Jerome Avenue Rezoning

Environmental Assessment Statement

CEQR No. 17DCP019X

Lead Agency: New York City Planning Commission

Prepared by: NYC Department of City Planning
STV Incorporated

August 29, 2016

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Appendix 1: List of Blocks and Lots Included in Proposed Special Jerome Avenue District

City Environmental Quality Review
ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) FULL FORM

Please fill out and submit to the appropriate agency (see instructions)

Part I: GENERAL INFORMATION

PROJECT NAME Jerome Avenue Rezoning

1. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
17DCP019X	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
Pending	

2a. *Lead Agency Information*

NAME OF LEAD AGENCY		
NYC Department of City Planning		
NAME OF LEAD AGENCY CONTACT PERSON		
Robert Dobruskin, AICP, Director, EARD		
ADDRESS 120 Broadway, 31st Floor		
CITY New York	STATE NY	ZIP 10271
TELEPHONE 212.720.3423	EMAIL rdobrus@planning.nyc.gov	

2b. *Applicant Information*

NAME OF APPLICANT		
NYC Department of City Planning, Bronx Borough Office		
NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON		
Carol Samol, Director, DCP Bronx Office		
ADDRESS One Fordham Plaza		
CITY Bronx	STATE NY	ZIP 10458
TELEPHONE 718.220.8500	EMAIL csamol@planning.nyc.gov	

3. *Action Classification and Type*

SEQRA Classification

☐ UNLISTED ☒ TYPE I: Specify Category (see 6 NYCRR 617.4 and NYC Executive Order 91 of 1977, as amended):

Action Type (refer to Chapter 2, "Establishing the Analysis Framework" for guidance)

☐ LOCALIZED ACTION, SITE SPECIFIC ☒ LOCALIZED ACTION, SMALL AREA ☐ GENERIC ACTION

4. *Project Description*

The proposed zoning text and map amendments would rezone an approximately 73-block area primarily along Jerome Avenue and its east west commercial corridors in Bronx Community Districts 4 and 5 and 7 (the "Rezoning Area"), and would establish the Special Jerome Avenue District coterminous with the Rezoning Area. The Rezoning Area is generally bounded by E.165th Street to the south and 184th street to the north; and also includes portions of Edward L. Grant Highway, E.170th Street, Mount Eden Avenue, Tremont Avenue, Burnside Avenue and E.183rd Street. The proposed city map changes are located a block outside of the Rezoning Area in the Highbridge neighborhood of the Bronx, Community District 4. Refer to Attachment A, "Project Description" for details.

Project Location

BOROUGH Bronx	COMMUNITY DISTRICT(S) 4, 5, and 7	STREET ADDRESS
TAX BLOCK(S) AND LOT(S) refer to Appendix 1		ZIP CODE 10452 and 10453
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY refer to Figure 2, "Existing Zoning"		ZONING SECTIONAL MAP NUMBER 3b, 3c, and 3d

5. *Required Actions or Approvals* (check all that apply)

City Planning Commission: ☒ YES ☐ NO ☒ UNIFORM LAND USE REVIEW PROCEDURE (ULURP)

☒ CITY MAP AMENDMENT	☐ ZONING CERTIFICATION	☐ CONCESSION
☒ ZONING MAP AMENDMENT	☐ ZONING AUTHORIZATION	☐ UDAAP
☒ ZONING TEXT AMENDMENT	☐ ACQUISITION—REAL PROPERTY	☐ REVOCABLE CONSENT
☐ SITE SELECTION—PUBLIC FACILITY	☐ DISPOSITION—REAL PROPERTY	☐ FRANCHISE
☐ HOUSING PLAN & PROJECT	☐ OTHER, explain:	

☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

Board of Standards and Appeals: ☐ YES ☒ NO

☐ VARIANCE (use)

☐ VARIANCE (bulk)

☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:
SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

***Department of Environmental Protection*:** ☐ YES ☒ NO If "yes," specify:

Other City Approvals Subject to CEQR (check all that apply)

☐ LEGISLATION
☐ RULEMAKING
☐ CONSTRUCTION OF PUBLIC FACILITIES
☐ 384(b)(4) APPROVAL
☐ OTHER, explain:
☐ FUNDING OF CONSTRUCTION, specify:
☐ POLICY OR PLAN, specify:
☐ FUNDING OF PROGRAMS, specify:
☐ PERMITS, specify:

Other City Approvals Not Subject to CEQR (check all that apply)

☐ PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)
☐ LANDMARKS PRESERVATION COMMISSION APPROVAL
☐ OTHER, explain:

***State or Federal Actions/Approvals/Funding*:** ☐ YES ☒ NO If "yes," specify:

6. *Site Description:* *The directly affected area consists of the project site and the area subject to any change in regulatory controls. Except where otherwise indicated, provide the following information with regard to the directly affected area.*

***Graphics*:** *The following graphics must be attached and each box must be checked off before the EAS is complete. Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11 x 17 inches in size and, for paper filings, must be folded to 8.5 x 11 inches.*

☒ SITE LOCATION MAP ☒ ZONING MAP ☒ SANBORN OR OTHER LAND USE MAP
☒ TAX MAP ☒ FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)
☐ PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 785,360*
Waterbody area (sq. ft.) and type: N.A.
Roads, buildings, and other paved surfaces (sq. ft.): +/- 744,500*
Other, describe (sq. ft.):
(*To be described in EIS)

7. *Physical Dimensions and Scale of Project* (if the project affects multiple sites, provide the total development facilitated by the action)

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 4,885,423
NUMBER OF BUILDINGS: To be described in EIS
GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): To be desc. in EIS
HEIGHT OF EACH BUILDING (ft.): To be described in EIS
NUMBER OF STORIES OF EACH BUILDING: To be described in EIS

Does the proposed project involve changes in zoning on one or more sites? ☒ YES ☐ NO
If "yes," specify: The total square feet owned or controlled by the applicant: 6,000 sf
The total square feet not owned or controlled by the applicant: TBD sf

Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? ☒ YES ☐ NO
If "yes," indicate the estimated area and volume dimensions of subsurface disturbance (if known):
AREA OF TEMPORARY DISTURBANCE: not known sq. ft. (width x length)
VOLUME OF DISTURBANCE: not known cubic ft. (width x length x depth)
AREA OF PERMANENT DISTURBANCE: not known sq. ft. (width x length)

8. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2026
ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: N.A.
WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☐ YES ☒ NO IF MULTIPLE PHASES, HOW MANY? N.A.
BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: N.A.

9. *Predominant Land Use in the Vicinity of the Project* (check all that apply)

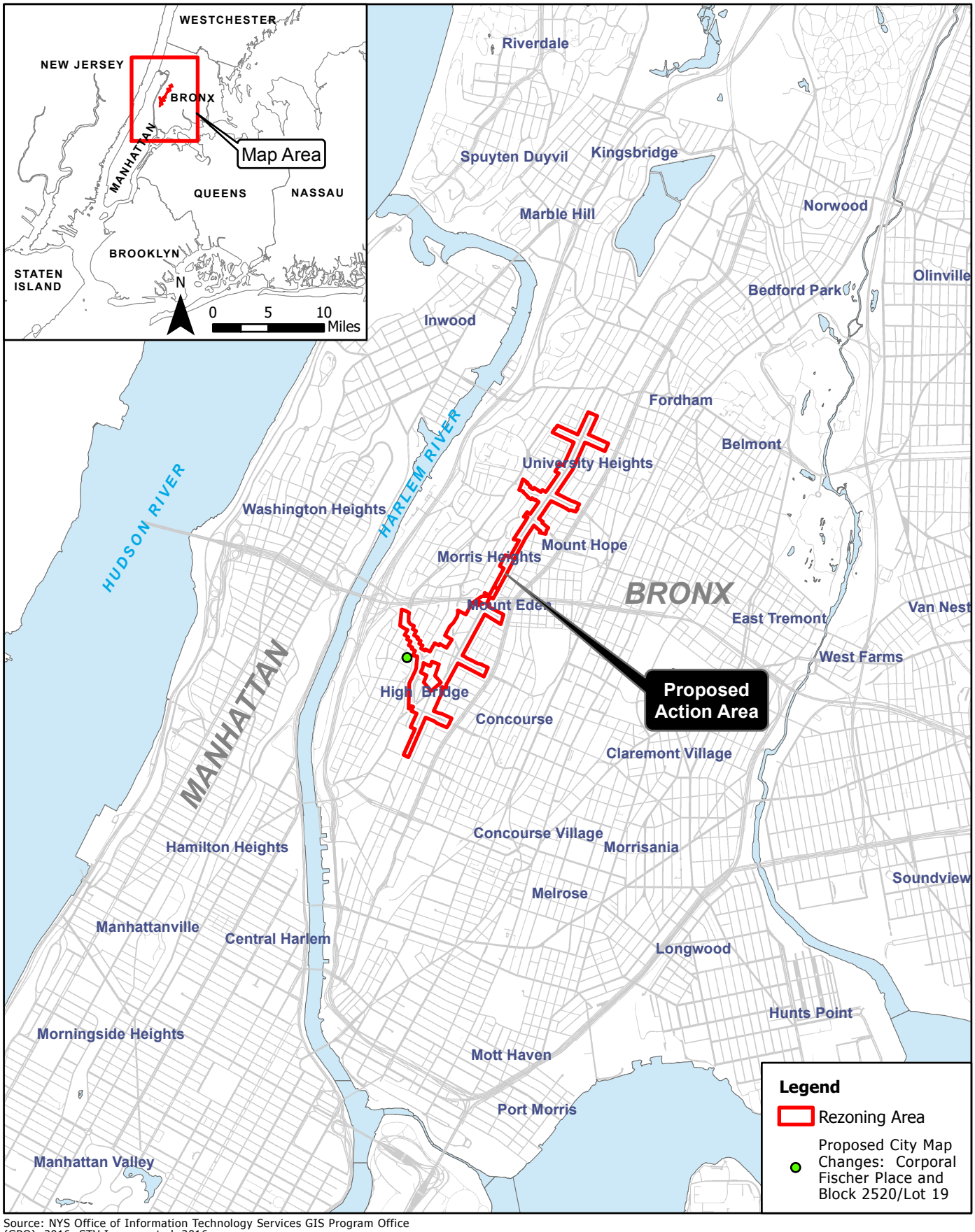
☒ RESIDENTIAL ☒ MANUFACTURING ☒ COMMERCIAL ☐ PARK/FOREST/OPEN SPACE ☐ OTHER, specify:

DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS

The information requested in this table applies to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory control. The increment is the difference between the No-Action and the With-Action conditions.

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
LAND USE				
Residential	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type of residential structures	Multi Family	Multi Family	Multi Family	
No. of dwelling units	106	780	4,030	+3,250
No. of low- to moderate-income units	To be described in EIS	To be described in EIS	To be described in EIS	To be described in EIS
Gross floor area (sq. ft.)	80,258	894,761	4,162,049	+3,267,288
Commercial	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type (retail, office, other)	To be described in EIS	Retail, FRESH Supermarket, Auto-Related, Office, Restaurant, Storage, Garage	Retail, FRESH Supermarket, Office, Restaurant	
Gross floor area (sq. ft.)	471,512	532,608	568,183	+35,575
Manufacturing/Industrial	☒ YES ☐ NO	☒ YES ☐ NO	☐ YES ☒ NO	
If "yes," specify the following:				
Type of use	To be described in EIS	Light manufacturing	Light Manufacturing	
Gross floor area (sq. ft.)	To be described in EIS	47,795	0	-47,795
Open storage area (sq. ft.)	To be described in EIS	To be described in EIS		
If any unenclosed activities, specify:				
Community Facility	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Type	shelter, pre-k school	Medical Office, House of Worship, Shelter, Pre-K School, Day Care Center	Medical Office, House of Worship, Community Center, Pre-K School, Day Care Center	
Gross floor area (sq. ft.)	46,799	82,919	155,191	+72,272
Vacant Land	☒ YES ☐ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:	To be described in EIS			
Publicly Accessible Open Space	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify type (mapped City, State, or Federal parkland, wetland—mapped or otherwise known, other):	mapped City parkland	mapped City parkland	To be described in EIS	
Other Land Uses	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:				
PARKING				
Garages	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
No. of public spaces	To be described in EIS	To be described in EIS		
No. of accessory spaces	To be described in EIS	To be described in EIS		
Operating hours	To be described in EIS	To be described in EIS		
Attended or non-attended	To be described in EIS	To be described in EIS		
Lots	☒ YES ☐ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
No. of public spaces	To be described in EIS	99	0	-99
No. of accessory spaces	To be described in EIS	To be described in EIS	To be described in EIS	
Operating hours	To be described in EIS	To be described in EIS	To be described in EIS	
Other (includes street parking)	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
If "yes," describe:				
POPULATION				
Residents	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify number:	To be described in EIS	2,268	11,788	+9,520
Briefly explain how the number of residents was calculated:	Based on the average household size for Bronx CD 4 of of 2.92 persons per household, Bronx CD 5 of 3.06 persons per household, and Bronx CD 7 of 2.87 persons per household.			
Businesses	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
No. and type	Varies; to be described in EIS	Varies; to be described in EIS	Varies; to be described in EIS	
No. and type of workers by business	To be described in EIS	1,154	2,170	+1,016
No. and type of non-residents who are not workers	To be described in EIS	To be described in EIS	To be described in EIS	
Briefly explain how the number of businesses was calculated:	To be described in EIS			
Other (students, visitors, concert-goers, *etc.*)	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If any, specify type and number:				
Briefly explain how the number was calculated:	Employee rates used are as follows: one employee per 250 sf of office, three employees per 1,000 sf of retail/supermarket/restaurant uses, one employee per 25 DU, one employee per 2.67 hotel rooms (and 400 sf per hotel room), one employee per 1,000 sf of auto-related and industrial uses, one employee per 15,000 sf of warehouse uses, one employee per 11.4 students in school uses, three employees per 1,000 sf of all other community facility uses, and one employee per 50 parking spaces.			
ZONING				
Zoning classification	See Figure 2	As Under Existing Conditions	Refer to Attachment A	
Maximum amount of floor area that can be developed				
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	See Figure 2	As Under Existing Conditions	Refer to Attachment A	
Attach any additional information that may be needed to describe the project. If your project involves changes that affect one or more sites not associated with a specific development, it is generally appropriate to include total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				



Source: NYS Office of Information Technology Services GIS Program Office (GPO), 2016; STV Incorporated, 2016.

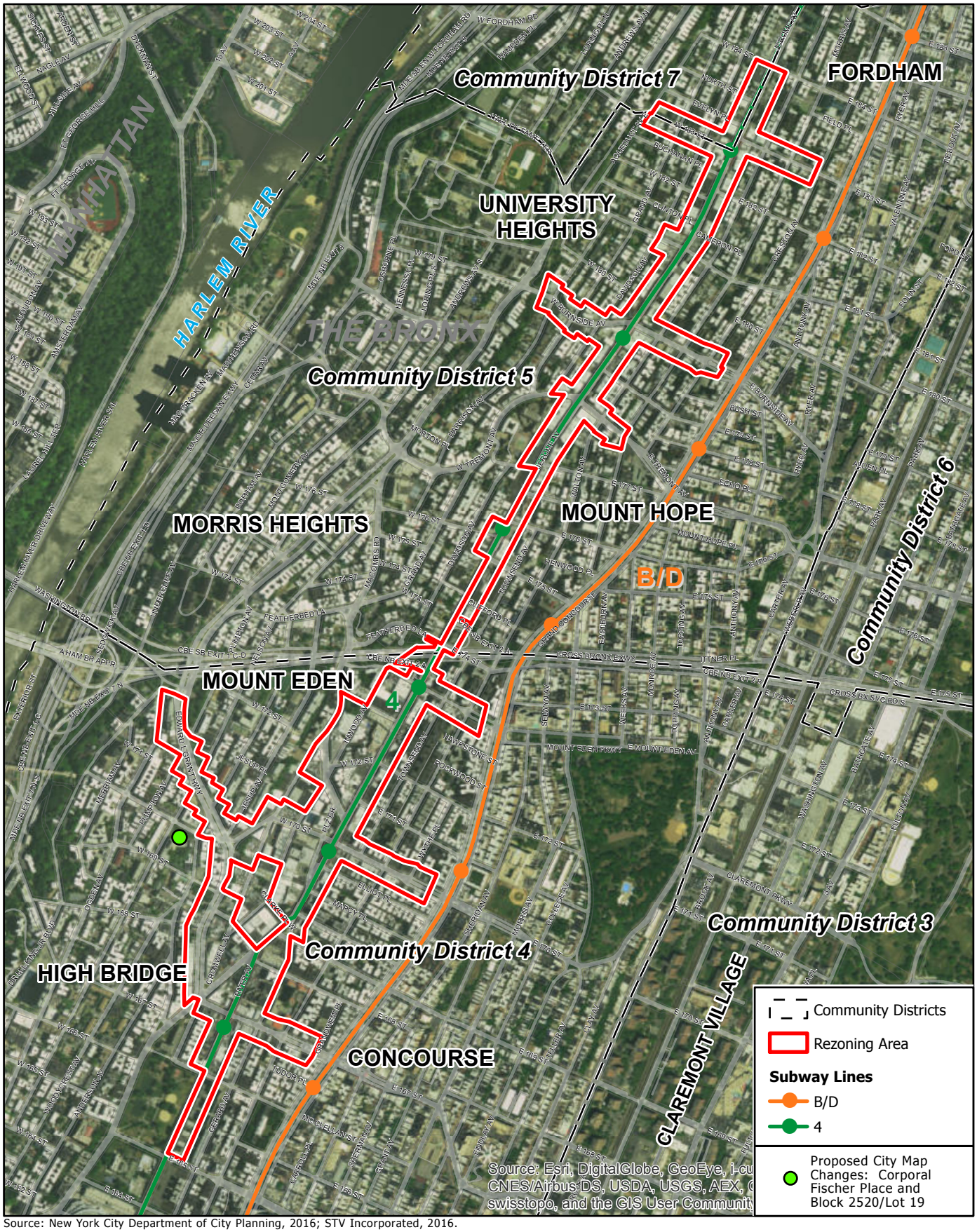
N

0 1 2 Miles

Figure 1a

Jerome Avenue Rezoning EAS

PROJECT LOCATION



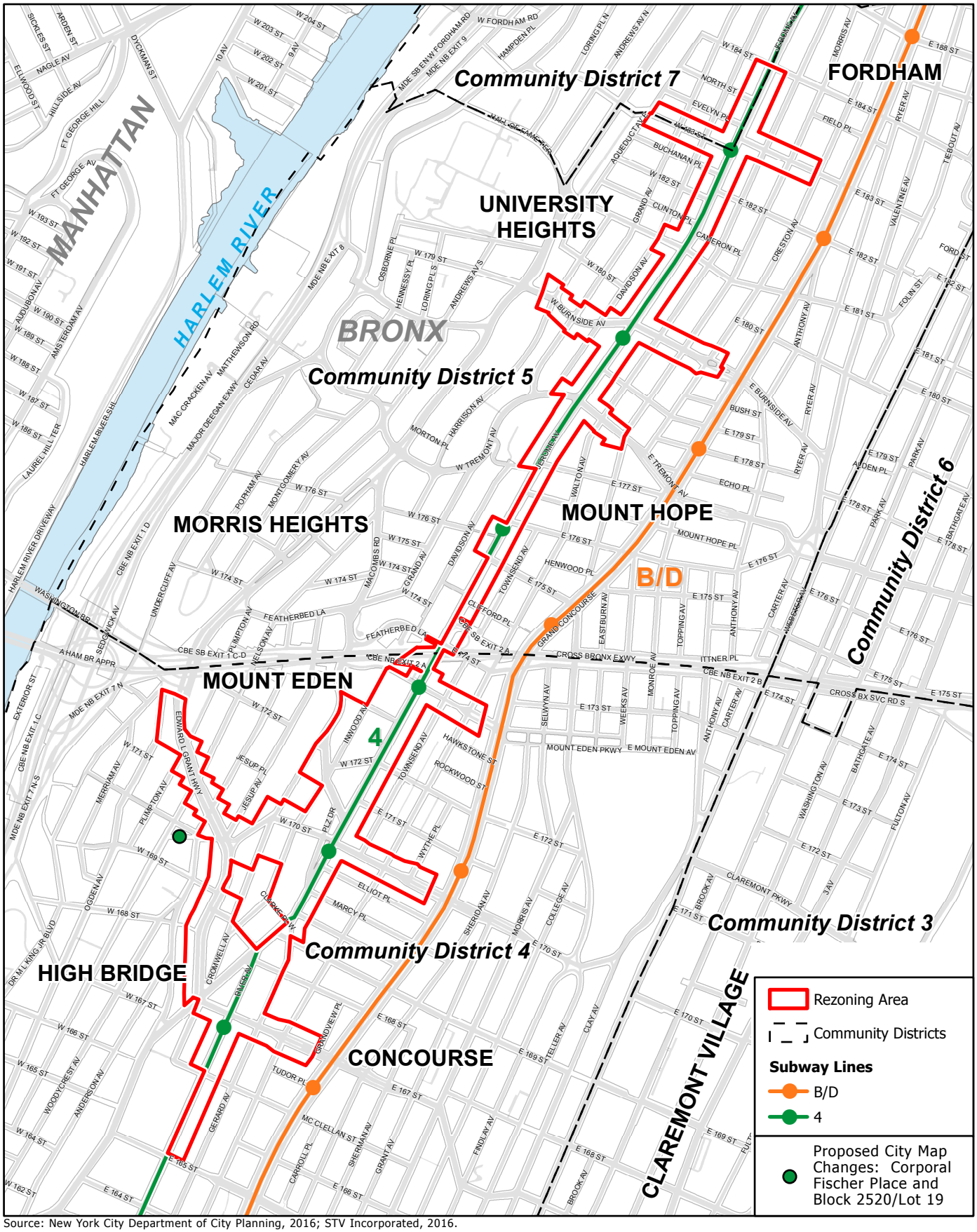
Source: New York City Department of City Planning, 2016; STV Incorporated, 2016.

N

0 0.25 0.5 Mile

Figure 1b

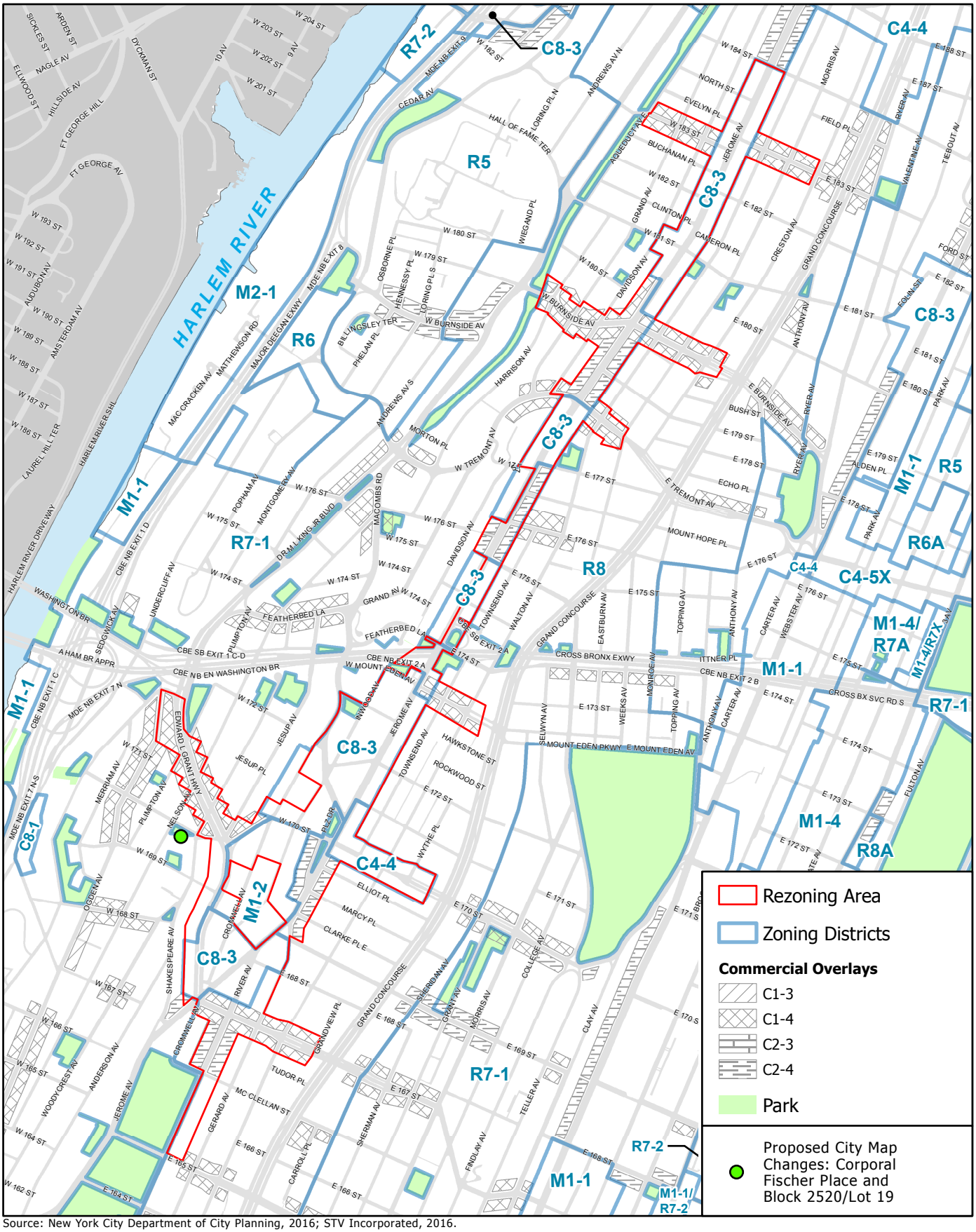
PROJECT AREA/LOCATION - AERIAL VIEW



Source: New York City Department of City Planning, 2016; STV Incorporated, 2016.

Figure 1c

PROPOSED REZONING AREA



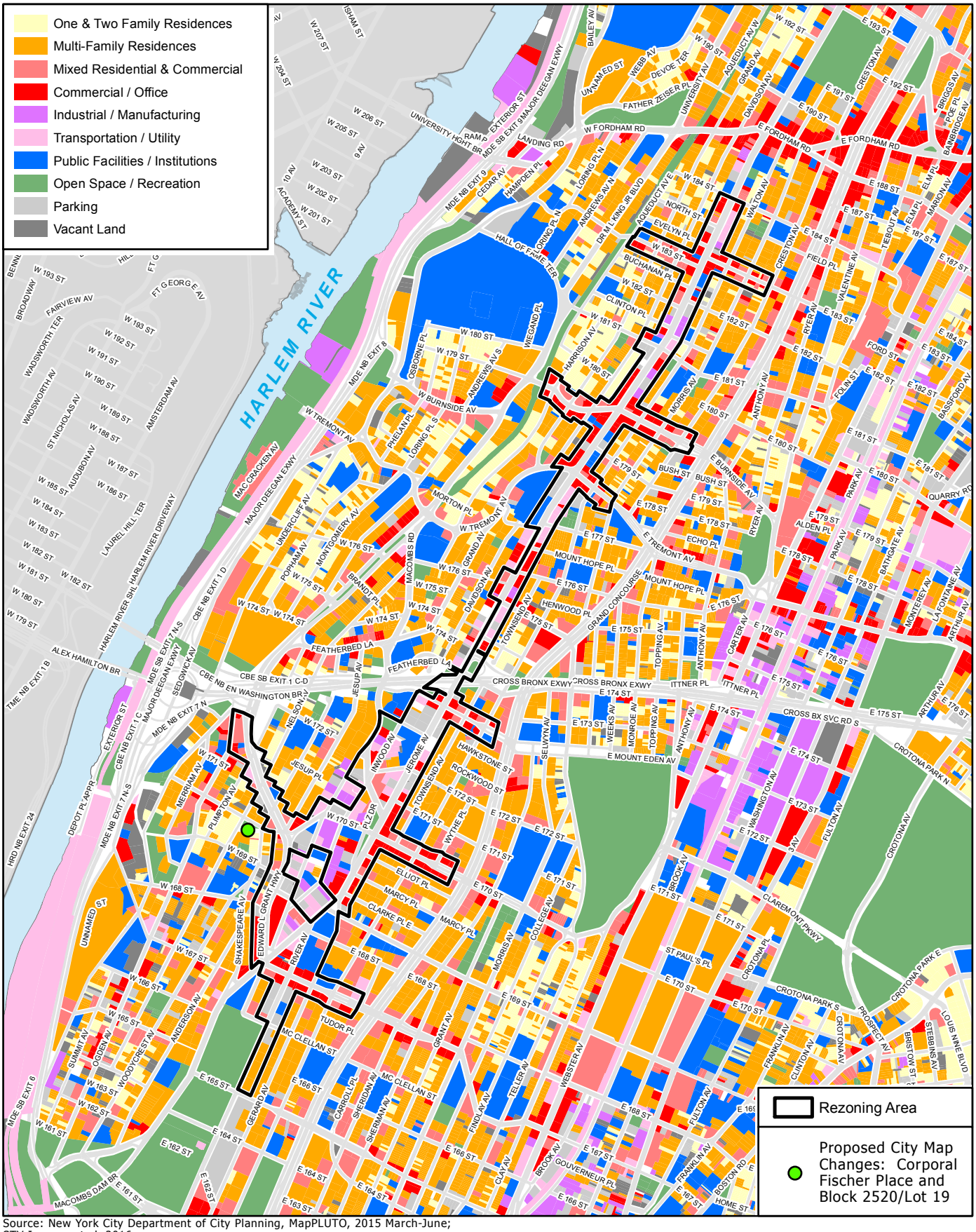
Source: New York City Department of City Planning, 2016; STV Incorporated, 2016.

N

0 0.25 0.5 Mile

Figure 2

EXISTING ZONING

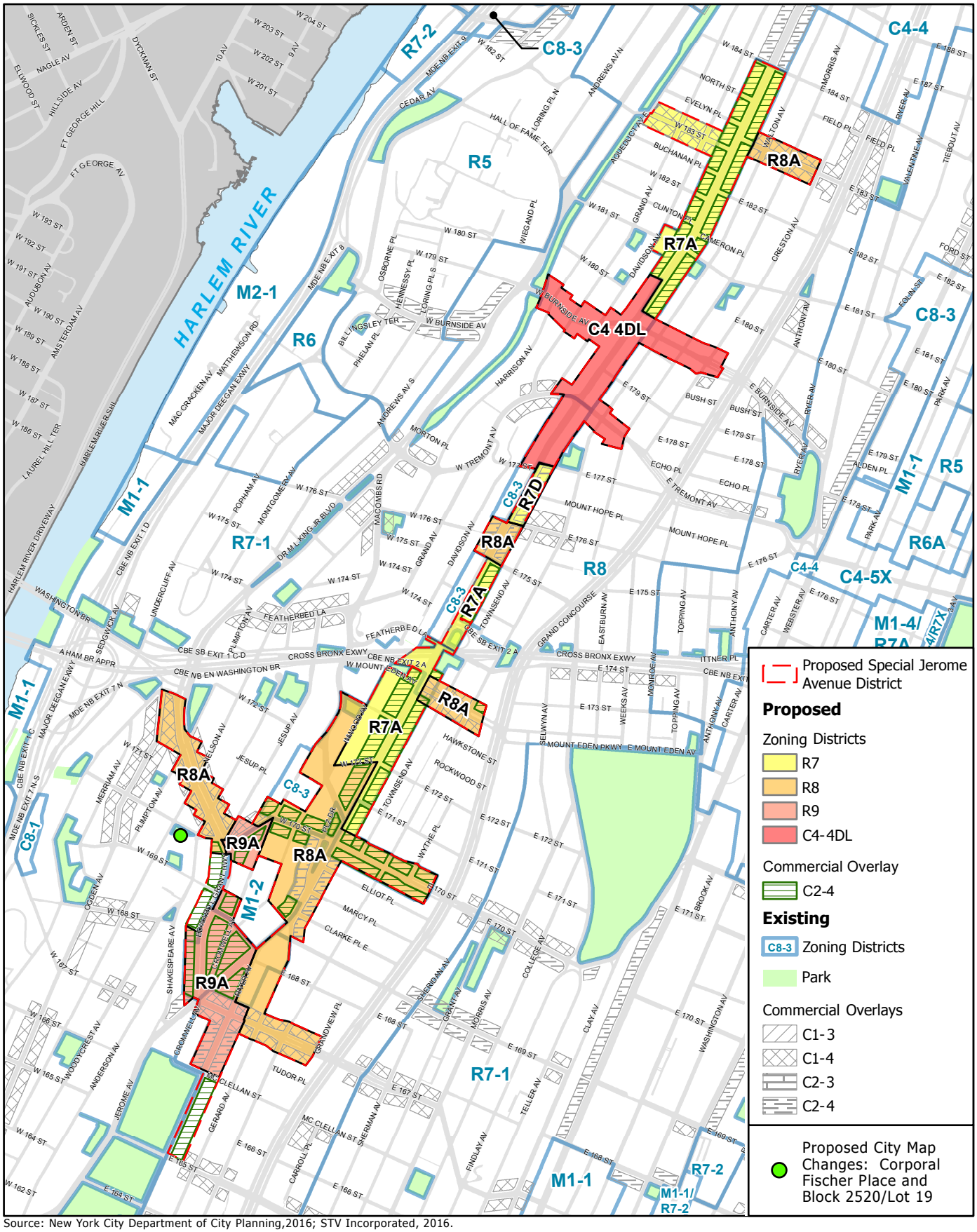


Source: New York City Department of City Planning, MapPLUTO, 2015 March-June;
STV Incorporated, 2016.

N

0 0.2 0.4 Mile

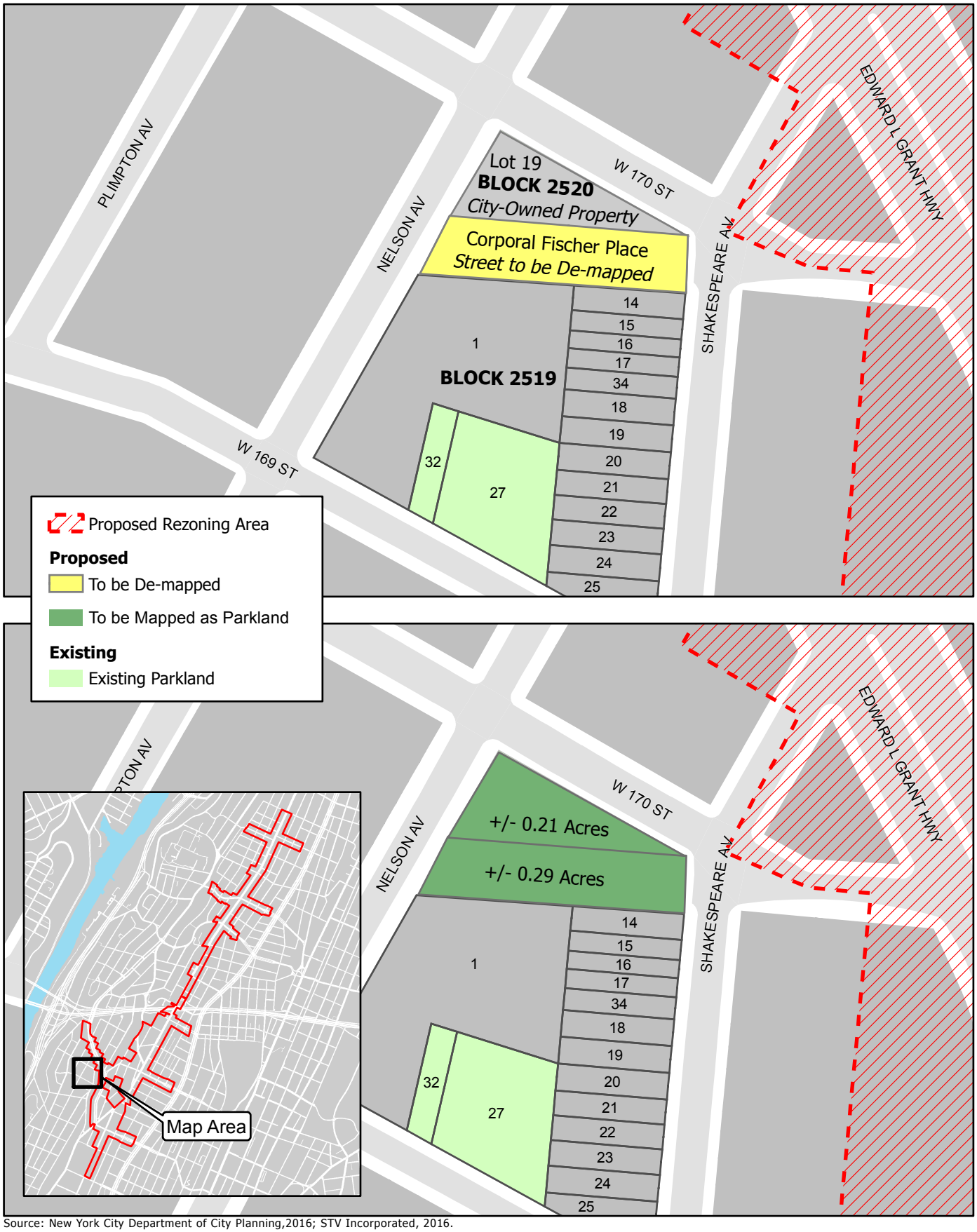
Figure 3



Source: New York City Department of City Planning,2016; STV Incorporated, 2016.

Figure 4a

PROPOSED ZONING



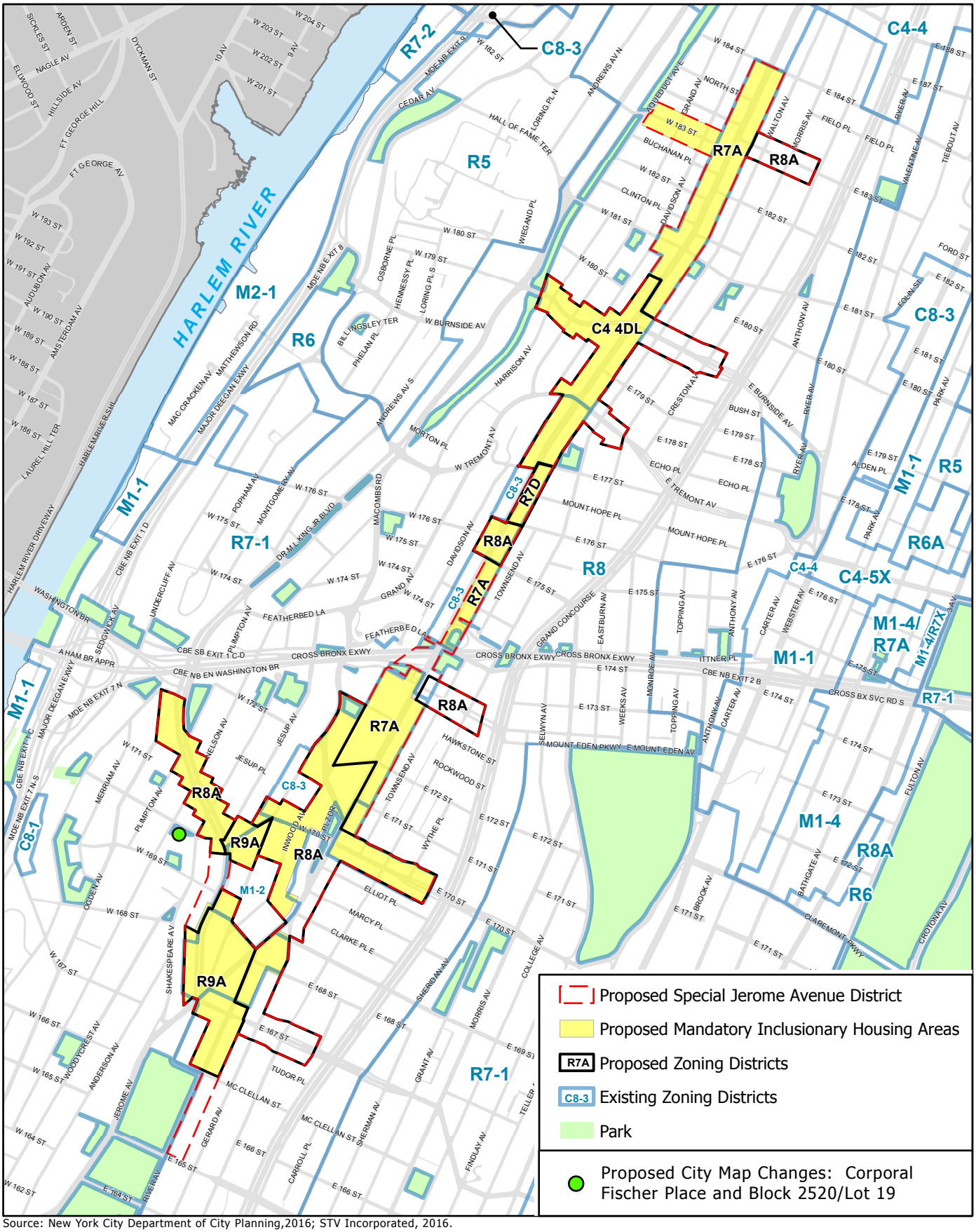
Source: New York City Department of City Planning,2016; STV Incorporated, 2016.

N

0 100 200 Feet

Figure 4b

PROPOSED CITY MAP CHANGES: CORPORAL FISCHER PLACE AND BLOCK 2520 / LOT 19



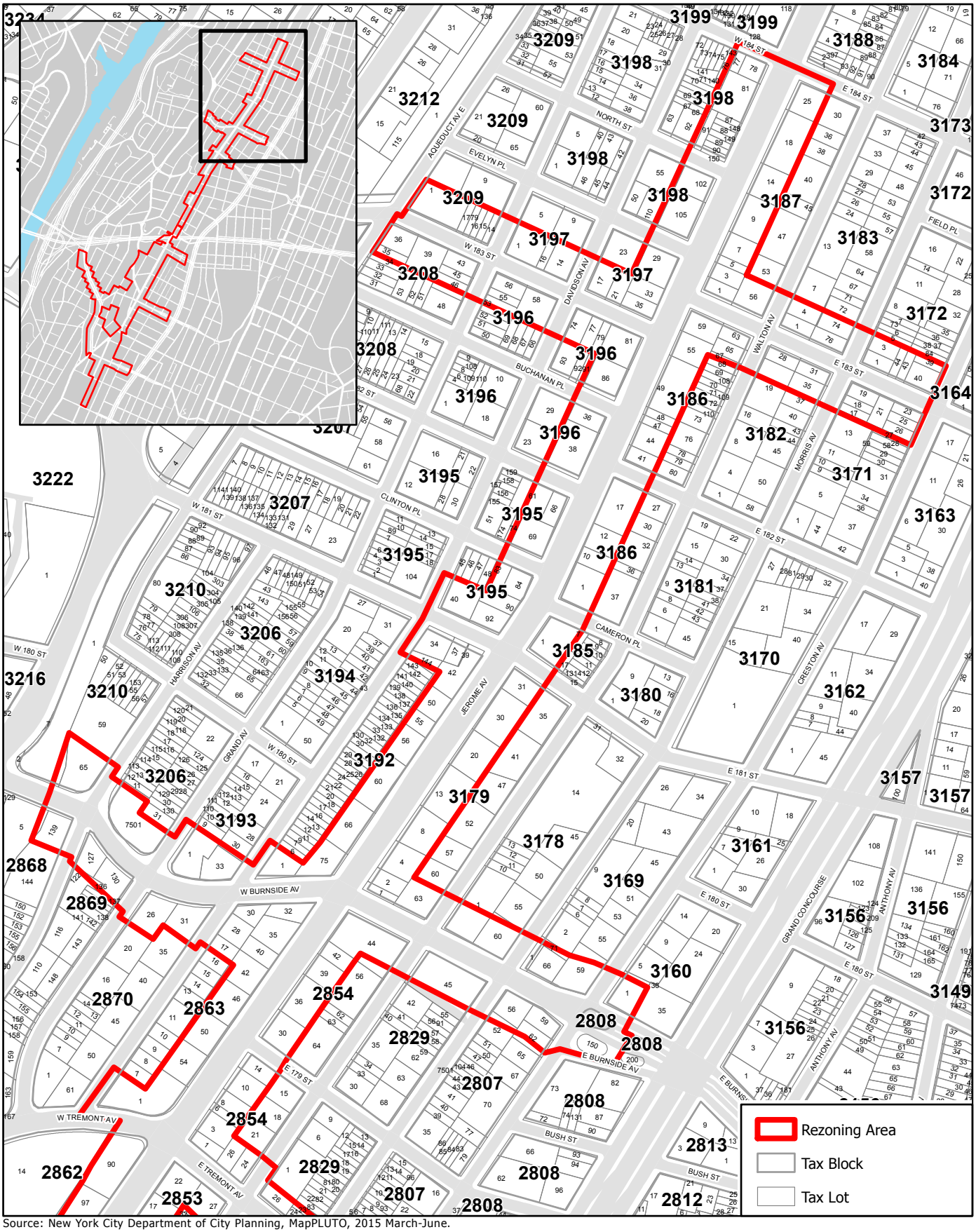
Source: New York City Department of City Planning,2016; STV Incorporated, 2016.

N

0 0.25 0.5 Mile

Figure 5

PROPOSED MANDATORY INCLUSIONARY HOUSING AREAS

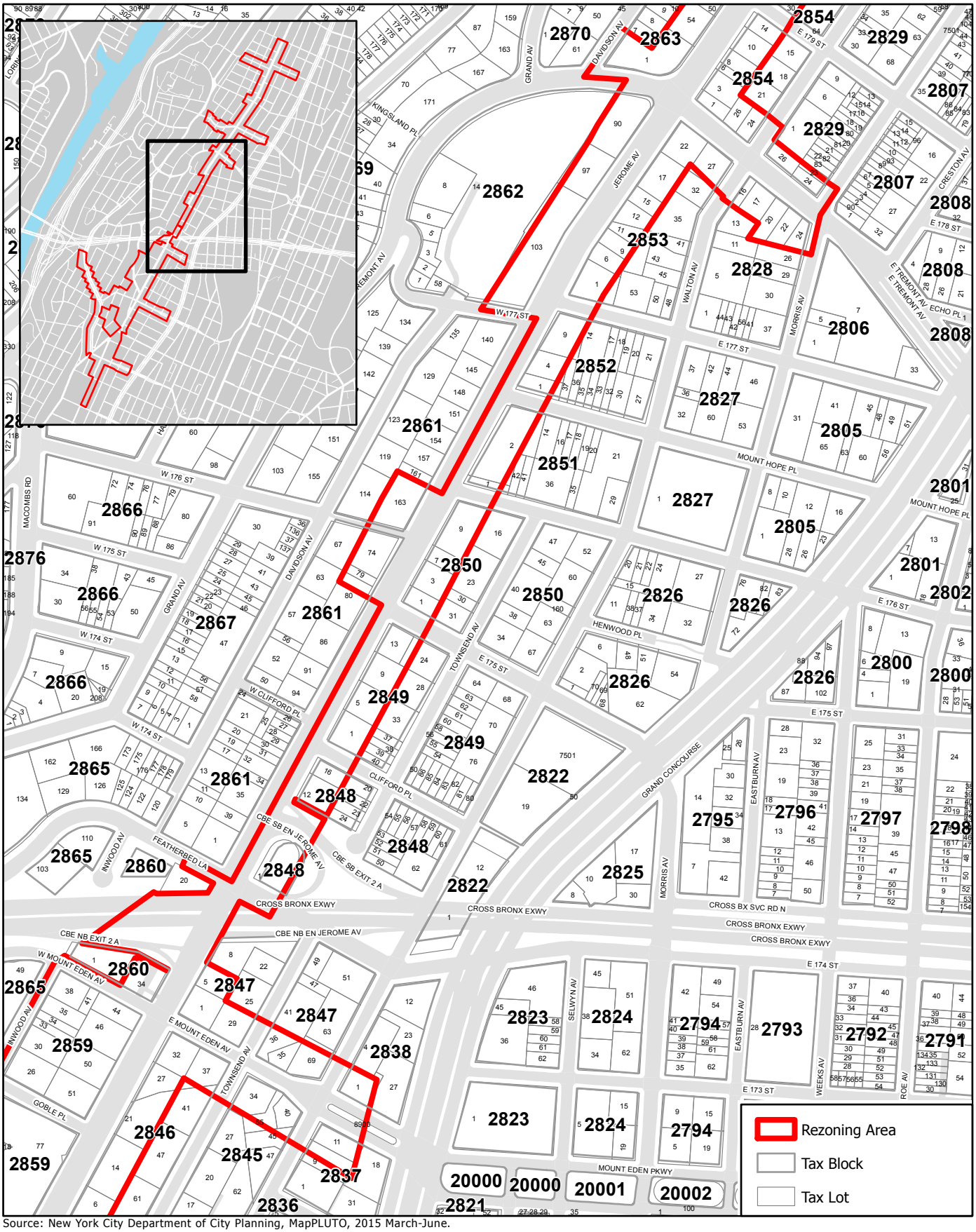


Source: New York City Department of City Planning, MapPLUTO, 2015 March-June.

Figure 6a

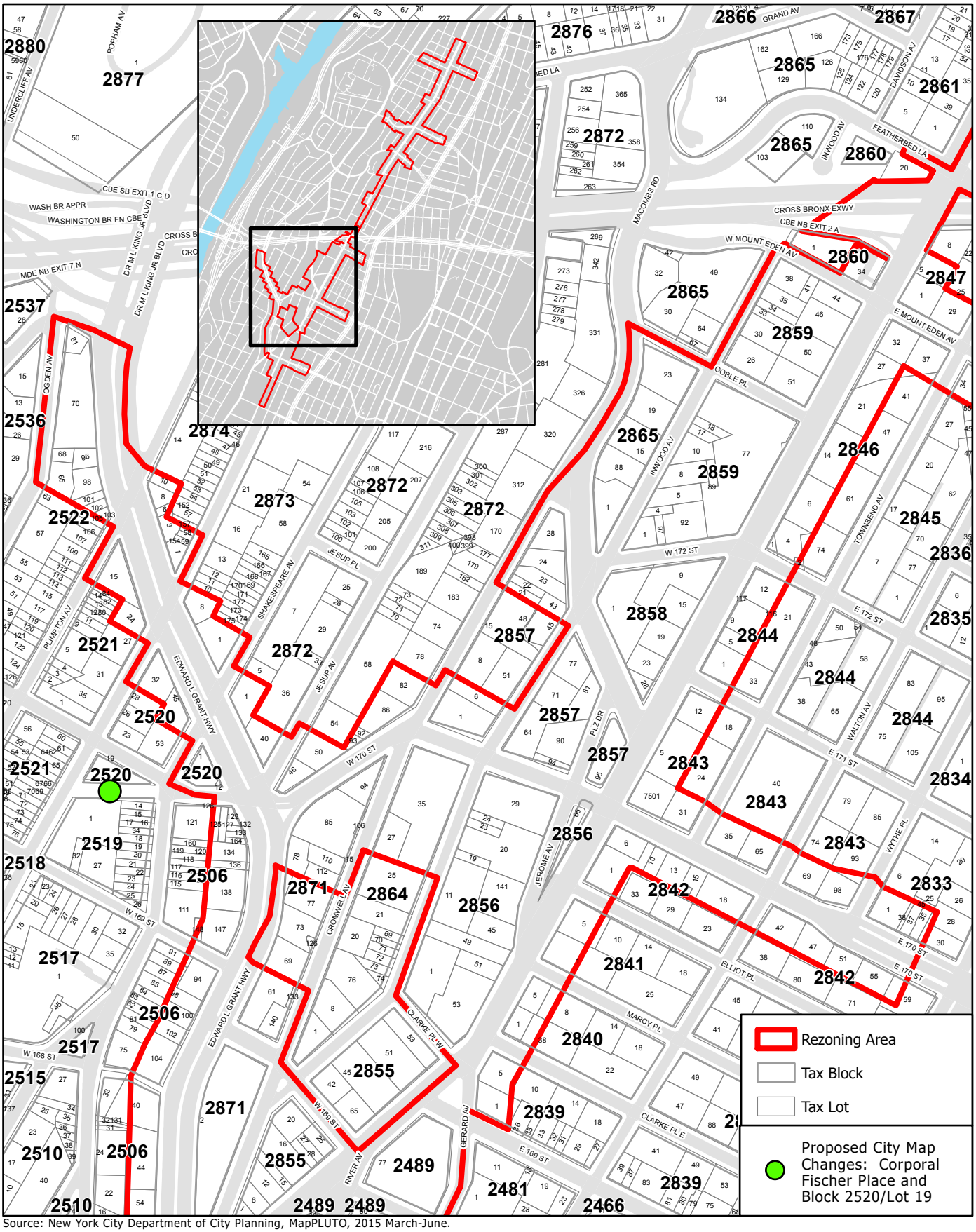
Jerome Avenue Rezoning EAS

TAX MAP



Source: New York City Department of City Planning, MapPLUTO, 2015 March-June.

Figure 6b

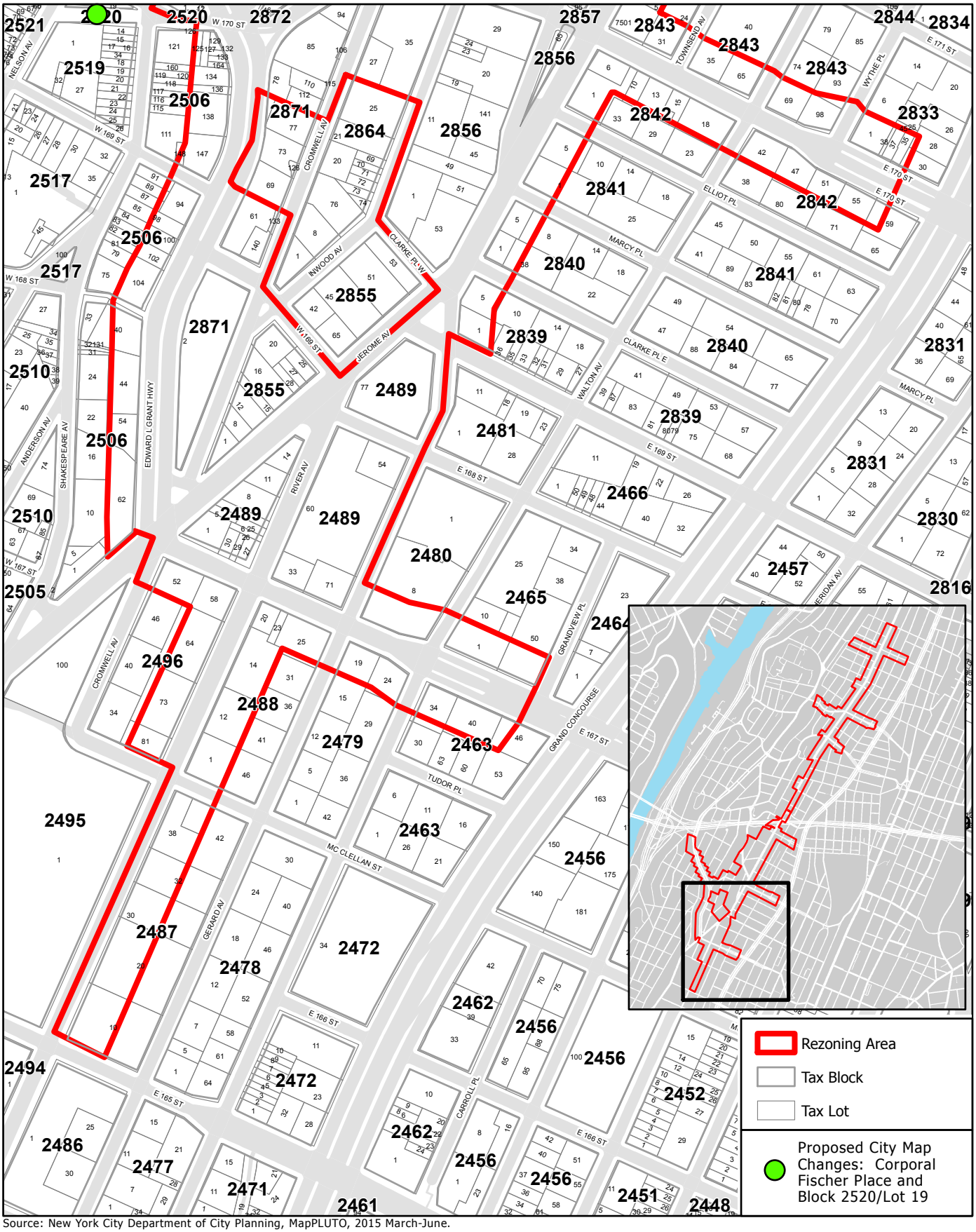


Source: New York City Department of City Planning, MapPLUTO, 2015 March-June.

Figure 6c

Jerome Avenue Rezoning EAS

TAX MAP



Source: New York City Department of City Planning, MapPLUTO, 2015 March-June.

N

0 400 800 Feet

Figure 6d

Jerome Avenue Rezoning EAS

TAX MAP

Part II: TECHNICAL ANALYSIS

INSTRUCTIONS: For each of the analysis categories listed in this section, assess the proposed project's impacts based on the thresholds and criteria presented in the CEQR Technical Manual. Check each box that applies.

- If the proposed project can be demonstrated not to meet or exceed the threshold, check the "no" box.
- If the proposed project will meet or exceed the threshold, or if this cannot be determined, check the "yes" box.
- For each "yes" response, provide additional analyses (and, if needed, attach supporting information) based on guidance in the CEQR Technical Manual to determine whether the potential for significant impacts exists. Please note that a "yes" answer does not mean that an EIS must be prepared—it means that more information may be required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant to provide additional information to support the Full EAS Form. For example, if a question is answered "no," an agency may request a short explanation for this response.

	YES	NO
1. *LAND USE, ZONING, AND PUBLIC POLICY*: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	☒	☐
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	☒	☐
(c) Is there the potential to affect an applicable public policy?	☒	☐
(d) If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach. Provided in EIS.		
(e) Is the project a large, publicly sponsored project?	☒	☐
○ If "yes," complete a PlaNYC assessment and attach. Provided in EIS.		
(f) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☐	☒
○ If "yes," complete the Consistency Assessment Form.		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
○ Generate a net increase of more than 200 residential units *or* 200,000 square feet of commercial space?	☒	☐
▪ If "yes," answer *both* questions 2(b)(ii) and 2(b)(iv) below.		
○ Directly displace 500 or more residents?	☐	☒
▪ If "yes," answer questions 2(b)(i), 2(b)(ii), and 2(b)(iv) below.		
○ Directly displace more than 100 employees?	☒	☐
▪ If "yes," answer questions under 2(b)(iii) and 2(b)(iv) below.		
○ Affect conditions in a specific industry?	☒	☐
▪ If "yes," answer question 2(b)(v) below.		
(b) If "yes" to any of the above, attach supporting information to answer the relevant questions below. If "no" was checked for each category above, the remaining questions in this technical area do not need to be answered.		
i. Direct Residential Displacement		
○ If more than 500 residents would be displaced, would these residents represent more than 5% of the primary study area population?	☐	☐
○ If "yes," is the average income of the directly displaced population markedly lower than the average income of the rest of the study area population?	☐	☐
ii. Indirect Residential Displacement		
○ Would expected average incomes of the new population exceed the average incomes of study area populations?	☒	☐
○ If "yes:"		
▪ Would the population of the primary study area increase by more than 10 percent?	☒	☐
▪ Would the population of the primary study area increase by more than 5 percent in an area where there is the potential to accelerate trends toward increasing rents?	☐	☐
○ If "yes" to either of the preceding questions, would more than 5 percent of all housing units be renter-occupied and unprotected?	☐	☐
iii. Direct Business Displacement		
○ Do any of the displaced businesses provide goods or services that otherwise would not be found within the trade area, either under existing conditions or in the future with the proposed project? **To be described in EIS**	☒	☐
○ Is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve,	☐	☐

	YES	NO
enhance, or otherwise protect it? **To be described in EIS**		
iv. Indirect Business Displacement		
○ Would the project potentially introduce trends that make it difficult for businesses to remain in the area?	☒	☐
○ Would the project capture retail sales in a particular category of goods to the extent that the market for such goods would become saturated, potentially resulting in vacancies and disinvestment on neighborhood commercial streets?	☐	☒
v. Effects on Industry **To be described in EIS**		
○ Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area? **To be described in EIS**	☐	☐
○ Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses? **To be described in EIS**	☐	☐
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
○ Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
i. Child Care Centers		
○ Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	☒	☐
○ If "yes," would the project result in a collective utilization rate of the group child care/Head Start centers in the study area that is greater than 100 percent?	☐	☐
○ If "yes," would the project increase the collective utilization rate by 5 percent or more from the No-Action scenario? **To be described in EIS**	☐	☐
ii. Libraries		
○ Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	☒	☐
○ If "yes," would the project increase the study area population by 5 percent or more from the No-Action levels?	☐	☐
○ If "yes," would the additional population impair the delivery of library services in the study area? **To be described in EIS**	☐	☐
iii. Public Schools		
○ Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	☒	☐
○ If "yes," would the project result in a collective utilization rate of the elementary and/or intermediate schools in the study area that is equal to or greater than 100 percent?	☐	☐
○ If "yes," would the project increase this collective utilization rate by 5 percent or more from the No-Action scenario? **To be described in EIS**	☐	☐
iv. Health Care Facilities		
○ Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
○ If "yes," would the project affect the operation of health care facilities in the area?	☐	☐
v. Fire and Police Protection		
○ Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
○ If "yes," would the project affect the operation of fire or police protection in the area?	☐	☐
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7		
(a) Would the project change or eliminate existing open space?	☐	☒
(b) Is the project located within an under-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☒	☐
(c) If "yes," would the project generate more than 50 additional residents or 125 additional employees?	☒	☐
(d) Is the project located within a well-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☐	☒
(e) If "yes," would the project generate more than 350 additional residents or 750 additional employees?	☐	☐
(f) If the project is located in an area that is neither under-served nor well-served, would it generate more than 200 additional residents or 500 additional employees?	☒	☐
(g) If "yes" to questions (c), (e), or (f) above, attach supporting information to answer the following:		
○ If in an under-served area, would the project result in a decrease in the open space ratio by more than 1 percent? **To be described in EIS**	☐	☐
○ If in an area that is not under-served, would the project result in a decrease in the open space ratio by more than 5	☐	☐

	YES	NO
percent?		
○ If "yes," are there qualitative considerations, such as the quality of open space, that need to be considered? Please specify: To be determined based on EIS analysis.	☐	☐
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	☒	☐
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	☒	☐
(c) If "yes" to either of the above questions, attach supporting information explaining whether the project's shadow would reach any sunlight-sensitive resource at any time of the year. To be determined.		
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	☒	☐
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	☒	☐
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources. To be determined based on EIS analysis.		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	☒	☐
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	☒	☐
(c) If "yes" to either of the above, please provide the information requested in Chapter 10. To be determined based on EIS analysis.		
8. *NATURAL RESOURCES*: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11?	☐	☒
○ If "yes," list the resources and attach supporting information on whether the project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed?	☐	☒
○ If "yes," complete the Jamaica Bay Watershed Form and submit according to its instructions.		
9. *HAZARDOUS MATERIALS*: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	☒	☐
(b) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	☐	☒
(c) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?	☒	☐
(d) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	☒	☐
(e) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (*e.g.*, gas stations, oil storage facilities, heating oil storage)?	☒	☐
(f) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	☐	☒
(g) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	☒	☐
(h) Has a Phase I Environmental Site Assessment been performed for the site?	☐	☒
○ If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify:	☐	☐
(i) Based on the Phase I Assessment, is a Phase II Investigation needed?	☐	☐
10. *WATER AND SEWER INFRASTRUCTURE*: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	☐	☒
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	☒	☐

	YES	NO
(c) If the proposed project located in a separately sewered area, would it result in the same or greater development than that listed in Table 13-1 in Chapter 13?	☐	☐
(d) Would the project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	☐	☒
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas, including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	☐	☒
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☐	☒
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or contribute contaminated stormwater to a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
(i) If "yes" to any of the above, conduct the appropriate preliminary analyses and attach supporting documentation. Provided in EIS.		
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): 207,835		
○ Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	☒	☐
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	☐	☒
○ If "yes," would the proposed project comply with the City's Solid Waste Management Plan?	☐	☐
12. *ENERGY*: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs): 413,286		
(b) Would the proposed project affect the transmission or generation of energy?	☐	☒
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☒	☐
(b) If "yes," conduct the appropriate screening analyses, attach back up data as needed for each stage, and answer the following questions:		
○ Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☒	☐
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.*	☒	☐
○ Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?	☒	☐
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway/rail trips per station or line?	☒	☐
○ Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☒	☐
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?	☒	☐
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☒	☐
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☒	☐
○ If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed) Provided in EIS.	☐	☐
(c) Does the proposed project involve multiple buildings on the project site?	☒	☐
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	☒
(f) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. Provided in EIS.		
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) Would the proposed project result in the development of 350,000 square feet or more?	☒	☐
(d) If "yes" to any of the above, would the project require a GHG emissions assessment based on guidance in Chapter 18?	☒	☐
○ If "yes," would the project result in inconsistencies with the City's GHG reduction goal? (See Local Law 22 of 2008; § 24-	☐	☐

	YES	NO
803 of the Administrative Code of the City of New York). Please attach supporting documentation. Provided in EIS.		
16. *NOISE*: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	☒	☐
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☒	☐
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	☐	☒
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☐	☒
(e) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. Provided in EIS.		
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	☒	☐
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a preliminary analysis, if necessary. Provided in EIS.		
18. *NEIGHBORHOOD CHARACTER*: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	☒	☐
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary. Provided in EIS.		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
○ Construction activities lasting longer than two years?	☒	☐
○ Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☒	☐
○ Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)?	☒	☐
○ Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	☒	☐
○ The operation of several pieces of diesel equipment in a single location at peak construction?	☐	☐
○ Closure of a community facility or disruption in its services?	☐	☒
○ Activities within 400 feet of a historic or cultural resource?	☒	☐
○ Disturbance of a site containing or adjacent to a site containing natural resources?	☐	☒
○ Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	☒	☐
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination. Provided in EIS.		

20. *APPLICANT'S CERTIFICATION*

I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of the pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records.

Still under oath, I further swear or affirm that I make this statement in my capacity as the applicant or representative of the entity that seeks the permits, approvals, funding, or other governmental action(s) described in this EAS.

APPLICANT/REPRESENTATIVE NAME	SIGNATURE	DATE
Carol Samol	Carol Samol	Aug 29, 2016

PLEASE NOTE THAT APPLICANTS MAY BE REQUIRED TO SUBSTANTIATE RESPONSES IN THIS FORM AT THE DISCRETION OF THE LEAD AGENCY SO THAT IT MAY SUPPORT ITS DETERMINATION OF SIGNIFICANCE.

Part III: DETERMINATION OF SIGNIFICANCE (To Be Completed by Lead Agency)

INSTRUCTIONS: In completing Part III, the lead agency should consult 6 NYCRR 617.7 and 43 RCNY § 6-06 (Executive Order 91 or 1977, as amended), which contain the State and City criteria for determining significance.

1. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.

IMPACT CATEGORY	Potentially Significant Adverse Impact YES	NO
Land Use, Zoning, and Public Policy	☒	☐
Socioeconomic Conditions	☒	☐
Community Facilities and Services	☒	☐
Open Space	☒	☐
Shadows	☒	☐
Historic and Cultural Resources	☒	☐
Urban Design/Visual Resources	☒	☐
Natural Resources	☐	☒
Hazardous Materials	☒	☐
Water and Sewer Infrastructure	☒	☐
Solid Waste and Sanitation Services	☒	☐
Energy	☒	☐
Transportation	☒	☐
Air Quality	☒	☐
Greenhouse Gas Emissions	☒	☐
Noise	☒	☐
Public Health	☒	☐
Neighborhood Character	☒	☐
Construction	☒	☐

2. Are there any aspects of the project relevant to the determination of whether the project 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, attach an explanation stating whether, as a result of them, the project may have a significant impact on the environment.

3. Check determination to be issued by the lead agency:

☒ **Positive Declaration:** If the lead agency has determined that the project may have a significant impact on the environment, and if a Conditional Negative Declaration is not appropriate, then the lead agency issues a *Positive Declaration* and prepares a draft Scope of Work for the Environmental Impact Statement (EIS).

☐ **Conditional Negative Declaration:** A *Conditional Negative Declaration* (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements of 6 NYCRR Part 617.

☐ **Negative Declaration:** If the lead agency has determined that the project would not result in potentially significant adverse environmental impacts, then the lead agency issues a *Negative Declaration*. The *Negative Declaration* may be prepared as a separate document (see template) or using the embedded Negative Declaration on the next page.

4. ***LEAD AGENCY'S CERTIFICATION***

TITLE	LEAD AGENCY
Director, Environmental Assessment and Review Division	NYC Department of City Planning
NAME: Robert Dobruskin, AICP	DATE: 8/29/16
SIGNATURE: Robert Dobruskin	

ATTACHMENT A
Project Description

I. INTRODUCTION

For more than a decade, residents and community stakeholders of the Southwest Bronx requested the City study the land use and zoning along the Jerome Avenue Corridor. It is clear that the existing zoning and land use patterns are not consistent with community goals, specifically its vision for Jerome Avenue as a vibrant activity center which supports and is the centerpiece of the surrounding neighborhoods. With the launch of the Mayor's Housing Plan in 2014, *Housing New York: A Five-Borough, Ten-Year Plan,* which seeks to build or preserve 200,000 units of affordable housing throughout the city, and the subsequent City Council adoption of a Citywide zoning text amendment to authorize a Mandatory Inclusionary Housing (MIH) program, a unique and welcomed opportunity was presented to the City to take close examination of several neighborhoods throughout the city, the Southwest Bronx included. Here, the Department of City Planning is undertaking, in close partnership with community stakeholders and city agencies, the Jerome Avenue Neighborhood Study (the "Study"). The Study has and continues to look comprehensively at several neighborhoods including Highbridge, Concourse, Mt. Eden, Mt. Hope, University Heights, and Fordham, with the Jerome Avenue Corridor as the central spine. The Study takes a broad look at the needs of the community and through a community outreach process has developed a vision for the study area which has resulted in the Jerome Avenue Neighborhood Plan (the "Plan"). The Plan provides a number of strategies to spur affordable housing, economic development, improve health and quality of life, investment in the public realm, in addition to proposed land use actions that accommodate the need for high quality affordable and retail uses.

The New York City Department of City Planning (DCP) is proposing a series of land use actions; including zoning map amendments, zoning text amendments and city map changes (collectively the "Proposed Actions") to support and implement the Plan, which is the subject of an on-going community engagement process, to create opportunities for new affordable housing and community facilities including new parkland, establish requirements that a share of housing remain permanently affordable, diversify area retail, support small businesses and entrepreneurs, and promote a safe and walkable pedestrian realm.

The proposed zoning text and map amendments would rezone an approximately 73-block area primarily along Jerome Avenue and its east west commercial corridors in Bronx Community Districts 4 and 5 and 7 (the "Rezoning Area"), and would establish the Special Jerome Avenue District coterminous with the Rezoning Area. The Rezoning Area is generally bounded by E.165th Street to the south and 184th street to the north; and also includes portions of Edward L. Grant Highway, E.170th Street, Mount Eden Avenue, Tremont Avenue, Burnside Avenue and E.183rd Street. The proposed city map changes are located a block outside of the Rezoning Area in the Highbridge neighborhood of the Bronx, Community District 4 (see Figure 1a, "Project Location"). The Proposed Actions are expected to result in a net increase of approximately 3,250 dwelling units, 72,273 square feet of community facility space, 35,575 square feet of commercial/retail space; and net decrease of 47,795 square feet of industrial space and 98,002 square feet of auto-related uses.

The Proposed Actions, described in "Purpose and Need for the Proposed Actions", will facilitate the implementation of the recommendations designed to support the revitalization of the Jerome Avenue corridor and its associated east-west connections. The proposed actions will help realize the vision for the study area as an active, vibrant and inviting mixed-use corridor with opportunities for residents to not only live and work, but to meet their day to day needs within their own community.

The proposed actions are reflective of the comments and feedback received through DCP's on-going community engagement process. The proposed actions seek to achieve the following land use objectives.

- Provide opportunities for high quality, permanent affordable housing with options for tenants at a wide range of income levels.
- Ensure that any new construction fits visually and architecturally into its surrounding neighborhood context.
- Increase the opportunities to diversify neighborhood retail and services.
- Permit more intensive uses in two nodes to anchor the corridor and surrounding neighborhoods.
- Create special rules for new development along the elevated rail line to provide light and air along the corridor and ensure adequate distance between residential uses and the train.
- Create a walkable inviting commercial corridor by promoting non-residential ground floor uses and diverse retail to support community needs.
- Preserve zoning for heavy commercial and light industrial uses in areas to support mixed uses and jobs.
- Establish controls for transient hotels to ensure consistency with the goals and objectives of the rezoning.

An overview of the rezoning area, the purpose and need for the Proposed Actions and their specific components are discussed below. Appendix 1 includes a full list of the blocks and lots that would be affected by the Proposed Actions, while Figures 6a through 6d in this EAS show all of the affected blocks and lots.

The New York City Planning Commission (CPC) has determined that an EIS for the Proposed Actions will be prepared in conformance with City Environmental Quality Review (CEQR) guidelines, with the Department of City Planning acting on behalf of the CPC as the lead agency. The environmental analyses in the EIS will assume a development period of ten years for the Reasonable Worst Case Development Scenario (RWCDS) for the Proposed Actions (i.e., analysis year of 2026) and identify the cumulative impacts of other project in areas affected by the Proposed Actions. DCP will conduct a coordinated review of the Proposed Actions with involved and interested agencies.

II. REQUIRED APPROVALS AND REVIEW PROCEDURES

The Proposed Actions includes discretionary actions that are subject to review under the Uniform Land Use Review Procedure (ULURP), Section 200 of the City Charter, and CEQR process, as follows:

1. Zoning map amendments to rezone portions of existing C4-4, M1-2, R8, C8-3, and R7-1 with R7A, R8A, R9A, R7D, and C4-4D districts and C2-4 commercial overlays.

2. Zoning text amendments to:
    - Establish the Special Jerome Avenue District, coterminous with the Rezoning Area. The proposed special district will include regulations that will add controls to the ground floors of buildings within mapped commercial overlays and districts, modify height and bulk regulations on lots fronting the elevated rail line, modify bulk regulations on irregular lots, and establish controls, such as discretionary review provisions, for transient hotels.

- Establish proposed R7A, R7D, R8A, R9A, and C4-4D districts as Mandatory Inclusionary Housing areas, applying the Mandatory Inclusionary Housing program to require a share of new housing to be permanently affordable where significant new housing capacity would be created.

3. City Map changes to:
    - Map Block 2520, Lot 19 as parkland. This city-owned parcel is located one block outside of the rezoning area and is bounded by West 170th Street, Nelson Avenue, Shakespeare Avenue, and Corporal Fischer Place in the Highbridge neighborhood of the Bronx, Community District 4.

    - De-map Corporal Fischer Place (street) between Nelson Avenue and Shakespeare Avenue, which is adjacent to the parcel to be mapped as park land as described above (Block 2520, Lot 19), and map it as parkland.

City Environmental Quality Review (CEQR) and Scoping

The Proposed Actions are classified as Type 1, as defined under 6 NYCRR 617.4 and 43 RCNY 6-15, subject to environmental review in accordance with CEQR guidelines. An Environmental Assessment Statement (EAS) was completed on August 26, 2016. A Positive Declaration, issued on August 29, 2016, established that the Proposed Actions may have a significant adverse impact on the environment, thus warranting the preparation of an EIS.

The CEQR scoping process is intended to focus the EIS on those issues that are most pertinent to the Proposed Actions. The process allows other agencies and the public a voice in framing the scope of the EIS. The scoping document sets forth the analyses and methodologies that will be utilized to prepare the EIS. During the period for scoping, those interested in reviewing the Draft Scope may do so and give their comments to the lead agency. The public, interested agencies, Bronx Community Boards 4, 5 and 7, and elected officials, are invited to comment on the Draft Scope, either in writing or orally, at a public scoping meeting to be held on September 29, 2016 at Bronx Community College - Gould Memorial Library Auditorium, 2155 University Avenue, Bronx, NY, 10453,starting at 4:00 pm. Comments received during the Draft Scope's public meeting and written comments received up to ten days after the meeting (until 5:00 pm on October 10, 2016), will be considered and incorporated as appropriate into the Final Scope of Work (Final Scope). The lead agency will oversee preparation of the Final Scope, which will incorporate all relevant comments made on the Draft Scope and revise the extent or methodologies of the studies, as appropriate, in response to comments made during the scoping. The Draft EIS (DEIS) will be prepared in accordance with the Final Scope.

Once the lead agency is satisfied that the DEIS is complete, the document will be made available for public review and comment. A public hearing will be held on the DEIS in conjunction with the CPC hearing on the land use applications to afford all interested parties the opportunity to submit oral and written comments. The record will remain open for ten 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 respond to all substantive comments made on the DEIS, along with any revisions to the technical analyses 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, in deciding whether to approve the requested discretionary actions, with or without modifications.

III. BACKGROUND

Community Engagement and Interagency Participation

In May 2014, Mayor Bill de Blasio released *Housing New York*, the Mayor's plan to build and preserve affordable housing throughout New York City in coordination with strategic infrastructure investments to foster a more equitable and livable New York City through an extensive community engagement process. The Housing New York plan calls for fifteen neighborhood studies to be undertaken in communities across the five boroughs that offer opportunities for new affordable housing. Jerome Avenue was selected as one of the first neighborhood studies based on the previous planning work in the area and numerous requests from local community boards and elected officials to study the area to leverage the neighborhoods' many assets and to identify opportunities for revitalization of the corridor and the surrounding neighborhoods.

The Jerome Avenue Neighborhood Plan is part of an on-going community engagement process that began in 2014. Along with residents and strong community partners, DCP has worked in coordination with key city agencies, including the Department of Housing Preservation and Development (HPD), Department of Transportation (CDOT), Department of Parks and Recreation (DPR), Department of Small Business Services (SBS), Department of Health and Mental Hygiene (DOHMH), the School Construction Authority (SCA), and other capital and service agencies as appropriate. Together, the project team has conducted a series of informational sessions and workshops beginning in the fall 2014 and throughout the process to engage community stakeholders in identifying current and future needs and creating a clear and cohesive vision for their neighborhoods.

As part of the on-going community engagement process, the City has conducted a multi-faceted outreach approach including focus groups with youth and seniors, mobile office hours, informational interest meetings and outreach sessions with various community-based organizations. Among others this included: Highbridge Community Development Corporation, New Settlement, WHEDco, Yankasa, BronxWorks, and Davidson Community Center. Public events included Open Houses to educate community stakeholders on the roles and responsibilities of the various agencies, and begin a dialogue on community needs and assets. The Open Houses were followed by a Community Workshop where participants were invited to have a more detailed and meaningful discussion with agency representatives, resulting in the setting and prioritization of community goals. Finally, a Visioning Session was held in which the project team further refined the previously agreed-upon goals while establishing a future vision for the Jerome corridor. Local community boards, area residents, business owners, workers, elected officials and community-based organizations identified goals for *Housing, Community Resources, Jobs and Businesses and Access, Mobility & Circulation*. The community goals task the Plan to:

- Provide sustainable, high-quality, affordable housing with a range of options for residents at all income levels.
- Protect tenants and improve housing quality.
- Ensure every neighborhood has green streetscapes, quality parks and diverse recreation spaces.
- Create greater retail diversity to meet current and growing retail and service needs.
- Prepare residents for job and career growth through job training and skills development.
- Promote and support small businesses and entrepreneurship.

- Support auto-related businesses.
- Promote a safe, walkable area in and around the elevated train.

IV. THE JEROME AVENUE NEIGHRBORHOOD STUDY AREA HISTORY

The Jerome Avenue Neighborhood Study area includes the neighborhoods of *Highbridge, Mount Eden, Concourse, Mount Hope, University Heights and Morris Heights* located in the Southwest Bronx. Collectively, these neighborhoods represent very dense and stable residential communities that developed during periods of growth in the late 19th and early 20th centuries.

The opening of the #4 elevated train, in 1917, running along Jerome Avenue and the B/D subway line, in 1940, running underneath the Grand Concourse reinforced and contributed to the population, economic and civic growth of the area. The combination of elevated and subway mass transit along with a sophisticated street car network in the early 20th century prompted large population growth, and mid-density buildings replaced one and two family homes. These dense corridors can still be seen these throughout these neighborhoods today.

Historically, housing in these neighborhoods did not allow for parking. As a result, the Jerome Avenue corridor, like similar parts of the city, developed as a service area for the dense surrounding residential neighborhoods characterized by surface parking lots, garages and auto-repair and service shops. The 1961 zoning resolution codified areas like Jerome Avenue corridor and similar areas around the city as auto-related, which remains in effect for much of the study area today. New uses in these areas have been limited to schools, gyms, low-scale commercial and auto-related sales and repair. This is due in large part to the zoning which has been in place since 1961, limits commercial and community facility development and does not permit residential development.

The physical character and image of the study area is largely defined by iconic infrastructure such as the Grand Concourse and Cross Bronx Expressway, the historic Bronx Community College, as well as the area's open spaces. The Grand Concourse serves as the western boundary of the study area and is home to dense neighborhoods. It is a wide, 180 feet, north-south thoroughfare which spans 4 miles of the Bronx and is one its defining features. Some of the finest examples of Art Deco and Arte Modern architecture in the country can be found along the Grand Concourse, and these buildings serve as a testament to the burgeoning upward mobility which could be found in the area in the early part of the 20th century. A majority of this growth, which occurred largely between the opening of the #4 subway service and the beginning of the Great Depression, was comprised of immigrant populations- namely Irish, Italian and Jewish Americans. This immigrant tradition continued on as Puerto Ricans, then Dominicans now West African and Mexican immigrants continue to populate the community.

Bronx Community College is located in the northwest portion study area and played an important role in the development of the surrounding neighborhood, University Heights. It is generally bound by 180th Street, University Avenue, Sedgwick Avenue and Hall of Fame Terrace. In 1894 New York University began moving their undergraduate school to the site on top of the heights overlooking the Harlem River, eventually becoming the namesake for the neighborhood itself. During its time in the Bronx the campus became known for its world-class architecture. Its first campus plan was designed by Stanford White, whose firm McKim, Meade and White, one of the most famous of the time, and modernist architect Marcel Breuer led the 1950's campus expansion. The University influenced the form and function of buildings many of which can be seen today around the campus along University Avenue. Today it has an

enrollment of over 11,000 students, is part of the City University of New York (CUNY) system and is almost exclusively a commuter college.

Several important City parks helped define the development of the surrounding neighborhoods. Aqueduct Walk is a pedestrian trail along the right-of-way of the former Croton Aqueduct. It's located approximately a half block east of University Avenue, it extends northward through Kingsbridge Road where it connects to additional sections and southward to where it meets the High Bridge. The High Bridge originally carried water from the Croton Aqueduct and is the namesake for the Highbridge neighborhood. In 2014 it was reopened by the Department of Parks and provides pedestrian access from the Highbridge Neighborhood to Manhattan. Crotona Park is a thirty-eight acre park, originally part of the Morris estate, located east of the Grand Concourse and south of Mt. Eden Parkway and serves the southeastern study area.

One of the defining physical characteristics of the study area is the eight-lane, below grade Cross Bronx Expressway; an infrastructural chasm etched through the center of the study area, separating Community Boards 4 and 5. Part of Robert Moses's massive urban renewal program in New York City, construction of the Expressway began in 1943 and was completed in 1963. Construction caused massive displacement, and bisected a number of tight knit, thriving communities. Decades later, the expressway remains a physical divider of neighborhoods. In the decades that followed, the Southwest Bronx experienced disinvestment and population loss. Only within the last few decades were these trends finally reversed. Today, the population of the study area's surrounding neighborhoods total more than 345,000 residents. This represents a larger population than many large U.S. cities including Pittsburgh, PA and St. Louis, MO.

Rezoning Area

The Proposed Actions would rezone an approximately 73-block area which spans approximately 151 acres along Jerome Avenue and is generally bounded by E 165th Street to the south and 184th Street to the north; the affected area also includes portions of Edward L. Grant Highway, E 170th Street, Mount Eden Avenue, Tremont Avenue, Burnside Avenue and E 183rd, The area is defined by Jerome Avenue which runs north-south and from East 165th Street to East 184th Street and east-west connections which comprise the commercial corridors and provide key connections throughout the study area.

River Avenue, 165th Street – 168th Street

Representing the southernmost portion of the study area, River Avenue between 165th and 168th sits beneath the elevated 4 train, before the track meets Jerome Avenue at 168th Street. The area is walking distance to Yankee Stadium to the south and contains the large, regionally-serving, Mullaly Park. The area is zoned as an R8 district, allowing the highest density of any existing designation in the study area. There are C2-4 commercial overlays mapped along River Ave. between McClellan Street and 167th street. Land uses in the area range from surface parking lots to large, mixed-use apartment buildings, to single-story retail buildings at 167th Street. There is an elevated rail station for the 4 train and 167th and River Avenue.

Edward L. Grant Highway

Defining the western edge of the study area's southern portion, Edward L. Grant Highway runs north/south between 167th Street to the south, to the Cross Bronx Expressway to the north, at which point it turns into University Avenue. The wide, 4-lane boulevard cuts through three distinct zoning districts: C8-3, M1-2, and R7-1. A commercial overlay is mapped continuously along the winding street north of 170th Street.

Edward L. Grant Highway is home to a number of large apartment buildings, most recently a 130-unit project developed in conjunction with HPD just north of Plimpton Avenue. Additionally, there is a 10 story, 60-unit mixed-use residential and commercial development currently under construction at the southeast corner of the Edward L. Grant Highway and Plimpton Avenue. The BX35 bus runs along Edward L. Grant highway and provides connections west into Manhattan and east through Morrisania to the Foxhurst neighborhood.

Jerome Avenue, 169th Street – Cross Bronx Expressway

As Jerome Avenue runs between 169th to the south and Cross Bronx Expressway to the north, it is mapped with a variety of zoning districts, the most prominent of which include an M1-2 district to the west of Jerome below 170th Street and a C8-3 district north of 170th street, extending from the eastern frontage of Jerome Avenue to Macombs Road on the west. The M district contains a variety of uses including self-storage, an ironworks, a Department of Sanitation facility, as well as a number of warehouse and automotive uses. The C8-3 district includes a variety of automotive repair facilities, a livery service and parking uses as well as a number of large apartment buildings and a newly constructed Blink Fitness facility. There is also an R8 with a commercial overlay mapped on the east side of Jerome between 169th and 170th containing neighborhood-serving commercial uses such as small restaurants, a small market, beauty stores and a general goods store. Finally, there is a small portion of an R7-1 district mapped with a commercial overlay along Jerome Avenue at Mr. Eden Avenue which includes similar neighborhood-serving retail and commercial uses.

Major institutions within this portion of the study area include the NYPD 44th Precinct located at the southeast corner of 169th and Jerome, and the newly built New Settlement Community Campus (includes three schools and a community center) located at Jerome Avenue and Goble Place. Bronx Lebanon Hospital is located across east of the Grand Concourse between Mt. Eden Avenue and 173rd Street. The area is also served by four parks: Keltch Park at 170th and Jerome; Goble Playground, west of Jerome Avenue on Goble Place; Inwood Park, a hardscaped plaza located on Mount Eden Avenue; and Jerome Playground South, a handball court on Jerome Avenue, just south of the Expressway.

There is an elevated rail station for the 4 train and Jerome and Mt. Eden Ave. The Bx11 and BX18 serve as east/west bus connections. With exception of the buses running along the Grand Concourse, there is no north/south bus service within this portion of the study area.

170th Street Commercial Corridor

170th Street serves an important lateral connection through the study area between Edward L. Grant Highway on the west and the Grand Concourse on the east. A C4-4 District is mapped between the Grand Concourse and Jerome, and the street splits an existing M district on the south side and C8 district on the north side, where it eventually meets an R7-1 district mapped with a commercial overlay at from Cromwell Avenue to Edward L. Grant.

The 170th Street commercial corridor between the Concourse and Jerome Avenue is one of the most active commercial areas in the study area. Generally speaking, uses are locally-serving and located in low-scale, one- and two-story buildings. Along the northern frontage of 170th between Walton and Jerome are a number of larger, mixed-use apartment buildings with ground floor retail.

West of Jerome, to Edward L. Grant, 170th is characterized by uses more reflective of the limitations of the underlying C8-3 and M1-2 district which splits the street. These include a self-storage, surface parking lot, a livery cab service, interspersed automotive uses and the Volunteers of America.

There is an elevated rail station for the 4 train and Jerome and 170th Street, in addition to the Bx11 and BX18 bus lines, making this one of the study area's more transit-rich nodes.

Jerome Avenue, Cross Bronx Expressway – Tremont

North of the Cross Bronx Expressway, Jerome Avenue is lined with a mix of commercial uses including auto repair shops, gas stations, parking facilities and car washes. The corridor here also includes some neighborhood-serving retail such as hardware stores and general merchandise shops, as well as local restaurants. Two built, and one planned, supportive housing developments are located here. The area's land use mix is a result of the underlying, C8-3 zoning. The exception in this designation is between 176th street and 177th street (eastern block-frontage) where the zoning designation is R7-1 with a C2-4 overlay.

One of the overarching goals of the Plan has been to foster economic development and support local businesses, including automotive uses. Due to the density of automotive uses, access to the Cross Bronx Expressway and underlying site conditions, two discrete portions of the study area have been identified as logical for preserving their existing C8-3 zoning designations.

The dense residential neighborhoods of Morris Heights and Mt. Hope are located to the west, and east of Jerome Avenue, respectively. Several step streets connect these neighborhoods with the corridor including step streets at Davidson Avenue, Clifford Place and 176th Street. The area is not well-served by buses, but there is a 4-train stop at 176th Street.

Tremont Avenue and Burnside Avenue Commercial Corridors

Burnside Avenue is the most vibrant commercial corridor in the northern portion of the Study Area. An R7-1 district and an R8 district are mapped west and east of Jerome Avenue, respectively- each mapped with a C1-4 commercial overlay. Apparel stores, restaurants, banks, electronic stores, grocery stores, among other commercial uses are typical in this portion of the Study Area. Housing is also permitted, and a significant, affordable project is currently under construction at the corner of Burnside and Creston Avenues. The project will include a total of 113 units achieving a broad range of affordability (serving families making 30% AMI – 90% AMI).

The area is well-served by transit including the Bx32, BX40, BX42, and BX36. Additionally, the 4-train stops at Burnside Avenue. Open spaces include Mt. Hope Garden, Devanney Triangle and Aqueduct walk.

Major institutions here include educational, community and health facilities. PS 306/MS 331 located on Tremont Avenue, west of Jerome. The Davidson Community Center is located on Davidson Avenue, just off of Burnside. Additionally, the Morris Heights Health Center operates two facilities west on Burnside Avenue. Finally, Bronx Community College, one of the borough's more significant institutions of higher learning, is located just west of the Study Area.

Jerome Avenue, 181st Street – 184th Street

Jerome Avenue between 181st and 184th Street represents the northern-most portion of the study area. Today, it is mapped exclusively as a C8-3 zoning district, with the exception of the lateral portion of the

183rd street corridor which is mapped as R7-1 to the west and R8 to the east, each with C1-4 commercial overlays. Reflective of the zoning, automotive uses persist within this portion of the study area, along with various retail uses, two prominent self-storage facilities, and a number of legally non-conforming large mixed, residential buildings. There is also an FDNY EMS station and Public School 315.

This portion of the study area is served by the BX32 bus, running along Jerome Avenue, as well as the 4-train, with a stop at 183rd Street.

Previous Planning Efforts

Over the last ten years, local Community Boards and various City agencies, including DCP, CDOT and New York City Mayor's Office of Environmental Remediation (OER) in collaboration with the community have developed a number of studies geared toward the revitalization of Jerome Avenue and the surrounding neighborhoods. These studies include: *Bronx Community Board 5 Section 197-a Plan Phase I Summary Report (2002)*, *Place-Based Community Brownfield Planning Foundation Report on Existing Conditions-Jerome Avenue Corridor 2013* and *The Jerome Avenue Transportation Study 2015.* Each of these studies described below support the Jerome Avenue Neighborhood Plan, however there has yet to be comprehensive planning process for the entire study area.

Bronx Community Board 5 Section 197-a Plan Phase I Summary Report (2002)

In 2002, Community Board 5 established a framework to continue the revitalization of the district and build upon the goals established as part of their Development Plan in 2000. The scope included the continued development of housing to replenish the existing stock which had been depleted by years of neglect and abandonment, revitalization of the central business district, improvements to existing neighborhood parks, increased opportunities for youth and seniors, investments to improve the local street network including step streets, leverage city-owned property for housing and open space opportunities and improve access to the Harlem River. While the 197-A plan was never formally completed the key elements identified in the scoping document continue to guide discussions focused on planning and infrastructure investments throughout Community District 5.

Jerome Avenue Transportation Study (2013)

At the request of Bronx Community Boards 4 and 5 in response to growing traffic congestion in the area and to address mobility and safety for all street users (motorists, cyclists, pedestrian, and transit In 2013, city DOT conducted a study of existing and future traffic conditions including demographics, zoning & land use, traffic, goods movement, pedestrians & bicycles, accidents & safety, parking and public transportation. The study area is bounded by 181st Street in the north 172nd Street in the south the Grand Concourse to the east and Martin Luther King Boulevard/University Avenue to the west. The goals of the study were to reduce traffic congestion, improve internal traffic circulation, streetscape, and enhance safety for all road uses with effective community participation. The study objectives are as follows:

- Assess the existing and future travel and traffic conditions;
- Identify constrains to internal vehicular and pedestrian circulation *w*ith specific emphasis on limited crossings over Cross Bronx Expressway;
- Develop a package of recommendations with improvement measures to reduce vehicular congestion, improve pedestrian access and circulation, enhance safety for all street users (vehicles, pedestrians, bicycles) and general streetscape; and
- Foster a sense of community support through extensive public participation.

Several of the proposed recommendations have been completed while others are still on-going.

It is important to note that while not part of the proposed actions the Plan builds upon the recommendations and goals identified in the 2013 transportation study and will include comprehensive strategies and significant investments to improve the public realm, pedestrian safety and walkability.

Place-Based Community Brownfield Planning Foundation Report on Existing Conditions-Jerome Avenue Corridor (2015)

In 2013 DCP in collaboration with the New York City Mayor's Office of Environmental Remediation (OER) completed an existing conditions report of area-wide brownfield sites. This existing conditions report, commissioned by OER provides an overview of the study area's geologic and natural features, historical development patterns, zoning, land use and infrastructure, demographic and economic profiles, a summary of environmental conditions and a preliminary evaluation of potential strategic properties. The study area is bounded by West Mt. Eden Avenue to the north, the intersection of Cromwell and Jerome Avenues to the south, Jerome Avenue to 170th Street to the Grand Concourse to the east and Edward L. Grant Highway and Jesup Avenue to the west.

This report was the result of on-going efforts by the DCP with support from local organizations, Community Board 4 and elected officials to study the Jerome Avenue Corridor with a focus on revitalization and economic development. Community Board 4 identified the Jerome Avenue Area as a priority area in their District Needs Statements from 2013-2016.

V. EXISTING ZONING

The existing zoning within the proposed rezoning is composed of seven zoning districts: C8-3, M1-2, C4-4, R7-1, R8 and C1-4 and C2-4 commercial overlays. (See Figure 2, "Existing Zoning.")

C8-3

Approximately 33 full or partial blocks in five discrete areas are currently zoned C8-3:

- An area bounded by West 169th Street, Jerome Avenue and Edward L. Grant Highway;
- An area bounded by West 170th Street, Mount Eden Avenue, Jerome Avenue and Cromwell Avenue;
- An area bounded by East 175th Street, Featherbed Lane, Townsend Avenue and Davidson Avenue;
- An area bounded West Tremont Avenue, East 176th Street, Davidson Avenue, Townsend Avenue and Walton Avenue ; and
- An area bounded by East 184th Street, Burnside Avenue, Davidson Avenue and Walton Avenue.

C8-3 districts are general service districts that allow community facility uses in Use Group 4 and commercial uses in Use Groups 5 through 14 and 16. The most prevalent uses in C8 districts are automotive and heavy commercial uses such as auto repair and showrooms, warehouses, gas stations and car washes. C8-3 districts permit commercial uses at a maximum permitted FAR of 2.0 and community facility uses at a maximum permitted FAR of 6.5. The maximum building height is determined by the sky exposure plane, which begins at a height of 60 feet, or 4 stories, whichever is less, above the street line.

Towers are permitted to penetrate the sky exposure plane for community facility uses. Off-street parking requirements vary with the use, but typically require one accessory parking space per 1,000 square feet of commercial space. Residential uses are not permitted.

Existing uses in these areas include gas stations, livery companies, auto sales, auto repair, auto glass, audio sales, parking garages, surface parking lots, community facilities, single-story retail, 6-8 story residential buildings and mixed used buildings with ground floor retail with residences above. Recent developments include a school, two gyms and single story commercial.

M1-2

Approximately four full and partial blocks are zoned M1-2 along the southern portion of the rezoning area bounded by West 170th Street, West 169th Street, Edward L. Grant Highway and Inwood Avenue. M1-2 districts permit some community facility uses in Use Group 4 such as hospitals, houses or worship and ambulatory health care facilities, commercial uses in use Groups 5 through 14 and 16, and manufacturing uses in Use Group 17. If the performance standards for noise, vibration, particulates, odors, and other noxious uses are met, then Use Group 18 use are permitted as well. Commercial and manufacturing uses are permitted a maximum FAR of 2.0 FAR and community facilities are permitted 4.8. The maximum building height is determined by the sky exposure plane, which begins at a height of 60 feet, or 4 stories, whichever is less, above the street line. Off-street parking requirements vary with the use, but typically require one parking space for every three employees or every 1,000 square feet of floor area, whichever requires more spaces for manufacturing uses and one accessory parking space per 300 square feet of commercial space. Residential uses are not permitted.

Existing uses include a mix of low-rise commercial, industrial, and community facility uses and low-scale residential buildings.

C4-4

Approximately six partial blocks are zoned C4-4 along East 170th Street bounded by the Grand Concourse and Jerome Avenue. C4-4 zoning districts are regional commercial districts, which permit uses such as specialty, and department stores that serve a larger area and generate more activity than local retail. The C4-4 district permits commercial uses with a maximum FAR of 3.4. Residential uses are permitted up to a maximum FAR of 3.44, or 4.0 for Quality Housing buildings on wide streets, and community facility uses are permitted a maximum FAR of 6.5. Height and setback regulations depend on the configuration of uses. Generally, buildings in C4-4 districts are governed by a sky exposure plane, which, for commercial or community facility uses, begins at a height of 60 feet, or 4 stories, whichever is less, above the street line. Towers are permitted to penetrate the sky exposure plane for community facility uses. Residential uses are permitted to either be constructed pursuant to height factor regulations or pursuant to the Quality Housing Program under a residential equivalent of an R7-2 district. If the residential portion of the building is constructed pursuant to Quality Housing, the entire building must comply with the height limitations. On wide streets outside Manhattan Core, this would be a height limit of 85 feet for buildings with a qualifying ground floor (one with a height of at least 13 feet), and a height limit of 75 feet on narrow streets, when located outside of Inclusionary Housing areas. Off-street parking is required for 50% of the dwelling units, which may be reduced to 30% for lots less than 15,000 square feet and waived for lots less than 10,000 square feet. No parking is required for income-restricted housing units, and where the total residential parking required is less than 15 spaces, the requirements may be waived. Parking for

commercial uses vary by use but typically requires one space per 1,000 square feet, and may be waived if the requirement is less than 40 spaces.

Existing uses include single story retail, community facility uses and 6-8 story apartment buildings with ground floor retail.

R7-1

Approximately twenty eight full or partial blocks are zoned R7-1; along Edward L. Grant Highway between Jessup Avenue and University Avenue and along Jerome Avenue from East 170th Street to East 169th Street, from Mount Eden Avenue to East 174th Street and from East 76th Street to East 177th Street. An R7-1 is a mid-density residential district, which allows residential and community facility uses. There is no fixed height limit and building envelopes are governed by either height factor regulations or the Quality Housing Program. Residential developments using the optional Quality Housing program are allowed a maximum FAR of 3.44 on narrow streets and 4.0 on wide streets with maximum building heights of 75 and 85 feet (with a qualifying ground floor), respectively, outside of Inclusionary Housing areas. Residential developments using height factor regulations would maximize their FAR of 3.44 at a height factor of 13, and their height would be governed by a sky exposure plane beginning at a height of 60 feet, or 6 stories, whichever is less, above the street line. Community facility uses are permitted a maximum FAR of 4.8, but in buildings with mixed residential and community facility uses, is limited to 1 FAR. Off-street parking is required for 60% of the dwelling units or 50% of the dwelling units under the Quality Housing program. This can be further reduced to 30% on lots less than 10,000 square feet. No parking is required for income-restricted housing units, and where the total residential parking required is less than 5 spaces, the requirements may be waived.

Existing uses include a mix of low-rise commercial, industrial, and community facility uses and low-scale residential buildings.

R8

Approximately 38 full and partial blocks are zoned R8; from McClellan Street to East 168th Street from Grandview Place to Jerome Avenue, from East 169th Street and West 170th Street along Jerome Avenue, Mount Eden Avenue from Walton Avenue to Jerome Avenue, East Tremont Avenue from Morris Avenue to Jerome Avenue, Burnside Avenue from Creston to Walton Avenue and East 183rd Street from Creston Avenue to Walton Avenue. An R8 district is a high-density residential district that allows residential and community facility uses. Residential developments using the optional Quality Housing program are allowed a maximum FAR of 6.02 on narrow streets and 7.2 FAR on wide streets with maximum building heights of 115 and 135 feet outside the Manhattan Core, respectively. Residential developments using height factor regulations would maximize their FAR of 6.02 at a height factor of between 17 and 20, and their height would be governed by a sky exposure plane beginning at a height of 85 feet, or 9 stories, whichever is less, above the street line. Community facility developments are permitted a maximum FAR of 6.5, and are permitted a tower if they are not Quality Housing buildings. Off-street parking is required for 40% of the dwelling units, which may be reduced to 20% for lots less than 15,000 square feet, and waived for lots less than 10,000 square feet. No parking is required for income-restricted housing units, and where the total residential parking required is less than 15 spaces, the requirements may be waived.

Existing uses include a mix of low-rise commercial, industrial, and community facility uses and mixed use buildings.

C1-4 and C2-4 Commercial Overlays

C1-4 and C2-4 commercial overlays are mapped along portions of East 167th Street, Edward L. Grant Highway, Jerome Avenue, Mount Eden Avenue, East 176th Street, Burnside and Tremont Avenues and East 183rd Street. C1-4 and C2-4 districts allow for local retail uses and commercial development up to 2.0 FAR. C1-4 and C2-4 districts allow residential uses, community facility uses, and commercial uses listed in Use Groups 6 - 9 and 14, which includes uses such as plumbing and electrical shops, small bowling alleys and movie theaters, funeral homes, small repair shops, printers, and caterers. For general commercial uses, one off-street parking space is required for every 1,000 square feet of such use, and up to 40 spaces may be waived.

VI. PURPOSE AND NEED FOR THE PROPOSED ACTIONS

The Department of City Planning is proposing land use actions in response to the planning framework identified in the Jerome Avenue Neighborhood Plan. The Plan, part of a long standing request to study land use patterns in the area by community stakeholders, was the outcome of a comprehensive community engagement process. The Proposed Actions are intended to facilitate a development pattern which meets the long term community vision for the Jerome Avenue corridor as a mixed use residential and commercial activity center which supports the needs of the surrounding neighborhoods. These actions are intended to work in unison with the comprehensive set of strategies put forth in the Plan.

The current land use pattern along the Jerome Avenue corridor dates back almost a hundred years when the area was developed to accommodate parking for the nearby dense residential developments. At the time the residential communities were developed, parking was not permitted in residential buildings, and the Jerome Avenue corridor became a service district for these communities. The 1961 zoning helped freeze this land use pattern in place. Still today, much of this zoning does not permit the full range of options to fulfill the vision of the Jerome Avenue Neighborhood Plan. Residential development is currently not permitted in key nodes along the corridor and in areas that can accommodate growth and density. Commercial and retail development is limited in many parts of the study area. The streetscape is inconsistent as it is interrupted by uses that illegally occupy the sidewalk and the street and do not promote pedestrian safety or walkability. Many areas where residential development is permitted are characterized by underutilized properties developed with single-story commercial uses.

Current zoning of C8-3 and M1-2 districts do not permit these types of uses along much of the corridor. Instead, the current zoning designations manifest in very heavy commercial uses that often block sidewalks, encourage vehicles to cross into auto shops and parking garages, operate in bays and behind heavy gates removing “eyes from the street”, and produce extreme levels of noise, all of which are generally incompatible with a strong pedestrian experience. The Proposed Actions will facilitate the development of vibrant, mixed-use buildings with active ground floors that promote retail continuity and a consistent streetscape, with a wide variety of local retail and services to support the surrounding neighborhoods. In addition they will support regional commercial uses in a targeted, transit-rich location and the facilitation of new open space to serve areas residents and workers. As the rezoning area is home to very few publically-owned sites, new opportunities for affordable housing along Jerome Avenue will only be unlocked through permitting housing as a legal use in zoning. Mapping residential districts where no housing was previously allowed, will provide quality housing options for current and future residents at a range of income levels.

Beyond the development that will be permitted as a result of the proposed actions, the Jerome Avenue Neighborhood Plan will protect existing tenants to preserve affordability; support small businesses and entrepreneurs; provide targeted public realm investments and service provisions that improve overall quality of life for residents. These benefits will be the direct result of the Jerome Avenue Neighborhood Plan. While they are not directly tied to the proposed land use actions and will not be analyzed as part of the environmental review, they will have immediate and significant benefits to the community and quality of life of its residents.

The Jerome Plan is more than a sum of its land use actions, but the actions drive the integration of all Plan elements and are integral to its implementation and success. They reflect DCP's on-going community engagement process with local Community Boards, community residents, business owners, community-based-organizations, elected officials, and other stakeholders, to achieve the following land use objectives:

- Provide opportunities for high quality, permanent affordable housing with options for tenants at a wide range of income levels;
- Ensure that any new construction fits visually and architecturally into its surrounding neighborhood context;
- Anchor the Jerome corridor and surrounding neighborhoods by permitting more intensive uses in two nodes;
- Create special rules for new development along the elevated rail line to provide light and air along the corridor and ensure adequate distance between residential uses and the train;
- Promote active ground floor uses and diverse retail to support community needs and provide a consistent streetscape throughout the corridor;
- Preserve zoning for heavy commercial and light industrial uses in areas to support mixed uses and jobs; and
- Establish controls for transient hotels to ensure consistency with the goals and objectives of the rezoning.

Provide opportunities for the creation of new, permanent affordable housing with options for low- and moderate-income residents, while preserving the character of existing residential neighborhoods

Today, Community Districts 4 and 5 are characterized by stable housing. Eighty percent of the housing stock was built prior to 1947. Two-thirds of the housing in Community Districts 4 and 5 is government regulated. Currently, the median household income of the surrounding area is approximately $25,900. Conversely, nearly 25% of households earn more than $50,000 annually.

The proposed actions will support the development of new permanently affordable housing construction by mapping new zoning districts to permit residential development in areas where it is not permitted today and to increase residential density where it is permitted today. The Jerome Avenue corridor and surrounding streets are characterized by a significant number of underutilized sites with capacity for significant growth. Zoning changes, including the application of the new Mandatory Inclusionary Housing (MIH) program, to allow residential development where none is currently permitted, as well as permit residential development at higher densities where it is already permitted would facilitate expansion of the neighborhood's supply of affordable housing and the construction of new permanently affordable housing development along on the corridor.

The area's existing housing stock is predominantly rent-regulated. New multifamily development in the vicinity of the study area has consisted predominantly of publicly subsidized affordable housing development. While some unsubsidized construction has been observed in smaller buildings, past and recent development trends have been that the majority of housing developed in the area has been publicly subsidized, and this trend is expected to continue. Between 2005 and 2015, more than 80% of all new housing units in Community Districts 4 and 5 were subsidized affordable units. Between July 2003 and the end of 2015, HPD financed the new construction of almost 4,500 homes and preserved over 8,500 affordable homes in this area.

The zoning proposal has been crafted to promote new development specifically along major corridors that currently contain very few residential units. Residential areas in the surrounding neighborhood are not being rezoned to allow for greater density, in recognition of the existing character of these residential areas, and the rezoning will not promote additional development in these areas.

Within the rezoning area, it is expected that a variety of City and State financing programs for affordable housing would be utilized and result in the creation of a substantial amount of affordable housing under the Proposed Actions. In addition, as new housing is created to serve a range of incomes, the application of the MIH requirement will guarantee that a percentage of units developed remain permanently affordable and provides assurance that new development will address the needs of residents at lower income levels even in the event that local housing market conditions change.

Ensure that new buildings fit into existing neighborhood contexts

The predominant residential built form in the study area and surrounding blocks is six-to eight story apartment buildings. Ground floor commercial uses are common. The study area and surrounding neighborhoods contain a mix of zoning districts, none of which have a fixed street wall or height limit. The proposed actions will promote a consistent and predictable street wall and fixed height limits. The proposed zoning districts seek to match existing built character where feasible, and mandate through the mapping of contextual zoning districts, the incorporation of Quality Housing standards relating to recreation areas and landscaping within the building.

Create special rules for new building along the elevated rail to provide light and air on the streets and maintain distance between residential units and the train

The #4 elevated train along Jerome Avenue is at the heart of the study area. To facilitate development along and adjacent to the elevated rail, the proposed actions will include special zoning bulk provisions within the Special Jerome Avenue District for setbacks along the elevated rail line and require non-residential ground-floor uses in all commercial districts.

Promoting active ground floor uses and diverse retail to support community needs and provide a consistent streetscape throughout the corridor

The proposed actions includes commercial overlays that will facilitate local retail to serve the shopping and service needs of area residents and workers, allow for a greater range of commercial uses, and as well as provide continuity in the pedestrian realm. In addition, an Enhanced Commercial Districts (ECD) will be mapped along Jerome Avenue, 167th Street, 170th Street, Mt. Eden Avenue, Burnside Avenue, 183rd Street and Edward L. Grant Highway. In the ECD, all new developments in commercial districts will be required to provide non-residential uses on the ground floor and meet lighting, glazing, and transparency

requirements. The ECD requirements will enhance the existing streetscape, match existing mixed-use buildings in the area, and provide an improved pedestrian experience.

Anchor the Jerome corridor and surrounding neighborhoods by permitting more intensive uses in two nodes

The areas of Burnside and Tremont Avenues are proposed to be designated as a full commercial district, permitting higher-density residential, community facility, and commercial uses. These areas will be permitted more commercial FAR than other parts of the rezoning area. The proposed zoning will help strengthen an existing active commercial node by permitting greater density and a wider range of uses. The proposed zoning will leverage transit access, surrounding institutions, and proposed infrastructure investments to support regional retail uses such as entertainment uses and office space.

The highest density residential districts are proposed for strategic locations at the southern end of the rezoning area, Edward L. Grant Highway and Jerome Avenue, as well as Burnside and Tremont Avenues in the northern portion of the rezoning area. These are wide streets and intersections where additional density and growth can be accommodated.

Preserve zoning for heavy commercial and light industrial uses in targeted areas to support mixed uses and jobs

The study area includes C8-3 and M1-2 zoning districts that have been in place since 1961. These areas include a number of auto-related businesses ranging from auto repair, auto glass, audio sales, tire shops and parking facilities both surface lots and structured garages. Many of these businesses have been in existence for decades and during the outreach process community stakeholders identified a goal to preserve areas for these businesses to remain and expand. The proposed actions identify areas for growth and development to facilitate new residential, commercial and community facility uses. Four areas within the study area boundary were designated for no changes to the existing zoning to support the preservation of these unique businesses in the study area. These areas were carefully selected based on the number and types of businesses, locations off major street and unique site conditions that would impede redevelopment. In support of this action the Department of Small Business Services (SBS) is concurrently developing strategies and programs specifically tailored to the unique desires and needs of the businesses in the study area including, compliance assistance, job training and business development. While not part of the proposed actions, these programs are an important component of the neighborhood plan.

The actions described here have been carefully developed to advance the specific goals of the proposal, identified through the Study's planning and engagement framework. The land use actions take strides in unlocking additional capacity for permanently affordable housing, responding to the elevated rail structure, maintaining existing zoning controls where appropriate and desired, shaping the commercial and retail landscape and surrounding public areas, and controlling the heights, bulks and quality of the interior spaces in buildings. However, it is the Plan's overarching strategies, coordinated investments, custom service delivery programs, among other elements, that all work with the land use actions and zoning changes to fulfill the neighborhood vision identified through the Jerome Avenue Neighborhood Plan.

VII. DESCRIPTION OF THE PROPOSED ACTIONS

The Proposed Actions would implement the objectives of the Jerome Avenue Neighborhood Plan by creating opportunities for permanently affordable housing, ensuring that new buildings reflect existing neighborhood context, improving the public realm by encouraging non-residential ground floor uses and a consistent streetscape. To accomplish these goals, DPC is proposing zoning text amendments, zoning map amendments and city map changes (collectively the "Proposed Actions"). The proposed zoning text and map amendments would rezone an approximately 73-block area primarily along Jerome Avenue and its east west commercial corridors in Bronx Community Districts 4 and 5 and 7 (the "Rezoning Area"), and would establish the Special Jerome Avenue District coterminous with the Rezoning Area. The Rezoning Area is generally bounded by E.165th Street to the south and 184th street to the north; and also includes portions of Edward L. Grant Highway, E.170th Street, Mount Eden Avenue, Tremont Avenue, Burnside Avenue and E.183rd Street. The proposed city map changes are located a block outside of the Rezoning Area in the Highbridge neighborhood of the Bronx, Community District 4.

As discussed in detail below, the Proposed Actions consist of:

- Zoning map amendments to rezone portions of existing C4-4, M1-2, R8, C8-3, and R7-1 with R7A, R8A, R9A, R7D, and C4-4D districts and C2-4 commercial overlays.
- Zoning text amendments to:
  - Establish the Special Jerome Avenue District, coterminous with the Rezoning Area. The proposed special district will include regulations that will add controls to the ground floors of buildings within mapped commercial overlays and districts, modify height and bulk regulations on lots fronting the elevated rail line, modify bulk regulations on irregular lots, and establish controls, such as discretionary review provisions, for transient hotels.
  - Establish proposed R7A, R7D, R8A, R9A, and C4-4D districts as Mandatory Inclusionary Housing areas, applying the Mandatory Inclusionary Housing program to require a share of new housing to be permanently affordable where significant new housing capacity would be created.
- City Map changes to:
  - Map Block 2520, Lot 19 as parkland. This city-owned parcel is located one block outside of the rezoning area and is bounded by West 170th Street, Nelson Avenue, Shakespeare Avenue, and Corporal Fischer Place in the Highbridge neighborhood of the Bronx, Community District 4.
  - De-map Corporal Fischer Place (street) between Nelson Avenue and Shakespeare Avenue, which is adjacent to the parcel to be mapped as park land as described above (Block 2520, Lot 19), and map it as parkland.

Proposed Zoning Map Changes

Proposed R7A *(Existing C8-3, R7-1, and R7-1)*

An R7A zoning district is proposed to cover portions of 2 full and 17 partial blocks in two areas:

- *An area roughly bounded by East 175th Street to the north, East 171st Street to the south*

- *An area roughly bounded by Townsend Avenue to the east and Inwood and Davidson Avenues to the west*

R7A allows medium-density apartment buildings at a maximum FAR of 4.0 for residential uses and 4.6 for residential uses in areas mapped with Inclusionary Housing. R7A districts permit community facility FARs up to 4.0 and 4.6 in areas mapped with Inclusionary Housing. The R7A district allows base heights between 40'-65' and 40'-75' in areas mapped with inclusionary housing. Above the base height, buildings would be required to set back either 10' or 15' depending on if they have frontage on wide or narrow streets, respectively. After setting back, maximum building heights in the district are set at 95' in inclusionary housing zones, for buildings with qualifying ground floors. Alternate base height, setback, and overall building height rules, described in detail below, will apply to any lot fronting the elevated rail line along River Avenue and Jerome Avenue. New structures would be required to locate at least 70% of the street wall within eight feet of the street line. Interior lots that are not on the narrow end of the block or within 100 feet of a corner permit up to 65% lot coverage. Otherwise, up to 100% lot coverage is permitted. R7A districts require a 30' rear yard for the residential portions of any building. R7A districts require a 30' rear yard for the residential portions of any building. Parking is required for residential uses at a ratio of .5 spaces per unit. No parking is required for income or age-restricted units.

Proposed R7D *(Existing R7-1)*

R7D is proposed for 2 blocks bounded by East 177th Street to the north, East 176th Street to the south, Townsend Avenue to the East and Jerome Avenue to the west.

R7D allows medium-density apartment buildings at a maximum FAR of 5.6 for residential uses in areas mapped with Inclusionary Housing. R7D districts permit community facility FARs up to 5.6 in areas mapped with Inclusionary Housing. The R7D district allows base heights between 60'-95' for areas mapped with inclusionary housing. Above the base height, buildings would be required to set back either 10' or 15' depending on if they front onto wide or narrow streets, respectively. After setting back, maximum building heights in the district are set at 125' in inclusionary housing zones, for buildings with qualifying ground floors. Alternate base height, setback and overall building height rules, described in detail below, will apply to any lot fronting the elevated rail line along River Avenue and Jerome Avenue. New structures would be required to locate at least 70% of the street wall within eight feet of the street line. Interior lots that are not on the narrow end of the block or within 100 feet of a corner permit up to 65% lot coverage. Otherwise, up to 100% lot coverage is permitted. R7D districts require a 30' rear yard for the residential portions of any building. Parking is required for residential uses at a ratio of .5 spaces per unit. No parking is required for income or age-restricted units

Proposed R8A (Existing M1-2, C8-3, C4-4, R7-1, R8)

A R8A zoning district is proposed along six partial blocks fronting on East Mt. Eden Avenue between Jerome Avenue and the Grand Concourse and 13 partial blocks fronting on Edward L. Grant Highway between West 170th Street and the Cross Bronx Expressway, along 1 full and two partial blocks at 176th street and Jerome Avenue, and along 5 full and 18 partial blocks bounded by Goble Place to the north, East 167th Street to the south, Grand Concourse to the east and Macombs Road to the west.

R8A allows medium-density apartment buildings at a maximum FAR of 6.02 for residential uses and 7.2 for residential uses in areas mapped with Inclusionary Housing. R8A districts permit community facility FARs up to 6.5 and 7.2 in areas mapped with Inclusionary Housing. The R8A district allows base heights

between 60'-95' for areas mapped with inclusionary housing. Above the base height, buildings would be required to set back either 10' or 15' depending on if they front onto wide or narrow streets, respectively. After setting back, maximum building heights in the district are set at 145' in inclusionary housing zones, for buildings with qualifying ground floors. Alternate base height, setback and overall building height rules, described in detail below, will apply to any lot fronting the elevated rail line along River Avenue and Jerome Avenue. New structures would be required to locate at least 70% of the street wall within eight feet of the street line. Interior lots that are not on the narrow end of the block or within 100 feet of a corner permit up to 70% lot coverage. Otherwise, up to 100% lot coverage is permitted. R8A districts require a 30' rear yard for the residential portions of any building. Parking is required for residential uses at a ratio of .4 spaces per unit. No parking is required for income or age-restricted units.

Proposed R9A *(Existing C8-3, M1-2, R7-1 and R8)*

An R9A zoning district is proposed for three full and 6 partial blocks in two areas:

- *An area bounded by West 169th Street to the north, McClellan Street to the south, River Avenue to the east and Edward L. Grant Highway to the west*
- *An area bounded by West 170th Street to the north, West 169th Street to the south, Cromwell Avenue to the east and Jesup Avenue to the west.*

R9A allows high-density apartment buildings at a maximum FAR of 8.5 for residential uses in areas mapped with Inclusionary Housing. R9A districts permit community facility FARs up to 7.5. The R9A district allows base heights between 60'-125' for areas mapped with inclusionary housing. Above the base height, buildings would be required to set back either 10' or 15' depending on if they front onto wide or narrow streets, respectively. After setting back, maximum building heights in the district are set at 175' on wide streets and 165' on narrow streets in inclusionary housing zones. Alternate base height, setback and overall building height rules, described in detail below, will apply to any lot fronting the elevated rail line along River Avenue and Jerome Avenue. New structures would be required to locate at least 70% of the street wall within eight feet of the street line. Interior lots that are not on the narrow end of the block or within 100 feet of a corner permit up to 70% lot coverage. Otherwise, up to 100% lot coverage is permitted. R9A districts require a 30' rear yard for the residential portions of any building. Parking is required for residential uses at a ratio of .4 spaces per unit. No parking is required for income or age-restricted units. Parking is required for residential uses at a ratio of .4 spaces per unit. No parking is required for income or age-restricted units.

Proposed C4-4D *(Existing C8-3, R7-1 and R8)*

A C4-4D is proposed for 21 partial blocks bounded by East 181st Street to the north, East 177th Street to the south, Creston Avenue to the East and Aqueduct Avenue East to the west.

C4-4D is an R8A equivalent, and is a mid-density commercial district that permits residential uses up to 7.20 FAR in areas designated as part of the Inclusionary Housing program, commercial uses up to 3.4 FAR, and community facilities up to 6.5 FAR. Residential and mixed buildings developed within the district are subject to bulk regulations governed by the R8A district. The off-street parking requirement is one space per 1,000 square feet of commercial and community facility uses. Parking is required for residential uses at a ratio of .4 spaces per unit. No parking is required for income or age-restricted units.

Proposed C2-4 Commercial Overlays

C1-4 and C2-4 commercial overlays are mapped along portions of East 167th Street, Edward L. Grant Highway, Jerome Avenue, Mount Eden Avenue, East 176th Street, Burnside and Tremont Avenues and East 183rd Street. C2-4 commercial overlays are proposed to be mapped over portions of the proposed R7A, R7D, R8A, and R9A as detailed below. The affected areas is as follows:

- 13 blocks generally bound between 184th Street and Burnside Avenue, along the eastern and western frontages of Jerome Avenue;
- 2 blocks generally bound between 175th Street and the Cross Bronx Expressway, along the eastern frontage of Jerome Avenue;
- 8 blocks generally bound between the Cross Bronx Expressway and 170th Street, along the eastern and western frontages of Jerome Avenue;
- 12 blocks generally bound between the Grand Concourse and Edward L. Grant highway along the northern and southern frontages of 170th Street;
- 1 portion of 1 block generally bound to the western frontage of Jerome Avenue, north of West Clarke place;
- 6 blocks generally bound between 170th Street and 167th Street along the eastern and western frontages of Edward L. Grant highway;
- 2 blocks generally bound between 169th Street and 167th Street along the eastern and western frontages of Jerome Avenue; and
- 1 block generally bound between 165th Street and McClellan along the eastern frontage of Jerome Avenue.

C2-4 commercial overlays allow for local retail uses and commercial development up to 2.0 FAR and allow Use Groups 1-9 and 14, which include uses such as plumbing and electrical shops, small bowling alleys and movie theaters, funeral homes, small repair shops, printers, and caterers. For general commercial uses, one off-street parking space is required for every 1,000 square feet of such use, and up to 40 spaces may be waived.

Proposed Zoning Text Amendments

The Department of City Planning proposes a series of text amendments to facilitate the land use objectives and the Jerome Avenue Neighborhood Plan. The following is a list and description of the proposed text amendments:

Jerome Avenue Special District

A special district known as the Jerome Avenue Special District will be mapped coterminous with the rezoning area. The special district will allow for special bulk modifications to be made for zoning lots fronting the elevated rail. On such lots, a minimum and maximum base height of 25 and 30 feet, respectively, will be established. Above the base height, a minimum set back of 10 feet will be required. On such lots, to provide architectural flexibility and encourage better design, an additional two stories would be permitted up to 20’ in allowable height. Additionally, the special district will permit the waiver of street wall requirement on specifically identified irregular lots.

The proposed special district would also modify streetwall requirements and increase maximum permitted heights for irregular lots within R9A districts. These modifications will adjust for irregularities such as acute corner conditions, varied topography, and other site encumbrances. The modifications and waivers associated with the special district will not increase buildable floor area on any lot, rather create flexibility in building design to encourage desirable outcomes in the architectural quality of developments and the associated public realm.

The proposed special district would impose controls at the ground floor of all commercial overlay and full commercial districts: along Jerome Avenue from East 167th Street to East 183rd Street and the commercial corridors of East 167th Street, East 170th Street, Mount Eden Avenue, Burnside and Tremont Avenues and East 183rd and East 184th Street. The controls would foster a safe and walkable pedestrian experience along these corridors by establishing regulations requiring mandatory active, non-residential uses on the ground floor, minimum levels of transparency, and limiting curb cuts, where appropriate.

Finally, the proposed special district would impose appropriate controls on transient hotels to ensure consistency with the goals and objectives of the rezoning.

Mandatory Inclusionary Housing

The proposed R7A, R7D, R8A, R9A and C4-4D, zoning districts will be mapped as Mandatory Inclusionary Housing Areas setting mandatory affordable housing requirements pursuant to the Mandatory Inclusionary Housing program.

Amendment to Appendix F adding the proposed R7A, R7D, R8A, R9A, and C4-4D to the list and maps of Mandatory Inclusionary Housing Areas.

Text amendment to permit legally required windows less than 30 feet from the lot line of Corporal Fischer Park.

Proposed City Map Changes

To facilitate the development of Corporal Fischer Park, the Department of City Planning in collaboration with DPR and CDOT proposes the following changes to the City Map:

- Map Block 2520, Lot 19 as parkland. This city-owned parcel is located one block outside of the rezoning area and is bounded by West 170th Street, Nelson Avenue, Shakespeare Avenue, and Corporal Fischer Place in the Highbridge neighborhood of the Bronx, Community District 4.

- De-map Corporal Fischer Place (street) between Nelson Avenue and Shakespeare Avenue, which is adjacent to the parcel to be mapped as park land as described above (Block 2520, Lot 19), and map it as parkland.

VIII. ANALYSIS FRAMEWORK

Reasonable Worst-Case Development Scenario (RWCDS)

In order to assess the possible impacts of the components of the proposed action, a reasonable worst-case development scenario (RWCDS) was established for both the current (Future No-Action) and proposed zoning (Future With-Action) conditions for a 10-year period (build year 2026). The incremental

difference between the Future No-Action and Future With-Action conditions will serve as the basis for the impact analyses of the Environmental Impact Statement (EIS). A ten-year period typically represents the amount of time developers would act on the proposed action for an area-wide rezoning not associated with a specific development.

To determine the With-Action and No-Action conditions, standard methodologies have been used following the *CEQR Technical Manual* guidelines employing reasonable assumptions. These methodologies have been used to identify the amount and location of future development.

In projecting the amount and location of new development, several factors have been considered in identifying likely development sites; including known development proposals, past development trends, and the development site criteria described below. 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 the rezoning area. The first step in establishing the development scenario was to identify those sites where new development could be reasonably expected to occur.

Development Site Criteria

Development sites were identified based on the following criteria:

- Lots utilizing less than half of the permitted Floor Area Ratio (FAR) under the proposed zoning
- Lots with a total size greater than or equal to 5,000 square feet (including potential assemblages totaling 5,000 square feet or more if assemblage seems probable[1]);
- Underutilized lots – (defined as vacant lots, surface parking lots, garages and single story structures built to less than or equal to half of the proposed zoning); and
- Lots located in areas where changes in use would be permitted.

Certain lots that meet these criteria were excluded from the scenario based on the following conditions because they are very unlikely to be redeveloped:

- Lots where construction activity is actively occurring or has recently been completed;
- Schools (public and private), municipal libraries, government offices, hospitals, medical centers and houses of worship (stand-alone). These facilities may meet the development site criteria, because they are built to less than half of the permitted floor area ratio under current zoning and are on lots greater than 5,000 square feet. However, these facilities have not been redeveloped or expanded despite the ability to do so, and it is extremely unlikely that the incremental FAR permitted under the proposed zoning would induce development or expansion of these structures. Additionally, for government-owned properties, development and/or sale of these lots may require discretionary actions from the pertinent government agency;

[1] Assemblages are defined as a combination of adjacent lots, which satisfy one of the following conditions:
(1) lots share common ownership and, when combined, meet the Qualifying site criteria;
(2) At least one of the lots, or combination of lots, meets the Qualifying site criteria, and ownership of the assemblage is shared by no more than two distinct owners.

- Lots containing multi-family (6 or more dwelling unit) residential buildings; due to required relocation of tenants in rent-stabilized units;
- Certain large commercial or community facility uses; and
- Lots utilized for public transportation and/or public utilities.

Projected and Potential Development Sites

To produce a reasonable, conservative estimate of future growth, the development sites have been divided into two categories: projected development sites and potential development sites. The projected development sites are considered more likely to be developed within the ten-year analysis period for the proposed actions (i.e. by the analysis year 2026) while potential sites are considered less likely to be developed over the approximately ten-year analysis period. Potential development sites were identified based on the following criteria:

- Lots upon which the majority of floor area is occupied by active businesses (3 or more)
- Lots with slightly irregular shapes, topographies, or encumbrances that would make them difficult to redevelop
- Lots that have recently undergone significant investment
- Lots where they have been recent significant improvements or investments
- Structured parking garages
- Lots that contain businesses that provide valuable and/or unique services to the community
- Lots that would produce less than 60 units of housing

Based on the above criteria, a total of 143 development sites (45 projected and 101 potential) have been identified in the rezoning area. Figure 6a, "Projected and Potential Development Sites – Overview," in the Draft Scope of Work, shows these projected and potential development sites, and the detailed RWCDS tables provided in Appendix 2 of the Draft Scope of Work identify the uses expected to occur on each of these sites under Future No-Action and Future With-Action conditions. Table 1, below, provides a summary of the RWCDS for each analysis scenario.

The EIS will assess both density-related and site-specific potential impacts from development on all projected development site. Density-related impacts are dependent on the amount and type of development projected on a site and the resulting impacts on traffic, air quality, community facilities, and open space.

Site-specific impacts relate to individual site conditions and are not dependent on the density of projected development. Site-specific impacts include potential noise impacts from development, the effects on historic resources, and the possible presence of hazardous materials. Development is not anticipated on the potential development sites in the foreseeable future. Therefore, these sites have not been included in the density-related impact assessments. However, review of site-specific impacts for these sites will be conducted in order to ensure a conservative analysis.

Development Scenario Parameters

Dwelling Unit Factor

The number of projected dwelling units in apartment buildings is determined by dividing the total amount of residential floor area by 1,000 and rounding to the nearest whole number.

The Future without the Proposed Actions (No-Action Condition)

In the future without the Proposed Actions (No-Action), the identified projected development sites are assumed to either remain unchanged from existing conditions, or become occupied by uses that are as-of-right under existing zoning and reflect current trends if they are vacant, occupied by vacant buildings, or occupied by low intensity uses that are deemed likely to support more active uses. Table 1 shows the No-Action conditions for the projected development sites.

As shown in Table 1 below, it is anticipated that, in the future without the Proposed Actions, there would be a total of approximately 1,558,083 sf of built floor area on the 45 projected development sites. Under the RWCDS, the total No-Action development would comprise approximately 780 residential units with no guarantees for affordability, 238,384 sf of retail, restaurant and grocery store uses, 145,797 sf of industrial and automotive uses, 82,919 sf of community facility uses, and 945 accessory parking spaces. The No- Action estimated population would include approximately 2,268 residents and 1,154 workers on these projected development sites.

The ***Future with the Proposed Actions (With-Action Condition)***

The Proposed Actions would allow for the development of new uses and higher densities at the projected and potential development sites. As shown in Table 1, under the RWCDS, the total development expected to occur on the 45 projected development sites under the With-Action condition would consist of approximately 4,885,424 sf of floor area, including 4,162,049 sf of residential floor area (approximately 4,030 DU), a substantial proportion of which are expected to be affordable, 458,625 sf of retail restaurant and grocery store uses, 0 sf of industrial and automotive uses, and 155,192 sf of community facility uses, as well as 993 accessory parking spaces. The With- Action estimated population would include approximately 11,788 residents and 2,170 workers on these projected development sites. The projected incremental (net) change between the No-Action and With-Action conditions that would result from the Proposed Actions would be an increase of 3,267,287 sf of residential floor area (3,250 DU), 285,694 sf of retail, restaurant and grocery store space, 72,273 sf of community facility space, and 48 accessory parking spaces and a net decrease 145,797 sf of industrial and automotive uses on the projected development sites.

TABLE 1
2026 RWCDS No-Action and With-Action Land Uses

Land Use	No-Action Conditions	With-Action Condition	No-Action to With-Action Increment
Residential			
Total Residential	**894,761 sf** (780 DU)	**4,162,049 sf** (4,030 DU)	**+3,267,287 sf** (3,250 DU)
Commercial			
Local Retail	207,719 sf	458,625 sf	250,907 sf
FRESH Supermarket	28,405 sf	51,562 sf	23,157 sf
Restaurant	2,260 sf	13,891 sf	11,630 sf
Auto-Related	98,002 sf	0 sf	-98,002 sf
Office	4,818 sf	44,105 sf	39,287 sf
Warehouse	168,650 sf	0 sf	-168,650 sf
Garage	22,154 sf	0 sf	-22,154 sf
Other Commercial	600 sf	0 sf	-600 sf
Total Commercial	**532,608 sf**	**568,183 sf**	**35,575 sf**
Other Uses			
Industrial	47,795 sf	0 sf	-47,795
Community Facility	82,919 sf[1]	155,192 sf[2]	72,273 sf
Total Floor Area	**1,558,083 sf**	**4,885,424 sf**	**3,327,341 sf**
Parking			
Parking Spaces	945	993	48
Population[3]			
Residents	2,268	11,788	9,520
Workers	1,154	2,170	1,016

Notes:
1 Includes 36,120 sf of house of worship uses, 6,000 sf of medical office uses, 2,016 sf of day care center uses, 15,800 sf of Pre-K School uses and 22,983 sf of other community facility uses.
2 Includes 53,896 sf of house of worship uses, 8,500 sf of medical office uses, 15,800 sf of Pre-K school uses, 23,099 of day care center uses and 53,896 sf of community center uses.
3 Assumes 2.87 persons per DU for residential units in Bronx Community District 7, 3.06 persons per DU for residential units in Bronx Community District 5 and 2.92 persons per DU for residential units in Bronx Community District 4.

ATTACHMENT B

Additional Technical Information for EAS Part II: Technical Analysis

In order to assess the possible effects of the Proposed Actions, the reasonable worst case development scenario (RWCDS) was used to screen for potential environmental impacts from the rezoning, as it represents the worst case for density-related and height-related impact categories. Under the RWCDS, the Proposed Actions are expected to result in a net increase of 3,250 dwelling units, 35,575 sf of commercial space, and 72,272 sf of community facility space; and a net decrease of 47,795 sf of industrial space. This information was used to determine whether the potential for significant impacts exists in each of the impact categories.

1. Land Use, Zoning and Public Policy

Under New York City Environmental Quality Review (CEQR), a land use analysis characterizes the uses and development trends in the area that may be affected by a proposed action. The analysis also considers the action's compliance with and effect on the area's zoning and other applicable public policies. Even when there is little potential for an action to be inconsistent with or affect land use, zoning, or public policy, a description of these issues is appropriate to establish conditions and provide information for use in other technical areas. A detailed assessment of land use is appropriate if an action would result in a significant change in land use or would substantially affect regulation or policies governing land use. CEQR also suggests a detailed assessment of land use conditions if a detailed assessment has been deemed appropriate for other technical areas, or in generic or area-wide zoning map amendments.

The Proposed Actions include a series of land use actions including zoning map and zoning text amendments that would affect an approximately 73-block area in the northwesterly portion of the Bronx, Community Districts 4, 5, and 7. In addition, as described in Attachment A, the Proposed Actions would include changes to the City Map, including de-mapping of Corporal Fischer Place and its mapping as parkland. Several public policies are applicable to portions of the rezoning area, including the FRESH program, Housing New York, Vision Zero, and OneNYC policies. The directly affected area is not within the boundaries of the City's Coastal Zone; therefore, an assessment of the Proposed Actions' consistency with the City's Waterfront Revitalization Program is not required. An assessment of land use, zoning and public policy is warranted, and will be provided in the EIS, as described in the Draft Scope of Work.

2. Socioeconomic Conditions

According to the *CEQR Technical Manual*, the five principal issues of concern with respect to socioeconomic conditions are whether a proposed action would result in significant adverse impacts due to: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on specific industries. A socioeconomic assessment should be conducted if an action may reasonably be expected to create substantial socioeconomic changes in an area. This can occur if an action would directly displace a residential population, affect substantial numbers of businesses or employees, or eliminate a business or institution that is unusually important to the community. It can also occur if an action would bring substantial new development that is markedly different from existing uses and activities in the neighborhood, and therefore would have the potential to lead to indirect displacement of businesses or residents from the area.

As detailed below, the Proposed Actions warrant an assessment of socioeconomic conditions with respect to all but one of these principal issues of concern—direct residential displacement. Direct displacement of fewer than 500 residents would not typically be expected to alter the socioeconomic characteristics of a neighborhood. The Proposed Actions would not exceed the threshold of 500 displaced residents, and therefore, are not expected to result in significant adverse impacts due to direct residential displacement. The EIS will disclose the number of residential units and estimated number of residents to be directly displaced by the Proposed Actions, and will determine the amount of displacement relative to study area population.

The following describes the level of assessment that is warranted and the scope of analysis for the four remaining socioeconomic issues of concern. The assessment of the four remaining areas of concern will begin with a preliminary assessment to determine whether a detailed analysis is necessary. Detailed analyses will be conducted for those areas in which the preliminary assessment cannot definitively rule out the potential for significant adverse impacts. The detailed assessments will be framed in the context of existing conditions and evaluations of the Future No-Action and With-Action conditions in 2026, including any population and employment changes anticipated to take place by the analysis year of the Proposed Actions.

Direct Business Displacement

If a project would directly displace more than 100 employees, a preliminary assessment of direct business displacement is appropriate. As the Proposed Actions have the potential to exceed the CEQR threshold of 100 displaced employees, an assessment of direct business displacement will be conducted, as described in the Draft Scope of Work.

Indirect Residential Displacement

The Proposed Actions would result in a net increment of more than 200 new residential units, which is the *CEQR Technical Manual* threshold for assessing the potential indirect effects of an action. Therefore, an assessment of indirect residential displacement will be provided in the EIS, as described in the Draft Scope of Work.

Indirect Business Displacement

The concern with respect to indirect business displacement is whether a proposed project could lead to increases in property values, and thus rents, making it difficult for some businesses to remain in the area. The Proposed Actions would not introduce more than 200,000 square feet (sf) of new commercial uses to the proposed Special Jerome Avenue District; however, it could displace more than 100 employees. Therefore, as described in the Draft Scope of Work, an assessment of potential indirect business displacement will be performed.

Adverse Effects on Specific Industries

A preliminary assessment of effects on specific industries will be conducted to determine whether the Proposed Actions would significantly affect business conditions in any industry or category of businesses within or outside the study area, or whether the Proposed Actions would substantially reduce employment or impair viability in a specific industry or category of businesses. Therefore, an assessment of adverse effects on specific industries will be provided in the EIS, as described in the Draft Scope of Work.

3. Community Facilities and Services

Community facilities are public or publicly funded schools, libraries, child care centers, health care facilities and fire and police protection. An analysis examines an action's potential effect on the services provided by these facilities. An action can affect facility services directly, when it physically displaces or alters a community facility; or indirectly, when it causes a change in population that may affect the services delivered by a community facility.

The Proposed Actions would not result in the direct displacement any existing community facilities or services, nor would they affect the physical operations of—or access to and from—any police or fire stations. Therefore, the Proposed Actions would not have any significant adverse direct impacts on existing community facilities or services.

New residential population added to an area as a result of an action would use existing services, which may result in potential indirect effects on service delivery. The demand for community facilities and services is directly related to the type and size of the new population generated by development resulting from a proposed action. Depending on the size, income characteristics, and age distribution of the new population, an action may have indirect effects on public schools, libraries, or child care centers. The RWCDS associated with the Proposed Actions would introduce approximately 3,250 net additional dwelling units to the area, with an estimated 9,520 residents[2]. A discussion of the Proposed Actions' potential effects on community facilities is provided below.

Public Schools

If an action introduces fewer than 50 elementary and middle school age children, or fewer than 150 high school students, an assessment of school facilities is not warranted. In the Bronx, the 50-student threshold for analysis of elementary/middle school capacity is achieved if an action introduces at least 90 residential units; the threshold for analysis of high school capacity is 787 residential units. As the RWCDS for the Proposed Actions would result in an increment of approximately 3,250 residential units (compared to the No-Action scenario), it exceeds the CEQR preliminary threshold for elementary, middle schools, and high schools assessment. Therefore, a detailed analysis of elementary, intermediate, and high school capacity will be provided in the EIS, as described in the Draft Scope of Work.

Libraries

If a proposed action increases the number of residential units served by the local library branch by more than five percent, then an analysis of library services may be necessary. In the Bronx, the introduction of 682 residential units would represent a five percent increase in dwelling units per branch. As the RWCDS associated with the Proposed Actions would result in the addition of approximately 3,250 dwelling units to the study area compared to No-Action conditions, it exceeds the CEQR preliminary threshold for a detailed analysis, and an analysis will be provided in the EIS, as described in the Draft Scope of Work.

[2] The number of residents is based on an average household size of 2.92 persons per DU for Bronx CD 4, an average household size of 3.06 persons per DU for Bronx CD 5, and an average household size of 2.87 persons per DU for Bronx CD 7, as per 2010 US Census.

Child Care Centers

A detailed analysis of day care centers is warranted when a proposed action would produce substantial numbers of subsidized, low-to moderate-income family housing units that may therefore generate a sufficient number of eligible children to affect the availability of slots at public day care centers. Typically, proposed actions that generate 20 or more eligible children under the age of six require further analysis. The RWCDS associated with the Proposed Actions would result in a net increment of approximately 3,250 dwelling units, which would likely exceed the threshold for further analysis. As such, the Proposed Actions exceed the threshold for an analysis of day care centers, and an analysis will be provided in the EIS, as described in the Draft Scope of Work.

Police/Fire Services and Health Care Facilities

A detailed analysis of police and fire services and health care facilities is warranted if a proposed action would (a) introduce a sizeable new neighborhood where one has not previously existed, or (b) would displace or alter a hospital or public health clinic, fire protection services facility, or police station. As the Proposed Actions would not result in any of the above, no significant adverse impacts would be expected to occur, and a detailed analysis of police/fire services and health care facilities is not required; however, for informational purposes, a description of existing police, fire, and health care facilities serving the rezoning area will be proved in the EIS.

4. Open Space

An open space assessment is typically warranted if an action would directly affect an open space or if it would increase the population by more than:

- 350 residents or 750 workers in areas classified as "well-served areas;"
- 50 residents or 125 workers in areas classified as "underserved areas;"
- 200 residents or 500 workers in areas that are not within "well-served" or "underserved areas."

The Open Space appendix of the *CEQR Technical Manual* identifies the proposed Special Jerome Avenue District as having neither underserved nor well-served areas, as well as an underserved area in the Fordham neighborhood (comprises the northern portion of the rezoning area). The Proposed Actions are expected to generate over 200 residents and would exceed the *CEQR Technical Manual* thresholds warranting a detailed open space assessment for the residential population generated by the proposed rezoning. The Proposed Actions are expected to generate more than 500 workers to the area; therefore, a detailed assessment of the daytime (non-residential) population is warranted for the proposed rezoning.

5. Shadows

Under CEQR, a shadow assessment is typically warranted for a proposed action that would result in a new structure(s), or addition(s) to existing structure(s) that are greater than 50 feet in height and/or adjacent to an existing sunlight-sensitive resource. The Proposed Actions would permit development of buildings greater than 50 feet in height, some of which would be located in the vicinity of sunlight-sensitive resources (e.g., Mullaly Park, etc.). Therefore, the Proposed Actions and RWCDS have the potential to cast new shadows on nearby sunlight-sensitive resources. As such, an analysis of the new buildings' potential to result in shadow impacts on sunlight-sensitive resources is warranted and will be included in the EIS, as described in the Draft Scope of Work.

6. Historic and Cultural Resources

A historic and cultural resources assessment is performed if there is the potential to affect either archaeological or architectural resources. Under CEQR, impacts to historic resources are considered on those sites directly affected by a proposed action and in the areas surrounding identified development sites.

The proposed Special Jerome Avenue District does not encompass any designated historic resources. There is one designated historic district, Morris Avenue Historic District, within the rezoning area and there is one designated historic district, Grand Concourse Historic District, within approximately 400 feet of the proposed Special Jerome Avenue District. Therefore, it is necessary to analyze the potential impacts of the Proposed Actions on historic architectural resources, and an assessment of historic architectural resources will be provided in the EIS, as described in the Draft Scope of Work.

The Proposed Actions would also result in additional in-ground disturbance on many of the projected and potential development sites identified in the RWCDS, and therefore have the potential to affect archaeological resources that may be present on those sites. Thus, an assessment of archaeological resources will be provided in the EIS, as described in the Draft Scope of Work.

7. Urban Design and Visual Resources

The *CEQR Technical Manual* outlines an assessment of urban design when a project may have effects on one or more of the elements that contribute to a pedestrian's experience of public space. These elements include streets, buildings, visual resources, open spaces, natural resources, wind and sunlight. A preliminary analysis of urban design and visual resources is considered appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning, including the following: 1) projects that permit the modification of yard, height, and setback requirements; and 2) projects that result in an increase in built floor area beyond what would be allowed "as-of-right" or in the future without the proposed action. A detailed analysis is considered appropriate for projects that would result in substantial alterations to the streetscape of the neighborhood by noticeably changing the scale of buildings.

The Proposed Actions and subsequent development within the rezoning area could result in physical changes to the proposed Special Jerome Avenue District beyond the bulk and form currently permitted as-of-right. These changes could affect a pedestrian's experience of public space, warranting an urban design assessment. Therefore a preliminary assessment of urban design and visual resources will be provided in the EIS, as described in the Draft Scope of Work.

8. Natural Resources

Under CEQR, a natural resource is defined as the City's biodiversity (plants, wildlife and other organisms); any aquatic or terrestrial areas capable of providing suitable habitat to sustain the life processes of plants, wildlife, and other organisms; and any areas capable of functioning in support of the ecological systems that maintain the City's environmental stability. Such resources include ground water, soils and geologic features; numerous types of natural and human-created aquatic and terrestrial habitats (including wetlands, dunes, beaches, grasslands, woodlands, landscaped areas, gardens, parks, and built structures); as well as any areas used by wildlife.

A natural resources assessment may be appropriate if a natural resource is present on or near the site of a project, and the project would, either directly or indirectly, cause a disturbance of that resource. As there are no natural resources present within or adjacent to the rezoning area, the Proposed Actions do not have the potential to create a significant adverse impact on natural resources, and no further analysis is warranted. Therefore, an analysis of natural resources will not be provided in the EIS.

9. Hazardous Materials

Under CEQR, the potential for significant impacts from hazardous materials can occur when: a) hazardous materials exist on a site and b) an action would increase pathways to their exposure; or c) an action would introduce new activities or processes using hazardous materials, thereby increasing the risk of human or environmental exposure. An analysis should be conducted for any site with the potential to contain hazardous materials or if any future redevelopment is anticipated. Therefore, the EIS will include an assessment of hazardous materials on the projected and potential development sites identified in the RWCDS, as described in the Draft Scope of Work.

10. Water and Sewer Infrastructure

The *CEQR Technical Manual* outlines thresholds for analysis of a project's water demand and its generation of wastewater and stormwater. A preliminary analysis of a project's effects on the water supply system is warranted if a project would result in an exceptionally large demand for water (e.g., those that would use more than one million gallons per day), or would be located in an area that experiences low water pressure (e.g., Rockaway Peninsula or Coney Island). A preliminary analysis of a project's effects on wastewater or stormwater infrastructure is warranted depending on a project's proposed density, its location, and its potential to increase impervious surfaces.

For the Proposed Actions, an analysis of water supply is not warranted because the RWCDS would result in a demand of less than one million gallons of water per day compared to the No-Action condition (refer to **Table B-1** below). As shown in **Table B-1**, based on the average daily water usage rates provided in Table 13-2 of the *CEQR Technical Manual*, it is estimated that the RWCDS associated with the Proposed Actions would use a maximum net total of approximately 967,001.84 gallons of water per day (gpd) compared to No-Action conditions.

For wastewater and stormwater conveyance and treatment, the *CEQR Technical Manual* indicates that a preliminary assessment would be warranted if a project is located in a combined sewer area and would exceed the following incremental development of residential units or commercial space above the predicted No-Action scenario: (a) 1,000 residential units or 250,000 sf of commercial space or more in Manhattan; or, (b) 400 residential units or 150,000 sf of commercial space or more in the Bronx, Brooklyn, Staten Island or Queens. As the Proposed Actions would result in a net increase of more than 400 residential units in the Bronx compared to No-Action conditions, a preliminary assessment of wastewater and stormwater infrastructure is warranted and will be provided in the EIS. Further detail is provided in the Draft Scope of Work.

Table B-1: Expected Water Demand and Wastewater Generation on Projected Development Sites- No-Action vs. With-Action Conditions

	Land Use[1]	GSF	DU	Gallons Per Day (gpd)		
				(AC Only) Air Conditioning	(Domestic only) Water/ Wastewater Generation	Total (AC + Domestic)
No-Action Condition[2]	Residential	894,761	780	0.00	226,800.00	226,800
	Commercial	532,608	0	90,543.36	127,825.92	218,369.28
	Community Facility	82,919	0	14,096.23	8,291.90	22,388.13
	Industrial	47,795	0	8,125.15	10,972.20	19,097.35
No-Action Total				***22,221.38***	***373,890.02***	***486,654.76***
With-Action Condition[3]	Residential	4,162,049	4,030	0.00	1,178,800	1,178,800
	Commercial	568,183	0	96,591.11	136,363.92	232,955.03
	Community Facility	155,191	0	26,382.47	15,519.10	41,901.57
	Industrial	0	0	0.00	0.00	0.00
With-Action Total				***122,973.58***	***1,330,683.02***	***1,453,656.60***
Net Difference: No-Action vs. With-Action Condition						**967,001.84**

Notes:

[1] Water demand rates from *CEQR Technical Manual* Table 13-2 "Water Usage and Sewer Generation Rates for Use in Impact Assessment"
Residential: 100 gpd/person (Per 2010 Census for Bronx CDs 4 , 5, and 7, average HH size of 2.92, 3.06, and 2.87 per DU is assumed, respectively)
Retail (includes restaurants and supermarkets): domestic - 0.24 gpd/sf and A/C - 0.17 gpd/sf
Commercial (non-retail): domestic - 0.1 gpd/sf and A/C 0.17 gpd/sf
Community Facility: domestic - 0.1 gpd/sf and A/C - 0.17 gpd/sf
Industrial Facility: domestic - 10,000 gpd/acre and A/C - 0.17 gpd/sf (Based on 2005 *Greenpoint-Williamsburg Rezoning FEIS*. Calculated based on total building floor area, assuming no additional water demand from open storage.)

[2] No-Action condition: community facility uses include medical office, house of worship, day care center, pre-k school, and shelter/transitional housing. Commercial uses include retail, FRESH supermarket, restaurants, auto-related uses, offices, storage, garages, and a gas station.

[3] With-Action condition: community facility uses include medical office, house of worship, day care center, pre-k school, and community center. Commercial uses include retail, FRESH supermarket, restaurants, and offices.

11. Solid Waste and Sanitation Services

A solid waste assessment is warranted if a proposed action would cause a substantial increase in solid waste production that has the potential to overburden available waste management capacity or otherwise be inconsistent with the City's Solid Waste Management Plan (SWMP) or with state policy related to the City's integrated solid waste management system. According to the *CEQR Technical Manual*, few projects have the potential to generate substantial amounts of solid waste (defined as 50 tons [100,000 pounds] per week or more), thereby resulting in a significant adverse impact. As shown in **Table B-2**, based on the average daily solid waste generation rates provided in Table 14-1 of the *CEQR Technical Manual*, it is estimated that the RWCDS associated with the Proposed Actions would result in a net increase of approximately 207,835.13 pounds (lbs) of solid waste per week (103.92 tons), compared to No-Action conditions. Therefore, an analysis of solid waste and sanitation services is warranted and will be provided in the EIS, as detailed in the Draft Scope of Work.

Table B-2: Expected Solid Waste Generation on Projected Development Sites- No-Action vs. With-Action Conditions

	Land Use[1]	GSF	Solid Waste Handled by DSNY (lbs/wk.)	Solid Waste Handled by Private Carters (lbs/wk.)	Total Solid Waste (lbs/wk.)
No-Action Condition[2]	Residential	894,761	31,980.00	0.00	31,980.00
	Community Facility	82,919	2,487.57	0.00	2,487.57
	Commercial	532,608	84,238.78	0.00	84,238.78
	Industrial	47,795	8,722.59	0.00	8,722.59
No-Action Total			***95,448.94***	***0.00***	***127,428.94***
With-Action Condition[3]	Residential	4,162,049	165,230.00	0.00	165,230.00
	Community Facility	155,191	4,655.73	0.00	4,655.73
	Commercial	568,183	165,378.33	0.00	165,378.33
	Industrial	0	0.00	0.00	0.00
With-Action Total			***170,034.06***	***0.00***	***335,264.06***
Net Difference: No-Action vs. With-Action Condition					**207,835.13**

Notes:

[1] Solid waste generation is based on citywide average waste generation rates presented in Table 14-1 of the *CEQR Technical Manual*.
Residential use: 41 lbs/wk/DU
Community facility: 0.03 lbs/wk/sf and 3 employees per 1,000 sf
General Retail: 79 lbs/wk/employee and 3 employees per 1,000 sf
Supermarket: 284 lbs/wk/employee and 3 employees per 1,000 sf
Restaurant: 251 lbs/wk/employee and 3 employees per 1,000 sf
Office: 13 lbs/wk/employee and 1 employee per 250 sf
Storage: 9 lbs/wk/employee and 1 employee per 15,000 sf
Auto-related: average of retail and wholesale rate - 72.5 lbs/wk/employee and 1 employee per 1,000 sf
Industrial: average of apparel/textile and printing/publishing - 182.5 lbs/wk/employee and 1 employee per 1,000 sf

[2] No-Action condition: community facility uses include medical office, house of worship, day care center, pre-k school, and shelter/transitional housing. Commercial uses include retail, FRESH supermarket, restaurants, auto-related uses, offices, storage, garages, and a gas station.

[3] With-Action condition: community facility uses include medical office, house of worship, day care center, pre-k school, and community center. Commercial uses include retail, FRESH supermarket, restaurants, and offices.

12. Energy

According to the *CEQR Technical Manual*, a detailed assessment of energy impacts would be limited to actions that could significantly affect the transmission or generation of energy or that generate substantial indirect consumption of energy (such as a new roadway). Although significant adverse energy impacts are not anticipated for the Proposed Actions, the EIS will disclose the projected amount of energy consumption during long-term operation resulting from the Proposed Actions, as this information is required for the assessment of Greenhouse Gas Emissions (see below). Further detail is provided in the Draft Scope of Work.

Based on the rates presented in Table 15-1 of the *CEQR Technical Manual* and as shown in **Table B-3**, it is estimated that the RWCDS associated with the Proposed Actions would result in an annual energy consumption of approximately 689,135.97 million BTUs, representing an increment of 413,286.08 million

BTUs over the No-Action condition. As noted in the Draft Scope of Work, an analysis of the anticipated additional demand from the Proposed Actions' RWCDS will be provided in the EIS.

Table B-3: Estimated Energy Consumption on Projected Development Sites-No-Action vs. With-Action Conditions

	Land Use[1]	GSF	Consumption Rates (Thousand BTU (MBTU)/sf/yr.)	Annual Energy Use (million BTUs)
No-Action Condition[2]	Residential	894,761	126.70	113,366.22
	Community Facility	82,919	250.70	20,787.79
	Commercial	532,608	216.30	115,203.11
	Industrial	47,795	554.30	26,492.77
No-Action Total				***275,849.89***
With-Action Condition[3]	Residential	4,162,049	126.70	527,331.61
	Community Facility	155,191	250.70	38,906.38
	Commercial	568,183	216.30	122,897.98
	Industrial	0	554.30	0.00
With-Action Total				***689,135.97***
Net Difference: No-Action vs. With-Action Condition				**413,286.08**

Notes:
[1] Consumption rates are from the *CEQR Technical Manual* Table 15-1, "Average Annual Whole-Building Energy Use in New York City"
[2] No-Action condition: community facility uses include retail, FRESH supermarket, restaurants, auto-related uses, offices, storage, garages, and a gas station.
[3] With-Action condition: community facility uses include medical office, house of worship, day care center, pre-k school, and community center. Commercial uses include retail, FRESH supermarket, restaurants, and offices.

13. Transportation

An assessment of transportation will be provided in the EIS. Based on preliminary estimates for the RWCDS, the Proposed Actions are projected to potentially generate more than 50 additional vehicular trips in the weekday AM, midday, and PM peak hours, as well as the Saturday midday peak hour. The RWCDS is also projected to generate 50 or more vehicles per hour during each of the peak hours through one or more intersections. Therefore, detailed traffic analysis is warranted and will be provided in the EIS, as detailed in the Draft Scope of Work. Furthermore, as described in the Draft Scope of Work, the EIS will document changes in on- and off-street parking utilization in the future No-Action and With-Action conditions. The EIS will also include a parking assessment to determine whether the Proposed Actions and associated RWCDS would result in excess parking demand, and, if warranted, whether there is sufficient parking capacity in the study area to accommodate any excess demand.

Based on preliminary estimates, the RWCDS is projected to generate more than 200 subway trips at one or more subway stations along the 4 line and more than 50 bus passengers in a single direction on one or more bus routes in the weekday AM and PM peak hours. Therefore, detailed subway and bus transit

analyses are warranted and would be provided in the EIS, as detailed in the Draft Scope of Work. The transit analyses will focus on the weekday AM and PM peak commuter hours, as it is during these peak periods that the overall demand on the subway and bus systems are usually highest.

Based on preliminary estimates, there are projected to be more than 200 project-generated pedestrian trips in all peak hours, which include walk-only trips as well as the pedestrian component associated with walking between projected development sites and other modes of travel, such as the NYCT 4, B, and D subway stations and bus stops. Although these pedestrian trips would be dispersed throughout the rezoning area, some concentrations of new pedestrian trips exceeding the 200-trip *CEQR Technical Manual* threshold may occur during one or more peak hours along corridors in the immediate vicinity of projected development sites and along corridors connecting these sites to area transit services. Therefore, a detailed pedestrian analysis is warranted and will be provided in the EIS, as described in the Draft Scope of Work.

14. Air Quality

Under CEQR, an air quality analysis determines whether a proposed project would result in stationary or mobile sources of pollutant emissions that could have a significant adverse impact on ambient air quality, and also considers the potential of existing sources of air pollution to impact the proposed uses. As discussed below, the Proposed Actions would require an air quality analysis including both mobile and stationary sources.

The Proposed Actions are expected to result in the conditions outlined in Chapter 17, Section 210 of the *CEQR Technical Manual*. Specifically, the project-generated vehicle trips are expected to exceed the emissions threshold and potentially the peak vehicle traffic threshold for conducting an air quality analysis of mobile sources, which is 170 vehicles at any intersection. In addition, the Proposed Actions and associated RWCDS would result in the conditions outlined in Chapter 17, Section 220. Specifically, the projected and potential developments would use fossil fuels for heat and hot water systems. Therefore, an assessment of air quality will be provided in the EIS. As detailed in the Draft Scope of Work, the air quality assessment will consider the potential impacts on air quality from project-generated vehicle trips, as well as heat and hot water systems, and from existing industrial uses in the surrounding area on the new development resulting from the Proposed Actions.

15. Greenhouse Gas Emissions and Climate Change

The *CEQR Technical Manual* notes that while the need for a greenhouse gas (GHG) emissions assessment is highly dependent on the nature of the project and its potential impacts, the GHG consistency assessment currently focuses on city capital projects, projects proposing power generation or a fundamental change to the City's solid waste management system, and projects being reviewed in an EIS that would result in development of 350,000 sf or more (or smaller projects that would result in the construction of a building that is particularly energy-intense, such as a data processing center or health care facility). The proposed development associated with the RWCDS would exceed 350,000 sf, and therefore a GHG assessment will be provided in the EIS, as described in the Draft Scope of Work.

According to the *CEQR Technical Manual*, depending on a project's sensitivity, location, and useful life, it may be appropriate to provide a qualitative discussion of the potential effects of climate change on a proposed project in environmental review. Rising sea levels and increases in storm surge and coastal flooding are the most immediate threats in New York City for which site-specific conditions can be assessed, and an analysis of climate change may be deemed warranted for projects at sites located within

the 100- or 500-year flood zone. The rezoning area is not located within the federally mapped 100- and 500-year floodplains. Therefore, the rezoning area is not susceptible to storm surge and coastal flooding, and an assessment of climate change is not warranted.

16. Noise

Under CEQR, a noise analysis is appropriate if an action would generate any mobile or stationary sources of noise or would be located in an area with high ambient noise levels. Specifically, an analysis would be required if an action generates or reroutes significant vehicular traffic, if an action is located near a heavily trafficked thoroughfare, or if an action would be within 1,500 feet of existing rail activity (and with a direct line of sight to that rail facility). A noise assessment would also be appropriate if the action would result in a playground or would cause a stationary source to be operating within 1,500 feet of a receptor (with a direct line of sight to that receptor), or if the action would include unenclosed mechanical equipment for manufacturing or building ventilation purposes, or if the action would be located in an area with high ambient noise levels resulting from stationary sources.

A detailed noise analysis will be included in the EIS, as the Proposed Actions would result in additional vehicle trips to and from the rezoning area; would introduce new sensitive receptors in the vicinity of heavily trafficked roadways including Jerome Avenue, West Tremont Avenue and Edward L. Grant Highway, and an elevated subway line along Jerome Avenue. Building attenuation measures required to provide acceptable interior noise levels for the projected and potential development sites will also be examined and discussed in the EIS, as described in the Draft Scope of Work.

17. 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. The *CEQR Technical Manual* indicates that for most projects, a public health analysis is not necessary. Where no significant unmitigated adverse impact is found in other CEQR analysis areas, such as air quality, water quality, hazardous materials or noise, no public health analysis is warranted. If, however, an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, water quality, hazardous materials or noise, the lead agency may determine that a public health assessment is warranted for that specific technical area.

As none of the relevant analyses have yet been completed, the potential for an impact in these analysis areas, and thus potentially to public health, cannot be ruled out at this time. Should the technical analyses conducted for the EIS indicate that significant unmitigated adverse impacts would occur in the areas of air quality, water quality, hazardous materials or noise, then an assessment of public health will be provided in the EIS, as described in the Draft Scope of Work.

18. Neighborhood Character

A neighborhood character assessment considers how elements of the built environment combine to create the context and feeling of a neighborhood, and how a project may affect that context and feeling. To determine a project's effects on neighborhood character, a neighborhood's contributing elements are considered together.

Under CEQR, an assessment of neighborhood character is generally needed when a proposed project has the potential to result in significant adverse impacts in the areas of land use, socioeconomic conditions, open space, urban design and visual resources, historic and cultural resources, transportation, and noise,

or when the project may have moderate effects on several of these elements that define a neighborhood's character. The Proposed Actions are expected to affect one or more of the constituent elements of the proposed Special Jerome Avenue District's neighborhood character, including land use patterns, urban design, historic and cultural resources, and levels of traffic and noise. Therefore, an analysis of the Proposed Actions' effects on neighborhood character will be provided in the EIS, as described in the Draft Scope of Work.

19. Construction

Construction impacts, although temporary, can include the disruptive and noticeable effects of a project. Determination of their significance and need for mitigation is generally based on the duration and magnitude of the impacts. Construction impacts are usually important when construction activity could affect traffic conditions, archaeological resources, the integrity of historic resources, community noise patterns and air quality conditions. In addition, because soils are disturbed during construction, any action proposed for a site that has been found to have the potential to contain hazardous materials should also consider the possible construction impacts that could result from contamination.

Under CEQR, multi-sited projects with overall construction periods lasting longer than two years and which are near sensitive receptors should undergo a preliminary impact assessment. Therefore, this will be undertaken in the EIS, following the guidelines in the *CEQR Technical Manual*. The preliminary assessment will evaluate the duration and severity of the disruption or inconvenience to nearby sensitive receptors. If the preliminary assessments 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* as described in the Draft Scope of Work.

Appendix 1

List of Blocks and Lots Included in Proposed Special Jerome Avenue District

Block	Lots
2463	34 (p/o), 40, 46 (p/o)
2465	1 (p/o) , 50 (p/o)
2479	19, 24
2480	8 (p/o)
2487	10, 20, 30, 32, 38, 42
2488	1, 12, 14, 20, 23, 25 (p/o)
2489	1, 5, 6, 8, 11, 14, 25, 26, 27, 29, 30, 33, 54, 60, 71, 77
2496	52, 58, 64 (p/o), 73(p/o), 81 (p/o)
2506	40 (p/o), 44, 54, 62, 87, 89, 91, 94, 98, 100, 102, 104, 125, 127, 129, 132, 133, 134, 136, 138, 147, 164
2520	1, 12, 32, 45
2521	15, 24,
2522	65, 68, 70, 81, 96, 98, 101, 102, 103,
2807	52 (p/o), 56, 59, 62 (p/o)
2828	11, 13, 16, 17, 20, 22, 24
2829	1, 23, 24, 26, 45 (p/o)
2833	1, 28, 30, 35, 37, 38
2837	9 (p/o), 11, 18
2838	1 (p/o)
2839	1, 5, 10
2840	1, 5, 8 (p/o), 38 (p/o)
2841	1 (p/o), 5
2842	1, 6, 10, 13, 15, 18, 42, 47, 51, 55, 59 (p/o)
2843	1, 5, 12, 31, 35, 65, 69, 74 (p/o), 93 (p/o), 98
2844	1, 5, 9, 12, 116, 117
2845	34, 40, 45 (p/o), 55 (p/o)
2846	1, 2, 4, 6, 14, 21, 27, 32, 37 (p/o), 41 (p/o), 74 (p/o)
2847	1, 5, 8 (p/o), 29, 35, 36, 69 (p/o)
2848	1, 12, 16, 24
2849	1, 5, 9, 13, 24 (p/o)
2850	1, 3, 7, 9
2851	1 (p/o), 2 (p/o), 42
2852	1 (p/o), 4 (p/o), 9 (p/o), 14
2853	1 (p/o), 6 (p/o), 9 (p/o), 11, 12, 15, 17, 22, 27, 32, 41
2854	1, 3, 6, 8, 10, 14, 15, 18, 21, 24 (p/o), 26, 30, 36, 39, 42, 44 (p/o), 56, 62, 63, 64
2855	1, 8, 12, 15, 16, 20, 25, 27, 28
2856	1, 11, 19, 20, 23, 24, 29, 45, 49, 51, 53, 65, 141
2857	1, 6, 21, 22, 23, 24, 28, 43, 48, 51, 64, 71, 77, 81, 90, 94, 95
2858	1, 9, 15, 19, 23, 28
2859	1, 4, 5, 8, 10, 17, 18, 26, 30, 33, 34, 35, 38, 41, 44, 46, 50, 51, 77, 89, 92, 97
2860	1, 20, 34
2861	74, 79, 80, 163
2862	90, 97, 103
2863	1, 7, 16, 17 (p/o), 28 (p/o), 30, 32, 35, 40, 42, 46, 50, 54

2864	7, 35
2865	1, 15, 19, 23, 88
2868	139
2869	122, 127, 130, 136
2870	20, 26 (p/o), 31 (p/o), 35
2871	2, 61, 69, 78 (p/o), 85, 94, 106, 110, 112 (p/o), 115, 133, 140
2872	1, 40, 46, 50, 78, 82, 86, 92, 93
2873	1, 8, 10
2874	1, 3, 6, 8, 10, 58, 59, 154
3160	1
3169	1, 59, 66, 71
3171	17, 18, 19, 21, 23, 25, 26, 27, 59
3172	1, 3, 39, 40, 43, 44
3178	1 (p/o), 60
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