FOREWORD

This document is the Final Environmental Impact Statement (FEIS) for the Crotona Park East/West Farms Rezoning and Related Actions (the "Proposed Action"). Acting on behalf of the City Environmental Quality Review (CEQR) lead agency, the City Planning Commission (CPC), the New York City Department of City Planning (DCP) determined the Draft Environmental Impact Statement (DEIS) for the Proposed Action to be complete and issued a Notice of Completion for the DEIS on May 6, 2011. The CPC held a public hearing on the DEIS in Spector Hall at 22 Reade Street on July 27, 2011. Comments were accepted at that hearing and throughout the public comment period, which remained open until August 8, 2011.

This FEIS reflects all relevant substantive comments made on the DEIS since its publication, at the public hearing, and during the public comment period. The comments are summarized and responses are provided in Chapter 8, Response to Comments on the Draft Scope of Work and the DEIS, and changes to the DEIS text, tables, and graphics have been made, as necessary, in response to the comments. Additions and changes have also been made to reflect the additional work that the DEIS stated would be performed between the Draft and Final EIS. Also, minor text changes have been made, and new graphics have been added, for the sake of greater clarity. All additions to the Executive Summary and Chapters 1 through 7 (the portions of this document that constituted the DEIS) that have been made since the publication of the DEIS are indicated by double underlining.

The principal changes between the DEIS and the FEIS are as follows:

- The FEIS was updated to reflect recently released 2010 Census data. Because 2010 tract level census data were not yet available, the DEIS relied entirely on 2000 census data. The Census Bureau released tract level 2010 census data for New York State in July 2011 consisting of the Summary File 1 (SF 1) tables.
    - Chapters 2.B, Socioeconomic Conditions; 2.C, Community Facilities and Services; and 2.D, Open Space, have been updated to use the 2010 population and housing data for existing conditions and to use the 2010 housing occupancy rates (where applicable) and average household sizes in estimating future study area and rezoning area populations with and without the Proposed Action.
    - Chapter 2.J, Water and Sewer Infrastructure, has also been updated to use the 2010 average household size to estimate the additional domestic water usage and sanitary sewage resulting from the Proposed Action.
    - Projections in Chapter 3, Mitigation, and Chapter 5, Alternatives, have also been revised accordingly.
    - As of 2010, census data regarding household income, labor force participation, rents, age of the housing, and number of units in the building are no longer available at the tract level. For this information the FEIS continues to rely on the 2000 census results, which provide the most recent available data. The most recent available Census Transportation Planning Package information about workers in each tract is also from the 2000 census.
- The list of residential developments anticipated in the future without the Proposed Action in study areas extending at least a quarter-mile from the proposed rezoning area was revised to include an additional project. It results in minor changes to the population,

household, per capita library ratio, school enrollment and utilization, child care enrollment and utilization, and open space ratio projections for future conditions with and without the Proposed Action affecting Chapters 2.A, Land Use, Zoning, and Public Policy; 2.B, Socioeconomic Conditions; 2.C, Community Facilities and Services; and 2.D, Open Space. It also results in minor changes to the tables and text in Chapter 3, Mitigation, and Chapter 5, Alternatives.

- Chapters 2.D, Open Space, and 2.E, Shadows, were updated to reflect new information from the Department of Parks and Recreation regarding the area to be included in the Bronx River Greenway under future conditions.
- In Chapter 2.F, Historic and Cultural Resources, a discrepancy between lists of the archaeologically sensitive lots located on projected or potential development sites has been corrected.
- In Chapter 2.M, Transportation, Chapter 2.S, Construction Impacts, and Chapter 5, Alternatives, the FEIS updates and expands the list of changes to the traffic environment that will occur (and in one case has already occurred) by 2022 in the absence of the Proposed Action. The change with the most substantial effect on the analysis in these chapters is that a traffic light will be installed at the unsignalized intersection of West Farms Road and East 173rd Street. Other changes include signal timing changes, the implementation of a Neighborhood Slow Zone Pilot Program, changes to the geometry of one intersection, and the addition of a stop sign at another intersection. These changes result in revisions to projected traffic volumes and levels of service in the future both with and without the Proposed Action, as well as a slight reduction in the projected parking supply inventory.
- In Chapters 2.N, Air Quality, and 2.P, Noise, certain tables have been revised to reflect the changes in projected traffic volumes. Changes were also made to these chapters to correct errors in the categorization of which lots would receive (E) designations and which would be subject to restrictive declarations.
- In Chapter 2.N, Air Quality, changes have been made to clarify evaluation criteria, and the discussion of the State Implementation Plan has been updated to reflect actions that were taken in recent months. An analysis to refine predicted NO_2 concentration was not undertaken between the Draft and Final EIS. This analysis, involving conversion from NO_x to NO_2, would have corrected possible over-prediction of NO_2 concentrations potentially eliminating the need for certain restrictions that would be incorporated into restrictive declarations or (E) designations.
- Additional noise monitoring was performed at mid-block locations to refine the noise attenuation requirements were made to Chapter 2.P, Noise. In addition, an analysis was performed to consider the effects of the proposed playground located on Site 2S on nearby new residential apartments. An L_{dn} analysis was also performed.
- Further detailed analyses of construction period traffic conditions were conducted for 11 intersections and added to the traffic analysis in Chapter 2.S, Construction Impacts.
- The construction noise analysis in Chapter 2.S, Construction Impacts, was modified to reflect the results of additional field work, noise monitoring, and modeling that were performed to further assess the construction period noise impact on the rear windows of residential buildings on Longfellow Avenue between East 173rd and 174th Streets.
- As the consequence of the modifications to the EIS chapters that precede it, Chapter 3, Mitigation, also had to be updated. These included accounting for the projected changes

to the traffic environment in the future without the Proposed Action and refinement of the analyses conducted as part of the New School Mitigation scenario.

- Chapter 3, Mitigation, was also updated to describe additional coordination with other city agencies and the identification of mitigation measures resulting from that effort. Coordination with the NYC Department of Transportation (DOT) found that certain traffic mitigation measures proposed in the DEIS would not be feasible and/or practicable. Partial mitigation measures for the significant adverse open space impacts were identified in consultation with the NYC Department of Parks and Recreation (DPR).
- Chapter 4, Unavoidable Significant Adverse Impacts, has been revised as the result of the identification that significant adverse impacts to open space, traffic and construction traffic would only be partially mitigated. In addition, that the Proposed Action's significant adverse construction noise impact would remain unmitigated.