. A quantitative evaluation of the stations' train line-haul conditions during peak periods will also be included. A preliminary assessment of likely bus usage generated by the development indicates that fewer than 200 peak hour bus riders per neighborhood would be generated. As per *CEQR Technical Manual* requirements, an analysis of the development's impact on buses is not expected to be required. Analysis efforts identified to be necessary after the preliminary assessment or as required by DCP beyond those described will be undertaken.

Scope

Existing Conditions

The evaluation of existing transit conditions will include a description, including routes, stations/stops, frequency of service and general ridership levels and trends, of the available transit system serving the study area. Transit elements identified to require analysis will be examined according to procedures set forth in the *CEQR Technical Manual* and other industry accepted standards. The actual data collection will

involve the inventory of station elements, stairway and control area counts, obtaining ridership data from NYCT, stairway queuing observations and potentially train/bus loading counts.

Regardless of the primary travel mode, all trips to and from the Proposed Action site will have a pedestrian component. A quantitative pedestrian analysis will be conducted to assess the ability of the existing pedestrian facilities to accommodate the increased demand. The selection of analysis locations will be based on the level of activities anticipated to be generated during peak travel periods.

The evaluation of existing pedestrian conditions will include a description of the overall flow conditions in the immediate vicinity of the proposed development. Key pedestrian routes that could be significantly affected by new trips to the area (walk-in trips as well as walk trips from transit facilities) will be identified. Utilizing data collected at selected locations along these routes, level-of-service analysis will be conducted following procedures set forth in the Highway Capacity Manual (HCM).

A preliminary estimate of likely pedestrian trips suggests that during peak hours, at least 200 additional pedestrians would be generated by the proposed development and therefore according to the *CEQR Technical Manual*, assessment of pedestrian activity would be required. The following six (6) intersections located in the immediate vicinity of the proposed development are likely to require detailed study:

- Boston Road @ Southern Boulevard / 174th Street
- East Tremont Avenue @ Boston Road / West Farms Road
- West Farms Road @ Rodman Place
- Boone Avenue @ 172nd Street
- Boone Avenue @ 173rd Street
- Boone Avenue @ 174th Street
- Bryant Avenue @ 174th Street
- Vyse Avenue @ 174th Street
- Hoe Avenue @ 174th Street

The study locations will be finalized with DCP upon completion of the detailed trip generation and assignment process for transit and pedestrian person trips.

The Future without the Proposed Action

For transit and pedestrian facilities, the no action scenario will be assessed to determine the added transit and pedestrian induced trips. As with the existing condition analyses, the future No Action assessment for the same critical time periods identified will follow procedures set forth in the HCM per CEQR guidelines. Results established from the No Action condition will be used as the basis for comparison to determine the likelihood of significant impacts from the Proposed Action.

The Future with the Proposed Action

Proposed Action generated transit and walk trips will be assigned to the critical locations identified earlier. These locations will be analyzed quantitatively or qualitatively, as appropriate.

## Air Quality

Issues

Since the Proposed Action would introduce new sensitive receptors into an area with existing manufacturing and industrial uses and major freeways, the establishment of baseline air quality conditions and evaluation of future potential impacts is an important issue. Further, there may be potential air quality

impacts associated with mobile source emissions, due to the addition of more than 100 vehicular trips at any given intersection in any peak one-hour period.

Scope

Air quality analyses will be carried out in accordance with the *CEQR Technical Manual*, as well as other relevant guidance and protocols provided by NYSDEC, DEP, and EPA. Pollutants of concern include 1) Proposed Action-generated CO from motor vehicles, 2) emissions of fine particulates (PM10 and PM2.5) from existing and projected diesel-powered vehicles, 3) PM10, SO2, and $NO_2$ from fuel combustion for boilers associated with existing and proposed uses (project on existing and project on project analysis), and 4) air toxics from existing uses.

*Mobile Sources.* Carry out a screening analysis to determine whether microscale intersection modeling of CO or PM10/PM2.5 will be required. For the Bronx, the CO screen is a Proposed Action-generated increment of 100 vehicles through an intersection during any peak-hour period. For PM2.5, the screen is based on roadway type and the number of project-generated vehicles. DEP's threshold is 12 heavy-duty diesel vehicle (HDDV) vehicles on roads with >5,000 vehicles per day, 19 HDDV vehicles on collectors, or 23 HDDV vehicles on arterials and expressways. Although the development will be dispersed over several blocks, and will displace existing industrial uses and parking lots, the number of dwelling units resulting from the Proposed Action will likely cause a net increase of 100 or more vehicles during a peak traffic period.

If the Proposed Action meet the 100-vehicle criterion, then CO modeling using MOBILE6.2 emission factors and the CAL3QHC dispersion model will be carried out for up to two worst-case intersections for one worst-case peak period. Both No Build and Build Conditions will be modeled. The results of the modeling will be compared with both the National Ambient Air Quality Standards and the NYC *de minimis* standards.

If modeling of PM2.5 is warranted, up to two worst-case intersections may be selected for modeling of PM10 and PM2.5. Emission factors obtained from MOBILE6.2 will be used in conjunction with the CAL3QHCR model and 5 years of meteorological data to determine worst-case pollutant concentrations at sensitive receptor points.

*Parking Facilities.* Parking lots and garages would be analyzed according the guidelines in the *CEQR Technical Manual Appendices*. One garage on Block 3014 or 3013, whichever would represent a worst-case, would be analyzed. Vehicles would be divided into autos and SUVs according to information from the traffic study. Emission factors would be obtained from MOBILE6.2. Analyses would include the highest hourly number of entering vehicles and the highest hourly number of exiting vehicles. Receptor points would be located at the near and far sidewalks and at nearby windows. Line source CO from passing traffic in front of the garage also may be included in the analysis.

*Stationary HVAC Sources.* Analyses will include the Proposed Action's impacts on existing developments as well as project on project impacts. Potential adverse effects due to fuel combustion for heating and hot water are a function of fuel type, stack height, minimum distance from the source to the nearest building of similar or greater height, and square footage of the proposed development. Combustion of natural gas or fuel oil (#4 and #2 fuel oil) for heating and hot water will utilize the screening graphs provided in the *CEQR Technical Manual Appendices*. If the development passes this screening analysis, then no impacts from fuel combustion for HVAC are likely. To determine impacts from surrounding land uses, DEP will be contacted for information on registered boilers within 400 feet of the site. Combustion from large-scale commercial, institutional, and/or residential developments or industrial buildings within 400 feet of the site also will be reviewed.

If a more detailed analysis is warranted, then modeling with AERMOD dispersion analysis would be used. The assessment would also include the combined impacts of a pollutant from multiple sources. Sources clustered close together and having similar heights may be treated as a single source for modeling purposes, and the combined pollutant concentration(s) determined for receptor points. The concentrations will be added to background concentrations and compared with the NAAQS. Fuel consumption factors will be obtained from the *CEQR Technical Manual* and EPA sources such as the *Compilation of Air Pollutant Emission Factors (AP-42)*. Estimates of the percentage of sulfur in the fuel will be obtained from the *CEQR Technical Manual*.

*Air Toxics.* Where industrial areas are undergoing conversion to residential uses, the industrial operations at existing buildings may emit pollutants that could adversely affect the Proposed Action. A manufacturing survey will be carried out to identify major pollutant sources within 1,000 feet of the Proposed Action and minor sources within 400 feet of the Proposed Action as outlined in the *CEQR Technical Manual* and *CEQR Technical Manual Appendices*. This will include both field work and review of available data from on-line and government sources. The addresses of industrial operations of interest will be cross-referenced with DEP, NYSDEC, and EPA databases to determine whether they have air quality permits.

Where warranted, the emissions information on one or more permits will be modeled with AERMOD and the results compared to the NAAQS, as well as the NYSDEC Annual Guideline Concentrations and Short-Term Guideline Concentrations. This would include existing facilities at potential development sites, but not those at projected development sites.

Any obnoxious odors within 400 feet of the affected parcels will be noted during field work. However, one potential source of odors, the Ferris Stahl-Meyer meat packing plant at 1560 Boone Avenue, is among the parcels planned for redevelopment to residential uses. DEP would be contacted regarding known existing odor-producing facilities.

*Mobile Source PM2.5 Assessment.* The Bronx is categorized as a "non-attainment area" for particulate matter ($PM_{2.5}$) by the U.S. Environmental Protection Agency, meaning air pollution generated from this pollutant routinely exceeds NAAQS. As of 2003, 20-30% of all Bronx children 17 years of age or younger have had episodes of asthma. Coupled with this, approximately 20% of all pre-Kindergarten to 8$^{th}$ grade students in the South Bronx attend schools that are located within 500 feet of a major highway, which effectively raises air pollution concentrations above that of background levels (ICIS, 2006). The site for the Proposed Action is in close proximity to the Cross Bronx Expressway, increasing the location's susceptibility to PM2.5 emissions from diesel-powered trucks, especially for Parcels 6, 7, and 8. Therefore, the PM2.5 systems in the proposed residential units are an important consideration.

**Noise**

Issues

Potential noise impacts may result primarily from one of two sources:

- Vehicular noise from Proposed Action generated traffic on sensitive receptors in the community
- Ambient noise impacts (from existing local traffic, elevated subway lines, elevated highways, ventilation equipment, aircraft, stationary sources etc.) on proposed residential uses (sensitive receptors).

Trip generation for the Proposed Action is expected to generate a relatively low level of noise, though increases in noise levels may be more pronounced along Boone Avenue, which is a far less traveled

roadway. The greater concern for this section is therefore the impact of existing noise generators on future residents.

Scope

*Traffic Noise*. Noise level monitoring for the peak AM, Midday, and PM traffic peaks for periods of 20 minutes using standard field procedures will be conducted. Traffic classification counts and aircraft flyovers during the monitoring period will be tabulated. No evening, late night, or Saturday noise monitoring periods are anticipated. Though the actual selection of analysis locations will have to await the completion of the trip generation and assignment process described above under the traffic section, it is expected that the monitoring locations are likely to include:

1. West Farms Road @ Jennings Street,
2. West Farms Road @ E. 172nd Street,
3. West Farms Road @ E. 174th Street,
4. Boone Avenue @ Jennings Street,
5. Boone Avenue @ E. 172nd Street,
6. Boone Avenue @ E. 174th Street,
7. West Farms Road @ Rodman Place, and
8. West Farms Road @ 1927-1933 West Farms Road.

Future traffic noise would be calculated by converting traffic into Passenger Car Equivalents (PCEs) for the future with and without the proposed project scenarios, then using logarithmic calculations to compare the PCEs. This logarithmic approach is appropriate for evaluating relative increases in noise.

Two elevated rail lines are close to the site. The Dyre Avenue (#5) and White Plains Road (#2) lines use the elevated tracks at the northern tip of the project site. The IRT Pelham Line (#6) line runs on an elevated track at the southern tip of the project site. Two noise monitoring locations representing each of these sites would be carried out for one hour during one worst-case peak period.

The noise effects of elevated highways (e.g., Boston Post Road on the north and Westchester Avenue on the south) also would be assessed and considered in the selection of noise monitoring sites. Two sites representative of elevated highway noise may be added to the list of noise monitoring sites depending on an assessment of conditions in the field. However, no monitoring of highway noise from elevated locations is included in the scope of work because no public sites are available for such work. Noise from elevated highways will be treated as existing background noise. No modeling with the FHWA's TNM model is included in the scope of work.

Recommendations would be made on the minimum exterior to interior attenuation to be provided by the proposed building walls. If appropriate, an (E) designation would be placed on the development sites.

**Construction Impacts**

Construction impacts, though usually temporary, can include disruptive and noticeable effects of a project. The determination of their significance and, therefore, whether mitigation is required, is generally based on the duration and magnitude of the impact. Ordinarily, there are three potential types of construction impacts: traffic, fugitive dust, and noise. These potential construction impacts will be assessed and presented qualitatively, in accordance with guidelines in the *CEQR Technical Manual*. In the event a detailed examination of the construction schedule and activities indicate the potential for a significant impact during construction, a detailed construction impact analysis will be undertaken and reported in the EIS in accordance with guidelines contained in the *CEQR Technical Manual*.

## Public Health

Public health involves the activities that society undertakes to create and maintain conditions in which people can be healthy. Many public health concerns are closely related to air quality, hazardous materials, construction and natural resources. A public health assessment may be warranted if a Proposed Action results in a) increased vehicular traffic or emissions from stationary sources resulting in significant adverse air quality impacts; b) increased exposure to heavy metals and other contaminants in soil/dust resulting in significant adverse impacts, or the presence of contamination from historic spills or releases of substances that might have affected or might affect ground water to be used as a source of drinking water; c) solid waste management practices that could attract vermin and result in an increase in pest populations; d) potentially significant adverse impacts to sensitive receptors from noise and odors; or e) vapor infiltration from contaminants within a building or underlying soil that may result in significant adverse hazardous materials or air quality impacts. Based on the findings of the tasks discussed above, the EIS will provide an assessment of potential public health impacts, following the guidelines presented in the *CEQR Technical Manual*.

### Mitigation and Unavoidable Adverse Impacts

EIS requirements include the development of any feasible mitigation measures for potentially significant impacts. The mitigation measures developed within the above described studies will be reported in the "Mitigation" chapter. CEQR and SEQRA regulations also require the disclosure of any unavoidable adverse impacts, which are potentially significant adverse impacts for which no feasible mitigation measures are found. To the extent such impacts are identified, they will be reported in the "Unavoidable Adverse Impacts" chapter.

### Alternatives

Environmental impact regulations require the consideration of Proposed Action alternatives that would tend to reduce project-related impacts. The alternatives are usually defined when the full extent of Proposed Action impacts is identified. Proposed area-wide rezoning actions typically include an as-of-right (i.e., no action), a lesser-density and a no-impact alternative. The first would assume no area-wide rezoning but includes as-of-right development from individual projects proposed by others in the rezoning area. The latter two alternatives are typically conducted as a primarily qualitative analysis, except where impacts of the Proposed Action have been identified. For technical areas where impacts have been identified, the alternatives analysis will determine whether these impacts would still occur under each alternative.

As the Proposed Action includes a specific proposed development project, other alternatives that may consider include an alternative design or a smaller project on those sites. As above, any additional alternative will be defined and analyzed when the full extent of Proposed Action impacts is identified.

### Summary EIS Chapters

EIS requirements include two additional, miscellaneous chapters: Growth Inducing Aspects, and Irreversible and Irretrievable Commitments of Resources. These will each be prepared in accordance with *CEQR Technical Manual* guidelines.