2.0 PROJECT DESCRIPTION

INTRODUCTION

This Draft Environmental Impact Statement (DEIS) analyzes the potential environmental impacts of the proposed Lower Concourse Rezoning and Related Actions ("the proposed action"). The proposed action includes zoning map and text amendments and amendments to the City Map that have been proposed by the New York City Department of City Planning (DCP). The proposed action area is generally bounded by East 149th Street to the north, the Major Deegan Expressway to the south, Morris and Lincoln Avenues to the east, and the Harlem River to the west, as shown on Figure 2.0-1.

The rezoning area comprises approximately 30 blocks, located in Community District 1 in the South Bronx, and is generally bounded by East 149th Street and East 144th Street to the north, the Major Deegan Expressway and Park Avenue to the south, Morris and Lincoln Avenues to the east, and the Harlem River to the west. The rezoning area is shown on Figure 2.0-2.

The proposed rezoning area is currently zoned M1-2, M2-1, C4-4 and R6. The rezoning proposal would change the area's underlying zoning from manufacturing to mixed-use with residential and commercial uses, while preserving the existing light industrial uses in the area. The proposed action would modify the area's zoning to include C4-4, C6-2A, MX (M1-4/ R8A), MX (M1-4/ R7X), MX (M1-4/ R7A), MX (M1-4/ R6A), and M1-4 zoning districts. In addition, a new C2-4 commercial overlay would be mapped on waterfront lots within a proposed R7-2 district. The rezoning proposal would include zoning text amendments to establish a Special Mixed-Use District (MX), modify food store regulations within the rezoning area and Bronx Community District 1, and establish the Inclusionary Housing program within the rezoning area. Text amendments are also proposed to establish the Harlem River Waterfront Access Plan (WAP) and the Special Harlem River Waterfront District (SHRWD) in the area located along the Harlem River waterfront between Exterior Street and the Harlem River, north of the prolongation of Park Avenue and south of East 149th Street. The proposed text amendments are included in their entirety in Appendix B.

The proposed action would provide opportunities to increase affordable housing in the area by establishing inclusionary zoning, and to develop new commercial uses by facilitating the development of new supermarkets and other retail uses that would extend the area's employment base. In addition, the proposed action would sustain existing light industrial uses. The proposed action would improve waterfront access through a proposed Harlem River Waterfront Access Plan (WAP) and the creation of a new 2.26 acre park and a new waterfront esplanade on the Harlem River.

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SEE FIGURE 2.0-1 PROJECT LOCATION

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SEE FIGURE 2.0-2 REZONING AREA

In order to assess the potential environmental impacts of the proposed Lower Concourse Rezoning and Related Actions, a reasonable worst-case development scenario (RWCDS) has been developed. This RWCDS identifies both projected and potential development sites that, for DEIS analysis purposes, are assumed to be developed under the proposed action. Projected development sites are sites that are more likely to be developed as a result of the proposed action. Potential development sites are sites that could be developed but are assumed to have less development potential than the projected development sites.

The RWCDS projects future conditions with the proposed zoning through an analysis year of 2018. This DEIS assesses the incremental differences between the future with and without the proposed action. It analyzes the RWCDS for projected development sites as a whole, and assesses development of the individual projected development sites for site-specific impacts. Typically, for area-wide rezonings not associated with a specific development proposal, a build period of ten years is analyzed. Therefore, this DEIS has an analysis year of 2018.

DCP identified 31 projected development sites that are likely to be developed by 2018. In addition, there are 48 potential development sites that are considered less likely than the projected sites to be developed over the ten-year analysis period. In total, the proposed action is projected to result in new development of approximately 3,416 dwelling units (DUs), 841,805 square feet (sf) of commercial space, 95,500 sf of industrial space, and 154,289 sf of community facility space.

This DEIS has been prepared in conformity with applicable laws and regulations, including Executive Order No. 91, New York City Environmental Quality Review (CEQR) regulations, and follows the guidance of the 2001 *CEQR Technical Manual*. It contains descriptions of the proposed actions and their environmental setting; potential short- and long-term environmental impacts of the proposed action; potential significant adverse environmental impacts; alternatives to the proposed action; irreversible and irretrievable commitments of resources expected as a result of the proposed action; and a description of proposed mitigation measures necessary to minimize significant adverse environmental impacts that could potentially occur as a result of the proposed action. The proposed action is also subject to the City's Uniform Land Use Review Procedure (ULURP). The City Planning Commission (CPC) is the lead agency in both the environmental review and ULURP processes. Public hearings will be held by Bronx Community Board 1, the Bronx Borough President, CPC, and the City Council during the seven-month ULURP review process.

2.1 Required Approvals and Review Procedures

The proposed action requires CPC and City Council approvals through the ULURP and includes the following actions:

- **Zoning map amendment** to change approximately 30 blocks currently zoned R6, C4-4, M1-2 and M2-1 to C4-4, C6-2A, R7-2/C2-4, MX (M1-4/ R8A), MX (M1-4/ R7X), MX (M1-4/ R7A), MX (M1-4/ R6A), and M1-4. Under the proposed action,

new C2-4 commercial overlays would be mapped across the waterfront blocks, within the R7-2 district.

- **Zoning text amendment** to establish a Special Mixed Use District (MX), extending over all or portions of 25 blocks between Exterior Street and Walton Avenue, south of East 149th Street and north of East 138th Street, and between Park Avenue and Morris Avenue, south of East 146th Street and north of the Major Deegan Expressway. This area is currently zoned M1-2 and M2-1.
- **Zoning text amendments** in the form of the Harlem River Waterfront Access Plan (WAP) and the Special Harlem River Waterfront District (SHRWD), located along two blocks on the Harlem River waterfront, between Exterior Street and the Harlem River, north of the prolongation of Park Avenue and south of East 149th Street. Within the SHRWD, the zoning would change from M2-1 to R7-2/C2-4 and C4-4, and would facilitate new residential and commercial development. The waterfront zoning text amendments would be implemented in order to provide for a coordinated network of waterfront open spaces. For a more detailed description of the WAP and SHRWD, see "Special Harlem River Waterfront District" under Section 2.5 "Existing and Proposed Zoning."
- **Zoning text amendment** to modify food store regulations within the rezoning area. The proposed amendment would allow food stores of any size as-of-right within M1-4 districts in Bronx Community District 1 in order to encourage the location of new grocery stores in the South Bronx.
- **Zoning text amendment** to establish the Inclusionary Housing program within the proposed rezoning area within Bronx Community District 1.
- **Amendments to the City Map** to establish a park on a parcel that is approximately 2.26 acres in size, located between the Harlem River and Exterior Street, south of a visual extension of East 146th Street, and north of a visual extension of East 144th Street. Although the site of the proposed park is located within the proposed Special Harlem River Waterfront District (SHRWD), the special district regulations would not apply. The site would remain zoned M2-1 under the proposed actions. It is anticipated that the New York City Department of Parks and Recreation (DPR) would acquire the site following the park mapping action and develop it for park use. The proposed site is currently occupied by bus parking and warehouse uses. Absent the proposed action, current uses are expected to continue.

An Environmental Assessment Statement (EAS) was submitted on May 14, 2008 and a draft scoping document that set forth the analyses and methodologies proposed for this DEIS was submitted to the public on June 19, 2008. The public, interested agencies, Bronx Community Board 1; adjacent Bronx Community Board 4; and elected officials were invited to comment on the scope, either in writing or orally, at a public scoping hearing held at 4:00 PM on June 19, 2008, at Hostos Community College, 450 Grand Concourse, Bronx, NY. Comments received during the draft scope's public hearing, and written comments received up to 30 days after the hearing, were considered and

incorporated, as appropriate, into the final scope of work. The final scope of work was used as the framework for preparing this DEIS.

Once DCP has determined that the DEIS is complete, the document will be made available for public review and comment. The DEIS will accompany the ULURP application through the public hearings at the Community Board and City Planning Commission (CPC). A public hearing will be held on the DEIS in conjunction with the CPC hearing on the ULURP applications to afford all interested parties the opportunity to submit oral and written comments. The record will remain open for ten days after the public hearing to allow additional written comments on the DEIS. At the close of the public review period, a Final Environmental Impact Statement (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 decision makers to evaluate CEQR findings, which address project impacts and proposed mitigation measures, before deciding whether to approve the requested discretionary actions.

2.2 Background to Lower Concourse Rezoning Area

The proposed rezoning area contains an industrial presence that dates back to the nineteenth century, when various industrial businesses, such as garment and piano factories, were attracted to the area for its excellent port facilities and convenient location. The construction of the subway in the early twentieth century brought a number of multi-story industrial loft buildings and an influx of businesses to the area. During the latter half of the twentieth century, however, manufacturing firms and jobs in the area began to relocate due to a declining economy and the desire for larger and more modern industrial space. The Oak Point Rail Link was built along the Harlem River in this area in the 1990's in order to divert freight traffic away from busy commuter rail lines. The waterborne route cut off access to waterfront lots in this area and precluded water-dependent uses, though the area still contains concentrations of industry and light manufacturing.

Few new buildings have been constructed within the Lower Concourse area since the current manufacturing zoning went into effect in 1961. The new development that has occurred consists primarily of automotive service and personal self-storage facilities. Current zoning in the area is considered to be outmoded and may unduly limit reasonable expansion of this strategically located area. Zoning densities and allowed uses are relatively limited for an area with excellent transit and highway access. Existing zoning also encourages uses and densities that are incompatible with surrounding residential neighborhoods and limits opportunities for new investment in the South Bronx. As a consequence, vacant and under-built sites have created pockets of blight along major thoroughfares, which are located at high-profile entryways into the borough in some cases. Disinvestment due in part to constraints imposed by the area's existing zoning regulations has created a negative effect upon the South Bronx as a whole.

The waterfront in particular is presently characterized by uses that do not take advantage of their locational assets. Current uses along the waterfront include bus parking, construction waste recycling, and personal self-storage. Despite decreases in employment and numbers of firms, a number of businesses remain in this area and certain sections still resonate with the sounds and sights of industrial activity. Storage and light industrial uses, including personal self-storage, warehousing, distribution, and woodworking uses, occupy about 40 percent of the Lower Concourse rezoning area land area.

Although little development has occurred in the Lower Concourse area over the past few decades, there are tremendous opportunities for future growth that could bring beneficial uses and economic activity to the area. The Lower Concourse area has views of Manhattan and the Harlem River waterfront, and numerous transit lines are accessible from the area. The Lower Concourse area is served by subway stops on New York City Transit's #2, #4, and #5 express subway lines, and the #6 local subway line, with subway stations located within walking distance of the entire proposed rezoning area. The southernmost terminus of the Grand Concourse runs through the center of the project area and is a high-profile gateway to the South Bronx for motorists exiting from the Major Deegan Expressway, and for pedestrians using subway stops at East 138th and East 149th Street. Pedestrian access to Manhattan is available across the 145th Street, Madison Avenue, and Third Avenue bridges.

As a backdrop to the growth trends of the rezoning area, over the past two decades the South Bronx has experienced a substantial amount of new housing construction, rebounding from substantial disinvestment and population loss experienced during the 1970's and 1980's. With the population of New York City expected to increase by a million people and the population of the Bronx to increase by more than 120,000 by the year 2030, new areas are needed to accommodate this growth. Most vacant and City-owned sites have been developed or are programmed for development, leaving fewer available sites for new residential development to continue to recoup earlier population losses.

A few of the more substantial investments in the surrounding area are located in the Port Morris/Bruckner Avenue Mixed-Use District rezoning area, which is located directly to the south and east of the proposed rezoning area. This district, established in 1997 and expanded in 2005, allowed residential uses along with the existing manufacturing uses. This rezoning resulted in the conversion of several buildings into more than 300 new residential units, along with the rehabilitation of several existing row-houses and apartment buildings. Separately, to the north of the Mott Haven neighborhood, the Gateway Center retail development, currently under construction, would bring approximately one million sf of new retail space north of East 149th Street. In addition, new waterfront parks are planned along the Harlem River waterfront directly north of the rezoning area, including a new approximately two-acre waterfront park associated with the Gateway Center project.

This area has historically been industrial, with a mix of four-to-twelve-story loft buildings and lower-rise industrial and automotive uses. However, several multistory loft buildings stand partially vacant, many waterfront lots are underutilized or vacant, and employment has declined over the past two decades. In the past decade, however, the South Bronx has enjoyed a resurgence of housing development, leaving a shortage of available sites for further new housing construction. Current zoning in the Lower Concourse rezoning area does not allow residential development, limiting opportunities to strengthen the area's residential base through redevelopment of underutilized property.

2.3 Description of the Proposed Action

The New York City Department of City Planning is proposing zoning text and map amendments that would provide opportunities for new residential and commercial development, create new open space and continuous waterfront access, retain existing light industrial uses, and enhance and upgrade waterfront areas in the Lower Concourse Rezoning and Related Actions area. The proposed zoning changes in the area would encourage the reuse of vacant and underutilized land and loft buildings, while preserving existing light industrial and commercial uses in the area. The proposed action would also provide greater access to the waterfront while encouraging the improvement of underutilized parcels in that area, and the addition of new open space. Table 2.0-1 below provides a list of the block and lots affected by the proposed action.

The Lower Concourse area contains mostly manufacturing, warehouse, and institutional uses. Examples of typical development include auto-repair shops, self-storage and storage warehousing complexes, buildings that have recently been converted to lofts, and institutional uses such as Hostos Community College and the Lincoln Hospital.

Central to the proposed action is establishing mixed-use development in the area, while preserving existing light industrial and institutional uses. These uses would physically and economically activate the area, supporting future job creation and career opportunities both along the Grand Concourse and on the waterfront.

The majority of the area within the proposed rezoning boundaries is currently zoned M1-2, M2-1, and C4-4, permitting low- to medium-density manufacturing and commercial uses. A small portion of the rezoning area on its eastern side is zoned R6, permitting medium-density residential uses. The majority of the existing zoning districts within the Lower Concourse area have been in effect since the last major revision of the New York City Zoning Resolution in 1961. The zoning proposal includes changes to the existing manufacturing and commercial zoning districts within the rezoning area and mapping mixed-use zoning districts including industrial and commercial zones in the remaining areas.

Table 2.0-1:
List of Blocks and Lots Affected by the Proposed Lower Concourse Rezoning and Related Actions

Affected Blocks	Affected Lots
2349	15, 100, 112
2323	28
2351	1, 3, 12, 20, 22, 25, 35
2350	1, 5, 11, 16, 34, 63
2349	46, 47, 90
2344	1, 11, 17, 27,52, 60, 75, 83, 110, 112
2345	1, 5, 10, 12, 14, 18, 22, 26, 49
2341	6, 10,23, 28, 31, 34, 37, 40, 42
2340	1, 3, 8, 56, 58, 208, 209
2322	28, 81, 101
2333	1, 6, 10
2320	5, 6, 7, 8, 9 10, 11, 32, 33, 37, 41, 42, 43, 45, 46, 47, 50, 51, 53, 59, 66, 72, 7 73, 74, 77, 79, 88, 164, 185
2318	5, 7, 9, 18, 19, 22
2335	57, 58
2340	11, 72, 186, 195, 204, 213, 215, 218, 221
2334	38, 39, 40, 41, 43, 45, 59, 61, 62, 63, 66
2333	12, 17, 31, 33, 50, 54
2355	6
2349	3, 38
2323	13, 43

Source: New York City Department of City Planning, 2008.

The Lower Concourse rezoning aims to balance creation of opportunities for future development and improvement of the waterfront area, and preservation of uses and building stock within select areas of the Lower Concourse.

2.4 Purpose and Need

The existing Lower Concourse Rezoning and Related Actions area is largely comprised of industrial, manufacturing, and related uses, including warehouses, auto-repair shops, storage facilities, and gas stations. There are limited residential, commercial and open space uses in the area, with existing predominantly M1-2 and M2-1 manufacturing zoning districts precluding residential and mixed-use development. As a result, the Lower Concourse rezoning area has not been able to capitalize on the expansion of new residential opportunities that have occurred in nearby neighborhoods such as Port Morris to the south, Mott Haven to the east, and the Grand Concourse neighborhood to the north.

The proposed action would provide opportunities for new mixed-use development, while preserving light-industrial uses in the area, encouraging greater access and new waterfront development along the Harlem River, and establishing the Lower Concourse as a new gateway to the Bronx and the northern Grand Concourse.

Through zoning text and zoning map amendments, the rezoning proposal seeks to accomplish the following.

Foster new opportunities for mixed-use development and affordable housing, while retaining viable light industrial uses

The Lower Concourse area is surrounded by redeveloping neighborhoods and commercial districts. The proposed action would change many of the existing zoning districts from industrial and manufacturing to mixed-use districts, which would not only provide for new residential and commercial opportunities, but would also permit the continuation and expansion of current industrial uses as well as the development of new light industrial uses. Generally, existing businesses within the proposed rezoning area could remain as conforming uses in the proposed mixed-use districts, and expand to the extent permitted by the underlying manufacturing zoning.

New mixed-use development -- including the conversion of vacant space in warehouses to lofts and new commercial and residential opportunities while preserving light industrial uses -- would make fuller use of the land and provide street vitality in the area. Increasing the residential population would enliven the area after business hours as well. To encourage new mixed-use development, the proposed action would allow new residential and commercial uses in the area, while preserving existing light industrial uses, and fostering reuse of vacant land and buildings. The project would encourage converting vacant and available spaces to new lofts, with commercial uses either nearby or on the ground floors of new or existing buildings.

Another issue that the proposed rezoning would address is the need for affordable housing in the South Bronx and the city as a whole. A significant portion of projected new residential development would consist of permanent affordable housing under the Inclusionary Zoning program. Mayor Bloomberg's New Housing Marketplace Plan has set a goal of creating over 165,000 units of affordable housing over ten years. Making the Lower Concourse area eligible for the Inclusionary Housing bonus would encourage the provision of new, permanently affordable housing in order to help meet this goal. By opting for the Inclusionary Housing bonus, developers would be able to reach an increased maximum allowable residential FAR if they provide permanently affordable housing either onsite or in Bronx Community District 1, in new or existing buildings. The proposed action would seek to provide a significant number of new affordable housing units through the Inclusionary Zoning program. This would ultimately be expected to provide new and improved opportunities for residential development in the area.

Establish a new gateway to the Bronx and the northern Grand Concourse

Residents and workers in the surrounding neighborhoods currently cross through the Lower Concourse area in order to reach subway stations, places of employment, existing institutions, and bridges to Manhattan. Redevelopment would make this area a livelier and potentially safer destination, and improve connections between adjacent communities of Mott Haven, Port Morris and Gateway Center. New residential and commercial uses would create an active community for neighborhood residents and workers in the area. Waterfront development could include a continuous shore public walkway that would connect adjacent neighborhoods and commercial destinations along the Harlem River.

The proposed rezoning would also encourage redevelopment of high-profile locations in the Bronx, which would ultimately create a visible symbol of the South Bronx's continued resurgence. Proposed zoning along the lower Grand Concourse would encourage new commercial and residential development, which would be more consistent with the historic character of the Grand Concourse to the north. The proposed waterfront park would encourage uses and buildings on the Harlem River that would be more appropriate to this gateway entrance to the borough. The proposed rezoning would also sustain and enhance the area by expanding the extent and range of uses permitted in the area.

Improve waterfront access and provide new waterfront open space

South Bronx residents have long been cut off from the Harlem River waterfront in the rezoning area by industrial development on the waterfront and highway and rail infrastructure. This is beginning to change with the construction of a new waterfront park directly north of proposed rezoning area. The Lower Concourse Rezoning and Related Actions project aims to link this new parkland to areas to the south by encouraging new waterfront development with required publicly-accessible waterfront open space. Proposed esplanade requirements could facilitate over time the creation of a continuous promenade along the Harlem River that would connect the parkland to the north with the existing Port Morris community to the south.

New open space amenities are an important part of the proposed rezoning for the Lower Concourse area. The proposal will map a 2.26 acre public park at the base of 144th Street; the park will provide direct access to the waterfront and recreational and passive open spaces. Proposed zoning text amendments would create the Harlem River Waterfront Access Plan (WAP) and Special Harlem River Waterfront District (SHRWD). On privately owned property, the WAP would require the creation of publicly accessible waterfront open space along the Harlem River waterfront blocks extending between the Harlem River and Exterior Street, south of East 149th Street and north of the Metro North Railroad Bridge over the Harlem River.

A new "Special Harlem River Waterfront District," a Special Purpose District designated by the acronym "SHRWD", would be established. Goals of the new district include maintaining and reestablishing physical and visual public access to, and along, the

waterfront; preserving and strengthening the pedestrian orientation of ground floor uses in appropriate locations; encouraging well-designed new development that complements the built character of the neighborhood; providing flexibility of architectural design within limits established to assure adequate access of light and air to the street, and thus encouraging more attractive and economic building forms; and, promoting the most desirable use of land and building development for the Harlem River waterfront to conserve the value of land and buildings and thereby protect the City's tax revenues.

Encourage grocery store access

The South Bronx is underserved by grocery stores. In the existing M1 and M2 districts, food stores greater than 10,000 sf in size require a special permit. Given that the Lower Concourse proposal would bring more residents to the area and that existing residents are already underserved, the rezoning proposal includes lifting the special permit requirement so that grocery stores of any size would be allowed as-of-right within M1-4 districts in the South Bronx. The addition of new supermarkets would create employment opportunities and complement the City's efforts to stimulate economic activity in the Lower Concourse area as a whole.

2.5 Existing and Proposed Zoning

Existing Zoning

The Lower Concourse rezoning area is primarily zoned for low- to medium-density manufacturing and commercial development, with some limited medium-density residential zoning also present (see Figure 2.0-3).

The majority of the rezoning area is currently zoned M1-2, with a significant M2-1 zoning district along the Harlem River at the western portion of the study area. The M1-2 and M2-1 zoning districts permit low and medium performance industrial uses. M1-2 districts allow manufacturing and commercial development up to a FAR of 2.0, and community facility uses up to 4.8 FAR. M1 districts often serve as a buffer between commercial or residential districts, and heavier M2 and M3 industrial districts. These districts permit a broad range of industrial uses, which are subject to strict performance standards. Retail, office, and most other commercial uses are also permitted as-of-right, while Use Group 4 community facilities are allowed by special permit. Residential development is not allowed in the M1-2 zoning district. Parking and loading requirements vary by use and size of establishment; uses are subject to the parking requirements of Section 44-21 and the loading requirements of 44-52 the *New York City Zoning Resolution*.

All of two and portions of four blocks at the center of the rezoning area would remain zoned M1-2. This area is generally bounded by 144th Street to the north, half a block north of 138th Street to the south, Park Avenue/Metro North Railroad to the west and Canal and Rider avenues to the east. This area abuts the Metro-North rail line and the Major Deegan. The area presents no development opportunities and contains a

concentration of jobs and firms in the area. The area includes low-scale warehouse buildings, a waste-transfer station, light-manufacturing uses, United Parcel Services and Fed Ex, and a commercial laundry.

M2 districts occupy the middle ground between light and heavy industrial areas. Required performance standards in all M2 districts are lower than in M1 districts. The M2-1 district, with an FAR of 2.0, has a maximum base height before setbacks of 60 feet, and The requirements vary according to use and are the same as those for the M1 districts where parking is required. Loading berth requirements differ according to type of use and the size of the establishment.

A C4-4 general commercial district is mapped at the northern edge of the study area generally from East 149th Street to East 144th Street, from Anthony J. Griffin Place to Gerard Avenue. C4-4 zoning is mapped in regional commercial areas located outside of central business districts. These areas feature continuous retail frontages and do not permit uses that interrupt the continuity of retail facades, such as home maintenance and repair services (Use Group 7). C4-4 districts allow residential and commercial uses to a maximum FAR of 3.4 for commercial uses, 3.44 for residential uses (with an FAR of 4.0 under Quality Housing), and 6.5 for community facility uses. C4-4 zoning districts typically contain specialty and department stores, theaters and office space. Parking requirements vary by use.

The eastern edge of the study area, bounded by East 142nd Street to the north, East 140th Street to the south, Morris Avenue to the east, and Rider Avenue to the west, is zoned R6, which is a residential district that allows residential uses up to a 2.43 FAR, and community facilities up to a 4.8 FAR.

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FIGURE 2.0-3, EXISTING ZONING HERE

Table 2.0-2 provides a summary of the existing allowed density and building form in the rezoning area.

Table 2.0-2:
Summary of Existing Allowed Density and Building Form

Zoning District	Maximum Residential FAR	Maximum Quality Housing Residential FAR****	Maximum Non-Residential FAR	Maximum Community Facility FAR*****	Building Form / Bulk controls		
					Building base minimum	(streetwall) maximum	Building height: max.
R6	2.43	3.0	-	4.8	30′* /40′**	45′*/60′**	55′* 70′**
C4-4	3.44	4.0	3.4	6.5	20′* /15′***	60′	60′
M1-2	-	-	2.0	4.8	20′* /15′***	60′	60′
M2-1	-	-	2.0	-	20′* /15′***	60′	60′

*narrow street / ** within 100 ft. of a wide street / *** wide street
****For the R6 District, the maximum residential FAR applies within 100 feet of a wide street, in accordance with Quality Housing requirements.
*****Industrial use would not be permitted in the proposed C4-4 district. Non-residential use could include community facility use, which would have a different FAR.

Proposed Zoning

In the proposed action area, existing manufacturing zoning designations would be changed to permit residential and commercial uses on the waterfront and along the Grand Concourse, residential and light industrial uses in other areas, and would restrict certain areas currently zoned M2-1 to light manufacturing uses. A zoning text amendment would establish the Lower Concourse Special Mixed-Use District (MX). Approximately 30 blocks of land currently zoned M1-2 and M2-1 would be rezoned to C4-4, C6-2A, R7-2, MX (M1-4/ R8A), MX (M1-4/ R7X), MX (M1-4/ R7A), and MX (M1-4/ R6A). A new C2-4 commercial overlay would be mapped on waterfront lots zoned R7-2. As noted above, all of two and portions of four blocks at the center of the rezoning area would remain zoned M1-2. Figure 2.0-4: Proposed Zoning presents the proposed zoning districts.

Table 2.0-3 summarizes the proposed density and bulk regulations for the rezoning area.

Table 2.0-3:
Summary of Proposed Allowed Density and Building Form

PROPOSED ZONING									
Use	**Residential**			**Commercial**	**Comm. Facility**	**Manu.**	**Building Form / Bulk Controls**		
Zoning District	**Base FAR**	**Incl. Housing Bonus**	**Max. FAR**	**Max. FAR**	**Max. FAR**	**Max. FAR**	**Building base (streetwall): min.**	**max.**	**Building height: max.**
R7-2	3.0	1.0	4.0	-	6.5	-	60′	85′	400′ *
C2-4 overlay	-	-	-	2.0	-	-	-		-
C4-4	3.0	1.0	4.0	3.4	6.5	-	60′	85′	400′ *
C6-2A	5.4	1.8	7.2	6.0	6.5	-	60′	85′	120′
(M1-4/R6A)	2.7	0.9	3.6	2.0	3.0	2.0	40′	60′	70′
(M1-4/R7A)	3.45	1.15	4.6	2.0	4.0	2.0	40′	65′	80′
(M1-4/R7X)	3.75	1.25	5.0	2.0	5.0	2.0	60′	85′	125′
(M1-4/R8A)	5.4	1.8	7.2	2.0	6.5	2.0	60′	85′	120′
M1-2	-			2.0	4.8	2.0	not required		none
M1-4	-			2.0	6.5	2.0	not required		none

* only on lots larger than 100,000 sq. ft. in the SHRWD; lots less than 100,000 sq. ft have maximum building height of 300 sq ft;
Source: DCP, STV Incorporated

The proposed zoning changes are listed below.

- Change from **M1-2 to C6-2A** all or portions of four blocks generally located along the Grand Concourse south of East 144th Street, north of East 138th Street, between Walton Avenue and the Metro North Railroad right-of-way.

This zoning change would result in a change in uses allowed in this important gateway to the South Bronx along the Grand Concourse, and would facilitate new residential and commercial development at a scale more appropriate to the more historic portions of the Grand Concourse to the north. This area is characterized by single story automotive uses, surface parking, and self storage and moving facilities. The proposed C6-2A zoning district would allow taller buildings within a contextual envelope and is proposed here to reflect the width and prominence of the Grand Concourse.

The M1-2 district allows light industrial and some commercial uses with an FAR of 2.0. The proposed C6-2A would allow new residential development with a maximum FAR of 7.2 and new commercial development with a maximum FAR of 6.0. All new development would be required to build along the street-wall within a contextual envelope with a maximum height of 120 feet.

- Change from **M2-1** to **R7-2/ C2-4** and **C4-4** all or portions of two blocks along the Harlem River waterfront south of East 149th Street and north of the Metro North Railroad bridge.

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FIGURE 2.0-4 PROPOSED ZONING HERE

These zoning changes would result in a change in uses allowed along the Harlem River waterfront, and would facilitate new residential and commercial development. This area is characterized by open air industrial uses such as bus parking and concrete recycling, single-story warehouses, and personal self-storage facilities. New development would be required to provide public access areas shaped by the WAP (see below). New development on the waterfront would also be subject to the special bulk and use requirements of the SHRWD.

The M2-1 district allows medium-intensity industrial uses with an FAR of 2.0. The proposed R7-2 and C4-4 zoning districts would allow new residential development with a maximum FAR of 4.0 with bulk regulations controlled by the proposed SHRWD. The C2-4 commercial overlay would allow new commercial retail and office development with a maximum FAR of 2.0. The new C4-4 zoning district would allow new regional commercial retail and office development with a maximum FAR of 3.4.

Although the site of the proposed park is located within the proposed SHRWD, the SHRWD regulations would not apply. The site would remain zoned M2-1 under the proposed actions. It is anticipated that DPR would acquire the site following the park mapping action and develop it for park use.

- Change from **M1-2** and **C4-4** to **MX (M1-4/ R8A)** all or portions of six blocks generally located south of East 149th Street, north of East 140th Street, between Exterior Street and Walton Avenue.

These zoning changes would result in a change in allowed uses for those areas currently zoned M1-2, and would facilitate new residential and commercial development and conversions while continuing to permit existing and new light industrial uses. The area proposed to change from C4-4 to MX (M1-4/ R8A) would be allowed additional FAR for residential uses, increasing from 3.44 to 7.2 FAR. This area is characterized by single-story industrial buildings, multi-story loft buildings, and open-air industrial uses.

The C4-4 district, currently mapped on portions of two blocks, allows for medium density commercial development at an FAR of 3.4 and residential development at an FAR of 3.44. The existing M1-2 district allows light industrial uses with an FAR of 2.0. The proposed MX (M1-4/ R8A) zoning district would allow new residential development with a maximum FAR of 7.2. New development would be required to build along the street-wall within a contextual envelope with a maximum building height of 120 feet. The M1-4 zoning district would allow new commercial retail and office and light industrial development with a maximum FAR of 2.0.

- Change from **M1-2** to **MX (M1-4/ R6A)** all or portions of six blocks in two areas generally located south of East 144th Street, north of East 138th Street, between Gerard and Walton Avenues in one area and located south of East 146th Street, north of East 139th Street, between Canal Place and Rider Avenue in another.

This zoning change would result in a change in allowed uses and would facilitate new residential development and conversions while continuing to permit existing and new

light industrial uses. This area is characterized by single-story industrial buildings and multi-story loft buildings. The proposed R6A zoning district is intended to reflect the current built context of four-to-six-story loft buildings.

The existing M1-2 district allows light industrial uses with an FAR of 2.0. The proposed MX (M1-4/ R6A) zoning district would allow new residential development with a maximum FAR of 3.6. New development would be required to build along the street-wall within a contextual envelope with a maximum building height of 70 feet. The M1-4 zoning district would allow new commercial retail and office and light industrial development with a maximum FAR of 2.0.

- Change from **M1-2** and **M2-1** to **MX (M1-4/ R7X)** all or portions of seven blocks generally located along East 138th Street between Park and Third Avenues.

These zoning changes would result in a change in allowed uses and would facilitate new residential development and conversions while continuing to permit existing and new light industrial uses. This area is characterized by vacant lots, single-story automotive uses, and open-air automotive uses. The proposed R7X zoning district allows taller buildings within a contextual envelope and is proposed here to reflect the width of East 138th Street and the street's mixed-use character to the east.

The existing M1-2 district allows light industrial uses with an FAR of 2.0. The proposed MX (M1-4/ R7X) zoning district would allow new residential development with a maximum FAR of 5.0. New development would be required to build within a contextual envelope with a maximum height of 125 feet. The M1-4 zoning district would allow new commercial retail and office and light industrial development with a maximum FAR of 2.0.

- Change from **M1-2** to **MX (M1-4/ R7A)** all or portions of 10 blocks generally located along Third, Morris, and Lincoln Avenues between East 144th Street and the Major Deegan Expressway.

This zoning change would result in a change in allowed uses and would facilitate new residential development and conversions while continuing to permit existing and new light industrial uses. This area is characterized by single-story automotive uses, vacant multi-story buildings, and dilapidated residential buildings. The proposed R7A zoning district allows mid-size contextual buildings and is proposed here to reflect the height of buildings within the residential areas to the east.

The existing M1-2 district allows light industrial uses with an FAR of 2.0. The proposed MX (M1-4/ R7A) zoning district would allow new residential development with a maximum FAR of 4.6. New development would be required to build within a contextual envelope with a maximum height of 80 feet. The M1-4 zoning district would allow new commercial retail and office and light industrial development with a maximum FAR of 2.0.

- Change from **M1-2** and **M2-1 to M1-4** for portions of five blocks generally located south of East 138th Street and north of the Major Deegan Expressway, between Park and Third Avenues.

The zoning change from M2-1 to M1-4 would result in a change in intensity of industrial uses allowed for portions of three blocks located generally north of the Major Deegan Expressway, west of Park Avenue, south of East 138th Street, and east of Rider Avenue. This area is characterized by single-story and open air industrial uses such as storage and warehouses/distribution. Several large employers are located in this area. The expressway and elevated rail tracks detract from sidewalk conditions. For these reasons, allowance of residential use is not proposed here. This rezoning is proposed to ensure that only light industrial uses and retail uses are allowed adjacent to proposed new residential areas.

The zoning change from M1-2 to M1-4 would result in different requirements for public parking for portions of two blocks located south of East 138th Street and north of East 136th Street between Rider Avenue and Third Avenue. The change from M1-2 to M1-4 would require a special permit for new public parking garages.

The M2-1 district allows medium-intensity industrial uses with an FAR of 2.0. The M1-2 district allows low-intensity uses with an FAR of 2.0. The proposed M1-4 zoning district would allow light industrial uses and some retail uses with a maximum FAR of 2.0.

- Change from **M1-2** to **C4-4** one block located south of East 149th Street and north of East 144th Street, between Morris Avenue and the Metro North Railroad right-of-way.

This zoning change would result in a change in allowed uses, bringing the existing Lincoln Hospital into use conformity.

The proposed action includes the following zoning text amendments (see Appendix B for the proposed text):

Harlem River Waterfront Access Plan (WAP) and Special Harlem River Waterfront District (SHRWD)

The proposed zoning text amendment would create the Harlem River Waterfront Access Plan (WAP) and Special Harlem River Waterfront District (SHRWD), as shown on Figure 2.0-5. It would consist of the Harlem River waterfront blocks extending between the Harlem River and Exterior Street, south of East 149th Street and north of the Metro North Railroad Bridge over the Harlem River, and would encompass areas proposed to be rezoned to R7-2/ C2-4 and C4-4 from M2-1. Within the SHRWD, the zoning would change from M2-1 to R7-2/C2-4 and C4-4, which would facilitate new residential and commercial development. The proposed WAP would specify the location of public access areas and visual corridors. The proposed SHRWD would apply special bulk regulations to waterfront lots. Although the site of the proposed park is located within

the proposed SHRWD, the SHRWD regulations would not apply. The site would remain zoned M2-1 under the proposed actions.

The WAP and SHRWD would be guided by the following goals:

- Provide a framework that could create a continuous network of open spaces connecting along the Harlem River waterfront;
- Enhance the pedestrian environment along the waterfront public access areas; and,
- Provide a varied and pleasing skyline along the Harlem River waterfront.

A summary of the proposed special bulk provisions of the WAP and SHRWD follows:

- The maximum base and tower height limits would be modified in the R7-2 and C4-4 districts to require a minimum base height of 60 feet, and allow a maximum base height of 85 feet. Current waterfront regulations for these districts allow a maximum base height of 60 feet, and there is no minimum base height. The maximum tower height is 400 feet on lots larger than 100,000 sf, and 300 feet on lots smaller than 100,000 sf. Current waterfront regulations allow a maximum tower height of 135 feet;
- The maximum tower footprint and location of towers would be modified in the R7-2 and C4-4 districts. Current regulations allow a maximum tower footprint of 8,100 sf for lots larger than 1.5 acres and 7,000 sf for lots smaller than 1.5 acres. Under the proposed regulations, new tower construction would have a maximum footprint of 8,100 sf;
- Screening requirements would mandate usable floor area facing all waterfront public access areas, and usable floor area would be required for the ground floor facing streets;
- To ensure a mix of uses on the waterfront, for every square foot of retail space, a square foot of other commercial, residential or community facility must be provided. A City Planning Commission authorization would be created to allow retail-predominant development on the waterfront if certain criteria are met; and,
- Restrictions in C2-4 commercial overlays on the location of commercial space in mixed-use buildings would be modified to allow flexibility in locating commercial uses.

Modify Food Store Regulations

The proposed zoning text amendment would permit food stores of any size (up to the maximum permitted FAR) as-of-right within the proposed rezoning area. Currently, food stores over 10,000 sf are only allowed within M1 districts by special permit from the City Planning Commission. The South Bronx is currently underserved by grocery stores and by stores providing fresh produce. In order to provide additional opportunities for new grocery store development, food stores of any size would be allowed as-of-right (up to the maximum permitted FAR) within M1-4 zoning districts in

Bronx Community District 1. For the proposed rezoning area, three parcels have been identified as potential food store sites, subject to height and bulk regulations and the proposed mixed-use zoning of the district where food stores would be allowed. The projected size of the food stores could range from approximately 18,000 gross square feet (gsf) to 50,000 gsf, including circulation and mechanical space.

Establish Inclusionary Zoning in the Rezoning Area

The proposed zoning text amendment would apply the Inclusionary Housing program within the rezoning area in Bronx Community District 1. New base and bonused FARs would apply to new residential development; bonused FAR would be allowed to facilitate affordable housing within the same building receiving the bonus FAR. Base FARs apply to developments that do not use the Inclusionary Zoning bonus. The full bonused FAR is applied to buildings that take full advantage of the program by providing one fifth of the total new housing floor area as affordable residential floor area in accordance with the Inclusionary Housing program. Base and bonused FARs are presented in Table 2.0-4.

Table 2.0-4:
Proposed Inclusionary Housing Zoning FARs in the Lower Concourse Rezoning Area

Zoning District	Base FAR	Bonused FAR
C6-2A	5.4	7.2
R6A	2.7	3.6
R7A	3.45	4.6
R7X	3.75	5.0
R8A	5.4	7.2
C4-4	3.0	4.0
R7-2	3.0	4.0

Source: New York City Department of City Planning, 2008

Park Mapping

The proposed action also includes changes to the City Map to create a new park. DCP, in conjunction with DPR, is proposing changes to the City Map for the mapping of a new 2.26-acre park located along the Harlem River waterfront within the rezoning area. The park would be located between the Harlem River and Exterior Street, generally south of the prolongation of East 146th Street and north of the prolongation of East 144th Street (refer to Figure 2.0-4 and Figure 2.0-5). The proposed Harlem River waterfront park would serve the following purposes.

- Provide new recreational green space for the substantial new residential population expected as a result of the proposed actions.
- Provide waterfront access and open space to existing South Bronx residents, employees, and students.
- Provide a catalyst for redevelopment along the waterfront, thereby extending waterfront access to adjacent waterfront parcels.

Figure 2.0-5: Harlem River Waterfront Access Plan Here

2.6 Reasonable Worst-Case Development Scenario

Projected Development Scenario

A Reasonable Worst Case Development Scenario (RWCDS) for both Future Without the Action and Future With the Action conditions will be analyzed for an analysis year, or Build Year, of 2018. CEQR considers the long term and short term effects of proposed actions. For area-wide rezonings not associated with a specific development, the foreseeable future is generally considered to be a ten-year build out period. This is assumed to be the length of time over which developers would act on the change in zoning, and in which the effects of the proposed action would be experienced.

The Future With the Action (or Build) scenario identifies the amount, type, and location of development that is expected to occur by 2018 as a result of the proposed action. The Future Without the Action (or No-Build) scenario identifies similar development projections for 2018 absent the proposed action. The incremental difference between the Build and No-Build scenarios serves as the basis for the impact analyses.

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

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

General Criteria for Development Sites

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

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

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

- Lots containing active businesses operating within fully-enclosed structures that occupy most of their lot/ building.
- Active businesses that have undergone extensive investment and that provide unique services, or which are prominent and successful neighborhood businesses or organizations unlikely to move.
- Lots with warehouse buildings that are less than 20 percent vacant or occupied by active uses or which are not suitable for conversion; and,
- Highly irregular lots or otherwise encumbered parcels that would make development difficult, or lots situated in a less-attractive location for new development.

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

- The sites of schools and colleges (public and private). Many schools that meet the development site criteria are built to less than half of the permitted floor area of those sites under the current zoning. It is unlikely that the increment of additional FAR permitted under the proposed zoning would induce redevelopment or expansion of these sites.

Additional assumptions made in developing the RWCDS include the following.

- The average dwelling unit size is assumed to be 1,000 sf, reflecting that type of units that are currently being constructed in this area.
- Ground floor commercial totals assume that 15 percent of the floor's floor area is circulation and mechanical space.

2.7 The Future Without The Proposed Action Condition (No-Build Scenario)

In the future without the proposed action, given the current zoning and commercial and residential housing trends in the area, it is anticipated that the proposed project area would experience nominal growth in commercial and light manufacturing uses. Most of the projected growth is expected to include further development of self-storage facilities, drive-through restaurants, gasoline station/convenient stores, office uses, and warehouses.

In the future without the proposed action, as-of-right development would be expected to occur on 14 of the 31 projected development sites identified by DCP in the rezoning area. The as-of-right development on the 31 projected development sites is expected to add 1,195 sf of retail space and 598,351 sf of office space; decrease industrial space by 128,254 sf; and add 53,990 sf of community facility space over the existing conditions. A total of 227 parking spaces are projected for the future without the proposed action. No

new residential development is expected to occur within the rezoning area absent the proposed action.

In addition to the 31 projected development sites in the proposed rezoning area described above, there are ten known development sites in the primary study area. The development expected on the ten known development sites would occur independent of the proposed action. The ten development sites would include 479 dwelling units and would contain a total of 1,000,000 sf of retail floor area, 280,000 sf of community facility space and 2,617 parking spaces.

2.8 The Future With the Proposed Action Condition (Build Scenario)

In the future with the proposed action, higher density commercial and residential development is expected to occur throughout the rezoning area. In total, the proposed action is projected to result in new development, including 3,416 dwelling units (DUs), 841,805 sf of commercial space, 95,500 sf of industrial space, and 154,289 sf of community facility space. This estimate is based on the above soft-site criteria and the available sites within the rezoning area. In addition, some uses on the projected development sites that are expected in the future without the proposed action would be redeveloped, although in most cases such No-Build uses would remain.

31 projected development sites have been identified that would be likely to be developed by 2018 (see Table 2.0-5: Summary of No-Build and Build Development on Projected Development Sites and Figure 2.0-6: Projected and Potential Development Sites). The 31 projected development sites currently have two dwelling units, 105,163 sf of commercial uses (including retail and office space), and 532,626 sf of industrial/manufacturing uses. In the Future Without the Proposed Action (No-Build), some as-of-right development is expected to occur on these sites. The No-Build program is expected to consist of two DUs, 704,709 sf of commercial space (office and retail), 404,372 sf of industrial space, and 90,589 sf of community facility space.

The total development expected to occur on the projected development sites under Build conditions would consist of 3,416 DUs, 841,805 sf of commercial space (589,520 local retail, 88,000 sf of grocery stores, 164,285 sf of hotel space), 95,500 sf of industrial space, and 154,289 sf of community facility space (educational facilities).

New residential construction is projected throughout the proposed rezoning area. Hotel and office growth is projected to occur primarily along the Grand Concourse in the proposed C6-2A zoning district. A mix of regional and local retail with residential development is anticipated on large lots along the Grand Concourse and on large lots along the waterfront where proposed zoning districts would allow grocery stores as of right without regard to size up to the maximum permitted FAR. In addition, the proposed text amendment would allow grocery stores of any size as-of-right within the proposed M1-4 zoning district. Therefore, development on large and accessible lots within the proposed M1-4 zoning district is projected to include grocery stores. New local retail is projected at the base of all new residential construction.

Key factors in anticipating a significant increase in new residential development include the introduction of residential uses and a relatively high density the proposed zoning would allow. The largest increases in residential growth are expected to occur along the waterfront and along the Grand Concourse.

As part of the proposed actions, a park would be mapped on a site located between the Harlem River and Exterior Street, south of the extension East 146th Street, and north of the extension of East 144th Street. It is expected that under the proposed action DPR would develop 2.26 acres of parkland on the site, which is currently occupied by bus parking and warehouse uses. Absent the proposed actions, current uses are expected to continue. Community facilities are expected near Hostos Community College, reflecting recent growth patterns.

In addition, there are 48 potential development sites. Although considered possible sites for future development based on the soft site criteria described above, these sites are considered less likely to be developed over the ten year analysis period. Site conditions, location, and market demand are among the factors contributing to the more limited likelihood for redevelopment of potential development sites.

2.9 Incremental Difference between Future With Action and Without Action Scenarios

Within the area of the proposed action, 31 projected development sites have been identified where new development or conversions are likely to occur, and 48 potential development sites where new development or conversions could occur but are considered less likely. The projected incremental (net) change that would result on the sites from the proposed action by 2018 compared to the No-Build scenario is 3,414 DUs, 735,447 sf of commercial space, 63,700 sf of community facility space (educational facilities), a net reduction of 308,872 sf of industrial space, and a net reduction of 598,351 sf of office space.

The locations of the projected and potential development sites are shown in Figure 2.0-6. Development scenario data for the future without the proposed action, future with the proposed action, and incremental net change in development for all the sites are presented in Table 2.0-5.

Table 2.0-5a:
Summary of No-Build and Build Development on Projected Development Sites

Site Information			Existing Conditions								Future No Action					Future With Action (Inclusionary Housing)							Increment				
Development Sites	*Tax Block*	*Tax Lot*	*Existing Zoning*	*Lot Area(sf)*	*Maximum Floor Area Ratio (FAR)*	*Commercial Floor Area*	*Office*	*Community Facility*	*Industrial Floor Area*	*Dwelling Units*	*Commercial Floor Area*	*Office*	*Community Facility*	*Industrial Floor Area (sf)*	*Dwelling Units*	*Proposed Zoning*	*Affordable Units*	*Total Dwelling Units*	*Commercial Floor Area*	*Office*	*Community Facility Floor Area (sf)*	*Industrial Floor Area(sf)*	*Total Dwelling Units*	*Commercial Floor Area(sf)*	*Office*	*Community Facility Floor Area (sf)*	*Industrial Floor Area (sf)*
1	2349	112	M2-1	191,000	2.00	0	0	0	14,759	0	0	0	0	14,759	0	C4-4	124	621	143,250	0	0	0	621	143,250	0	0	-14,759
2	2349	100	M2-1	147,900	2.00	0	0	0	0	0	0	0	0	0	0	C4-4	52	260	60,000	0	0	0	260	60,000	0	0	0
3	2323	28	M2-1	144,890	2.00	0	0	0	21,700	0	0	0	0	21,700	0	R7-2/ C2-4	94	471	108,668	0	0	0	471	108,668	0	0	-21,700
4	2349	15	M2-1	54,543	2.00	0	0	0	0	0	0	0	0	109,086	0	R7-2/ C2-4	35	177	40,907	0	0	0	177	40,907	0	0	-109,086
5	2351	22	M1-2	16,182	2.00	0	0	0	0	0	0	0	0	16,182	0	M1-4/ R8A	21	103	13,755	0	0	0	103	13,755	0	0	-16,182
6	2351	20	M1-2	9,200	2.00	0	0	0	8,993	0	0	0	0	45,273	0	M1-4/ R8A	49	243	32,568	0	0	0	243	32,568	0	0	-45,273
	2351	12	M1-2	10,000	2.00				10,000																		
	2351	1	M1-2	6,480	2.00				6,480																		
	2350	1	M1-2	12,635	2.00				19,800																		
7	2350	11	C4-4	12,010	6.5 (for CF)	0	0	9,975	0	0	0	29,640	78,065	0	0	M1-4/ R8A	0	0	0	0	141,765	0	0	0	-29,640	63,700	0
	2350	16	M1-2	9,800	2.00			0																			
8	2349	90	M1-2	33,600	2.00	0	0	0	237,000	0	0	395,000	0	0	0	M1-4/ R8A	0	302	32,917	0	0	0	302	32,917	-395,000	0	0
9	2344	112	M1-2	44,541	2.00	82,956	0	0	0	0	82,956	0	0	0	0	M1-4/ R8A	57	283	37,860	0	0	0	283	-45,096	0	0	0
10	2344	110	M1-2	6,550	2.00	0	0	0	0	0	0	0	0	14,400	0	M1-4/ R6A	0	11	2,600	0	0	0	11	2,600	0	0	-14,400
11	2344	75	M1-2	13,280	2.00	1,000	0	0	12,000	0	0	19,000	0	0	0	M1-4/ R6A	7	35	1,000	0	0	11,500	35	1,000	-19,000	0	11,500
12	2344	60	M1-2	27,454	2.00	0	0	0	43,820	0	0	0	0	43,820	0	M1-4/ R6A	18	92	7,303	0	0	0	92	7,303	0	0	-43,820
13	2345	5	M1-2	10,053	2.00	0	0	0	0	0	0	0	0	20,106	0	C6-2A	13	64	8,545	0	0	0	64	8,545	0	0	-20,106
14	2341	40	M1-2	4,000	2.00	2,450	0	0	0	0	3,600	0	0	0	0	C6-2A	11	57	7,693	0	0	0	57	4,093	0	0	0
	2341	37	M1-2	5,050	2.00	1,150																					
15	2341	28	M1-2	17,860	2.00	1,404	0	0	0	0	1,404	0	0	0	0	C6-2A	23	113	15,181	0	0	0	113	13,777	0	0	0
16	2341	10	M1-2	31,900	2.00	8,900	0	0	0	0	8,900	0	0	0	0	C6-2A	0	0	191,400*	0	0	0	0	182,500*	0	0	0

Table 2.0-5a:
Summary of No-Build and Build Development on Projected Development Sites (cont'd)

Site Information			Existing Conditions								Future No Action					Future With Action (Inclusionary Housing)							Increment				
Development Sites	*Tax Block*	*Tax Lot*	*Existing Zoning*	*Lot Area(sf)*	*Maximum Floor Area Ratio (FAR)*	*Commercial Floor Area*	*Office*	*Community Facility*	*Industrial Floor Area*	*Dwelling Units*	*Commercial Floor Area*	*Office*	*Community Facility*	*Industrial Floor Area (sf)*	*Dwelling Units*	*Proposed Zoning*	*Affordable Units*	*Total Dwelling Units*	*Commercial Floor Area*	*Office*	*Community Facility Floor Area (sf)*	*Industrial Floor Area(sf)*	*Total Dwelling Units*	*Commercial Floor Area(sf)*	*Office*	*Community Facility Floor Area (sf)*	*Industrial Floor Area (sf)*
17	2340	208	M1-2	3,125	2.00	0	0	0	6,250	0	0	0	0	18,750	0	M1-4/ R6A	9	43	13,281	0	0	0	43	13,281	0	0	-18,750
	2340	209	M1-2	12,500	2.00				12,500																		
18	2322	28	M2-1	33,640	2.00	0	0	14,100	0	0	0	0	0	33,640	0	M1-4/ R7X	28	140	28,594	0	0	0	140	28,594	0	0	-33,640
19	2333	6	M1-2	10,000	2.00	0	0	0	1,430	0	2,440	0	0	1,430	0	M1-4/ R7X	10	52	10,625	0	0	0	52	8,185	0	0	-1,430
	2333	10	M1-2	2,500	2.00	2,440			0																		
20	2333	1	M1-2	10,974	2.00	0	0	0	0	0	2,195	0	0	0	0	M1-4/ R7X	9	46	9,328	0	0	0	46	7,133	0	0	0
21	2320	66	M1-2	11,500	2.00	0	0	0	0	0	0	23,000	0	0	0	M1-4/ R7X	10	48	9,775	0	0	0	48	9,775	-23,000	0	0
22	2320	73	M1-2	1,051	2.00	0	0	0	837	0	0	0	0	837	0	M1-4/ R7X	0	3	837	0	0	0	3	837	0	0	-837
23	2320	45	M1-2	2,400	2.00	2,700	0	0	0	0	2,700	0	0	0	0	M1-4/ R7A	0	8	2,700	0	0	0	8	0	0	0	0
24	2320	5	M1-2	2,309	2.00	0	0	0	0	0	0	0	0	23,239	0	M1-4/ R7A	0	0	18,000	0	0	0	0	18,000	0	0	-23,239
	2320	6	M1-2	2,309	2.00																						
	2320	7	M1-2	2,316	2.00																						
	2320	8	M1-2	2,318	2.00																						
	2320	9	M1-2	2,321	2.00																						
	2320	10	M1-2	2,324	2.00																						
	2320	11	M1-2	9,342	2.00																						
25	2318	5	M1-2	5,969	2.00	0	0	0	11,907	0	0	17,907	0	0	0	M1-4/ R7A	0	12	5,969	0	0	0	12	5,969	-17,907	0	0
26	2335	58	M1-2	11,500	2.00	0	0	12,524	5,000	0	0	0	12,524	5,000	0	M1-4/ R6A	0	62	0	0	12,524	0	62	0	0	0	-5,000
27	2335	57	M1-2	3,500	2.00	0	0	0	0	0	0	9,804	0	0	0	M1-4/ R6A	0	7	2,451	0	0	0	7	2,451	-9,804	0	0
28	2340	204	M1-2	12,500	2.00	0	0	0	36,150	0	0	0	0	36,150	0	M1-4/ R6A	0	36	12,050	0	0	0	36	12,050	0	0	-36,150
29	2340	186	M1-2	28,125	2.00	0	0	0	84,000	0	0	104,000	0	0	0	M1-4/ R6A	0	20	0	0	0	84,000	20	0	-104,000	0	84,000
30	2334	61	M1-2	2,040	2.00	2,163	0	0	0	0	2,163	0	0	0	2	M1-4/ R7A	5	25	5,721	0	0	0	23	3,558	0	0	0
	2334	62	M1-2	1,955	2.00	0				1																	
	2334	63	M1-2	2,736	2.00	0				1																	
31	2333	31	M1-2	22,150	2.00	0	0	0	0	0	0	0	0	0	0	M1-4/ R7A	17	83	18,828	0	0	0	83	18,828	0	0	0
TOTALS				**1,010,332**		**105,163**	**0**	**36,599**	**532,626**	**2**	**106,358**	**598,351**	**90,589**	**404,372**	**2**		**591**	**3,416**	**677,520**	**0**	**154,289**	**95,500**	**3,414**	**735,447**	**-598,351**	**63,700**	**-308,872**

* The Future With Action conditions for Projected Developemnt Site #16 includes 164,285 sf of hotel space in the amount of commercial floor area shown in the table above.

Table 2.0-5b:
Summary of No-Build and Build Development on Potential Development Sites

Site Information			Existing Conditions								Future No Action					Future With Action (Inclusionary Housing)							Increment				
Development Sites	*Tax Block*	*Tax Lot*	*Existing Zoning*	*Lot Area(sf)*	*Maximum Floor Area Ratio (FAR)*	*Commercial Floor Area*	*Office*	*Community Facility*	*Industrial Floor Area*	*Dwelling Units*	*Commercial Floor Area*	*Office*	*Community Facility*	*Industrial Floor Area (sf)*	*Dwelling Units*	*Proposed Zoning*	*Affordable Units*	*Total Dwelling Units*	*Commercial Floor Area*	*Office*	*Community Facility Floor Area (sf)*	*Industrial Floor Area(sf)*	*Total Dwelling Units*	*Commercial Floor Area(sf)*	*Office*	*Community Facility Floor Area (sf)*	*Industrial Floor Area (sf)*
32	2,349	38	M2-1	105,168	2	0	0	0	25,962	0	0	0	0	25,962	0	R7-2/ C2-4	68	342	78,876	0	0	0	342	78,876	0	0	-25,962
33	2,349	3	M2-1	50,000	2	0	0	0	122,000	0	0	0	0	122,000	0	R7-2/ C2-4	33	163	37,500	0	0	0	163	37,500	0	0	-122,000
34	2,323	43	M2-1	38,344	2	0	0	0	30,284	0	0	0	0	30,284	0	R7-2/ C2-4	25	125	28,758	0	0	0	125	28,758	0	0	-30,284
35	2,349	47	M2-1	33,306	2	0	0	0	0	0	0	0	0	31,850	0	R7-2/ C2-4	41	203	46,880	0	0	0	203	46,880	0	0	-31,850
	2,349	46	M2-1	29,200	2	0	0	0	31,850	0																	
36	2,323	13	M2-1	25,000	2	0	0	0	3,000	0	0	0	0	3,000	0	R7-2/ C2-4	16	81	18,750	0	0	0	81	18,750	0	0	-3,000
37	2,351	25	M1-2	50,488	2	0	0	0	35,698	0	208	0	0	35,698	0	M1-4/ R8A	69	347	46,404	0	0	0	347	46,196	0	0	-35,698
	2,351	35	M1-2	4,105	2	208	0	0	0	0																	
38	2,350	34	C4-4	37,260	3	0	0	0	72,100	0	0	0	0	72,100	0	M1-4/ R8A	47	237	31,671	0	0	0	237	31,671	0	0	-72,100
39	2,350	63	C4-4	6,534	3	0	0	0	8,825	0	0	0	0	8,825	0	M1-4/ R8A	8	41	5,554	0	0	0	41	5,554	0	0	-8,825
40	2,351	3	M1-2	12,344	2	0	0	0	9,750	0	0	0	0	9,750	0	M1-4/ R8A	16	78	10,492	0	0	0	78	10,492	0	0	-9,750
41	2,350	5	C4-4	11,600	3	0	0	0	3,456	0	0	0	0	3,456	0	M1-4/ R8A	15	74	9,860	0	0	0	74	9,860	0	0	-3,456
42	2,345	10	M1-2	4,575	2	0	0	0	93,757	0	0	0	0	93,757	0	C6-2A	98	492	65,909	0	0	0	492	65,909	0	0	-93,757
	2,345	12	M1-2	5,347	2					0																	
	2,345	14	M1-2	19,214	2					0																	
	2,345	18	M1-2	16,300	2					0																	
	2,345	22	M1-2	16,261	2					0																	
	2,345	26	M1-2	15,843	2					0																	
43	2,345	1	M1-2	4,937	2	0	0	0	1,500	0	2,202	0	0	1,500	0	C6-2A	9	47	6,267	0	0	0	47	4,065	0	0	-1,500
	2,345	49	M1-2	2,436	2	2,202	0	0	0	0																	
44	2,344	83	M1-2	15,001	2	0	0	0	6,400	0	0	0	0	6,400	0	M1-4/ R6A	10	52	2,133	0	0	0	52	2,133	0	0	-6,400
45	2,344	52	M1-2	10,500	2	400	0	0	0	0	400	0	0	0	0	C6-2A	13	67	8,925	0	0	0	67	8,525	0	0	0
46	2,344	11	M1-2	17,930	2	0	0	0	105,800	0	10,183	0	0	138,300	0	C6-2A	75	373	49,871	0	0	0	373	39,688	0	0	-138,300
	2,344	17	M1-2	24,680	2	0	0	0	32,500	0																	
	2,344	27	M1-2	16,062	2	10,183	0	0	0	0																	
47	2,344	1	M1-2	10,453	2	0	0	0	7,200	0	0	0	0	7,200	0	C6-2A	13	66	8,885	0	0	0	66	8,885	0	0	-7,200
48	2,341	42	M1-2	31,100	2	2,900	0	0	0	0	2,900	0	0	0	0	C6-2A	39	197	26,435	0	0	0	197	23,535	0	0	0
49	2,341	34	M1-2	5,842	2	5,300	0	0	0	0	5,300	0	0	0	0	C6-2A	7	37	4,966	0	0	0	37	-334	0	0	0
50	2,341	31	M1-2	6,167	2	0	0	3,950	0	0	0	0	3,950	0	0	C6-2A	8	39	5,242	0	0	0	39	5,242	0	-3,950	0
51	2,341	23	M1-2	3,660	2	1,600	1,600	0	0	0	1,600	1,600	0	0	0	C6-2A	5	23	3,111	0	0	0	23	1,511	-1,600	0	0
52	2,341	6	M1-2	14,300	2	0	0	13,206	0	0	0	0	13,206	0	0	C6-2A	0	0	0	85,800	0	0	0	85,800	85,800	-13,206	0
53	2,340	1	M1-2	4,800	2	1,226	0	0	0	0	1,226	0	0	21,167	0	M1-4/ R7X	18	88	18,038	0	0	0	88	16,812	0	0	-21,167
	2,340	3	M1-2	12,500	2	4,320	0	0	17,280	0																	
	2,340	8	M1-2	3,921	2	0	0	0	3,887	0																	
54	2,340	56	M1-2	5,000	2	0	0	0	5,000	0	0	0	0	10,840	0	M1-4/ R7X	8	42	8,500	0	0	0	42	8,500	0	0	-10,840
	2,340	58	M1-2	5,000	2	0	0	0	5,840	0																	
55	2,322	101	M2-1	7,500	2	2,525	0	0	0	0	2,525	0	0	0	0	M1-4/ R7X	6	31	6,375	0	0	0	31	3,850	0	0	0

Table 2.0-5b:
Summary of No-Build and Build Development on Potential Development Sites (cont'd)

Site Information			Existing Conditions								Future No Action					Future With Action (Inclusionary Housing)							Increment				
Development Sites	*Tax Block*	*Tax Lot*	*Existing Zoning*	*Lot Area(sf)*	*Maximum Floor Area Ratio (FAR)*	*Commercial Floor Area*	*Office*	*Community Facility*	*Industrial Floor Area*	*Dwelling Units*	*Commercial Floor Area*	*Office*	*Community Facility*	*Industrial Floor Area (sf)*	*Dwelling Units*	*Proposed Zoning*	*Affordable Units*	*Total Dwelling Units*	*Commercial Floor Area*	*Office*	*Community Facility Floor Area (sf)*	*Industrial Floor Area(sf)*	*Total Dwelling Units*	*Commercial Floor Area(sf)*	*Office*	*Community Facility Floor Area (sf)*	*Industrial Floor Area (sf)*
56	2,320	72	M1-2	2,391	2	0	0	0	4,781	0	0	0	0	4,781	0	M1-4/ R7X	0	5	2,391	0	0	0	5	2,391	0	0	-4,781
57	2,320	74	M1-2	2,451	2	3,050	6,100	0	0	0	3,050	6,100	0	0	0	M1-4/ R7X	0	10	2,440	0	0	0	10	-610	-6,100	0	0
58	2,320	77	M1-2	2,857	2	1,421	5,684	0	0	0	1,421	5,684	0	0	0	M1-4/ R7X	0	6	2,842	0	0	0	6	1,421	-5,684	0	0
59	2,320	79	M1-2	14,800	2	3,536	0	0	0	0	3,536	0	0	0	0	M1-4/ R7A	11	56	12,580	0	0	0	56	9,044	0	0	0
60	2,320	41	M1-2	2,300	2	0	0	0	2,300	0	1,184	0	0	4,807	0	M1-4/ R7A	5	27	6,042	0	0	0	27	4,858	0	0	-4,807
	2,320	42	M1-2	2,258	2	1,184	0	0	0	0																	
	2,320	43	M1-2	2,550	2	0	0	0	2,507	0																	
61	2,320	46	M1-2	2,500	2	0	0	0	7,500	0	0	0	0	7,500	0	M1-4/ R7A	0	5	2,500	0	0	0	5	2,500	0	0	-7,500
62	2,320	47	M1-2	7,326	2	7,326	0	0	0	0	12,301	0	0	0	0	M1-4/ R7A	11	56	12,687	0	0	0	56	386	0	0	0
	2,320	50	M1-2	2,475	2	2,475	0	0	0	0																	
	2,320	51	M1-2	5,125	2	2,500	0	0	0	0																	
63	2,318	22	M1-2	5,139	2	0	11,700	0	0	0	0	11,700	0	0	0	M1-4/ R7A	0	8	3,900	0	0	0	8	3,900	-11,700	0	0
64	2,318	18	M1-2	2,077	2	2,077	0	0	0	0	3,877	0	0	0	0	M1-4/ R7A	6	28	6,355	0	0	0	28	2,478	0	0	0
	2,318	19	M1-2	5,400	2	1,800	0	0	0	0																	
65	2,318	7	M1-2	5,600	2	0	0	0	11,182	0	0	0	0	12,516	0	M1-4/ R7A	6	31	7,036	0	0	0	31	7,036	0	0	-12,516
	2,318	9	M1-2	2,678	2	0	0	0	1,334	0																	
66	2,335	6	M1-2	24,995	2	0	0	0	56,690	0	0	0	0	56,690	0	M1-4/ R6A	0	56	945	0	0	0	56	945	0	0	-56,690
67	2,340	221	M1-2	5,300	2	0	0	24,800	0	0	0	0	24,800	0	0	M1-4/ R6A	0	20	4,960	0	0	0	20	4,960	0	-24,800	0
68	2,340	215	M1-2	11,925	2	0	0	0	11,875	0	0	0	0	13,562	0	M1-4/ R6A	8	40	12,219	0	0	0	40	12,219	0	0	-13,562
	2,340	218	M1-2	2,450	2	0	0	0	1,687	0																	
69	2,340	213	M1-2	6,250	2	0	0	0	31,250	0	0	0	0	31,250	0	M1-4/ R6A	0	25	6,250	0	0	0	25	6,250	0	0	-31,250
70	2,322	81	M2-1	37,900	2	0	0	0	37,354	0	0	0	0	37,354	0	M1-4/ R7X	31	157	32,215	0	0	0	157	32,215	0	0	-37,354
71	2,334	43	M1-2	5,000	2	0	0	0	0	0	34,720	0	0	0	0	M1-4/ R7A	28	140	31,717	0	0	0	140	-3,003	0	0	0
	2,334	45	M1-2	27,214	2	30,970	0	0	0	0																	
	2,334	59	M1-2	5,100	2	3,750	0	0	0	0																	
72	2,334	38	M1-2	1,428	2	0	0	0	0	0	5,300	0	0	0	5	M1-4/ R7A	8	40	9,160	0	0	0	35	3,860	0	0	0
	2,334	39	M1-2	1,863	2	0	0	0	0	1																	
	2,334	40	M1-2	1,534	2	0	0	0	0	3																	
	2,334	41	M1-2	4,933	2	475	0	0	0	0																	
	2,334	66	M1-2	1,019	2	0	0	0	0	1																	
73	2,340	195	M1-2	21,875	2	0	0	0	35,333	0	0	0	0	35,333	0	M1-4/ R6A	0	44	8,833	0	0	0	44	8,833	0	0	-35,333
74	2,340	72	M1-2	18,750	2	0	74,044	0	0	0	0	74,044	0	0	0	M1-4/ R6A	0	56	18,511	0	0	0	56	18,511	-74,044	0	0
75	2,333	50	M1-2	24,022	2	10,362	0	0	0	0	18,132	0	0	0	0	M1-4/ R7A	34	172	38,901	0	0	0	172	20,769	0	0	0
	2,333	54	M1-2	21,744	2	7,770	0	0	0	0																	
76	2,333	33	M1-2	21,078	2	0	0	0	20,555	0	0	0	0	20,555	0	M1-4/ R7A	16	79	17,916	0	0	0	79	17,916	0	0	-20,555
77	2,333	12	M1-2	10,000	2	0	0	0	31,281	0	0	0	0	31,281	0	M1-4/ R7A	0	23	7,820	0	0	0	23	7,820	0	0	-31,281
78	2,333	17	M1-2	10,722	2	0	0	0	15,000	0	0	0	0	15,000	0	M1-4/ R7A	9	44	5,000	0	0	0	44	5,000	0	0	-15,000
79	2,340	11	M1-2	18,091	2	0	0	0	56,190	0	0	0	0	56,190	0	M1-4/ R7X	0	45	11,238	0	0	0	45	11,238	0	0	-56,190

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FIGURE 2.0-6: PROJECTED AND POTENTIAL DEVELOPMENT SITES HERE

2.10 Public Review Process

The environmental review process (CEQR) is intended to provide decision-makers with an understanding of the environmental consequences of proposed actions presented before an agency. Often, the environmental review process is integrated and coordinated with other decision-making processes utilized by government agencies. As defined below, for the proposed project, the other public process necessary to implement the project is ULURP. These two review processes, ULURP and CEQR, are described below.

Uniform Land Use Review Procedure (ULURP)

The City's ULURP, mandated by Sections 197-c and 197-d of the City Charter, is a process specially designed to allow public review of proposed actions at four levels: the Community Board, the Borough President, and (if applicable) Borough Board, the City Planning Commission, and the City Council. The procedure sets time limits for review at each stage to ensure a maximum total review period of approximately seven months. For a zoning text amendment, a non-ULURP public review process does not follow the same time limits as ULURP. However, it is expected that the non-ULURP text amendment would move through this process simultaneously with the ULURP zoning map amendment.

The ULURP process begins with a certification by CPC that the ULURP application is complete, which includes satisfying CEQR requirements (see the discussion below). The application is then forwarded to Bronx Community Board 1, which has 60 days in which to review and discuss the proposal, hold public hearings, and adopt recommendations regarding the application. Once this step is complete, the Borough President reviews the application for up to 30 days. CPC then has 60 days to review the application, during which time a ULURP/CEQR public hearing is held. Comments made at the DEIS public hearing (the record for commenting remains open for 10 days after the hearing to receive written comments) are incorporated into a Final Environmental Impact Statement (FEIS); the FEIS must be completed at least 10 days before CPC makes its decision on the application. CPC may approve, approve with modifications, or deny the application. If the ULURP application is approved, or approved with modifications, it moves to the City Council for review. The City Council has 50 days to review the application and during this time will hold a public hearing on the proposed action, through its Land Use Subcommittee. The Council may approve, approve with modifications, or deny the application. If the Council proposes a modification to the proposed action, the ULURP review process stops for 15 days, providing time for a CPC determination on whether the modification is within the scope of the environmental review and ULURP review. If it is, then the Council may proceed with the modification; if not, then the Council may only vote on the action as approved by CPC. Following the Council's vote, the Mayor has 5 days in which to veto the Council's action. The City Council may override the mayoral veto within 10 days.

Environmental Review (CEQR)

Pursuant to the State Environmental Quality Review Act (SEQRA) and its implementing regulations, New York City has established rules for its own environmental quality review, abbreviated as CEQR. The environmental review process provides a means for decision-makers to systematically consider environmental effects along with other aspects of project planning and design, to propose reasonable alternatives, and to identify, and when practicable, mitigate significant adverse environmental effects. CEQR rules guide environmental review, as follows.

Establishing a Lead Agency: Under CEQR, the "lead agency" is the public entity responsible for conducting environmental review. Usually, the lead agency is also the entity principally responsible for carrying out, funding, or approving the proposed action. In accordance with CEQR rules (62 RCNY §5-03), the CPC is the lead agency for the proposed action. The CPC is the lead agency for the proposed action.

Determination of Significance: The lead agency's first charge is to determine whether the proposed action may have a significant adverse impact on the environment. To do so, it must prepare an Environmental Assessment Statement (EAS). The proposed Lower Concourse Rezoning and Related Actions was the subject of an EAS, which was completed on May 14, 2008. Based on that EAS, the CPC determined that the proposed action may have a significant adverse impact on the environment and issued a Positive Declaration, requiring that an EIS be prepared.

Scoping: Once the lead agency issues a Positive Declaration, it must then issue a draft scope of work for the EIS which was done for this proposed action on June 19, 2008. "Scoping" or creating the scope of work, is the process of identifying the environmental impact analyses, the methodologies to be used, and the key issues to be studied. CEQR requires a public scoping meeting as part of the process. A public scoping meeting was held on the draft scope of work on June 19, 2008, at Hostos Community College, 450 Grand Concourse, Bronx, New York. Comments received during the draft scope's public hearing, and written comments received up to 30 days after the hearing, were considered and incorporated, as appropriate, into the final scope of work. The final scope of work was used as the framework for preparing this DEIS.

Draft Environmental Impact Statement (DEIS): The DEIS is to be prepared in accordance with the Final Scope of Work. The lead agency reviews all aspects of the document, relying on other City agencies to assist, as appropriate. Once the lead agency is satisfied that the DEIS is complete for public review, it issues a Notice of Completion and circulates the DEIS for public review. When a DEIS is required, it must be deemed complete before the ULURP application can also be found complete. The Notice of Completion for this DEIS was issued on January 16, 2009.

Public Review: Publication of the DEIS and issuance of the Notice of Completion signals the start of the public review period. During this time, the public has the opportunity to review and comment on the DEIS either in writing or at a public hearing convened for the purpose of receiving such comments. As noted above, when the CEQR

process is coordinated with another City process that requires a public hearing, such as ULURP, the hearings are held jointly. The lead agency must publish a notice of the hearing at least 14 days before it takes place, and must accept written comments for at least 10 days following the close of the hearing. All substantive comments received at the hearing become part of the CEQR record and must be summarized and responded to in the Final Environmental Impact Statement (FEIS).

Final Environmental Impact Statement (FEIS): After the close of the public comment period for the DEIS, the lead agency prepares an FEIS. This FEIS must incorporate relevant comments on the DEIS, either in a separate chapter or in changes to the body of the text, graphics, and tables. Once the lead agency determines the FEIS is complete, it issues a Notice of Completion and circulates the FEIS. As previously noted, the FEIS must be issued (with the notice of completion) at least 10 days before the decision-maker can make a decision on the proposed actions.

2.11 Framework for Environmental Analysis

As set forth in the Positive Declaration, the lead agency has determined that the size and scope of the proposed action may result in one or more significant adverse environmental impacts and thus requires preparation of an EIS. This document uses the methodologies and follows the guidelines set forth in the *CEQR Technical Manual*. These are generally considered to be the most appropriate technical analysis methods and guidelines for environmental impact assessment of projects in New York City and are consistent with SEQRA.

For each technical analysis in this DEIS, the assessment includes a description of existing conditions, an assessment of conditions in the future without the proposed action for the year that the action is expected for completion, and an assessment of conditions for the same year with the proposed action fully constructed, implemented and operational. Identification and evaluation of impacts of the proposed action are based on the change (i.e., incremental difference) from the future without the action to the future with the action. The future without the action reflects a continuation of most existing conditions that the proposed project is intended to address and improve.

Each technical analysis chapter of this DEIS also describes the methodology used to assess impacts to that particular resource, identifies the affected environment, assesses potential environmental impacts on the resource, and identifies opportunities and measures to mitigate adverse impacts, if any. Geographic study areas for each environmental resource are defined in each resource analysis chapter, consistent with the reasonably expected geographic extent of potential impacts on the given resource.

As noted earlier, the analysis year for this DEIS is 2018, based on the anticipated timeframe (approximately ten years) when substantial level of the development allowed under the proposed rezoning would probably be realized.