

**FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT FOR THE
CROTON WATER TREATMENT PLANT
AT THE HARLEM RIVER SITE**

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7.2. LAND USE, ZONING AND PUBLIC POLICY

7.2.1. Introduction

Land use, zoning, and public policy analyses have been performed for the Croton Water Treatment Plant if it were to be built at the Harlem River Site to assess the potential effects of the proposed project on existing land uses, identify the project's consistency with underlying zoning, and identify applicable public policies. This analysis addresses the anticipated compatibility of the proposed Croton project, with the surrounding areas during construction and operation.

For the purpose of this analysis, a study area extending roughly one-half mile from the water treatment plant site was chosen; it encompasses the area in which the proposed plant may have a potential influence on future land use patterns and trends. The methodology used to prepare this analysis is presented in Section 4.2, Data Collection and Impact Methodologies, Land Use, Zoning, and Public Policy.

7.2.2. Baseline Conditions

7.2.2.1. Existing Conditions

7.2.2.1.1. Land use

Water Treatment Plant Site. The discussion provided in this section relies largely upon the land use maps available through the New York City Department of City Planning (NYCDCP); however, some modifications were incorporated based on field visits conducted in July 2001, July 2002, August 2002, and August 2003. The water treatment plant site is located adjacent to the Metro-North and freight rail lines, bounded on the east by railroad tracks and the Major Deegan Expressway and to the west by the Harlem River. The water treatment plant site is accessed by Exterior Street, which runs to a NYC Department of Transportation (NYCDOT) storage area, a Consolidated Edison (Con Edison) property, the former Butler Lumber facility (now the Storage Post self-storage facility), the XCEL Ready-Mix Concrete batch plant, and vacant land to the north owned by CSX Properties. The southern portion of Exterior Street has been paved with concrete, while the northern portion (a private road) consists of a dirt or gravel base.

The water treatment plant site is approximately 17.5 acres. The water treatment plant site is located entirely within the Bronx; however, the western portion of the study area is located in Manhattan. A substantial portion of the water treatment plant site is categorized as "all others or no data" on the NYCDCP Land Use maps; however, as stated above, some land uses in this area have been determined based on field observations. The predominant land use on the water treatment plant site is industrial and manufacturing (Figure 7.2-1). Other land uses within the water treatment plant site itself include industrial and manufacturing and vacant land. The industrial and manufacturing uses consist of the batch plant, storage facility, and a sand and gravel storage area. Transportation and utility uses are found along the entire length of the eastern side of the water treatment plant site (transportation railway lines and storage) and north of University Heights Bridge (New York City NYCDOT Property).

The parcel of land immediately to the north of the University Heights Bridge is under the jurisdiction of NYCDOT; this land is used by NYCDOT as a storage/staging area. A small brick building is located on a fenced property north of the NYCDOT property. This property, owned by Con Edison, is designated as transportation and utility. The Storage Post self-storage facility is being constructed at the former location of Butler Lumber, to the north of the Con Edison property. This property is categorized as industrial and manufacturing. Immediately north of the Storage Post is the three-acre lot owned by XCEL Ready Mix Concrete, mostly enclosed by a wall of large concrete blocks. This section of property is vacant. XCEL Ready Mix Concrete operates a batch plant, categorized as industrial and manufacturing, to the north of the three-acre lot. This facility consists of several large silos/hoppers, water tanks, a small control building, and a trailer used as an office. North, beyond the batch plant, is a section of land owned by Consolidated Rail Corporation (CSX) that was formerly used by Akzo Salt, Inc. as a salt storage facility for the City. This area, categorized as industrial and manufacturing, is currently used as a sand and gravel storage facility. A rail spur exists along the access road to service this facility.

Study Area. The study area in the vicinity of the water treatment plant site contains a variety of land uses, including large areas of institutional and public facility uses and high- and medium-density residential uses. A strip of land formerly used as an automobile impound yard is located immediately south of the University Heights Bridge. This area is undergoing review for a new housing project (Fordham Landing); however, it is currently used for the storage of school busses and highway equipment. Additionally, a tract of land immediately north of the water treatment plant site and south of 225th Street (formerly occupied by automotive-related businesses, commercial and retail uses, and a vacant Columbia Presbyterian Hospital building) is being redeveloped as a shopping center (i.e., River Plaza).

There are several large tracts of land categorized as institutional and public facility throughout the study area. The largest of these uses are the Bronx Community College, located to the south, the Veterans Affairs Medical Center, located to the east; and John F. Kennedy High School, including John F. Kennedy High School Enchanted Garden (i.e., a community garden), located northwest of the water treatment plant site. Other notable public facilities and institutions within the study area include the Jewish Home and Hospital for the Aged, located in the eastern portion of the study area, between the U.S. Veteran's Hospital and Kingsbridge Armory; the Columbia Presbyterian Hospital Allen Pavilion, located in Manhattan immediately south of the west-to-east flowing portion of the Harlem River and west of Broadway, opposite the water treatment plant site; and the Morris Heights Health Center, located at the corner of Harrison Avenue and Burnside Avenue.

Borough of Manhattan – North of 207th Street/University Heights Bridge. The predominant land uses for the portion of the study area in the Borough of Manhattan north of 207th Street are transportation and utility related. Field observations confirmed that the majority of the area between the Harlem River and 10th Avenue is occupied by transportation and utility-related uses, with a few other uses interspersed among them. Some of the interspersed uses in the area around 10th Avenue are auto-related businesses, scrap metal businesses, and residential dwellings. Much of the transportation and utility land uses are on Metropolitan Transportation Authority (MTA) property. These uses include the elevated subway tracks running over Broadway. Further west, mixed residential (medium- and high-density) and commercial and

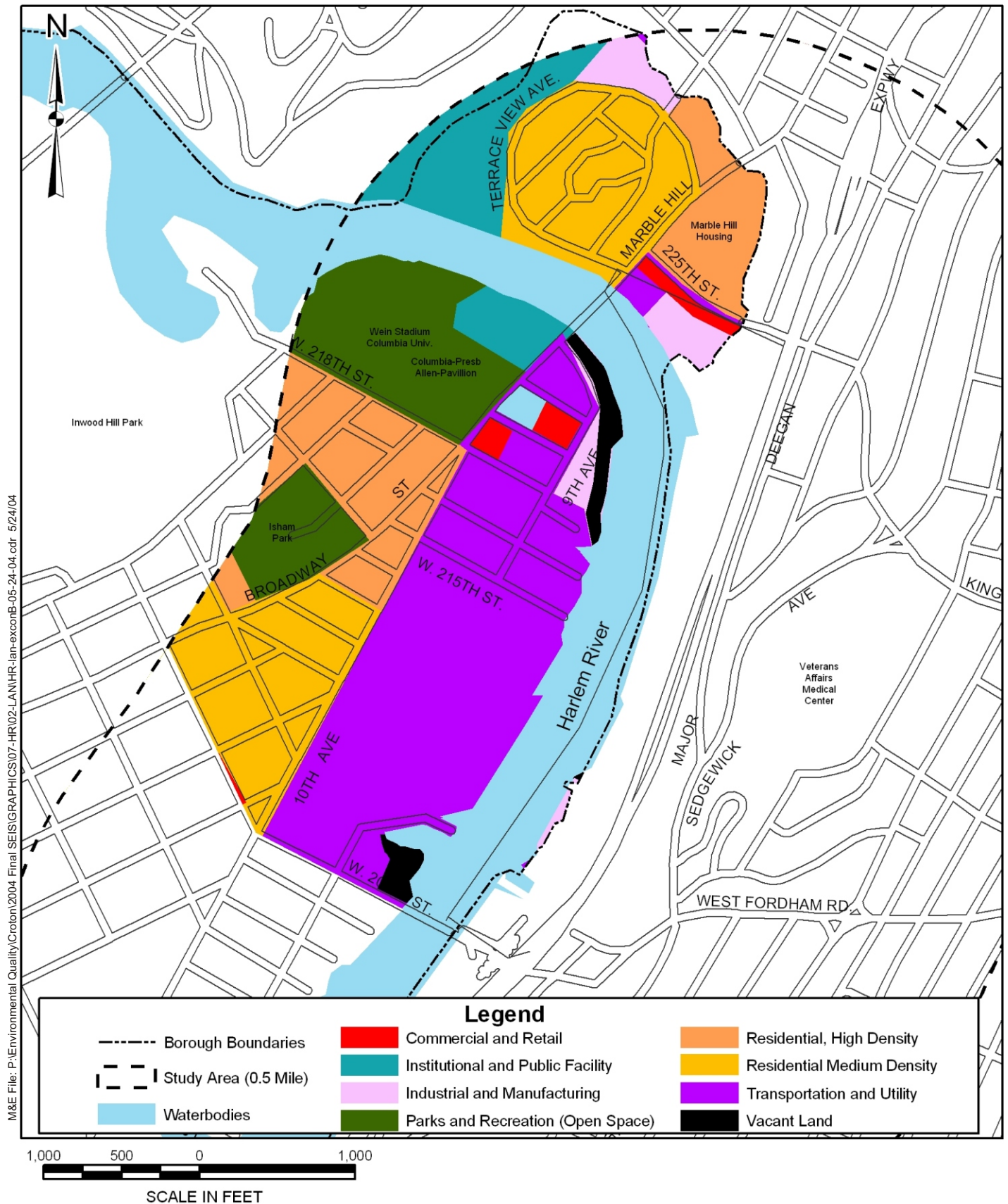
retail land uses can be found interspersed with substantial parks and recreational land uses. The medium-density residential area is largely confined to two areas. The first is west of the Marble Hill Housing Projects, and the other is west of 10th Avenue and south of Isham Park. The high-density residential areas are found in two locations. The first is the Marble Hill Housing Projects and the other is the area west of 10th Avenue between 218th and 213th Street. Commercial land uses primarily consist of neighborhood businesses scattered among residential uses. These businesses include restaurants, retail, and other neighborhood services. Broadway contains fast food and other restaurants, automotive-related uses, and retail uses. Since many of the businesses are located on the street level of residential buildings, they are categorized as "residential," rather than "commercial" on Figure 7.2-2. The parks and recreational land uses include Isham Park, Columbia University's Wein Stadium, and a portion of Inwood Hill Park. Section 7.5, Open Space, provides a more detailed assessment of open space in the study area.

Borough of Manhattan – South of 207th Street/University Heights Bridge. The predominant land uses for the portion of the study area in the Borough of Manhattan south of 207th Street are transportation and utility related. Field observations confirmed that the majority of the area between the Harlem River and 10th Avenue is occupied by transportation and utility-related companies, with a few other uses interspersed. Some of the interspersed uses in the area of 10th Avenue are auto-related businesses, scrap metal businesses, residential dwellings, and a multi-national grocery store. Much of the transportation and utility land uses are MTA property. To the west, mixed residential (medium- and high-density) and commercial and retail land uses can be found interspersed with parks and recreational land uses. Commercial land uses primarily consist of neighborhood businesses scattered among residential uses. These businesses include restaurants, retail, and other neighborhood services. Since many of the businesses are located on the street level of residential buildings, they are categorized as "residential," rather than "commercial" on Figure 7.2-3. The parks and recreational land uses include park space intermingled with buildings at the Nagle Housing Complex in the southwestern corner of the study area (between Nagle Avenue and 10th Avenue). Section 7.5, Open Space, provides a more detailed assessment of open space in the study area.

Borough of The Bronx – North of West Fordham Road. The predominant land uses for the portion of the study area in the Borough of The Bronx north of West Fordham Road are mixed residential (medium- and high-density) and commercial and retail land uses found interspersed with substantial parks and recreational land uses and institutional and public facility uses. The northern portion of the study area encompasses small parks and recreation areas throughout the Bronx section of the study area, including Devoe Park at the intersection of West Fordham Road and Martin Luther King Boulevard and parkland near the southwestern perimeter of the Jerome Park Reservoir. Much of the remainder of the study area consists of medium-density residential and high-density residential. The medium density residential area is largely confined to south of the Kingsbridge Armory between Martin Luther King Boulevard and Jerome Avenue. Commercial land uses in the study area primarily consist of neighborhood businesses scattered among residential uses. These businesses include restaurants, retail, and other neighborhood services. Broadway contains fast food and other restaurants, automotive-related uses, and retail uses. Numerous retail uses are found on Bailey Avenue, West Fordham Road, and on West Kingsbridge Road. Since many of the study area businesses are located on the street level of residential buildings, they are categorized as "residential," rather than

"commercial" on Figure 7.2-4. Much of the transportation and utility land uses are MTA property. The Major Deegan Expressway, which bisects the study area north to south, is another prominent transportation and utility land use in the study area.

Borough of The Bronx – South of West Fordham Road. The predominant land uses for the portion of the study area in the Borough of the Bronx south of West Fordham Road are mixed residential (medium- and high-density) and commercial and retail land uses found interspersed with parks and recreational land uses and institutional and public facility uses. The southern portion of the study area encompasses the northern tip of Roberto Clemente State Park (categorized as open space and recreation). There is also parkland along Aqueduct Avenue. Much of the remainder of the study area consists of medium-density residential and high-density residential. The medium-density residential area is confined to the area between Martin Luther King Boulevard and Jerome Avenue. Commercial land uses in the study area primarily consist of neighborhood businesses scattered among residential uses. These businesses include restaurants, retail, and other neighborhood services. Jerome Avenue consists of automotive-related uses with some small convenience stores, and numerous retail uses are found on West Fordham Road. Since many of the businesses are located on the street level of residential buildings, they are categorized as "residential," rather than "commercial" on Figure 7.2-5. Much of the transportation and utility land uses are MTA property. These include the elevated tracks running over Jerome Avenue, and the associated rail yards along Jerome Avenue. The Major Deegan Expressway, which bisects the study area north to south, is another prominent transportation and utility land use in the study area.



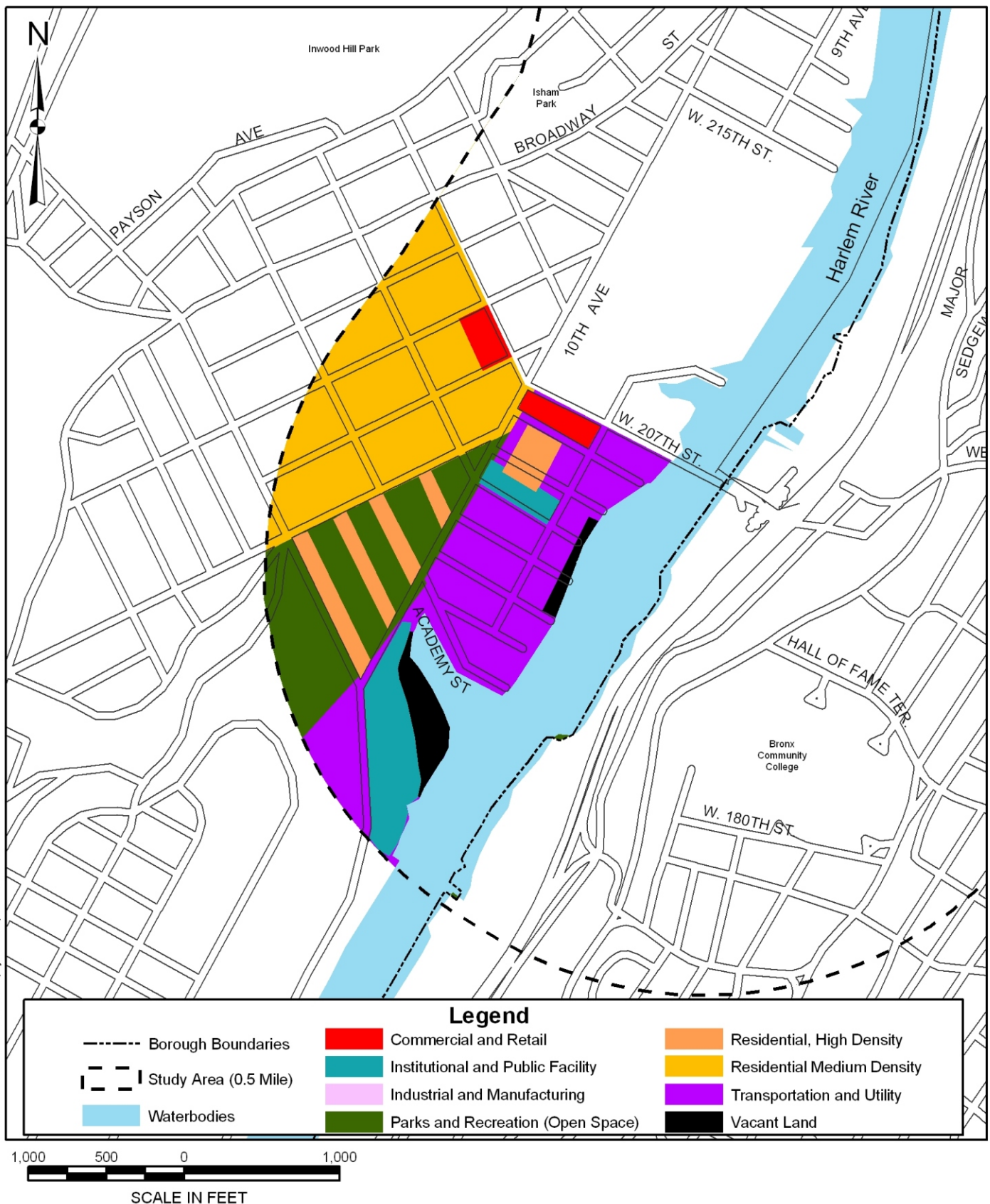
Source: New York Department of City Planning 2003 Land Use Maps, refined based on field observations conducted in July 2001, July 2002, August 2002 and August 2003

Croton Water Treatment Plant

Land Use - Borough of Manhattan North of 207th Street

Figure 7.2-2

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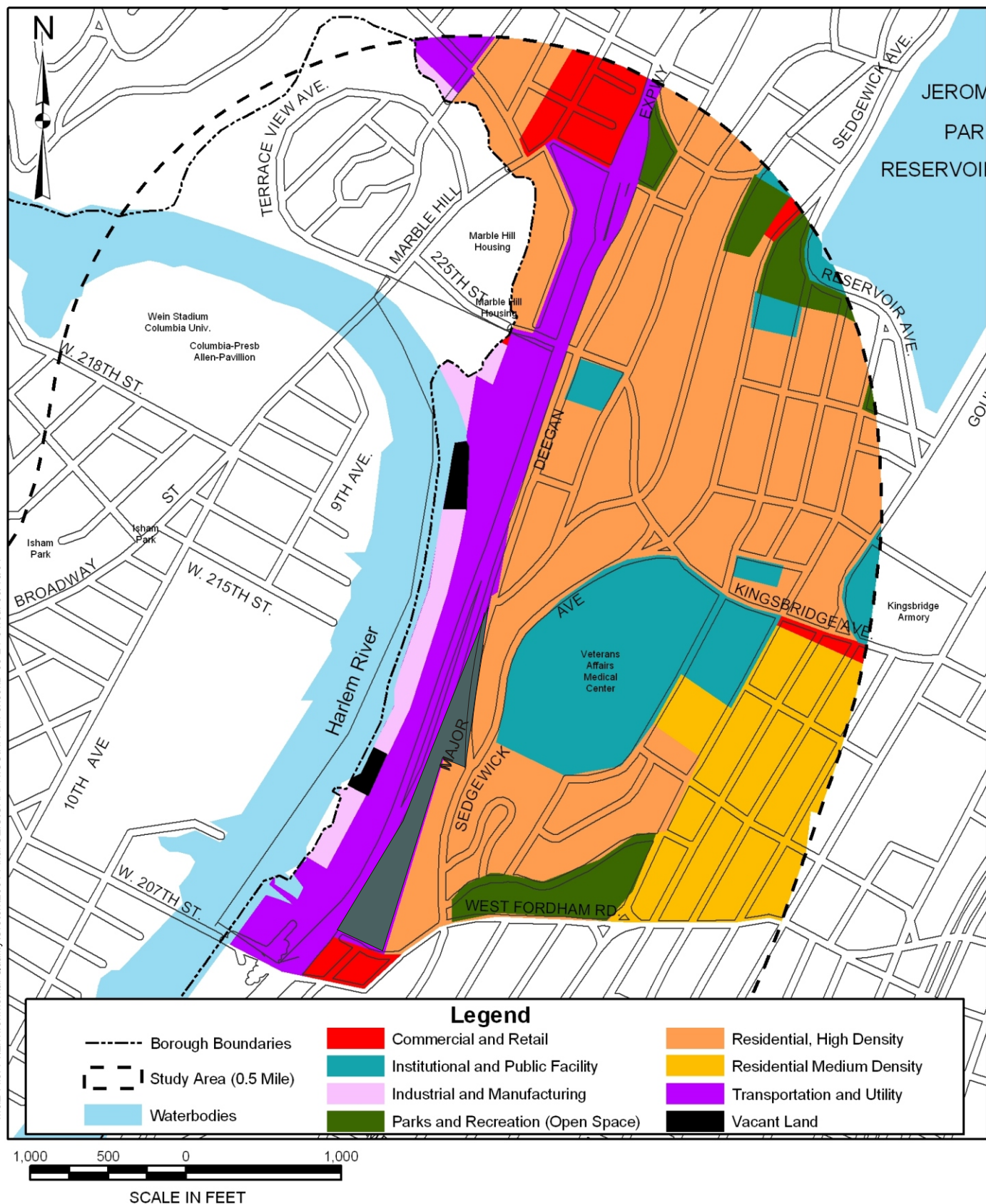
Source: New York Department of City Planning 2003 Land Use Maps, refined based on field observations conducted in July 2001, July 2002, August 2002 and August 2003

Croton Water Treatment Plant

Land Use - Borough of Manhattan South of 207th Street

Figure 7.2-3

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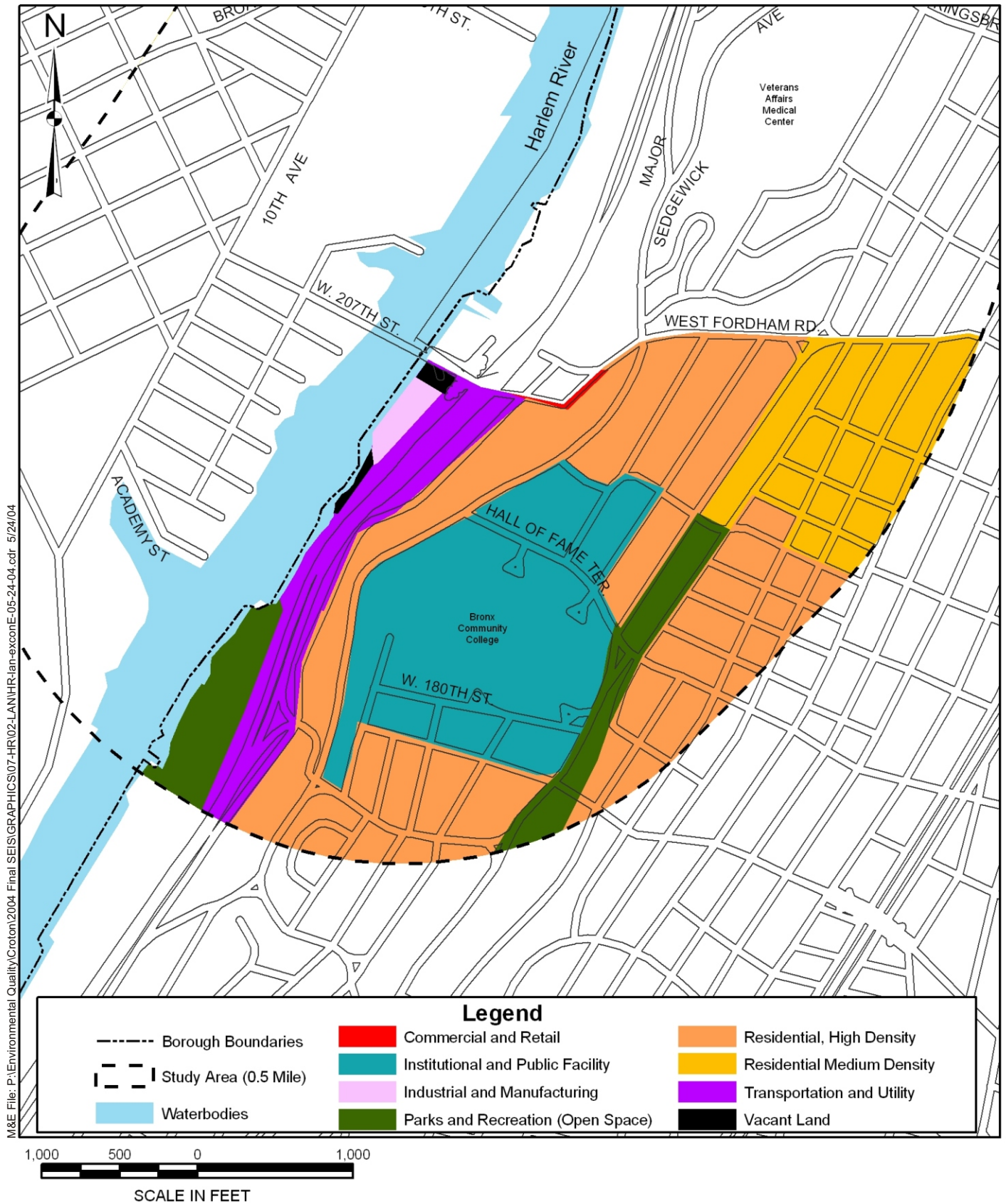


Source: New York Department of City Planning 2003 Land Use Maps, refined based on field observations conducted in July 2001, July 2002, August 2002 and August 2003

Croton Water Treatment Plant

Land Use - Borough of Bronx North of West Fordham Road

Figure 7.2-4



Source: New York Department of City Planning 2003 Land Use Maps, refined based on field observations conducted in July 2001, July 2002, August 2002 and August 2003

Croton Water Treatment Plant

Land Use - Borough of the Bronx South of West Fordham Road

Figure 7.2-5

7.2.2.1.2. Zoning

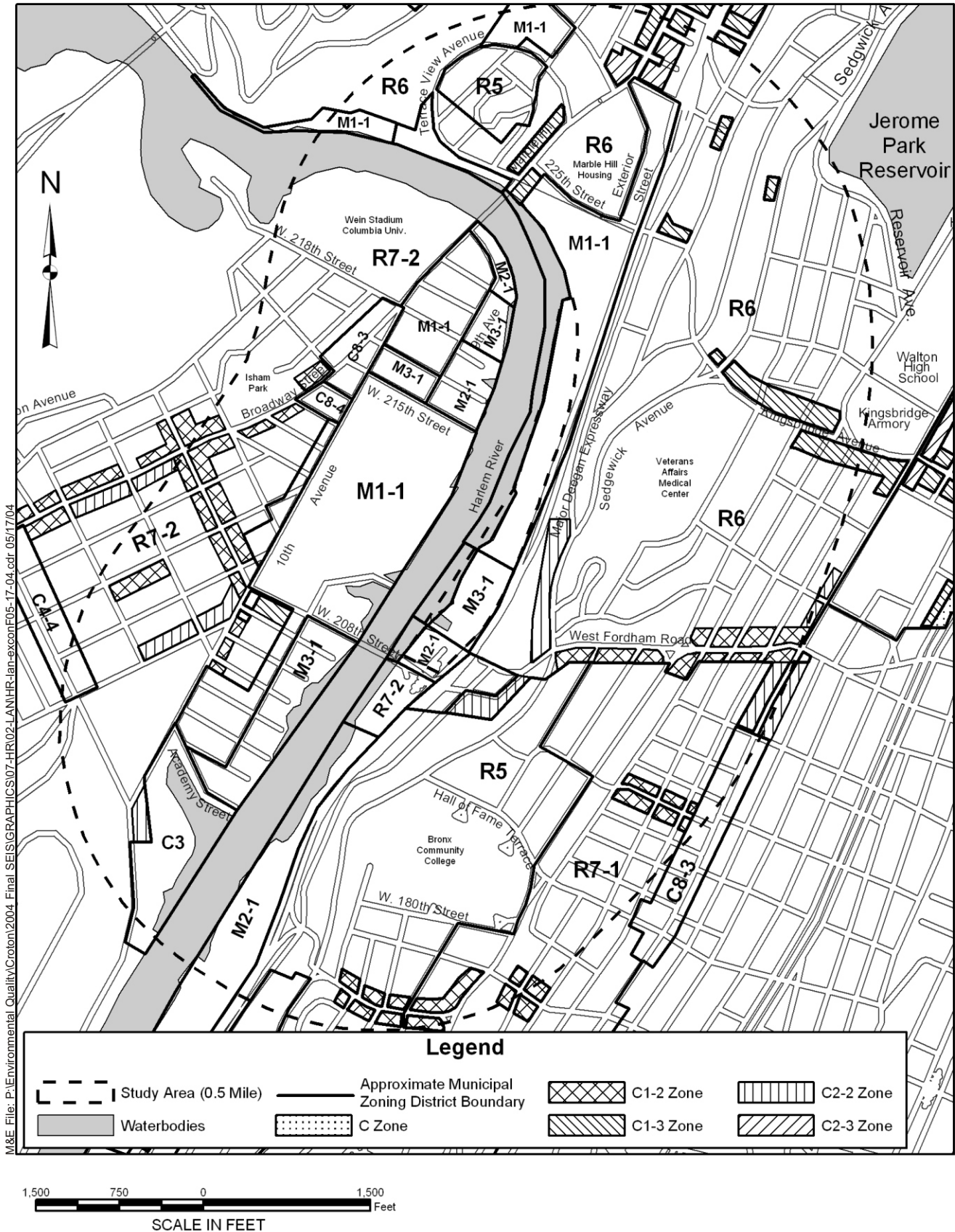
Water Treatment Plant Site. The water treatment plant site is zoned M1-1, M2-1 and M3-1. The M1-1 zone is categorized as a light manufacturing district, the M2-1 zone is categorized as a medium manufacturing district, and the M3-1 is categorized as a heavy manufacturing district.

Study Area. As shown in Figure 7.2-6, land use in the study area is regulated by a variety of zoning districts, as promulgated by the City. Table 7.2-1 summarizes the districts and their permitted uses. The study area surrounding the water treatment plant site contains residential zones, commercial zones, commercial overlay zones, and industrial zones.

Borough of Manhattan - North of 207th Street/University Heights Bridge. The portion of the study area located in the Borough of Manhattan to the north of 207th Street is primarily zoned with residential and manufacturing districts. Within the general residence districts, there is one area zoned as R5, located just north of the Harlem River and west of Broadway, while the dominant residential district in this study area is R7-2. A significant portion of the study area is zoned manufacturing. The largest contiguous parcel in this area is the rail yard between West 207th Street and West 215th Street, adjacent to the Harlem River. This parcel is zoned M1-1, a light manufacturing district. There are several smaller manufacturing districts located to the north, consisting of light, medium, and heavy manufacturing districts (zoned M1-1, M2-1, and M3-1). Small commercial districts are interspersed throughout the study area, consisting of local service and retail districts zoned C1-2 and C1-3. There are also several small general service districts, or C8 districts, found within the study area. The C8 districts are designed for special purposes, such as automotive uses and heavy commercial services. This district offers a transition from commercial to manufacturing uses, while excluding residences. Several C8 districts are located immediately west of 10th Avenue (zoned C8-3 and C8-4) in the vicinity of the intersection of 10th Avenue and Broadway. The uses permitted within these districts are listed in Table 7.2-1 below.

Borough of Manhattan – South of 207th Street/University Heights Bridge. The portion of the study area located in the Borough of Manhattan to the south of 207th Street is primarily zoned as a general residence district. The dominant residential zone in this study area is R7-2. A portion of the study area is zoned for heavy manufacturing. This heavy manufacturing district, zoned M3-1, is located to the south of 207th Street and west of the Harlem River. Small commercial districts are interspersed throughout the study area, consisting of local service and retail districts zoned C1-2, C1-3, and C2-2. The study area also intersects a waterfront recreation district zoned C3 in the southern portion of the study area, in the vicinity of Sherman Creek. The uses permitted within these districts are listed in Table 7.2-1.

Borough of the Bronx – North of West Fordham Road. The portion of the study area located in the Borough of the Bronx to the north of West Fordham Road is primarily zoned as a general residence district. The majority of this area to the north and east of the Harlem River Site is zoned R6. Small commercial districts are interspersed throughout the study area consisting of local service and retail districts zoned C1-2, C1-3, C2-2, and C2-3. The uses permitted within these districts are listed in Table 7.2-1.



Note: Zoning districts based upon NYC zoning maps (2003)

Croton Water Treatment Plant

Zoning Harlem River Site

Figure 7.2-6

TABLE 7.2-1. EXISTING ZONING IN THE HARLEM RIVER STUDY AREA

District¹	District Name	Permitted Uses²
R2	Residential	Single family detached residences, community facilities, or open space uses, which serve the residents of these districts or are benefited by a residential environment. Special Uses: Medical facilities, public utility or public service facilities, radio or television towers, sand gravel or clay pits, fire stations, police stations, public transit, railroad, or utility substations, sewage disposal plants
R5	Residential	Designed to provide for all types of residential buildings - community facilities, transportation facilities, or open uses which serve the residents of these districts or are benefited by a residential environment. Special Uses: Public service facilities, camps (overnight or outdoor day) radio or television towers, riding academies or stables, sand gravel or clay pits, docks, fire stations, health related facilities, police stations, public transit, railroad, or utility substations, seaplane bases, sewage disposal plants, water or sewage pumping stations
R6	Residential	See R5
R7-1	Residential	See R5
R7-2	Residential	See R5
R8	Residential	See R5
C1-1 in R6	Local shopping and services, residential	Designed to provide for local shopping and include a wide range of retail stores and personal service establishments, which cater to frequently recurring needs – residential uses, community facilities, convenience establishments, retail, service, food service, water or sewage pumping stations. Special Uses: Camps (overnight or outdoor day), eating or drinking establishments with entertainment, electric utility substations, funeral establishments, public transit or railroad substations, radio or television towers, railroad passenger stations, parking lots, parking garages, nursing homes and health related facilities, sewage disposal plants
C1-2 in R6 and R7-2	Local shopping and services, residential	See C1-1
C1-3 in R6 and R7-2	Local shopping and services, residential	See C1-1

TABLE 7.2-1. EXISTING ZONING IN THE HARLEM RIVER STUDY AREA

District¹	District Name	Permitted Uses²
C2-3 in R6	Local shopping and services, residential	Designed to provide for a wide range of essential local services not involving regular local shopping -residences, transient accommodations, retail stores, personnel service establishments, home maintenance or repair services, amusement establishments, water or sewage pumping stations. Special Uses: Automotive service stations, camps (overnight or outdoor day), eating or drinking establishments with entertainment, electric utility substations, public transit or railroad electric substations, radio or television towers, automobile rental establishments, parking lots, parking garages, nursing homes and health related facilities, sewage disposal plants
C2-4 in R6 and R7-2	Local shopping and services, residential	See C2-3
C3	Waterfront Recreation District	Commercial development to provide for the growing recreational activities of pleasure boating and fishing by permitting rental, servicing, and storage of boats in appropriate waterfront areas, normally adjacent to residential development; residential development, schools, health-related facilities, public parks, railroad or transit rights-of-way. Special Uses: Commercial beaches or swimming pools, electric utility substations, sand, gravel, or clay pits, sewage disposal plants.
C8-1	Special purpose commercial	Stadiums, auto-related uses, restaurants, golf courses, hospitals, laboratories, offices, water and sewage pumping stations, truck terminals. Special Uses: Bus stations, racetracks, sewage disposal plants
C8-3	Special purpose commercial	See C8-1.
C8-4	Special purpose commercial	See C8-1.
M1-1*	Light manufacturing, high performance	Manufacturing, auto-related uses, restaurants, golf courses, laboratories, offices, prisons, water and sewage pumping stations, trucking terminals. Special Uses: Radio or television towers, sand, gravel, or clay pits, Airports, stadiums, public parking garages, bus stations, hospitals, sewage disposal plants
M2-1*	Medium manufacturing, medium performance	Retail, commercial, recreation, general services, manufacturing
M3-1*	High manufacturing, low performance	See M2-1, plus manufacturing that may create hazards or generate a great deal of traffic

TABLE 7.2-1. EXISTING ZONING IN THE HARLEM RIVER STUDY AREA

District ¹	District Name	Permitted Uses ²
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Notes:

1. The dimensional requirements for residential uses in C1 and C2 zones are governed by the surrounding residential zone.
2. Some uses require a special permit from the Board of Standards and Appeals, while others require a special permit from the NYC Planning Commission.

Source: New York City Zoning Ordinance.

* Zoning that applies to the water treatment plant site.

Borough of the Bronx – South of West Fordham Road. The portion of the study area located in the Borough of the Bronx to the south of West Fordham Road is primarily zoned as a general residence district. The study area in the vicinity of the water treatment plant site is zoned as general residence district. There is one area zoned as R5, located in the southern portion of the study area in the vicinity of the Bronx Community College. While most of the study area is primarily zoned as residential, a portion of the study area is zoned for moderate manufacturing. This moderate manufacturing district, zoned M2-1, is located between the Harlem River and the Major Deegan Expressway. Small commercial districts are interspersed throughout the study area consisting of local service and retail districts zoned C1-2 and C2-2. There are also several small general service districts, or C-8 zones, found within the study area. The C8 zones are designed for special purposes, such as automotive uses and heavy commercial services. This zone offers a transition from commercial to manufacturing uses, while excluding residences. There is one C8 zone located south of the water treatment plant site immediately south of West Fordham Road, and one along Jerome Avenue. The uses permitted within these districts are listed in Table 7.2-1.

7.2.2.1.3. Public Policy

Plans and regulations were reviewed from local, municipal, and state sources to identify applicable policies within the study area. The following summarizes land use policies affecting the study area and Community Board policy statements.

The 2002 New York State Open Space Conservation Plan.¹ This plan, which was first adopted in 1992 and revised in 1995, 1998, and 2002, serves as the blueprint for the State's land conservation efforts. The Open Space Conservation Plan contains: a comprehensive description of programs and policies that affect the conservation of the State's open space resources; a compilation of major conservation successes accomplished under the plan; a list of priority projects; conservation strategies for major resource areas; evaluation and criteria used to determine Environmental Protection Fund (EPF) and Clean Water/Clean Air Bond Act spending priorities; and recommendations by regional advisory committees and the Governor's Quality Communities Task Force to improve New York's open space conservation program. The following list provides a summary of those areas discussed in the plan that occur within the study area:

¹The New York State Department of Environmental Conservation. *The New York State's Open Space Conservation Plan*. 2002.

- (1) Harlem River Park – This project would provide pedestrians and cyclists access to the banks of the Harlem River on both sides and would create a continuous trail within the City’s developing 350-mile greenway system. The following are components of this project:
 - a. Bronx Harlem River Greenway – including the Fordham Landing expansion of Roberto Clemente State Park, the five-acre Spuyten Duyvil/Penn Triangle properties for waterfront access, and Regatta Park, which would extend the greenway south to Roberto Clemente State Park (through the water treatment plant site).
 - b. Manhattan Harlem River Greenway – four privately-owned lots along the Harlem River would be acquired and opened for public access focusing on a waterfront promenade and fishing access.
- (2) Putnam Railroad – a greenway through northern Bronx utilizing an abandoned railroad right-of-way.
- (3) In addition to areas listed above, the plan identifies the following properties with a potential for fee purchase: Sedgwick Avenue, Croton Aqueduct Trail Linkage, and Kingsbridge Armory.

Citywide Statement of Needs – For City Facilities/Fiscal Years 2004 and 2005. This statement identifies by agency and program all new facilities the City plans to site and all existing facilities the City plans to close, expand, or reduce significantly during the next two fiscal years. Within the study area community districts, the statement identifies a new Bronx Library Center at 310 East Kingsbridge Road to replace and expand the services provided at the Fordham Library Center and the acquisition of a small privately-owned playground adjacent to residential buildings on Villa Avenue. Both of these proposed projects occur in Bronx Community District 7. In addition, the statement identifies the following proposals from Fiscal Years 2003 and 2004 Citywide Statement of Needs as active: the replacement of the 46th Precinct Station in Bronx Community District 5; off-street parking for the 48th Precinct/Bronx Task Force in Bronx Community District 6; and a new combined firehouse and emergency medical service (EMS) support facility in Bronx Community District 7 or 8.

Community District Needs: Manhattan, Fiscal Year 2004. This document presents the “Statement of Needs” prepared by the various community boards in Manhattan. Community District 12, which encompasses a substantial amount of the study area west of the Harlem River, notes several initiatives regarding youth services and recreation, senior citizen services, housing, traffic and transportation, health, environment, zoning and land use, economic development, parks, cultural affairs, quality of life, and public safety issues. Within the study area, and in Washington Heights beyond the study area, Community District 12 notes that the City must undertake a study of the mixed-use areas in the district and provide a plan for new zoning guidelines. The Community Board 12’s Statement of Needs further notes that existing zoning regulations are inappropriate for the actual uses and new zoning regulations are required to improve quality of life for the residents and to strengthen and increase the numbers of commercial areas. With regard to public safety and quality of life, Community District 12 notes that a comprehensive rodent abatement program is direly needed throughout the district. Noted high infestation areas that fall within the study area are Dyckman Street and West 207th Street.

Immediately west of the study area, Inwood Hill Park is also noted. Though immediately west of the study area, Community District 12 also notes its continued opposition to the creation of a bicycle path through Inwood Hill Park as part of the Hudson River Greenway Project.

Community District Needs: Bronx, Fiscal Year 2004. This document presents the Statement of Needs prepared by the various community boards in the Bronx. Community District 5, which includes University Heights, Morris Heights, South Fordham, and Mount Hope, notes that there are currently plans to construct eight new three-family homes and a new Billingsley Terrace Neighborhood Park in the area of Phelan Place and Billingsley Terrace. Community District 5 also notes the need for funding in numerous areas of priority including:

- (1) Recreational facility at 1835 University Avenue and the renovation of University Avenue Consolidation.
- (2) Expansion of the Sedgwick Avenue library branch.
- (3) Increased budget for the construction of additional neighborhood playgrounds.
- (4) Creation of a Fordham Road Business Improvement District, Burnside Avenue Business Improvement District, and other merchant's associations.
- (5) Increase funding for reconstruction of schools.
- (6) Acquire parking facilities or satellite station for the 46th Precinct.

In addition, Community District 5 notes the need for budgeting to improve Aqueduct Lands and support for the development of the Harlem River waterfront esplanade, with greater access by the Community District's constituents.

Community District 7, which includes Kingsbridge Heights, Norwood, Bedford Park, and University Heights neighborhoods, represents a substantial portion of the eastern part of the study area. The Statement notes Community District 7 opposition to the proposed Croton Water Treatment Plant at "all of the NYCDEP's proposed sites" or "anywhere else in the Borough of the Bronx". The community district notes that it would like for the NYCDEP to provide consideration of non-filtration alternatives and disclosure of impact analyses at all potential sites. With regard to the Kingsbridge Armory, the statement notes that the community district encourages the Mayor to consider proposals that include educational complexes and facilities that are needed for the community, including childcare, youth and senior services, retail businesses, and a family entertainment and sports complex. The statement also notes the need for crime prevention.

Community District 8 includes Kingsbridge, Spuyten Duyvil, and Marble Hill neighborhoods, to the west of Jerome Park Reservoir. The needs statement focuses on requests for capital funds for education, police, youth services, health and hospitals, parks and recreation, traffic and transportation, the Fire Department, sanitation, Department of Housing Preservation and Development (NYCHPD), the NYC Department of Buildings, libraries, aging, environmental protection, and economic development.

Fulfilling the Promise of Manhattan for All, Manhattan Strategic Policy Statement. By Manhattan Borough President C. Virginia Fields. This 2002 statement provides a broad overview for the Borough. In general, the statement notes goals including those pertaining to

economic development, open space, affordable housing, homelessness, seniors, and health care. With regard to the northern portion of Manhattan within the study area, C.V. Fields notes that the economic development is lagging in comparison to the lower reaches of Manhattan. The statement proposes assistance to small businesses, support for growing industries, advocating tax relief and fairness, and providing a sound infrastructure. Other goals presented that pertain to the study area include continuing to work toward the realization of a continuous waterfront esplanade around Manhattan Island and supporting rail and water-based goods shipments in an effort to reduce truck traffic. In addition, the statement advocates that the Borough President have a role in the protection of the New York City water supplies, including watershed protection.

Borough of the Bronx, Strategic Policy Statement, 2002 – 2005. This statement has been prepared in accordance with the New York City Charter. It identifies borough-wide goals for 2002 to 2005, including those pertaining to economic development, transportation, education, and health care. Among the Borough assets identified in this statement, the Bronx waterfront is noted as a valuable resource. It states that developers of waterfront property must address the issues of access, environmental protection, and neighborhood preservation and enhancement and would be encouraged to incorporate public interests and environmental sensitivity into their designs. In addition, it notes the goal to reduce truck traffic through the introduction of waterborne freight ferries to carry freight and possibly waste transport. Other transportation-related goals include completion of the Grand Concourse and the refurbishing of rail lines for passengers and freight.

The statement also identifies community development goals, including the improvement and expansion of neighborhood parks, continuing natural area restoration, the reconstruction and restoration of ball fields, providing pedestrian and bicycle link-ways through the Bronx, and the improvement of street lighting.

NYC Greenway Plan. In 1993, the NYCDCP adopted a Greenway Plan for the City, including the Bronx. According to the plan, there are three proposed greenways within the study area. These three greenways, the Aqueduct University Greenway, the Putnam Railroad Greenway, and the Harlem River Trail, are proposed to run north/south through the study area. The New York City Department of Parks and Recreation (NYCDPR), which is implementing the plan, plans to use a railroad right-of-way for the Putnam Greenway in Van Cortlandt Park. The southern terminus of this greenway would be the Harlem River Trail in the vicinity of West 225th Street, which is proposed to run along the eastern shore of the Harlem River. The Aqueduct University Greenway is proposed to run through Van Cortlandt Park parallel to the Putnam Railroad Greenway and the Harlem River Trail until it reaches its southern terminus at High Bridge, where it would also terminate at the Harlem River Trail.

The New York City Comprehensive Waterfront Plan: Reclaiming the City's Edge. This plan, adopted in 1992, provides a framework to guide land use along the City's entire 578-mile shoreline. In general, this plan identifies goals and improvements for four principal functions of the waterfront:

- (1) The natural waterfront – protect and enhance the natural environment.
- (2) The public waterfront – re-establish the public’s connection to the waterfront by creating opportunities for visual, physical, and recreational access.
- (3) The working waterfront – facilitate and encourage water-dependent uses and to ensure the retention of sufficient manufacturing-zoned land to accommodate future needs.
- (4) The redeveloping waterfront – identify vacant or underutilized sites for redevelopment and establish land use and zoning controls that provide a predictable framework for new construction.

Specific to the study area, this plan identifies the following goals and improvements:

- (1) Provide linear public access corridors along the Harlem River, specifically noting the proposed Harlem River waterfront esplanade and redevelopment extending north from High Bridge.
- (2) Proposes shoreline clean-up along the Harlem River associated with the Harbor Drift Program.
- (3) The plan states that several sites on vacant or underutilized land along the Harlem River would be suitable for medium-density residential development, including the previously approved Fordham Landing housing development, the M1-1 zoned area in the northern portion of the water treatment plant site, and the M2-1 and M3-1 areas in the vicinity of the University Heights Bridge (plan suggests rezoning to permit medium density residential).
- (4) A portion of the industrially zoned area north of Sherman Creek and south of 207th Street is recommended for residential or commercial reuse in conjunction with expanded recreational opportunities.
- (5) Acquire privately-owned parcels south of 193rd Street (Bronx) for development as a waterfront park.

The New Waterfront Revitalization Program. The water treatment plant site is located in the coastal zone and is thus included in the City’s Waterfront Revitalization Program. As such, certain local discretionary actions must be reviewed for consistency with program policies (see Section 7.20, Waterfront Revitalization).

Comprehensive Manhattan Waterfront Plan; A 197-a Plan as Modified and Adopted by the City Planning Commission and City Council. This document presents proposed plans for the development, growth, and improvement of the community districts within Manhattan, as proposed by the individual districts and as modified and adopted by the City Planning Commission (CPC). In Community District 12, within the study area, proposed plans include the creation of an upland bikeway connection from Dyckman Street north to the 225th Street Bridge and the pursuit of economic development opportunities in the area of Sherman Creek, including study of the potential for an ecologically sound boating facility. As funding becomes available, the plan also proposes to develop and enhance street end access points to the Harlem River and explore development of a rowing program at Public School 5. The plan recommends that an incinerator (proposed by the NYCDOS) not be constructed in this area; rather, economic

development-generating projects should be designed in a manner consistent with public access to the waterfront. The plan also notes the possibility of constructing an esplanade in this area by decking over the existing uses to create an elevated esplanade, though the difficulties and expenses for such an undertaking are noted. Alternatively, the plan notes the possibility of constructing a cantilevered esplanade over the Harlem River, in addition to existing uses.

Plan for the Bronx Waterfront. This plan, adopted in 1993, is a part of the New York City's Comprehensive Waterfront Plan issued in August 1992. With regard to the portion of the Bronx waterfront that occurs within the study area, this report builds on and refines recommendations made in the 1989 *The Bronx Harlem River Plan: A Summary Report*.² Among the issues and recommendations presented in this plan that affect the study area are the following:

- (1) Review the potential for restoring wetlands along the Harlem River.
- (2) Provide additional areas for public access, waterfront esplanades, and public parks along the Harlem River.
- (3) Create an inland trail in Marble Hill, including access to the water's edge, to the proposed Harlem River esplanade.
- (4) Develop a Harlem River waterfront esplanade (from Broadway Bridge to High Bridge).
- (5) Develop a waterfront access plan.
- (6) Redevelop the parcel between Broadway and the abandoned Columbia Presbyterian (as noted above) building on West 225th Street.
- (7) Rezone the parcels north of the University Heights Bridge from M1-1, M2-1 and M3-1 to medium density residential.
- (8) Reconstruct the existing access ramp located on the north side of University Heights Bridge, immediately west of the Major Deegan Expressway, that currently provides vehicular access to the waterfront industrial area.

Plan for the Manhattan Waterfront. This plan, adopted in 1993, is a part of the New York City's Comprehensive Waterfront Plan issued in August 1992. Among the issues and recommendations presented in this plan that affect the study area are the following:

- (1) Upgrade the Sherman Creek wetlands as mitigation for the loss of other wetlands in the watershed and as a component of long-term water-dependent development.
- (2) Review the potential for restoring wetlands along the Harlem River.

Report of the Bronx Waterfront Task Force. The office of the Borough President released the report of the Bronx Waterfront Task Force in June 2003. The objective of this report is to identify opportunities along the Bronx waterfront areas for the creation of open space, the addition of housing, and the enhancement of the working waterfront. The business, government, environmental, and community leaders comprising the task force formed three committees to address 1) the Harlem River, 2) the Bronx River and Hunts Point, and 3) the East Bronx. Some of the findings of the Harlem River committee are applicable to the study area. Overall, the report notes that "the shoreline is isolated and vastly under-developed", it "looks like

²New York City Department of City Planning, Bronx Office, 1993.

unkempt, discarded land”, and “it is almost invisible to upland communities”. A summary of their recommended strategies is as follows:

- (1) Upgrading existing parkland, including various improvements to Roberto Clemente State Park, Bridge Park, and River Park Towers (south of the study area) and the development of an environmental education center to afford families and children an opportunity to learn about the history and ecology of the river.
- (2) Improving public access to the waterfront, including the development of pedestrian connections to the waterfront, the development of a continuous esplanade (including use of the land south of 225th Street), the promotion of waterborne travel, and the creation of slip piers at Roberto Clemente State Park.
- (3) Expanding open space resources, including the development of Regatta Park, capitalizing on the 2012 Olympic Games (rowing competition and other compatible sports), development of collegiate water use facilities, and the creation of tourist attractions; this strategy also notes that the “plans for the vacant land north of the

University Heights Bridge under consideration for a water filtration plant should provide river access including promenade development, green areas, and recreational facilities.”

The Bronx Harlem River Plan: A Summary Report. This plan was adopted in 1989 and presents excerpts from an ongoing plan for the Bronx Harlem River shoreline. The study presents a land use and public access policy for a three and one-half-mile study area between the Harlem River and the Major Deegan Expressway, from Yankee Stadium to the Broadway Bridge in Marble Hill. Areas highlighted within this plan, that occur within the study area, include:

- (1) Projected buildings associated with the Fordham Landing housing project, south of the University Heights Bridge (east of the Harlem River).
- (2) A waterfront esplanade (along the east shore of the Harlem River) extending north from Roberto Clemente Park almost to the Broadway Bridge and a section of waterfront esplanade along the western shore of the Harlem River, extending southeast for a short distance from the Broadway Bridge.
- (3) Numerous access ways to the east-shore proposed waterfront esplanade from Kingsbridge, University Heights, and Marble Hill.
- (4) Tracts of proposed open space along much of the east-shore Harlem River waterfront.
- (5) Several tracts of land designated as development opportunity areas along the east-shore Harlem River waterfront, one of which occurs within the limits of the water treatment plant site.
- (6) Water’s edge or along inland routes:
 - a) The plan notes that in the area of Columbia University’s Baker Field and Columbia Presbyterian Medical Center’s Allen Pavilion, there is no room for a waterfront path; rather inland connections should be established.
 - b) The plan notes that from the Broadway Bridge to 155th Street along the Harlem River (encompassing the entire western shore of the Harlem

River within the study area) a continuous waterfront esplanade may not be possible.

- (7) Along the Broadway Bridge and the University Heights Bridge, pedestrian safety and comfort could be enhanced significantly.
- (8) Retain manufacturing zoning north of 207th Street in Sherman Creek to allow for expansion of public and private industrial uses.
- (9) In the Sherman Creek area:
 - a) Encourage recreational, commercial, residential, and institutional development in the Sherman Creek area, south of 207th Street.
 - b) Maintain existing view corridors to the waterfront between 207th Street and Academy Street, and incorporate street-end improvements to enhance public access.
 - c) Develop an expanded and upgraded rowing center.

New York City Bicycle Master Plan. This plan was adopted in 1997 and represents the final report of the first phase of the Bicycle Network Development (BND) Project, a joint NYCDCP-NYCDOT effort. The goal of the project is to increase bicycle ridership in NYC; the purpose of the project is to articulate the City's action plan. The plan identifies a 909-mile, City-wide bicycle network and proposes design guidelines to assist in the implementation of the network. Within the study area, the plan lists University Avenue as a priority on-street route for implementation/improvements, and two bridges, University Heights and Broadway Bridge. The plan also identifies greenway routes to complement the bicycle transportation improvements. The greenway routes are based on the 1993 *Greenway plan for New York City* and the *Bronx Greenway Plan*, both published by the NYCDCP. Within the study area, the plan identifies the Putnam Railroad Line and the Harlem River Restoration as funded greenway projects. The plan also identifies potential greenway projects that have not received funding including the upgrading of the sidewalk on 233rd Street.

TEA-21 Grant. The NYCDPR has been awarded a TEA-21 (Transportation Enhancement Activity) grant to devise an implementation plan and identify acquisition sites for a greenway trail along the Harlem River extending from the Macombs Dam area to 225th Street. The project originates from the 1993 *Bronx Greenway Plan*.

A Design Investigation for the Harlem River Esplanade. This report, prepared in 1993 by design consultants to the New York City Economic Development Corporation, proposes the creation of a greenway trail and public waterfront access along the Bronx side of the Harlem River.

7.2.2.2. *Future Without the Project*

The Future Without the Project considerations include the anticipated year of peak construction (2009) and the anticipated year of operation (2011) for the proposed plant. The anticipated peak year of construction is based on peak truck traffic and the peak number of workers because such inputs to the community would likely cause the most noticeable land use changes.

Various agencies and planning documents were contacted and reviewed to determine what approved, proposed, or potential changes may reasonably occur in the Future Without the Project. The agencies contacted include the following: New York State Department of Transportation, NYCDP, the NYCDP Waterfront Division, NYC Division of Real Estate Services, NYC Economic Development Corporation, NYCDPR, NYCHPD, the Bronx Borough President's Office, the New York Public Library, and Montefiore Medical Center.

The analyses and projections within this section are based on information available at the time of document preparation. Due to the extended dates for analysis (to 2011), and the likelihood that new projects, proposals, and/or plans and policies would surface during this time frame, it is recognized that there is a potential for land use, zoning, and/or public policy issues to arise that cannot be reasonably identified at this time. However, it is anticipated that if and when such other proposals are made, they would consider the proposed project construction and operation activities in their own analyses.

7.2.2.2.1. Land Use

In the Future Without the Project, it is anticipated that the water treatment plant site would remain largely unchanged from its existing condition; however, there are numerous projects and proposals in the Future Without the Project in the vicinity of the water treatment plant site and within the study area. Some of the projects are proposed and already under construction or are generally in the permitting phase with a targeted implementation schedule (Table 7.2-2, Table 7.2-3, and Figure 7.2-7). Others are proposed and have been generally discussed in various plans, but no definitive action or implementation schedules have been set. These latter projects are discussed more generally at the end of this section. Projects that are currently under construction or have proposed dates of implementation were further separated into two categories for the purpose of this analysis. These categories consist of 1) projects of a relatively moderate size that typically occur throughout the City and are considered in other analyses of this document as part of overall background growth in the study area and 2) projects of a larger magnitude that may affect the qualities of the surrounding areas including the land use, zoning, traffic, or air quality. Projects are generally placed in the first category if they fall under existing zoning conditions or are “as of right” developments. Those in the second category may require a zoning change or other discretionary action.

TABLE 7.2-2. FUTURE PLANNED PROJECTS NOT ANTICIPATED TO REQUIRE SUBSTANTIAL ZONING OR OTHER LAND USE MODIFICATIONS WITHIN THE HARLEM RIVER SITE STUDY AREA

Map Key No. (Figure 7.2-7)	Project/Proposal Name	Location	Description
1	New Housing	Intersection of Cedar Avenue and West Burnside, Bronx	New 3-story, 2-family housing; in progress

**TABLE 7.2-2. FUTURE PLANNED PROJECTS NOT ANTICIPATED TO REQUIRE
SUBSTANTIAL ZONING OR OTHER LAND USE MODIFICATIONS WITHIN THE
HARLEM RIVER SITE STUDY AREA**

Map Key No. (Figure 7.2-7)	Project/Proposal Name	Location	Description
2	Parking lot expansion	Wein Stadium, Manhattan	An expansion of the stadium parking area
3	Reconstruction of Broadway Bridge	Broadway Bridge over the Harlem River, Manhattan	Reconstruction activities on the Broadway Bridge; in process, ongoing
4	Road construction on Tenth Avenue	Tenth Avenue from West 206 th Street to West 218 th Street, Manhattan	Reconstruction/removal of cobblestones on Tenth Avenue; proposed for 2004
5	Construction of eight new three-family homes and neighborhood park	Community District 5 in the area of Phelan Place and Billingsley Terrace, Bronx	Construction of eight new three-family homes and a new Billingsley Terrace Neighborhood Park as part of the New Foundations Program; construction anticipated to begin in 2004, following the public review process
6	Jim and Mae O'Hara Workshop	Adjacent to Columbia University Boathouse (near 218 th Street and Indian Road), Manhattan	New school facility; in progress
7	Rehabilitation of Old Fort #4 Park	Old Fort #4 Park, Bronx	Rehabilitation of Section 5 of the park; in progress
8	Signage Enhancements	From Van Cortlandt Park to Manhattan	NYCDPR was awarded \$260k for signage and trail marker enhancements; trail guide would be prepared to accompany markers; money awarded and planning in progress; anticipated to occur by 2005

TABLE 7.2-2. FUTURE PLANNED PROJECTS NOT ANTICIPATED TO REQUIRE SUBSTANTIAL ZONING OR OTHER LAND USE MODIFICATIONS WITHIN THE HARLEM RIVER SITE STUDY AREA

Map Key No. (Figure 7.2-7)	Project/Proposal Name	Location	Description
9	Reconstruction activities – University Woods Park	University Woods Park – Sedgwick to Cedar and 180 th Street, Bronx	Rehabilitation of University Park, including environmental center/classroom; potential to occur between FY03 and FY06
10	Construction of Storage Post Self-Storage Facility	Former location of Butler Lumber Company, north of the University Heights Bridge and adjacent to the Harlem River, Bronx	Butler Lumber Company has been purchased and the site is currently undergoing demolition/ reconstruction to serve as a self-storage facility; anticipated completion by 2004
11	Reconstruction activities - Inwood Hill Park	Inwood Hill Park, Manhattan	NYCDPR has begun a \$495,000 capital project to repair park paths at Inwood Hill and Fort Tryon Parks. Parks received a 2002 State Bond Act grant award of \$85,000 to construct a nature center/boat house. The grant is not yet authorized and a required local match needs to be secured

Background Growth Projects. Eleven projects were identified within or near the study area for this category (Table 7.2-2 and Figure 7.2-7). These projects range from the construction of eight new three-family homes in the area of Phelan Place and Billingsley Terrace to the reconstruction of roads and bridges.

Large-Scale Projects. Four relatively large-scale projects/proposals were identified within the study area (Table 7.2-3 and Figure 7.2-7). The first project is a retail development called the River Plaza. Located at Broadway and West 225th Street in the Bronx, this project involves the introduction of approximately 230,000 square feet of retail space contained in four buildings. This project involves the conversion of Industrial and Manufacturing area and Transportation and Utility uses south of West 225th Street into Commercial and Retail uses. River Plaza marks the largest retail development to be constructed in the Bronx in ten years. Construction of the complex began in December 2002, and the plaza is anticipated to open in the

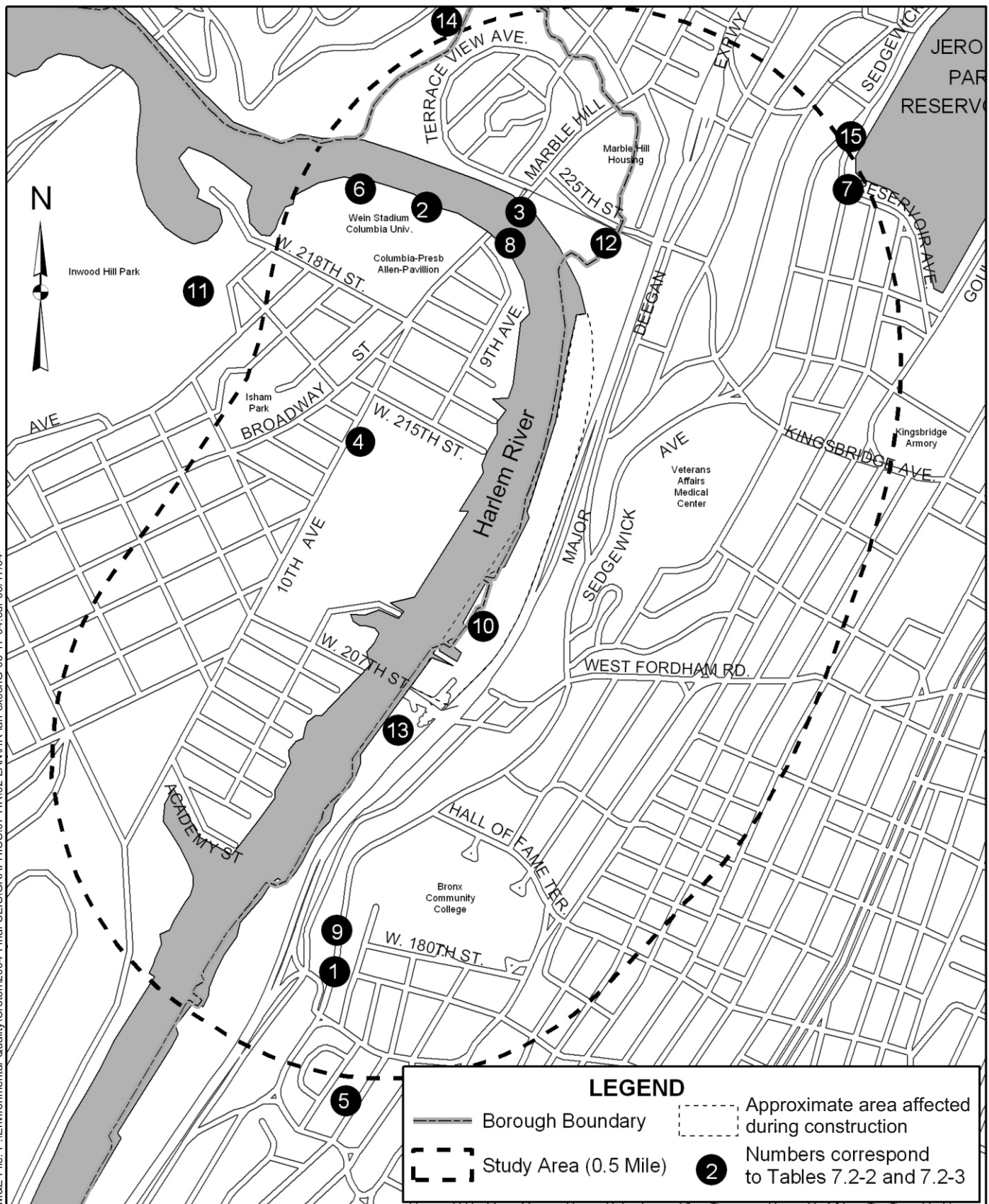
Spring of 2004. Multiple businesses would be located at this location including: Target, Marshall's, Foot Locker, Payless Shoes, Lane Bryant, Washington Mutual, Radio Shack, Kids World, and an Applebee's Restaurant. It is anticipated that these businesses would bring 600 new permanent jobs to the Bronx.

TABLE 7.2-3. FUTURE LARGE-SCALE PROJECTS RESULTING IN SIGNIFICANT IMPACTS WITHIN THE HARLEM RIVER SITE STUDY AREA

Map Key No. (Figure 7.2-7)	Project/Proposal Name	Location	Description
12	River Plaza	West of the Major Deegan Expressway and south of West 225 th Street, Bronx	Shopping center (Target, Marshalls, Applebee's, etc.); construction in progress; anticipated completion 2003 to 2004; would result in conversion of some of the Industrial and Manufacturing area and a portion of the Transportation and Utility uses south of West 225 th Street into Commercial and Retail Uses
13	Fordham Landing	South of University Heights Bridge, Bronx	New housing project; would result in conversion of land designation immediately south of the University Heights Bridge from current land use designations (including Transportation and Utility, Vacant Land) into residential area; ongoing proposal
14	Construction of New IS/HS 368	Between JFK High School and Primary School 37, Bronx	Construction of new school; anticipated completion in Spring 2004
15	Bronx Community Board 8 Pursuit of a 197-a Plan	Area of Jerome Park Reservoir, Bronx	Community Board 8 in the Bronx is pursuing a 197-a Plan with numerous proposals for the area of Jerome Park Reservoir.

The second project is a proposed housing project known as Fordham Landing. Although a schedule for implementation of the Fordham Landing project is not finalized, the project was specifically called out due to its proximity to the water treatment plant site and the potential for a large land use impact due to the magnitude of the project. This large-scale, affordable housing project is proposed for the area immediately south of the University Heights Bridge and west of the Major Deegan Expressway, where current land use designations indicate Transportation and

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Proposed Developments in the Future Without the Project Harlem River Site

Croton Water Treatment Plant

Figure 7.2-7

Utility or Vacant Land. Fordham Landing would result in the conversion of this land into residential area. A recent plan for the site proposed approximately 480,000 square feet of developed floor area in four residential buildings (each 17 stories high), 468 affordable housing units, approximately 58,600 square feet of open space, and 258 parking spaces. A convenience store was also proposed within one of the residential buildings.

The third project involves the construction of a new Intermediate School/High School (IS/HS 368) between John F. Kennedy High School and Primary School 37 in Community District 8. The construction for this new school is in progress and it is anticipated to be complete in spring 2004.

The fourth project/proposal that might interfere with the surrounding areas including the land use, zoning, and traffic is a proposed 197-a Plan³. Community Board 8 in the Bronx is pursuing a 197-a Plan with numerous proposals for the area of Jerome Park Reservoir. Included in this proposal are the following: rezoning of residential areas west of the reservoir to reduce permitted densities; map a scenic district around the reservoir; create a more park-like setting around the reservoir.

Additional projects and proposals were identified within the study area, but they were not included in the two categories discussed above since the majority of these projects and proposals do not have established action dates. Instead, they are activities proposed in comprehensive plans or other documents and are in need of funding, further development, or decisions. Some of these projects and proposals have the potential to affect the existing land uses. The Aqueduct University Greenway (proposed to run north and south through Van Cortlandt Park) and Putnam Railroad Greenway (proposed to run north and south through Van Cortlandt Park to the area of Broadway Bridge) have the potential to result in land use changes along the non-park portions of their routes. These changes would likely consist of potential conversion to Parks and Recreation (e.g. Open Space), though these alterations would not be anticipated to occur along their entire routes. Two other proposed projects, the Harlem River Trail (proposed along the eastern shore of the Harlem River in the Bronx) and the Regatta Park Project (also proposed for the eastern shore of the Harlem River), would result in the conversion from the current industrial uses to a Parks and Recreation (Open Space) designation (see Existing Conditions discussion above). No implementation date exists for these proposals.

The area of West 230th Street and Broadway (between Broadway and the Major Deegan Expressway) may change from the existing former municipal parking lot to either a firehouse and EMS station or to a commercial use. There is no implementation date for this proposal. Maintenance activities are ongoing at the Kingsbridge Armory. The reutilization of the Armory would potentially introduce new public facilities for the neighboring communities, depending on the final plans. Current proposals include implementation of institutional, commercial, retail, and entertainment uses. At the time of preparation of this report, there was no implementation date for this project. Finally, the NYCDOT has proposed some enhancements to their property located immediately north of the University Heights Bridge. There is no implementation date for this proposed project.

³ A 197-a Plan presents proposed plans for the development, growth, and improvement of the community districts within the City.

7.2.2.2.2. Zoning

Existing zoning classifications throughout the study area are anticipated to remain largely unchanged; however, there are several plans (as noted in Table 7.2-3 and in the preceding text) that have the potential to affect zoning within the study area and its vicinity. The NYC and Bronx Waterfront Plans propose to rezone the industrial areas in the vicinity of the water treatment plant site between University Heights Bridge and West 225th Street from M1-1, M2-1, and M3-1 to medium density residential. Additionally, Bronx Community Board 8 is currently in pursuit of a 197-a Plan with numerous proposals for the area of Jerome Park Reservoir. Included within this proposed plan is the rezoning of residential areas west of the reservoir to reduce permitted densities.

7.2.2.2.3. Public Policy

There are no anticipated public policy changes within the study area, with the exception of the potential implementation of a 197-a Plan for the area of Jerome Park Reservoir; however, as noted above, there is currently no implementation date for this proposed plan. This 197-a Plan includes numerous proposals for the area of Jerome Park Reservoir, located in the northwest corner of the study area. Included in this proposal is the rezoning of residential areas west of the reservoir to reduce permitted densities, the mapping of a scenic district around the reservoir, and the creation of a more park-like setting around the reservoir. All other plans and policies affecting the water treatment plant site and the study area are anticipated to maintain current recommendations and proposals as summarized above in the Existing Conditions discussion above.

7.2.3. Potential Impacts

7.2.3.1. Potential Project Impacts

The anticipated year of operation for the proposed plant is 2011. Therefore, potential project impacts have been assessed by comparing the Future With the Project conditions against the Future Without the Project conditions for the year 2011.

7.2.3.1.1. Land Use

The potential land use impacts of the proposed project were examined on the basis of direct land use changes from development on the water treatment plant site, as well as indirect changes related to the compatibility of the proposed project with land uses in the surrounding area, and the potential influence of the proposed project on land use and development trends.

Water Treatment Plant Site. With the implementation of the proposed project, the existing industrial uses found on the site would be removed and the water treatment plant site would be developed with aboveground water treatment buildings, as well as underground structures and conduits. Most of the proposed plant facilities would be constructed on the south and central portions of the water treatment plant site, where the Storage Post, a Con Edison

building, and batch plant are presently located. The utility lines associated with the Con Edison property would remain operational. The existing brick structure would be removed. NYCDOT would retain the right to access a highway maintenance easement adjacent to the West Fordham Road access ramp; NYCDEP would work with NYCDOT to determine an alternative area that NYCDOT could use as a storage/staging area in place of their current area to the north of the University Heights Bridge. The self-storage facility and the cement factory would be directly displaced as a result of the proposed plant. NYC would negotiate the purchase of the properties and the businesses would likely relocate somewhere else in the Bronx or another NYC Borough. The northern portion of the site, in the vicinity of the CSX property, would be converted into publicly accessible land with park-like amenities, as well as created wetlands. Similarly, the southernmost portion of the site between the proposed plant and the University Heights Bridge would be converted into publicly accessible land with park-like amenities.

The facilities constructed on-site would include a main treatment building that would contain the water treatment process element, residuals pumping, and administrative functions; and a separate pump station containing machinery and equipment pertaining to the treated water pumping and maintenance functions. In addition, a new raw water conveyance system would deliver raw water from the NCA to the water treatment plant site, and a treated water conveyance system would transport water back to the City's distribution system. The main treatment building would be the largest structure on-site at approximately 233,000 square feet. The approximate total footprint of the buildings proposed for the site would be 291,000 square feet.

The proposed buildings and ancillary facilities would primarily occur in the south and central portions of the water treatment plant site; however, project components, including the public access areas, park-like amenities, access road, parking areas, utilities, and a stormwater management system, would occupy the entire site extending north from the University Heights Bridge. The approximate area of the finished water treatment plant would be 10.5 acres, or slightly greater than half the total area of the site (approximately 17.5 acres).

Overall, construction of the proposed plant would result in the direct displacement of the existing uses on the site (self-storage facility, batch plant and sand and gravel storage area). However, the displacement of these uses would not represent a significant adverse impact because although these uses are not uncommon, they do not typify the zone of the site (manufacturing) and the study area. Therefore, loss of these uses would not be anticipated to affect the defining elements of the area. These uses are not dependent on the site for their operation; none the uses are water-dependent and none of them rely on the railroad tracks or the river to deliver services or materials. The proposed project would further several public policies affecting the site, though special provisions would have to be made with regard to the existing zoning. This is discussed in more detail below.

Study Area. Although the study area covers all properties within a one-half mile radius from the Harlem River Site perimeter, potential land use effects of the proposed project would be more likely to occur closer to the site.

As discussed in Section 7.9, Traffic and Transportation, operation of the proposed project is not anticipated to have significant traffic impacts on the roadways in the study area. Traffic levels would not substantially increase as a result of the proposed project because the amount of

project-induced traffic during plant operation would not be greater than that from the existing uses on the property now or during the Future Without the Project. As compared to the existing heavily developed and congested nature within the study area, the proposed project would generate relatively low levels of traffic. The primary roads that would be anticipated to convey project-generated traffic would include the Major Deegan Expressway. The Major Deegan Expressway is a major interstate highway with a substantial capacity to accommodate project-generated traffic. As with the immediate areas of the water treatment plant site, highly developed industrial, commercial, and residential areas largely characterize the areas in the vicinity of the Major Deegan Expressway. These areas currently experience high levels of traffic, and the increase due to project-generated traffic would be anticipated to be negligible and unnoticeable.

The proposed publicly accessible land with park-like amenities and wetland areas at the water treatment plant site would serve as buffers between the proposed development and the areas of 225th Street and West 208th Street. However, the proposed plant would be visible from the Major Deegan Expressway and points of higher elevation to the east, and from the opposite side of the Harlem River in Manhattan. Additionally, the proposed plant would be visible from most locations within the proposed park-like areas. However, the proposed plant is anticipated to be consistent with the existing views found within the surrounding areas, which mainly consist of large buildings and dense development. It is also anticipated that the general site clean-up and landscaping would provide an improvement to the visual quality of the area. See Section 7.3, Visual Character, for additional details.

In the context of the surrounding land uses, the scale of the proposed development (approximately 65 feet tall with a building footprint of approximately 291,000 square feet) would be compatible with existing structures and uses in the vicinity of the water treatment plant site. Most of the buildings in the surrounding areas have a much higher elevation than the structures associated with the proposed project. This is predominantly attributed to the rise in topography in the areas surrounding the site; however, many buildings also have a much greater total height than the proposed plant. For example, the Veterans Affairs Medical Center located to the east of the site and the Marble Hill Housing Complex located to the north of the site are visually dominating structures within the study area. In addition, the University Heights Bridge and the Broadway Bridge represent pronounced visual features in the area of the proposed project.

In general, the proposed plant would have a similar appearance to the existing structures and developed nature of the surrounding area. Many of the surrounding facilities also include surface parking lots, internal access roads, and loading/delivery areas. Therefore, the proposed project is not anticipated to have significant impacts on land use in the study area with respect to its overall size, appearance, and layout. Moreover, the proposed project would be largely consistent with other development projects that would be constructed in the study area by the 2011 operation year, including the River Plaza and the new IS/HS 368 (construction for both currently in progress). Due to the separation distance between the water treatment plant site and Jerome Park Reservoir, it is not anticipated that construction of the proposed project at the Harlem River Site would affect the goals of the proposed 197-a Plan for the reservoir area. Although the proposed plant would represent an industrial use neighboring the proposed Fordham Landing residential development to the south, the proposed project would be anticipated to substantially improve the water treatment plant site compared to the existing

conditions. The addition of publicly accessible land with park-like amenities would be anticipated to provide a desirable recreational use to the residents of the proposed housing complex that would otherwise remain inaccessible to the public. In addition, the creation of wetlands and general landscaping of the site upon completion of construction would be anticipated to provide an enhancement to the aesthetic quality of the Fordham Landing housing complex and the surrounding study area in general when compared with anticipated no build conditions.

Overall, the loss of the industrial uses currently occupying the water treatment plant site is not anticipated to affect the surrounding land uses. To the contrary, it is anticipated that the proposed project would enhance the surrounding uses as a result of the general clean-up and landscaping of this area and the addition of publicly accessible waterfront land with park-like amenities and create wetlands with greater wildlife values than the existing rip-rapped shoreline. Similarly, the proposed project is not anticipated to create a land use that is incompatible with existing uses. The proposed plant would not be anticipated to interfere with the proper functioning of other land uses, and it is anticipated that the plant would be consistent with the industrial and developed nature of the site and surrounding area. Due to the developed nature of the surrounding areas and the general consistency of the proposed project with the surrounding uses, the proposed project would not be anticipated to cause surrounding land uses to change. The proposed project would also further several public policies affecting the study area. This is discussed in more detail below.

7.2.3.1.2. Zoning.

Water Treatment Plant Site. The proposed project is not an as-of-right within the M1-1, M2-1, or M3-1 zoning districts. There is currently no designation in the NYC Zoning Regulations for water treatment plants.

Various zoning techniques are available for handling these types of siting situations and may include zoning text amendments to establish a use group and allowable zone(s), establishing use group and zone by special permit conditions, or requesting a Mayoral Override for public projects.

If NYCDEP decides to obtain local site approval similar to how approval was sought in the past for the site, a Mayoral Override would be sought to address the following items:

- There is no use group specified for a water treatment plant in the Zoning Resolution;
- Zoning requirements for the number of parking spaces and loading berths on site (due to the type of facility being constructed on site, there would be fewer parking spaces and loading berths provided on the site than are required under Sections 44-21, 44-52, 62-52, 62-55, and 62-56 of the Zoning Resolution);
- Waterfront/Manufacturing zoning requirements (specifically the height and setback, waterfront access, and view corridor requirements listed within Sections 62-34, 62-40, and 62-60 of the Zoning Resolution) (see Table 7.2-4).

In addition to the Mayoral Override for the above items Uniform Land Use Review Procedure (ULURP) approval would be sought to obtain approval for the following actions: site selection and acquisition of properties at the Harlem River Site; changes to the City Map, including the elimination of a portion of Landing Road and a portion of Exterior Street; easements for water conveyance tunnels from the Harlem River Site to the Jerome Park Reservoir and the New Croton Aqueduct; a special permit to develop within a railroad right of way; and land filling to the U.S. Pierhead and Bulkhead line. Condemnation of private property as well as condemnation of railroad and electric utility property would be required. The ULURP approval process would provide for additional public review of actions that require approval to go forward.

The proposed 65-foot tall main treatment building has been designed to minimize the building's footprint, or amount of impervious surface area, and to comply, as much as possible, with zoning regulations affecting this area. As compared to a low building that covers more land area, the proposed plant would make more efficient use of the land by vertically stacking the treatment process components. This would create not only benefits to natural resources such as allowing more space for the landscaping, park-like amenities, wetland creation, and reducing the amount of potential stormwater runoff attributed to impervious surfaces, but would also have the benefit of allowing for more open space.

The proposed project would not be anticipated to create a land use that is significantly inconsistent with plans or policies affecting the site or study area. To the contrary, it is anticipated that the proposed project would further the goals of several policies affecting the study area, as noted below.

Study Area. The proposed project would not be anticipated to result in conditions at the water treatment plant site that could have the potential to affect zoning within the surrounding areas. The proposed project is anticipated to be generally consistent with the policies, land use characteristics, and underlying zoning regulations of the site and the study area. Additionally, due to the site's location between transportation features and the Harlem River, and the resulting buffers created by the proposed park-like areas at the north and south ends of the site, the proposed plant would be largely isolated from the zoning districts in neighboring areas, further reducing the potential for impacts on the neighboring zoning districts or considerations of the surrounding areas.

TABLE 7.2-4. ZONING COMPLIANCE OF THE PROPOSED PLANT AT THE HARLEM RIVER SITE

Criteria	Proposed Project	Required per NYC Zoning Regulations
Floor Area Ratio ¹	0.94	Section 43-12: M1-1 District: 1.0 M2-1 District: 2.0 M3-1 District: 2.0 Section 62-326 (Waterfront): Same as Manufacturing District requirements

TABLE 7.2-4. ZONING COMPLIANCE OF THE PROPOSED PLANT AT THE HARLEM RIVER SITE

Criteria	Proposed Project	Required per NYC Zoning Regulations
Waterfront Yard ²	Approximately 20 feet	Section 62-342 (Waterfront): Minimum 40 feet waterfront yard
Waterfront Access ³	Proposed pedestrian walkway	Sections 62-41 and 62-60 (Waterfront): Proposed pedestrian walkway would not comply with waterfront access requirements.
View Corridor ⁴	No street ends exist that would require a view corridor; in addition, the current design does not provide for a view corridor every 600 feet	62-42 (Waterfront): View corridors at every street end and every 600 feet are required
Height ⁵	65 feet	Section 43-43: M1-1 District 30 feet M2-1 District 60 feet M3-1 District 60 feet Section 62-13 (Waterfront): Same as Manufacturing District requirements

Notes:

¹ Found in Section 43-12 for M1-1, M2-1, M3-1 & Section 62-326 of NYC Zoning Regulations.

² Found in Section 62-342 of NYC Zoning Regulations.

³ Found in Sections 62-41 & Section 62-60 of NYC Zoning Regulations.

⁴ Found in Sections 62-42 of NYC Zoning Regulations.

⁵ Found in Section 43-43 & Section 62-13 of NYC Zoning Regulations.

7.2.3.1.3. Public Policy

The park-like areas and continuous waterfront access proposed with the project would result in the transformation of industrial land that is currently inaccessible to the public into publicly accessible waterfront land with park-like amenities. Security measures and access restrictions would be implemented at some areas within the site due to the nature of the proposed project. The proposed project components, including the creation of park-like areas, waterfront access, and public access ways, would be anticipated to further the goals of the following plans and policies affecting the site and study area as presented under Existing Conditions.

- The 2002 New York State Open Space Conservation Plan
- Community District Needs: Bronx, Fiscal Year 2004
- Borough of the Bronx, Strategic Policy Statement, 2002 – 2005
- NYC Greenway Plan
- The New York City Comprehensive Waterfront Plan: Reclaiming the City's Edge

- Plan for the Bronx Waterfront
- Report of the Bronx Waterfront Task Force
- The Bronx Harlem River Plan: A Summary Report
- New York City Bicycle Master Plan
- A Design Investigation for the Harlem River Esplanade

The proposed project would be inconsistent with the following goals affecting the water treatment plant site and study area:

- Community District Needs: Bronx, Fiscal Year 2004 (Community District 7 Statement of Needs)
- The New York City Comprehensive Waterfront Plan: Reclaiming the City's Edge
- Plan for the Bronx Waterfront

Overall, the plant project would be consistent with many of the policies affecting the site and the study area. Though the proposed project would be inconsistent with several policies as noted above, it would also further the goals of numerous policies.

7.2.3.2. *Potential Construction Impacts*

The anticipated year of peak construction for the proposed plant is 2009. Therefore, potential construction impacts have been assessed by comparing the Future With the Project conditions against the Future Without the Project conditions for the year 2009.

During the construction of the proposed plant, roughly 634 workers per day would be on-site during the peak month. The peak truck traffic anticipated to occur on-site would consist of 29 trucks per day (with barging) during the peak month. Most construction materials would be transported to the site by barge on the Harlem River, thereby reducing the peak number of trucks.

7.2.3.2.1. *Land Use*

The potential land use impacts of the proposed project construction activities were examined on the basis of direct land use changes at the water treatment plant site. Also, indirect changes related to the compatibility of the proposed construction with land uses in the surrounding areas and the potential influence of the proposed construction on land use and development trends were examined.

Water Treatment Plant Site. While construction activities could be potentially disruptive in nature with elevated traffic and noise levels, the activity would be comparable to the industrial activities currently found on the site. The construction activities would result in the direct displacement of the self-storage facility, batch plant, sand and gravel storage area, and the NYCDOT storage/staging area. The utility lines within the general area of the site associated the Con Edison property would remain operational, however the existing brick structure would be removed.

Study Area. Although the study area covers all properties within a one-half mile radius from the water treatment plant site perimeter, potential land use effects of the proposed project construction activities would be more likely to occur closer to the site, particularly along road corridors that would convey project-generated traffic.

As discussed in Section 7.9, Traffic and Transportation, construction activities associated with the proposed project may produce significant impacts at three intersections in the vicinity of the Harlem River Site. A high volume of traffic currently characterizes many of the roadways within the surrounding study area, and the addition of the construction-related vehicles may result in significant impacts to traffic conditions. However, it is not anticipated that these impacts to traffic would result in changes to the surrounding land uses. Barge traffic associated with the proposed construction activities would be generally consistent with the industrial and manufacturing uses found in the area of the water treatment plant site. Refer to Section 7.9, Traffic and Transportation for a full discussion of the anticipated traffic conditions during the construction of the proposed project at the Harlem River Site.

Similarly, the noise levels associated with the construction-related activities would not be anticipated to cause the surrounding land uses to change. Five noise sensitive receptors located in the vicinity of the water treatment plant at the Harlem River Site were studied for potential impacts: the proposed Fordham Landing apartment complex to the south; Fordham Landing Park to the southeast; a private residence to the east; an apartment complex, also to the east; and an apartment complex to the northeast.

The apartment complexes and private residences to south and east could experience a significant impact due to noise from on site construction activities if no mitigation measures were implemented. Increased noise levels as a result of construction could be attenuated with the use of noise barriers placed along the site boundary facing the affected receptors. Noise associated with construction traffic traveling to and from the site would not cause a significant adverse impact. Refer to Section 7.10, Noise, for a full discussion of anticipated noise conditions during the construction of the proposed plant at the Harlem River Site.

Air quality could be affected by both mobile and stationary sources. The mobile source emissions during construction or operations from vehicles would not result in significant air quality impacts.

Stationary sources include diesel emissions from equipment during construction and dust raised from the movement of bulk material. There could be significant air quality emissions from stationary sources during construction, based on modeling of potential air quality emissions with very conservative assumptions. See Section 7.11, Air Quality, for a discussion of stationary sources potential construction and operation impacts, and Section 9.3, Mitigation of Potential Impacts, for proposed mitigation measures associated with potential stationary source impacts.

Due to the surrounding features, as noted in the previous paragraph, that provide limited screening for the site and the existing construction-like activity that occurs on the site (cement trucks, activity associated with the self-storage facility, back hoes, etc.) associated with the existing uses, anticipated visual impacts resulting from proposed construction activities are

anticipated to be minimal and would not be anticipated to cause changes to the surrounding land uses (see Section 7.3, Visual Character). However, the site would be directly visible from some of the areas at higher elevations, including from the higher floors of some of the large buildings in the area, and from areas west of the Harlem River.

Although construction of the proposed plant at the water treatment plant site would result in the direct displacement of the existing uses on the site (batch plant, self-storage facility, NYCDOT storage/staging area, and sand and gravel storage area), it is not anticipated that the construction-related activities would cause substantial changes to the surrounding land uses. All construction-related disturbances would cease upon completion of the proposed construction activities.

7.2.3.2.2. Zoning

The construction activities associated with the proposed project are not anticipated to affect zoning regulations for the site or the surrounding areas.

7.2.3.2.3. Public Policy

It is not anticipated that the proposed construction activities would be inconsistent with policies affecting the site and the study area. Much of the area in the vicinity of the Harlem River is proposed for redevelopment, as noted above within the policies listed in the existing conditions section. The development activities proposed in association with the proposed project would be consistent with and further the goals found within numerous policies. These policies include the Plan for the Bronx Waterfront, Report of the Bronx Waterfront Task Force, and the Bronx Harlem River Plan: A Summary Report. All of these policies propose developing additional waterfront access along the Harlem River in the Bronx; the proposed project would introduce publicly accessible waterfront access along the Harlem River within the project site.