DEPARTMENT OF CITY PLANNING
CITY OF NEW YORK

ENVIRONMENTAL ASSESSMENT AND REVIEW DIVISION

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Department of City Planning

May 17, 2013

# NOTICE OF COMPLETION OF THE DRAFT ENVIRONMENTAL IMPACT STATEMENT

## East Fordham Road Rezoning

**Project Identification**
CEQR No. 13DCP107X
ULURP Nos. 130273ZMX; N 130274ZRX
SEQRA Classification: Unlisted

**Lead Agency**
City Planning Commission
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Pursuant to City Environmental Quality Review (CEQR), Mayoral Executive Order No. 91 of 1977, CEQR Rules of Procedure of 1991 and the regulations of Article 8 of the State Environmental Conservation Law, State Environmental Quality Review Act (SEQRA) as found in 6 NYCRR Part 617, a Draft Environmental Impact Statement (DEIS) has been prepared for the action described below. Copies of the DEIS are available for public inspection at the office of the undersigned. The proposal involves actions by the City Planning Commission and Council of the City of New York pursuant to Uniform Land Use Review Procedures (ULURP). A public hearing on the DEIS will be held at a later date to be announced, in conjunction with the City Planning Commission's citywide public hearing pursuant to ULURP. Advance notice will be given of the time and place of the hearing. Written comments on the DEIS are requested and would be received and considered by the Lead Agency until the 10th calendar day following the close of the public hearing.

## A. INTRODUCTION

The applicant, The New York City Department of City Planning (DCP) is seeking zoning map and text amendments, (collectively, the "Proposed Action") to facilitate commercial, residential and community facility development, preserve existing neighborhood character, reinforce the existing commercial character and promote an active, vibrant streetscape on twelve partial blocks in the Belmont neighborhood of Bronx, Community District 6. The area affected by the Proposed Action is bounded by East 191st street to the north, East 187th street to the south, Southern Boulevard to the east and Bathgate Avenue to the west. The Proposed Action would rezone all or portions of Blocks 3059, 3066, 3067, 3077, 3078, 3091, 3115 and 3273.

The East Fordham Road Rezoning seeks to create a new gateway for the Bronx by stimulating growth, protecting neighborhood character and reinforcing the existing commercial character. The proposed actions would create new opportunities for growth and investment while reinforcing the established commercial character and preserving the existing built context in targeted locations.

As discussed below, a reasonable worst-case development scenario (RWCDS) for development associated with the Proposed Action has been identified. For environmental assessment purposes, projected developments, considered likely to occur in the foreseeable future, i.e., an approximate ten-year period following the adoption of the Proposed Action, are expected to occur on 9 sites, and potential developments, which are considered possible but less likely, have been identified for 7 additional sites. The Proposed Action would allow for the development of new uses and higher densities at the projected and potential development sites. As the Proposed Action would rezone an area encompassing approximately 12 blocks, and an approximate ten-year period is typically believed to be the length of time over which a projection can be made on changes due to the rezoning, the analyses in this DEIS consider an analysis year of 2023.

## B. CONTENTS OF THIS EIS

A Draft Scope of Work that set forth the analyses and methodologies proposed for this EIS was released on March 28, 2013. The public, interested and involved agencies, Bronx Community Board 6, and elected officials were invited to comment on the scope, either in writing or orally, at a public scoping meeting held at 10:00AM on April 30, 2013 at the New York City Department of City Planning-Bronx Office, One Fordham Plaza 5th Floor, Bronx, NY, 10458. The comment period remained open until May 10, 2013, 10 days after the meeting. A Final Scope of Work, issued on May 17, 2013, was used as the framework for preparing this DEIS.

A Revised Environmental Assessment Statement (EAS), which superseded the EAS issued on March 22, 2013, was issued on May 17, 2013, and incorporated additional analyses conducted in the areas of Open Space, Shadows, Air Quality, Noise, Public Health and Neighborhood Character. The Revised EAS concluded that there would be no potential for significant, adverse impacts in these areas. In summary, the Revised EAS concluded that there would be no significant adverse impacts in the following analysis areas and conditions:

- Land Use, Zoning, and Public Policy
- Socioeconomic Conditions
- Community Facilities and Services
- Open Space
- Shadows
- Historic and Cultural Resources
- Urban Design and Visual Resources
- Natural Resources
- Hazardous Materials
- Water and Sewer Infrastructure
- Solid Waste and Sanitation Services
- Energy
- Air Quality
- Greenhouse Gas Emissions
- Noise
- Public Health
- Neighborhood Character
- Construction Impacts

This DEIS has been prepared in conformance with applicable laws and regulations, including Executive Order No. 91, New York City Environmental Quality Review (CEQR) regulations, and follows the guidance of the *CEQR Technical Manual.* This EIS contains analyses of topics for which the screening methodologies contained in the *CEQR Technical Manual* indicated that the potential for significant adverse environmental impacts exists, thus warranting additional detailed studies. A targeted Draft EIS was prepared on Transportation, because all other impact categories were screened out from further analysis in the Revised EAS dated May 17, 2013. The analysis identified significant adverse impacts on traffic, transit and pedestrian

operating conditions. In addition, chapters evaluating Alternatives and Mitigation, and chapters evaluating Growth-Inducing Aspects of the Proposed Action, and Irreversible and Irretrievable Commitment of Resources are included.

The DEIS will accompany the ULURP application through the public hearings at the Community Board and CPC. A public hearing will be held on the DEIS in conjunction with the CPC hearing on the ULURP applications to afford all interested parties the opportunity to submit oral and written comments. The record will remain open for 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 incorporate all substantive comments made on the DEIS, along with any revisions to the technical analysis necessary to respond to those comments. The FEIS will then be used by the decision makers to evaluate CEQR findings, which address project impacts and proposed mitigation measures, before deciding whether to approve the requested discretionary actions.

## C. PROJECT PURPOSE AND NEED

The East Fordham Road rezoning area primarily consists of two existing zoning districts: C8-1 and R6. The C8-1 district is located along East Fordham Road between Bathgate Avenue and Southern Boulevard. While some of the auto-related uses remain, there has been a shift in focus to commercial and community facility uses. New uses include a bank, barber shop, a dermatologist office and most recently a 3-story 22,000 sf full service medical facility with ground floor retail. The R6 district encompasses a portion of the study area bounded by Bathgate Avenue and Crotona Avenue north of East Fordham Road and another portion along Arthur Avenue between East Fordham Road and East 187$^{th}$ Street. The area bounded by the Bathgate Avenue and Crotona Avenue is characterized predominantly by 2-3 story row houses. The area along Arthur Avenue between East Fordham Road and East 187$^{th}$ Street is characterized by multifamily walkup buildings many with ground floor retail as well as single-story retail establishments. The proposed actions seek to create new opportunities for growth and investment while reinforcing the established commercial character and preserving the existing built context in targeted locations. The proposal reflects the department's on-going consultation with Community Board 6, local elected officials and local property owners seeks to achieve the following objectives:

- Create a new gateway to the Central Bronx
- Establish height and bulk limits to establish a unified look and feel of the corridor
- Stimulate revitalization through private investment
- Incentivize permanently affordable housing
- Protect neighborhood character and ensure predictable future development
- Reinforce existing commercial character

## D. DESCRIPTION OF THE PROPOSED ACTION

The Proposed Action includes zoning map and zoning text amendments introducing contextual zoning districts and incentives for permanently affordable housing. The Proposed Action would affect zoning rules governing building bulk, including the permitted densities (i.e., FAR's), building heights, and streetwalls. The Proposed Action would also changes the permitted uses within the rezoning area.

The proposal includes mapping a medium density commercial district along East Fordham Road between Bathgate Avenue and Southern Boulevard to allow mid-density residential, commercial and community facility

development where current zoning permits limited commercial (mainly auto-related) and community facility uses and no residential development. Zoning map amendments are proposed along East Fordham Road between Bathgate Avenue and Southern Boulevard to permit medium density residential, commercial and community facility development within a contextual envelope where current zoning permits low-scale auto-related and commercial uses. Rezoning proposed for four partial blocks is intended to preserve existing neighborhood character and ensure predictability for future development on narrow streets. Rezoning for one partial block is intended to preserve the existing residential character of the area, and commercial overlays are proposed to reinforce the existing commercial character and create retail continuity. A zoning text amendment is also proposed to establish the Inclusionary Housing program in the proposed C4-5D districts within the proposed rezoning area.

As concluded in the Revised EAS dated May 17, 2013, the Proposed Action includes the mapping of (E) designations (E-304) for hazardous materials, noise and air quality on all 16 of the projected and potential development sites. The (E) designation is a mechanism that ensures no significant adverse impacts would result from a proposed action because of steps that would be undertaken prior to the development of a rezoned site. The (E) designation would ensure that these identified sites would not be developed unless necessary remedial measures are implemented.

## E. PROPOSED ACTIONS AND REQUIRED APPROVALS

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

(1) Zoning map amendment to change portions of 12 blocks along East Fordham Road from Bathgate Avenue to Southern Boulevard from C8-1, R6/C2-4 and R6/C2-3-to C4-5D
(2) Zoning map amendment to change a partial block on East 189th Street between Cambreleng Avenue and Crotona Avenue from C8-1 to R6
(3) Zoning map amendment to change 4 partial blocks from R6 to R6B along East 191st Street between Bathgate Avenue and Belmont Avenue Zoning map amendment to map new C2-4 commercial overlays along Arthur Avenue between East 187th Street to East Fordham Road
(4) Zoning text amendment to establish the Inclusionary Housing program in the C4-5D district within the proposed rezoning area in Community District 6, the Bronx.

## F. REASONABLE WORST CASE DEVELOPMENT SCENARIO

In order to assess the possible effects of the Proposed Action, a reasonable worst-case development scenario was established for both the current zoning (Future No-Action) and proposed zoning (Future With-Action) conditions projected to the build year of 2023. The incremental difference between the Future No-Action and Future With-Action conditions are the basis of the impact category analyses of this Environmental Impact Statement. For area-wide rezonings not associated with a specific development, where the build-out depends on market conditions and other variables, the build year cannot be determined with precision. A build year ten years in the future is generally considered reasonable for these projects as it captures a typical cycle of market conditions and generally represents the outer timeframe within which predictions of future development may usually be made without speculation.

To determine the With-Action and No-Action conditions, standard methodologies have been used to identify

the amount and location of future development, following the *CEQR Technical Manual* guidelines and employing reasonable assumptions. In projecting the amount and location of new development, several factors have been considered in indentifying likely development sites. These include known development proposals, past development trends, and the development site criteria described below. Generally, for area-wide rezoning, 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 reasonably occur.

To produce a reasonable, conservative estimate of future growth, the development sites were further 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 (build year 2023) because of known development plans for such sites, their relatively low FAR and current utilization, and relatively large size. Potential sites are considered less likely to be developed over the same period because of their relatively higher FARs, existing utilization, and generally more cumbersome means of development.

This Environmental Impact Statement assesses both density-related and site specific potential impacts from the development on all projected development sites. Density-related impacts are dependent on the amount and type of development projected on a site and the resulting impact 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 and shadows impacts from development, the effects on historic resources, and the possible presence of hazardous materials. Development is not anticipated on the potential development sites within the next decade; therefore, these sites have not been included in the density-related impact assessments. However, specific review of site specific impacts for these sites has been conducted in order to ensure a conservative analysis.

Sixteen sites (9 projected and 7 potential) have been identified in the rezoning area. Table S.1 below provides a summary of the RWCDS for each analysis scenario.

**The Future Without the Proposed Action (No-Action Conditions)**

In the future without the Proposed Action (No-Action), given the existing zoning and land use trends in the area, it is anticipated that the rezoning area would experience limited commercial and community facility development. As shown in Table S.1, it is anticipated that, in the future without the Proposed Action, there would be a decrease of 12 dwelling units, an increase of 104,057 square feet of commercial retail space, 538 square feet of office space and 86,179 square feet of community facility space.

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

The Proposed Action would allow for the development of new uses and higher densities at the projected and potential development sites. It is anticipated that the Proposed Action would result in the net increase of 352 dwelling units, of which 73 would be affordable under the Inclusionary Housing program, 118,951 square feet of commercial space, 81,179 square feet of office space and 761 square feet of community facility space. Additionally, seven potential development sites were identified as less likely to be developed in the future with the Proposed Action. These sites could be redeveloped with a residential, commercial and community facility uses.

## G. PROBABLE IMPACTS OF THE PROPOSED ACTION

### Transportation

The preliminary CEQR screening determined the need for quantified analyses of traffic, transit, and pedestrian conditions as well as an evaluation of vehicular and pedestrian safety and an assessment of parking conditions.

Prior to the completion of the Final Scope, it was announced that a new project adjacent to the East Fordham Road study area – The Kingsbridge Armory – is commencing it's public review, and it is anticipated the project will be operational prior to East Fordham Road's build year. The DEIS's Transportation analysis and any associated mitigation measures will be based on a No-Build condition that includes assumptions on available data regarding the Kingsbridge Armory's projected trip generation results. Because the Kingsbridge Armory project is in the early stages of its review process, further details regarding the traffic analysis for the Kingsbridge Amory project were not completed prior to the completion of the Final Scope. Since the No-Build condition will be based on preliminary results, any changes that are made to the Kingsbridge trip generation results may affect the intersections studied, the outcomes of the analysis and potential mitigation measures. If additional, relevant information regarding the Kingsbridge Armory project becomes available, any changes necessary to the analysis will be made between Draft and Final EIS.

*Traffic*

For the proposed East Fordham Road Rezoning, there would be significant adverse impacts related to traffic. This determination was made considering the incremental difference in person trips by mode and vehicle trips expected to result from the proposed action by the 2023 analysis year. Table S.2 provides the estimated incremental net change in peak hour person and vehicle trips (compared to the No-Action condition) that would occur in 2023 with the implementation of the proposed action. This forecast represents the net difference of the trips generated on each of the 9 projected development sites less the trips generated by the land use displaced on each site. Overall, the 2023 completion of the proposed action would result in approximately 222, 369, and 318 incremental vehicle trips during the weekday AM, midday, and PM peak hours, respectively.

**Table S.2**
**Trip Generation Summary: Project Increments**

| Peak Hour | AM | | | Midday | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|
| Person Trip | In | Out | Total | In | Out | Total | In | Out | Total |
| Auto | 144 | 70 | 214 | 211 | 196 | 407 | 139 | 214 | 353 |
| Taxi | 19 | 13 | 32 | 41 | 39 | 80 | 28 | 31 | 59 |
| Subway | 53 | 89 | 142 | 98 | 101 | 199 | 105 | 98 | 203 |
| Bus | 58 | 70 | 128 | 122 | 126 | 248 | 95 | 113 | 208 |
| Railroad | 8 | 10 | 18 | 9 | 9 | 18 | 12 | 11 | 23 |
| Walk | 192 | 210 | 402 | 780 | 799 | 1,579 | 528 | 549 | 1,077 |
| **Total** | **474** | **462** | **936** | **1,261** | **1,270** | **2,531** | **907** | **1,016** | **1,923** |
| **Peak Hour** | **AM** | | | **Midday** | | | **PM** | | |
| **Vehicle Trip** | In | Out | Total | In | Out | Total | In | Out | Total |
| Auto | 111 | 51 | 162 | 125 | 126 | 251 | 81 | 153 | 234 |
| Taxi | 24 | 24 | 48 | 54 | 54 | 108 | 40 | 40 | 80 |
| Delivery | 6 | 6 | 12 | 5 | 5 | 10 | 2 | 2 | 4 |
| **Total** | **141** | **81** | **222** | **184** | **185** | **369** | **123** | **195** | **318** |

Of the 13 study area intersections analyzed, the proposed project would result in significant traffic impacts at 7 intersections in the weekday AM peak hour, 6 in the midday peak hour, and 8 in the PM peak hour, as summarized in Table S.3. Traffic capacity improvements that would be needed to mitigate these significant

impacts are addressed below in Section G, "Mitigation."

*Transit*

The preliminary screening assessment concluded that a detailed examination of subway line-haul analysis is not warranted. However, the Proposed Action would result in capacity shortfalls of 77 spaces on westbound Bx12 SBS service in the AM peak hour, 40 spaces on eastbound Bx12 SBS service in the PM peak hour, and 58 spaces on westbound Bx12 SBS service in the PM peak hour. These significant adverse impacts to Bx12 SBS bus service could be fully mitigated by the addition of one articulated bus in the westbound direction in the AM peak hour and one articulated bus each in the eastbound and westbound directions in the PM peak hour. Potential measures to mitigate the projected significant adverse bus line-haul impacts are described in Section G "Mitigation."

**Table S.3**
**Summary of Locations**
**with Siginficant Adverse Traffic Impacts**

| Intersection | AM Peak Hour | | Midday Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|---|
| | Significant Impacts | Mitigation | Significant Impacts | Mitigation | Significant Impacts | Mitigation |
| East Fordham Road and Webster Avenue | WB-T | Yes | | | | |
| East Fordham Road and Third Avenue | | | WB-LT | Yes | | |
| East Fordham Road and Washington Avenue | WB-L | Yes | WB-L | Yes | | |
| East Fordham Road and Bathgate Avenue | | | | | NB-TR | Yes |
| East Fordham Road and Lorillard Place | | | | | EB-T | Yes |
| East Fordham Road and Hoffman Street | | | | | NB-LTR | Yes |
| East Fordham Road and Arthur Avenue | WB-L | Yes | EB-T, WB-L | Yes | WB-L | Yes |
| East Fordham Road and Hughes Avenue | NB-LTR | Yes | NB-LTR, SB-LR | Yes | NB-LTR, SB-LR | Yes |
| East Fordham Road and Cambreleng Avenue | | | | | NB-R | Yes |
| East Fordham Road (Westbound) and Southern Boulevard | WB-LTR | Yes | | | | |
| East 187th Street and Crotona Avenue | EB-LTR | Yes | EB-LTR | Yes | EB-LTR | Yes |

*Pedestrian*

Weekday peak period pedestrian conditions were evaluated at key sidewalk, corner reservoir, and crosswalk elements at thirteen area intersections. Significant adverse impacts were identified at one intersection. All sidewalk, corner reservoir, and crosswalk analysis locations were found to operate acceptably at LOS C or better (maximum of 6.0 PMF platoon flows for sidewalks; minimum of 24.0 SFP for corners and crosswalks) in the Build conditions, except one location. A potential measure to mitigate the projected significant adverse pedestrian crosswalk impact is described in Section G "Mitigation."

*Vehicular and Pedestrian Safety*

Crash data for the study area intersections were obtained from the New York State Department of Transportation (NYSDOT) for the time period between January 1, 2009 and December 31, 2011. During this period, a total of 345 reportable and non-reportable accidents, zero fatalities, 436 injuries, and 64 pedestrian/bicyclist-related accidents occurred at the study area intersections. A rolling total of accident data

identifies two study area intersections as high pedestrian accident locations in the 2009 to 2011 period. These locations are Webster Avenue at East Fordham Road and Third Avenue at East Fordham Road.

Measures to increase pedestrian safety at these locations could include the installation of signs warning turning vehicles to yield to pedestrians in the crosswalk on all approaches. Restriping the fading western crosswalk should also be considered to increase pedestrian safety and vehicle conflicts within these intersections. With these measures in place, the projected increases in vehicular and pedestrian levels at 3rd Avenue and E. Fordham Road and Webster Avenue and East Fordham Road are not anticipated to exacerbate any of the current causes of pedestrian-related accidents.

*Parking*

The proposed action would include the construction of 258 off-street parking spaces. These spaces would be dispersed across the projected development sites. The supply of parking provided by the proposed action is sufficient to accommodate overnight parking at all projected development sites. Midday parking would not be fully accommodated at sites C, E, F, and I, resulting in a total parking shortfall at these sites of 98 spaces. However, it is assumed that projected development sites situated near each other would share parking spaces with each other, and any available spaces on sites could accommodate excess demand from adjacent sites. The Build on-street parking utilization is expected to increase to 82 percent in the weekday AM period and to 99 percent during the weekday midday period in the ¼ mile on-street parking study area. All weekday AM parking demand will be accommodated by spaces on the projected development sites. In the weekday midday period, the excess demand of 43 spaces would result in an on-street parking availability of 13 spaces. Therefore, with excess on-street parking availability in the build condition weekday AM and midday periods, the proposed action is not expected to result in significant adverse parking impacts in the study area.

## H. MITIGATION

### Transportation

*Traffic*

As discussed in Chapter 2, "Transportation," the Proposed Action would result in significant adverse traffic impacts at 12 intersections during one or more analyzed peak hours; specifically 6 approach movements at 6 intersections would be impacted during the AM peak hour, 7 approach movements at 5 intersections would be impacted during the Midday peak hour, and 8 approach movements at 7 intersections would be impacted during the PM peak hour. Implementation of traffic engineering improvements such as shifting of green signal timing to the impacted approach phases and lane restriping would provide mitigation for all of the anticipated traffic impacts. Table S.4 shows that significant adverse impacts would be fully mitigated at all approach movements.

**Table S.4**
**Summary of Movements/Intersections with Significant Adverse Traffic Impacts**

| Peak Hour | Movements/ Intersections Analyzed | Movements/ Intersections With No Significant Impacts | Movements/ Intersections With Significant Impacts | Mitigated Movements/ Intersections | Unmitigated Movements/ Intersections |
|---|---|---|---|---|---|
| AM | 65/13 | 59/7 | 6/6 | 6/6 | 0/0 |
| Midday | 65/13 | 58/8 | 7/5 | 7/5 | 0/0 |
| PM | 65/13 | 57/6 | 8/7 | 8/7 | 0/0 |

Between Draft and Final EIS, DOT will review the specific measures proposed for each intersection to confirm adequacy and feasibility of their implementation and recommend changes as necessary. If it is determined that a specific measure is not feasible at a particular location, DCP in consultation with DOT will explore other mitigation measures to mitigate impacts. However, if it is determined that other measures are not available to mitigate the identified impacts, either in part or in whole, the impact would be identified in the FEIS as unmitigable.

*Transit*
Bus

The Proposed Action would result in capacity shortfalls of 77 spaces on westbound Bx12 SBS service in the AM peak hour, 40 spaces on eastbound Bx12 SBS service in the PM peak hour, and 58 spaces on westbound Bx12 SBS service in the PM peak hour. These significant adverse impacts to Bx12 SBS bus service could be fully mitigated by the addition of one articulated bus in the westbound direction in the AM peak hour and one articulated bus each in the eastbound and westbound directions in the PM peak hour.

The general policy of NYCT is to provide additional bus service where demand warrants, taking into account financial and operational constraints. Based on NYCT's ongoing passenger monitoring program and as new development occurs throughout the study area, a comprehensive service plan would be generated to respond to specific, known needs with capital and/or operational improvements where fiscally and operationally practicable. NYCT's capital program is developed on a five-year cycle; through this program, expansion of bus services would be provided as needs are determined. It is therefore anticipated that NYCT would increase service frequency on the Bx12 SBS route to address its capacity shortfalls.

*Pedestrians*

As discussed in Chapter 2, "Transportation," incremental demand from the Proposed Action would significantly adversely impact a total of one crosswalk in one or more peak hours. Measures recommended to mitigate the crosswalk impact generally consist of minor signal timing adjustments. With the recommended mitigation measures, the significant crosswalk impacts at one of 13 impacted crosswalks would be fully mitigated.

## I. UNAVOIDABLE ADVERSE IMPACTS

According to the *CEQR Technical Manual*, unavoidable adverse impacts are disclosed when a proposed action is expected to result in significant adverse impacts for which there are no reasonable or practical mitigation measures. As described in Chapter 3 "Mitigation," all the potential significant adverse impacts to traffic, transit and pedestrians resulting from the proposed action appear to be readily mitigated using standard mitigation measures, such as signal timing. However, between Draft and Final EIS, DOT will review the specific measures proposed for each intersection to confirm adequacy and feasibility of their implementation and recommend changes as necessary. If it is determined that a specific measure is not feasible at a particular location, DCP in consultation with DOT will explore other mitigation measures to mitigate impacts. However, if it is determined that other measures are not available to mitigate the identified impacts, either in part or in whole, the impact would be identified in the FEIS as unmitigable. If any impacts are determined to be unmitigatable between Draft and Final EIS, this section will be updated to identify the specific unmitigated impacts.

## J. ALTERNATIVES

The purpose of the alternatives analysis is to examine reasonable alternatives to the proposed action that avoid or reduce action-related significant adverse impacts and may still allow for the achievement of the stated goals and objectives of the proposed action. For this EIS, the following alternatives were considered: a No-Action Alternative and a Lower Density Alternative. As identified in Chapter 3 "Mitigation," of the DEIS, significant adverse impacts to traffic, transit and pedestrians would occur at twelve intersections during specific periods. As discussed in the Transportation and Mitigation chapters, it appears that all significant adverse impacts are readily mitigated using standard mitigation measures, such as signal timing. However, between Draft and Final EIS, DOT will review the specific measures proposed for each intersection to confirm adequacy and feasibility of their implementation and recommend changes as necessary. If it is determined that a specific measure is not feasible at a particular location, DCP in consultation with DOT will explore other mitigation measures to mitigate impacts. However, if it is determined that other measures are not available to mitigate the identified impacts, either in part or in whole, the impact would be identified in the FEIS as unmitigable. If any impacts are determined to be unmitigatable between Draft and Final EIS, the feasibility of a No Unmitigated Impact Alternative will be explored and discussed in the FEIS. For this EIS, the following alternatives were considered: a No-Action Alternative and a Lower Density Alternative.

*No-Action Alternative*

Under CEQR, consideration of a No-Action Alternative is required. The No-Action Alternative examines future conditions within the proposed rezoning area assuming the absence of the proposed action. This alternative provides a baseline for the evaluation of impacts associated with the proposed action. The No-Action Alternative for the East Fordham Road Rezoning evaluates traffic conditions without the proposed rezoning in place. The No-Action Alternative is not intended to and would not fulfill the project purpose and need. Based on the analysis, under the No-Action Alternative, the traffic conditions at the intersections that are significantly impacted under the proposed action would still be poor and in many cases would deteriorate, even absent the proposed action.

*Lower Density Alternative*

A Lower Density Alternative to the proposed action was developed to determine whether the purpose and need established for the proposed action could be accomplished while avoiding the significant adverse impacts to traffic that have been identified. Under the Lower Density Alternative, the rezoning area would be mapped with a C4-4A zoning district instead of the C4-4D zoning district along East Fordham Road from Bathgate Avenue to Southern Boulevard. The C4-4A would reduce the maximum permitted FAR from 5.6 to 4.6 and would also reduce the maximum permitted building height from 100 feet to 80 feet.

Compared to the proposed action, the Lower Density Alternative was found to result in fewer trips generated over the No-Action condition. The Lower Density Alternative is expected to result in the same or a slightly fewer number of significant adverse traffic impacts than the proposed project, depending on the peak analysis hour. These impacts could be mitigated using the same mitigation measures identified for the proposed project.

The Lower Density Alternative would fall short of the objectives of the Proposed Action in creating an attractive gateway to the central Bronx. The Lower Density Alternative would have nearly a third fewer projected dwelling units and would have a third less local and destination retail and office space. Additionally, unlike the Proposed Action, the Lower Density Alternative does not mandate ground floor retail transparency or other urban design requirements that would unify the look and feel of the corridor. Overall, the Lower

Density Alternative fails to provide the same level of incentive to foster private investment in mixed-use development and permanent affordable housing at the same time as failing to create a lively streetscape with active ground floor uses, which is at the heart of the Proposed Action developed with Community Board 6 and local elected officials. Therefore, compared to the proposed action, while the Lower Density Alternative would result in the same or fewer impacts, not all impacts could be avoided, and the goals and objectives established for the proposed action would not be achieved to the same extent as under the proposed action.

## K. GROWTH-INDUCING ASPECTS OF THE PROPOSED ACTION

The term "growth-inducing aspects" generally refers to the potential for a proposed action to trigger additional development in areas outside of the project site (i.e., directly affected area) that would not experience such development without the proposed action. The CEQR Technical Manual indicates that an analysis of the growth-inducing aspects of a proposed action is appropriate when the action:

- Adds substantial new land use, new residents, or new employment that could induce additional development of a similar kind or of support uses, such as retail establishments to serve new residential uses.

- Introduces or greatly expands infrastructure capacity (e.g., sewers, central water supply). Although this could be an issue only in limited areas of Staten Island and Queens, since in most areas of New York City the infrastructure is already in place and its improvement or expansion is usually proposed only to serve existing or expected users.

The proposed action would result in more intensive land uses (generating new residents, daily workers, and visitors). The projected increase in residential population is likely to increase the demand for neighborhood services, ranging from banks to local retail. This would enhance the growth of local commercial corridors in the rezoning area. It is anticipated that the consumer needs of the new residential and worker populations would largely be satisfied by the new neighborhood-scale ground-floor retail uses that are expected to be developed as a result of the Proposed Action. The Proposed Action could also lead to additional growth in the City and State economies, primarily due to employment and fiscal effects during construction on the projected and potential development sites and operation of these developments after their completion.

It is not anticipated that the Proposed Action would generate significant secondary impacts resulting in substantial new development in nearby areas. The area surrounding the project site is fully developed, and the level of development is controlled by zoning. The infrastructure in the study area is sufficiently well-developed and the Proposed Action would not result in a substantial expansion to infrastructure capacity in the surrounding area. Therefore, the proposed action would not induce significant new growth in the surrounding area.

## L. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

There are a number of resources, both natural and man-made, that would be expended in the construction and operation of the development expected to result from the proposed project. These resources include the materials used in construction; energy in the form of fuel and electricity consumed during construction and operation of the project-generated development; and the human effort (i.e., time and labor) required to develop, construct, and operate various components of the proposed development.

These resources are considered irretrievably committed because their reuse for some purpose other than the

project-generated development would be highly unlikely. The land use changes associated with the development of the proposed project site may be considered a resource loss. The projected and potential development under the Proposed Action also constitutes a long-term commitment of land resources, thereby rendering land use for other purposes highly unlikely in the foreseeable future. The public services provided in connection with the projected and potential developments under the Proposed Action (e.g., police and fire protection and public school seats) also constitute resource commitments that might otherwise be used for other programs or projects, although the Proposed Action would also generate tax revenues to provide additional public funds for such activities. Furthermore, funds committed to the design, construction/renovation, and operation of projected or potential developments under the Proposed Action are not available for other projects.

These commitments of land resources and materials are weighed against the public purpose and benefits of the proposed action, which are to provide an incentive for development to promote an active, vibrant streetscape while preserving existing neighborhood and commercial character in an area with significant transportation infrastructure. It would replace low-scale automotive-related commercial uses and revitalize the East Fordham Road corridor with new residential and commercial development that would be compatible with residential and mixed-use development in surrounding neighborhoods.

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