Technical Memorandum for
4541 Furman Avenue
CEQR No. 20DCP159X

I. INTRODUCTION

Markland 4551 LLC (the "Applicant") requests approval of a zoning map amendment from M1-1 to R7D/C2-4, a zoning text amendment to designate a Mandatory Inclusionary Housing ("MIH") area, a zoning text amendment to extend the Transit Zone, and a related action for discretionary financing from HPD in order to facilitate the redevelopment of 4541 Furman Avenue (Block 5084, Lot 63)(Projected Development Site 1)(the "Project Site") in the Wakefield neighborhood of Bronx Community District 12 with an approximately 150 DU building with 7,391 gross square feet (gsf) of commercial space, 12,784 gsf of community facility space, and 22 parking spaces (the "Proposed Development").

The Proposed Actions were analyzed in the 4541 Furman Avenue Rezoning Environmental Assessment Statement or "EAS" (CEQR No. 20DCP159X) pursuant to the State Environmental Quality Review Act (SEQRA) and the City Environmental Quality Review (CEQR) guidelines and procedures. The NYC Department of City Planning (DCP) served as the CEQR Lead Agency, and HPD served as an involved agency. A Negative Declaration for the EAS was issued on January 3, 2022.

Since the issuance of the EAS, the New York City Council Zoning & Franchises Subcommittee and Land Use Committee have recommended approval of the zoning map amendment and recommended approval of the zoning text amendments with modifications, specifically to remove the proposed zoning text amendment to extend the Transit Zone (the "Council Modification"). These changes are detailed in Section III, "Council Modified Development Program" of this memorandum. The *City Environmental Quality Review Technical Manual (CEQR Technical Manual)* recommends documentation of assessment of changes to a proposed project in a "Technical Memorandum." The Technical Memorandum examines whether the Council Modification has the potential to result in any new, previously undisclosed impacts.

II. PROPOSED PROJECT ANALYZED IN THE EAS

As summarized in **Table 1**, the Reasonable Worst-Case Development Scenario (RWCDS) analyzed in the EAS assumed that the Proposed Actions would result in approximately 389,609 gsf of new development. Proposed uses included approximately 343,315 gsf of residential uses comprised of approximately 338 dwelling units (DUs), of which between approximately 196 and 205 would be affordable units, approximately 18,363 gsf of commercial space, approximately 15,647 gsf of community facility space, and approximately 22 accessory parking spaces. The Proposed Development would contain a total of approximately 150 dwelling units proposed to be 100% affordable under HPD's Extremely Low & Low-Income Affordability (ELLA) Program. Of the remaining approximately 188 dwelling units on Projected Development Sites 2 through 6, between approximately 46 and 55 would be considered affordable at 25% of the residential floor area for households with incomes averaging at or below 60% AMI and 30% of the residential floor area for households with incomes averaging at or below 80% of AMI, respectively. No parking was analyzed for Projected Development Sites 2 through 6.

Table 1: RWCDS Analyzed in the EAS

Site #	No-Action	With-Action	Increment
1	24,729 gsf M	155,214 gsf R (150 DUs) 7,391 gsf C 12,784 gsf CF 22 parking spaces	- 24,729 gsf M + 155,214 gsf R (150 DUs) + 7,391 gsf C + 12,784 gsf CF + 22 parking spaces
2	1,897 gsf R (2 DUs)	32,065 gsf R (40 DUs)	+ 30,168 gsf R (38 DUs)
3	1,256 gsf (2 DUs)	44,730 gsf R (41 DUs) 4,571 gsf C	+ 43,474 gsf R (39 DUs) + 4,571 gsf C
4	5,494 gsf auto repair garage	55,186 gsf R (50 DUs) 6,401 gsf C	- 5,494 gsf garage + 55,186 gsf R (50 DUs) + 6,401 gsf C
5	7,500 gsf auto repair garage	29,696 gsf R, (28 DUs) 2,863 gsf CF	- 7,500 gsf garage + 29,696 gsf R (28 DUs) + 2,863 gsf CF
6	5,018 gsf auto repair garage	26,424 gsf R (29 DUs)	- 5,018 gsf garage + 26,424 gsf R (29 DUs)
Total	24,729 gsf M 18,012 gsf garage 3,153 gsf R (4 DUs) 45,894 gsf total	343,315 gsf R (338 DUs) 18,363 gsf C 15,647 gsf CF 22 parking spaces 389,609 gsf total	- 24,729 gsf M - 18,012 gsf garage + 340,162 gsf R (334 DUs) + 18,363 gsf C + 15,647 gsf CF + 22 parking spaces + 343,715 gsf total

Notes: R = residential, C = commercial, CF = community facility, M = light industrial/manufacturing

III. COUNCIL MODIFIED DEVELOPMENT PROGRAM

Under the Council Modified Development Program, the Project Area would not be located within the Transit Zone and parking would be required for income-restricted housing units based on underlying zoning regulations. As shown in **Table 2**, the Council Modified Development Program is the same as the project analyzed in the EAS with the exception of the number of parking spaces, which would increase from approximately 22 to approximately 75 residential accessory parking spaces. In total, the Council Modified Development Program would include approximately 343,315 gsf of residential uses comprised of approximately 338 dwelling units (DUs), of which between approximately 196 and 205 would be affordable units, approximately 18,363 gsf of commercial space, approximately 15,647 gsf of community facility space, and approximately 75 accessory parking spaces.

It is assumed that the additional 53 parking spaces would be provided in the cellars of the buildings on Projected Development Sites 2, 3 and 4 and would consist of approximately 16 spaces on Projected Development Site 2, approximately 16 spaces on Projected Development Site 3, and approximately 21 spaces on Projected Development Site 4. Pursuant to ZR Section 25-261, required accessory parking would be waived at Projected Development Sites 5 and 6 as fewer than 15 spaces would be required.

Table 2: Proposed Modified Development Program

Site #	No-Action	With-Action	Increment
1	24,729 gsf M	155,214 gsf R (150 DUs) 7,391 gsf C 12,784 gsf CF 22 parking spaces	- 24,729 gsf M + 155,214 gsf R (150 DUs) + 7,391 gsf C + 12,784 gsf CF + 22 parking spaces
2	1,897 gsf R (2 DUs)	32,065 gsf R (40 DUs) 16 parking spaces	+ 30,168 gsf R (38 DUs) + 16 parking spaces
3	1,256 gsf (2 DUs)	44,730 gsf R (41 DUs) 4,571 gsf C 16 parking spaces	+ 43,474 gsf R (39 DUs) + 4,571 gsf C + 16 parking spaces
4	5,494 gsf auto repair garage	55,186 gsf R (50 DUs) 6,401 gsf C 21 parking spaces	- 5,494 gsf garage + 55,186 gsf R (50 DUs) + 6,401 gsf C + 21 parking spaces
5	7,500 gsf auto repair garage	29,696 gsf R, (28 DUs) 2,863 gsf CF	- 7,500 gsf garage + 29,696 gsf R (28 DUs) + 2,863 gsf CF
6	5,018 gsf auto repair garage	26,424 gsf R (29 DUs)	- 5,018 gsf garage + 26,424 gsf R (29 DUs)
Total	24,729 gsf M 18,012 gsf garage 3,153 gsf R (4 DUs) 45,894 gsf total	343,315 gsf R (338 DUs) 18,363 gsf C 15,647 gsf CF 22 parking spaces 389,609 gsf total	- 24,729 gsf M - 18,012 gsf garage + 340,162 gsf R (334 DUs) + 18,363 gsf C + 15,647 gsf CF + 75 parking spaces + 343,715 gsf total

Notes: R = residential, C = commercial, CF = community facility, M = light industrial/manufacturing

IV. ASSESSMENT OF IMPACTS OF COUNCIL MODIFICATION TO THE PROPOSED PROJECT

Included in this section of the Technical Memorandum is an assessment of the potential for significant adverse impacts due to the Council Modified Development Program compared to the RWCDS analyzed in the EAS. The following technical areas do not require assessment since they are not affected by the number of parking spaces: land use, zoning, and public policy, socioeconomic conditions, community facilities, open space, shadows, historic and cultural resources, urban design and visual resources, hazardous materials, noise, neighborhood character, and construction. The transportation and air quality assessments are detailed below.

Transportation

The Council Modified Development Program would include an increase of approximately 53 accessory residential parking spaces from approximately 22 spaces in the development scenario analyzed in the EAS to approximately 75 accessory residential parking spaces in the Council Modified Development Program. The increase in the number of accessory parking spaces would not result in an increase to the number of project-generated vehicle trips and would not result in any transportation impacts compared to the RWCDS analyzed in the EAS. Whether or not there is accessory parking on any of the Projected Development Sites, the EAS conservatively assigned vehicular trips to the Projected Development Sites instead of to the on-street parking supply.

This approach is conservative because it shows the concentration of traffic within the study area instead of

spreading traffic beyond the study area to determine if there is any possibility for a significant traffic impact.

Based on the results of trip generation and trip assignment screening analyses under both the RWCDS analyzed in the EAS and the Council Modified Development Program, it is concluded that in the future with the Proposed Actions, none of the intersections in the study area would experience 50 or more peak hour vehicle trip-ends for the AM, MD, PM, and Saturday MD peak hours. Therefore, in accordance with the *CEQR Technical Manual* 50-vehicle trip-ends threshold, the vehicular trip-ends generated as a result of the Council Modified Development Program would not require a detailed assessment of traffic and parking impacts.

The Project Area is located within Zone 2 (an area within 0.25 miles of a subway station) where 85 new off-street parking spaces is the minimum density that could potentially require a transportation analysis. As the number of new off-street parking spaces would be approximately 75, no transportation analysis related to parking would be warranted.

In summary, per the *CEQR Technical Manual*, traffic analyses are generally required at intersections where 50 or more new vehicle trips would be generated by a proposed project during an individual peak hour. Based on the results of the vehicle trip assignment, it was determined that the number of vehicle trips generated by the Proposed Project would not exceed the *CEQR Technical Manual* thresholds at any intersection in the study area during any of the peak hours. Therefore, no further vehicle analysis is needed and there would be no significant adverse traffic impacts associated with the Council Modified Development Program. These results are consistent with the findings of the EAS.

Air Quality

As described in "Transportation" above, the additional 53 parking spaces provided under the Council Modified Development Program would not result in any changes to the EAS vehicular trip assignments and traffic would screen out. As such, there would be no associated changes to the EAS mobile source air quality analyses and the Council Modified Development Program would not result in any mobile source air quality impacts compared to the RWCDS analyzed in the EAS.

Additionally, the 53 incremental parking spaces would be divided across three sites and no individual site would warrant detailed analysis of parking garage air quality conditions pursuant to *CEQR Technical Manual* guidance. Therefore, the Council Modified Development Program would not result in any parking garage air quality impacts compared to the RWCDS analyzed in the EAS.

V. CONCLUSION

As described above, the modification under consideration would not result in significant adverse environmental impacts beyond those previously identified in the EAS. Therefore, no further documentation or analysis is needed.