City Environmental Quality Review

ENVIRONMENTAL ASSESSMENT STATEMENT

PART I, GENERAL INFORMATION

Reference Numbers

1.

pending	
CEQR REFERENCE NUMBER (TO BE ASSIGNED BY LEAD AGENCY)	BSA REFERENCE NO. IF APPLICABLE
pending	
ULURP REFERENCE NO. IF APPLICABLE	OTHER REFERENCE NO.(S) IF APPLICABLE (e.g. Legislative Intro, CAPA, etc)

Lead Agency & Applicant Information

PROVIDE APPLICABLE INFORMATION

2a. Lead Agency

New York City Dept. of City Planning	
NAME OF LEAD AGENCY	
Robert Dobruskin	
NAME OF LEAD AGENCY CONTACT PERSON	
22 Reade Street	
ADDRESS	
New York NY 10007	
CITY STATE ZIP	
212-720-3423 212-720-3495	
TELEPHONE FAX	
Rdobrus@planning.nyc.gov	
EMAIL ADDRESS	

2b. Applicant Information

Industco Holdings, LLC, C/O Greenberg Traurig, LLC
NAME OF APPLICANT
Jay A. Segal
NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON
200 Park Avenue
ADDRESS
New York NY 10166
CITY STATE ZIP
212-801-9265 212-801-6400
TELEPHONE FAX
segalj@gtlaw.com
EMAIL ADDRESS

Article I. Action Description

SEE CEQR MANUAL SECTIONS 2A & 2B

3a. NAME OF PROPOSAL: Crotona Park East / West Farms Rezoning

3b. DESCRIBE THE ACTION(S) AND APPROVAL(S) BEING SOUGHT FROM OR UNDERTAKEN BY CITY (AND IF APPLICABLE, STATE AND FEDERAL AGENCIES) AND, BRIEFLY, DESCRIBE THE DEVELOPMENT OR PROJECT THAT WOULD RESULT FROM THE PROPOSED ACTION(S) AND APPROVAL(S):

Please refer to "Description of Proposed Action" and "Required Approvals" sections of the attached Supplemental Report.

3c. DESCRIBE THE PURPOSE OF AND NEED FOR THE ACTION(S) AND APPROVAL(S):

Please refer to "Purpose and Need" section of the attached Supplemental Report.

Required Action or Approvals

4. CITY PLANNING COMMISSION ☒ Yes ☐ No

- ☐ Change in City Map
- ☐ Zoning Certification
- ☐ Site Selection - Public Facility
- ☒ Zoning Map Amendment
- ☐ Zoning Authorization
- ☐ Disposition - Real Property
- ☐ Franchise
- ☒ Zoning Text Amendment
- ☐ Housing Plan & Project
- ☐ UDAAP
- ☐ Revocable Consent
- ☐ Concession
- ☐ Charter 197-a Plan _____
- ☒ Zoning Special Permit, specify type: General Large-Scale Development (see Supplemental Report)
- ☐ Modification of _____
- ☐ Renewal of _____
- ☐ Other _____

5. UNIFORM LAND USE PROCEDURE (ULURP) ☒ Yes ☐ No

6. BOARD OF STANDARDS AND APPEALS ☐ Yes ☒ No

☐ Special Permit ☐ New ☐ Renewal ☐ Expiration Date

☐ Variance ☐ Use ☐ Bulk

Specify affected section(s) of Zoning Resolution

7. DEPARTMENT OF ENVIRONMENTAL PROTECTION ☐ Yes ☒ No

☐ Title V Facility ☐ Power Generation Facility ☐ Medical Waste Treatment Facility

PLEASE NOTE THAT MANY ACTIONS ARE NOT SUBJECT TO CEQR. SEE SECTION 110 OF TECHNICAL MANUAL

8. OTHER CITY APPROVALS ☒ Yes ☐ No

☐ Legislation ☐ Rulemaking; specify agency:

☐ Construction of Public Facilities ☒ Funding of Construction, Specify Potential funding from the NYC Department of Housing Preservation and Development and/or NYC Housing Development Corporation for the affordable housing component of the proposed project.

☐ Funding of Programs, Specify

9. STATE ACTIONS/APPROVALS/FUNDING ☒ Yes ☐ No

If "Yes," identify _____

10. FEDERAL ACTIONS/APPROVALS/FUNDING ☐ Yes ☒ No

If "Yes," identify

Action Type

11a. ☐ Unlisted; or ☒ Type I; specify category (see 6 NYCRR 617.4 and NYC Executive Order 91 OF 1977, as amended):

6 NYCRR 617.4 (5)(v) and (6)(i)

11b. ☐ Localized action, site specific ☒ Localized action, change in regulatory control for small area ☐ Generic action

Analysis Year

12. Identify the analysis year (or build year) for the proposed action: 2019

Would the proposal be implemented in a single phase? ☒ Yes ☐ No ☐ NA.

Anticipated period of construction: 2011-2019

Anticipated completion date: 2019

Would the proposal be implemented in multiple phases? ☐ Yes ☒ No ☐ NA.

Number of phases: _____

Describe phases and construction schedule: _____

Directly Affected Area

INDICATE LOCATION OF PROJECT SITE FOR ACTIONS INVOLVING A SINGLE SITE ONLY (PROVIDE ATTACHMENTS AS NECESSARY FOR MULTIPLE SITES)

13a. LOCATION OF PROJECT SITE

Boone Ave & West Farms Rd btw Jennings St & Boston Post Rd. See Supplemental Report.

STREET ADDRESS (Within the area bounded by:)

Boone Ave/E 172nd St/Longfellow Ave/Boston Post Rd/West Farms Rd/Back to Boone Ave.

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS

M1-1/R7-1-C2-4 Overlay 3d

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION IF ANY: See attached Supplemental Report

BOROUGH: Bronx

ZONING SECTIONAL MAP NO.: 3 and 6

TAX BLOCK AND LOT NUMBERS

BOROUGH

COMMUNITY DISTRICT NO.

13b. PHYSICAL DIMENSIONS AND SCALE OF PROJECT

TOTAL CONTIGUOUS SQUARE FEET OWNED OR CONTROLLED BY PROJECT SPONSOR: 213,012 SQ. FT.

PROJECT SQUARE FEET TO BE DEVELOPED: ~ 536,474 SQ. FT.

GROSS FLOOR AREA OF PROJECT: ~ 2,814,788 SQ. FT.

IF THE ACTION IS AN EXPANSION, INDICATE PERCENT OF EXPANSION PROPOSED: NA % OF

DIMENSIONS (IN FEET) OF LARGEST PROPOSED STRUCTURE: 156.5' HEIGHT 132' WIDTH 202' LENGTH.

LINEAR FEET OF FRONTAGE ALONG A PUBLIC THOROUGHFARE: Approximately 9,800 LF

13c. IF THE ACTION WOULD APPLY TO THE ENTIRE CITY OR TO AREAS THAT ARE SO EXTENSIVE THAT A SITE-SPECIFIC DESCRIPTION IS NOT APPROPRIATE OR PRACTICABLE, DESCRIBE THE AREA LIKELY TO BE AFFECTED BY THE ACTION:

See "Description of Proposed Action" section of attached Supplemental Report

13d. DOES THE PROPOSED ACTION INVOLVE CHANGES IN REGULATORY CONTROLS THAT WOULD AFFECT ONE OR MORE SITES NOT ASSOCIATED WITH A SPECIFIC DEVELOPMENT? ☒ Yes ☐ No

IF 'YES', IDENTIFY THE LOCATION OF THE SITES PROVIDING THE INFORMATION REQUESTED IN 13a & 13b ABOVE. See "Description of Proposed Action" section of attached Supplemental Report.

PART II, SITE AND ACTION DESCRIPTION

Site Description

EXCEPT WHERE OTHERWISE INDICATED, ANSWER THE FOLLOWING QUESTIONS WITH REGARD TO THE DIRECTLY AFFECTED AREA. THE DIRECTLY AFFECTED AREA CONSISTS OF THE PROJECT SITE AND THE AREA SUBJECT TO ANY CHANGE IN REGULATORY CONTROLS.

1. GRAPHICS Please attach: (1) a Sanborn or other land use map; (2) a zoning map; and (3) a tax map. On each map, clearly show the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. The maps should not exceed 8½ x 14 inches in size.

2. PHYSICAL SETTING (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 780,845* Water surface area (sq. ft.): 0

Roads, building and other paved surfaces (sq. ft.): 533,860 Other, describe (sq. ft.): 2,614, vacant

*Including approximately 96,362 square feet of City-owned parkland and school properties.

3. PRESENT LAND USE

Residential

Total no. of dwelling units 143 No. of low-to-moderate income units Unknown

No. of stories 2 to 6 Gross floor area (sq. ft.) 124,282

Describe type of residential structures: 2- to 3-story houses and small apartment buildings, 5- to 6-story apartment buildings (See attached table)

Commercial

Retail: No. of bldgs p/o 1 Gross floor area of each building (sq. ft.): 2,000 of 11,535 sf

Office: No. of bldgs p/o 1 Gross floor area of each building (sq. ft.): 400 of 1,880 sf

Other: No. of bldgs 1 laundromat, 1 hotel Gross floor area of each building (sq. ft.): 4,539 sf, +/- 18,463 sf

Specify type(s): See attached table No. of stories and height of each building: 1, 2, and 3 stories

Manufacturing/Industrial

No. of bldgs 45 Gross floor area of each building (sq. ft.): See attached table

No. of stories and height of each building: See attached table

Type of use(s): See attached table Open storage area (sq. ft.) See attached table

If any unenclosed activities, specify: Open storage

Community facility

Type of community facility: One synagogue, one public school

No. of bldgs. 2 Gross floor area of each building (sq. ft.): 1,875 sf and 56,882

No. of stories and height of each building: 1 and 3 stories (See attached table)

Vacant land

Is there any vacant land in the directly affected area? ☒ Yes ☐ No

If yes, describe briefly: Lot on W side of Boone Ave, just S of Cross Bronx Expressway (2,614 sf)

Publicly accessible open space

Is there any existing publicly accessible open space in the directly affected area? ☒ Yes ☐ No

If yes, describe briefly: Boone Playground (1.2 acres) on Block 3012 is a public playground.

Does the directly affected area include any mapped City, State or Federal parkland? ☒ Yes ☐ No

If yes, describe briefly: Boone Slope (0.03 acres), at the northern end of block 3015 is mapped as City parkland. It is not publicly accessible. Boone Playground (1.2 acres), which occupies Block 3012, is also mapped as City parkland.

Does the directly affected area include any mapped or otherwise known wetland? ☐ Yes ☒ No

If yes, describe briefly:

Other land use

No. of stories See attached table Gross floor area (sq. ft.)

Type of use: See attached table

4. EXISTING PARKING

Garages

No. of public spaces: 0 No. of accessory spaces: +/-80

Operating hours: N/A Attended or non-attended? Non-attended

Lots

No. of public spaces: 0 No. of accessory spaces: 15

Operating hours: N/A Attended or non-attended? Non-attended

Other (including street parking) - please specify and provide same data as for lots and garages, as appropriate. Yes. See S. Report

5. EXISTING STORAGE TANKS

Gas or service stations? ☐ Yes ☒ No Oil storage facility? ☐ Yes ☒ No Other? ☒ Yes ☐ No

If yes, specify: Oil storage tanks for heating/hot water systems believed to be on some properties.

Number and size of tanks: Last NYFD inspection date: Location and depth of tanks:

6. CURRENT USERS

No. of residents: +/- 429 No. and type of businesses: +/-45

No. and type of workers by businesses: +/-35 retail/hotel/office, +/-250 Industrial, +/-35 Automotive, 36 teachers

No. and type of non-residents who are not workers: +/-200 shoppers/business patrons per day, +/-500 students

SEE CEQR TECHNICAL MANUAL CHAPTER III F., HISTORIC RESOURCES

7. HISTORIC RESOURCES (ARCHITECTURAL AND ARCHAEOLOGICAL RESOURCES)

Answer the following two questions with regard to the directly affected area, lots abutting that area, lots along the same blockfront or directly across the street from the same blockfront, and, where the directly affected area includes a corner lot, lots which front on the same street intersection.

Do any of the areas listed above contain any improvement, interior landscape feature, aggregate of landscape features, or archaeological resource that:

(a) has been designated (or is calendared for consideration as) a New York City Landmark, Interior Landmark or Scenic Landmark;
(b) is within a designated New York City Historic District;
(c) has been listed on, or determined eligible for, the New York State or National Register of Historic Places;
(d) is within a New York State or National Register Historic District; or
(e) has been recommended by the New York State Board for listing on the New York State or National Register of Historic Places?

Identify any resource:

None known

SEE CEQR TECHNICAL MANUAL CHAPTER III K., WATERFRONT REVITALIZATION PROGRAM

Do any of the areas listed in the introductory paragraph above contain any historic or archaeological resource, other than those listed in response to the previous question? Identify any resource.

Remains of Cemetery dating from 1769 possibly on a portion of the rezoning area. See attached Supplemental Report.

8. WATERFRONT REVITALIZATION PROGRAM

Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries? ☐ Yes ☒ No

(A map of the boundaries can be obtained at the Department of City Planning bookstore.)

If yes, append a map showing the directly affected area as it relates to such boundaries. A map requested in other parts of this form may be used.

9. CONSTRUCTION

Will the action result in demolition of or significant physical alteration to any improvement? ☒ Yes ☐ No

If yes, describe briefly:

Demolition of existing buildings on the proposed development sites

Will the action involve either above-ground construction resulting in any ground disturbance or in-ground construction?

☒ Yes ☐ No If yes, describe briefly: Construction of new buildings with cellars

Project Description

THIS SUBPART SHOULD GENERALLY BE COMPLETED ONLY IF YOUR ACTION INCLUDES A SPECIFIC OR KNOWN DEVELOPMENT AT PARTICULAR LOCATIONS

10. PROPOSED LAND USE

Residential

Total no. of dwelling units 2,720 No. of low-to-moderate income units 914 Gross floor area (sq. ft.) ~ 2,814,788

No. of stories up to 15 Describe type of residential structures: See Supplemental Report

Commercial

Retail: No. of bldgs Unknown Gross floor area of each building (sq. ft.): Total retail: 108,385

Office: No. of bldgs 0 Gross floor area of each building (sq. ft.): 0

Other: No. of bldgs 0 Gross floor area of each building (sq. ft.): 0

Specify type(s):

No. of stories and height of each building: Unknown

Manufacturing/Industrial

No. of bldgs 0 Gross floor area of each building (sq. ft.): 0

No. of stories and height of each building: NA

Type of use(s): NA Open storage area (sq. ft.) 0 If any unenclosed activities, specify:

Community facility

Type of community facility: Daycare center

No. of bldgs Part of 1 Gross floor area of each building (sq. ft.): 11,888

No. of stories and height of each building: Lower floor of Proposed Building on Parcel 2

Vacant land

Is there any vacant land in the directly affected area? ☐ Yes ☒ No

If yes, describe briefly:

Publicly accessible open space
Is there any existing publicly accessible open space to be removed or altered? ☐ Yes ☒ No
If yes, describe briefly:

Is there any existing publicly accessible open space to be added? ☒ Yes ☐ No
If yes, describe briefly: Mid-block areas on Block 3013-N and Block 3014, about 18,000 SF

Other land use
Gross floor area (sq. ft.) NA No. of stories _____ Type of use:

11. PROPOSED PARKING
Garages
No. of public spaces: None No. of accessory spaces: 215
Operating hours: _____ Attended or non-attended? Non-attended

Lots
No. of public spaces: None No. of accessory spaces: None
Operating hours: _____ Attended or non-attended? _____

Other (including street parking) - please specify and provide same data as for lots and garages, as appropriate.
No. and location of proposed curb cuts: On Street Parking as in existing. Approx. 255 spaces in evening hours

12. PROPOSED STORAGE TANKS
Gas or service stations? ☐ Yes ☒ No Oil storage facility? ☐ Yes ☒ No Other? ☒ Yes ☐ No
If yes, specify: Underground fuel storage tanks likely
Size of tanks: Unknown Location and depth of tanks: Unknown

13. PROPOSED USERS
No. of residents: Up to 7,740 No. and type of businesses: Unknown #, retail
No. and type of workers by businesses: +/-210 retail and +/-30 daycare
No. and type of non-residents who are not workers: Unknown

14. HISTORIC RESOURCES (ARCHITECTURAL AND ARCHAEOLOGICAL RESOURCES)
Will the action affect any architectural or archaeological resource identified in response to either of the two questions at number 7 in the Site Description section of the form? ☒ Yes ☐ No
If yes, describe briefly: Remains of Cemetery dating from 1769 possibly on a portion of the rezoning area. See Supplemental Report.

15. DIRECT DISPLACEMENT
SEE CEQR TECHNICAL MANUAL CHAPTER III B., SOCIO-ECONOMIC CONDITIONS
Will the action directly displace specific business or affordable and/or low income residential units? ☒ Yes ☐ No
If yes, describe briefly: Displacement of industrial, automotive, commercial space, possible displacement of up to 11 residential units

16. COMMUNITY FACILITIES
SEE CEQR TECHNICAL MANUAL CHAPTER III C., COMMUNITY FACILITIES & SERVICES
Will the action directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations? ☐ Yes ☒ No
If yes, describe briefly:

Zoning Information

17. What is the zoning classification(s) of the directly affected area? M1-1, R7-1 and C2-4 overlay

18. What is the maximum amount of floor area that can be developed in the directly affected area under the present zoning? Describe in terms of bulk for each use.
In the R7-1 district: 282,455 sf of residential floor area, 392,123 sf of community facility area, or 99,072 sf of commercial floor area. In the M1-1 district, 602,374 sf of industrial or commercial space, or 1,445,698 sf of community facility space

19. What is the proposed zoning of the directly affected area?
R6A, R7A, R7X, R8X, C2-4

20. What is the maximum amount of floor area that could be developed in the directly affected area under the proposed zoning? Describe in terms of bulk for each use.
3,390,031 sf of residential floor area, 143,760 sf commercial floor area

21. What are the predominant land uses and zoning classifications within a 1/4 mile radius of the proposed action?
Residential, community facility, commercial, automotive, light industrial, transportation.
R6, R7-1, C1-2, C1-4, C2-4, C4-2, C8-1, C8-3, M1-1

Additional Information

22. Attach any additional information as may be needed to describe the action. If your action involves changes in regulatory controls that affect one or more sites not associated with a specific development, it is generally appropriate to include here one or more reasonable development scenarios for such sites and, to the extent possible, to provide information about such scenario(s) similar to that requested in the Project Description questions 9 through 16.

Analyses

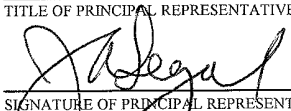
23. Attach analyses for each of the impact categories listed below (or indicate where an impact category is not applicable):

a. LAND USE, ZONING, AND PUBLIC POLICY	See CEQR Technical Manual Chapter III.A.
b. SOCIOECONOMIC CONDITIONS	See CEQR Technical Manual Chapter III.B
c. COMMUNITY FACILITIES AND SERVICES	See CEQR Technical Manual Chapter III.C.
d. OPEN SPACE	See CEQR Technical Manual Chapter III.D.
e. SHADOWS	See CEQR Technical Manual Chapter III.E.
f. HISTORIC RESOURCES	See CEQR Technical Manual Chapter III.F.
g. URBAN DESIGN/VISUAL RESOURCES	See CEQR Technical Manual Chapter III.G.
h. NEIGHBORHOOD CHARACTER	See CEQR Technical Manual Chapter III.H.
i. NATURAL RESOURCES	See CEQR Technical Manual Chapter III.I.
j. HAZARDOUS MATERIALS	See CEQR Technical Manual Chapter III.J.
k. WATERFRONT REVITALIZATION PROGRAM	See CEQR Technical Manual Chapter III.K.
l. INFRASTRUCTURE	See CEQR Technical Manual Chapter III.L.
m. SOLID WASTE AND SANITATION SERVICES	See CEQR Technical Manual Chapter III.M.
n. ENERGY	See CEQR Technical Manual Chapter III.N.
o. TRAFFIC AND PARKING	See CEQR Technical Manual Chapter III.O.
p. TRANSIT AND PEDESTRIANS	See CEQR Technical Manual Chapter III.P.
q. AIR QUALITY	See CEQR Technical Manual Chapter III.Q.
r. NOISE	See CEQR Technical Manual Chapter III.R.
s. CONSTRUCTION IMPACTS	See CEQR Technical Manual Chapter III.S.
t. PUBLIC HEALTH	See CEQR Technical Manual Chapter III.T.

The CEQR Technical Manual sets forth methodologies developed by the City to be used in analyses prepared for the above- listed categories. Other methodologies developed or approved by the lead agency may also be utilized. If a different methodology is contemplated, it may be advisable to consult with the Mayor's Office of Environmental Coordination. You should also attach any other necessary analyses or information relevant to the determination whether the action may have a significant impact on the environment, including, where appropriate, information on combined or cumulative impacts, as might occur, for example, where actions are interdependent or occur within a discrete geographical area or time frame.

Applicant Certification

24.

Gerard L. Wall	Industco Holdings LLC
PREPARER NAME	PRINCIPAL
Director, Environmental Studies, Stantec	Jay A. Segal
PREPARER TITLE	NAME OF PRINCIPAL REPRESENTATIVE
	
PREPARER SIGNATURE	Shareholder, Greenberg Traurig, LLP
	TITLE OF PRINCIPAL REPRESENTATIVE
12/05/09	
DATE	SIGNATURE OF PRINCIPAL REPRESENTATIVE
	12/17/09
	DATE

NOTE: Any person who knowingly makes a false statement or who knowingly falsifies any statement on this form or allows any such statement to be falsified shall be guilty of an offense punishable by fine or imprisonment or both, pursuant to Section 10-154 of the New York City Administrative Code, and may be liable under applicable laws.

Impact Significance

PART III, ENVIRONMENTAL ASSESSMENT AND DETERMINATION

TO BE COMPLETED BY THE LEAD AGENCY

The lead agency should complete this Part after Parts I and II have been completed. In completing this Part, the lead agency should consult 6 NYCRR 617.7, which contains the State Department of Environmental Conservation's criteria for determining significance.

The lead agency should ensure the creation of a record sufficient to support the determination in this Part. The record may be based upon analyses submitted by the applicant (if any) with Part II of the EAS. The CEQR Technical Manual sets forth methodologies developed by the City to be used in analyses prepared for the listed categories. Alternative or additional methodologies may be utilized by the lead agency. **See attached Supplement Report.**

1. For each of the impact categories listed below, consider whether the action may have a significant effect on the environment with respect to the impact category. If it may, answer yes.

LAND USE, ZONING, AND PUBLIC POLICY	Yes
SOCIOECONOMIC CONDITIONS	Yes
COMMUNITY FACILITIES AND SERVICES	Yes
OPEN SPACE	Yes
SHADOWS	Yes
HISTORIC RESOURCES	Yes
URBAN DESIGN/VISUAL RESOURCES	Yes
NEIGHBORHOOD CHARACTER	Yes
NATURAL RESOURCES	No
HAZARDOUS MATERIALS	Yes
WATERFRONT REVITALIZATION PROGRAM	No
INFRASTRUCTURE	Yes
SOLID WASTE AND SANITATION SERVICES	No
ENERGY	No
TRAFFIC AND PARKING	Yes
TRANSIT AND PEDESTRIANS	Yes
AIR QUALITY	Yes
NOISE	Yes
CONSTRUCTION IMPACTS	Yes
PUBLIC HEALTH	Yes

2. Are there any aspects of the action relevant to the determination whether the action may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? If there are such impacts, explain them and state where, as a result of them, the action may have a significant impact on the environment.
3. If the lead agency has determined in its answers to questions 1 and 2 of this Part that the action will have no significant impact on the environment, a negative declaration is appropriate. The lead agency may, in its discretion, further elaborate here upon the reasons for issuance of a negative declaration.
4. If the lead agency has determined in its answers to questions 1 and 2 of this part that the action may have a significant impact on the environment, a conditional negative declaration (CND) may be appropriate if there is a private applicant for the action and the action is not Type I. A CND is only appropriate when conditions imposed by the lead agency will modify the proposed action so that no significant adverse environmental impacts will result. If a CND is appropriate, the lead agency should describe here the conditions to the action that will be undertaken and how they will mitigate potential significant impacts.
5. If the lead agency has determined that the action may have a significant impact on the environment, and if a conditional negative declaration is not appropriate, then the lead agency should issue a positive declaration. Where appropriate, the lead agency may, in its discretion, further elaborate here upon the reasons for issuance of a positive declaration. In particular, if supporting materials do not make clear the basis for a positive declaration, the lead agency should describe briefly the impact(s) it has identified that may constitute a significant impact on the environment. **See attached Supplement Report.**

Lead Agency Certification

Diane M. McCarthy, AICP	Robert Dobruskin, AICP
PREPARER NAME	NAME OF LEAD AGENCY REPRESENTATIVE
Senior Project Manager, EARD	Director, EARD
PREPARER TITLE	TITLE OF LEAD AGENCY REPRESENTATIVE
Diane M. McCarthy	Robert Dobruskin
PREPARER SIGNATURE	SIGNATURE OF LEAD AGENCY REPRESENTATIVE
January 25, 2010	January 25, 2010
DATE	DATE

PART II, SITE AND ACTION DESCRIPTION: Present Land Use

Residential

Block	Lot	# of Buildings	# of Stories	Dwelling Units	Floor Area (sf)
2998	135	1	6	45	28,165
3010	25	1	5	35	33,000
3015	81	1	2	1	2,256
3015	84	1	3	2	2391
3015	89	1	2	2	1,880
3016	5	1	5	20	19,250
3016	7	1	5	30	27,550
3016	33	1	2	1	2790
3016	35	1	3	3	3000
3016	36	1	3	3	3,000
3016	71	1	2.5	1	1,000
Total		**11**		**143**	**124,282**

Commercial

Block	Lot	# of Buildings	# of Stories	Use	Building Area	Commercial FA (sf)
3015	26	Part of 1	1 of 2	Retail	11,535	2,000
3015	89	Part of 1	1 of 2	Office	1,880	400
3015	19	1	1	Laundromat	4,539	4,539
3016	42	Part of 1	2	Hotel	55,390	18,463
Total					**73,344**	**25,402**

Community Facility

Block	Lot	# of Buildings	# of Stories	Use	Floor Area (sf)
3016	37	1	1	Synagogue	1,875
3013	1	3	3	School	56,882
Total		**4**			**58,757**

PART II, SITE AND ACTION DESCRIPTION: Present Land Use - Continued

Manufacturing/Industrial

Block	Lot	# of Buildings	# of Stories	Use	Open Storage (sf)	Industrial FA (sf)
2998	97	2	1	WH/Industrial (Mirror/Glass company)		4,125
2998	104	1	1	Warehouse		16,252
2998	113	1	1	Warehouse		19,888
2998	124	1	1	Warehouse		14,019
3009	25	1	1	Warehouse (and Auto Body/Mechanic)		9,850
3009	37	1	1	Warehouse		3,700
3009	38	1	1	Warehouse		13,700
3009	44	1	1	Warehouse/Indus (sheet metal contractor)		12,500
3010	29	1	1	Warehouse		10,000
3010	33	1	1	Warehouse		17,525
3010	40	1	1	Warehouse		14,975
3013	31	2	1	Warehouse		16,357
3013	35	1	1	Warehouse		1,170
3013	37	0		Open Storage	284	
3014	15	3	1	Industrial		65,850
3015	1	1	2	Warehouse		22,371
3015	3	1	1	Warehouse		3,505
3015	5	1	1	Warehouse		16,912
3015	17	1	1	Warehouse/Indus. (Construction Contractor)		3,700
3015	18	0		Open Storage	1,047	
3015	25	1	1	Warehouse/Wholesale (Building Supplies)		3,700
3015	26	1	2	Warehouse/Wholesale (bldg supplies) + retail		9,535
3015	29	1	1	Warehouse/Wholesale (bldg supplies)		14,170
3015	31	1	1	Warehouse/Wholesale (bldg supplies)		6,480
3015	34	2	1	Self-storage		65,324
3015	87	1	1	WH/Industrial (Ironwork company)		1,000
3015	96	1	1	Warehouse/Industrial (Fabrication)		7,518
3015	97	1	2	Warehouse/Industrial (Fabrication)		12,160
3015	110	0		Open Storage	9,548	
3016	11	0		Open Storage	5,293	
3016	13	1	1	Warehouse (Atlantic Rolling Steel Door Corp.)		16,500
3016	21	1	1	Warehouse		5,292
3016	60	1	1	Warehouse		16,000
3016	66	0		Open Storage	8,415	
Total		**34**			**24,587**	**424,078**

PART II, SITE AND ACTION DESCRIPTION: Present Land Use – Continued

Other Land Use

Block	Lot	# of Buildings	# of Stories	Use	Automotive FA (sf)	Vacant FA (sf)	Other FA (sf)
3009	25	1	1	Auto Body/Mechanic (and WH)	9,850		
3010	26	1	1	Automotive	2,500		
3010	46	1	2	Automotive	15,000		
3013	12	1	1	Automotive	1200		
3015	67	1	1	Automotive	500		
3015	83	1	1	Automotive	1,278		
3015	85	1	1	Auto body	3,680		
3015	95	1	1	Automotive	2112		
3009	33	1	1	Vacant		10000	
3013	29	2	3	Vacant		6,472	
3013	46	2	2	Vacant		2,400	
3016	42	1	2	Vacant		36,927	
3015	49	1	1	DOS garage			15,500
3015	58	1	1	DOS garage			32,700
Total		**16**			**36,120**	**55,799**	**48,200**

Crotona Park East/West Farms Rezoning
Environmental Assessment Statement
Supplemental Report

Description of 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 (GLSD) project. Zoning text amendments would be required to establish the Inclusionary Housing program within the proposed rezoning area and to grant the City Planning Commission (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. The rezoning area is an 11-block area 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 action would facilitate development of ten buildings by the applicant; seven of the buildings would be part of the GLSD (Parcel 1 and 2; see Figure 1), while the remaining three buildings would be developed on sites controlled by the applicant that would not be part of the GLSD (parts of Parcels 3, 8, and 9; 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. The proposed action would rezone the area to R6A, R7A, R7X, and R8X residential zoning districts with selected C2-4 commercial overlays.

Within this EAS 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.

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. A portion of the rezoning area located north of the Cross Bronx Expressway is 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 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 Section 23-90 of the New York City Zoning Resolution. The Parcels west of Boone Avenue and south of the Cross Bronx Expressway (Parcels 3, 5 and 7; see Figure 1) 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.

Required Approvals

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 without regard to lot coverage requirements where unique natural features such as rock outcroppings, significant grade changes, wetlands or a high water table would inhibit the location of such accessory parking space below grade.

- **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.

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).

An environmental review considers the long term and short term effects of a proposed action. For area-wide rezonings not associated with a specific development, the foreseeable future is generally considered to be a ten-year build out period. This is assumed to be the length of time over which developers would act on the change in zoning and the effects of the proposed action would be experienced. In this instance, there is both a "proposed project" as well as a more extensive area to be included in the proposed rezoning under the proposed action. The time frame expected by the project applicant is 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.

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

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 exclude enclosed accessory parking from 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

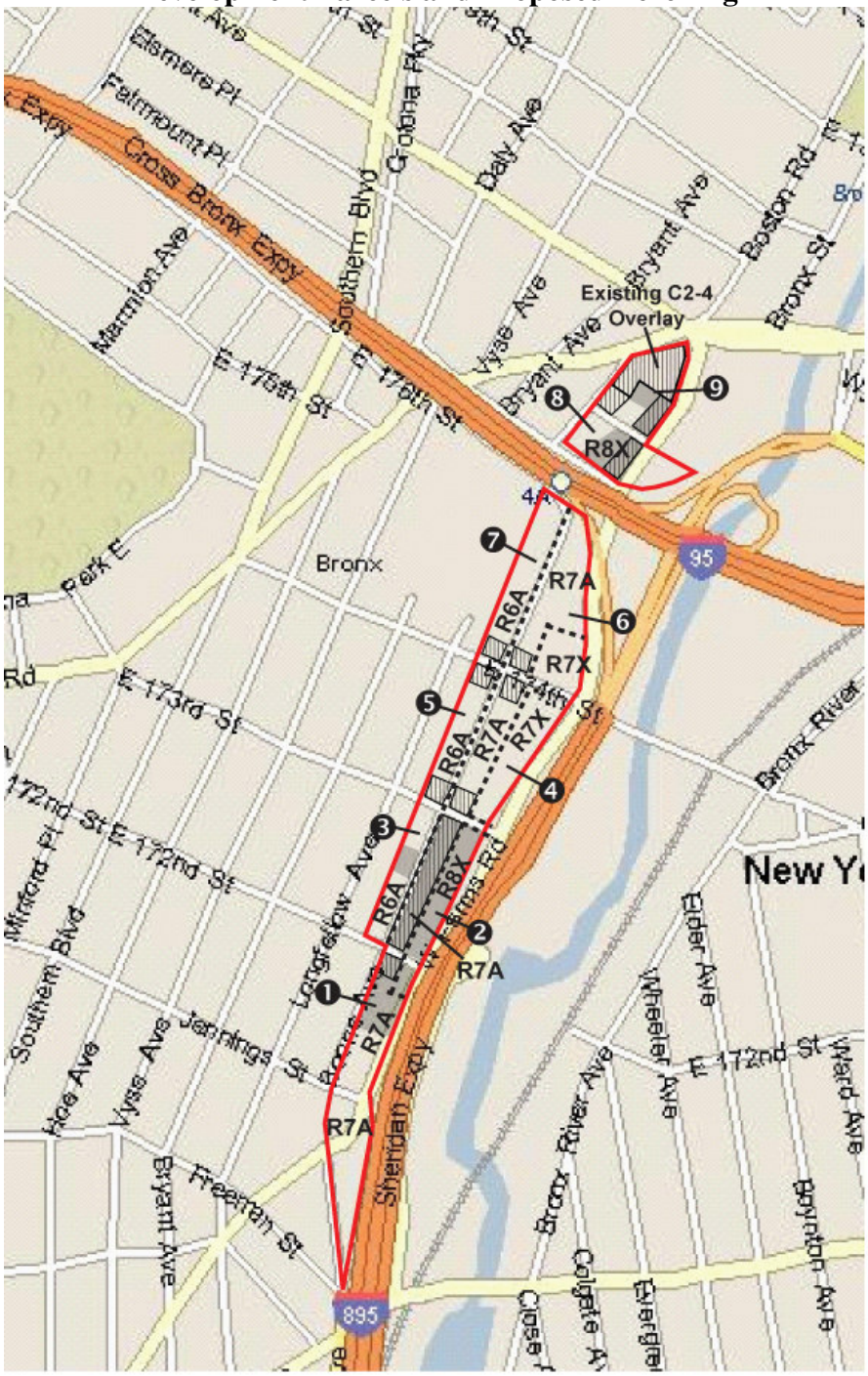
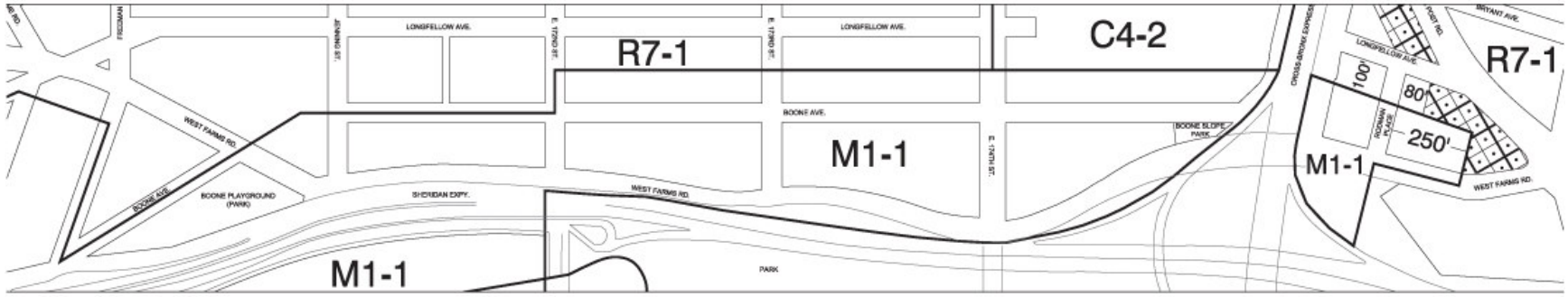
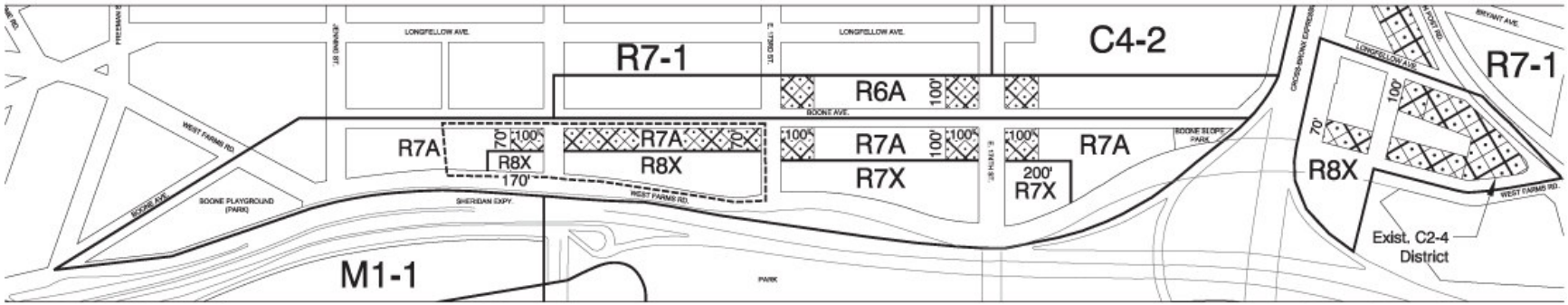


Figure 2
Existing and Proposed Zoning



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.

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

Parcel 1 is proposed to be rezoned primarily to an R7A residential district, except for a small R8X residential district at the corner of West Farms Road and East 172nd Street. In addition, a 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 contain approximately 79 dwelling units (approximately 74,600 sf). 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 contain approximately 125 dwelling units(approximately 127,100 sf). 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 contain approximately 108 dwelling units (approximately 103,000 sf). 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 contain approximately 160 dwelling units (approximately 153,200 sf). 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 2,800 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 according to the applicant. 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 process. Accordingly, for purposes of the environmental review, 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. 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 contain approximately 134 dwelling units (approximately 128,400 sf). 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 contain approximately 181 dwelling units (approximately 175,900 sf). 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 contain approximately 53 dwelling units (approximately 71,300 sf). 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 1,680 sf of commercial space located on the ground floor at the corner of Boone Avenue and the mid-block open area and approximately 11,900 sf of community facility space, located on the ground floor, with entry from Boone Avenue. The five-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 18 dwelling units (approximately 19,200 sf).

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 contain 36 dwelling units (approximately 36,000 sf). Fronting Boone Avenue, the rectangular building would have a six-story base and a seventh floor with a 15-foot setback. Required parking would likely be accommodated partly within the footprint of the ground floor and partly in the rear yard.

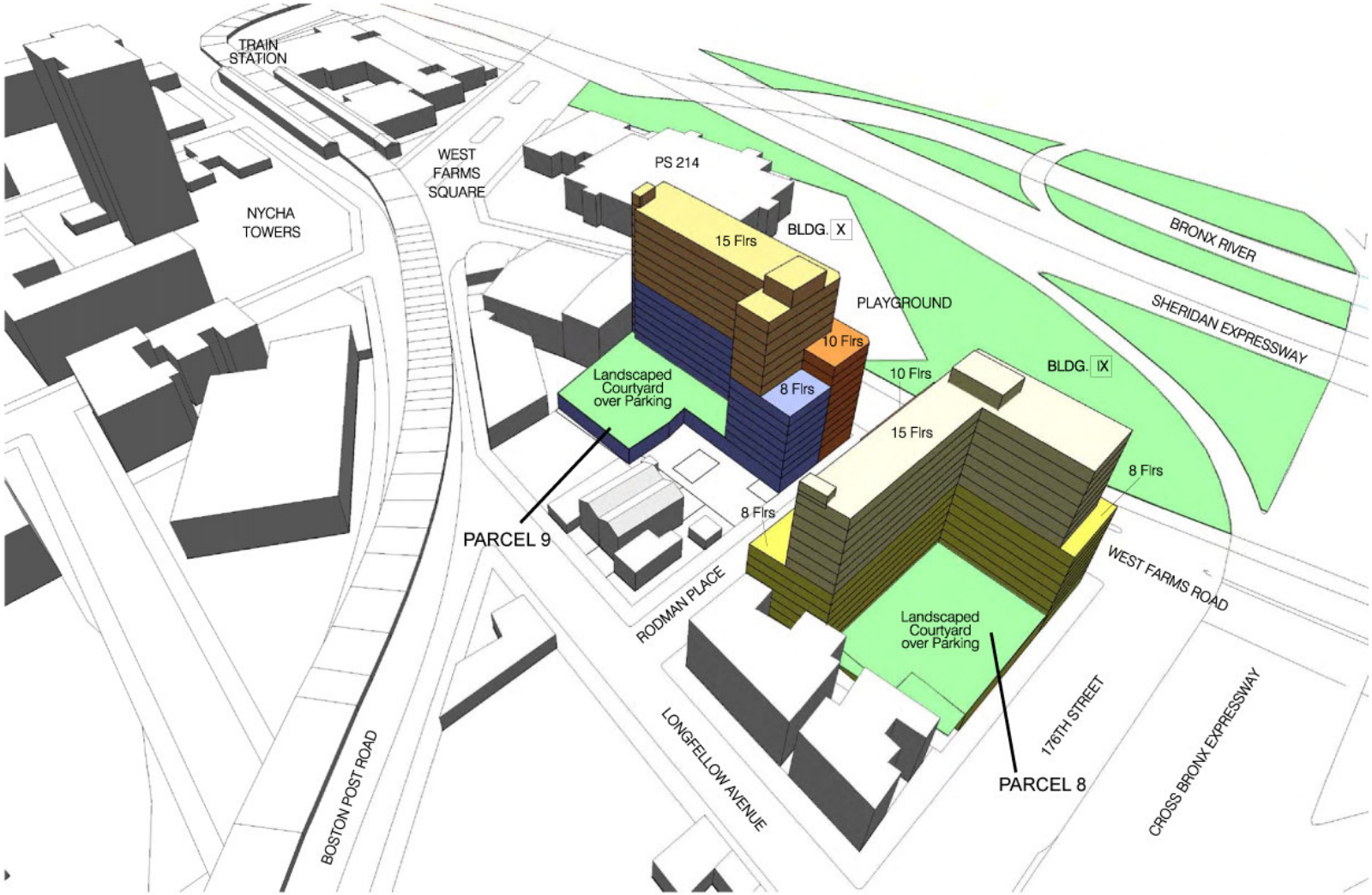
Parcels 8 and 9 – Buildings IX and X (See Figure 4)

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 approximately 27,700 sf of lot area on Parcel 8 and approximately 26,900 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 contain approximately 200 units (approximately 199,600 sf). The building would also contain approximately 5,625 sf of commercial space and 17,630 sf of covered accessory parking. Building X would contain approximately 194 units (approximately 193,700 sf). 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 through 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

Assessment of the Potential Environmental Effects of the Proposed Action

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. However, because the exact apartment layouts have not been finalized, 1,000 sf per dwelling unit has been assumed for this assessment. 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 environmental review.

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.

The environmental assessment of the proposed action based on the above development parameters is presented below.

Land Use, Zoning, and Public Policy

The primary land use in the proposed rezoning area is industrial, consisting mainly of warehousing and other light industrial uses. Other land uses in the area include automotive, residential, commercial, and community facility. Land uses directly bordering the proposed rezoning area are residential, commercial, and community facility. Within one-quarter mile of the proposed rezoning area, the predominant land use is residential, with a large area of land covered by roadways and transportation uses, including the Sheridan and Cross Bronx Expressways, railroad tracks, and an MTA bus depot. The study area also includes portions of Crotona Park, Bronx Park, and the Bronx River.

The majority of the proposed rezoning area is zoned M1-1, a high-performance light industrial district. A portion of the northernmost two blocks in the rezoning area are zoned R7-1 for medium-density residential uses with a C2-4 local commercial overlay. The proposed action

would rezone the existing M1-1 and R7-1 districts with contextual residential districts, some areas of which would have commercial overlays. Within one-quarter mile of the proposed rezoning area, the predominant zoning districts are R7-1 and R6, for medium density non-contextual residential uses. Commercial and manufacturing districts are mapped along the Sheridan Expressway/Bronx River and in some areas along the Cross Bronx Expressway.

Some parts of the study area, including the portion of the proposed rezoning area that lies south of the Cross Bronx Expressway, are within the area covered by a 197-a plan for Bronx Community District 3. The plan focuses principally on a land use strategy to promote housing development in the area.

The proposed action would not introduce a new land use to the study area, and it would reinforce the study area's existing residential character. It would result in displacement of industrial uses, but this displacement would not adversely affect surrounding land uses or affect land use patterns in the area. In fact, it may actually reinforce the surrounding, existing land use patterns. The proposed action would not have a significant adverse impact on zoning patterns, and it would be consistent with the goals of the study area's 197-a plan. There would be no significant impact on land use, zoning, or public policy. This assessment will be further described in the EIS.

Socioeconomic Conditions

According to the *CEQR Technical Manual*, a detailed assessment of an action's potential impact on socioeconomic conditions is appropriate if the action would displace a substantial number of residents, businesses or employees; if it would indirectly result in such displacement, either by introducing substantial new development substantially different from what is already present in the neighborhood or by otherwise altering real estate conditions in the neighborhood; or if it would adversely affect a particular industry. It should also be determined whether the proposed action would alter the area's demographic character in a way that could potentially have a significant impact on neighborhood character.

The proposed action would introduce a net increase of 69,500 square feet of local retail space. According to the *CEQR Technical Manual*, the potential for a significant impact to existing retail uses would be considered to exist if more than 200,000 square feet of commercial floor space were proposed. Since the proposed action falls below this threshold, significant adverse impacts on existing retail space are not anticipated.

A number of businesses (40) are projected to be displaced as a result of the proposed action. According to the *CEQR Technical Manual*, an impact could result if the displaced businesses have a substantial economic value to the City or region and could not easily be relocated; if they are the subject of special regulation of other publicly adopted plant to preserve, enhance, or otherwise protect them; if they define or contribute substantially to a defining element of neighborhood character; or if they are substantial enough in number or have a substantial number of employees that collectively define the character of the area. None of these conditions are anticipated to apply to the businesses on the site of the proposed action, and the EIS will discuss this in detail.

With regard to direct displacement of residents and workers, the proposed action would result in a net decrease of only about 44 in the number of employees in the proposed rezoning area. The "soft" development sites identified for potential future redevelopment only contain 11 residential units, which is too small a number to constitute a significant impact.

The proposed action would introduce up to 2,580 net new residential units, which is well above the CEQR analysis threshold of 200 new residential units for a detailed residential indirect displacement study. A key consideration for this analysis is whether the residents introduced as a result of the proposed action could change the socioeconomic character of the surrounding area and lead to secondary displacement of area residents. The area's median and household incomes are substantially lower than those for the borough of the Bronx and for New York City as a whole. In 1999, the 15 census tracts that were closest to the proposed 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.

The applicant expects to seek City, State and/or Federal financing for the residential units. It is expected that 50 percent of the residential units would be set aside for low- to moderate-income households on properties controlled by the applicant. For the purposes of a conservative analysis, this assessment assumes a 50 percent subsidy level for properties to be developed by the applicant, and a 20 percent subsidy level for the remaining properties. Based on these assumptions, the proposed action would result in a net increase of 914 subsidized dwelling units and 1,666 market rate dwelling units. This assumption may be revised if the actual financing programs and subsidy levels are determined during the course of the preparation of the EIS.

Because of the size of the proposed action and the potential income range differential between proposed action residents and those residents in the surrounding area, there exists the possibility of secondary residential displacement impacts. This will be further analyzed in the EIS.

Community Facilities and Services

The proposed action would introduce up to a net of 2,580 new residential units to the study area. For the purposes of a more conservative community facilities analysis, the number of subsidized housing units will be assumed to be 50 percent for the applicant controlled properties, and 20 percent for properties not under the control of the applicant, or a net total of 914 subsidized units and 1,666 market rate units. However, this assumption may be revised if the actual financing programs and subsidy levels are determined during the course of the preparation of the EIS.

According to the *CEQR Technical Manual*, an assessment of a proposed project's impact on hospitals and health care facilities is required if the project would introduce more than 600 low- or moderate-income dwelling units. A library assessment is required if a proposed action would increase the ratio of libraries to housing units in the borough by more than five percent, which in the Bronx, according to Table 3C-1 in the *CEQR Technical Manual* is 681 units. A school analysis is required if a proposed project adds more than 50 elementary and middle or 150 high school students. According to Table 3C-2 (revised 2008) in the *CEQR Technical Manual*, the above mix of housing would introduce approximately 1,420 elementary and middle school students and 490 high school students. An analysis of publicly-subsidized day care facilities is required if a proposed project would add more than 50 children eligible for day care. According to Table 3C-4 (revised 2008) in the *CEQR Technical Manual*, 78 housing units in the Bronx would yield more than 50 eligible children. Because there are potential impacts for each of these community facilities, the EIS will include an analysis of potential impacts on hospitals and health care facilities, libraries, schools, and publicly-subsidized day care facilities.

School District 12, which serves the study area, currently has excess capacity of 4,267 elementary and intermediate school seats, which is expected to drop to about 2000 seats by 2017. Similarly, the district currently has 687 open high school seats, which is expected to increase to about 1,900 seats by 2017. Hence, no school capacity impacts are expected. However, existing public

daycare in the area is operating at capacity which is not expected to improve in the future. Potential impacts to day care facilities are expected.

Additional research will be necessary to determine potential impacts to health facilities and libraries in the area.

Potential impacts to police and fire services are not expected. This will be verified through correspondence with these agencies.

Open Space

The proposed action would introduce a large residential population, which would increase the demands on open space in the area. There are approximately 60 acres of publicly accessible open space within the one-half mile open space study area, providing diverse recreation activities for users of all ages. Under existing conditions, the ratio of acres of open space per 1,000 residents is well below both the 1.5 acres per 1,000 residents benchmark suggested in the *CEQR Technical Manual* and the City's planning goal of 2.5 acres. In the future with or without the proposed action, the open space inventory in the study area is expected to increase due to capital projects that are underway or planned by the NYC Department of Parks and Recreation (DPR). In the future with the proposed action, the added residential population would increase the demand for public open space, and it is possible that the existing open space ratio will decrease by more than five percent, which is the CEQR threshold for a potential significant adverse impact. Further research will be necessary to determine potential impacts to open space resources. The EIS will include a full residential open space analysis to determine the effects of the new population on the open space ratio in the study area.

The proposed action would result in the net reduction of approximately 44 employees in the area, which is below the *CEQR Technical Manual* threshold 500 additional daytime users for a detailed daytime open space analysis. No impacts to daytime usage of open space resources are expected.

Shadows

A shadow analysis is generally required if a proposed action results in buildings that are over 50 feet in height. Of particular importance are new buildings that may case significant new shadows over existing open space, historic, or natural resources. In the case of the proposed action, the proposed residential buildings in Parcels 1, 2, 4, and 6 could cast shadows on Starlight Park, which is located east of West Farms Road. The park is not currently accessible as a public open space, but DPR intends to reconstruct it in the near future. The buildings on Parcels 8 and 9 could cast shadows on the existing P.S. 167 playground along West Farms Road, north of the Cross Bronx Expressway. A detailed shadow analysis will be conducted for the proposed action and discussed in the EIS.

Historic and Cultural Resources

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). There are no designated historic landmarks in the vicinity of the areas to be rezoned. However, some of the development sites of the proposed action are known to have once contained the Hedger-Ledger Cemetery (dating from

1769) and the Dutch Reform Church Cemetery (dating from 1845), as well as former residential developments from these periods. Due to the archaeological sensitivity of these sites, a Phase 1a documentary report has been prepared for the entire area to be rezoned and presented to the Landmarks Preservation Commission (LPC). LPC has determined that portions of Blocks 3013, 3014 and possibly 3016 have the potential to contain archeological resources. A protocol for their removal has been developed and submitted for approval to LPC. The results of these activities will be reported and discussed in the EIS. Potential impacts to archaeological resources are expected.

Architectural drawings, photographs of the development sites and their vicinities, a map, and a description of the proposed action will be provided to LPC for an initial assessment of potential impacts to historic architectural structures. If LPC staff identify that the any of the development sites are architecturally significant, or if any architectural resources are identified within 400 feet of the development sites, any potentially needed mitigation will be coordinated with LPC. The contents of this correspondence with LPC will be reported in the EIS, and the agency correspondence will be appended to the document. No known historic architectural resources are believed to be in the immediate project area. No potential impacts to these resources would be expected.

Urban Design/Visual Resources

The proposed rezoning would encourage the development of 2- to 14-story buildings, mostly along West Farms Road/Boone Avenue 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 a new R6A districts, which is a lower rise district (typically about 6 stories) and more contextual to the area. However, it would stand in contrast to some existing development in this area, which includes building heights ranging from one to six stories, except at the far northern end of the area to be rezoned. Building heights in this area are as high as 21 stories. Along West Farms Road, buildings that would be constructed as a result of the proposed action would be higher (up to 15 stories). Though this development would be at a lower elevation than other development in the study area because of the downward slope of the terrain toward the Bronx River, it would still be higher than most of the development within the study area. Further work will be necessary to determine potential impacts to the urban design characteristics of the area. Therefore, the EIS will include an assessment of whether the proposed action's buildings would be of a scale, bulk, and mass that is compatible with that of other structures in the surrounding areas.

The EIS will also include a visual resources assessment, which will focus on scenic vistas viewable from the site and examine the extent to which important public view corridors to the Bronx River waterfront would be obstructed by the proposed development. The proposed development at the south end of the area to be rezoned actually includes mid-block open areas which would open views to the river from mid block locations. Potential impacts to visual resources are not expected.

Neighborhood Character

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 actions on the character of an area. Because the proposed action would alter the intensity of the land use within the proposed rezoning area, it is

possible that the proposed action could influence the character of the nearby residential areas. In addition, the demographic characteristics of the new population may alter the existing demographic character of the area. The proposed action could add a substantial amount of new traffic to area streets, changing traffic conditions on streets that 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 residential areas or parks. Further study is needed to determine potential impacts to neighborhood character. The EIS will include a neighborhood character assessment to determine whether these changes would result in potential impacts on neighborhood character.

Natural Resources

The potential development sites are located within a fully developed urban area and consist of developed or paved lots, which are devoid of natural resources. The sites have no habitat used by any protected species. The proposed action is not anticipated to have any significant adverse effect on any natural resources.

Hazardous Materials

The proposed action is a rezoning from 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 that will be rezoned from industrial to residential uses. Approximately 30 percent of the area to be rezoned is controlled by the project sponsor, and a Phase 1 study has been completed for each of these properties. Phase 2 work has also been completed for a number of these properties. The EIS will summarize the results of these reports and analyses. 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 properties in the proposed rezoning area that are not controlled by the applicant. Because these properties are not controlled by the applicant, complete Phase 1 analyses will not be possible (i.e., site visits of private property not controlled by applicant would not be possible). Therefore, the EIS will include a hazardous materials assessment according to the *CEQR Technical Manual* to determine whether an (E) designation is warranted for hazardous materials. Based on the findings of a historical land use review, an initial search of regulatory agency databases, reconnaissance of the sites and surrounding area, Freedom of Information Act (FOIA) inquiries, and environmental lien searches, the EIS will also include recommendations for further subsurface investigations and/or (E) designations, as appropriate. Because of the industrial nature of the area, potential hazardous materials impacts are expected.

Waterfront Revitalization

The proposed action area is adjacent to the Bronx River, which is within the New York City Waterfront Revitalization Plan area. The western boundary of the Plan area is along West Farms Road. Therefore, the proposed action site 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. No impacts to the Waterfront Revitalization Plan are expected.

Infrastructure

The proposed action would place new demands on public utilities, including sewers, water supply, and water pollution control plants (WPCPs). The proposed action area is within the Hunts Point WPCP drainage area, which is currently operating at levels very close to its State Pollutant Discharge Elimination System (SPDES) design limits. The EIS will discuss effects on the WPCP and storm/sanitary sewers, including discussion of existing flows to and the available capacity of the Hunts Point WPCP, and a projection of the average and peak sanitary flow that would result from the proposed action. The effects of the incremental demand on the system will be assessed to determine if there will be any impacts. Peak hour water consumption levels will be determined for the proposed retail space, and the EIS analysis will determine if existing facilities can accommodate the increase in demand for water services.

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.

Further study is needed to determine potential impacts to the infrastructure serving the project area.

Solid Waste and Sanitation Services

The proposed rezoning is expected to result in the addition of about 2,580 new households, or about an eight and one-half percent increase to the existing population within one-half mile of the area to be rezoned. These households would be expected to generate approximately 106,000 pounds of garbage per week. This estimate does not take into account the existing solid waste generation by the manufacturing uses which would be displaced by the new residential units. A typical sanitation collection truck has a capacity of about 12.5 tons, meaning the total solid waste generation of the Proposed Action would add only just over 4 collection trucks to the weekly service within a half mile radius of the site. Significant impacts to solid waste and sanitation services are not expected. However, a detailed analysis of these services will be included in the EIS.

Energy

The Proposed Action would be expected to result in the annual consumption of approximately 350 billion BTUs. This level of consumption would be infinitesimally small in comparison to New York City's annual consumption. Potential impacts to energy resources are not expected. This will be further analyzed in the EIS.

Traffic and Parking

The *CEQR Technical Manual* required a detailed traffic analysis at any intersection where the proposed action would add more than 50 vehicles in a given hour. The proposed action would add an additional 2,580 new dwelling units, which results in traffic volumes that trigger a detailed

analysis at a significant number of intersections in the area of the proposed action, many of which are already operating at marginal levels of service. A traffic analysis will be presented in the EIS, which will analyze existing conditions, future no-action conditions, and changes that will occur in the future as a result of the proposed action. The analysis will include trip generation analyses and traffic assignment. Intersections that may be affected by the projected proposed action-added traffic will be identified in association with DCP. For the EIS, these intersections will be analyzed in detail to determine the potential for significant impacts, and, if necessary, appropriate mitigation measures will be developed. Potential traffic impacts are expected.

The proposed action is expected to provide a considerable level of new parking, though the extent of the provided parking is not yet known because the development analysis has not been completed due to site constraints. The EIS will examine the proposed on-side parking supply in relation to the projected parking demand associated with the proposed action. If the on-site parking is identified as insufficient to accommodate the induced demand, a detailed parking analysis will be undertaken and presented in the EIS. Based on parking studies previously conducted, potential parking impacts are not expected.

Transit and Pedestrians

The immediate area of the proposed actions site is accessible to mass transit via the New York City Transit (NYCT) subway and buses. The 2 and 5 subway lines border the proposed actions area 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 actions 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 actions sites. Eight local bus lines operate in the proposed actions area; the BX36, BX19, BX 21, BX11, BX40, BX27, 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 actions sites; the BX21 operates along Boston Road, also to the west of the proposed actions 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 actions are expected to utilize mass transit, an assessment of the ability of the transit system to accommodate the increased demand will be presented in the EIS. An estimate of the amount of transit trips generated by the proposed action will be established and analyzed in relation to those transit facilities listed above. Detailed analyses will be conducted at the most highly utilized stairway locations and main control areas at the main subway stations serving the area. An analysis of the development's impact on buses and not expected to be required, as per the *CEQR Technical Manual*. This will be verified during the detailed trip generation and assignment process. Additional studies are needed to determine if there exists the potential for significant impacts to transit facilities.

Pedestrian conditions will also be analyzed in the EIS, including a description of the overall flow conditions in the immediate vicinity of the proposed development and identification of key pedestrian routes. Level-of-service analyses will be conducted and presented. Intersections with at least 200 additional pedestrians resulting from the proposed action will be analyzed in detail to

determine whether there would be any adverse impacts relating to pedestrians. Additional studies are needed to determine if there exists the potential for impacts to pedestrian facilities.

Air Quality

Since the proposed action would introduce new sensitive receptors into an area with existing manufacturing and industrial uses and major freeways, the EIS will include a study of baseline air quality conditions and evaluation of future conditions to determine potential impacts. For mobile source emissions, a screening analysis will be carried out and, if needed, microscale intersection modeling of carbon monoxide (CO) or fine particulates (PM10/PM2.5) will be undertaken. Proposed parking lots and garages will be analyzed according the guidelines in the *CEQR Technical Manual Appendices*. Stationary air quality analyses will be conducted to determine the proposed action's potential impacts on existing development and to determine whether the HVAC systems of existing developments would impact the proposed and potential developments. With regard to air toxics, 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, as outlined in the *CEQR Technical Manual* and its appendices. These investigations will be discussed in the EIS. Additional studies are needed to determine the potential for a significant mobile source or stationary source impact. These studies will be included in the EIS.

Noise

There is potential for the development resulting from the proposed action to create an impact on sensitive receptors in the community because of vehicular noise from proposed action generated traffic. It is also possible that the proposed residential uses, which are sensitive receptors, could be impacted by ambient noise in the area resulting from existing traffic, ventilation equipment, aircraft, or stationary sources. The EIS will investigate these possibilities through the measurement of existing noise levels and through a calculated estimate of future noise levels. The EIS will include recommendations on the minimum exterior-to-interior attenuation that should be provided by the proposed building walls. Because of heavily traveled thoroughfares in the vicinity of certain portions of the area to be rezoned, ambient noise impacts to residential uses would be expected. Additional studies are necessary to determine the potential for mobile source noise impacts.

Construction Impacts

Construction impacts, though usually temporary, can include disruptive and noticeable effects of a project. Ordinarily, there are three potential types of construction impacts: traffic, fugitive dust, and noise. Based on the anticipated construction period and other factors of the construction relating to the proposed action, the EIS will include a qualitative discussion of potential construction impacts, in accordance with the *CEQR Technical Manual*. Potentially significant construction impacts are not expected. However, further study into the specifics of expected construction phasing and construction activities will be undertaken. If so indicated, a detailed construction impacts analysis will be undertaken.

Public Health

According to the *CEQR Technical Manual*, a detailed assessment of a proposed action's potential impact on public health should be undertaken if the proposed action would result in significant increases in noise, odors, or air pollutant emissions; if it would produce heavy metals or expose workers, residents, or visitors to hazardous materials resulting from prior contamination of the

site; or if it would attract vermin. With the exception of the last concern, all of the potential triggers will have been addressed in other sections of the report (Hazardous Materials, Air Quality, and Noise), and public health assessment will consist mainly of cross-references to those other sections. With regard to vermin, the EIS will describe how and where trash will be stored at the site to prevent adverse public health impacts. Significant public health impacts are not expected.