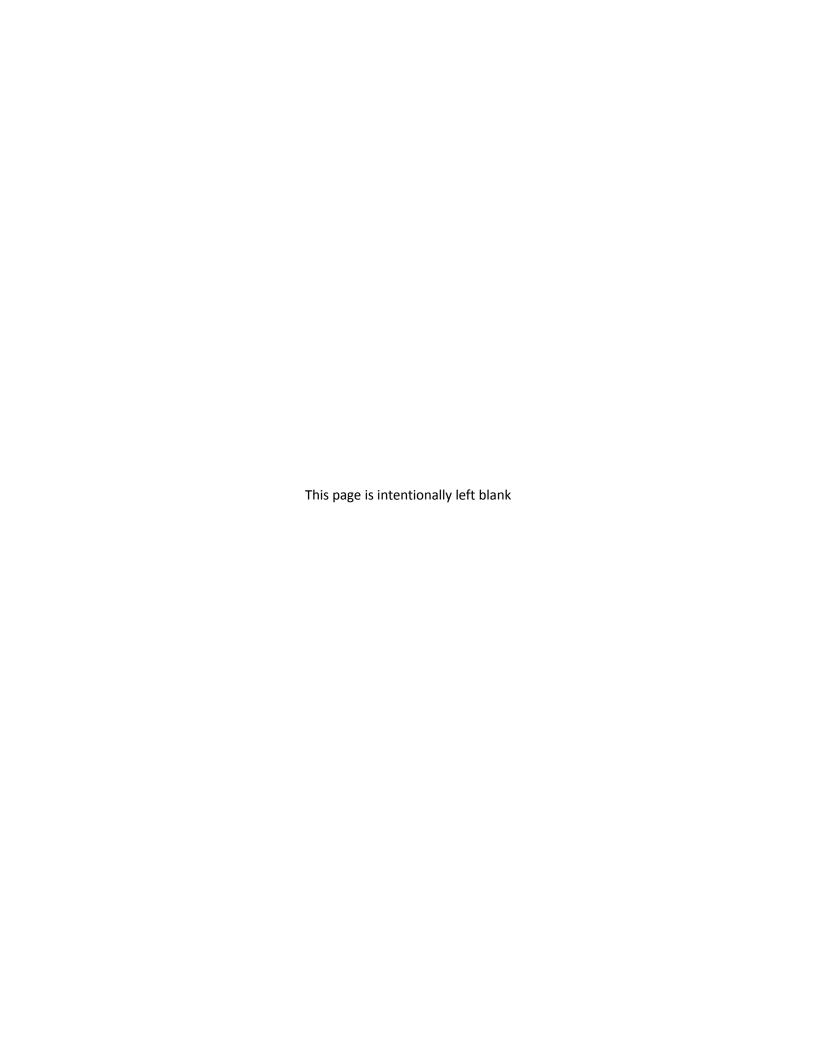
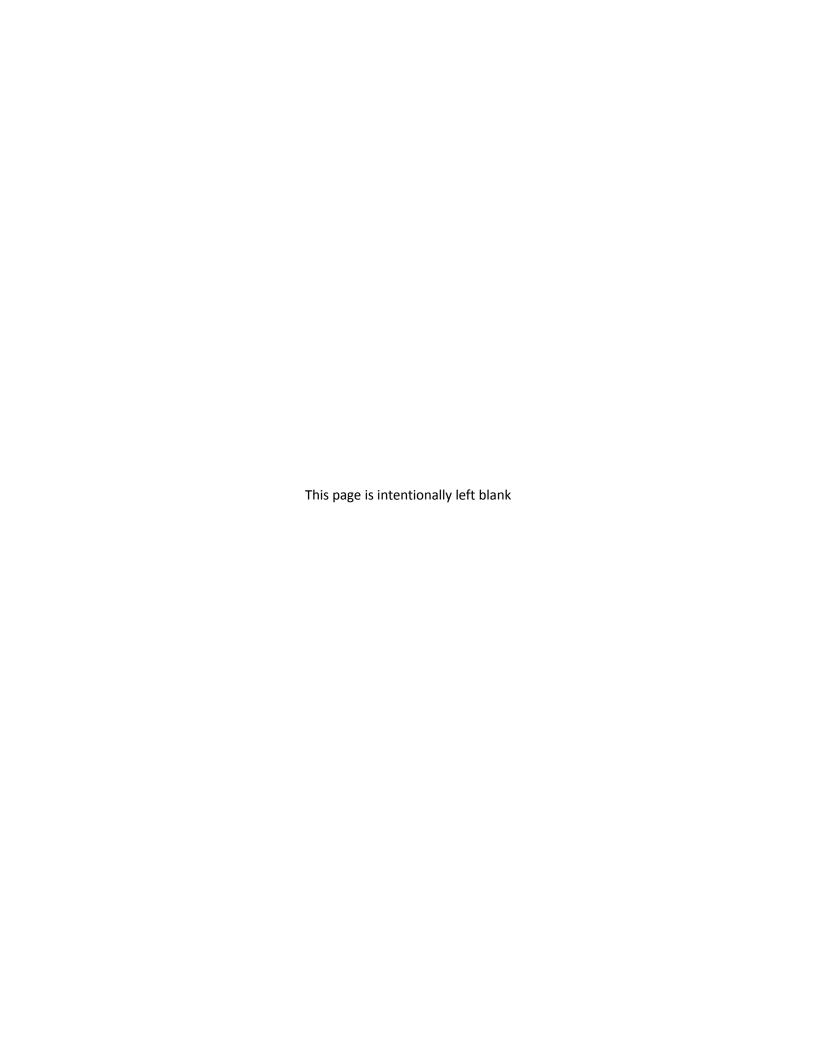
Appendix K: Written Comments Received on the DEIS

K1 – Written Comments Received on the DEIS



Appendix K1: Written Comments Received on the DEIS



Comments on the Draft Environmental Impact Statement for the Jerome Avenue Rezoning



Submitted December 11, 2017

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I. Introduction

The Bronx Coalition for a Community Vision is grounded in the belief that community members are the experts on the issues that most affect their lives. The Coalition formed in late 2014 and beginning in March 2015, the Coalition has hosted dozens of meetings to educate community members about the City's plans, engage residents in conversations about current needs and challenges the community faces, develop policy solutions based in our shared experiences, and prioritize and advocate for these proposals. We have engaged thousands of community members through forums, visioning sessions, campaign meetings, phone calls, surveys, and more.

When we began our process of engaging in the rezoning, we were cautiously optimistic that the rezoning could create new opportunities for longtime Bronx residents and catalyze investments in our neighborhoods that have been missing for too long. We believed - and still do - that a rezoning, done right, could create the deeply affordable housing and career-track jobs our neighborhoods so desperately need, while lifting up existing residents and the businesses, culture, and community they have forged in the face of decades of official neglect. We engaged with the de Blasio administration and City agencies at every step in the formal process, including by participating in the Department of City Planning's initial neighborhood study forums, sending policy ideas and proposed modes of analysis for DCP to incorporate into its plans, providing detailed feedback on the City's Draft Scope of Work for this proposed rezoning, and mobilizing hundreds of community members to testify about the rezoning at every opportunity. We had hoped that our good-faith efforts might yield a rezoning plan that would reflect - perhaps for the first time - the needs of the community where the rezoning was taking place, while also advancing the broader citywide needs for deeply affordable housing and decent, meaningful work.

After almost three years of advocacy around the rezoning, we were devastated to see that the plan presented in the Draft Environmental Impact Statement in no way reflects the community's plans or goals. If anything, the City has moved yet further from the community's priorities by developing an Alternative that would further imperil the neighborhood's auto industry, while bringing in almost 1000 additional units of housing that would not be affordable to most current residents. The City's disregard for the ideas we have presented throughout this process is so complete that many of us are now forced to conclude that the City's professed desire for community participation is both cynical and hollow.

Below, we provide more detailed responses to the portions of the DEIS that are of the greatest concern to our community - those addressing new housing construction, residential displacement, and business displacement. Our primary concerns are that:

• The City's analysis significantly underestimates the amount of development the Proposed Actions are likely to bring, improperly limits the analyses of direct and indirect displacement risk, and leads the City to suggest strategies that are completely inadequate to mitigate those risks. Among other exclusions, the City removes all multi-family buildings of 6 or more units from its direct displacement analysis, turns a blind eye to illegal displacement tactics, and improperly concludes that tenants who are rent-stabilized, recipients of Section 8 vouchers or other rent subsidies, and occupants of buildings that are subsidized today are immune to the risk of indirect displacement. Because the City fails to consider the realities of tenants in such situations, it wrongly concludes that the rezoning will have a

minimal impact - when past rezonings of low-income communities of color have fundamentally altered these communities.

- The proposed housing does not meet the neighborhood need for deeply affordable housing, and the City's decision to proceed with a rezoning of this scale is irresponsible. This is especially so in light of the City's failure to craft a term sheet that meets the need for deeply affordable housing, and the tremendous uncertainty surrounding both developers' future willingness to accept subsidy and the amount of federal housing funding that will be available to support subsidized projects.
- The proposed rezoning will worsen rather than alleviate existing displacement pressures. Among other concerns, we believe that the City has adopted a flawed and legally inadequate environmental review process that significantly underestimates the risk of displacement, and that the City's suggestion that new housing can mitigate the displacement of existing residents is flat wrong.
- The proposed rezoning and, to an even worse degree, the City's proposed Alternative will destroy the thriving auto industry in the community. We have long suggested that the City can create space for additional affordable housing in the community, without destroying the long-standing businesses on which so many residents rely. The City has not listened.

We urge the Commissioners to vote NO on the proposed rezoning. Although the City has promised that the rezoning will generate low-income housing in our neighborhood, the truth is that the City's recent efforts to create deeply affordable housing in our area have been successful without the rezoning, and a plan that invites speculation will only undermine the City's steady progress here. While certain elected officials have claimed that the rezoning is necessary to create housing that will retrain and attract middle- and upper-income residents, the truth is that such families can already afford to live in our community now, and the neighborhood will not remain income-diverse unless extraordinary measures are taken to create housing for the people most vulnerable to displacement today. Where the DEIS touts the "targeted public realm investments and service provisions that [will] improve overall quality of life for residents" and "will be the direct result of the Jerome Avenue Neighborhood Plan," we ask: why should a community that has experienced decades of divestment accept displacement as a condition of the receipt of resources it has long been owed? The City could, and should invest in this neighborhood and its people without conditioning this investment on a risky rezoning plan that ignores the community's needs.

Taken together, the City's plans operate much like the Trump tax scheme: a vast transfer of wealth from the lowest-income New Yorkers to already-rich developers and landlords who need the City's assistance the least. If our words seem harsh, it is because the City has left us with no other means of describing a plan that fails the community so completely. If our opposition seems extreme, it is only because the City's actions make clear that it has no interest in advancing the community's goals - goals that have been consistently expressed by hundreds of residents, and just as consistently ignored.

The Coalition is proud of all that it has achieved over the last three years - securing a historic Right to Counsel for tenants in housing court, passing a new Certificate of No Harassment policy that will help deter landlords in hot markets from harassing out tenants, and advocating to secure improvements to the City's subsidy term sheets to ensure that a greater share of apartments in projects subsidized by the City go toward the lowest-income families who need them most. Each of these victories would not have happened without thousands of tenants coming together, creating a vision, and advocating for policies they knew from their own experiences could make a powerful difference. But both the Right to Counsel and Certificate of No Harassment policies are defensive strategies that acknowledge the reality of tenant harassment and abuse at the hands of landlords. They are not, in that sense, positive visions for the future of our community; they are necessary protective measures that recognize the harsh world tenants face today. If the City

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¹ Page 1 - 23

passes the rezoning in its current state, we are concerned that neither of these policies will prove sufficient to counter the relentless pressure landlords will exert on our most vulnerable community members in the newly "hot" market of the southwest Bronx. Similarly, though the new term sheets we helped negotiate are an improvement, they still do not create enough housing for people making \$30,000, \$25,000, \$18,000 a year and less - and if the local housing market heats up significantly, developers will refuse the chance to partner with the City to build subsidized units at all.

We are not, and have never been opposed to development as such. We are opposed to this rezoning, in this moment, in its proposed form because today, the City does not have the tools it needs to undertake a rezoning of this scale in a community like ours responsibly. For this reason, we ask the Commissioners to vote No. If you will not heed this request, we urge you to support us in our demand that the City halve the scale of the rezoning such that it introduces only half the number of new apartments the City has up to this point proposed. Even a rezoning of that size - 2000 new apartments, or a net increase of about 1200 units over the number the City imagines would be built without any rezoning - would represent a significant change in our community. But we believe that a smaller-scale rezoning would make it possible for the City to create fewer units of housing, with a greater share at the deep affordability levels our community needs. Just as important, a more modest increase would reduce the likelihood of the rapid, speculative development of our neighborhood - giving us a chance to work with the City to create the further tools that are needed to support the creation of deeply affordable housing and prevent displacement in our community.

II. Land Use, Zoning and Public Policy

The rezoning runs counter to the goals of Housing New York and the Industrial Action Plan by threatening to make this neighborhood less diverse and less affordable, while increasing the displacement of current residents and killing critical, blue collar jobs for people who face barriers to employment.

A. Inconsistency with Goals of Housing New York

The DEIS states that "The Jerome Avenue Neighborhood Planning Study is a part of Housing New York" and forwards its goal of creating and preserving affordable housing, specifically through the policies and principles of, "fostering diverse, livable neighborhoods; preserving the affordability and quality of the existing housing stock;" and "building new affordable housing for all New Yorkers." 2 Yet the rezoning as it's currently proposed has the potential to have the opposite effect on this neighborhood: making it less diverse and less affordable while increasing the displacement of current residents. It will do this by bringing in housing - both market-rate and affordable - that does not fit the neighborhood's need, creating an influx of higher-income tenants and increased land values and the displacement effects that come with them.

In our comments on the Draft Scope of Work (DSOW), the Bronx Coalition explained that the proposed Jerome Avenue rezoning had the potential to undermine both Housing New York's construction goals,

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² 2-23

and its preservation goals.³ The intervening year and disclosure of further details about the plan for Jerome Avenue have only strengthened this view. By creating significant amounts of housing that are out of reach of current residents, the Jerome Avenue rezoning will both fail to meet their needs, and increase their risk of displacement through facilitating a changing housing market. Worse still, the rezoning would represent a shift away from strategies that the City has already been using in our community to build housing for those that need it most.

1. This area is income-diverse already; additional market-rate housing is not needed to achieve income diversity

In the DEIS, the City states that, "The range of new housing opportunities created by the Proposed Actions is expected to ameliorate an existing need for affordable housing, and appeal to residents in the area that might otherwise leave the neighborhood for better housing and amenities." The City further concedes that, "the average income of the project-generated population could be higher than the average household income of the existing population in the study area ..." Taken together, the City's framing - including its championing of the Mandatory Inclusionary Housing program as a tool to create "neighborhood economic diversity" in low-income communities such as ours - suggests that it views attracting higher-income residents through housing targeted specifically toward them as a key strategy for our neighborhood's success.

This is simply not the case. First, securing the future of our community requires creating meaningful opportunities for economic advancement for residents who live here today - not simply importing richer residents to take our place. Second, while the creation of "better housing and amenities" could help to retain residents, "better" need not mean higher-income, and the development of better amenities does not need to be tied to a rezoning that will displace us; the City could make much-needed investments in our community without gambling with our future with this rezoning. Third, and most critical in this context, our community is *already* income-diverse today. While Community Districts 4 & 5 have some of the lowest median household incomes in the City – around \$25,000 – 25% of households in the districts make over \$50,000 a year, and 14% of households make over \$75,000 a year. Households at the higher end of the income spectrum can already afford asking rents in the neighborhood, which the City cites in the DEIS as ranging between roughly \$1,300 and \$2,100 depending on unit size. The City does not need to adopt strategies to further increase "income diversity" at our expense; higher-income residents are fully capable of moving to the community today, and they will continue to move to the Bronx with or without the City's express encouragement via this rezoning.

³ See "Comments on the Draft Scope of Work for the Jerome Avenue Rezoning," Bronx Coalition for a Community Vision (Nov. 7, 2016) [hereinafter "Bronx Coalition DSOW Comments"] at 8-15. Online at http://bit.ly/BxCoalitiononDSOW.

⁴ See "Jerome Avenue - Draft Environmental Impact Statement" [hereinafter "Jerome DEIS"], 3-4.

⁵ Jerome DEIS 3-37.

⁶ U.S. Census Bureau; American Community Survey 1-Year Estimates, 2015

⁷ Jerome DEIS, Table 3-11, p. 3-35

2. In order to maintain that diversity, the City needs to prioritize building housing for the people whose housing is most at risk - the lowest-income community members. The City has been doing this with success in recent years, creating housing that reflects the neighborhood need.

What is particularly troubling about this rezoning is that it jeopardizes the success the City has achieved in subsidizing the construction of deeply affordable units that match our neighborhood's need. Currently the City is supporting the creation of new affordable units in CDs 4 and 5 at much deeper affordability levels than it's achieving city-wide. Of the 1,297 affordable units created in the CDs through Housing NY between 2014-2016, 40% of them were set aside for Extremely Low Income (ELI) households making up to 30% AMI, or about \$25,000 for a family of three, a significantly higher percentage than the 15% of ELI units being created city-wide.⁸ 53% of these units in CDs 4 & 5 were for households making below 50% AMI, while a full 94% of units were for households making below 80% AMI.⁹ These are numbers that actually come close to matching the income breakdown of the community and they are numbers that the City must ensure they can continue. Our community currently has real income diversity because it is currently a neighborhood that is accessible to *all* income types, including, most crucially, the lowest. But maintaining this income diversity moving forward must mean ensuring that these lowest-income households can stay by, in part, continuing to subsidize the affordable units within their reach, not putting them at risk by prioritizing an influx of higher income tenants.

3. If the City moves forward with the rezoning, the housing that comes to the community will be further from what the community needs.

If this rezoning moves forward the most likely outcome will be a housing market that moves further away from the needs of our community. Though the market right now is such that developers are likely to use subsidies to build, things could change quickly after the rezoning. As this happens the ability of the City to facilitate the creation of deeply affordable housing for our community will be severely constrained. This is a fact the City seems to tacitly acknowledge in its estimates for what type of units this rezoning will bring, stating that, "The Proposed Actions are intended to create the capacity for the construction of new residential development that would provide new housing options at a greater diversity of price points." But what will this "diversity" look like in terms of affordability? Will subsidized construction continue to reach the deeply affordable levels they are providing today? And what about the projects that happen down the road, after the market has changed, where the only guaranteed affordable housing provided would be Mandatory Inclusionary Housing units.

(i) Mandatory Inclusionary Housing serves higher-income households well, but leaves behind the majority of this community.

In our comments on the DSOW, we cautioned that the only *guaranteed* below-market housing this rezoning will bring is Mandatory Inclusionary Housing (MIH) units - and that no Option in the MIH program reflects the neighborhood's needs. We noted that "the best Option leaves out the 78% of neighborhood residents who make less than \$50,000 a year. None of the MIH options require any developers, anywhere to build more than 10% of new apartments at or below 40% AMI – even though almost two thirds of

⁸ Housing New York Units by Building, NYC Open Data

⁹ ibid

¹⁰ 3-65

families in Community Boards 4 and 5 earn less than \$35,000 a year. MIH also does not require developers to build any housing at all for households who make less than 30% AMI, or \$25,000 a year – even though almost half of families in Community Boards 4 and 5 are at these low income levels."¹¹

These flaws remain as true today as they were a year ago. Families making between roughly \$35,000 and \$75,000 a year would be served by MIH under the rezoning, with MIH Option 1 serving families on the lower end of this range (\$35,000 to \$50,000) and Option 2 serving families on the higher end (closer to \$75,000) – while new market rate housing created by the rezoning will serve those households that make more. But in our community, Mandatory Inclusionary Housing does not advance the Housing New York goal of "building new affordable housing for *all* New Yorkers," because too many of our lower-income community members are left out.

(ii) As the market changes post-rezoning the City will be unable to use subsidies to create sufficient housing at the deep levels of affordability needed in this community.

Currently the City is subsidizing new affordable housing in our community at much deeper affordability levels than it is achieving city-wide. But this is unlikely to continue after the rezoning, a fact the City seems to itself acknowledge throughout the DEIS. In public presentations and meetings with our coalition the City has touted the Department of Housing and Preservation (HPD)'s ELLA term sheet as a tool to secure affordable housing in our community. But in our DSOW comments, the Coalition already raised serious concerns about ELLA's ability to achieve the kind of affordability our community needs. ¹² Since then, HPD has made revisions to both the ELLA and Mix-and-Match term sheets, increasing the share of units to families making below 30% AMI for ELLA by mandating an additional 10% of units go to formerly homeless households. Although the revised ELLA and Mix-and-Match term sheets are an improvement over HPD's previous subsidy options, they still do not reach the need for deep affordability that exists in our community. The revised ELLA term sheet still only provides 40% of units for families below 60% AMI, and only 20% of units for families below 30% AMI. These are significantly lower percentages than the City is currently achieving in our community.

¹¹ Bronx Coalition DSOW Comments at 8.

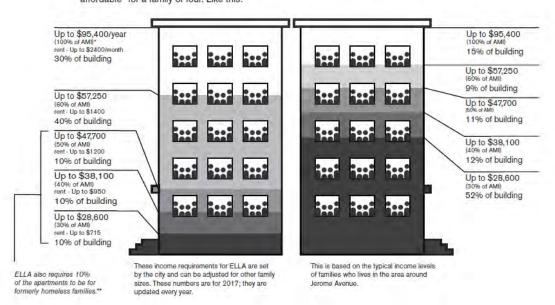
¹² Bronx Coalition DSOW Comments at 8-11.

Who is ELLA building housing for?

In exchange for funding for their development, ELLA requires developers to rent the apartments at set income levels so they are "affordable" for a family of four. Like this:

Who actually lives around Jerome?

What if developers had to build their building according to who actually lives near Jerome Avenue? Then it would look like this:



Furthermore, there are troubling indications that the City does not even intend to use ELLA as their best affordability option. In his recommendations for the Jerome Avenue rezoning the Bronx Borough President cited a commitment from HPD, "to guarantee that at least 10% of units will be set-aside for families earning less than 30% of the Area Median Income (AMI), and an additional 10% will be set-aside for families earning between 30 - 50% AMI in HPD-financed new construction developments..." This is a commitment that Councilmember Gibson further touted in her comments at the City Planning Commission public hearing on 11/29/17. This is incredibly troubling. These "committed" numbers are in fact *lower* than that provided by ELLA, and significantly lower than what is currently being created in our community. Currently, 40% of new affordable units in our Community Districts are going to households making below 30% AMI; the City is asking us to accept a plan that would provide just one-quarter of that amount.

The City doesn't know how many developers will want to work with them, and developers will be less and less likely to want to take subsidy as the housing market heats up.

Whatever term sheet the City uses - whether the current term sheets, or a future option that better meets the need for deep affordability in communities such as ours - the City cannot produce affordable housing using subsidies unless developers choose to partner with them in this way. This rezoning represents a marked change in land use – from primarily manufacturing to high density residential districts - opening up the possibility of a massive amount of new residential housing where it's currently not allowed. This type of wholesale changing of land use has the potential to significantly increase land value and with it the housing market around Jerome Avenue. Building deeply affordable units, such as the City is supporting today, is contingent on private developers taking City subsidy; as the market changes post-

¹³ Bronx Borough President's Recommendation ULURP Application No: C180051ZMX Jerome Avenue Rezoning; http://bronxboropres.nyc.gov/wp-content/uploads/2017/11/jerome-avenue.pdf

rezoning there is no guarantee that developers will continue to do this. Again, this is an outcome the City seems to continually hint at throughout the DEIS. The City acknowledges that, "Current market conditions do not support the construction of new housing without subsidy." 14 Yet they go on to say, "It is therefore expected that the *first* projects constructed pursuant to the Proposed Actions would necessitate government subsidy and likely be 100 percent affordable," 15 a tacit admission by the City that future projects are less likely to take subsidy moving forward. This is a trend that has been observed in recent decades in gentrifying neighborhoods as local housing markets have changed. In it's report on the location of subsidized affordable housing in New York City, the Furman Center notes that, "as the neighborhoods closer to downtown Manhattan have become more expensive in recent years, subsidized housing development has become less common in the higher cost areas in the city center. Since 2000, just six percent of new subsidized affordable rental units have been located in Manhattan below 96th Street compared to 17 percent of subsidized rental units built in the 1970s." As a neighborhood's rental market starts to heat up, the calculus for landlords considering entering long-term subsidy agreements with the City begins to change; rather than making a decades-long commitment to affordability, many will decide that they are better off building market-rate.

The federal government may also cut the City's housing budget, rendering it less able to work with developers to create more deeply affordable housing even where it has willing partners.

In addition to our above concerns, the threats to affordable housing development coming out of Washington and the Trump administration are very real and must be addressed. Federal funds account for 86% of HPD's 2018 budget. Almost all of HPD's preservation programs are paid for by federal funds - both for basics like code enforcement and money for rehabilitation - as well as funding for supportive housing and down payment assistance. These funds come primarily through the Community Development Block Grant and HOME program; the Trump administration's executive budget calls for the elimination of both these programs entirely. In the words of HPD Commissioner Maria Torres-Springer, these cuts would, "severely undermine our ability to enforce housing quality....undermining our ability to protect tenants from being harassed out of their homes and neighborhoods."

These programs are not the only ones at risk. Just as crucially, other vital funding sources for affordable housing development are threatened by the GOP's proposed tax plan. Under the plan currently being considered both the Low-Income Housing Tax Credit and Private Activity Bonds could be severely jeopardized. The LIHTC 9% Program - one of the most widely-used tool for affordable housing construction in New York City and the country - would be greatly diminished if corporate taxes are cut, while the LIHTC 4% Program and Private Activity Bonds are both at risk of being eliminated entirely. In

¹⁴ Jerome DEIS, p. 3-64

¹⁵ ibid

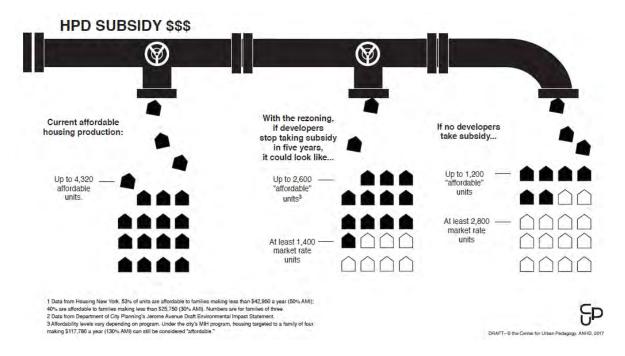
¹⁶ "Housing, Neighborhoods and Opportunity: The Location of New York City's Subsidized Affordable Housing," NYU Furman Center, January 2015, p. 3,

http://furmancenter.org/files/NYUFurmanCenter_HousingNeighborhoodsOpp_Jan2015.pdf
¹⁷ Transcript: Mayor de Blasio Holds a Press Conference on the Federal Budget and City Hall Investigations, March 17, 2017; http://www1.nyc.gov/office-of-the-mayor/news/158-17/transcript-mayor-de-blasio-holds-press-conference-the-federal-budget-city-hall

¹⁸ ibid

NYC alone this would mean the loss of \$2.6 billion in affordable housing funding per year - meaning 9,700 fewer affordable units created annually.¹⁹

The City expects that the use of subsidy will continue in our community for some time even after the rezoning - but what happens if the funding for this subsidy is gone? This is especially concerning given that there may not even be funding for something as basic as code enforcement, forcing the City to prioritize where it places its limited resources. For the City to move forward with this rezoning without a realistic understanding as to what it can actually afford to subsidize in our community would be reckless and irresponsible.



(iii) The introduction of significant amounts of market-rate and other housing targeted toward families with incomes higher than those prevalent in the community today risks increasing displacement risks, undermining the Housing New York preservation goals.

Because the City cannot guarantee - either through Mandatory Inclusionary Housing, or through subsidies - that a meaningful share of the housing the rezoning will bring will be affordable to current residents, we are concerned that the greater the rezoning, the greater the potential for the whole-scale gentrification of our neighborhood and the displacement of its residents. In recent years, the City has been subsidizing deeply affordable housing around Jerome Avenue that actually meets the needs of our community. But the proposed rezoning - in converting primarily M and C8 zoned land to high density residential districts - runs the risk of changing this. In opening up new residential density on land where it's currently not allowed, the City is increasing the likelihood that our local housing market will change. As it does, fewer developers will be interested in taking subsidy - decreasing the production of deeply affordable units. At the same time, new market-rate developments will be built that are out of reach for

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¹⁹ "What Would the Trump Tax Bill Mean for NYC Affordable Housing?", Association for Neighborhood and Housing Development, https://anhd.org/what-would-the-trump-tax-bill-mean-for-nyc-affordable-housing/

current neighborhood residents; while these developments will include MIH units, those units will not serve at least half of our community - the very half that needs affordable housing the most. The influx of new, higher-priced units and higher-income tenants will generate increased secondary displacement pressures for low-income tenants in our community.

Though it is true that "many existing residents are not able to afford rents in the study area and are currently experiencing displacement pressures,"²⁰ asking rents in the proposed rezoning area area are still some of the lowest in the City; the impacted community districts have the 51st and 52nd lowest rents of all CDs in the City.²¹ Although rents are rising, they are rising at a slower rate in our community than they are citywide.²² Because rents here are low today, and current rate of acceleration of rent is low, the rezoning of our community in a manner that invites massive amounts of market-rate housing brings a particularly significant risk of accelerating rent increases beyond what current residents can bear. In these ways, the Proposed Actions undermine, rather than advance, the affordable housing preservation goals of Housing New York.

4. Based on local housing needs, the community would be better off with *no rezoning* than this one.

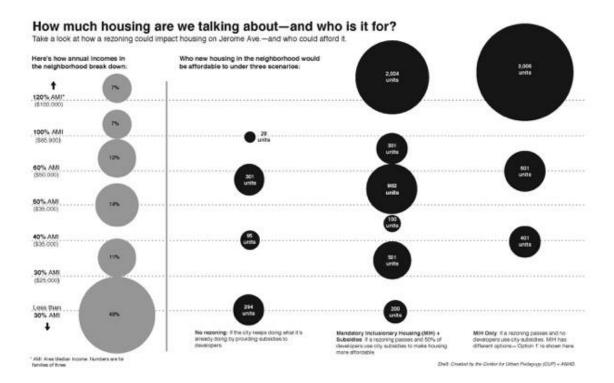
When all our concerns are considered together it is clear that our community would be better off with no rezoning compared to what is currently being proposed by the City. We care deeply about the creation and preservation of deeply affordable housing in our neighborhood. But with this rezoning, the numbers and the tradeoff simply don't match up. We would get fewer deeply affordable units than if the City continued its current strategies, and far more units that are out of reach of current residents. With this would come an influx of new higher income tenants, increased land values, and the risk of displacement.

Under what the City has presented as its best-case scenario for the rezoning, about half of the 4008 projected new units created would be market-rate, and half would be affordable - this means, at most, around 2004 below-market units coming to our community. But of these, only 200 would be for families making below 30% AMI, even though almost half of the families in our community make below that amount. Meanwhile over 2000 new units of market rate housing would be brought into our community. In contrast, if there was no rezoning the City estimates that there will be 719 new units produced around Jerome Avenue. If the City kept subsidizing this housing at its current pace and using its current strategies, about 300 of these units would be built for families at or below 30% AMI - almost half of the total units built - with no accompanying increase in market rate units.

²⁰ 3-34.

²¹ NYU Furman Center, State of New York City's Housing and Neighborhoods in 2016

²² DEIS p. 3-35, Table 3-10: Median Gross Rent in the Secondary Study Area, the Bronx, and New York City - 1999 and 2011 - 2015



All of this begs the question: why rezone Jerome Avenue? Why does the City want to risk changing the local housing market to one that is less likely to create affordable housing and more likely to create market rate housing that is out of our reach and increases the chance of displacement?

These questions are especially important given the de Blasio administration's expanded goals for its Housing New York program. In October the administration announced that it would increase its affordable housing goals from 200,000 to 300,000 newly constructed or preserved units. The administration has increased their goal based on their current pace of new affordable construction - yet, notably, this pace has been reached without counting any units from neighborhood rezonings. This fact was made explicitly clear by Deputy Mayor Alicia Glen at the October press conference, when she stated, "[O]ur production to-date has far surpassed our original projections and none of those units are attributable to the rezoning that we've already completed, so I think we feel extremely optimistic."²³ de Blasio himself continued this theme by suggesting that no one rezoning was central to Housing New York's plan.²⁴ Given these statements, and the pace and depth at which affordable housing is currently being created in our Community Districts, it is unclear that this rezoning is even needed for the de Blasio administration to reach their affordable housing targets under Housing New York.

B. The proposed rezoning is inconsistent with the goals of the City's Industrial Action Plan.

²⁴ Ibid

²³ https://citylimits.org/2017/10/26/breaking-down-de-blasios-expanded-housing-plan/

According to the City of New York, the industrial and manufacturing sectors provide 15% of the city's total private sector employment (more than half a million jobs) and is "a cornerstone of the New York City economy." In 2015, the mayor unveiled an Industrial Action Plan composed of 10 points that were supposed to be geared to strengthening the sector, as well as preparing it for technological changes. In particular, the Action Plan makes reference to the importance of core industrial areas and getting ahead of trends that will dramatically impact workers and the skill sets they may need.

In our comments on the Draft Scope of Work, the Coalition flagged the need for the City to analyze the goals and impacts of the proposed rezoning with reference to the Industrial Action Plan (IAP). We believed this task to be urgent because the proposed Jerome Avenue rezoning area contains a significant number of businesses within the industrial/manufacturing sector, in particular a large number of auto-related businesses. However, in the DEIS, the City failed to undertake an analysis of the Proposed Actions with reference to the IAP - an oversight that leaves out policy considerations impacting one of the most important sectors in the study area.

Conservative data estimates find there are more than 10,000 people employed in the auto repair sector citywide, while survey-based planning studies of the sector find that number could easily approach two times that amount.²⁶ These jobs are clearly a significant source of employment for the very population that the action plan is geared to support; according to a mayoral press release, jobs held by people of color, immigrants, and that pay decent wages to a people with limited educational attainment are especially valuable and should be supported.²⁷ That is the stated purpose of the Action Plan.

Yet in a corridor that is home to hundreds of these very type of jobs, actions are being proposed that will have a devastating effect, wiping them out entirely, and the DEIS both fails to acknowledge this or propose any meaningful type of mitigation. It also fails to consider the impact that increasing the hostility of the city to the auto repair industry may have for other industries that are auto and truck dependent. More than 20% of the customers of the Jerome auto businesses are other businesses and government.²⁸

The importance of auto repair jobs both to the people living in the surrounding community and to the economic activity in the area is not accounted for in the DEIS. Auto repair jobs are quality jobs for the same people that live in the neighborhoods of the Bronx that are affected by the proposed actions – 64% are immigrant, 68% have a high school diploma or less, and 75% are people of color throughout the city.

The Jerome Avenue Business Needs Study conducted by WHEDCo, and funded through the Department of Small Business Services, illustrates the interconnectedness of the economic ecosystem on Jerome, with the overwhelming majority of surveyed businesses indicating that they rely on other

²⁵ Website of New York City Economic Development Corporation accessed at https://www.nycedc.com/industry/industrial on December 9, 2017.

²⁶ Willets Point Land Use Study, Tom Angotti.

^{27 &}quot;Mayor de Blasio and Speaker Mark-Viverito Unveil Action Plan to Grow 21st Century Industrial and Manufacturing Jobs in NYC," press release November 3, 2015, accessed at http://www1.nyc.gov/office-of-the-mayor/news/780-15/mayor-de-blasio-speaker-mark-viverito-action-plan-grow-21st-century-industrial-and#/0

²⁸ Jerome Avenue Business Needs Survey: A REPORT PREPARED FOR THE WOMEN'S HOUSING & ECONOMIC DEVELOPMENT CORPORATION by Barretto Bay Strategies SEPTEMBER 25, 2017, page 9.

²⁹ Pratt Center for Community Development, Under the Hood: A Look into New York City's Auto Repair Industry, February 2017, page 3.

businesses in the area for both goods and services, and this was found to be equally true for auto and non-auto (industrial, wholesale, and retail) businesses.³⁰ More than half of the auto business surveyed had been operating in the area for more than 6 years³¹, a finding that is consistent with NETS data for the entire corridor that Pratt Center for Community pulled.

Auto businesses in the area reported the number one reason that they located in the area was to be close to customers, and this was followed by stating the importance of being connected to an active auto cluster.³² 64% of the customers of the auto businesses are coming either from the immediate neighborhood or elsewhere in the Bronx. Similar proportions are also reflected in the non-auto business customer base in Jerome ³³.

Businesses also recognize the importance of their clustering. 41% of the auto businesses recognize that customers are also going to other auto shops in the area³⁴ and across all businesses, 45% benefit from direct buying from other businesses in the area, while 39% receive referrals from other businesses in the area.³⁵

These findings underscore what community members and the Bronx Coalition for a Community Vision have been stating throughout – that the businesses in the area, auto or not, are well-integrated into the community – they employ local residents, and serve local people, and their success is deeply intertwined with their co-dependence. Actions that will significantly disrupt location and interdependence, cannot be considered separately from considerations about what it means to meet the needs of community residents. We demand that the FEIS address the conformity of the Proposed Actions with the Industrial Action Plan, and the impacts on the auto spector specifically.

³⁰ Jerome Avenue Business Needs Survey: A REPORT PREPARED FOR THE WOMEN'S HOUSING & ECONOMIC DEVELOPMENT CORPORATION by Barretto Bay Strategies SEPTEMBER 25, 2017, page 7

³¹ Ibid p.6

³² Ibid p. 7

³³ Ibid p.9

³⁴ Ibid p.10

³⁵ Ibid p. 13

C. To better meet the goals of both Housing New York and the Industrial Action Plan, the City should stop this rezoning - or, at minimum, drastically reduce the amount of housing it will permit with this rezoning. This will curb displacement pressures; preserve the opportunity to create fewer, more deeply affordable apartments; and preserve more local businesses.

Because the City cannot guarantee that a meaningful share of the apartments that would be generated by the Proposed Actions would be affordable to current residents, and because an influx of housing that is not affordable to us will worsen rather than alleviate displacement pressures, the Coalition believes that the Proposed Actions would fail to advance the affordable housing creation and preservation goals of Housing New York. At the same time, the conversion of primarily M and C8 zoned land to high density residential districts will drive thriving auto businesses from our community, undermining the goals of the City's Industrial Action Plan. The City could better meet the goals of both Housing New York, and the Industrial Action Plan through a radical shift in its plans for the neighborhood: *not passing any rezoning at all*.

If the City refuses to change course entirely, the Coalition calls for a significantly smaller rezoning - one that shrinks the rezoning boundaries, lowers the zoning designations, leaves a certain number of C-8 or M sites with their current zoning designations, or all three - in a manner that reduces the number of projected housing units by half. Our aim is to ensure that any new residential density the City will be creating through this rezoning goes only towards the creation of deeply affordable housing. By reducing the rezoning to half the number of projected units, the City can better match this goal - using its limited resources to subsidize new housing in the rezoning boundaries right now and in the near future at levels that match our community, while decreasing the chance that significant amounts of market-rate housing will be built later on down the road, after subsidies have run out or the local housing market has shifted to the point where developers are no longer interested in building subsidized projects. The City must ensure that its land use actions can match its ability to produce deeply affordable housing in and around Jerome Avenue. It must not gift new residential density to for-profit developers whose decisions the City cannot control or fully anticipate. By giving the City a more controlled environment in which to continue to foster affordable housing development, a more modest rezoning would better meet the affordable housing preservation and creation goals of Housing New York. At the same time, leaving untouched more C-8 and M sites, in combination with other strategies outlined in these comments, would help to preserve the auto industry in the community, better meeting the goals of the Industrial Action Plan.

III. Socioeconomic Conditions

A. The City improperly limits its analysis of "projected development sites" - a fundamental flaw that distorts the City's entire analysis of displacement.

The City underestimates the risk of displacement of residents and businesses, both direct and indirect. This underestimation is based on one significant error: the City's improper limitations in what it deems to be "projected" development sites.

In the DEIS, the City grossly underestimates the amount of projected development that will occur. The Reasonable Worst Case Development Scenario (RWCDS) repeats a standard set of errors that dramatically skews the amount of development that becomes projected, and calls into question the validity of all the analyses that are based on those findings.

The DEIS identifies 143 development sites. By applying criteria, more than two-thirds of the sites are taken out of consideration for causing direct displacement of any type, because they are classified only as "potential," not "projected," development sites. But as we have noted previously, those criteria are inappropriate and not based in the reality of real estate development in New York City, especially when an area undergoes a major increase in land value such what gets triggered by a rezoning from M/C8 zoning to residential.

In our comments on the Draft Scope of Work, the Coalition cautioned that the City's definition of sites where development is "projected" - in the City's view, likely to happen - was far too narrow, and that a DEIS based only on these "projected" sites risked significantly undercounting the impact of the rezoning. We wrote: "the proposed analysis for projected development will lead to an incorrect undercount of impacts ... [P]rojected development is underestimated and ... the methodology described in the draft Scope incorrectly categorizes projected sites as potential ones, because of flaws in the criteria and failure to take into account site by site conditions." In particular, we called attention to the City's exclusion of sites smaller than 5000 square feet, sites that include multi-family buildings, and sites with successful ground-floor retail establishments.

In the DEIS, the City has chosen to disregard the Coalition's concerns, excluding almost all lots of less than 5,000 square feet from its initial list of development sites,³⁷ and further reducing the pool by deeming "very unlikely to be redeveloped" several other types of lots that otherwise meet the development site criteria, including lots containing multi-family residential buildings.³⁸ After this initial - and deeply flawed-winnowing of development sites to be considered in the DEIS, the City then utilizes 7 further criteria to separate out "potential" and "projected" development sites, removing yet more sites from the City's projections under the RWCDS. Ultimately, the City states that, "The 101 potential development sites are less likely to be redeveloped by 2026. Therefore, the RWCDS With-Action scenario assumptions for these

³⁶ Bronx Coalition DSOW Comments at 6-7.

³⁷ Jerome DEIS at 1-38.

³⁸ Jerome DEIS at 1-39.

101 potential development sites is not included in the assessment of the 2026 With-Action Conditions and this chapter only considers the 45 projected development sites."³⁹

However, the City's path to a pool of just 45 projected development sites is deeply flawed. First, as we noted in our comments on the DSOW, the City's exclusion of sites smaller than 5,000 feet, based on a generalized assumption (rather than site-specific analysis), is improper.⁴⁰ Even the *CEQR Technical Manual* provides that, "A small lot is often defined for this purpose as 5,000 square feet or less, but *the lot size criteria is dependent on neighborhood specific trends*, and common development sizes in the study area should be examined prior to establishing this criteria"⁴¹ (emphasis added). The City provides no indication that it has conducted any analysis of neighborhood-specific trends, in the absence of which, this size criteria is inappropriate.

Second, noted in our comments on the DSOW⁴² and as discussed more fully in the portion of these comments that analyzes residential displacement, the wholesale exclusion of sites that meet the soft-site criteria, but include multi-family residential buildings is improper. As the Municipal Arts Society wrote in its testimony in response to the DSOW:

Many multi-family residential buildings in the study area are underbuilt. There are almost 50 buildings in the study area and more than 300 in the secondary study area (¼-mile radius) that have at least 2.5 FAR available for development ... [T]here are 30 underbuilt properties ... in the rezoning area that are likely to have rent-stabilized residential units ... that may be targeted for redevelopment and deregulated after the rezoning.⁴³

By removing multi-family buildings from the equation, the City can produce an unrealistically depressed number of projected development sites - thereby masking the true impacts of the rezoning.

Third, of the 7 additional criteria the City uses to distinguish "potential" versus "projected" development sites from this remaining pool, at least 4 are highly questionable in general, and others are particularly questionable in the Jerome context. We take the problematic criteria in turn.

First: the City excludes "lots upon which the majority of floor area is occupied by active businesses (3 or more)." There is no rationale for this as a blanket exclusion, especially when the existing businesses are currently operating in zoning that does not allow residential uses. It presumes that the combined rent from commercial activity taking place in a one-two story building is so lucrative as to outweigh the profit motive of developing a multi-story residential building. That is not based in any financial analysis and runs counter to what is widely understood about land values.

Bronx Coalition Comments on the DEIS 20

³⁹ Jerome DEIS at 3-11.

⁴⁰ Bronx Coalition DSOW Comments at 6-7.

⁴¹ CEQR Technical Manual (March 2014) Sec. 410.

⁴² Bronx Coalition DSOW Comments at 6-7.

⁴³ "MAS Comments Regarding the Draft Scope of Work for the Jerome Avenue Rezoning and Related Actions," The Municipal Art Society of New York (October 2016). Online at https://www.mas.org/wp-content/uploads/2016/10/testimony-2016-10-10-dcp.pdf.

⁴⁴ Jerome DEIS at 1-39.

Second: Lots with slightly irregular shapes, topographies, or encumbrances are also excluded. This criterion lumps together vastly different issues. A physical encumbrance is not the same as a topographical challenge, and both are quite distinct as challenges from simply irregularly shaped lots which are frequently developed in New York. Excluding irregular lots eliminates almost all of EL Grant Highway from being considered for potential development, for example. Yet a long time-desire to see and promote development on EL Grant Highway has often been cited as the initial motivation for a potential rezoning of the area (going back before the de Blasio administration). With DCP's methodology, no rezoning action would ever result in projecting development in that area, or any area with a similarly curved/diagonal configuration. That makes no sense. This thinking has been rigorously challenged in the context of the rezoning conversation in Bushwick when considering development potential on Myrtle Avenue, and with some design changes, DCP has come to include irregularly shaped sites in its development projections for that area. In Jerome, the false limitation also applies to the sites on Inwood Avenue behind the New Settlement Apartments' community center. This is a major source of the underestimation of development potential in the RWCDS.

A third criterion that is not appropriate in this area is the removal of structured parking garages from potential development⁴⁶. As has been repeatedly reported on,⁴⁷ the area surrounding Yankee Stadium, which is on the edge of the proposed rezoning area, has a glut of structured parking garages that are financially untenable. This is not the central business district of Manhattan where density, tourism, and demand for parking from higher income individuals drives the price of parking. This point is furthered by the Cromwell Avenue-Jerome Avenue Transportation Study, prepared by the DCP in August 2016, which identifies that "there is substantial excess capacity of off- street parking spaces in the 1/4-mile secondary study area, especially in the area to the south of the Cross Bronx Expressway, which includes Mount Eden and Highbridge, where capacity is higher."⁴⁸ The financial gains from a structured parking lot in an area oversaturated with structured parking should be not automatically assumed to be so great as to preclude the likelihood of the redevelopment of sites for residential development.

Fourth: the City excludes from its calculations lots that contain businesses that provide valuable and/or unique services to the community. Sadly, businesses that are valuable to the community and unique may still be unable to deliver a greater profit to a property owner than residential development in a transit-rich corridor close to Manhattan. This ill-defined criterion doesn't take into account profit-motive.

Finally, a fifth criterion, the City's exclusion of "lots that would produce less than 60 units of housing" ⁴⁹ may be appropriate in certain cases, but the complication versus benefit of housing development calculation will be different for different property owners. Less-sophisticated owners, or those who are not experienced in housing development, may simply opt to sell to larger owners who can more easily

⁴⁵ Ibid.

⁴⁶ Ibid.

⁴⁷ See e.g. Ken Belson, "Unfilled Lots put Parking Company in Peril," *New York Times* (October 2012), accessible at http://www.nytimes.com/2012/10/22/nyregion/unfilled-lots-by-yankee-stadium-put-bronx-parking-company-in-peril.html; Juan Gonzalez, "Yankee Stadium parking garages operator has more debts than assets," *NY Daily News* (July 2015), accessible at http://www.nydailynews.com/new-york/yankee-stadium-parking-garages-operator-drowning-debt-article-1.2297401; and Ben Kabak, "New Bronx Parking Lots Proving Too Unpopular," River Avenue Blues (September 2010), accessible at https://riveraveblues.com/2010/09/new-parking-lots-proving-too-unpopular-at-yankee-stadium-35163/.

⁴⁸ DEIS 3-28

⁴⁹ Jerome DEIS at 1-39

develop, and obviously there is the potential to combine these lots in ways that makes development on them worthwhile.

Taken in sum, these errors in methodology substantially skew the soft-site analysis that is the basis of the RWCDS. In our comments on the DSOW, we cautioned the City that, "With incorrect projections for development, the analysis for direct displacement of residents, businesses, and workers will be incorrect, as will the analyses for indirect displacement. An under-projection can also prevent the thresholds for more detailed analyses from being met." ⁵⁰ But the City did not heed our concerns. By excluding these sites from the analysis, the City under-counts the projected population increase in the community that is likely to result from the rezoning; the likely displacement impacts on existing residents, resulting from both direct and indirect displacement; and the likely displacement impacts on existing businesses in the community, many of which are thriving today but will not be able to remain in place if land values in the community shift drastically. As described in greater detail in subsequent sections of this response, the flaws in the City's estimate of the projected population are the root of the City's inadequate analyses of displacement.

For these reasons, we urge the City in the FEIS to amend its methodology to broaden the scope of "projected" development sites, as described both in this section and in our comments on the DSOW. Without such information, it is impossible for either the City, or the community to perform the detailed analyses that are appropriate to understand the scope of its actions, to understand the full impacts of the rezoning, or to fulfill its legal obligations under CEQR and SEQR to develop appropriate mitigations for these impacts.

B. The City underestimates the risk of residential displacement.

The proposed rezoning has the potential to increase displacement pressures for rent stabilized tenants, tenants receiving vouchers, and tenants who currently reside in subsidized buildings subject to affordability requirements. As new development targeted at a different population with a different income level increases, the gap between the amount landlords are currently getting in rent-stabilized apartments and the amount the local market would bring them – or the amount they believe the local market would bring them - increases. Similarly, as rents in the neighborhood increase, landlords have less and less incentive to accept subsidies from the City to keep housing affordable, or to accept individual tenants who receive vouchers and rent subsidies. As a result of market changes, displacement tactics are likely to proliferate. But the City's analysis significantly underplays the risk of displacement by ignoring the numerous displacement pressures rent-stabilized tenants, tenants in buildings that currently receive subsidy, and tenants with individual vouchers or subsidies will face in a newly "hot" market. The City both ignores a wide range of legal tactics landlords may employ to dislodge such tenants, and completely disregards illegal displacement tactics - a methodology that follows the CEOR Technical Manual's categorical exclusion of the consideration of illegal displacement tactics, while failing to meet the City's obligation under the State Environmental Quality Review Act to assess and develop appropriate mitigations for the full range of impacts that will foreseeably result from its actions.

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⁵⁰ Bronx DSOW Comments at 6-7.

1. The City errs in failing to conduct a detailed analysis of direct displacement.

The CEQR Technical Manual directs that a detailed assessment of direct residential displacement should be conducted if a preliminary analysis shows that more than 500 residents would be directly displaced; the displaced residents represent more than 5 percent of the primary study area population; and the average income of the directly displaced population is markedly lower than the average income of the rest of the study area population.⁵¹

As noted in the preceding section, in the DEIS, the City identifies just 45 projected development sites in the study area, four of which currently contain residential uses. The City concludes that, "Not all of the 106 dwelling units on projected development sites would be directly displaced as a result of the Proposed Actions" and ultimately finds that "the Proposed Actions have the potential to directly displace approximately six dwelling units on two projected development sites," resulting in the potential direct displacement of just 18 residents. Citing the *Manual's* threshold of 500 residents, the City concludes that, "the Proposed Actions would not result in a significant adverse direct residential impact and no further analysis is warranted."

However, this conclusion is based on several flawed assumptions. First, the City discounts the potential displacement of tenants from 60 existing housing units on Projected Development Site 45, finding that the owner of this site plans to redevelop it with or without the rezoning and that because the existing units are rent-stabilized, "any redevelopment of this site would require that the owner present a plan to the New York State Homes and Community Renewal (NYSHCR) for relocation of tenants." As described more fully in our response to the portions of the DEIS that address indirect residential displacement, the fact that landlords are legally required to plan for relocation of rent-stabilized tenants in no way guarantees that they will do so in reality. In addition, though the owner of this lot has indicated plans to redevelop the site with or without the rezoning, the rezoning will significantly increase both the feasibility and economic incentive for such a redevelopment. As such, it is improper for the City to exclude these 60 tenants from its analysis of the potential direct displacement impacts of the rezoning.

Second, as discussed more fully in an earlier section of these comments, the City wrongly excludes from its analysis of projected development sites numerous potential soft sites in the community. Pursuant to the CEQR Technical Manual, sites that meet the soft site criteria may nevertheless be excluded from development scenarios if the City deems that they are unlikely to be redeveloped. In the DEIS, the City includes in this group "Lots containing multi-family (6 or more dwelling unit) residential buildings; due to required relocation of tenants in rent-stabilized units. The Again, given the numerous tactics - both legal and illegal - available to landlords with a financial incentive to dislodge rent-stabilized tenants, the categorical exclusion of rent-stabilized buildings from the analysis is improper. As the Municipal Art Society noted in its comments on the DSOW, because many sites containing rent-stabilized residential units are either underbuilt today, or will be construed as such under the new proposed zoning, "There

⁵¹ CEQR Technical Manual (March 2014) Sec. 321.1.

⁵² Jerome DEIS at 3-16.

⁵³ Jerome DEIS at 3-17.

⁵⁴ Jerome DEIs at 3-18.

⁵⁵ Jerome DEIS at 3-17.

⁵⁶ CEQR Technical Manual (March 2014) Sec. 410.

⁵⁷ Jerome DEIS at 1-39.

may be thousands of rent stabilized units in the rezoning area that may be targeted for redevelopment and deregulated after the rezoning (the exact number is uncertain as registering dwelling units with the DHCR is voluntary)."58 In addition, the DEIS improperly excludes from the soft site analysis all "lots containing multi-family (6 or more dwelling unit) residential buildings,"59 and not - as the CEQR Technical Manual requires - "Residential buildings with six (6) or more units constructed before 1974"60 (emphasis added). The Manual directs the exclusion only of buildings constructed prior to 1974 on the basis that "These buildings are likely to be rent-stabilized and difficult to legally demolish due to tenant re-location requirements,"61 but in the DEIS, the City improperly excludes all buildings of 6 or more units from the analysis - even those constructed after 1974, which were never subject to rent-stabilization. Finally, even had the City followed the Manual's direction to exclude only multi-family buildings built prior to 1974 from its soft site analysis, even this standard is improper and overbroad. Many multi-family buildings built prior to 1974 contain apartments that exited rent stabilization long ago; tenants in such apartments do not have relocation rights and face direct displacement risks indistinguishable from those faced by occupants of buildings that were never stabilized to begin with. Absent more specific information about the rent stabilization status of all apartments in multi-family buildings, the wholesale exclusion of such buildings improperly overstates potential barriers to developing such buildings - and contributes to the City's underestimation of direct displacement in the DEIS.

Once the City revises, in the FEIS, its estimation of "projected development sites" to include sites containing multi-family buildings that are or will be underbuilt, certain sites of smaller than 5,000 square feet, and other sites that have been improperly deemed "potential" development sites based on the City's flawed criteria, it must also revise its analysis of direct residential displacement. This process may well yield a directly displaced number of greater than 500, automatically triggering a detailed analysis of direct displacement. Even if this threshold is not met, the Coalition requests that the City exercise its discretion to perform such a detailed analysis, as the "thresholds provided ... provide guidance and serve as a general rule; however, the lead agency may determine that lower or higher thresholds are appropriate under certain circumstances."

2. The City errs in failing to conduct a detailed analysis of indirect displacement in the study area as a whole.

Pursuant to the process outlined in the CEQR Technical Manual, the City must follow a multi-step process for its preliminary assessment of indirect displacement. First, the City must "determine if the proposed project would add new population with higher average incomes compared to the average incomes of the existing populations and any new population expected to reside in the study area without the project." In the DEIS, the City discloses its analysis and finds that, "The 2011-2015 median household income in the overall 1/4-mile secondary study area was an estimated \$25,490, approximately 26 percent lower than the median household income for the Bronx (\$34,709) and more than 52 percent lower than

⁵⁸ "MAS Comments Regarding the Draft Scope of Work for the Jerome Avenue Rezoning and Related Actions," The Municipal Art Society of New York (October 2016). Online at https://www.mas.org/wp-content/uploads/2016/10/testimony-2016-10-10-dcp.pdf.

⁵⁹ Jerome DEIS at 1-39.

⁶⁰ CEQR Technical Manual (March 2014) Sec. 410.

⁶¹ CEQR Technical Manual (March 2014) Sec. 410.

⁶² Id

⁶³ CEQR Technical Manual (March 2014), Sec. 322.1.

the median household income for New York City (\$54,011)."⁶⁴ The City concludes that "the average household income of the project-generated population could be higher than the average household income of the existing population in the study area,"⁶⁵ and proceeds to the next step of the analysis.

It is at this stage that the City reneges on its duty to conduct a detailed analysis of indirect displacement in the secondary study area as a whole. In the DEIS, the City finds that "By adding an estimated 9573 residents, the Proposed Actions and associated RWCDS would increase population of the ¼-mile secondary study area by approximately 4.6 percent,"⁶⁶ and that, within the Mount Eden subarea, the population would increase by more than 18% as compared to the No-Action condition.⁶⁷ Following the Manual's guideline that "If the population increase is less than 5 percent within the study area, or identified sub-areas, further analysis is not necessary as this change would not be expected to affect real estate market conditions,"⁶⁸ and its rule that a Detailed Analysis is warranted "[i]f the population increase is greater than 10 percent in the study areas as a whole or within any defined subarea,"⁶⁹ the City concludes that "a detailed assessment is warranted for the Mount Eden neighborhood subarea"⁷⁷⁰ - and that subarea alone.

The City's decision not to conduct a detailed analysis of secondary displacement in the entire study area, based on its conclusion that the population of the area is likely to increase by 4.6% as opposed to 5%, is deeply flawed for several reasons. First, the City's projected population increase is improperly skewed downward by its wholesale exclusion of 101 "potential" development sites the City deems unlikely to be developed by 2026 - a determination based on erroneous assumptions discussed in our comments on the Draft Scope of Work and earlier in this document. Had the City included even some of these "potential" sites in its analysis, the projected population increase would almost certainly have exceeded the CEOR Technical Manuals 5% population increase threshold warranting a Detailed Assessment. Second, the City's decision not to pursue a Detailed Assessment of indirect displacement in the full study area based on a shortfall of less than one half of one percent - a population increase of 4.6% as opposed to 5% - underscores the extent to which the CEQR Technical Manual draws arbitrary boundaries on environmental analyses, in a manner that renders it impossible for the City to craft an environmental impact statement that, consistent with the requirements of state law, "deal[s] with the specific significant environmental impacts which can be reasonably anticipated."71 The City must fulfill its obligation under state law and regulations⁷² to assess "the impacts that may be reasonably expected to result from the proposed action"73 in order "to determine whether a proposed ... action may have a significant adverse impact on the environment."74 Under state law, "all draft EISs must include ... a statement and evaluation of the potential significant adverse environmental impacts at a level of detail that reflects the severity of

⁶⁴ Jerome DEIS at 3-33.

⁶⁵ Jerome DEIS at 3-37.

⁶⁶ Jerome DEIS at 3-39.

⁶⁷ Jerome DEIS at 3-40.

⁶⁸ CEQR Technical Manual (March 2014) Sec. 322.1.

⁶⁹ Id.

⁷⁰ Jerome DEIS at 3-40.

⁷¹ N.Y. Envtl. Conserv. Law § 8-0109.

⁷² As explained in the *CEQR Technical Manual*, "The New York State Department of Environmental Conservation (NYSDEC) has promulgated regulations, last amended in 2000, that guide the process of review (SEQR). These are published as Part 617 of Title 6 of New York Codes, Rules and Regulations (6 NYCRR 617)." *CEQR Technical Manual* (March 2014) Sec. 200.

⁷³ N.Y. Comp. Codes R. & Regs. tit. 6, § 617.7.

⁷⁴ Id.

the impacts and the reasonable likelihood of their occurrence."⁷⁵ Both the City's systematic and unjustified undercounting of projected development, and its maintenance of a *CEQR Technical Manual* that encourages a limited analysis of secondary displacement based on an arbitrary percentage threshold and regardless of neighborhood-specific conditions that may warrant a more detailed examination, result in a DEIS that fails to meet SEQR's requirement of an assessment that reflects the true significance of the impacts.

The Coalition requests that the City perform a detailed assessment of indirect residential displacement from the *entire study area* in the FEIS, and examine and adopt mitigations as appropriate.

3. The City's detailed assessment of secondary displacement in the Mount Eden subarea is flawed and legally insufficient.

Based on a projected population increase of over 18% in the Mount Eden subarea as compared with the No-Action condition, the City undertakes a detailed assessment of indirect displacement in that subarea. Despite finding that "Mount Eden household income levels are generally low, and poverty rates are high" and that "[t]he neighborhood also has a large share of households that are severely rent-burdened,"⁷⁶ the City concludes that, "the Proposed Actions are not expected to result in a significant adverse indirect residential displacement impact ..."⁷⁷ This conclusion is based on several erroneous assumptions that defy the standards of the CEQR Technical Manual, the mandates of state environmental law, and the lived experiences of residents of the southwest Bronx.

Per the CEQR Technical Manual, "Indirect displacement (also known as secondary displacement) is the involuntary displacement of residents, businesses, or employees that results from a change in socioeconomic conditions created by the proposed project. Examples include lower-income residents forced out due to rising rents caused by a new concentration of higher-income housing introduced by a proposed project; a similar turnover of industrial to higher-paying commercial tenants spurred by the introduction of a successful office project in the area or the introduction of a new use, such as residential; or increased retail vacancy resulting from business closure when a new large retailer saturates the market for particular categories of goods." Importantly, the Manual makes clear that these examples are non-exhaustive. Despite this, the City fails in the DEIS to consider a wide range of displacement tactics, both legal and illegal, that will foreseeably result from the change in market conditions the proposed rezoning will trigger.

The ensuring sections address flaws in the City's detailed assessment of indirect displacement in the Mount Eden subarea in particular. The Coalition requests that the City both amend the detailed assessment for this subarea for the FEIS as we have described, and use these same amended analysis methods in conducting its detailed analysis of indirect residential displacement of the study area as a whole.

⁷⁵ N.Y. Comp. Codes R. & Regs. tit. 6, § 617.9.

⁷⁶ Jerome DEIS at 3-64.

⁷⁷ Jerome DEIS at 3-64.

⁷⁸ CEQR Technical Manual (March 2014), Sec.110, p.5-1.

(i) The City improperly excludes rent-stabilized tenants from its analysis, even though such tenants are at significant risk of displacement resulting from both legal and illegal displacement tactics.

Pursuant to the CEQR Technical Manual, the objective of a detailed analysis of indirect residential displacement is to "determine whether the proposed project ... may potentially displace a population of renters living in units not protected by rent stabilization, rent control, or other government regulations restricting rents." Following the Manual, the City's analysis of indirect displacement within the Mount Eden subarea focuses only on "a low-income population now living in rent-unprotected units."

But the City is wrong to assume that residents of rent-stabilized housing are at no risk of displacement because—such tenants are "protected from steep and rapid rent increases." As we emphasized repeatedly in our comments on the DSOW, while it may be true in theory that rent stabilized tenants are protected from displacement, *in reality* this is simply not the case. We request that in the FEIS the City analyze and disclose the indirect displacement risks to rent-stabilized tenants, and develop mitigations sufficient to address these risks.

First, there are many legal ways that landlords can raise rents on apartments subject to rent stabilization. Although annual rent increases are governed by the Rent Guidelines Board, landlords can achieve rent increases on the basis of performance (or claimed performance) of Major Capital Improvements (MCIs) and Individual Apartment Improvements (IAIs). As a local housing market begins to heat up, landlords have greater incentive to claim MCIs and IAIs, often using the performance of work that is long overdue in long-neglected buildings to raise rents and prepare for higher-income tenants. Landlords can also achieve more drastic rent increases by ceasing to offer preferential rents. A preferential rent is one that is not as high as the legal limit for a particular unit, and is offered voluntarily by a landlord. While seeming like a benefit to the tenant, in reality a preferential rent directly undercuts the protection and stability rent stabilization is intended to provide, leaving tenants vulnerable to large rent increases at every lease renewal, regardless of the rates permitted by the Rent Guidelines Board. In the two zip codes that are roughly coterminous with CDs 4 & 5, an estimated 8,794 households are currently paying a preferential rent.⁸² This means 8,794 families are not subject to the limits on a rent increase that rent-stabilized tenants depend on. As land values and rents increase following the rezoning, there is nothing to stop a landlord from raising the rent to a level that might force a tenant out.

Second, landlords in neighborhoods experiencing rapid gentrification are likely to engage in a wide range of illegal tactics to displace rent-stabilized tenants. In our comments on the DSOW, the Bronx Coalition stressed that, "DCP must not assume that rent regulated tenants are secure in their homes, nor that those units will remain affordable simply thanks to the existing laws and regulations that govern them. Any method of study that accounts only for legal methods of displacement ignores the reality of tenant harassment as a pervasive problem, and dismisses the very real threat of displacement to the rent stabilized tenants of the Bronx."83 Yet the City chose to disregard this, and conducted a detailed analysis of secondary displacement for the DEIS that does not examine the illegal displacement tactics that are likely to plague rent-regulated households.

⁷⁹ CEQR Technical Manual (March 2014), Sec. 332.1.

⁸⁰ Jerome DEIS 3-46.

⁸¹ Jerome DEIS 3-64.

⁸² Preferential Rents in NYC; https://projects.propublica.org/graphics/preferential-rents; data is drawn from zip codes 10452 & 10453

⁸³ Bronx Coalition DSOW Comments, p. 21

As rents in the community rise, tenants become victims of a perverse incentive structure that tells landlords harassing tenants pays off. Knowing that they will be able to charge higher rents if rent stabilized tenants are removed, landlords will increasingly deploy a wide range of harassment tactics from a lack of vital services like heat and hot water, to dangerous construction practices, incessant buyout offers, and the use or threats of legal action - specifically designed to drive rent-stabilized tenants out of their homes. (New Settlement Apartment's Community Action for Safe Apartments (CASA) details these and many other harassment tactics in a rent white paper, "Resisting Displacement in the Southwest Bronx: Lessons from CASA's Tenant Organizing" (May 2017), which we have attached to these comments as Appendix A.) Taking advantage of legal loopholes in the rent laws and insufficient enforcement practices, landlords will take every vacancy as an opportunity to raise rents and ultimately deregulate apartments. Many landlords already have long-term business plans that rely on such displacement - as has been incredibly well documented by grassroots campaigns against predatory equity. The newly hot market spurred by the rezoning is likely to accelerate these trends.

Rent-stabilized housing in the community is already at risk. In addition to the numerous testimonies provided by community members experiencing harassment, there is some quantitative evidence that this pressure is being felt around Jerome, especially in the years since the rezoning was first proposed. According to the public data available there are an estimated 57,793 rent stabilized units in CDs 4 & 5 combined. Between 2007-2016 there was a net loss of 2,750 rent stabilized units in the CDs, representing close to 5% of the total rent stabilized stock. The bulk of these losses - over 2,500 units occurred between 2014-2016, after the Jerome rezoning was proposed. These numbers are higher for those rent stabilized buildings within or intersecting the boundaries of the proposed rezoning itself. There are currently an estimated 7,501 rent stabilized units within these buildings in the rezoning area. Between 2007-2016 there was a net loss of 707 rent stabilized units, representing over 9% of the total rent stabilized stock. As with the larger CDs, the bulk of these losses - over 500 units - occurred between 2014-2016.

In other contexts, the Mayor, HPD commissioner, and other City officials have recognized that rent-stabilized tenants face harassment; the City's multi-million dollar investment in anti-harassment legal services in neighborhoods slated for rezonings effectively admits the harsh realities low-income rent-stabilized tenants are likely to face after a rezoning. Yet the DEIS authors fail to acknowledge the vulnerability of such tenants in assessing indirect displacement risks. By turning a blind eye to this issue, the City fails to measure or disclose the true impacts of its actions, precluding discussion of mitigations appropriate to address these impacts.

Although policies like the Right to Counsel and a Certificate of No Harassment program are critical tools to help protect tenants' rights and keep them in their homes, they are not sufficient to counteract the displacement pressures the rezoning will create for thousands of tenants. By excluding rent-stabilized tenants from its displacement analysis, the City ignores the lived experiences of low-income renters in this City and dramatically understates the number of households around Jerome that are at risk of displacement.

buildings built before 1974 with 6 or more units

⁸⁴ based on Department of Finance property tax data pulled by John Krauss; https://github.com/talos/nyc-stabilization-unit-counts; this DOF data is self-reporting by landlords and should be taken as an estimate as to how many units are rent stabilized or have exited rent stabilization between 2007-2016; the data presented here includes those rent stabilized units in

(ii) The City improperly excludes recipients of Section 8 vouchers and other rent-based subsidies from its analysis.

In the DEIS, the City states that, "This analysis of indirect residential displacement ... does not take into account households that are low-income or below poverty level and hold Section 8 vouchers or other rent-based subsidies and thus have a higher rent-paying capacity than their documented income suggests, as a result of subsidies received. This population might still be at risk of rent increases, but to a lesser extent than those without a subsidy."85 The categorical exclusion from the City's analysis of recipients of Section 8, Living in Communities (LINC), Supplemental Security Income (SSI), HIV/AIDS Services Administration (HASA), Family Eviction Prevention Subsidy (FEPS), Special Exit and Prevention Supplement (SEPS), Advantage program vouchers, and other rent-based subsidies is improper for several reasons.

Today, such vouchers represent a crucial tool that protects affordability in the community. For instance, in 2016, 12.7% of privately owned rental units in Community District 4, and 18.9% of such units in Community District 5, were occupied by tenants using Housing Choice Vouchers. However, because these vouchers are income-restricted and have mandated limits as to how much financial assistance they can provide, voucher holders may - as the City itself acknowledges - be priced out of the community if market rents rise beyond what they can afford to pay based on their income and voucher payments. In addition, recipients of rent-based subsidies may also face increased source of income discrimination as the neighborhood becomes more attractive to renters without such subsidies.

The FEIS must disclose HPD and NYCHA data about the number of Section 8 voucher holders within the primary and secondary areas – information that is readily available to HPD and NYCHA, but not to the general public – and analyze and disclose the potential displacement of Section 8 voucher holders and other recipients of rent-based subsidies. The City should also analyze and disclose additional mitigation strategies to combat such displacement of voucher holders, including the possible expansion of vouchers – both in terms of the number of vouchers available, and the amount of rent each voucher pays.

(iii) The City improperly excludes displacement of tenants in buildings that will ultimately exit affordability programs.

In excluding rent-regulated households from its analysis the City fails to take into account the rezoning's impact on tenants in subsidized buildings that may ultimately exit their affordability programs as the Jerome housing market begins to change. As the local market heats up post-rezoning, there will be a strong incentive for landlords of subsidized housing - especially for-profit landlords - to opt-out when their affordability requirements expire. As the Furman Center states, "if the market-rate rents in the neighborhood are substantially higher than the rent levels mandated by a subsidy program, a for-profit owner is likely to sell their property or convert it to market rate to realize those potential profits." This is of special concern for our neighborhood, where so many developments are subsidized. Though these changes may not come to pass immediately, it is reasonable to anticipate such shifts within the analysis period contemplated in the DEIS. As a result, the categorical exclusion from consideration of the potential displacement risks to tenants in buildings that are subsidized today is improper.

⁸⁵ Jerome DEIS 3-54.

⁸⁶ NYU Furman Center, *State of New York City's Housing and Neighborhoods* (2016). Online at http://furmancenter.org/research/sonychan.

⁸⁷Housing, Neighborhoods and Opportunity" NYU Furman Center, p. 5

The FEIS must disclose data about the number of currently-subsidized buildings within the primary and secondary areas - including unit counts and the AMI levels they serve, ownership and for-profit vs. non-profit status, and when the affordability requirements expire. The City should also analyze and disclose additional mitigation strategies to combat the displacement of tenants in these buildings, including what measures the City can take to ensure these developments remain affordable despite the enticement of a changing market.

(iv) The City also fails to consider the range of *illegal* tactics that are likely to result in displacement of tenants.

The CEQR Technical Manual directs EIS preparers to address involuntary displacement resulting from a change in socioeconomic conditions. Within this, the Manual sets one major limitation: "In keeping with general CEQR practice, the assessment of indirect displacement assumes that the mechanisms for such displacement are legal."

The Coalition believes that the categorical exclusion of consideration of illegal tactics of displacement, including harassment of rent-stabilized tenants and source of income discrimination against recipients of rent subsidies, violates the mandates of state law and regulations that require that the City consider all impacts that " may be reasonably expected to result from the proposed action."

It is entirely reasonable to expect both legal and illegal displacement tactics to proliferate as a result of actions that so fundamentally alter the local housing market; removing illegal displacement mechanisms from consideration impermissibly distorts the City's projections of likely displacement impacts. We request that the City amend its analysis of secondary displacement to encompass the impacts of illegal mechanisms for displacement.

(v) The City wrongly asserts that new housing will off-set displacement of existing residents, even though the City cannot project how much housing will be subsidized, the Mandatory Inclusionary Housing program produces "affordable" housing most residents cannot afford, and current residents will be long gone by the time the housing is built.

Because Mount Eden contains a large inventory of income-restricted, supportive, and rent-regulated housing, the City concludes that the risk of indirect displacement is minor. The City further offers that the creation of new subsidized housing, implementation of the Mandatory Inclusionary Housing program, and a decrease in rent pressure resulting from the increased supply of housing in the community will help to offset any displacement pressures the rezoning might generate.

The City errs in relying on these measures to counteract the risk of secondary displacement. First, as discussed more fully in earlier sections of our response, the City cannot know how much housing it will be able to subsidize in this community. In stating that, "[i]t is ... expected that the first projects constructed pursuant to the Proposed Actions would necessitate government subsidy and likely be 100 percent affordable," the City acknowledges that projects after "the first" may very well *not* be subsidized, but may instead be market-rate, helping to drive up rents in the community. Second, absent the creation of a new term sheet that better addresses families making \$30,000 and below, any housing the City does subsidize will fail to meet the neighborhood need for deeply affordable housing - and below-market housing created under Mandatory Inclusionary Housing will fall yet further outside the neighborhood need. Simply put, subsidized and MIH apartments cannot in any way be construed as counteracting

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⁸⁸ CEQR Technical Manual (March 2014), Sec.110, p. 5-2.

⁸⁹ N.Y. Comp. Codes R. & Regs. tit. 6, § 617.7.

⁹⁰ Jerome DEIS at 3-64.

displacement of residents who cannot afford to live in those apartments. Third, the statement that "[t]he projected increase in housing units overall is expected to decrease rent pressures" is purely speculative. The City plans, through this rezoning, to add over 4000 apartments to the community, almost half of which will not be affordable by any measure and virtually all of which will be unaffordable to most residents. Given this fact, it is difficult to imagine how - much less definitively conclude that - the mere increase in the number of housing units will in any way address the needs of Mount Eden residents at risk of displacement. Finally, even the small number of units that may be created at rent levels current residents can afford will arrive too late to offset those residents' displacement; today's residents may be long gone by the time tomorrow's promised apartments arrive. As the Coalition for Community Advancement: Progress for East New York/Cypress Hills argued in its comments on the Draft Environmental Impact Statement for the East New York rezoning, "low-income residents are not interchangeable, and unless current residents are guaranteed to be first in line for all new affordable units – which is not possible both because current residents will be given preferred status for, at most, half of the new units – new units will not serve to mitigate displacement."

For these reasons, the Coalition requests that the City revisit its analysis of indirect displacement and disclose, analyze, and adopt additional mitigation strategies to offset the significant impacts we believe will occur as a result of the Proposed Actions. As described more fully in the Alternatives section, we also urge the City to develop, analyze, and consider the adoption of an Alternative that would halve the total amount of housing the rezoning would bring to the community, a move that would limit the speculative impact of the rezoning and allow the City to continue its steady progress in creating more deeply affordable housing via subsidy.

4. The City's underestimate of displacement renders the City unable to meet its obligation to develop mitigations sufficient to counteract displacement.

Detailed assessments of direct and indirect residential displacement are required not merely to disclose the full impacts of the rezoning, but to "allow the lead agency to understand the potential for, and extent of, a significant adverse impact to a level that allows appropriate mitigation to be considered" (emphasis added). Having stopped short of conducting detailed analyses of either direct or indirect residential displacement of the study area as a whole, the City finds no significant adverse impact in either category - and therefore, no duty to mitigate that impact.

Had detailed assessment of direct displacement, or indirect displacement for the study area as a whole, been performed, and had the City found that more than 5 percent of the study area population was potentially subject to direct or indirect displacement, that finding of a potential significant adverse impact⁹⁴ would have triggered consideration of mitigation tactics. Such mitigation would consist of "relocation of the displaced residents within the neighborhood"⁹⁵ for directly displaced residents, or

⁹¹ Jerome DEIS at 3-65.

⁹² "Response to Draft Environmental Impact Statement - East New York Rezoning Proposal, CEQR No. 15DCP102K," Coalition for Community Advancement: Progress for East New York/Cypress Hills (December 2015), at 23.

⁹³ CEQR Technical Manual (March 2014), Sec.330.

⁹⁴ CEQR Technical Manual, Sec. 332.1.

⁹⁵ CEQR Technical Manual, Sec. 511.

"creating housing within the study area with specific opportunities for residents identified as potentially vulnerable to indirect displacement ... [such as] preservation of existing rent-stabilized units, or the development of new publicly assisted units within the study area."96 The finding of a significant adverse impact would also have required the City to consider "alternatives that avoid indirect residential displacement ... [with] a different housing mix as part of the project - for example, including more affordable units that replace those to be affected in the study area."97

The Coalition would have welcomed - and would still welcome - any of these strategies as potential ways to mitigate the impact of the rezoning. Later in this document, we also propose a wide range of mitigation tactics designed to protect and uplift residents and businesses in this community, and an Alternative we believe would better advance the community's goals. But because the City has improperly limited its analysis of both direct and indirect displacement, it has - as a formal matter - deemed that any such mitigation is unnecessary.

Had the City included even a fraction of the low-income, rent-stabilized tenants, voucher holders, rent subsidy recipients, or residents of subsidized buildings who are at risk of displacement in its calculation of indirect displacement - as we believe the City must in the FEIS - the threshold for triggering a required disclosure of mitigation tactics (approximately 10, 447 residents) would easily have been met or surpassed. We demand that the City perform these detailed analyses, be transparent in disclosing the significant adverse impacts of the proposed rezoning, and adopt a broad range of mitigation strategies to combat displacement, including those the Coalition has proposed.

5. The City's flawed analysis violates state law.

The State Environmental Quality Review Act (SEQR) requires a City agency considering a Proposed Action to issue an environmental impact statement on any action they propose or approve which may have a significant effect on the environment prior to approval. The environment includes "the physical conditions which will be affected by a proposed action, including land, air, water, minerals, flora, fauna, noise, objects of historic or aesthetic significance, existing patterns of population concentration, distribution, or growth, and existing community or neighborhood character." The Court of Appeals of New York has made it clear: "The existing patterns of population concentration, distribution or growth and existing community or neighborhood character are physical conditions" that must be considered "in determining whether a proposed project may have a significant effect on the environment."

Throughout these comments, we have frequently made reference to the standards in the *CEQR Technical Manual* - both to identify areas where the City fails to follow the guidelines set forth in the *Manual*, and to pinpoint instances where the City follows processes outlined in the *Manual* that we believe are fundamentally flawed. However, it is important to note that, as explained in the *Manual*, "'CEQR' is New York City's process for implementing the State Environmental Quality Review Act (SEQR), by which agencies of the City of New York review proposed discretionary actions to identify and disclose the potential effects those actions may have on the environment."¹⁰¹ Further, "SEQR permits a local

⁹⁶ CEQR Technical Manual, Sec. 521.

⁹⁷ CEQR Technical Manual, Sec. 621.

⁹⁸ NY. Env. Cons. L. § 8-0109.

⁹⁹ NY. Env. Cons. L. § 8-0105(6).

¹⁰⁰ Chinese Staff and Workers Ass'n v. City of New York, 68 N.Y.2d 359, 368 (1986).

¹⁰¹ CEQR Technical Manual at 1-1.

government to promulgate its own procedures *provided they are no less protective of the environment*, public participation, and judicial review *than provided for by the state rules*" ¹⁰² (emphasis added), "although procedures more protective of the environment can be adopted (*see*, ECL 8–0113[3][a]). Thus, the propriety of ... [a] determination [regarding the environmental impact of an action] must be judged not only according to the requirements of SEQRA but also according to the regulations promulgated by the City of New York in CEQR *to the extent those regulations are more protective of the environment*" ¹⁰³ (emphasis added).

Put another way, in conducting the required review of the impact of proposed discretionary actions on the environment, the City must follow *both* SEQR *and* CEQR, and errs in following CEQR processes that are *less* protective of the environment than SEQR requires. This is so because the *Manual* represents the City of New York's promulgation of rules intended to meet the requirements of the SEQR law, but not the law itself. As a consequence, the *Manual*'s guidelines "do not necessarily lead to what is appropriate for every community situation or to what is legally required in those situations by New York State law ... that governs the EIS process ... [and the *Manual*] is not the governing standard for EIS." 104

DCP cannot rely on the flawed methodology memorialized in the *Manual* when that methodology does not capture the actual impact of the proposed project on the environment. State law is not satisfied by regulations that do not actually require an applicant to capture the impacts SEQR requires be captured; omissions and limitations in the *Manual* are not sufficient cover for agencies to hide from the State law requirement that impacts on the environment must be carefully considered before an action like this proposed rezoning can be taken.

Throughout our comments, we have identified several ways in which the procedures set forth in the CEQR Technical Manual, as implemented by the City in preparation of the Jerome DEIS, create arbitrary standards that improperly limit consideration of the full range of impacts likely to be caused by the rezoning. Most critical among these limitations are the categorical exclusion of multi-family buildings of 6 or more units from the direct displacement analysis, categorical exclusion from consideration of illegal displacement tactics, and categorical exclusion of rent-stabilized tenants, recipients of vouchers and rent subsidies, and occupants of currently-subsidized buildings from the analysis of secondary displacement. We believe that the wholesale exclusion of such tenants from the document describing the environmental impacts of the proposed action violates state law, makes it impossible for the City to assess the true environmental impacts of this rezoning on our neighborhood, and precludes the development of mitigations sufficient to counteract the significant adverse impacts we believe the proposed rezoning will cause. We urge the City to correct these deficiencies in the FEIS to ensure that the City's environmental review process fully comports with the requirements of state law.

6. The City also fails to meet its obligations under the Fair Housing Act.

¹⁰² CEQR Technical Manual, Sec. 300 (citing 6 NYCRR 617.14(b)).

¹⁰³ Chinese Staff & Workers Ass'n v. City of New York, 68 N.Y.2d 359, 364, 502 N.E.2d 176, 179 (1986).

¹⁰⁴ "Comments on the Inwood Rezoning EIS Draft Statement of Work (DSOW) CEQR No. 17DME007M," Unified Inwood (September 29, 2017). Online at http://www.rtmteam.net/files/02Oct2017 Unified Inwood DSOW Comnts4Distribution.pdf.

The City fails to analyze whether or not the rezoning will advance the City's obligations under the Fair Housing Act (the "FHA") and fails to examine the effects the Proposed Actions will have on people of color, families and other groups protected under the FHA.

(i) The City Failed to Analyze Whether the Proposed Actions Affirmatively Further Fair Housing

The FHA prohibits discrimination in the housing market based on race, color, religion, sex, national origin, familial status, or disability.¹⁰⁵ The FHA mandates that HUD administer programs and activities relating to housing and urban development in a manner that affirmatively furthers the policies of the FHA.¹⁰⁶ Under HUD regulations, this affirmative obligation to further fair housing is also imposed upon state and local government actors that receive federal housing funds.¹⁰⁷

As a recipient of federal housing funds, the City has an obligation under the FHA to affirmatively further fair housing ("AFFH") when rezoning or developing housing. To affirmatively further fair housing is to take "meaningful actions, in addition to combating discrimination, that ... foster inclusive communities free from barriers that restrict access to opportunity" based on FHA-protected characteristics. The City of New York must not only prevent implementing a rezoning plan that has a disparate impact on FHA-protected groups, but also affirmatively further fair housing ("AFFH" mandate). The City must conduct an assessment of fair housing (AFH) that adequately assesses the elements and factors that cause, increase, contribute to, maintain, or perpetuate segregation, racially or ethnically concentrated areas of poverty, significant disparities in access to opportunity, and disproportionate housing needs. The City has failed to consider the impact of the Proposed Actions on segregation, disproportionate housing needs, and significant disparities in access to opportunities. It would be a violation of the City's AFFH obligations to fail to consider these impacts of the proposed action upon protected groups. We strongly urge the City to fulfill its AFFH duty and adequately address the fair housing issues surrounding this rezoning in the FEIS and discuss mitigations that would affirmatively further fair housing.

Finally, HUD regulations require the City to contemplate "meaningful public participation" in the conduct of required fair housing analyses. Therefore, it would be a violation of the City's AFFH obligations to fail to adequately address fair housing issues raised by the Coalition that show how this rezoning does not affirmatively further fair housing by creating barriers that restrict access to affordable housing for New York City's most vulnerable populations. To do so prohibits meaningful public discourse prior to the rezoning being approved and violates the FHA and AFFH mandate.

(ii) The City Has Failed to Analyze the Potential Discriminatory Effect on People of Color That Could Result from the Proposed Actions.

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105 42 U.S.C. § 3601.
106 42 U.S.C. § 3608(d), (e)(5).
107 24 C.F.R. § 5.150.
108 42 U.S.C. § 3608(e)(5).
109 Id.
110 24 C.F.R. § 5.152; <a href="https://www.nhlp.org/wp-content/uploads/2017/09/AFFH-Rule-Guidebook-2015.pdf">https://www.nhlp.org/wp-content/uploads/2017/09/AFFH-Rule-Guidebook-2015.pdf</a> (pp 6); 42 U.S.C. § 3608(d).
111 24 C.F.R. § 5.154.
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¹¹² 4 C.F.R. § 5.158.

The Jerome DEIS fails to examine the impact of the Proposed Actions on the people of color and other groups identified as protected classes under the FHA. The City is silent about the potential impact of the rezoning and displacement on these residents and people of color in the community. The Coalition believes that this is a major failing of the City's analysis under the DEIS – a blind spot that violates the City's duties under the FHA.

Under the FHA, it is unlawful "to refuse to sell or rent after the making of a bona fide offer, or to refuse to negotiate for the sale or rental of, *or otherwise make unavailable or deny*, a dwelling to any person because of race, color, religion, sex, familial status, or national origin." The phrase "otherwise make unavailable" has been interpreted to address a wide variety of discriminatory housing practices, including discriminatory zoning practices and housing development plans. A rezoning violates the FHA if it has a significant disparate impact on an FHA-protected group, compared to others, or if the rezoning is created with the intent to discriminate against an FHA-protected group.

Race-neutral policies violate the Fair Housing Act if racial segregation is perpetuated or if a minority group or groups are disproportionately adversely impacted. To prove a prima facie case under the Fair Housing Act, a plaintiff need demonstrate only that the challenged actions had a discriminatory effect; showing intent is not required.¹¹⁶ A prima facie case of discriminatory effect is made by showing that the defendant's actions either (1) perpetuate segregation, harming the community in general, or (2) disproportionately impact a minority group.¹¹⁷ If the plaintiff makes a prima facie showing, the burden shifts to the defendant to prove that its actions furthered a "legitimate, bona fide government interest and that no alternative would serve that interest with less discriminatory effect.¹¹⁸

The City of New York has refused to assess the risk of primary and secondary displacement and the disparate impact it will have on low-income people of color residing around the proposed rezoning, even though the Coalition requested in its Draft Scope of Work comments that the City specifically examine the potential impacts of the rezoning on people of color. As described in detail in the portion of these comments responsive to the City's analysis of residential displacement, the City has severely underestimated the impacts of displacement on the most vulnerable populations in the study area. We are particularly concerned about the impact of the rezoning on Black and Latino residents of our community given that such residents constitute a substantial majority of the neighborhood today - and past rezonings of neighborhoods such as Williamsburg (rezoned in 2005) and Harlem (rezoned in 2008) resulted in swift and substantial decreases in populations of color.

¹¹³*Id*

¹¹⁴ See Broadway Triangle Community Coalition v. Bloomberg, 2010 N.Y. Misc. LEXIS 2321 (N.Y. Sup. Ct., May 20, 2010), citing LeBlanc-Sternberg v. Fletcher, 67 F3d 412 (2nd Cir. 1995).

¹¹⁵ Broadway Triangle, 2010 N.Y. Misc. LEXIS 2321 (N.Y. Sup. Ct., May 20, 2010).

¹¹⁶ See Williamsburg Fair Hous. Comm. v. New York City Housing Auth., 493 F.Supp. 1225 (S.D.N.Y. 1980); see also Huntington Branch NAACP v. Town of Huntington, 844 F.2d 926 (2d Cir. 1988) ("A disparate impact analysis examines a facially-neutral policy or practice, such as a hiring test or zoning law, for its differential impact or effect on a particular group."), aff'd, 488 U.S. 15, 109 S.Ct 276 (1988).

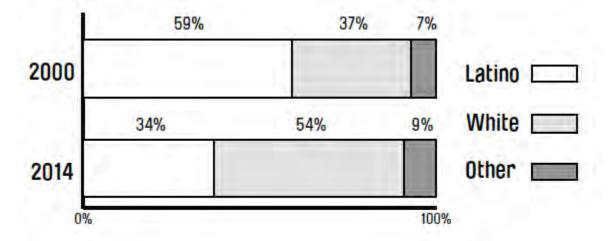
¹¹⁷ See Huntington Branch NAACP v. Town of Huntington, 844 F.2d 926 (2d Cir. 1988), supra.

¹¹⁸ Inclusive Cmtys., 135 S. Ct. 2507 (2015).



Race/Ethnicity in Harlem

As we noted in our comments on the DSOW, "Research into rezonings under Bloomberg shows that 'upzonings occurred in areas with higher proportions of black and Hispanic inhabitants and significantly lower proportions of whites than citywide or in other types of rezoning.' In these areas, white populations increased significantly - in marked contrast to an overall citywide decrease in the white population - and median incomes and the number of higher-income earners increased substantially. Importantly, 'figures make it fairly clear that in most cases, increases in neighborhood income were driven by newly arrived white households rather than upwardly mobile non-whites.' 122" 123"



Race/Ethnicity in South Williamsburg

¹¹⁹ Leo Goldberg, "Game of Zones: Neighborhood Rezonings and Uneven Urban Growth in Bloomberg's New York City," Massachusetts institute of Technology (June 2015) at 71. Online at https://dspace.mit.edu/handle/1721.1/98935.

¹²⁰ Id. at 66.

¹²¹ Id. at 67.

¹²² Id. at 68.

¹²³ Bronx Coalition for a Community Vision, Comments on the Draft Scope of Work.

This oversight runs the risk of violating the FHA especially where alternative rezoning plans with less discriminatory impact on low-income people of color and families have been formally proposed by the Bronx Coalition throughout the ULURP process. 124 This analysis of the proposed rezoning under the FHA falls squarely within the scope of the EIS under the CEQR Technical Manual, is required by federal regulations, and should be included in the Final Environmental Impact Statement.

(iii) The City Has Failed to Analyze the Potentially Discriminatory Effects of Construction of HPD-Subsidized Units on Low-income Families Seeking Affordable Housing within the Rezoning Area.

The Fair Housing Amendments Act of 1988 added "familial status" as a prohibited category of discrimination, "based in part on two HUD-sponsored studies that found policies prohibiting children were used as a pretext to discriminate on the basis of race.¹²⁵ Familial status is defined as a household of one or more people under the age of eighteen years old living with a parent or guardian.¹²⁶ The protections afforded against discrimination on the basis of familial status applies to any person who is pregnant or is in the process of securing legal custody of someone under the age of eighteen.¹²⁷

These comments have already established that the "affordable" housing created under Mandatory Inclusionary Housing will not meet the needs of a substantial portion of existing residents. However, housing built with HPD subsidies may also be insufficient and may have a disparate impact on low-income families seeking affordable housing in the rezoning area, due to the City's practice of constructing predominantly studio and one-bedroom HPD-subsidized units. Though the average homeless family in New York City is a single mother with two children, about 80% of all newly constructed HPD-subsidized units under Mayor de Blasio's *Housing New York* Plan being built for the extremely low-income households are studios and one-bedrooms. Newly constructed studio and one-bedroom units can only be occupied by single persons or two-person families, which excludes families with three or more people such as the average homeless family in NYC and many families currently living in the area of the proposed rezoning.

The City has failed to adequately assess the risk of disparate impact the HPD-subsidized units' sizes may have on low-income families residing in the rezoning study area. Because subsidized units form a core part of the City's justification for this rezoning and its plans for construction in the neighborhood should the rezoning be passed, the City must examine the fair housing implications of disproportionate construction of subsidized units targeted toward smaller households.

¹²⁴ See 24 C.F.R. § 100.500(c)(1) (2013); *Inclusive Cmtys.*, 135 S. Ct. 2507 (2015). If the defendant satisfies the burden of showing that the challenged practice is necessary to achieve one or more substantial, legitimate, nondiscriminatory interests of the defendant, a plaintiff may still prevail by proving that the substantial, legitimate, nondiscriminatory interests supporting the challenged practice could be served by another practice that has a less discriminatory effect.

¹²⁵ R.I. Comm'n for Human Rights v. Graul, 120 F. Supp. 3d 110 (2015) citing Tim Iglesias, Moving Beyond Two-Person-Per-Bedroom: Revitalizing Application of the Federal Fair Housing Act to Private Residential Occupancy Standards, 28 Ga. St. U. L. Rev. 619, 628 (2012).

¹²⁶ 42 U.S.C. § 3602(k).

¹²⁷ *Id*.

¹²⁸ Housing New York Extremely Low-Income AMI New Construction Unit Starts by Bedroom (HPD).

To comply with mandatory FHA provisions, the City must, in the FEIS, conduct the required AFH, analyze and disclose potentially disparate impacts of the Proposed Actions based on race, family status, and other protected characteristics, propose alternative plans with less discriminatory impact on low-income people of color and families, and develop strategies to affirmatively further fair housing.

7. Recommendations for the Final Environmental Impact Statement

The Coalition requests that the City correct the significant errors found in the DEIS in preparation of the FEIS, providing more accurate projections of displacement, disclosing the significant adverse impacts we believe the rezoning will have on the community, and adopting mitigation strategies or an alternative plan as needed. These corrections must be made both in revising the City's detailed assessment of indirect displacement in the Mount Eden subarea, and preparing the new detailed analyses of both direct displacement, and indirect displacement in the study area as a whole that we believe are warranted. Once these analyses have been performed, we are confident that the decision makers in this process will share the view that the community has been expressing consistently throughout this process: that the rezoning as proposed will do more harm than good, and must either be significantly amended, or stopped altogether.

B. The City underestimates the risk of business displacement.

1. The City underestimates the risk of direct business displacement.

The DEIS acknowledges that 77 businesses representing 584 jobs, on 31 of the 45 projected sites will be displaced by the proposed actions. This represents 36 auto establishments and 41 other businesses, employing 16% of the workers in the primary study area. ¹²⁹ Of businesses the DEIS expects to be directly displaced, auto businesses represents largest share of potentially displaced businesses - over 47% of total businesses directly displaced! ¹³⁰

Of the 14 projected development sites that are not included in that estimate, 1 is a business that will expand and return, 3 are currently vacant, and 1 is a residence. The other 9 will experience changes, but because the DEIS expects that would happen otherwise as-of-right, they change in uses there are not considered direct displacement under CEQR's narrow definition. To the workers and businesses on those sites, however, it's quite certain that what they will experience is displacement!

Even with this gross underestimate, the number of directly displaced jobs tops 500. It is worth noting that with residential direct displacement, the standard for a more detailed analysis is triggered when 500 people will be displaced. Unfortunately, the CEQR manual values employment less seriously, and does not require a commensurate review, even though the impact is on the same scale.

¹²⁹ Jerome DEIS 3-23

¹³⁰ Ibid 3-24

Because the overwhelming majority (36/45 or 80%) of projected development sites experience actual direct displacement of businesses, it is reasonable to assume that a similar percentage of the locations where the City has mis-classified development as "potential" (for previously mentioned reasons – false assumptions about site shape impeding development, etc) instead of "projected" will also experience direct displacement. This mis-calculation alone could mask the potential direct displacement of a significant number of businesses.

Beyond the impacts of site's projected development on a business, the changes that are brought on by a rezoning can cause other types of direct displacement. In an environment where there is an increased residential population and the land values overall have increased, property owners will start to make new decisions about the rent that they will charge and the types of establishments to which they will seek to provide space. Lower value businesses such as auto repair and manufacturing uses, who already offer a market value per square foot that is just a fraction of (17-25%) what is possible from a fast food restaurant or retail establishment in the area¹³¹ and the majority of whom lease their space, will see their disadvantage dramatically increase. The City should not, as it does in the DEIS, assume that lease terms will protect businesses. Many of the auto businesses in the area are operating in sites that do not have a proper Certificate of Occupancy (due to landlord error, not tenant) and this makes them more vulnerable to displacement, as well as impacts their ability to obtain necessary permits for compliance.¹³² These factors can affect the terms of the lease, and legal and illegal landlord harassment can occur. Direct displacement will occur as a result of changes in land value, even before residential development occurs on a site, and those financial incentives are ignored and unaccounted for in the DEIS.

Per the CEQR Technical Manual, a detailed assessment of direct business displacement is appropriate under certain specific circumstances, including where it is "possible" that "the businesses to be displaced provide products of services essential to the local economy that would no longer be available in its 'trade area' to local residents or businesses due to the difficulty of either relocating the businesses or establishing new, comparable businesses." The importance of clustering to the economic vitality of auto businesses has been widely reported. However, despite requests from the Bronx Coalition for a Community Vision dating back to early 2015, the City has produced no information that examines how much clustering is necessary, and how far apart businesses can be located and still function as a cluster. Despite this lack of information, by failing to do a detailed assessment of direct business displacement, the DEIS summarily dismisses how clustering may impact the notion of a trade area and the effect that disrupting clusters may have on availability of auto products and services to businesses. The near impossibility of low-margin, low-market value businesses re-locating to other areas is also not acknowledged by the City's decision to skip this analysis.

Another circumstance in which the *CEQR Technical Manual* deems it necessary to conduct a more detailed analysis is when there is a category of businesses "subject of regulations or plans to preserve, enhance, or otherwise protect it." And indeed, the auto industry is subject to no such plan. In fact, it is subject to no plan or initiative from the City whatsoever, despite calls from the Bronx Coalition to do just that. The October 2015 Coalition document called on the City to develop a citywide policy approach that adopts best practices to support the auto sector as a whole. As part of this, we asked the City to:

1) "Conduct a study of the auto sector corridors throughout the five boroughs that assesses the real needs of workers and owners and the unique challenges that they face.

¹³² Ibid p. 9

¹³¹ Pratt Center for Community Development, Under the Hood: A Look into New York City's Auto Repair Industry, February 2017, p. 8

..and fairly value the contributions of the sector to the city as a whole, including the necessary service it provides, the entrepreneurship and employment pathways it creates, and economic contribution.

2) Develop a coherent policy that addresses the sector's current needs, plans for and equips workers and businesses for industry changes, and makes recommendations for citywide land-use policies that address those realities."¹³³

The City's failure to gather basic information about the industry or develop specific policy that takes it into account should not preclude a closer look now. The City should conduct such as assessment for the FEIS, consistent with its obligations under the *CEQR Technical Manual* and underlying law.

Beyond the deeper analysis, the City should adjust its proposed actions to better mitigate against the destruction of working class immigrant jobs and the businesses that provide them. Detailed recommendations are contained in the Appendix in "Out of Gas: How to do better for Jerome's Auto Workers" the August 2017 report by the Bronx Coalition for a Community Vision. In summary, that report outlines 4 major strategies: 1) creating an area designated for auto businesses that has special protections for them and limits competition; 2) expand the proposed retention areas to an additional 4 sites that would do a better job of protecting 64% of the auto businesses in the area; 3) support auto businesses with new publicly funded programs; and 4) establish a guaranteed relocation program for Jerome businesses that is in place before a rezoning is finalized.

On the second recommendation, the expanded retention areas would be located:

- An area between 175th and Clifford Place on the eastern side of Jerome Avenue
- Tremont and (almost) Mount Hope on both sides of Jerome Avenue
- Triangular blocks south of the M1-2 district near 167th Street
- 172nd Street to Mt. Eden Avenue on both sides of Jerome Avenue

Relocation measures are especially important as a mitigation for auto businesses, which, with Retail, fall in the category of sectors that will be most impacted by direct business displacement ¹³⁴. But relocation measures should be considered for all of the businesses that will be displaced by the proposed actions.

2. The City underestimates the risk of indirect business displacement.

As explained in the CEQR Technical Manual, "The objective of the indirect business displacement analysis is to determine whether the proposed project may introduce trends that make it difficult for ... businesses ... to remain in the area. The purpose of the preliminary assessment is to determine whether a proposed project has potential to introduce such a trend. If this is the case, a more detailed assessment may be necessary ... In most cases, indirect displacement of businesses occurs when a project would markedly increase property values and rents throughout the study area, making it difficult for some categories of businesses to remain in the area. An example would be industrial businesses in an area where land use change is occurring, and the introduction of a new population would result in new commercial or retail services that would increase demand for services and cause rents to rise.

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¹³³ Bronx Coalition for a Community Vision Policy Platform October 2015, p. 15.

¹³⁴ DEIS Table 3-23

Additionally, indirect displacement of businesses may occur if a project directly displaces any type of use that either directly supports businesses in the area or brings a customer base to the area for local businesses, or if it directly or indirectly displaces residents or workers who form the customer base of existing businesses in the area."

The City reviews three questions that provide guidance for evaluating indirect business displacement in the CEQR Technical Manual and finds no impact and no need to do a more detailed analysis. Below we describe false assumptions in the ways that those questions were analyzed as well as describe ways that indirect business displacement will occur that the Manual does not take into account.

The DEIS asks the question of whether an action will add to a concentration of a particular sector of the local economy enough to significantly alter or accelerate existing economic patterns. The DEIS does not include in its definition of "sector of the local economy" residential real estate development. That is a significant new activity that is anticipated, and that will dramatically alter the conditions for doing business in the corridor. The increased land values that will result, as noted elsewhere, are particularly threatening to majority-tenant, low-margin auto businesses. As changes in the area result from the increase of retail that is expected and encouraged by the expansion of commercial overlays, these businesses compete for space and introduce conflicts into the operations of auto businesses that are trying to stay.

The DEIS also claims that there will not be displacement of businesses that provide critical support to businesses in the Study Area, or that bring people into the area that form a substantial portion of the customer base for local businesses. This is wrong on both counts and this conclusion relies on an overly narrow definition of "critical support" and a lack of information about the way clustering in the auto sector works. As was stated earlier in the document, data from DSBS's commissioned study on business patterns and needs in the area strongly affirms that auto businesses are highly reliant on other auto businesses in the corridor for good, services, and referrals of a customer base. The direct displacement of auto businesses (and other businesses, as the Business Needs Survey found the same patterns in other businesses) that are interdependent can reasonably be assumed to trigger a "domino effect" of indirect displacement, and that in turn will further accelerate indirect displacement in the corridor.

The DEIS does not look at how changes in the corridor – both in terms of the rent levels of residents and the incomes of new workers— will affect businesses, other than to claim that more people with more money will automatically improve business for all businesses (regardless of the target customers or regardless of the type of businesses). It is hard to imagine how an influx of new office and retail workers would improve the livelihood of an existing muffler repair operation, and not simply generate new conflicts that make it harder for the muffler repair shop to remain, especially given all of the other challenges that are happening simultaneously: higher rents, insecure tenure, C of O complications, etc. The DEIS does not look at how any of these factors combine. This gap in methodology obscures the indirect displacement that will occur. The CIty should conduct a detailed assessment of indirect business displacement in the FEIS, consistent with its obligations under CEQR and underlying law.

3. The City underestimates adverse effects on a specific industry: the auto industry.

The City's rationale for dismissing effects on a specific industry (auto) takes place in the context of having gathered no information about the nature of and needs for that industry. Beyond that, the City dismisses

any hardship that the businesses in the Jerome area will experience from direct and indirect displacement by claiming that the businesses can relocate elsewhere.

This assertion ignores several critical factors. First, it fails to take into account the rapidly diminishing stock of available land in which to operate. Between 2009-2015, 108 million square feet of M and C8 land has been lost to rezoning actions, and C8 zoning now comprises less than 1% of NYC's land. 135 How can businesses relocate when there is less and less available land for them, and each *single* land use action fails to take into account the cumulative effect of the previous ones?

Second, assuming that an individual business can relocate and maintain the same amount of economic viability that it previously enjoyed as part of an auto cluster belies the importance of the cluster, which has been extensively documented 136

Third, making the assumption about an easy relocation does not consider the challenges that a small business faces in attempting to relocate, including the difficulty of finding space with an eligible Certificate of Occupancy, the costs and skills required to move, the compliance issues that may interfere, and the level of educational background, English language access, and other types of resources that the owner must possess in order to make a relocation possible. Even with dedicated funding from the Willets Point settlement, issues with a private site interfered with the success of the relocation of the Sunshine Cooperative. If that proved challenging, it is not difficult to see how much more challenging it would be for an unfunded, displaced, individual auto business to find a new location that mimics the advantages of the previous site. Yet the DEIS makes no mention of any of these issues and concludes there will be no impact on the sector because businesses can just relocate.

4. In the FEIS, the City must conduct a detailed analysis of business displacement and adopt mitigation strategies to address the risk of business displacement.

Because of the extensive indirect impacts that are anticipated and outlined in *Under the Hood and Out of Gas*, the City should undertake extensive mitigation measures, in the short and long term. In addition to the aforementioned strategies of limiting non-auto uses in areas that are designed to truly protect those businesses and expanding the retention areas, business and worker support should be provided. This should include:

Supporting auto businesses with new publicly funded programs

- Establishing Amnesty Program for Certicate of Occupancy so businesses can obtain necessary permits and licenses, and provide support for ongoing compliance
- Forming an auto business "clinic" to assist companies with business management and administration
- Provide training programs for auto business employees and local residents in auto sector

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¹³⁵ Pratt Center for Community Development, Under the Hood: A Look into New York City's Auto Repair Industry, February 2017, p. 9.

¹³⁶ Willets Point Land Use Study, Under the Hood.

- Creating an advertising campaign to promote Jerome Avenue auto businesses, and
- Establishing a Guaranteed Relocation Program for Jerome Auto Businesses
 - Assist displaced companies to relocate within the Jerome Avenue retention areas
 - For companies that cannot stay on Jerome Avenue, develop a site that can house a large group of auto businesses BEFORE the rezoning action is completed

It is important to note that "Relocation can be a strategy that works ONLY if and when: (i) there is enough funding for the project before businesses have to move; (ii) the timing is right – new facilities must be completed and ready to be occupied before businesses are forced to close.

IV. Alternatives

A. In its comments on the Draft Scope of Work, the Coalition requested that the City develop a range of Alternatives to explore different strategies to address the City's stated goals. The City's failure to craft any such Alternatives makes it impossible to engage in discussion about the full range of ideas.

In our comments on the DSOW we requested that DCP "analyze multiple alternatives that have the potential to better accomplish the [City's] stated goals ... To ensure a fair and genuine discussion, [a variety of] alternatives ... should be analyzed."¹³⁷ Specifically, we requested that the City develop Alternatives to explore the possibility of:

- Including any proposed retention areas inside the Jerome Avenue special district to enable heightened protection mechanisms, such as a restriction of allowable use groups to minimize competition for industrial and auto related businesses.
- Expanding the area(s) intended for retention to be continuous so as to promote consistent clusters of business activity without introducing conflicting residential uses and heightened market forces.
- Creating additional retention areas where significant numbers of auto businesses would be protected.
- Including more innovative land use proposals designed to strengthen the capacity of the area to generate quality blue collar jobs.
- Rezoning a smaller area / fewer lots, but permitting a greater residential upzoning on those lots. This alternative could potentially achieve the same number of new construction residential units (approximately 4000) without creating as much displacement pressure on existing automotive and residential uses.

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¹³⁷ Bronx Coalition DSOW Comments, p. 58

 Reducing the total amount of residential upzoning to match the amount of affordable housing the City believes can realistically be created in the area within the next 5-10 years given the limits of the City's capacity to move projects through the subsidy pipeline and likely disinterest of developers in accepting such subsidies after the local housing market has strengthened.

Despite these requests, the City failed to develop any Alternatives addressing the Coalition's goals. The City made this choice despite a specific obligation in the CEQR Technical Manual to consider and review a range of alternatives. The CEQR Technical Manual provides that "[t]he EIS should consider a range of reasonable alternatives to the project that have the potential to reduce or eliminate a proposed project's impacts and that are feasible, considering the objectives and capabilities of the project sponsor. If the EIS identifies a feasible alternative that eliminates or reduces significant adverse impacts, the lead agency may consider adopting that alternative as the proposed project." Although "[t]he only alternative required to be considered is the No-Action alternative ... the lead agency should exercise is discretion in selecting the remaining alternatives to be considered." This instance, DCP should have exercised its discretion to select an Alternative more reflective of the community's goals.

Even if the City ultimately declined to select such an Alternative in lieu of the Proposed Actions, the City's failure to even identify and evaluate an Alternative more closely aligned with the community's goals forecloses the possibility of any meaningful discussion about the feasibility and consequences of the community's ideas. Instead of including an Alternative based on the Coalition's comments within the realm of possibilities, the City discloses several Alternatives that fail to respond to our comments - the No-Action, Lower Density, and No Unmitigated Significant Adverse Impacts Alternatives - and concludes that none would sufficiently advance the Proposed Actions' goals. We are disappointed at the City's failure to develop Alternatives addressing the community's goals, which casts into doubt the legitimacy of the entire environmental review process. For the FEIS, we demand that the City develop an Alternative that addresses the Coalition's goals as outlined in these comments. This is the only way that decision-makers in this process will be able to fully evaluate the City's Proposed Actions as compared to the Coalition's suggested strategies.

B. The City's Expanded Rezoning Area Alternative moves even further from the community's goals by eliminating autoretention areas and bringing 1,000 more apartments to the neighborhood, most of which won't be affordable to current residents.¹⁴¹

¹³⁸ CEQR Technical Manual, Ch. 23: Alternatives, 23-1.

¹³⁹ CEQR Technical Manual, Ch. 23: Alternatives, 23-1.

¹⁴⁰ DEIS p. 20.2

¹⁴¹ We are choosing here to just evaluate the impacts of the Expanded Rezoning Area Alternative as the City has not provided enough information about the A-Application for us to understand what its impacts might be.

While the City disregarded our request to consider alternatives matching the goals of the community they instead chose to include an Expanded Rezoning Area as an alternative, citing an interest from Community Boards 4 and 5 and "other interested property owners."

Where the alternatives the Coalition requested all suggested a reduction of the rezoning boundaries or a reduction in the proposed zoning designations as a measure to retain auto businesses and limit the impact of new market-rate housing, the City's Expanding Rezoning Area Alternative suggests just the opposite, increasing the amount of new housing that could be built at the expense of the auto retention areas. This expanded alternative was never mentioned in the Draft Scope of Work; it was mentioned in one sentence of the Final Scope of Work¹⁴², a document that itself came out just 3 days before the ULURP process started.

This Expanding Rezoning Area Alternative is projected to increase new development over the original proposal by more than 1,000 units - a more than 25% increase in new housing. In terms of its scope this is essentially a brand new rezoning the City is proposing for Jerome Avenue, but with much less detailed analysis of its impacts. In the Alternatives chapter, the City conducts what amounts to a shortened EIS for the Expanded Rezoning Alternative - but the truncated nature of this analysis, and its location in the 20th chapter of what is already an incredibly long document, raise questions as to the City's transparency and honesty with the community.

To further complicate the issue, the City subsequently put out a Technical Memorandum, or "A-Application Alternative" that represents a smaller expanded rezoning, seemingly incorporating select geographies from the larger Expanded Rezoning Alternative. 143 Unlike the Expanded Rezoning Alternative, this A-Application does not provide a projected unit count or even attempt to analyze the potential impacts that the expanded boundaries might bring. This leaves community residents in the dark as to what specific rezoning proposal the City is even considering, let alone the impacts it will have upon our neighborhood.

1. Housing

The City's original rezoning proposal projected that it would bring 4,008 new apartments to our neighborhood, 3,230 more than would occur with no rezoning. These numbers grow significantly under the Expanded Rezoning Alternative, which the City projects would bring 5,055 new apartments. That means 1,047 additional new apartments that would be coming to Jerome if these expanded boundaries were adopted, a 26% increase in projected units.

As we have detailed throughout our comments, both here and in response to the DSOW, our Coalition is already incredibly concerned about the number of market-rate apartments the Proposed Actions are likely to bring into the community - particularly since we believe that the City's improper determinations regarding "projected development sites" have the effect of underplaying the likely impact of the Proposed Actions. This Expanded Alternative only increases this concern. The more the City increases the possibility for new residential density and with it new housing, the greater the possibility that our local housing market will change, causing the production of fewer subsidized housing units and an increase in new market-rate units that will be out of our reach.

¹⁴² Final Scope of Work, p. 61

¹⁴³ See "Technical Memorandum 001, Jerome Avenue Rezoning,"

2. Auto Businesses

The increase in projected units this Expanded Rezoning Area Alternative will bring come almost entirely at the expense of the M and C8 zoned retention areas included in the original rezoning proposal. The expanded rezoning would eliminate the 4 auto retention areas from the original proposal and replace them with R8A residential districts. This would lead to a total decrease of 155,116 square feet of auto-uses - 57,114 square feet less than the original proposal.

One of the stated goals of the original proposal was to, "Maintain zoning for heavy commercial and light industrial uses in targeted areas to support mixed uses and jobs." 144 Yet the Expanded Rezoning Area Alternative does away with this goal entirely. It is unclear to us, in light of this, how the City can arrive at the conclusion that this expanded rezoning still meets the goals of the original proposal.

C. The Coalition proposes that the City significantly reduce the scale of the rezoning - or vote it down altogether.

The Bronx Coalition for a Community Vision would sooner have no rezoning at all than the Proposed Actions or the larger-scale Alternatives that are currently being considered - each of which would invite a huge influx of luxury housing that would fail to meet the community's needs, while creating significant displacement risks for current residents. At the same time, we believe that it might yet be possible for the City to develop an Alternative that invites the creation of more affordable housing than the No-Action Alternative without an accompanying surge in unregulated housing, thereby mitigating the risks of secondary displacement.

Once the City performs revised displacement analyses that take into account the full extent of displacement risks, the Coalition believes that the City will find significant adverse impacts related to displacement and be required to develop both mitigations and alternatives that seek to mitigate these adverse impacts. We call on the City to develop an Alternative in the FEIS that significantly reduces the scale of the rezoning in such a fashion as to reduce the number of projected units by half - a strategy we believe could mitigate the (true) risk of displacement, while still generating a substantial number of units of affordable housing in our community.

While it is ultimately up to the City how it achieves this smaller-scale rezoning, we suggest that the City could shrink the boundaries of the proposed rezoning area, lower the zoning designations on certain sites, and/or leave a certain number of C-8 or M sites with their current zoning designations in order to scale back the magnitude of the rezoning. In crafting this new Alternative, there are several reference points the City can refer to to start:

 The Bronx Coalition's Out of Gas report, attached as Appendix B, identifies 55 lots¹⁴⁵ that could be removed from the rezoning with the goal of preventing displacement of a greater number of

¹⁴⁴ DEIS p. 1-27

¹⁴⁵ Out of gas: maps page 8 Expanded retention zones:

The southernmost zone includes an additional 11 lots

The West Side of Jerome south the Cross Bronx includes: 22 lots

auto-businesses, 93 in total. In addition to retaining auto businesses - a vital source of goodpaying jobs for our community - removing these sites from the rezoning would reduce the projected number of units by 486.

The City's own Lower Density Alternative in the Alternatives chapter of the DEIS considers a rezoning with some lower proposed zoning designations. In this alternative the City considers reducing three proposed R8A areas to R7A, while reducing an R7D district to R7A.146 Lowering the zoning designations in this fashion, the City claims, would produce 858 fewer units as compared to the proposed rezoning. 147 While this is still insufficient to reduce the rezoning at the scale the Coalition has requested, there are still further zoning designations that DCP could reduce - mostly notably the proposed R9A and C4-4D districts. The R9A district, in particular, would represent some of the highest residential FAR currently allowed anywhere in the Bronx and a massive increase considering the majority of this area has a current residential FAR of 0.

The reduction the Coalition is asking the City to examine is not unreasonable, and in fact follows a precedent set by recent rezonings elsewhere in the city. For instance, in the recently-approved East Harlem rezoning, the City Council made several modifications to reduce the scale and density of the rezoning, in some instances lowering the proposed zoning designations and in others the maximum permitted residential FAR. These reductions in the scale of the rezoning comprised:

- Changing an M1-6/R10 district to an M1-6/R9, reducing the max FAR from 12 to 8.5
- Changing an R9 district to an R7D, reducing the max FAR from 8.5 to 5.6
- Changing an R9A district to an R8A, reducing the max FAR from 8.5 to 7.2
- Changing an R10 district to a modified R9, reducing the max FAR from 12 to 9
- Using the East Harlem Corridor Special District to reduce maximum FARs in M1-6/R10, R10, C6-4 and C4-6 districts from 12 to 10, 9 or 8.5 depending on the designation and geography

In some cases the FAR was lowered through the use of Special District text, a tool the City could also use for this rezoning as part of the Special Jerome Avenue District. Ultimately, the changes implemented in the final stages of the ULURP process for the East Harlem rezoning reduced the projected number of units the rezoning would bring by 806 units - a 23% decrease in anticipated new development.

The Coalition asks that within the FEIS, the City create and consider the adoption of an Alternative that uses similar strategies to achieve a significantly smaller rezoning - a reduction to a total of 2000 new apartments instead of the roughly 4000 that would be generated under the Proposed Actions. We believe that an Alternative could be crafted that would trigger the permanent affordability requirements of the Mandatory Inclusionary Housing program to the greatest extent possible, encourage the continuation of the City's successful strategies of building subsidized housing in our community, limit the risk of secondary displacement triggered by an influx of thousands of market-rate apartments, and preserve more of the auto businesses in our community - thereby mitigating many of the risks we have emphasized throughout these comments. However, if the City will not heed our call to develop such an

The East SIde of Jerome south the Cross Bronx includes: 6 lots

East Side of Jerome only cluster, 3 lots Northernmost expanded cluster: 13 lots

¹⁴⁶ DEIS, p. 20-30

¹⁴⁷ DEIS, Table 20.5.1-3, p. 20-34; note that this 858 number, cited throughout the Lower Density Alternative section, seems to be a typo; when we do the math based on DCP's numbers we arrive at an increment difference of 498 fewer units

Alternative, we urge the Commission to reject both the Proposed Actions and all Alternatives offered by the City in the DEIS, and to vote NO on the rezoning.

V. Mitigation

The Coalition believes that the City has significantly understated projected development in the study area, and the magnitude of the direct and indirect displacement impacts the rezoning is likely to cause or accelerate. Once the City has corrected the flawed assumptions and methodologies that undergird its projections - as it must to meet the requirements of both the CEQR Technical Manual, and state law - we believe that the FEIS will reveal significant adverse impacts that the City will face a duty to mitigate. Below, the Coalition proposes a range of strategies we believe can serve to mitigate displacement of residents and businesses. We urge the City to analyze and adopt these strategies as part of the FEIS, and we will continue to advocate for these strategies both within and beyond this rezoning process.

A. Housing

1. The City should implement a citywide "no net loss" policy.

- The City should conduct a baseline assessment of affordable housing units within
 the city, broken down by neighborhood and affordability level (by income bracket).
 This inventory should include information on number of units, rent level of units,
 household size, and income of inhabitants. Based on the inventory, citywide and
 neighborhood-specific goals should be set for preservation of housing affordable to
 the lowest-income families.
- Specifically, each community and the City as a whole should have separate goals for the number and share of units affordable to families making between \$18,000 and \$20,000; \$20,000 and \$25,000; and \$25,000 to \$30,000. Every year, the City should update its numbers to see how much housing at each level has been won and lost and adjust its strategies to ensure no net loss of units affordable at each bracket. This policy could be modeled after the no net loss policy that was passed in Portland in 2001, which assessed the number of units below 60% AMI in Portland's Central City and established a goal to retain at least the current number and type of housing units affordable at this level.

2. Fewer units, deeper affordability.

 The Coalition is proposing fewer units at deeper affordability to enable residents within the very low or extremely low income bracket can also afford the rent and have an opportunity to continue living in their community and not be forced out.

- The City could create fewer units by leaving more M sites zoned as-is a change that would also preserve more of the auto businesses in the community – and reducing the amount of residential upzoning on other sites.
- The Council reduced the number of units created by both the East New York and East Harlem rezonings within the final stages of the ULURP process for those rezonings. For this rezoning, the Coalition is demanding a more significant decrease: that the City cut the total number of units the rezoning will bring in half. A reduction of this scale is critical to avoid destabilizing our neighborhood. By the City's own projections, at least half of the units the City is currently projecting will be unregulated, creating a market for luxury housing that puts the current community at risk.

B. Good Jobs & Local Hire

We believe that the creation and maintenance of well-paying, career-track jobs for current community residents is an essential strategy to combat residential displacement.

- 1. Create a "responsible contractor" requirement for developers seeking HPD subsidies.
- A Responsible Contractor is a contractor or subcontractor who pays workers fair
 wages and benefits as evidenced by payroll and employee records. "Fair benefits"
 may include, but are not limited to, employer-supported family health care
 coverage, pension benefits, and provide safety training. 'Fair wages' and 'fair
 benefits' are based on relevant market factors that include the nature and location
 of the project, comparable job or trade classifications, and the scope and
 complexity of services provided.
- 2. Implement a policy to require developers who take HPD subsidies to negotiate with community groups to sign legally enforceable contracts to provide local benefits such as open spaces, schools, and local jobs.
- A community benefits ordinance requires developers receiving subsidies above a
 certain dollar amount to negotiate contracts (community benefits agreements) with
 local groups for concrete local benefits, such as local hiring and procurement and
 community spaces.
- This policy could be modeled after the Detroit community benefits ordinance.

- 3. Make local hiring and procurement a requirement of any projects for which an agency, such as HPD or the Economic Development Corporation (EDC), issues a Request for Proposals (RFPs).
- When City agencies or the EDC initiate projects, they put out RFPs for developers who want to build the projects. Currently, many of these RFPs include local hiring and procurement *goals*, but not hard requirements.
- Agencies should instead include specific local hiring and procurement requirements in RFPs and state that developers who are prepared to meet those requirements will be given preference in the selection process.

4. Invest in job training & education for local residents in existing and emerging sectors.

- Fund GED programs.
- Fund local pre-apprenticeship programs and outreach for those programs, and implement them before construction projects begin so that there is a pool of skilled local workers available for contractor and subcontractor participants of HireNYC.
- Provide scholarships, childcare, and other support to residents so they can access pre-apprenticeship programs.
- Create job training and transitional job programs within HRA and SBS that train residents for jobs in the sectors where new jobs are being created.
- Provide training to existing auto workers to strengthen their skills and ensure the
 future viability of their businesses. This could include training programs that help
 auto businesses in the area obtain the necessary licenses and meet environmental
 standards. Trainings should be offered in the dominant language of the workers
 and/or support the development English language skills.

C. Commercial Tenant Anti-Displacement

- 1. Provide financial and technical assistance for those businesses that are displaced through the rezoning and forced to relocate.
- The City should offer support, including funding, for local, small businesses in the rezoning area to help cover the cost and needs of relocation. This would apply to local retail and restaurants and auto related businesses.

- 2. Expand the auto retention zones where auto-related businesses including auto parts, security and audio stores—can remain and be protected.
- The City should keep and expand the auto retention areas it has identified within the rezoning plan. The City should also identify the best mechanisms for protecting and strengthening this area.
- DCP should set goals for the total amount of auto-related activity that should take
 place in these areas, and seek to prohibit specific uses that would otherwise be
 permitted by the current zoning uses but that would compete with the intended
 goals of the area (such as hotels in C8 zones).

3. Limit commercial rent increases in HPD-financed developments.

 HPD offers developers subsidies for a lot of mixed-use projects that have both housing, and commercial space on the ground floor. Through citywide legislation or HPD policy, HPD should also provide below-market rents and/or limit rent increases for the ground-floor tenants. HPD should also prioritize existing local businesses to move into these spaces.

Authors of These Comments

These comments were prepared by the Bronx Coalition for a Community Vision, with the assistance of its technical assistance providers.

The Bronx Coalition for a Community Vision is grounded in the belief that community members are the experts on the issues that most affect their lives. Since the Coalition formed in late 2014, the Coalition has hosted dozens of meetings to educate community members about the City's plans, engage residents in conversations about current needs and challenges the community faces, develop policy solutions based in our shared experiences, and prioritize and advocate for these proposals. Coalition members include Community Action for Safe Apartments-New Settlement Apartments, Latino Pastoral Action Center, Northwest Bronx Community and Clergy Coalition, Mothers on the Move, United Auto Merchants Association, Faith In New York, Local 79, Plumbers Local No. 1, NYC District Council of Carpenters, Greater NY-LECET, and 100 Black Construction Workers.

The Association for Neighborhood and Housing Development (ANHD) is a membership organization of New York City neighborhood based housing and economic development groups, including CDCs, affordable housing developers, supportive housing providers, community organizers, and economic development service providers. Our mission is to ensure flourishing neighborhoods and decent, affordable housing for all New Yorkers.

The Center for Urban Pedagogy (CUP) is a nonprofit organization that uses the power of design and art to increase meaningful civic engagement. CUP projects demystify the urban policy and planning issues that impact our communities, so that more individuals can better participate in shaping them. CUP designed the graphics that appear throughout this report.

The Equitable Neighborhoods Practice of the Community Development Project (CDP) at the Urban Justice Center works with grassroots groups and community coalitions to help make sure that people of color, immigrants, and other low-income residents who have built our city are not pushed out in the name of "progress". CDP works together with partners and clients to ensure that residents in historically under-resourced areas have stable housing they can afford, places where they can connect and organize, jobs to make a good living, and other opportunities that allow people to thrive.

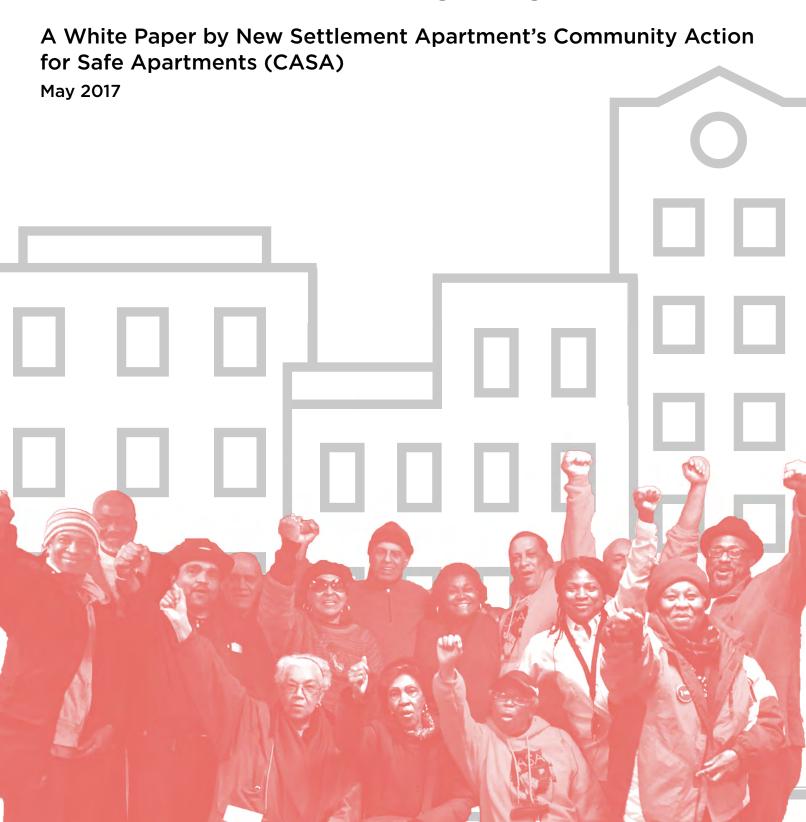
Pratt Center for Community Development is a university-based urban planning and policy organization that works with community-based groups throughout New York City to help them plan for and realize their futures. We develop innovative models for sustainable and equitable communities directly shaped by our on the ground experience with community-based organizations and small businesses throughout New York City. Our policy work is grounded in the day-to-day realities of a diverse range of New Yorkers.

Appendix A - "Resisting Displacement in the Southwest Bronx: Lessons from CASA's Tenant Organizing," A White Paper by New Settlement Apartment's Community Action for Safe Apartments (CASA), May 2017

Appendix B - "Out of Gas: How the City Can Do Better for Jerome Avenue's Auto Workers," A White Paper by the Bronx Coalition for a Community Vision, August 2017

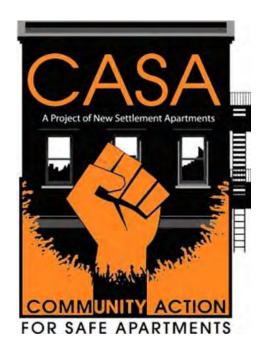
Resisting Displacement in the Southwest Bronx:

Lessons from CASA's Tenant Organizing



Acknowledgements

A Report By



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&

Introduction

This is a critical moment for the Southwest Bronx.

A potential rezoning is imminent, and could have devastating impacts on low-income tenants of color, their communities, and the state of affordable housing.

Community Action for Safe Apartments (CASA) has drawn on our organizing experience, coalition work, previous research and the experiences of the tenants we work with to draft this white paper.

In the following pages, we:

- Present a clear and accurate definition of displacement and counter the false assertion that most tenants leave neighborhoods by choice;
- Explain the tactics that landlords already use to exert displacement pressures on low-income tenants of color;
- Emphasize the risk of increased displacement posed by rezoning, and in particular the Jerome Avenue rezoning, when new housing is not genuinely affordable and there are insufficient protections against displacement;
- Offer solutions that would protect tenants from displacement, allow them to remain in their homes, and preserve their communities.

Who We Are and Where We Work

Community Action for Safe Apartments (CASA), has been organizing for safe and affordable housing in the Southwest Bronx for more than 11 years. As a project of a larger nonprofit, New Settlement Apartments, that is both a landlord and a social service agency, we also know the ins and outs of what it means to provide truly safe and truly affordable housing.

CASA's tenant organizing work is rooted in preventing displacement and harassment through tenant education, the formation of tenant associations, and empowering tenants to collectively exercise their rights. Our work is centered in the Highbridge and Concourse neighborhoods of

the Southwest Bronx, primarily situated in Community Board 4 (CB4). CB 4 is located within the poorest Urban Congressional District in the U.S.: almost 40% of residents in CB4 make less than \$18,500 per year, ^{1,2} and residents suffer from an unemployment rate of 9.2% compared to the citywide rate of 5.2%.³

In the last year, CASA has organized or provided technical assistance to over 90 buildings, which are home to more than 7,000 families. In the last year, over 4,000 tenants have attended our monthly membership meetings, workshops, tenant association meetings, and campaign meetings to develop and advance policy proposals that increase tenant protections and tenant power in the city. Unfortunately, all of the tenants we organize are part of CASA because they experience significant issues such as lack of repairs, landlord harassment, and unaffordable housing.



CASA members march to demand deeper levels of affordability in response to de Blasio's Mandatory Inclusionary Housing plan.

Why This Paper

When, in September 2014, the city announced its plans⁴ for a rezoning⁵ that would change the use of 73 blocks on and around Jerome Avenue, facilitating the construction of privately owned residential buildings and impacting approximately 98,000 households,⁶ we were immediately concerned about increased speculation and pressures of displacement. We helped form a coalition⁷ to respond to the Jerome Avenue rezoning and to create a set of solutions⁸ that could offer a

path to create investment and development without displacement.

But a key challenge to advancing that work has been lack of consensus about the nature of displacement itself.

City and elected officials who craft policies about how land is used and what kind of affordable housing should be subsidized have consistently told us that rezoning doesn't cause displacement. We are writing this paper to rebut that argument, to document the lived collective experience of displacement, and to demonstrate how, if we don't intervene now or if we intervene in the wrong way, it will get worse.



Residents of 315 East 167 Street celebrate uniting together to form a Tenant Association.

We are writing this paper because we think we can and must do better. When neighborhood change is discussed, we are constantly presented with false choices. Do we choose to endure unsafe conditions or do we leave our homes? Do we choose safe, stable, career jobs or deeply affordable housing that reflects neighborhood needs? Do we choose affordable housing or do we make our neighborhoods "investment worthy?" These aren't choices, they are ultimatums. They don't reflect possibilities, they reflect power. Rather than presenting communities with these false choices, we believe the City should use its power to create thoughtful, bold policies that combat displacement and support responsible and smart development.

To develop grounded solutions, we have to understand what displacement is, its history in the Southwest Bronx, and the current threat it poses.

What is Displacement and Why Does it Matter?

Displacement as Forced Movement

Displacement is forced movement, or movement minus power and choice. It is when people don't want to move but have to because of forces outside of their control. It's about why they move, who benefits from them moving, and what forces cause them to move.

Displacement is incredibly harmful and destabilizing. We know that eviction is an extremely traumatic event that can lead to suicide. We know that mass displacement from formerly tight-knit, culturally-rich communities is an experience that breaks apart social networks, takes away people's pride, sense of self, and community, and takes years from which to recover. 11

Displacement is about race and class. One way to tell New York's history is to tell it through the history of land use and the forced movement of black and brown, immigrant, and mostly poor and working class people. Displacement is one of the many mechanisms of institutional racism that has to be dismantled in the long road towards racial and economic justice.

Why Displacement in the Southwest Bronx Should Concern Everyone

Displacement can have a devastating impact on the families and people who are displaced, and it also reaches well beyond the individual or the family level. Displacement is about neighborhoods as a whole, and about the overall supply of affordable housing in our city. What we choose, or fail, to do about displacement reflects our values. Our choices about displacement reflect choices about which people matter, for whom we should build, and who we should protect.

Displacement in the Southwest Bronx in particular is a warning sign about the stability of our city's neighborhoods and the ability of low-income people to live here.

98,000 households live within a half mile of the Jerome Avenue study area: the area of land the city is contemplating for rezoning.¹² Most of the land in the Jerome Avenue study lies in poorest urban congressional district in the country, approximately three-quarters of all of the housing is rent stabilized, and close to half of residents pay more than 50% of their income towards rent, making them severely rent burdened.¹³



Tenant Leader Lamar Howell of 955 Walton Avenue facilitates at a tenant meeting for the first time!

Every time a rent stabilized tenant leaves their apartment, landlords are legally allowed to increase rents by at least 18%. 14 On top of this, landlords can raise rents by passing off the costs of Individual Apartment Improvements and Major Capital Improvements for repairs and renovations made to the apartment during its vacancy, making the legally allowed rent increases significantly higher. 15 This means not only do tenants lose a rent stabilized apartment, but the apartment is made less affordable for others in the community and eventually becomes part of the open market. Thus, displacement pressures, which lead to tenant push-out, risk jeopardizing the overall affordability in the community.

Because the Bronx is home to the highest percentage of rent burdened tenants in the city, this risk is particularly acute. ¹⁶ If rents rise to \$1,875, only 10% of Community Board 4 and 5 residents could afford them. ¹⁷ When tenants can no longer sustain a massive rent burden—paying upwards of 50% of their income towards rent—or cannot double up, they must leave their homes. And because the Bronx is currently home to some of the lowest rents in the city, there is no other neighborhood in the city to go to. ¹⁸

Already, people can barely afford to live in the Southwest Bronx. Creating additional pressures that increase rents, speculation and harassment will likely mean that tenants will leave the city altogether. We risk becoming a city where poor and working class tenants can no longer live.

The History of Displacement and Community Organizing in the Southwest Bronx, and Implications for the Current Context

In order to talk about the current context of displacement in the Southwest Bronx, we need to look at history. There is a common critique that community members are only objecting to rezoning plans because people "have been conditioned to the fear of change." We know that residents are not afraid of change in the abstract; they are drawing on real experience and real history. Current community members have lived through many types of displacement and neglect and experienced repeated trauma as a result. It is not that people are just afraid of change. They have repeatedly experienced change in the form of harassment and displacement. Rather than dismissing their concerns, we have to be even *more* careful in communities that have lived through such experiences.



1111 Gerard Avenue Tenant Leader Marjorie King speaks out against the building-wide illegal rent overcharges at a press conference!

Over the last few decades, the history of the neighborhood for many Southwest Bronx residents is one of disinvestment and displacement. Since the founding of our nation and continuing today, city, state, and federal housing policies —many founded on overtly racist ideologies —have shaped the housing landscape and perpetuated segregation and inequality. We highlight several policies here to provide a snapshot of how

displacement has occurred in the Bronx historically. This is not an exhaustive list, but rather components of a larger, deeply traumatic history.

As part of New Deal legislation in the 1930s and in response to the Great Depression, the federal government created programs designed to save small homeowners from foreclosure and make it easier for people to take out loans to build and purchase homes.²⁰ But these benefits were not equally available to everyone. Federal agencies involved with mortgage refinancing and lending created maps that rated neighborhoods according to the level of investment risk, assigning the lowest ratings to neighborhoods where there was a "threat of infiltration of foreign-born, negro, or lower grade population."²¹ This practice of "redlining" (so called because low-rated neighborhoods, including many in the south and central Bronx, 22 were colored in red on the federal government's maps) prevented people of color from accessing mortgages backed by the government and "destroyed the possibility of investment wherever black people lived."23 With entire neighborhoods deemed ineligible for federal loan guarantees, private lenders steered clear, causing housing to deteriorate and property values in communities of color to plummet. At the same time, the government facilitated "white flight" from New York City and other urban areas by offering white families sizable government subsidies to purchase homes in high-rated white areas in the suburbs.²⁴

In the 1960s, Robert Moses— (in)famous for overseeing billions of dollars of public works projects that fundamentally reshaped New York City²⁵ and displaced half a million people²⁶—advanced a vision for the Bronx which furthered segregation in the borough. The Cross Bronx Expressway was constructed, displacing 5,000 residents and isolating the low-income communities of color in the South Bronx from the rest of the borough.²⁷

Subsequently, in the 1970s, the Bronx experienced a decade of fire. "[R]ocked by the decline of manufacturing and the flight of the white middle class to the suburbs" 28 —white flight that had been fueled by federal policy and took a substantial hit to the city's tax base —New York found itself in a budgetary crisis. Seeking to cut costs, the City reduced essential services, cutting fire services "in a way that stacked the deck against poorer neighborhoods ... [and] allowed smaller fires to rage

uncontrolled in the city's most vulnerable communities."²⁹ More than fifty census tracts in the Bronx lost half or more of their buildings to fire and abandonment, resulting in "blocks and blocks of rubble"³⁰ and exacerbating the effects of years of redlining, segregation, and divestment.³¹ Although ordinary fires caused most of the destruction, some landlords deliberately burned down buildings in order to cash in on the insurance payouts.³²



CASA members' victory pose in reaction to Mayor de Blasio's commitment to supporting Right to Counsel.

Throughout this history of rampant displacement, residents have organized and fought back. Community groups, such as Banana Kelly, empowered residents to take control of the land, reconstruct the buildings through sweat equity, and build community. This period of reconstruction stretched beyond the '80s and into the '90s as non-profits rehabbed buildings, rebuilt the infrastructure of the community, and started to provide social service programs.³³

Residents have remained in their community despite governmental failure. They have lived through decades of racist housing policy. They rebuilt the Bronx with their own hands. But those fights aren't over. Tenants today continue to fight in the legacy of those who rebuilt the Bronx. In addition to those struggles, current residents are now are faced with a rezoning, which they experience as a continuation of this history.

Current Tools and Tactics that Landlords Use to Displace People in the Southwest Bronx

Our previous research and the experiences of our members demonstrate that landlords in the Southwest Bronx are already employing multiple long-term strategies in their attempt to displace rent-stabilized low-income tenants of color and to prepare and upgrade the current housing stock for future, whiter, higher income-earning tenants.

- The first tactic is to deny tenants decent living conditions, quality repairs, and essential services in an attempt to make their homes unlivable.
- Second, landlords exploit several city and state housing laws, capitalizing on loopholes and lack of enforcement mechanisms which allow them to unjustly increase the rent burden on rent-regulated tenants. They use the Major Capital Improvement (MCI) program to impose additional charges on tenants. They also add confusing and often unwarranted fees to tenant's rent bills, knowing that it will be difficult to challenge them. And they exploit the system of preferential rents to threaten tenants with rent increases if they organize.

These tactics and tools, which are explained in detail below, ultimately create the conditions necessary to facilitate tenant displacement: the forced removal or movement of people out of their communities. The rezoning process will increase financial incentives for landlords to utilize these tactics already at their disposal.

Displacement Tactic: Denial of Basic Services and Repairs

Landlords in the Southwest Bronx subject tenants to deplorable conditions. Many working-class tenants of color are denied heat and hot water, experience constant leaks and mold, live with un-repaired collapsed ceilings and broken windows, are exposed to lead, and have no gas for months.

This denial of basic services is designed to create harsh

environments in which tenants must either endure unsafe and substandard living conditions, or leave the Southwest Bronx. Obviously, neither choice—being displaced from one's home and community or living in substandard conditions—is a viable option. Unfortunately, many residents are put in a position to choose either/or.

It is incredibly hard for tenants to compel unwilling landlords to complete repairs. The complaints system places the onus on the tenants, and there are numerous barriers to navigating the system. Tenants can make complaints to the super or management office. If ignored, tenants can then call 311 to make a formal complaint with the New York City Housing and Preservation Department (HPD), which, upon inspection, can result in a violation for the landlords. Many landlords understand that they will not be penalized in a meaningful way, and thus do not respond to orders to complete repairs. If landlords do respond to complaints or violations, they often perform patch-work repairs that don't address the actual issues. A collapsed ceiling with a leak may merely be plastered up, without the landlord ever actually addressing the plumbing or pipes.

By refusing to spend money on quality repairs, landlords increase their profit margins. Meanwhile, tenants are forced to complain to the City or to confront the landlord, which exposes them to risks of harassment and threats. Persistent or outspoken tenants can then end up in housing court fighting for the future of their home, stability, and family.



Tenant Leader Luciano Manzueta exposes the kind of conditions tenants at 1221-25 Sheridan Avenue have been living with for months to the press.

Previously collected data demonstrate that this tactic is already in use by landlords in the Bronx. In fact, a survey of neighborhood residents conducted for the Bronx Coalition for a Community Vision policy platform found that 57% of respondents reported problems getting repairs done, 27% have lived without basic services, and 33% have seen a decrease in maintenance services in their building. And data show that it is challenging for tenants to navigate the systems to make repairs or to get positive results. In a 2015 report by the Stand for Tenant Safety Coalition, 71% of tenants rated their experience reporting a problem to 311 as fair or poor. For many tenants, problems were never addressed: 58% said they did not think that calling 311 led to the problem being resolved.

This displacement tactic is already in the playbook of unscrupulous landlords. If landlords feel that, as the result of rezoning, they stand to profit even more from displacing low-income tenants, those tenants will be at increased risk of being subjected to denial of basic services and repairs. As we discuss in our recommendations section, additional protections are crucial.

Displacement Tactic: Loopholes and Lack of Enforcement in Laws: MCI's, Non-Rent Fees and Preferential Rents

Landlords are exploiting weak laws to exert displacement pressures on tenants. The three primary legal loopholes are: Major Capital Improvements, non-rent fees, and preferential rents.

Major Capital Improvements (MCIs)

Major Capital Improvements (MCIs) were enacted into law as part of rent stabilization in order to incentivize landlords to maintain their buildings and allow them to do building-wide systemic upgrades such as replacing boilers, roofs, or all the plumbing. MCIs pass along the total cost of these repairs to tenants as a permanent rent increase that continues to be paid for the lifetime of the tenancy, even after the initial investment is recouped. But the MCI system was not an effective policy for maintaining buildings, as landlords chose insurance payouts during the decade of fire as 80% of buildings in some Bronx neighborhoods were reduced to rubble.³⁷

The MCI law is still on the books, despite the fact that it is no longer a necessary policy, given today's thriving real estate market and the almost guaranteed returns that landlords of rent stabilized yield on their investments (41 cents for every dollar invested). Furthermore, landlords are profiting highly off the program. A 2016 article reported that the MCI program "will allow city landlords to reap [a] windfall estimated to be more than \$270 million" that year. 39



The Tenant Association of 1475 Sheridan Avenue protests MCIs and announce the filing of a Supreme Court case in response to the conditions they endured during months of renovations.

Today, the MCI system is used by landlords as a way to impose an additional rent burden on tenants. For example, in 11 buildings CASA is currently organizing in, representing 900 families, the average MCI permanent rent increase in a 2-bedroom apartment will be \$126. In rent-stabilized apartments, landlords are prohibited from imposing an annual MCI increase that exceeds 6% of a tenant's rent. However, landlords can flout this limitation because enforcement only takes place if tenants report the violation, and tenants often are either unware of their rights or afraid of retaliation if they challenge their landlord. And even if tenants do attempt to challenge the increases, they must go through an administrative process with the New York State

Division of Homes and Community Renewal (DHCR) that can take anywhere from two months to years to be approved.

Non-Rent Fees

Non-rent fees are another area where landlords have used legal loopholes and lax enforcement to exploit low-income tenants and drive up rent burdens. Non-rent fees are charges that are added to tenant's rent bills. These include fees for appliances, legal fees, repairs fees, and damage fees. These fees are often confusing and unwarranted: arbitrarily applied to unsuspecting tenants on their monthly rent bills. Some non-rent fees are legally permitted, but some are not, and lack of clarity in DHCR regulation leads to abuse of the law.

Tenants can refuse to pay these fees, but many pay anyway because they are unaware of their rights or concerned about retaliation. While landlords cannot take a tenant to housing court for non-payment of fees, many tenants end up in housing court unrepresented and unaware of their rights. In these cases, a landlord's attorney may successfully include the non-rent fees on a stipulation, thus obligating the tenant to pay them.



Tenant Leader Daisy Bautista knocks on doors at 1005 Walton Avenue, encouraging neighbors to join the court case for repairs.

As with MCIs, many tenants do not challenge fees, even illegal ones, because they are not aware they can, do not know how, or are afraid to do so. Even if they do pursue a challenge, tenants' only recourse is to file an administrative overcharge complaint with DHCR. As documented in our previous report, this is a lengthy process that can take months or even years,

and is challenging to navigate: tenants must collect numerous documents, have a legal team review them and draft a brief, and then submit that information. 41 Moreover, there is a four year statute of limitations, so if a tenant does not challenge the fee within four years of the time it was first charged to them, they are barred from bringing a claim. And when tenants do win these administrative cases, their monetary gains are applied toward their rent in the form of rent reductions: leaving the tenant feeling vulnerable by not paying their full rent, or putting them in the position of having to file an additional complaint if the rent reduction is not applied. While our research found that tenants who had filed overcharge complaints were overwhelmingly successful, relying on such a long, administrative process for relief is not a successful solution as the burden is still on the tenant.42

Our previous research has shown patterns that point to the likelihood that landlords are using fees to increase tenant's rent burden in an attempt to displace them from their homes. Our report, The Burden of Fees, demonstrated the extent to which landlords can exploit this fee system to increase their profits and burden tenants. 81% of tenants surveyed had been charged a fee on their rent bill. 43 From the rent bills we reviewed, the average tenant was being charged an outrageous \$671.13 on their most recent rent bill. For these low income tenants, such a sum represents a significant increase in their rent burden. Our subsequent report addendum to The Burden of Fees expanded this research beyond the Bronx and demonstrated that the charging of fees was a pervasive issue for low-income tenants citywide.44

Preferential Rents

A final law that landlords exploit to promote displacement is that of preferential rents. The maximum or legal rent that a landlord may collect from rent stabilized tenants is subject to city and state regulation. While landlords cannot charge above the specified rents, they can charge a lower, "preferential rent" if they choose to do so.⁴⁵ For example, if a landlord in the Bronx can legally charge \$1,385 for a one-bedroom but the current market only yields \$1,200, the landlord can choose to rent out the apartment to a tenant at the lesser rent, calling it a preferential rent. A landlord must properly inform tenants they are signing a preferential rent lease, but sometimes fail to do so. These preferential rents are not permanent: once the lease expires in a year or two, the landlord can eliminate the preferential rent and charge the full legal allowed amount. Currently, approximately 23% of all rent stabilized tenants have preferential rents.46

Preferential rents can be exploited to promote displacement in several ways. They can be a deterrent to organizing. Landlords can use the threat of discontinuing a preferential rent to suppress tenant organizing activities, and to keep tenants from reporting hazardous conditions or harassment. Tenants with preferential rents living in bad conditions who choose to exercise their rights must make a conscious choice to put themselves at risk of losing their preferential rents. In addition, tenants who are not aware they are being charged a preferential rent can be completely unprepared when their rent changes suddenly. Tenants can watch their rents rise inexplicably from \$1,000 to \$1,500, and be left without having any actual legal claims to fight the sudden rent increase. Moreover, tenants who actually are overcharged when their preferential rent ends may not be aware of this, or of the fact that they do have legal recourse.



CASA members testify in support of Intro-214A, Right to Counsel, at City Council chambers.

Landlords exploit legal loopholes and lack of enforcement in these areas—MCIs, non-rent fees, and preferential rents often in combination with one another. These tactics serve to increase the rent burden on tenants. Coupled with denying basic services and repairs, these landlord tactics contribute significantly to displacement pressures. Historically, housing court has also contributed to displacement, as it was used as an eviction mill by landlords, who capitalized on the fact that most tenants were there without legal representation. CASA has organized around this issue for years, and is excited that the Mayor has announced support for Right To Counselproviding legal representation to low income tenants in housing court. However, at the time of this report, the law has not yet passed. Our recommendation section discusses the need for

passage, implementation and monitoring to ensure that housing court is no longer a site of displacement for tenants.

If rezoning increases the financial gains that landlords stand to make by displacing tenants, there will be more incentive for landlords to use these tactics to push tenants out.

Tenant Profile

Batista

1485 Macombs Road
Interview translated from Spanish

Batista has been in the Bronx over half her life, living 27 years in her current 'building. After a 16-year career as a school bus driver, she recently resigned to care for her sick father as a health attendant. She is active in CASA, as well as the tenant association of her building.

Batista has been in the Bronx over half her life, living 27 years in her current building. After a 16-year career as a school bus driver, she recently resigned to care for her sick father as a health attendant. She is active in CASA, as well as the tenant association of her building. Batista has experienced numerous harassment tactics from her landlord. She has been charged fees by the landlord "without specifying...or saying what those fees are." She suddenly began receiving fees for a washing machine, despite never having been charged these fees in the past. "I felt very bad," she says, "very frustrated, because every month it kept accumulating and accumulating." She has also experienced landlord refusal to do repairs. And four years ago. Batista and other tenants applied for and were granted a rent reduction, but her landlord never actually reduced her rent, capitalizing on the fact that she was not aware the reduction was supposed to have taken place. "He was supposed to reduce everyone's rent who signed the application," she says, "and because I didn't know, he didn't reduce it. He stayed quiet. He was supposed to reduce it automatically, and he hasn't given it to me." These harassment tactics take a toll. "I felt really bad," she says, "because from one moment to another...they raise your rent without you expecting it...You feel bad and then you are harassed...[T]hey don't make repairs."

The landlord hires a changing cast of people who Batista feels harassed by. "I have never seen the landlord," she says, "nor the manager." They operate by changing manager after manager." "We live nervously," she says. "I've felt very depressed," she continues, "because they knock on your door—POW POW POW—like they own the apartment, like they pay the rent. So you have to open the door, and there's always

two people...I don't know who they are because they're not the landlord but representatives of the landlord. And they're always wanting to take pictures of my home."

But reporting these issues has its own risks.

"I even am afraid to call 311," she says. "When they find out you make complaints, right away, they send you to court. I even almost spent 5 months going to court. They wouldn't close the case without me owing them or nothing, they wouldn't close the case, just to bug me so I would lose another day of work going to court." She sees these tactics as part of an attempt to displace tenants. "[T]he people who have been long-term in a building, they abuse so much, because what they want is that people leave so they can rent out to someone else. ...what they want is to harass you in such a way that you will leave."

Batista advocates for "more, stronger laws against landlords because they abuse tenants so much." "Stronger laws," she says, "[t]o give you more security and confidence because you live with fear...you live with the fear that they can displace you at any moment."

"[W]hat they want is to harass you in such a way that you will leave."

Tenant Profile

Ram Bhul

1591 Townsend Avenue

Ram Bhul grew up in British Guyana, and came to New York at 16 with his family. He has lived in the Bronx since then: "I got into the Bronx, and I never left the Bronx" he says. Bhul has been a volunteer with New York Cares helping with recovery efforts after superstorm Sandy, and is also a member of CASA.

Bhul was balancing numerous responsibilities—work, school and family care—when his negative experiences with his landlord began. "I worked four part-time jobs," he says. "Two hours sleep, full time college, and I almost finished my PhD when the landlord started giving me a hard time. In that moment, my mom was very ill with breast cancer."

Bhul had always paid his rent on time and thought his relationship with his landlord was on solid ground, but the landlord started to use multiple tactics in an attempt to displace him. One day, after Bhul had pushed for a repair in his apartment, he came home to find his electricity off. "I came back [from school], I walk in to my apartment: click-click, no light." At first, he couldn't believe his landlord would have done this. He thought "he's a just man, he's a priest...he wouldn't actually go that far." But it became clear that it was in fact his landlord. "So then finally," he says, "I decided for the first time in my life I would call 311." The 311 inspectors found that his landlord had left his apartment in disrepair. "The radiator was leaking steam, and the steam was going up and softening the plaster," he says. "The bathroom ceiling came down." His landlord also stopped cashing his rent checks. Ultimately, Bhul wound up in housing court.

Bhul describes court as "like another harassment from my landlord. Because his lawyer comes screaming and yelling at you." The court itself is challenging to navigate. "I was not sure what the process was, and what the procedure was of going to court for the first time. And even after the first time, what happens when you go the second time? The third time?" Bhul was determined to win his case. "I was paying my rent, my apartment was running down, my apartment had no heat, some

days had no hot water. I'm always on the right side," he said. His fight in court was taxing. "I did everything," he said. "I was late for my job... I received four or five letters in my file at the job that I'm late for work. But without a home, I can't go to work. I need my home to take my shower, get dressed and everything. So I have to fight for my home. [It] was really had, and the court didn't really care. I was alone." "The landlord, his goal is to get me out of the apartment," Bhul said. "He will do anything he can. I had to put up a shield. It's like you pull a trigger, I had to block it, to move away. How I did it, I don't know. I only had like one hour...sleep some times." Bhul feels hopeful that the Right to Counsel (providing low-income tenants access to legal representation in housing court) could "be a very good resource that can help us out," and he advocates for tenants to be pro-actively notified of their rights, and the procedures in court, when they move in to their apartments. The more educated tenants are, the stronger defense they will have, because landlords exploit and harass tenants who do not know their rights. "They take the lack of knowledge," he says, "and they turn it against you, and abuse you and insult you and then rip you off at the same time."

"I came back [from school], I walk in to my apartment: click-click, no light."

Tenant Profile

Maria Valerio

1295 Grand ConcourseInterview translated from Spanish

Maria Valerio grew up in Santo Domingo and lived in lower Manhattan when she first moved to the U.S., but could not afford to stay there. She has lived in the Bronx, with her daughter, since 2008, and has "been battling ever since...fighting for something affordable.

Maria Valerio grew up in Santo Domingo and lived in lower Manhattan when she first moved to the U.S., but could not afford to stay there. She has lived in the Bronx, with her daughter, since 2008, and has "been battling ever since...fighting for something affordable." Valerio is passionate about her job working with special needs children. "I'm very dedicated," she says. "It's a rewarding career, and you need to be really dedicated to provide the type of love and the time necessary." Valerio is also involved with CASA, fighting for affordable housing in the Bronx.

Valerio has experienced harassment by her landlord in the form of failure to make necessary repairs. "I've tried to always make complaints directly to the office," she said, "but...the landlord, on many occasions, hangs up the telephone." Her repair requests have gone ignored, and, she says, "I've had to withhold my rent so they make the repairs I need in my apartment." But the issues persisted. The judge has ordered the landlord to make repairs, but the landlord has evaded responsibility. "[T]hey gave me two dates in which I've had to call out of work or pay for someone to stay in my apartment [to be home for repairs], and they never came. They say that I don't give them access to my apartment, which is a lie."

The landlords have failed to maintain the apartment for years, making, at best, patchwork repairs. "The ceiling leaks," Valerio says. "We're talking about 7 years with the same problem that hasn't been resolved...it doesn't matter if they...do patch work or something but if they don't fix the ceiling, which is where they need to invest, then it's not worth it."

The failure to make repairs has taken a toll on

Valerio and her daughter. "[I]t's been frustrating because I've had a daughter that's had to go through all of this with me," she says. Valerio has slipped before due to water leaking from the ceiling, and this is now a persistent concern of her daughter. "Every time she sees something like a little bit of a yellow wall, she'll say 'Oh mommy, be careful, because you might fall,'" she says. Valerio once had to take leave from her job because of a fall in her apartment.

Valerio had previously navigated the court system alone, but now, she says: "I'm no longer alone...I have the community and family of CASA who is helping me...and I'm not alone in this anymore."

Valerio calls on landlords and housing court judges to see the humanity of tenants like her fighting for their basic rights. "I've seen single mothers like me that take pictures or have proof of their money orders, and don't get a chance to reclaim their apartments," she says. "I'd like to say, if humanly possible, for the landlord....the judge, if they put themselves in the shoes of tenants, for each person that goes to housing court."

"I've had to withhold my rent so they make the repairs I need in my apartment."

Tenant Organizing Profile

Tenant Organizing Profile: The Power of Collective Action

at 1777 Grand Concourse

For more than 150 families who live at 1777 Grand Concourse, a building just north of the Cross Bronx Expressway, living with dignity and respect has been a daily fight. Since 2012, the building has been sold three times, almost doubling the property value ⁴⁷, yet tenants have not benefited from the change in ownership.



The day before Thanksgiving, Tenants at 1777 Grand Concourse hold a press conference to protest their lack of cooking gas and publicly shame their landlord for lack of accountability.

On June 3, 2016, the cooking gas was shut off in the entire building due to a gas leak. After waiting a couple of months for the issue to be fixed by the landlord, Dilcia, a tenant in the building decided to take action by suing her landlord in court. Dilcia has lived in the building for 10 years, has family in the building, and has built relationships with her neighbors. Dilcia met an organizer from CASA and learned the importance of tenant organizing and collective action. These deep relationships inspired a commitment to working collectively. She was determined to work with all her neighbors instead of taking on this fight alone.

After discussing the issues with her neighbors, they joined forces as a tenant association to begin a group case for repairs with the support of Bronx Legal Services. Working with CASA, Dilcia understood they needed as many tenants as possible to join the case. After two months of flyering the building, hard work and strategizing at meetings, one-on-one conversations in the lobby, and more, over 60 tenants had signed up.

Dilcia was also aware that tenants needed to develop other strategies to build and demonstrate their power. In early November of 2016, Dilcia and other tenant leaders led and facilitated a tenant association meeting. They talked to their neighbors about the case and about the urgency to take action to fight for their rights and dignity. Tenant leaders also realized that in order to get more tenants involved, they needed to address internal issues such as language barriers and racial tensions. They worked closely with CASA to structure trainings and conversations about language and racial justice. These conversations were essential in bridging and building relationships to further the organizing work.

After several meetings, tenants decided to involve the media by scheduling a press conference to publically hold their landlord accountable. While some tenants felt equipped to speak publically and present their issues, there were others who were nervous, scared, and frustrated. In order to prepare, tenant leaders ran a mock press conference at a tenant meeting, helped edit each other's portions of the agenda, provided feedback, and crafted their message to the media. The day before Thanksgiving, tenants held the press conference to a large crowd and garnered great coverage. Tenant leaders who spoke shared a wide variety of experience and represented the diversity of the tenants in the building. And the media work did not end there. On the following day, Thanksgiving, Univision showed up to the building without any prior notice. The tenant leaders quickly organized, called neighbors, door-knocked, got their signs and held an impromptu press conference about what it meant to celebrate Thanksgiving without gas. One week later, gas was turned on for about

50 tenants: one-third of the building.

But tenants did not relent or stop their fight. They spent the majority of December 2016 collecting signatures for a building-wide application to DHCR to have their rents reduced for lack cooking gas and broken elevators. Over 60 tenants ended up filing the rent reduction with the state, and a few weeks before Christmas, the judge on the case ordered the landlord to fix the gas by February 6th 2017.

When February 6th came and went without the gas being restored, tenant leaders moved to action. Three leaders attended CASA's five-week leadership development course to further develop their skills and knowledge. Tenant leaders brought in attorneys to address concerns about their rights as immigrants in the new political climate. Leaders also decided that they needed to celebrate their resistance, hard work and community. They cooked, collected donations and held a celebration in the lobby of their building. The celebration inspired a sense of community, accomplishment and appreciation—and renewed commitment to keep fighting.

The struggle for these tenants is ongoing, and two-thirds of them still don't have cooking gas at the time we are writing this paper. But they have gained a sense of their power, their leadership and their community. Their leadership has taken many forms: speaking at press conferences, flyering and door-knocking, turning their homes into meeting spaces, coordinating a tenant celebration, and providing each other and their families support. After 10 months of organizing there are new networks and a new sense of community. These tenants will use these organizing skills and networks to win justice for themselves and the community.

"But they have gained a sense of their power, their leadership and their community."

Rezoning Will Increase Displacement and Jeopardize Affordability

As we have outlined, there are a series of tactics and mechanisms that landlords are already exploiting to displace tenants in the Southwest Bronx. The City's plans for rezoning threaten to increase displacement pressures without adding protections. While the City could be releasing a robust policy agenda to combat displacement and preserve affordable housing, they've instead laid out a plan to facilitate the construction of privately owned residential housing, some of which they will subsidize at levels that will be mostly unaffordable to current residents. They have done so without offering sufficient neighborhood-based preservation and anti-displacement measures.



CASA Leader Carmen Vega-Rivera facilitates a teach-in on the Jerome Avenue rezoning at a Leadership Development Institute session for members.

City officials have repeatedly said that rezoning is not connected to displacement, 48 but the links between the two are clear. Rezoning changes the use of the land. Changing the use of land changes the value of land. In the Jerome Avenue rezoning, there is almost no publicly owned land available for development, 49 which means the government is changing the uses and values for private purposes. The plan is explicitly about changing the use of manufacturing, industrial and auto-related land to be used for residential housing, making the land significantly more valuable, given that land

zoned for commercial use can be valued up to twice as high as industrial in the same area, and land zoned for residential uses can be valued as much as four times as high as industrial. When the government changes the rules in this way, it is not only influencing the housing market, it is creating an investment opportunity. This increases the incentives for landlords to use the tactics already at their disposal to attempt to displace existing tenants so they can make more profit. Unless we can control what kinds of investment opportunities are created, and have strong protections against displacement, rezoning will translate into putting money in the pockets of private developers while displacing current residents.

The City's Current Rezoning Plans Do Not Create Genuinely Affordable Housing

In the context of privately owned land that's zoned for residential housing, the City has put forward two primary tools to control what kind of new housing and commercial development is built in the neighborhood and for whom.

One is Mandatory Inclusionary Housing (MIH), which mandates that developers set aside a portion of the new units to be affordable. The complicating factor is that "affordability" is not universal. Even if new units meet a definition of "affordability," they may not be genuinely affordable to community members. For the Southwest Bronx, the levels of affordability that MIH mandates are out of reach: excluding 78% of neighborhood residents in Bronx Community Boards 4 and 5.51

The other tool is the use of subsidy programs: using public money to subsidize developers to build housing. The subsidy program that currently provides the deepest level of affordable housing, called ELLA, creates apartments that are affordable, primarily, to families making \$50,000 per year. Given that the median annual income for a family of 4 in the Bronx neighborhoods being rezoned is \$24,000, this is also inadequate.

A rezoning is a statement about how and for whom a neighborhood should be designed. The City's rezoning sends the message that the neighborhood is not being designed for low-income people or current residents. Neither MIH nor ELLA can be used to create housing that is truly affordable for

residents of the Southwest Bronx. Unless the city creates new programs, current residents will not benefit from the new housing development, and those with higher incomes will move in, creating more displacement pressure.

Unaffordable Housing Creates Displacement

Many people argue that higher-income tenants will fuel economic growth and raise living standards as the neighborhood changes.⁵⁴ While this may be true, the critical question is whether current residents, low-income people of color, will still be around to benefit. For example, after the rezonings in Williamsburg and Harlem, the neighborhoods became dramatically whiter, wealthier and more expensive.^{55,56}

In a real estate market where housing is privately owned, higher income tenants mean higher profits. Once higher income tenants begin moving into a neighborhood, and especially if they move in rapidly, landlords of existing housing will have an increased financial incentive to push out low-income, rent stabilized tenants. As we have outlined, many of these landlords are already using a variety of tactics to displace tenants: harassing tenants and exploiting legal loopholes. Giving them this additional profit incentive will only embolden their efforts.



The Tenant Association at 65 Jesup Avenue meets with their attorneys to strategize filing a case for repairs.

As we know, displacement can and will have devastating impacts on individual tenants and their families. But it does

not end there. As tenants are forced to move, the apartments they leave behind will become less affordable. If these displacement pressures are successful, individuals will be hurt, communities will be disbanded, and we risk losing one of the few remaining affordable neighborhoods in our city.

The City Must Promote Real Affordability and Implement Strong Anti-Displacement Measures

We don't need to repeat our past. We don't need to work within the confines of the market. We need to create new possibilities and we need to raise the expectations and standards for what it means to be a New York City tenant. We can fuel investment and growth but must do it in a way that respects our history and builds our dignity. Creating bold new financial models for deeply affordable housing and inventing new strategies to stop displacement are crucial in the fight for a just city.

Create Housing that is Affordable to Current Residents

Creating housing that meets current neighborhood needs will not spur this cycle of displacement. That is why building real affordable housing is a key preservation and anti-displacement policy. So how can we do that in the context of a private housing market? We should not use any public dollars or public land to finance housing that is not affordable to the public. ELLA and MIH won't work in the Southwest Bronx, because they do not produce housing that is affordable to the people who live there. We need a new way of subsidizing affordable housing that meets neighborhood needs. Here is what a real affordable subsidy program looks like:

Here is what a real affordable subsidy program looks like:

50% of new units

25% of new units

25% of new units

For families making up to \$56,000 (41 - 60% AMI*)

For families making up to \$36,000 (31 - 40% AMI)

For families making up to \$27,000 (0 - 30% AMI)

*Area Median Income (AMI)

Protect Tenants from Displacement

We need a robust preservation strategy and we need it now, before the rezoning happens and land prices change. Here is what a robust preservation strategy looks like:

Pass, Implement and Monitor Intro 214-A, the Right to Counsel. Mandating a right to counsel for tenants to protect their homes not only reduces evictions (research shows that legal counsel can reduce evictions by as much as 77%⁵⁷) but it changes the nature of what housing court is. It also strips landlords of an effective harassment tool—threatening tenants with eviction knowing that they can win because they have power. A right to counsel establishes a new base line for tenant organizing—tenants no longer fear eviction as a result of organizing. The Mayor's announcement in February of 2017 to support, fund and pass this law was a major step forward. However, this commitment must still be enacted and implemented in a way that creates a right, not a program. Careful monitoring is crucial, and tenant voices must be centered in the process.



CASA members celebrate a historic Right to Counsel hearing with one of the bill's sponsors, Council Member Vanessa Gibson.

Pass and Implement Citywide "Certificate of No Harassment" Legislation. Renovations are one of the key tools landlords use to raise rents through Individual Apartment Increases (IAIs) and Major Capital Improvements (MCIs), and, more generally, are often needed to attract higher-paying tenants. Renovations also represent a moment in the cycle of displacement where the City has a real ability to intervene because of the need for Department of Buildings (DOB) permits for most major work in both individual apartments and building-wide. A Certificate of No Harassment (CONH) law would discourage tenant harassment by preventing landlords with a history of harassment from accessing those DOB permits. Where now landlords see tenant harassment as a means to increase rents, a CONH law would turn tenant harassment into an impediment to higher profits. This proactive protection is urgently needed in the Bronx, and should be passed swiftly into law, and implemented with sufficient funding to both agencies and local community organizations to ensure the new law can be successfully used by tenants and enforced by HPD and DOB.



Tenant Leaders of 1212 Grant Avenue pose after a strategy meeting.

regular meetings between local community organizations and HPD to discuss strategies for preservation. The task force should have the necessary resources to use all of HPD's available tools, including Alternative Enforcement Program (AEP), 7A, 8A loans, aggressive litigation, and Spiegel, in a collaborative, focused, and consolidated way to maximize impact. This task force should also create a live map of distressed buildings to help community stakeholders and City officials identify buildings in distress.



Tenants from 750 Grand Concourse protest former 'NYC Worst Landlord' Parkash in front of Bronx Housing Court.

Implement our previous recommendations related to non-rent fees. Our research has demonstrated that these non-rent fees are used by landlords to increase the rent burden on low income tenants in order to push them from their homes. Protection against displacement must include protection from these fees. Our recommendations can be found in our reports on non-rent fees: The Burden of Fees⁵⁸ and the subsequent citywide addendum to that report.⁵⁹

In addition, cities across the globe are dealing with similar challenges and have introduced new and exciting ideas, from a racial justice analysis toolkit to giving tenants the choice of who buys their building in a foreclosure. ⁶⁰ We should learn from them and make policies that work even better.

Call to Action



Tenant Leaders at 949 Ogden Ave. hold a press conference to announce that they're taking their landlord to court.

We often hear a false narrative about why low-income tenants of color leave their communities. We are told that people leave their apartments by choice. We are told that tenants' fears of displacement in the context of a rezoning are not legitimate, and that they merely fear change. Landlords in that story are innocent. But that story is ahistorical—it denies the history of the Bronx and the racist and profit-driven housing policies that contextualize our lived experience today. And that story flies in the face of our 4,000 members. We have shown in this paper that displacement is real; that it is forced movement. The Southwest Bronx has a long history with displacement, and tenants have led the way in fighting back and rebuilding their communities. We have demonstrated that private for-profit landlords engage daily and systematically in practices to force tenants to move so that they can raise rents. Landlords strategically pick tactics to achieve the goal of displacing tenants. They deny basic services and repairs, utilize housing court as an eviction mill, and exploit loopholes and lack of enforcement in laws. If, as the result of a rezoning, landlords have an added financial incentive to displace tenants, they will already have these tools at their disposal.

In this pivotal moment, when the City is poised to move forward with a rezoning in the Southwest Bronx, we are faced with two possibilities. The first possibility is that the rezoning will be a gift to landlords. The tactics that landlords use to displace tenants will pay off when the

rezoning changes land values, and the promise of their slow and steady neglect will bear fruit in richer, whiter tenants. The other possibility, the one we fight for, is that this will prove to be a rezoning for low-income tenants of color. That the rezoning will be buttressed by so many anti-displacement policies that it will be something different: investment that corrects the past wrongs of our city's developers and policy makers and creates a new path forward of development without displacement. This paper shows that this alternate path forward is necessary, and our recommendations show that it is possible.

If current city regulations worked to protect against displacement, tenants wouldn't need to organize tenants' associations or form campaigns to win basic things like heat or the right to not be charged illegal fees. But tenants do fight these fights—every day. CASA members spend hours at meetings, doing the hard work of turning strangers into neighbors, conquering their fears to speak in public, and making demands of city officials so that they can have what they should have just by virtue of living in New York City. We should be awed by them, by their persistence to make their lives and their homes better for themselves and their neighbors, and we should follow their lead. The City has the opportunity to do just that, and to create a plan for the future of the Southwest Bronx that learns from, honors and protects these tenants.

The Bronx is a tipping point for our city: a measure of how we succeed and whose lives we value. If we cannot figure out how to bring in investment in the Southwest Bronx without displacing thousands of tenants, without repeating our past, then we can't do it anywhere.

But if we can do it here we can do it everywhere.

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OUT OF GAS:

How the City Can Do Better for Jerome Avenue's Auto Workers



BRONX COALITION FOR A COMMUNITY VISION LA COALICIÓN DEL BRONX PARA UNA VISIÓN COMUNITARIA

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Overview

The Bronx Coalition for Community Vision ("the Coalition") calls for a comprehensive approach to address its four priorities including (i) strong anti-harassment and anti-displacement policies for residential and commercial tenants; (ii) real affordable housing, (iii) good jobs and local hire, and (iv) real community participation. To date, Mayor de Blasio and the Department of City Planning (DCP) have not adopted meaningful strategies to advance any Coalition priorities. Building off of the Policy Platform released by the Coalition in 2015, this document identifies a potential pathway for advancing the goal of protecting auto tenants from displacement. The Coalition engaged Pratt Center for Community Development to develop an alternative proposal that retains a greater number of auto businesses as just one example of how the City can do much more to protect these important jobs. The strategies described in this document are not meant to reflect a stand alone approach but should be considered as part of a holistic plan that advances the Coalition's set of priorities.

DCP's Proposal will Displace the Majority of Auto Businesses

According to a DCP survey conducted in 2014, there are 145 auto-related businesses in the Jerome Avenue rezoning area. These businesses include auto body mechanics, glass repair and tire shops, comprising a closely-knit auto cluster that provides both employment for local residents and competitive advantages for businesses and their customers.

DCP's proposed rezoning encompasses 73 blocks along Jerome Avenue, a corridor characterized by local mom and pop shops, many of which are auto-related. Currently, the majority of the area is zoned C8, a commercial zoning district that allows auto-related uses as-of-right and prohibits residential development. DCP's proposal is to rezone the vast majority of these blocks to allow residential development, retaining only four small

areas as C8 or M1.² These four clusters host 40 auto businesses or just 28%. The remaining 72% of auto-related businesses are located on blocks where the City plans to change the zoning to allow residential development. The introduction of housing will displace auto businesses in these areas, as property owners can receive a significantly greater return on their investment for residential uses. As the character of adjacent blocks shift, auto businesses in the four C8 and M1 "retention zones" will likely face displacement pressures as landlords are incentivized to cater to a growing residential community.

How Can Jerome Auto Businesses Be Saved?

The Bronx Coalition for a Community Vision is calling for NO REZONING unless auto businesses and workers in the area are protected from displacement and are given a real opportunity to continue making a living. The Coalition's proposal is just one example of how a rezoning can protect auto workers from displacement.

DCP proposes to leave just 4 small areas where the zoning stays the same. The City predicts that, after a rezoning, 72% of existing auto businesses will be eligible to be displaced by new housing, a new status that will make it virtually impossible to survive. With no new protections, the remaining businesses will have to compete with new stores and restaurants and likely lead to even more closures.

The Coalition proposes developing additional retention areas and expanding supportive services to assist auto businesses. Figure 1 demonstrates that by expanding the retention areas to 8 clusters, the City could retain a much higher percentage (64%) of auto business in the neighborhood, resulting in only 486 fewer housing units on the four projected sites, which could be built elsewhere nearby. A guaranteed relocation program would ensure that 100% of auto businesses have the opportunity to keep operating. Any relocation must seek to replicate the benefits of a clustered location close to a major thoroughfare.

¹ The following categories from DCP's survey are included as "auto related": auto accessory and repair, auto repair, auto sales/rentals and other auto. Gas stations, parking and covered parking are included as Other Businesses. If these were to be included as auto-related businesses the total would be increased to 192, representing 25% of all businesses in the rezoning area.

² M zones, or manufacturing zones, also allow auto uses as-of-right and prohibit housing

THE PROPOSED STRATEGY CALLS FOR:

- 1. Limiting other uses in the retention areas to protect the remaining auto businesses
- 2. Expanding the auto retention areas to preserve a greater percentage of auto businesses
- 3. Supporting auto businesses with new publicly funded programs
 - a. Establishing Amnesty Program for Certificate of Occupancy so businesses can obtain necessary permits and licenses, and provide support for ongoing compliance
 - b. Forming an auto business "clinic" to assist companies with business management and administration
 - c. Provide training programs for auto business employees and local residents in auto sector
 - d. Creating an advertising campaign to promote Jerome Avenue auto businesses
- 4. Establishing a Guaranteed Relocation Program for Jerome Auto Businesses³
 - a. Assist displaced companies to relocate within the Jerome Avenue retention areas
 - b. For companies that cannot stay on Jerome Avenue, develop a site that can house a large group of auto businesses **BEFORE** the rezoning action is completed

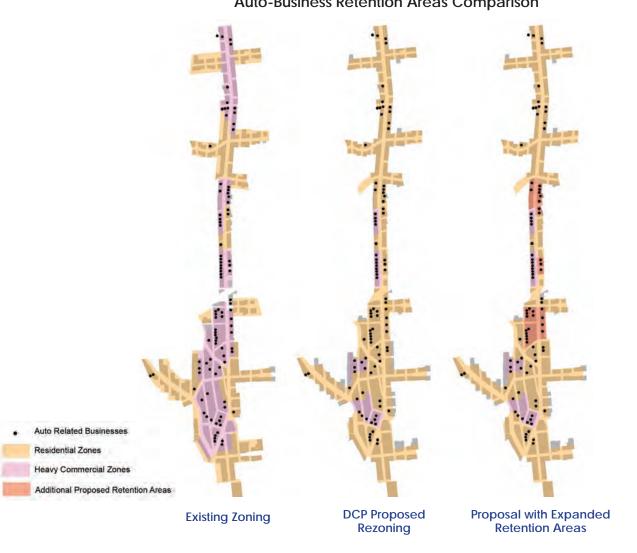


FIGURE 1 Jerome Avenue Rezoning & Expanded Auto-Business Retention Areas Comparison

³ Relocation can be a strategy that works ONLY if and when: (i) there is enough funding for the project before businesses have to move; (ii) the timing is right – new facilities must be completed and ready to be occupied before businesses are forced to close.

The Jerome Avenue Auto Corridor

The Jerome Avenue rezoning area stretches along Jerome Avenue from 165th Street to 184th Street; the Cross Bronx Expressway intersects the corridor at approximately 174th Street (see Map 1). This portion of Jerome Avenue is one of the city's dense auto clusters, with concentrations of auto-related businesses on both sides of the street.

In preparation for the rezoning, the New York City Department of City Planning (DCP) surveyed businesses in the Jerome Avenue Rezoning Area. Findings from the 2014 survey showed that the documented 145 autorelated businesses in the area comprised 16% of all businesses, not including gas stations and parking (see Map 2).

Similar to the city's other auto corridors, the businesses along Jerome Avenue form a tight network that depend on their clustered nature; multiple businesses operating in one area. Clustering facilitates the purchasing of products and services from one business to another and keeps prices competitive for customers who quickly and easily find a range of goods and services in one location. These businesses also benefit from their close location to major thoroughfares, such as the Cross Bronx Expressway. Its close proximity to the number 4 subway line not only enables customers to drop off their cars for repair, but allows employees to quickly commute to work via mass transit.

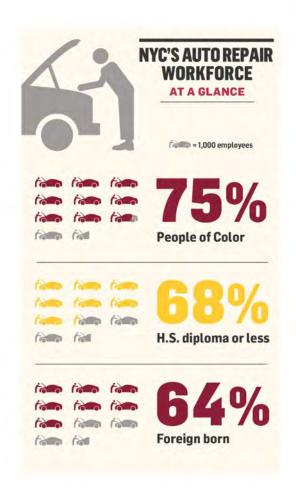
MAP 1: Context Map



The area's current zoning districts, primarily C8 and M1, prohibit housing, further supporting the operation of auto-related businesses without the conflict from residential development and the pressure of high rents.⁴

⁴ Auto repair businesses are able to locate as-of-right (i.e. without a special permit) in C8 and M1, M2 and M3 zones.

Further, auto businesses are a critical source of employment, especially for immigrants, people of color, and those with limited educational attainment. Citywide, careers in the auto industry provide decent wages. The average annual wage for auto occupations in New York City is \$44,000.5 By comparison, food preparation and retail—two industries that employ large numbers of individuals with a high school degree or less—have average annual wages \$20,000 less a year.⁶ Actions that jeopardize the area's well-paying jobs in an area with a 17% high unemployment rate must be reconsidered.7



MAP 2 Auto Related Businesses in Jerome Ave **Proposed Rezoning**



⁵ NYS Department of Labor Occupation Employment Statistics, 2015

⁶ NYS Department of Labor Occupation Employment Statistics, 2015

⁷ NYC Department of City Planning Jerome Ave Neighborhood Profile

Department of City Planning's Proposal

To encourage residential development, DCP has proposed to rezone the majority of the 73 block area to R7, R8, R9 (high density residential districts) and C4-4DL (a regional commercial zone that permits high density housing). There are three small areas that will retain their existing C8 zoning designation and another small area that will retain its existing M1 zoning.

Although currently in the proposal stage, the Jerome Avenue Corridor has begun to feel the weight of displacement. Already, the plan has produced a variety of negative impacts on auto repair businesses including, month to month lease installments and rent increases. Further, some auto repair businesses have been evicted in anticipation of higher paying uses. Although the inclusion of these "retention zones" within the plan acknowledges the critical role of the auto industry in the Southwest Bronx, DCP's proposal puts many businesses at risk while failing to address many of the most urgent issues faced by auto businesses along Jerome Avenue.

DCP's proposal leaves too many businesses at risk and fails to address many of the most urgent issues faced by auto businesses along Jerome Avenue.

To better serve these businesses and ensure that they remain part of the future of the Southwest Bronx, the Bronx Coalition For A Community Vision calls on the City to modify its proposal to ensure greater opportunities for auto businesses and employment in the rezoning area. As such, the Coalition puts forth the following recommendations.

⁸ United Automotive Merchants Association

1

EXPAND THE RETENTION ZONES

To maintain the Jerome Avenue auto cluster, the most critical action is to expand the areas where the current zoning does not change, allowing auto businesses to continue to operate as-of-right. The retention zones under DCP's current plan only host 40 auto-related businesses, leaving 105 auto businesses in blocks slated for residential development, and therefore likely to be displaced (see Map 3). In theory, auto businesses displaced from the rezoned blocks could move to one of the "retention zones." However, these areas have very low vacancy: according to DCP, there are only 10 vacant properties in the retention areas with a total of 83,500 square feet of space. The remaining 105 businesses occupy 613,000 square feet of space, a clear gap between the expected need and supply.

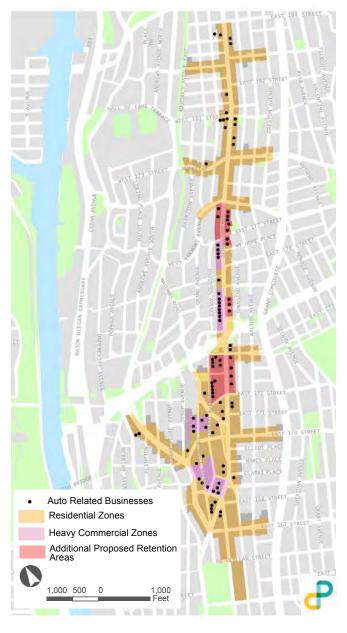
The Coalition proposes four additional areas where there are currently clusters of auto businesses (see Map 4a and 4b):

- An area between 175th and Clifford Place on the eastern side of Jerome Avenue
- Tremont and (almost) Mount Hope on both sides of Jerome Avenue
- Triangular blocks south of the M1-2 district near 167th Street
- 172nd Street to Mt. Eden Avenue on both sides of Jerome Avenue

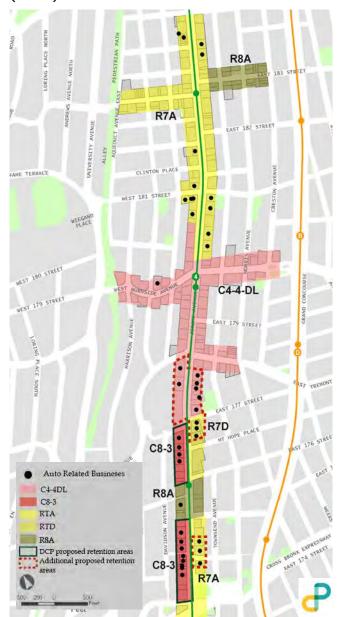
Together, these areas have 53 auto businesses, bringing the total number of auto businesses in the "retention zone" to 93, representing 64% of all auto businesses in the study area (see Table 1). These additional "retention zones"

have 5 vacant properties totaling almost 25,000 square feet, bringing the total vacancy in the eight retention areas to just over 108,000 square feet across 15 properties.

MAP 3
Auto Related Businesses in Jerome Ave
Expanded Coalition Retention Areas



MAP 4a DCP and Coalition Proposed Retention Zones (North)



MAP 4b DCP and Coalition Proposed Retention Zones (South)

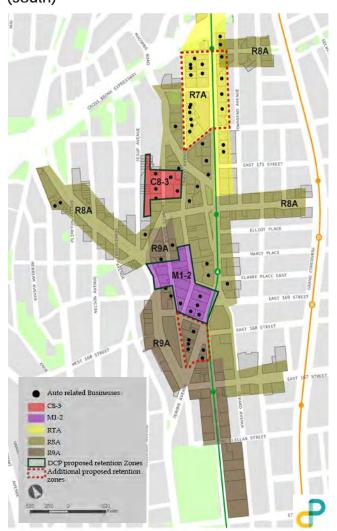


Table 1
Number/Percent of Auto Businesses Per Square Foot

	Number of Auto Businesses	Percentage of Auto Businesses
Existing area proposed to be rezoned	145	100%
City's four proposed retention areas	40	27.60%
Coalition's additional four proposed retention areas	53	36.60%
Total proposed retention areas	93	64.10%

Most of the sites in the additional retention zones are not projected for housing development. Currently, there are four sites in the blocks just south of the Cross Bronx Expressway that the City has projected a total of 486 new units of housing. However, if the retention zones were expanded as we recommend, there would still be 3,544 dwelling units on projected sites and another 6,511 units on potential sites in the rezoning area. If just 7.5% of the potential sites were developed, the housing production goals remain the

same, while concurrently, including 93 auto businesses in the retention zones. Additionally, the Coalition has consistently advocated for deeper levels of affordability –higher levels of subsidy per unit – than the City's current term sheets create. If the overall number of dwelling units were to be reduced slightly, the Coalition feels that the funds "saved" on these units should be redirected to make the remaining units more **deeply** affordable.

⁹ Projected sites are considered more likely to be developed within DCP's ten-year analysis period. Potential sites are considered less likely to be developed within that same time period. However, the criteria for determining a potential site is based partially on subjective criteria and as such could be developed after the rezoning action was approved.

2

STRENGTHEN RETENTION AREAS BY LIMITING ALLOWABLE USES

Auto businesses in the retention areas are not free from displacement pressure. While the "retention zones" maintain zoning that allows auto uses as-of-right, they also allow other commercial businesses as-of-right that can pay more than auto uses typically can afford. For example, self-storage, restaurants and retail establishments have land values as much as five and a half times that of an auto business. As a result, landlords will court these higher-paying uses, placing real estate pressure on auto businesses even in the retention zones.

In addition to a large auto cluster, Jerome Avenue is home to a large variety of other businesses, most of which are small and locally owned. Food stores, salons, and other small-scale businesses located on Jerome avenue provide much needed goods and services to area residents and employees. There are 60 non-auto businesses in the proposed expanded retention zones. Maintaining the existing zoning in these expanded retention zones will help to keep rents more affordable for these key businesses.

In order to strike a balance between having a variety of business types along the retail corridor and maintaining affordable rents throughout the retention zones, 10 the City should restrict non-auto businesses to a small footprint and require a special permit for self-storage, hotels, and entertainment uses.

¹⁰ Pratt Center for Community Development, Under the Hood: A Look into New York City's Auto Repair Industry, February 2017, p. 3

CREATE AN ENHANCED PACKAGE OF AUTO **BUSINESS SUPPORT**

3A. Establish a Certificate of Occupancy Amnesty Program so businesses can obtain necessary permits and licenses and provide support for ongoing compliance.

Jerome Avenue auto businesses, like many auto businesses around the city, have another vulnerability that may be exacerbated once a rezoning is approved: many auto businesses operate in a building with an inaccurate Certificate of Occupancy (C of O). Auto businesses are required to operate in buildings that have a C of O issued by the New York City Department of Buildings specifically for auto repair. This C of O is required for the approval of permits from a number of state and city agencies; without it the auto business is subject to fines from each of the agencies.

Auto businesses are subject to a long list of regulations from a variety of government agencies. Without an accurate Certificate of Occupancy from the NYC Department of Buildings, the process for obtaining the required licenses and permits from the following agencies is compromised:

- NY State Department of Motor Vehicles (DMV)
- NY City Department of Consumer Affairs (DCA)
- Fire Department of New York
- NY City Department of Environmental Protection (DEP)
- NY City Department of Environmental Conservation (DEP)

TABLE 2 Permits that Cannot be Properly Obtained without Correct Certificate of Occupancy

1	License (DMV)
2	License (DCA)
3	Business Permit for Auto Repairs (FDNY)
4	Business permit for compressor (FDNY)
5	Business permit for blow torch (FDNY)
6	Business permit for oxygen tank (FDNY)
7	Employee certificate of fitness for compressor use (FDNY)
8	Employee certificate of fitness for welding machinery (FDNY)
9	Employees certificate of fitness for spray paint use (FDNY)
10	Certifications of annual inventory of chemicals stored on site (DEP)
11	Business permit for used oil tanks (DEC)
12	Business permit for bulk petroleum storage (DEC)

In the Jerome Avenue rezoning area, 70% of the buildings do not have a C of O appropriate for an auto repair operation. However, only the landlord can change the C of O, which is a difficult and lengthy process. Landlords will have little incentive to take the time and effort to make this change if they can receive higher rents from a higher paying commercial or residential use. This paves the way for the displacement of auto businesses and employees and makes it harder for auto businesses to open in a new space.

To make sure area auto businesses can comply with local and state regulations, the NYC Department of Buildings should establish a Certificate of Occupancy Amnesty Program that can be initiated by auto business owners regardless of whether they rent their space or not. This program should:

- Provide an accurate C of O; and
- Exempt applicable fines from other government agencies stemming from the inaccurate C of O.

Going forward, tenants should be allowed to initiate changes to a building's Certificate of Occupancy with a landlord's consent. However, even with a correct C of O, complying with the long series of regulations can be a difficult and timely process for most small business owners. To assist local auto businesses in their compliance efforts, the City should provide programming funds to offer free or discounted legal services to individual businesses.

3B. Form an auto business "clinic" to assist companies with business management and administration.

The vast majority of auto businesses along the Jerome Corridor are small, independent shops that face the same challenges as other similar sized businesses across the city. However, as real estate pressure mounts in the area, Jerome Avenues shops will need to maintain efficient operations to remain successful.

In order to assist local auto businesses, the City should provide programming funds to offer free or discounted business support services. These services can include, helping tenant businesses negotiate lease terms, advising businesses on administration practices, and informing business owners of their rights. The entity that provides these services should be located in the Jerome Avenue area with close ties to the auto industry for the greatest impact of service delivery. Such programming should be delivered in a culturally and linguistically appropriate manner, and tailored to fit the needs of the businesses owners in the area.

¹¹ Pratt Center for Community Development, Under the Hood: A Look into New York City's Auto Repair Industry, February 2017.

3C. Provide training and educational programs for auto business employees and local residents interested an career in the auto sector.

The Jerome Avenue auto corridor provides well-paying jobs for local residents, especially immigrants with limited English skills. Citywide, the average annual wage for auto occupations in New York City is \$44,000.12 In the Jerome Avenue corridor, current unemployment is at 17%.13 Access to decent jobs is critical to the vitality of the neighborhood.

To support career pathways in the auto sector—both for incumbent and new workers—the City should provide training and other educational programming for local residents. These trainings should be held in the workers' dominant language and/or support the development of English language skills. Additionally, trainings in the development of worker cooperatives, a legal way for undocumented immigrants to earn a living, should be offered.

3D. Initiate a marketing and advertising campaign to promote Jerome Avenue auto businesses.

As non-auto commercial and residential uses begin to increase in the area, the neighborhood character will undoubtedly change. Any displacement of auto businesses will undermine the area's reputation as an auto cluster, encouraging customers to shop elsewhere for goods and services.

To ensure the area continues to be known as a place customers can easily travel to for a variety of auto repair needs, the City should brand the retention areas with appropriate signage and initiate marketing and advertising efforts to promote the Jerome Avenue auto cluster.

¹² NYS Department of Labor Occupation Employment Statistics, 2015 13 NYC Department of City Planning Jerome Ave Neighborhood Profile

4

ESTABLISH A RELOCATION PROGRAM FOR DISPLACED BUSINESSES

Relocating a business is not an easy endeavor, even when it involves moving just down the block. The moving costs, time, and money required to relocate, coupled with general business disruption can be quite onerous for a small business. Nonetheless, relocation will be a reality for many auto businesses in the Jerome Avenue area if a rezoning action proceeds. To mitigate this impact, the Coalition calls on the City to establish a multipronged relocation strategy for area auto businesses before a rezoning is certified.

The Coalition seeks to retain Jerome Avenue auto businesses in the area, but recognizes that there is not enough space in the retention zones (even once expanded) to accommodate the large number of firms that will face displacement. As such, it calls for a relocation program in the following priority order:

4A. Assist displaced companies to relocate within the eight retention zones in the Jerome Avenue auto corridor.

As noted above, according to DCP there are 15 vacant properties in the eight "retention zones" (DCP's and the Coalition's proposed areas combined), comprising approximately 120,000 square feet. 14 The City should work with auto businesses located in the rezoned areas to move to, and fit out if necessary, vacant properties in the "retention zones." In doing so, they can remain a part of the Jerome Avenue auto cluster and continue to reap the benefits of this prime auto location. Each displaced business relocating to a "retention zone" should be eligible for a relocation grant equal to 12 months of their rent from the previous calendar year.

¹⁴ DCP's survey was conducted in 2014 and as such the current status of each of the vacant properties may have changed

4B. Develop a site or group of adjacent sites that can accommodate a large cohort of displaced Jerome Avenue auto businesses before the rezoning action is completed.

Auto businesses gain competitive advantages by locating close to major thoroughfares and in immediate proximity to other auto businesses. Any strategy to relocate auto businesses outside the Jerome Avenue corridor must have these two criteria as fundamental requirements.

The Coalition estimates that, 150,000 to 300,000 square feet of space will be required to accommodate approximately 60 displaced auto businesses outside of the Jerome Avenue area, depending on the configuration of the host facility/facilities. 15 In New York City's tight real estate market, it will be difficult to identify a group of sites in close proximity to replicate the clustered environment along Jerome Avenue, and in an area that is guaranteed to not face similar displacement in the future. As such, the United Automotive Merchants Association (UAMA) has worked with Hyke Engineering and Management to develop a concept for a multi-level facility that will house multiple automotive repair businesses. Specifically, the facility would:

- Be owned and operated by a cooperative of relocated businesses
- Be designed so that each business would have its own space but share common spaces such as training classrooms, parking and building mechanical rooms and services such as waste disposal and recycling, utilities, professional licensing maintenance, etc.
- Have street level access and ample room for parking
- Be funded by the City of New York, including funding for site acquisition, individual and common space fit out, start up operation costs and advertising efforts to promote the new location as a center for auto services.

In 2016, UAMA surveyed Jerome Avenue auto businesses, and the vast majority of businesses were willing to relocate to such a facility provided they retain some ownership in the property.

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Conclusion

Since the rezoning for the Jerome Avenue Corridor was first proposed by the City in 2014, the Bronx Coalition for a Community Vision has engaged thousands of neighborhood residents and workers. Through a robust public process, the Coalition has developed a detailed vision for a just rezoning for the Jerome Avenue area. A rezoning cannot be just if residents and workers are unable to stay and maintain their livelihoods. The City has yet to respond with any viable proposals or creative ideas to preserve the rights and livelihoods of our residents. The City should choose to learn from impacts of past rezonings, many of which exacerbated injustice against low-income people and communities of color.

The recommendations in this paper demonstrate that there are other plans possible. This report represents just one example of how to achieve a more just rezoning. It is not an endorsement of any specific land-use proposal, nor is it separate from the Coalition's other priorities--Real Affordable Housing for All, Anti-displacement and Anti-Harassment for Residential Tenants, Good Jobs and Local Hire, and Real Community Participation. We call on the City to include a meaningful plan for Anti-Displacement of Commercial Tenants in its rezoning proposal. If our recommendations are not incorporated into the plan before the Uniform Land Use Review Procedure (ULURP) starts, we believe that the displacement pressures will be so great that the negative consequences of the rezoning will greatly outweigh any benefits it might bring. If not included, we will have no choice but to urge our elected officials to vote no to any plan that doesn't promote housing and job security for those who need it the most.

LESSONS FROM WILLETS POINT

In 2013, in an effort to redevelop Willets Point, the City initiated eviction proceedings for some of the 240 auto businesses that for years had been operating as an interconnected auto cluster in the area despite a lack of basic municipal services. Facing mass displacement, about 45 auto businesses came together to form the Sunrise Cooperative. Through a lawsuit settlement the Cooperative was ultimately awarded \$5.8 million from the City and developers to develop an 80,000 square foot warehouse in the Bronx into a multibusiness auto complex. However, four years later, the Sunrise Cooperative businesses are still waiting to move into the new space.

The delay to move in is largely to key missteps on the part of the City. The funding behind the retrofit of the space identified at 1080 Leggett Avenue was bid out at a certain level and then later substantially cut through negotiations with developers and the City. Had the commitment from the City been clear and unwaivering, the new complex could have been planned to be constructed and operational prior to the eviction date. Initiating a relocation strategy before the "receiving site" is ready unnecessarily puts companies and jobs at risk. In Jerome, there is the opportunity to provide for a seamless and successful transition of auto businesses, building on the lessons learned and the strengths from the design of the facility at 1080 Leggett.

ACKNOWLEDGMENTS

The Bronx Coalition for A Community Vision wishes to thank Pedro Estevez, President of the United Auto Merchant Association (UAMA) for contributing his expertise, Gene Hu and Eric Mendoza of Hyke Engineering for sharing their experience and ideas regarding the feasibility and requirements of facilities that can house multiple auto businesses, and Pratt Center for Community Development for land use analysis, research, mapping, as well as support in production.

ABOUT:

The Bronx Coalition for A Community Vision formed after learning about the City's plans to rezone 73 blocks along Jerome Avenue, from 167th Street to 184th Street

WE ARE:

Community Action for Safe Apartments-New Settlement Apartments, Latino Pastoral Action Center, Northwest Bronx Community and Clergy Coalition, Mothers on the Move, United Auto Merchants Association, Faith In New York, Local 79, Plumbers Local No. 1, NYC District Council of Carpenters, Greater NY-LECET, 100 Black Construction Workers. List in formation

WITH SUPPORT:

Pratt Center for Community Development, The Community Development Project at the Urban Justice Center, Hester Street Collaborative, The Association for Neighborhood and Housing Development, The Center for Urban Pedagogy, the Real Affordability for All Coalition, South Bronx Unite, Mid Bronx Senior Citizen Advisory Council and Banana Kelly.

GET INVOLVED:

Contact Sheila at CASA 718-716-8000 ext. 125 or s.garcia@newsettlement.org



BRONX COALITION FOR A COMMUNITY VISION
LA COALICIÓN DEL BRONX PARA UNA VISIÓN COMUNITARIA
BRONXCOMMUNITYVISION.ORG - 718.716.8000 x125

OUT OF GAS:

How the City Can Do Better for Jerome Avenue's Auto Workers



BRONX COALITION FOR A COMMUNITY VISION LA COALICIÓN DEL BRONX PARA UNA VISIÓN COMUNITARIA

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Overview

The Bronx Coalition for Community Vision ("the Coalition") calls for a comprehensive approach to address its four priorities including (i) strong anti-harassment and anti-displacement policies for residential and commercial tenants; (ii) real affordable housing, (iii) good jobs and local hire, and (iv) real community participation. To date, Mayor de Blasio and the Department of City Planning (DCP) have not adopted meaningful strategies to advance any Coalition priorities. Building off of the Policy Platform released by the Coalition in 2015, this document identifies a potential pathway for advancing the goal of protecting auto tenants from displacement. The Coalition engaged Pratt Center for Community Development to develop an alternative proposal that retains a greater number of auto businesses as just one example of how the City can do much more to protect these important jobs. The strategies described in this document are not meant to reflect a stand alone approach but should be considered as part of a holistic plan that advances the Coalition's set of priorities.

DCP's Proposal will Displace the Majority of Auto Businesses

According to a DCP survey conducted in 2014, there are 145 auto-related businesses in the Jerome Avenue rezoning area. These businesses include auto body mechanics, glass repair and tire shops, comprising a closely-knit auto cluster that provides both employment for local residents and competitive advantages for businesses and their customers.

DCP's proposed rezoning encompasses 73 blocks along Jerome Avenue, a corridor characterized by local mom and pop shops, many of which are auto-related. Currently, the majority of the area is zoned C8, a commercial zoning district that allows auto-related uses as-of-right and prohibits residential development. DCP's proposal is to rezone the vast majority of these blocks to allow residential development, retaining only four small

areas as C8 or M1.² These four clusters host 40 auto businesses or just 28%. The remaining 72% of auto-related businesses are located on blocks where the City plans to change the zoning to allow residential development. The introduction of housing will displace auto businesses in these areas, as property owners can receive a significantly greater return on their investment for residential uses. As the character of adjacent blocks shift, auto businesses in the four C8 and M1 "retention zones" will likely face displacement pressures as landlords are incentivized to cater to a growing residential community.

How Can Jerome Auto Businesses Be Saved?

The Bronx Coalition for a Community Vision is calling for NO REZONING unless auto businesses and workers in the area are protected from displacement and are given a real opportunity to continue making a living. The Coalition's proposal is just one example of how a rezoning can protect auto workers from displacement.

DCP proposes to leave just 4 small areas where the zoning stays the same. The City predicts that, after a rezoning, 72% of existing auto businesses will be eligible to be displaced by new housing, a new status that will make it virtually impossible to survive. With no new protections, the remaining businesses will have to compete with new stores and restaurants and likely lead to even more closures.

The Coalition proposes developing additional retention areas and expanding supportive services to assist auto businesses. Figure 1 demonstrates that by expanding the retention areas to 8 clusters, the City could retain a much higher percentage (64%) of auto business in the neighborhood, resulting in only 486 fewer housing units on the four projected sites, which could be built elsewhere nearby. A guaranteed relocation program would ensure that 100% of auto businesses have the opportunity to keep operating. Any relocation must seek to replicate the benefits of a clustered location close to a major thoroughfare.

¹ The following categories from DCP's survey are included as "auto related": auto accessory and repair, auto repair, auto sales/rentals and other auto. Gas stations, parking and covered parking are included as Other Businesses. If these were to be included as auto-related businesses the total would be increased to 192, representing 25% of all businesses in the rezoning area.

² M zones, or manufacturing zones, also allow auto uses as-of-right and prohibit housing

THE PROPOSED STRATEGY CALLS FOR:

- 1. Limiting other uses in the retention areas to protect the remaining auto businesses
- 2. Expanding the auto retention areas to preserve a greater percentage of auto businesses
- 3. Supporting auto businesses with new publicly funded programs
 - a. Establishing Amnesty Program for Certificate of Occupancy so businesses can obtain necessary permits and licenses, and provide support for ongoing compliance
 - b. Forming an auto business "clinic" to assist companies with business management and administration
 - c. Provide training programs for auto business employees and local residents in auto sector
 - d. Creating an advertising campaign to promote Jerome Avenue auto businesses
- 4. Establishing a Guaranteed Relocation Program for Jerome Auto Businesses³
 - a. Assist displaced companies to relocate within the Jerome Avenue retention areas
 - b. For companies that cannot stay on Jerome Avenue, develop a site that can house a large group of auto businesses **BEFORE** the rezoning action is completed

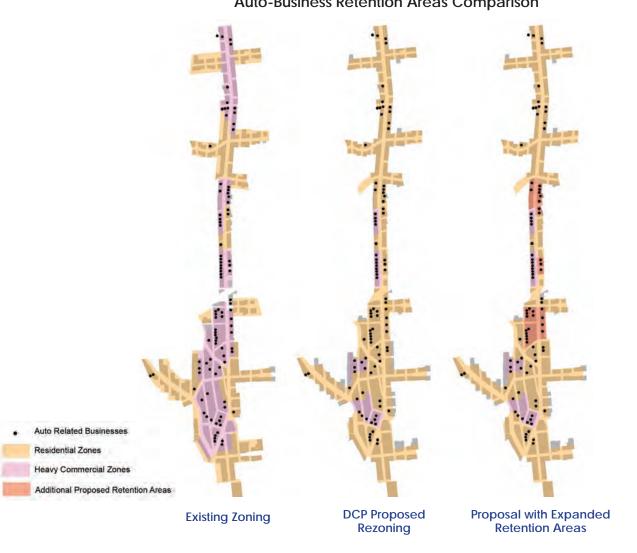


FIGURE 1 Jerome Avenue Rezoning & Expanded Auto-Business Retention Areas Comparison

³ Relocation can be a strategy that works ONLY if and when: (i) there is enough funding for the project before businesses have to move; (ii) the timing is right – new facilities must be completed and ready to be occupied before businesses are forced to close.

The Jerome Avenue Auto Corridor

The Jerome Avenue rezoning area stretches along Jerome Avenue from 165th Street to 184th Street; the Cross Bronx Expressway intersects the corridor at approximately 174th Street (see Map 1). This portion of Jerome Avenue is one of the city's dense auto clusters, with concentrations of auto-related businesses on both sides of the street.

In preparation for the rezoning, the New York City Department of City Planning (DCP) surveyed businesses in the Jerome Avenue Rezoning Area. Findings from the 2014 survey showed that the documented 145 autorelated businesses in the area comprised 16% of all businesses, not including gas stations and parking (see Map 2).

Similar to the city's other auto corridors, the businesses along Jerome Avenue form a tight network that depend on their clustered nature; multiple businesses operating in one area. Clustering facilitates the purchasing of products and services from one business to another and keeps prices competitive for customers who quickly and easily find a range of goods and services in one location. These businesses also benefit from their close location to major thoroughfares, such as the Cross Bronx Expressway. Its close proximity to the number 4 subway line not only enables customers to drop off their cars for repair, but allows employees to quickly commute to work via mass transit.

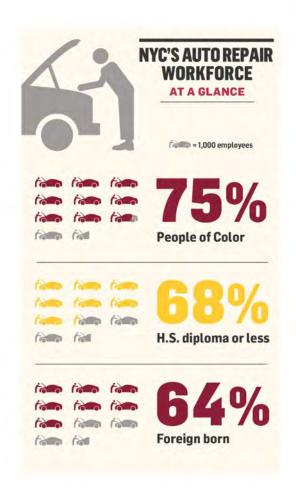
MAP 1: Context Map



The area's current zoning districts, primarily C8 and M1, prohibit housing, further supporting the operation of auto-related businesses without the conflict from residential development and the pressure of high rents.⁴

⁴ Auto repair businesses are able to locate as-of-right (i.e. without a special permit) in C8 and M1, M2 and M3 zones.

Further, auto businesses are a critical source of employment, especially for immigrants, people of color, and those with limited educational attainment. Citywide, careers in the auto industry provide decent wages. The average annual wage for auto occupations in New York City is \$44,000.5 By comparison, food preparation and retail—two industries that employ large numbers of individuals with a high school degree or less—have average annual wages \$20,000 less a year.⁶ Actions that jeopardize the area's well-paying jobs in an area with a 17% high unemployment rate must be reconsidered.7



MAP 2 Auto Related Businesses in Jerome Ave **Proposed Rezoning**



⁵ NYS Department of Labor Occupation Employment Statistics, 2015

⁶ NYS Department of Labor Occupation Employment Statistics, 2015

⁷ NYC Department of City Planning Jerome Ave Neighborhood Profile

Department of City Planning's Proposal

To encourage residential development, DCP has proposed to rezone the majority of the 73 block area to R7, R8, R9 (high density residential districts) and C4-4DL (a regional commercial zone that permits high density housing). There are three small areas that will retain their existing C8 zoning designation and another small area that will retain its existing M1 zoning.

Although currently in the proposal stage, the Jerome Avenue Corridor has begun to feel the weight of displacement. Already, the plan has produced a variety of negative impacts on auto repair businesses including, month to month lease installments and rent increases. Further, some auto repair businesses have been evicted in anticipation of higher paying uses. Although the inclusion of these "retention zones" within the plan acknowledges the critical role of the auto industry in the Southwest Bronx, DCP's proposal puts many businesses at risk while failing to address many of the most urgent issues faced by auto businesses along Jerome Avenue.

DCP's proposal leaves too many businesses at risk and fails to address many of the most urgent issues faced by auto businesses along Jerome Avenue.

To better serve these businesses and ensure that they remain part of the future of the Southwest Bronx, the Bronx Coalition For A Community Vision calls on the City to modify its proposal to ensure greater opportunities for auto businesses and employment in the rezoning area. As such, the Coalition puts forth the following recommendations.

⁸ United Automotive Merchants Association

1

EXPAND THE RETENTION ZONES

To maintain the Jerome Avenue auto cluster, the most critical action is to expand the areas where the current zoning does not change, allowing auto businesses to continue to operate as-of-right. The retention zones under DCP's current plan only host 40 auto-related businesses, leaving 105 auto businesses in blocks slated for residential development, and therefore likely to be displaced (see Map 3). In theory, auto businesses displaced from the rezoned blocks could move to one of the "retention zones." However, these areas have very low vacancy: according to DCP, there are only 10 vacant properties in the retention areas with a total of 83,500 square feet of space. The remaining 105 businesses occupy 613,000 square feet of space, a clear gap between the expected need and supply.

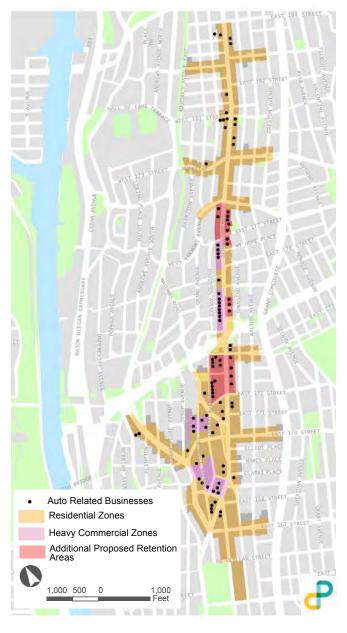
The Coalition proposes four additional areas where there are currently clusters of auto businesses (see Map 4a and 4b):

- An area between 175th and Clifford Place on the eastern side of Jerome Avenue
- Tremont and (almost) Mount Hope on both sides of Jerome Avenue
- Triangular blocks south of the M1-2 district near 167th Street
- 172nd Street to Mt. Eden Avenue on both sides of Jerome Avenue

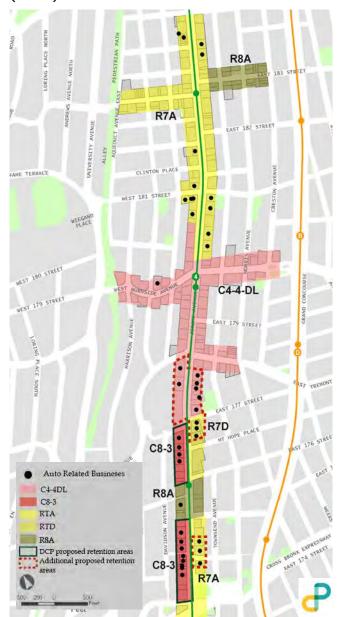
Together, these areas have 53 auto businesses, bringing the total number of auto businesses in the "retention zone" to 93, representing 64% of all auto businesses in the study area (see Table 1). These additional "retention zones"

have 5 vacant properties totaling almost 25,000 square feet, bringing the total vacancy in the eight retention areas to just over 108,000 square feet across 15 properties.

MAP 3
Auto Related Businesses in Jerome Ave
Expanded Coalition Retention Areas



MAP 4a DCP and Coalition Proposed Retention Zones (North)



MAP 4b DCP and Coalition Proposed Retention Zones (South)

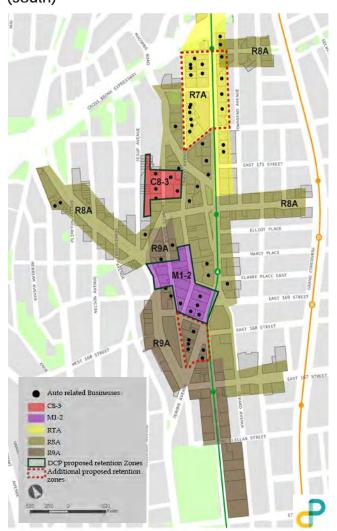


Table 1
Number/Percent of Auto Businesses Per Square Foot

	Number of Auto Businesses	Percentage of Auto Businesses
Existing area proposed to be rezoned	145	100%
City's four proposed retention areas	40	27.60%
Coalition's additional four proposed retention areas	53	36.60%
Total proposed retention areas	93	64.10%

Most of the sites in the additional retention zones are not projected for housing development. Currently, there are four sites in the blocks just south of the Cross Bronx Expressway that the City has projected a total of 486 new units of housing. However, if the retention zones were expanded as we recommend, there would still be 3,544 dwelling units on projected sites and another 6,511 units on potential sites in the rezoning area. If just 7.5% of the potential sites were developed, the housing production goals remain the

same, while concurrently, including 93 auto businesses in the retention zones. Additionally, the Coalition has consistently advocated for deeper levels of affordability –higher levels of subsidy per unit – than the City's current term sheets create. If the overall number of dwelling units were to be reduced slightly, the Coalition feels that the funds "saved" on these units should be redirected to make the remaining units more **deeply** affordable.

9

⁹ Projected sites are considered more likely to be developed within DCP's ten-year analysis period. Potential sites are considered less likely to be developed within that same time period. However, the criteria for determining a potential site is based partially on subjective criteria and as such could be developed after the rezoning action was approved.

2

STRENGTHEN RETENTION AREAS BY LIMITING ALLOWABLE USES

Auto businesses in the retention areas are not free from displacement pressure. While the "retention zones" maintain zoning that allows auto uses as-of-right, they also allow other commercial businesses as-of-right that can pay more than auto uses typically can afford. For example, self-storage, restaurants and retail establishments have land values as much as five and a half times that of an auto business. As a result, landlords will court these higher-paying uses, placing real estate pressure on auto businesses even in the retention zones.

In addition to a large auto cluster, Jerome Avenue is home to a large variety of other businesses, most of which are small and locally owned. Food stores, salons, and other small-scale businesses located on Jerome avenue provide much needed goods and services to area residents and employees. There are 60 non-auto businesses in the proposed expanded retention zones. Maintaining the existing zoning in these expanded retention zones will help to keep rents more affordable for these key businesses.

In order to strike a balance between having a variety of business types along the retail corridor and maintaining affordable rents throughout the retention zones, 10 the City should restrict non-auto businesses to a small footprint and require a special permit for self-storage, hotels, and entertainment uses.

¹⁰ Pratt Center for Community Development, Under the Hood: A Look into New York City's Auto Repair Industry, February 2017, p. 3

CREATE AN ENHANCED PACKAGE OF AUTO **BUSINESS SUPPORT**

3A. Establish a Certificate of Occupancy Amnesty Program so businesses can obtain necessary permits and licenses and provide support for ongoing compliance.

Jerome Avenue auto businesses, like many auto businesses around the city, have another vulnerability that may be exacerbated once a rezoning is approved: many auto businesses operate in a building with an inaccurate Certificate of Occupancy (C of O). Auto businesses are required to operate in buildings that have a C of O issued by the New York City Department of Buildings specifically for auto repair. This C of O is required for the approval of permits from a number of state and city agencies; without it the auto business is subject to fines from each of the agencies.

Auto businesses are subject to a long list of regulations from a variety of government agencies. Without an accurate Certificate of Occupancy from the NYC Department of Buildings, the process for obtaining the required licenses and permits from the following agencies is compromised:

- NY State Department of Motor Vehicles (DMV)
- NY City Department of Consumer Affairs (DCA)
- Fire Department of New York
- NY City Department of Environmental Protection (DEP)
- NY City Department of Environmental Conservation (DEP)

TABLE 2 Permits that Cannot be Properly Obtained without Correct Certificate of Occupancy

1	License (DMV)
2	License (DCA)
3	Business Permit for Auto Repairs (FDNY)
4	Business permit for compressor (FDNY)
5	Business permit for blow torch (FDNY)
6	Business permit for oxygen tank (FDNY)
7	Employee certificate of fitness for compressor use (FDNY)
8	Employee certificate of fitness for welding machinery (FDNY)
9	Employees certificate of fitness for spray paint use (FDNY)
10	Certifications of annual inventory of chemicals stored on site (DEP)
11	Business permit for used oil tanks (DEC)
12	Business permit for bulk petroleum storage (DEC)

In the Jerome Avenue rezoning area, 70% of the buildings do not have a C of O appropriate for an auto repair operation. However, only the landlord can change the C of O, which is a difficult and lengthy process. Landlords will have little incentive to take the time and effort to make this change if they can receive higher rents from a higher paying commercial or residential use. This paves the way for the displacement of auto businesses and employees and makes it harder for auto businesses to open in a new space.

To make sure area auto businesses can comply with local and state regulations, the NYC Department of Buildings should establish a Certificate of Occupancy Amnesty Program that can be initiated by auto business owners regardless of whether they rent their space or not. This program should:

- Provide an accurate C of O; and
- Exempt applicable fines from other government agencies stemming from the inaccurate C of O.

Going forward, tenants should be allowed to initiate changes to a building's Certificate of Occupancy with a landlord's consent. However, even with a correct C of O, complying with the long series of regulations can be a difficult and timely process for most small business owners. To assist local auto businesses in their compliance efforts, the City should provide programming funds to offer free or discounted legal services to individual businesses.

3B. Form an auto business "clinic" to assist companies with business management and administration.

The vast majority of auto businesses along the Jerome Corridor are small, independent shops that face the same challenges as other similar sized businesses across the city. However, as real estate pressure mounts in the area, Jerome Avenues shops will need to maintain efficient operations to remain successful.

In order to assist local auto businesses, the City should provide programming funds to offer free or discounted business support services. These services can include, helping tenant businesses negotiate lease terms, advising businesses on administration practices, and informing business owners of their rights. The entity that provides these services should be located in the Jerome Avenue area with close ties to the auto industry for the greatest impact of service delivery. Such programming should be delivered in a culturally and linguistically appropriate manner, and tailored to fit the needs of the businesses owners in the area.

¹¹ Pratt Center for Community Development, Under the Hood: A Look into New York City's Auto Repair Industry, February 2017.

3C. Provide training and educational programs for auto business employees and local residents interested an career in the auto sector.

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To ensure the area continues to be known as a place customers can easily travel to for a variety of auto repair needs, the City should brand the retention areas with appropriate signage and initiate marketing and advertising efforts to promote the Jerome Avenue auto cluster.

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Relocating a business is not an easy endeavor, even when it involves moving just down the block. The moving costs, time, and money required to relocate, coupled with general business disruption can be quite onerous for a small business. Nonetheless, relocation will be a reality for many auto businesses in the Jerome Avenue area if a rezoning action proceeds. To mitigate this impact, the Coalition calls on the City to establish a multipronged relocation strategy for area auto businesses before a rezoning is certified.

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4B. Develop a site or group of adjacent sites that can accommodate a large cohort of displaced Jerome Avenue auto businesses before the rezoning action is completed.

Auto businesses gain competitive advantages by locating close to major thoroughfares and in immediate proximity to other auto businesses. Any strategy to relocate auto businesses outside the Jerome Avenue corridor must have these two criteria as fundamental requirements.

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The recommendations in this paper demonstrate that there are other plans possible. This report represents just one example of how to achieve a more just rezoning. It is not an endorsement of any specific land-use proposal, nor is it separate from the Coalition's other priorities--Real Affordable Housing for All, Anti-displacement and Anti-Harassment for Residential Tenants, Good Jobs and Local Hire, and Real Community Participation. We call on the City to include a meaningful plan for Anti-Displacement of Commercial Tenants in its rezoning proposal. If our recommendations are not incorporated into the plan before the Uniform Land Use Review Procedure (ULURP) starts, we believe that the displacement pressures will be so great that the negative consequences of the rezoning will greatly outweigh any benefits it might bring. If not included, we will have no choice but to urge our elected officials to vote no to any plan that doesn't promote housing and job security for those who need it the most.

LESSONS FROM WILLETS POINT

In 2013, in an effort to redevelop Willets Point, the City initiated eviction proceedings for some of the 240 auto businesses that for years had been operating as an interconnected auto cluster in the area despite a lack of basic municipal services. Facing mass displacement, about 45 auto businesses came together to form the Sunrise Cooperative. Through a lawsuit settlement the Cooperative was ultimately awarded \$5.8 million from the City and developers to develop an 80,000 square foot warehouse in the Bronx into a multibusiness auto complex. However, four years later, the Sunrise Cooperative businesses are still waiting to move into the new space.

The delay to move in is largely to key missteps on the part of the City. The funding behind the retrofit of the space identified at 1080 Leggett Avenue was bid out at a certain level and then later substantially cut through negotiations with developers and the City. Had the commitment from the City been clear and unwaivering, the new complex could have been planned to be constructed and operational prior to the eviction date. Initiating a relocation strategy before the "receiving site" is ready unnecessarily puts companies and jobs at risk. In Jerome, there is the opportunity to provide for a seamless and successful transition of auto businesses, building on the lessons learned and the strengths from the design of the facility at 1080 Leggett.

ACKNOWLEDGMENTS

The Bronx Coalition for A Community Vision wishes to thank Pedro Estevez, President of the United Auto Merchant Association (UAMA) for contributing his expertise, Gene Hu and Eric Mendoza of Hyke Engineering for sharing their experience and ideas regarding the feasibility and requirements of facilities that can house multiple auto businesses, and Pratt Center for Community Development for land use analysis, research, mapping, as well as support in production.

ABOUT:

The Bronx Coalition for A Community Vision formed after learning about the City's plans to rezone 73 blocks along Jerome Avenue, from 167th Street to 184th Street

WE ARE:

Community Action for Safe Apartments-New Settlement Apartments, Latino Pastoral Action Center, Northwest Bronx Community and Clergy Coalition, Mothers on the Move, United Auto Merchants Association, Faith In New York, Local 79, Plumbers Local No. 1, NYC District Council of Carpenters, Greater NY-LECET, 100 Black Construction Workers. List in formation

WITH SUPPORT:

Pratt Center for Community Development, The Community Development Project at the Urban Justice Center, Hester Street Collaborative, The Association for Neighborhood and Housing Development, The Center for Urban Pedagogy, the Real Affordability for All Coalition, South Bronx Unite, Mid Bronx Senior Citizen Advisory Council and Banana Kelly.

GET INVOLVED:

Contact Sheila at CASA 718-716-8000 ext. 125 or s.garcia@newsettlement.org



BRONX COALITION FOR A COMMUNITY VISION
LA COALICIÓN DEL BRONX PARA UNA VISIÓN COMUNITARIA
BRONXCOMMUNITYVISION.ORG - 718.716.8000 x125

BOROUGH PRESIDENT RECOMMENDATION

CITY PLANNING COMMISSION 22 Reade Street, New York, NY 10007 Fax # (212)720-3356

INSTRUCTIONS	I	NS	Т	R	U	C.	ŢΙ	0	NS
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- Return this completed form with any attachments to the Calendar Information Office, City Planning Commission, Room 2E at the above address.
- 2. Send one copy with any attachments to the applicant's representative as indicated on the Notice of Certification.

APPLICATIONS NOS: C 180051 ZMX-Jerome Avenue Rezoning

DOCKET DESRCRIPTION-PLEASE SEE ATTACHMENT FOR DOCKET DESCRIPTION

COMMUNITY BOARD NO. #4, #5, and #7

BOROUGH: BRONX

RECOMMENDATION

APPROVE

APPROVE WITH MODIFICATIONS/CONDITIONS (List below)

DISAPPROVE

EXPLANATION OF RECOMMENDATION-MODIFICATION/CONDITIONS (Attach additional sheets if necessary): PLEASE SEE ATTACHMENT FOR THE BOROUGH PRESIDENT'S RECOMMENDATION

Mouds J.
BOROUGH PRESIDENT

11/27/2017

BRONX BOROUGH PRESIDENT'S RECOMMENDATION ULURP APPLICATION NO: C 180051 ZMX JEROME AVENUE REZONING

DOCKET DESCRIPTION

ULURP APPLICATION NO: 180051 ZMX-JEROME AVENUE REZONING:

IN THE MATTER OF AN application submitted by the Department of City Planning pursuant to Sections 197-c and 201 of the New York City Charter for an amendment of the Zoning Map, Section Nos. 3b, 3c and 3d:

1. Eliminating from within an existing R7-1 District a C1-4 District bounded by:

- a. A line 100 feet northeasterly of West Burnside Avenue, Davidson Avenue, a line 100 feet northeasterly of West Burnside Avenue, a line midway between Davidson Avenue and Jerome Avenue, a line 320 feet southwesterly of West 181st Street, Jerome Avenue, a line 100 feet northeasterly of East Burnside Avenue, a line midway between Jerome Avenue, and Walton Avenue, a line 100 feet southwesterly of East Burnside Avenue, Jerome Avenue, a line 100 feet southwesterly of West Burnside Avenue, an a line 100 feet northwesterly of Harrison Avenue;
- b. A line 100 feet northeasterly of West Tremont Avenue, a line midway between Davidson Avenue and Jerome Avenue, West Tremont Avenue, and Davidson Avenue;
- Plimpton Avenue, a line 100 feet northeasterly of Edward L. Grant Highway, a line 525 feet southwesterly of West 172nd Street;
- d. A line midway between Plimpton Avenue and Nelson Avenue, a line 100 feet northeasterly of Edward L. Grant Highway, and a line 625 feet southwesterly of West 172nd Street;
- e. Nelson Avenue, a line 100 feet northeasterly of Edward L. Grant Highway, and a line 770 feet southwesterly of West 172nd Street;
- f. A line midway between Nelson Avenue and Shakespeare Avenue, a line 100 feet northeasterly of Edward L. Grant Highway, and a line 820 feet southwesterly of West 172nd Street;
- g. Shakespeare Avenue, a line 100 feet northeasterly of Edward L. Grant Highway, and a line 410 feet southwesterly of Sherif S. Byrd Place;

- h. A line midway between Shakespeare Avenue and Jesup Avenue, a line 100 feet northeasterly of Edward L. Grant Highway, and a line 510 feet southwesterly of Sherif S. Byrd Place;
- i. A line 375 feet northeasterly of West 170th Street, a line midway between Plimpton Avenue, Nelson Avenue, and a line 100 feet southwesterly of Edward L. Grant Highway.
- j. A line 300 feet northeasterly of West 170th Street, Nelson Avenue, and a line 100 feet southwesterly of Edward L. Grant Highway;
- k. A line 165 feet northeasterly of West 170th Street, a line midway between Nelson Avenue and Shakespeare Avenue, and a line 100 southwesterly of Edward L. Grant Highway; and
- 1. A line 115 feet northeasterly of West 170th Street, Shakespeare Avenue, and a line 100 feet southwesterly of Edward L. Grant Highway;

2. Eliminating from within an existing R8 District a C1-4 District bounded by:

- a. A line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East Burnside Avenue, a line 100 feet northwesterly of Grand Boulevard and Concourse, East Burnside Avenue (southerly portion) Creston Avenue, a line 100 feet southwesterly of East Burnside Avenue; and
- b. A line midway between Jerome Avenue, and Walton Avenue, a line 100 feet northeasterly of East Tremont Avenue, Morris Avenue, a line 100 feet southwesterly of East Tremont Avenue, Walton Avenue, and a line 175 southwesterly of East Tremont Avenue;
- 3. Eliminating from within an existing R7-1 District a C2-4 District bounded by a line midway between Davidson Avenue and Jerome Avenue, a line 100 feet southwesterly of West Burnside Avenue, Jerome Avenue, a line 100 feet southwesterly of East Burnside Avenue, a line midway between Jerome Avenue and Walton Avenue, East Tremont Avenue, and West Tremont Avenue;

4. Changing from an R7-1 District to an R7A District property bounded by:

- a. Aqueduct Avenue East, a line midway between Evelyn Place and West 183rd Street, a line 100 feet northwesterly of Jerome Avenue, and a line midway between West 183rd Street and Buchanan Place; and
- b. a line 100 feet northwesterly of Jerome Avenue, Featherbed Lane, a line midway between Jerome Avenue and Townsend Avenue, and a southwesterly boundary line of a park and its southeasterly prolongation;

5. Changing from a C4-4 District to an R7A District property bounded by Jerome Avenue, East 171st Street, a line midway between Jerome Avenue and Townsend Avenue, and a line 100 feet northeasterly of East 170th Street.

6. Changing from an C8-3 District to an R7A District property bounded by:

- a. West 184th Street, East 184th Street, a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East Burnside Avenue, Jerome Avenue, a line 320 feet southwesterly of West 181st Street, a line midway between Davidson Avenue and Jerome Avenue, a line 100 feet southwesterly of West 181st Street, Davidson Avenue, a line 100 feet northeasterly of West 181st Street, a line 100 feet northwesterly of Jerome Avenue, North Street, and a lime midway between Davidson Avenue and Jerome Avenue;
- b. Jerome Avenue, East 175th Street, a line midway between Jerome Avenue and Townsend Avenue, and East 174th Street; and
- c. Inwood Avenue, West Mount Eden Avenue, a line 100 feet northwesterly of Jerome Avenue, southwesterly boundary line of a park and its southeasterly prolongation, Jerome Avenue, a line 100 feet southwesterly of East Mount Eden Avenue, a line midway between Jerome Avenue and Townsend Avenue, East 171st Street, Jerome Avenue and West 172nd Street;
- 7. Changing from an R7-1 District to an R7D District property bounded by Jerome Avenue, East 177th Street, a line 100 feet southeasterly of Jerome Avenue, and East 176h Street;

8. Changing from an R7-1 District to an R8A District property bounded by:

- a. A line midway between Davidson Avenue and Jerome Avenue, East 176th Street and its westerly centerline prolongation, a line midway between Jerome Avenue and Townsend Avenue, and East 175th Street and its northwesterly centerline prolongation;
- b. Jerome Avenue, a line 100 feet northeasterly of East Mount Eden Avenue, a line midway between Jerome Avenue and Townsend Avenue, and a line 50 feet southwesterly of East Mount Eden Avenue;
- c. The southeasterly prolongation of a line midway between Jesup Avenue and Cromwell Avenue, the northwesterly centerline prolongation of West 170th Street, West 170th Street, and a line perpendicular to the southeasterly street line of Jesup Avenue distant 205 feet northeasterly (as measured along the street line) from the point of intersection of southeasterly street line of Jesup Avenue and the northeasterly street line of Edward L. Grant Highway; and
- d. Ogden Avenue, Dr. Martin Luther King Jr. Boulevard, Edward L. Grant Highway, Plimpton Avenue, a line 525 feet southwesterly of West 172nd Street, a line midway between Plimpton Avenue and Nelson Avenue, a line 625 feet southwesterly of West

172nd Street, Nelson Avenue, a line 770 feet southwesterly of West 172nd Street. Nelson Avenue, a line 770 feet southwesterly of West 172nd Street, a line midway between Nelson Avenue and Shakespeare Avenue, a line 820 feet southwesterly of West 172nd Street, Shakespeare Avenue, a line 410 feet southwesterly of Sherif S. Byrd Place, a line midway between Shakespeare Avenue and Jesup Avenue, a line 510 feet southwesterly of Sherif S. Byrd Place, Jesup Avenue, Edward L. Grant Highway, a line 100 feet southerly of West 170th Street, a line 115 feet easterly of Shakespeare Avenue, West 170th Street, Shakespeare Avenue, a line 115 northeasterly of West 170th Street, a line midway between Nelson Avenue, and Shakespeare Avenue, a line 165 feet northeasterly of West 170th Street, Nelson Avenue, a line 300 feet northeasterly of West 170th Street, a line midway between Plimpton Avenue and Nelson Avenue, a line 375 feet northeasterly of West 170th Street.

9. Changing form an R8 District to a R8A District property bounded by:

- A line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East 183rd Street, Creston Avenue, and a line 100 feet southwesterly of East 183rd Street;
- b. A line midway between Jerome Avenue and Townsend Avenue, a line 100 feet northeasterly of East Mount Eden Avenue, Walton Avenue, a line 100 feet northeasterly of East Mount Eden Avenue, a line 100 feet northwesterly of Grand Boulevard and Concourse a line 100 feet southwesterly of East Mount Eden Avenue, Walton Avenue, and a line 100 feet southwesterly of East Mount Eden Avenue;
- c. Macombs Road, Jerome Avenue, a line midway between East 170th Street and Elliot Place, a line 100 feet southeasterly of Jerome Avenue, a line 100 feet southeasterly of Gerard Avenue, East 169th Street, Jerome Avenue, the northwesterly prolongation of a line 120 feet southwesterly of Marcy Place, a line 100 feet northwesterly of Jerome Avenue, West 170th Street, and Jerome Avenue (Plaza Drive); and
- d. East 168th Street, Gerard Avenue, a line 100 feet northeasterly of East 167th Street, a line 100 feet northwesterly of Grand Boulevard and Concourse, a line 100 feet southwesterly of East 167th Street, and a line midway between River Avenue and Gerard Avenue;
- **10.** Changing from an C4-4 District to an R8A District property bounded by Jerome Avenue, a line 100 feet northeasterly of East 170th Street, a line northwesterly of Grand Boulevard and Concourse, and a line midway between East 170th Street and Elliot Place;

11. Changing form a C8-3 District to an R8A District property bounded by:

a. Jerome Avenue, a line 50 feet southwesterly of East Mount Eden Avenue, a line midway between Jerome Avenue and Townsend Avenue, and a line 100 feet southwesterly of East Mount Eden Avenue;

- b. Macombs Road, Goble Place, Inwood Avenue, West 172nd Street, Jerome Avenue, Macombs Road, Jerome Avenue, (Plaza Drive), West 170th Street and its northwesterly prolongation, a line 100 northwesterly of Cromwell Avenue and its southwesterly prolongation, a line perpendicular to the northwesterly street line of Cromwell Avenue distant 90 feet northeasterly (as measured along the street line) from the point of intersection of the northwesterly street line of Cromwell Avenue and the northwesterly street line of West 170th Street, Cromwell Avenue and the northwesterly street line of West 170th Street, Cromwell Avenue, a line 575 feet southwesterly of Macombs Road, Inwood Avenue, a line 275 feet southwesterly of Macombs Road, and Cromwell Avenue and its northeasterly centerline prolongation; and
- Jerome Avenue, East 169th Street, Gerard Avenue, East 168th Street, a line midway between River Avenue and Gerard Avenue, a line 100 northeasterly of East 167th Street, and River Avenue;
- 12. Changing from and M1-2 District to an R8A District property bounded by West 170th Street, a line 100 feet northwesterly of Jerome Avenue (Plaza Drive), the northwesterly prolongation of a line 120 feet southwesterly of Marcy Place, Jerome Avenue, West Clarke Place, Inwood Avenue, a line 345 feet southwesterly of West 170th Street, and Cromwell Avenue;

13. Changing from an R7-1 District to an R9A District property bounded by:

- a. Jesup Avenue, a line perpendicular to the southeasterly street line of Jesup Avenue distant 205 feet northeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Jesup Avenue and the northeasterly street line of Edward L. Grant Highway, West 170th Street, and Edward L. Grant Highway;
- West 168th Street, Edward L. Grant Highway, a line 120 feet southerly of West 168th Street and its easterly prolongation, and a line 50 feet easterly of Shakespeare Avenue; and
- c. A line midway between Shakespeare Avenue and Edward L. Grant Highway and its southerly prolongation, the northwesterly centerline prolongation of East 167th Street, and Jerome Avenue;
- 14. Changing from an R8 District to and R9A District property bounded by Jerome Avenue, a line 100 northeasterly of East 167th Street, a line midway between River Avenue and Gerard Avenue, McClellan Street, a line midway between Cromwell Avenue and River Avenue, a line 100 feet southwesterly of East 167th Street, and Cromwell Avenue;

15. Changing from a C8-3 District to an R9A District property bounded by Edward L. Grant Highway, West 169th Street, River Avenue, a line 100 feet northeasterly of East 167th Street, Jerome Avenue, Cromwell Avenue, the northwesterly centerline prolongation of East 167th Street, a line midway between Shakespeare Avenue and Edward L. Grant Highway, a line 120 feet southerly of West 168th Street and its easterly prolongation;

16. Changing from an M1-2 District to an R9A District property bounded by:

- a. West 170th Street, Cromwell Avenue, a line 470 feet northeasterly of West 169th Street, and Edward L. Grant Highway; and
- Edward L. Grant Highway, a line 180 feet northeasterly of West 169th Street, Cromwell Avenue, and West 169th Street;
- 17. Changing from an R7-1 District to a C4-4D District property bounded by a line midway between Dr. Martin Luther King Jr. Boulevard and Harrison Avenue, a line 275 feet southwesterly of West 180th Street, Harrison Avenue, a line 310 feet southwesterly of West 180th Street, a line midway between Harrison Avenue and Grand Avenue, a line 350 feet southwesterly of West 180th Street, Grand Avenue, a line 290 feet southwesterly of West 180th Street, Davidson Avenue a line perpendicular to the southeasterly of Davidson Avenue distant 120 feet northeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Davidson Avenue and the northerly street line of West Burnside Avenue, a line midway between Davison Avenue and Jerome Avenue, a line 320 feet southwesterly of West 181st Street, Jerome Avenue, a line 100 feet northeasterly of East Burnside Avenue, a line midway between Jerome Avenue and Walton Avenue, East Tremont Avenue, West Tremont Avenue, Davidson Avenue, a line 100 feet northeasterly of West Tremont Avenue, a line midway between Davidson Avenue and Jerome Avenue, a line 100 feet southerly of West Burnside Avenue, Davidson Avenue, a line perpendicular to the northwesterly street line of Davidson Avenue, distant 125 feet southwesterly (as measured along the street line) from the point of intersection of the northwesterly street line of Davidson Avenue and the southerly street line of West Burnside Avenue, a line midway between Grand Avenue and Davidson Avenue, a line perpendicular to the southeasterly street line of Grand Avenue, distant 100 feet southwesterly (as measured along the street line) from the point of intersection of the southeasterly street line of Grand Avenue and the southwesterly street line of West Burnside Avenue, Grand Avenue, a line 100 feet southwesterly of West Burnside Avenue, Harrison Avenue, a line 75 feet northwesterly of Harrison Avenue, and West Burnside Avenue;

18. Changing from an R8 District to a C4-4D District, property bounded by:

a. A line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East Burnside Avenue, a line 100 feet northwesterly of Grand Boulevard and Concourse, East Burnside Avenue (southerly portion), Creston Avenue, and a line 100 feet southwesterly of East Burnside Avenue; and

- b. A line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East Tremont Avenue, Walton Avenue, a line 55 feet northeasterly of East Tremont Avenue, Morris Avenue, a line 295 feet northerly of East 177th Street, a line 100 feet southeasterly of Walton Avenue, and a line 100 feet southwesterly of East Tremont Avenue;
- 19. **Changing from a C8-3 District to a C4-4D District property bounded by** a line 100 feet northwesterly of Jerome Avenue, West Tremont Avenue, East Tremont Avenue, a line 100 feet southwesterly of Jerome Avenue, East 177th Street, Jerome Avenue, and West 177th Street;

20. Establish within an existing R7-1 District a C2-4 District bounded by:

- A line 100 feet northwesterly of West 170th Street, a line 100 feet northwesterly of Cromwell Avenue, and the northwesterly centerline prolongation of West 170th Street;
- b. A line 100 feet southerly of West 170th Street, Edward L. Grant Highway, West 168th Street, a line midway between Shakespeare Avenue and Edward L. Grant Highway, West 169th Street, and a line 115 feet southwesterly of Shakespeare Avenue;
- 21. Establish within an existing R8 District a C2-4 District property bounded by McClellan Street, a line midway between River Avenue and Gerard Avenue, East 165th Street, and River Avenue;

22. Establish within a proposed R7A District a C2-4 District property bounded by:

- a. West 184th Street, East 184th Street, a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East Burnside Avenue, Jerome Avenue, a line 320 feet southwesterly of West 181st Street, a line 100 feet northwesterly of Jerome Avenue, North Street, and a line midway between Davidson Avenue and Jerome Avenue;
- b. East 175th Street, a line midway between Jerome Avenue and Townsend Avenue, a northeasterly boundary line of a park and its northwesterly prolongation, and Jerome Avenue;
- c. A line 175 feet northeasterly of East Mount Eden Avenue, a line midway between Jerome Avenue and Townsend Avenue, a line 100 northeasterly of East Mount Eden Avenue, and Jerome Avenue; and
- d. A southwesterly boundary line of a park and its southeasterly prolongation, Jerome Avenue, a line 100 feet southwesterly of East Mount Eden Avenue, a line midway between Jerome Avenue and Townsend Avenue, a line 100 feet

northeasterly of East 170th Street, Jerome Avenue, West 172nd Street, and a line 100 feet northwesterly of Jerome Avenue;

23. Establish within a proposed R8A District a C2-4 District bounded by:

- a. Jerome Avenue, a line 50 feet southwesterly of East Mount Eden Avenue, a line midway between Jerome Avenue and Townsend Avenue, a line 100 feet southwesterly of East Mount Eden Avenue;
- b. West 172nd Street, Jerome Avenue, Macombs Road, and a line 100 feet northwesterly of Jerome Avenue;
- c. A line 100 feet northwesterly of Cromwell Avenue, a line perpendicular to the northwesterly street line of Cromwell Avenue, distant 90 feet northeasterly (as measured along the street line) form the point of intersection of the northwesterly street line of Cromwell Avenue and the northwesterly street line of West 170th Street, Cromwell Avenue, a line 100 feet northeasterly of West 170th Street, Jerome Avenue, (Plaza Drive), West 170th Street, a line 100 feet northwesterly of Jerome Avenue (Plaza Drive), a line 100 feet southwesterly of West 170th Street, and the northwesterly centerline of West 170th Street;
- d. Jerome Avenue, a line 100 feet northeasterly of East 170th Street, a line 100 feet northwesterly of Grand Boulevard and Concourse, and a line midway between East 170th Street and Elliot Place;
- e. The northwesterly prolongation of a line 120 feet southwesterly of Marcy Place, Jerome Avenue, West Clarke Place, and a line 100 feet northwesterly of Jerome Avenue; and
- f. West 170th Street, Edward L. Grant Highway, a line 100 feet southerly of West 170th Street, and a line 115 feet easterly of Shakespeare Avenue;
- 24. Establish within a proposed R9A District a C2-4 District bounded by Edward L. Grant Highway, a line 180 feet northeasterly of West 169 Street, Cromwell Avenue, West 169th Street, Jerome Avenue, River Avenue, a line 100 feet northeasterly of East 167th Street, Jerome Avenue, the northwesterly centerline prolongation of East 167th Street, a line midway between Shakespeare Avenue and Edward L. Grant Highway, and West 168th Street; and
- 25. **Establishing a Special Jerome Avenue District bounded by** West 184th Street, East 184th Street, a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East 183rd Street, Creston Avenue, a line 100 feet southwesterly of East 183rd Street, a line midway between Jerome Avenue, and Walton Avenue, a line 100 feet northeasterly of East Burnside Avenue, a line 100 feet northwesterly of Grand Boulevard and Concourse, East Burnside Avenue (southerly portion), Creston Avenue, a line 100 feet southwesterly of East Burnside Avenue, a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East Tremont Avenue, Walton Avenue, a line 55 feet northeasterly of East Tremont Avenue, Morris Avenue, a line 295 feet northerly of East 177th Street, line 100 feet southeasterly of Walton Avenue, a line 100

feet southwesterly of East Tremont Avenue, a line 100 feet southeasterly of Jerome Avenue, East 176th Street, a line midway between Jerome Avenue and Townsend Avenue, a line 100 feet northeasterly of East Mount Eden Avenue, Walton Avenue, a line 100 feet northeasterly of East Mount Eden Avenue, a line 100 feet northwesterly of Grand Boulevard and Concourse, a line 100 feet southwesterly of East Mount Eden Avenue, Walton Avenue, a line 100 feet southwesterly of East Mount Eden Avenue, a line midway between Jerome Avenue and Townsend Avenue, a line 100 feet northeasterly of East 170th Street, a line 100 feet northwesterly of Grand Boulevard and Concourse, a line midway between East 170th Street and Elliot Place, a line 100 feet southeasterly of Jerome Avenue, a line 1000 feet easterly of Gerard Avenue, East 169th Street, Gerard Avenue, a line 100 feet northeasterly of East 167th Street, a line 100 feet northwesterly of Grand Boulevard and Concourse, a line 100 feet southeasterly of East 167th Street, a line midway between River Avenue and Gerard Avenue, East 165th Street, River Avenue, McClellan street, a line midway between Cromwell Avenue and River Avenue, a line 100 feet southwesterly of East 167th Street, Cromwell Avenue and River Avenue, a line 100 feet southwesterly of East 167th Street, Cromwell Avenue, the northwesterly centerline prolongation of East 167th Street, Jerome Avenue, a line midway between Shakespeare Avenue and Edward L. Grant Highway, a line 120 feet southerly of West 168th Street, a line 50 feet easterly of Shakespeare Avenue, West 168th Street, a line midway between Shakespeare Avenue and Edward L. Grant Highway, West 169th Street, a line 115 feet northeasterly of Shakespeare Avenue, West 170th Street, Shakespeare Avenue, a line 115 feet northeasterly of West 170th Street, a line midway between Nelson Avenue and Shakespeare Avenue a line 165 feet northeasterly of West 170th Street, Nelson Avenue, a line 300 feet northeasterly of West 170th Street, a line midway between Plimpton Avenue and Nelson Avenue, a line 375 feet northeasterly of West 170th Street, Plimpton Avenue, and a line 550 feet northeasterly of West 170th Street, Ogden Avenue, Dr. Martin Luther King Jr. Boulevard, Edward L. Grant Highway, Plimpton Avenue, a line 525 feet southwesterly of West 172nd Street,, a line midway between Plimpton Avenue and Nelson Avenue, a line 625 feet southwesterly of West 172nd Street, Shakespeare Avenue, a line 410 feet southeasterly of Sherif S. Byrd Place, a line midway between Shakespeare Avenue and Jesup Avenue, a line 510 feet southwesterly of Sherif S. Byrd Place, Jesup Avenue, a line perpendicular to the southeasterly street line of Jesup Avenue, distant 205 feet northeasterly (as measured along the street line) from the point of intersection of the northwesterly street line of Cromwell Avenue and the northwesterly street line of West 170th Street, Cromwell Avenue, Cromwell Avenue, a line 575 feet southeasterly of Macombs Road, Inwood Avenue, a line 275 feet southwesterly of Macombs Road, Cromwell Avenue and its northeasterly centerline prolongation, Goble Place, Inwood Avenue, West Mount Eden Avenue, a line 100 feet northwesterly centerline prolongation of East 175th Street, a line midway between Davidson Avenue and Jerome Avenue, the northwesterly centerline prolongation of East 176th Street, Jerome Avenue, West 177th Street, a line 100 feet northwesterly of Jerome Avenue, West Tremont Avenue, Davidson Avenue, a line 100 feet northeasterly of West Tremont Avenue, a line midway between Davidson Avenue and Jerome Avenue, a line 100 feet southerly of West Burnside Avenue, Davidson Avenue, a line perpendicular to the northwesterly street line of Davidson Avenue, distant 125 feet southwesterly (as measured along the street line) from the point of intersection of the northwesterly street line of Davidson Avenue and the

southerly street line of West Burnside Avenue, a line midway between Grand Avenue and Davidson Avenue, a line perpendicular to the southwesterly street line of Grand Avenue distant 100 feet southwesterly (as measured along the street line) from the point of intersection of the southwesterly street line of Grand Avenue and the southerly street line of West Burnside Avenue, Grand Avenue a line 100 feet southwesterly of West Burnside Avenue, Harrison Avenue, a line 75 feet northwesterly of Harrison Avenue, West Burnside Avenue, Dr. Martin Luther King Jr, Boulevard and Harrison Avenue, a line 275 feet southwesterly of West 180th Street, Harrison Avenue, a line 310 feet southwesterly of West 180th Street, a line midway between Harrison Avenue and Grand Avenue, a line 350 feet southwesterly of West 180th Street, Grand Avenue a line 290 feet southwesterly of West 180th Street, Davidson Avenue, a line perpendicular to the southeasterly street line of Davidson Avenue, distant 120 feet northeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Davidson Avenue and the northerly street line of West Burnside Avenue, a line midway between Davidson Avenue and Jerome Avenue, a line 100 feet southwesterly of West 181st Street, Davidson Avenue, a line 100 feet northeasterly of West 181st Street, a line 100 feet northwesterly of Jerome Avenue, a line midway between West 183rd Street and Buchanan Place, Aqueduct Avenue East, a line midway between Evelyn Place and West 183rd Street, a line 100 feet northwesterly of Jerome Avenue, North Street, and a line midway between Davidson Avenue and Jerome Avenue, and excluding the area bounded by Edward L. Grant Highway, a line 470 feet northeasterly of West 169th Street, Cromwell Avenue, a line 345 feet southwesterly of West 170th Street, Inwood Avenue, West Clarke Place, Jerome Avenue, West 169th Street, Cromwell Avenue, and a line 180 feet northeasterly of West 169th Street:

Borough of The Bronx, Community Districts #4, #5, and #7, as shown on a diagram (for illustrative purposes only) dated August 21, 2017, and subject to the conditions of CEQR Declaration E-442.

BACKGROUND

Known as the "Jerome Avenue Rezoning" initiative, the Bronx office of the Department of City Planning (the applicant) is proposing a comprehensive Zoning Map change The following chart identifies these changes which are proposed for an approximate 92 block area:

1) R7-1	to	R7A/C2-4	13) R8	to	R8A
2) R7-1	to	R7D	14) R8/C1-4	to	C4-4D
3) R7-1	to	R8/C2-4	15) R8/C2-4	to	R9A/C2-4
4) R7-1	to	R8A	16) R8/C2-4	to	R8/C2-4
5) R7-1	to	R8A/C2-4			
6) R7-1	to	R9A/C2-4	17) C8-3	to	R7A
7) R7-1	to	C4-4D	18) C8-3	to	R7A/C2-4
8) R7-1/C1-4	to	R8A/C1-4	19) C8 - 3	to	R8A
9) R7-1/C1-4	to	R9A/C2-4	20) C8-3	to	R8A/C2-4
10) R7-1/C2-4	to	R4-4D	21) C8-3	to	R9A/C2-4
11) R7-1/C2-4	to	R8A/C2-4	22) C8-3	to	C4-4D

12) R7-1/C2-4	to	R7D/C2-4			
23) C4-4 24) C4-4 25) C4-4	to to to	R7A/C2-4 R8A/C2-4 R8A/C2-5	26) M1-2 27) M1-2 28) M1-2 29) M1-2	to to to	R8A R8A/C2-4 R9A R9A/C2-4
			29) M11-2	το	K9A/C2-4

General boundaries for this rezoning proposal "centers" around Jerome Avenue, between 167th Street on the south and 183rd Street on the north. South of 167th Street the boundary extends to McClellan Street on River Avenue. Additional general boundaries includes:

- Edward L. Grant Highway, between Woodycrest Avenue on the south and the Cross Bronx Expressway on the north.
- East 167th Street, between River Avenue on the west and Grandview Place on the east.
- 170th Street, between Cromwell Avenue on the west and the Grand Boulevard and Concourse on the east.
- Mount Eden Avenue, between Jesup Road on the west and the Grand Boulevard and Concourse on the east.
- West 176th Street, between Davidson Avenue on the west and Jerome Avenue on the east.
- Tremont Avenue, between Davidson Avenue on the west and Walton Avenue on the east.
- Burnside Avenue, between Aqueduct Avenue on the west and the Grand Boulevard and Concourse on the east.
- 183rd Street, between Aqueduct Avenue on the west and the Grand Boulevard and Concourse on the east.

As specifically referenced in the Docket Description, numerous zoning changes are proposed.

Eliminating R7-1 District and establishing an R7A, R7D, R8A. R9A District:

- o R7-1: Allows for medium density multi-unit development. FAR ranges from 0.87 to a high of 3.44.
- o R7A: Facilitates high lot coverage and multi-unit development composed of seven and eight story buildings. FAR is 4.0.
- o R7D: Promotes contextual development along transit corridors. FAR 4.2. Quality Housing bulk regulations are mandatory in R7D districts.

- o R8A: Quality Housing bulk regulations are mandatory. Buildings generally rise 10-to-12 stories set at or near the street line. FAR is 6.02.
- o R9A: Quality Housing bulk regulations are mandatory in R9A districts. High lot coverage and buildings composed of 14-15 stories typify residential development. FAR is 7.52. The area between a building's street wall and street line must be planted and the interior amenities for residents are pursuant to the Quality Housing Program.

(Cross Reference Docket Description Points #4, #7, #8 for specific boundaries)

Changing a R7-1 and R8 District and establishing an R8A, R9A District

- o R8 District allows mid-rise buildings approximating eight to ten stories, to taller buildings set back from the street on large zoning lots. FAR ranges from, 0.94 to 6.02.
- o R8A: Quality Housing bulk regulations are mandatory. Buildings generally rise 10-to-12 stories set at or near the street line. FAR is 6.02.
- o R9A: Quality Housing bulk regulations are mandatory in R9A districts. High lot coverage and buildings composed of 14-15 stories typify residential development. FAR is 7.52. The area between a building's street wall and street line must be planted and the interior amenities for residents are pursuant to the Quality Housing Program.

(Cross Reference Docket Description Point, #9, #13, #14, for specific boundaries)

As proposed by the applicant, the R7-1 and R8 Districts are changed to a C4-4D District C4-4D is a contextual district which allow for uses that serve a larger region. Theaters, department stores, specialty stores are permitted. Fordham Road typifies such districts. (Cross Reference Docket Description #17, #18, for specific boundaries).

As proposed by the applicant, the C1-4 District within a proposed R7-1 District is eliminated. C1-4 Districts are commercial overlays that allow for retail activity within residential zones. Grocery stores and beauty parlors typify retail activity permitted in C1-4 Districts. (Cross Reference Docket Description Point #1 for specific boundaries)

As proposed by the applicant, the C1-4 District within a R8 District is eliminated. C1-4 Districts are commercial overlays that allow for retail activity within residential zones. (Cross Reference Docket Description Point #2 for specific boundaries)

As proposed by the applicant, the C2-4 District within a R7-1, District is eliminated. C2-4 Districts allow a wider range of uses such as funeral homes and tattoo parlors. (Cross Reference Docket Description Point #3 for specific boundaries)

As proposed by the applicant, a C2-4 District within a R7-1, R7A, R8, R8A, R9A District is established. C2-4 Districts allow a wider range of uses such as funeral homes and tattoo parlors. (Cross Reference Docket Description Point #20, #21, #22, #23 #24 for specific boundaries)

As proposed by the applicant, the C4-4 District is changed to a R7A and R8A District.

Retail development that typifies C4-4 zones is best reflected along Fordham Road. (Cross Reference Docket Description Point #5 & #10 for specific boundaries)

As proposed by the applicant, a C8-3 District is changed to a R7A and R8A, R9A C8 Districts "bridge" commercial and manufacturing uses. Car dealerships and auto-related retail activity typifies development in C8 Districts.

(Cross Reference Docket Description Point #6 #11 & #15 for specific boundaries).

As proposed by the applicant a C8-3 District is changed to a C4-4D District C8 Districts "bridge" commercial and manufacturing uses. Car dealerships and auto-related retail activity typifies development in C8 Districts.

C4-4D is a contextual district which allow for uses that serve a larger region. Theaters, department stores, specialty stores are permitted. Fordham Road typifies such districts. (Cross Reference Docket Description #19 for specific boundaries).

As proposed by the applicant, a M1-2 District is changed to an R8A and R9A District. M1-2 Districts include light industrial uses such as woodworking shops, repair shops, and wholesale services and storage facilities. Transient hotels are allowed in M1 zones. (Cross Reference Docket Description #12 and #16 for specific boundaries).

Establish the Special Jerome Avenue District. (Cross Reference Docket Description #25 for specific boundaries).

Key to improving the development profile where the elevated rail line is in place, is to require new development to adhere to zoning measures specifically provided for in this application for the Jerome Avenue Special District. These include:

- Buildings fronting on the elevated rail would allow a maximum base height of 30 feet before requiring a 10 foot setback before rising to maximum heights.
- On wide streets intersecting Jerome Avenue, above the maximum base height, building must be se set back at least 10 feet from the street. On narrow streets, this setback must be 15 feet.
- Mapping R7A and R7D with a commercial overlay would allow for retail uses along the Jerome Avenue corridor, matching the surrounding neighborhood context. Maximum building height along elevated rail is 115 feet
- Mapping R8A Districts to contextualize the areas now zoned R8. R8A Districts are also proposed along major wide streets including:
 - Edward L. Grant Highway (now zoned R7-1 & C4-4)
 - Macombs Road (now zoned C8-3)
 - 170th Street (now zoned R7-1 & C4-4)

Maximum building height is 120 feet

• Mapping R9A at the confluence of multiple streets near the 167th Street #4 train station and the "D" train station on the Grand Boulevard and Concourse. Maximum building height is 195 feet along rail line, 175 feet elsewhere above the maximum base height,

building must be set back 10 feet from the street wall on wide streets, 15 feet when facing a narrow street.

- Map C4-4D at Burnside Avenue to encourage region-drawing commercial development
- Mid density residential development on Jerome Avenue with commercial overlays will create additional pedestrian activity by improving the lighting and overall profile of this area, specifically where the existing elevated rail trestle blocks out natural light during the day and hampers street lighting at night.
- Require planting, wall treatments and/or urban furniture on recessed spaces at the ground floor.
- Require non-residential uses along the ground floor
- Require that 20 percent of the façade of a building must recess three feet and by allowing dormers within 75 feet of corners
- Allow for additional building height on portions of the building fronting the elevated tracks

The applicant considers this comprehensive zoning proposal as a means to achieve a broad range of objectives that transcend the specific zoning map changes. These include the way by which the built profile within the boundaries of this proposal can improve the Jerome Avenue community. In addition, the applicant considers this as an opportunity to coordinate a wide range of services that will facilitate an improved standard of living and opportunities for those residing within this community and doing business here as well. Highlighting some of what these objectives are include:

- 1) Create a "sense of place" along the Jerome Avenue corridor, specifically where the presence of the elevated subway trestle is in place
- 2) Preserve existing affordable housing
- 3) Surveying of distressed properties through HPD's Neighborhood Planning and Preservation Unit to connect property owners to resources which can be used to remediate the conditions of these properties.
- 4) Implement Mandatory Inclusionary Housing (MIH) to require all new residential development that occurs within the Jerome Avenue Special District be permanently affordable
- 5) Work with local businesses and developers along with the Department of Small Business Services (SBS) to promote economic opportunity for community residents.
- 6) Facilitate construction of affordable residences in one of New York City's most "transit rich" locales.
- 7) Create greater retail diversity
- 8) Support the existing auto-related businesses and workers through the city's Workforce1 Centers

- 9) Working with the Mayor's Office of Workforce Development, the Department of Health and Mental Hygiene, Department of Small Business Services (SBS), Mayor's Office of Immigrant Affairs; together these agencies will address the needs of the local workforce
- 10) Market services and opportunities within the Jerome Avenue corridor
- 11) Provide access to capital to support business and compliance needs
- 12) Encourage development that will enhance Jerome Avenue's built profile as being safe, lively and active, resulting in a dramatic increase in pedestrian activity
- 13) Create more inviting public spaces, specifically on Jerome Avenue and along those avenues and streets that intersect Jerome Avenue through the installation of better lighting, coordinated street furniture and street trees
- 14) Improve the numerous step-streets that are present along Jerome Avenue, specifically at Featherbed Lane to Davidson Avenue at West 174th Street, Clifford Place---between the Grand Concourse and Walton Avenue
- 15) Consider ways by which access to the Cross Bronx Expressway at Jerome Avenue can be improved to reduce vehicular-pedestrian conflict
- 16) Improve wayfinding along the Jerome Avenue corridor, specifically where subway stations and bus transfer points exist
- 17) Encourage the Metropolitan Transportation Authority (MTA) to improve ADA compliant access to both the #4 and "D" train stations
- 18) Design and reconstruct numerous public park properties including:
 - o Corporal Fischer Park
 - o Grant Park
 - o Aqueduct Walk
- 19) Identify locations for the siting of new public school facilities

Pending approval of this application a total of 15 residential buildings now located in either a C8 or M1 zone, will be located in a residential zone. Consequently, this existing development will conform to the proposed Zoning Map amendment.

Existing development within the area this application is considering includes mid-rise residential buildings on avenues running parallel to Jerome Avenue. As heretofore noted, 15 low and mid-rise residential buildings are located within the area being considered by this application. Consequently, whereas these buildings are currently located in either an M1-2 or C8 zone and

are therefore non-conforming, pending adoption of this application, these residential buildings will be conforming to an "R" zone.

Retail development prompting high levels of pedestrian traffic is typified by one-story commercial venues are situated on streets interesting Jerome Avenue; among these are 167th Street, 170th Street, Mount Eden Avenue, 175th Street, Tremont Avenue, Burnside Avenue, and 183rd Street. Commercial development specifically on Jerome Avenue includes auto-related venues, hardware supply stores, off-street parking facilities including garage bays, fast-food and dining establishments. Numerous discount retail stores and supermarkets are also found on Jerome Avenue The recently completed New Settlement Community Center and Public School 240 are located on the west side of Jerome Avenue, in the vicinity of West 172nd Street. Jennie Jerome Park is a public park typified by benches located on asphalt is located on the east side of Jerome Avenue at 174th Street. Additional city-owned mapped parkland noted by the applicant includes:

Inwood Park

Corporal Fischer Park

Morton Playground

Aqueduct Walk

Grant Avenue Park

Richman Park (aka Echo Park)

Access to the Cross Bronx Expressway (Interstate 95) is situated on Jerome Avenue at 174th Street. Subway service via the #4 Train operates on an elevated trestle. Within the area this application is considering this subway service is available at 167th Street, 170th Street, Mount Eden Avenue, 176th Street, Burnside Avenue and 183rd Street. Subway access to the "D" Train is located on the Grand Concourse, approximately three blocks east of Jerome Avenue. Station stops include, 167th Street, 170th Street, 174-175th Streets, Tremont Avenue and 182-183rd Streets. Ample bus transportation is also found within this area, this includes both crosstown and uptown-downtown lines.

The primary rational for proposing this application by the Department of City Planning is based on the city's need for additional affordable residential housing. As stated by the applicant's representatives, the Jerome Avenue corridor is well served by mass transit and offers easy access to both Interstate 95 (The Cross Bronx Expressway) and Interstate 87 (The Major Deegan Expressway). Existing development along this corridor however, is virtually void of any residential accommodations. As such, the Department of City Planning is proposing the "Special Jerome Avenue District," which it is predicted will eventually yield approximately 4,000 additional residential units. Such development is prohibited in a C8 or M1 zones.

ENVIRONMENTAL REVIEW AND ULURP CERTIFICATION

This application was reviewed pursuant to CEQR and SEQR and received a Negative Declaration. This application was certified as complete on August 21, 2017.

BRONX COMMUNITY BOARD PUBLIC HEARINGS

This application was reviewed by Bronx Community Board #4, #5 and #7. Community Boards #4 and #5 convened a joint hearing on October 4, 2017. Community Board #7 held a public

hearing on October 10, 2017. Each Community Board voted to approve this application with modifications. The votes were:

Community Board #4:
Community Board #5:
The state of the

BOROUGH PRESIDENT'S PUBLIC HEARING

The Bronx Borough President convened a public hearing on this matter on November 2, 2017. The applicant spoke in favor of this application. Approximately 150 members of the public were present. All those who signed a speaker's slip were provided a two-minute time frame to offer testimony. Of those speaking, 51 people expressed opposition to this application, requesting that the Borough President recommend denying approval. Five people spoke in favor of the application. Four took no position or made a neutral statement, but recommended improvements. The hearing remained open for submission of written testimony until 5:00 p.m. on Thursday, November 9, 2017.

BOROUGH BOARD HEARING

The Bronx Borough Board convened a public hearing to vote on this matter on November 27, 2017. The applicant spoke in favor of this application. The Borough Board voted to approve this application with a vote of 8 in favor, zero opposed, and three abstentions.

BRONX BOROUGH PRESIDENT'S RECOMMENDATION

Encompassing 92 blocks, the Special Jerome Avenue District represents one of the most comprehensive Zoning Map changes ever to be proposed for any Bronx community during my tenure as Borough President. It has prompted one of the most detailed studies undertaken by my administration, City Council Member Vanessa Gibson, the Department of City Planning's Bronx office and the Department of Housing Preservation and Development. I appreciate the magnitude of this undertaking. Nonetheless however, this matter remains most contentious. Perhaps this is because of what many Bronx residents see as having taken place in other communities where zoning changes impacting a multi-block area were adopted, most notably in Brooklyn.

Among many facts that I must consider as provided to me by my planning staff, Council Member Vanessa Gibson, the Department of City Planning and the Department of Housing Preservation and Development (HPD) include:

- The City of New York has an overwhelming need for additional affordable residential units that would include a broad range of incomes, especially for very and extremely low-income residents.
- If this zoning proposal is adopted, the Department of City Planning estimates that approximately 4,000 units of additional residential units is possible. Where C8 and M1 zoning is in place residential development is prohibited. I remain convinced this development projection is low.

- The median household income within the Jerome Avenue study area is approximately \$25,900 per year
- Two thirds of the existing residential units within this area are rent regulated.
- There is currently a combined shortage of 3,248 school seats within School Districts #9 and #10. Some estimates suggest this current shortage is substantially higher.
- Adding an additional 4,000 residential units will yield 2,388 additional students residing in School Districts #9 and #10.
- In Bronx Community Board #5 the current ratio of resident to mapped city-owned parkland is 5,000 people to every one acre.
- At my public hearing those speaking out against approving this application far exceeded those speaking out in favor of its adoption.
- The Department of City Planning and HPD both referred to a \$1 billion investment fund through which a vast array of infrastructure and related improvements could be funded. The actual sum remaining available that might be tapped for eligible projects within the Jerome Avenue community remains unknown.
- Based on the outstanding effort made by Council Member Gibson, approving this application will facilitate capital investment made by the City of New York towards improving this community's quality of life. The range of investments and services include:
 - \$4.6 million for the redesign and reconstruction of Corporal Fischer Park
 - o \$4 million to rebuild Morton Playground
 - o Investing in new streetscape specifically designed for locations under the #4 train's trestle
 - o Improving security
 - o New and more efficient street lighting throughout the community
 - Create a specific Small Business Services (SBS) marketing plan to reach businesses on Jerome Avenue, connecting perspective employees with employers
 - o Bring the SBS Mobile van to Jerome Avenue
 - O Support community formation of a jobs network which will advise residents of good paying employment and provide access to job training and educational services
 - o Bring Landlord Ambassadors to Community Districts #4 and #5
 - o Enforce and follow-up on code enforcement

As I chaired my public hearing on this matter, every person who sought to offer comment was given the chance to do so. As such, this hearing lasted for upwards of four hours. Summarizing what was said, I offer the following points:

• There is an overwhelming fear that introducing new residential development into this community will ultimately result in tenant harassment by property owners who will want to capitalize on the influx of new, more affluent residents.

- As the median household income in this area approximates \$25,900 annually, the additional housing this plan would facilitate will far exceed the affordability of those who now reside in the Jerome Avenue community
- Whereas the School Construction Authority acknowledges there is now a shortage of school seats serving this community, no commitment of any kind is currently being considered to rectify this problem as it now exists.
- Substandard housing, most notably a profound problem associated with vermin infestation, has been known by the city for years, yet to date the problem has not in any noticeable way been corrected.
- Currently the only subway stations that are ADA compliant within the proposed boundaries of this application include the 161st Street stations serving the #4 and "D" trains.
- Residents of this community acknowledge the all-encompassing improvements and the additional ancillary services the city will offer those who currently reside in this community (for example job training programs, etc.). They now question why these services have not be made available in the past.

Having noted these many points, the stark reality is that the Docket Description being presented for consideration by myself and the Planning Commission makes no reference to the many recommendations, goals or capital improvements as articulated by all those who have been a party to this matter. As such, I entered negotiations with the City of New York and New York City Department of City Planning (DCP) to attain certain commitments that would address a significant amount of concerns regarding this proposed rezoning by the stakeholders involved.

The commitments, as agreed to by the City of New York and the relevant agencies, are as follows:

- 1) The City will launch a Certificate of No Harassment (CONH) Pilot Program that includes Bronx Community Districts #4 and #5 to protect tenants from being harassed from their homes.
- 2) The City has committed to preserving 1,500 units of affordable housing over a twoyear period in Community Districts #4 and #5, keeping thousands of residents in affordable homes over the long-term.
- 3) In partnership with my office, HPD will create a Southwest Bronx Housing Task Force to identify buildings of concern. HPD will then create action plans for review and follow-up for these affected buildings.
- 4) The City has committed to guarantee that at least 10% of units will be set-aside for families earning less than 30% of the Area Median Income (AMI), and an additional 10% will be set-aside for families earning between 30-50% of AMI in HPD-financed new construction developments greater than 45 units, as a result of this rezoning. This will assure that these neighborhoods will remain truly mixed-income communities that serve some of our most at-risk residents

- 5) The City will guarantee that half of the units constructed with HPD financing will be reserved for current residents of the local community district pursuant to HPD's marketing guidelines.
- The City has committed to extending a R8A zone west along Featherbed Lane to Macombs Road that will include the Starhill Campus (site of the original Calvary Hospital), which is managed by Services for the Underserved (SUS), a Citywide supportive housing organization, who has had a presence in The Bronx for over 30 years. SUS has committed to provide up to 400 units of affordable supportive and family residences, while setting aside 12,000 square feet or .275 acres of the site for publicly accessible open space (ownership and maintenance of which will be determined at a later date). The site will also include a community center and clinic.
- 7) The City has committed \$8-\$10 million to rehabilitate and provide access to the southernmost portion of Aqueduct Walk located between Burnside and Tremont Avenues, which has lain fallow for decades. This commitment includes providing access to this stretch via Morton Playground at the southern entrance, and reconstructing a pedestrian bridge over Burnside Avenue that would connect the northern part to the existing portion of Aqueduct Walk. This would provide both additional useable parkland in Morris Heights and establish better connections to open space in other neighborhoods.
- 8) DCP commits to a full discussion at the City Planning Commission on expanding the "C8 preservation zones", which would allow for more existing automotive uses within the Jerome Avenue corridor to remain, expand or relocate to these areas.

I am pleased and appreciative of these commitments the City has made. The scope of these commitments, I understand, is the largest the City has made on a rezoning prior to a Borough President's vote. In addition to these commitments, there are still several issues that I would ask the City to address. I urge that these issues be discussed and resolved either at the City Planning Commission or City Council:

- 1) While the commitment of preserving 1,500 units within Community Districts #4 and #5 over the next two years is welcome, I urge the City to commit to at least 2,000 units. Preservation is the biggest concern of these communities, as conditions are poor in many of these buildings coupled with the fear that major capital improvements will force them out of their homes.
- 2) HPD must create a comprehensive list of all residential buildings within a half-mile radius of where new zoning is to be established, pursuant to this application's approval. HPD must then vigorously enforce all applicable housing codes while making available to property owners access to funding resources that will bring about compliance and by so doing aggressively preserve the privately owned, existing housing stock. The status of housing violations and legal services to tenants must be

made available to those elected officials who represent this area and to Community Boards #4, #5 and #7.

3) HPD must ensure that all new residential development of affordable housing to be constructed within the Special Jerome Avenue District comply with the following minimum gross square foot unit sizes, including:

a. Studio units:

400 Square Feet

b. 1 Bedroom units:

600 Square Feet

c. 2 Bedroom units:

850 Square Feet

d. 3 Bedroom units:

1,100 Square Feet

- 4) Acknowledging that the City of New York has established a specific sum of money for targeted improvements to be made within the Special Jerome Avenue District, a minimum amount (acknowledging that the actual costs may warrant additional allocations) of these monies must be so committed prior to adopting this zoning text amendment in order to best assure that the commitments made to the community and its elected officials can be realized.
- 5) The current shortage of school seats must be resolved by identifying potential sites for new school buildings and these new buildings must offer a seating capacity that anticipates any additional residential development prompted by approval of this application.
- 6) All retail establishments must allow for ample "sidewalk lighting" and transparency as produced by window displays. All security gates must be located within the store and not "block out" window shopping opportunities after closing.
- 7) Below are my recommendations for the expansion of the "C8 preservation zones." Expansion in these areas meet an essential nexus of locating these facilities near the Cross Bronx Expressway, while still providing neighborhood access:
 - o East side of Jerome Avenue, between Jennie Jerome Playground and East 175th Street:
 - o Both sides of Jerome Avenue between Goble Place and the Cross Bronx Expressway
 - o East side of Inwood Avenue, between West 172nd Street and West Mount Eden Avenue.
- 8) In addition to expanding the "C8 preservation zones," the City must identify alternative Bronx locations for any existing automotive facilities that may be displaced, and adequately fund relocation, training and certification costs that would maintain viability for these businesses to operate and bring them in compliance.
- 9) A commitment by the Department of Parks and Recreation and the Department of Transportation to realize the following objectives:

- o Capital funding resources allocated for the reconstruction and redesign of Edward L. Grant Highway to include traffic calming features such as wider planted medians, additional street-trees, and dedicated center bicycle lanes.
- Capital monies allocated for design and reconstruction of the malls located on University Avenue between West 174th Street and West Tremont Avenue that includes dedicated center bicycle lanes.
- o Capital funds committed to the full design and build-out of Grant Avenue Park, including the de-mapped street bed.
- O The Department of Transportation and the Metropolitan Transportation Authority (MTA) agree on a lighting plan that may require installation of LED lights directly on the #4 Train's trestle.
- O A comprehensive review of all step-streets that are within the Special Jerome Avenue District be undertaken by the Department of Transportation and that those step streets which require reconstruction; the monies for such work be identified and committed by 2020.
- 10) The establishment of a community center that would serve the under-resourced Highbridge neighborhood, which the southernmost end of the proposed rezoning abuts.
- 11) MTA commitment to installing ADA compliant elevators at Burnside Avenue and 170th Street on the #4 Train line and at Tremont Avenue and 167th Street on the "B/D" Train.

With the aforementioned commitments made by the City on behalf of both Council Member Gibson and myself, the City has acted in good faith to this point in addressing the serious concerns of the impacted communities. There is still much work to be done. I have full faith in the abilities of the City Planning Commission and City Council to act upon both my additional recommendations and other community concerns to assure that the implementation of this rezoning works to prevent longtime, invested residents from being displaced and that appropriate mitigation measures are realized pertaining to needed capital commitments that directly serve these residents, as well as potential business concerns, such as displacement, training and certification. With these commitments and recommendations, I vote in favor of this rezoning with conditions.



Community/Borough Board Recommendation

Pursuant to the Uniform Land Use Review Procedure

Application #: C 180051 ZMX

CEQR Number: 17DCP019X

Project Name: Jerome Avenue Rezoning

Borough(s): Bronx

Community District Number(s): 4, 5, & 7

Please use the above application number on all correspondence concerning this application

SUBMISSION INSTRUCTIONS

- 1. Complete this form and return to the Department of City Planning by one of the following options:
 - EMAIL (recommended): Send email to CalendarOffice@planning.nyc.gov and include the following subject line: (CB or BP) Recommendation + (6-digit application number), e.g., "CB Recommendation #C100000ZSQ"

 MAIL: Calendar Information Office, City Planning Commission, 120 Broadway, 31st Floor, New York, NY 10271

 - FAX: to (212) 720-3488 and note "Attention of the Calendar Office"
- Send one copy of the completed form with any attachments to the <u>applicant's representative</u> at the address listed below, 2. one copy to the Borough President, and one copy to the Borough Board, when applicable.

Docket Description.

SEE ATTACHED

Applicant(s):		A				
Department of City Planning 120 Broadway, 30th Floor New York, NY 10271	Applicant's Representative: Carol Samol Department of City Planning One Fordham Plaza, 5th Fl New York, NY 10458					
Recommendation submitted by:						
Bronx Community Board 7						
Date of public hearing: 10/10/17	Location: E.20	4th Street	-CBH7 Office			
Was a quorum present? YES NO	A public hearing requires a quo but in no event fewer than sever	rum of 20% of the appoi n such members.	nted members of the board,			
Date of Vote: 10 26 17 Location: 243 E. 204th Street						
RECOMMENDATION						
Approve With Modifications/Conditions						
Disapprove With Modifications/Conditions						
Please attach any further explanation of the recommendation on additional sheets, as necessary.						
Voting						
# In Favor: # Against: # Abstaining: Total members appointed to the board:						
Name of CB/BB officer completing this form	Title		Date			
Adaline Malker Antresse	chair	person	10/27/17			



THE CITY OF NEW YORK BOROUGH OF THE BRONX

COMMUNITY BOARD 7



RUBEN DIAZ, JR., BOROUGH PRESIDENT

ADALINE WALKER-SANTIAGO, CHAIRPERSON

Bronx Community Board #7

Jerome Avenue ULURP #C180051 ZMX

Recommendations

October 26, 2017

October 26, 2017

Resolution adopted by Community Board #7 regarding ULURP Application C180051 ZMX- The establishment of a Special Jerome Avenue District.

Community Board #7 supports ULURP Application # C180051 with the following recommendations:

Planning

1. The New York City Planning Commission study and implement Community Board #7's proposal for the downzoning of areas of Kingsbridge Heights and Bedford Park. Community Board #7 has submitted an independent zoning study supporting this request.

Schools and Education

- Additional schools are needed in School District 10, the most overcrowded district in the Bronx.
 Presently, there is a need for over 2700 new seats at all grade levels unfunded by the City. The number
 of new housing developments planned in the Community Board #7 area will increase the need for new
 seat substantially over the next 5 years. There will be a need for seats at all grade levels, from PK3 through high school.
- Additional and expanded day care and afterschool programs are needed to support the projected increase in population. A new community center in Community District 7 would provide additional resources to our community. Programming directed towards youth, young adults and senior citizens are greatly needed.

Transportation

- 1. Additional capacity is needed on both the #4 and the D subway lines to address the projected increase in population.
- 2. Renovation of the subway stations along both the #4 and D lines should be scheduled, including determining which stations along these lines can be made handicap accessible.
- 3. Installation of an elevator at the Fordham Road/Jerome Avenue #4 subway station. This major transportation hub needs to be made handicap accessible. The station serves one of the busiest commercial districts in the city.



THE CITY OF NEW YORK BOROUGH OF THE BRONX COMMUNITY BOARD 7



RUBEN DIAZ, JR., BOROUGH PRESIDENT

ADALINE WALKER-SANTIAGO, CHAIRPERSON

4. Restore the pre-2010 service levels to the BXM3 and BXM4 express bus lines.

Cultural Programs

1. Cultural Programs including programs focusing on art, music, theatre and other forms of expression should be expanded to meet the growing population. Community Board 7 has a growing immigrant population, from many parts of the world, and it is important that our communities' institution promote the new cultures throughout the community.

Residents need the opportunity to share with each other their culture to foster understanding of the different cultures.

Public Safety

1. Additional lighting and security cameras should be installed along the Jerome Avenue Special District to provide greater security for the businesses and community residents.

Local Employment/Training

- 1. Ensure local employment opportunities of community residents during the construction of new developments along Jerome Avenue. There is a great need for apprenticeship programs to provide a pathway for residents to well-paying union jobs.
- 2. Encourage developers to work with the community to ensure that 50% of the new jobs created as part of any new development be set aside for community residents. The new developments along the Jerome Avenue Special District should make every attempt to include local residents in the recruitment of workers for these new buildings.

Veterans

 Additional programming, including job training, health programs, literacy programs should be should established for veterans. Working with the James J. Peters Veterans Hospital, these programs would assist those who have faithfully served our country.

Community Board #7 voted on these conditions October 26, 2017. The vote was 21 yes, 2 no, 0 abstentions.

Adaline Walker Santiago, Chairperson

Adalnie Maller Santingo

Date:

10/27/17

Community/Borough Board Recommendation Pursuant to the Uniform Land Use Review Procedure
Project Name: Jerome Avenue Rezoning
Borough(s): Bronx Community District Number(s): 5

SUBMISSION INSTRUCTIONS

Docket Description:

SEE ATTACHED

Applicant(s):		Applicant's Representative:	
Department of City Planning 120 Broadway, 30th Floor New York, NY 10271		Carol Samol Department of City Planning One Fordham Plaza, 5th Fl New York, NY 10458	
Recommendation submitted by:	•		
Bronx Community Board 5			
Date of public hearing: October 4, 2017	Location: CONCOURSE VILLAGE COMMUNITY CTR. BX NY 10451		
Was a quorum present? YES NO	A public hearing req but in no event fewer	uires a quorum of 20% of than seven such member	the appointed members of the board, rs.
Date of Vote: October 25, 2017	Location: DAVID	SON COMMUNITY	CENTER .BRONX NY 10453
RECOMMENDATION			
Approve	Approve Wi	th Modifications/Con	ditions
Disapprove	Disapprove With Modifications/Conditions		
Please attach any further explanation of the rec			
Voting	enmondation on	additional sneets, a	as necessary.
# In Favor: 18 # Against: 11 # Abstaining	ng: 1 Tota	il members appoint	ed to the board: 36
Name of CB/BB officer completing this form	Tit	le ·	Date
DR. BOLA OMOTOSHO	CH	IAIRPERSON	10/27/2017

Appendix

Letter of Support Project H.I.R.E. Application, Bronx Community College (2016)

October 25, 2017

Community Board # 5 Bronx Community College Bronx, New York

Dear Board Members.

Community Board #5 is at the crossroad of making decisions which will have a long-term impact on the future of our community. The Jerome Avenue Study identified the community needs and determined that the creation of additional low and middle-income housing units is a critical priority. The proposed re-zoning initiative is intended to facilitate the process to build new housing units and upgrade the current housing stock.

The Mount Hope Housing Company has served CB #5 residents for over 33 years and has provided housing for families transitioning from homeless shelters to permanent homes, seniors, newly arrived immigrants, and the general community population.

Despite recent financial challenges, the Mount Hope Housing Company has continued to address the need to create new housing units and has developed, which was formerly an abandoned lot filled with garbage and rodents, into a state-of-the art community center that is providing services to pre-school and school-aged children, senior citizens, immigrants seeking to learn English, and HRA Public Assistance recipients who are attending school, while acquiring job skills.

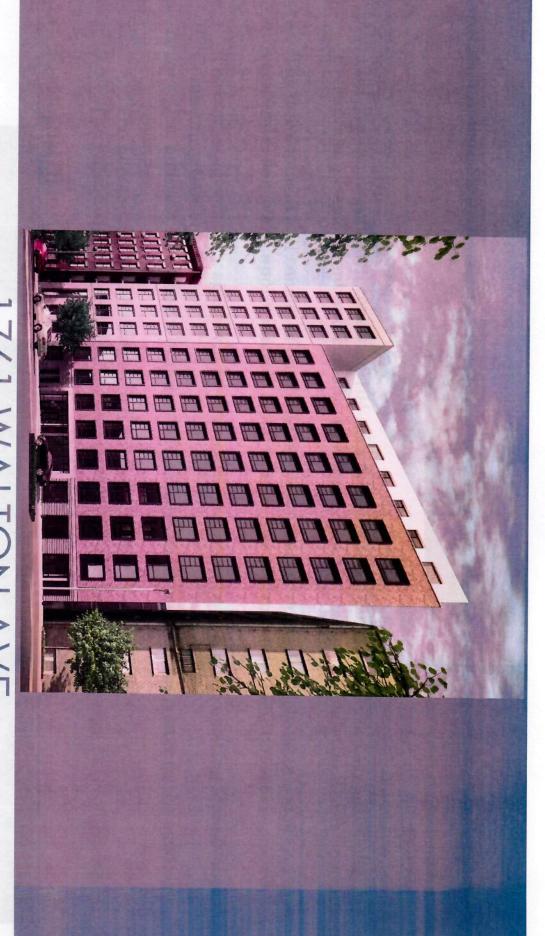
The proposed expansion of Mount Hope Community Center will create 100 new affordable housing units as well provide the community residents with a recreational center which will contain two gymnasiums for team sports, exercise rooms for aerobics (dance, Zumba, etc.), and other spaces targeted to support health and nutritional activities for children, adults and senior community residents.

Thus, the Mount Hope Housing requests inclusion in the group of CB #5 community-based organizations identified to receive financial resources through the Jerome Study re-zoning initiative. Specifically, we are seeking financial resources to support our preservation efforts for restore 1,500 housing units. This investment of financial resources will serve to stabilize the housing company and restore its operations to the standards we have historically achieved. The Jerome Study recognizes that the majority of the current housing stock is aged and requires an influx of financial resources to upgrade the infrastructures of its buildings so they remain viable housing units that continue to meet the growing need for safe and affordable homes for the families that reside in Community Board #5

Thus, we ask that CB #5 recognizes the positive impact that the Mount Housing Company has created over its 33 years of service and that by supporting the organization in its continuing preservation efforts, the board can help to stabilize an important and needed resource to our community.

Yours truly,

Fritz G. Jean CEO



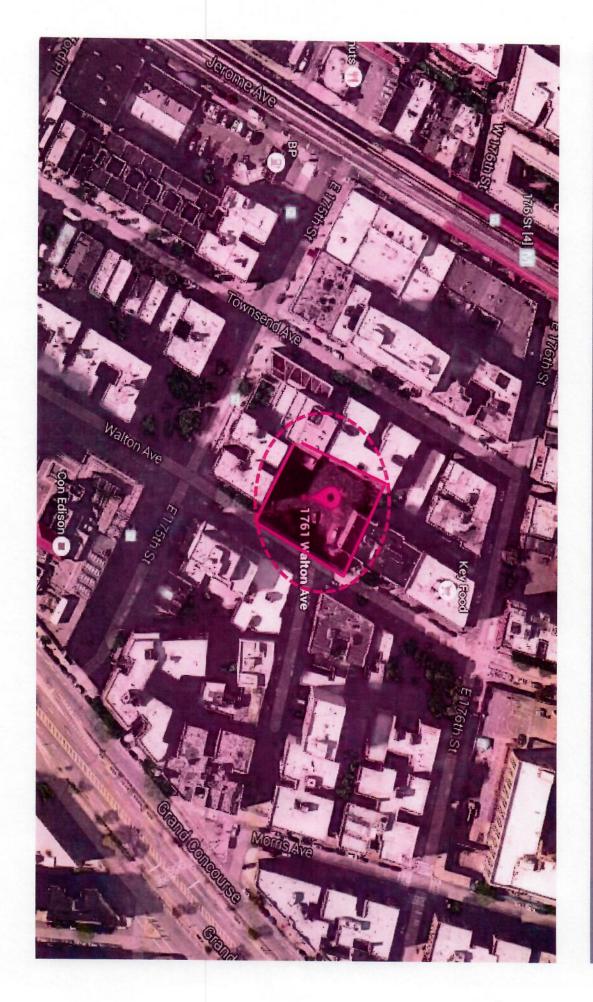
1761 WALTON AVE

September 06, 2017

Community Board 5 - Housing, Economic Development, ULURP, Health & Human Services Committee

Mt Hope Community Center / Procida

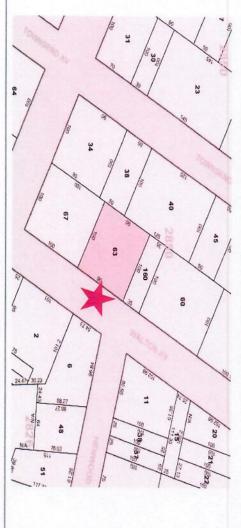
Aerial View



Site Photographs

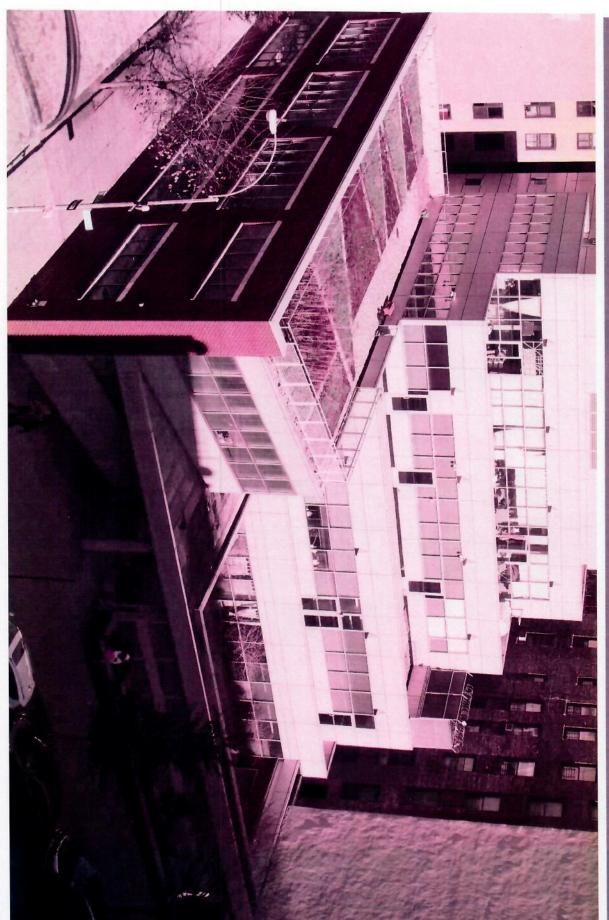


View of Walton Ave facing directly in front of Site.

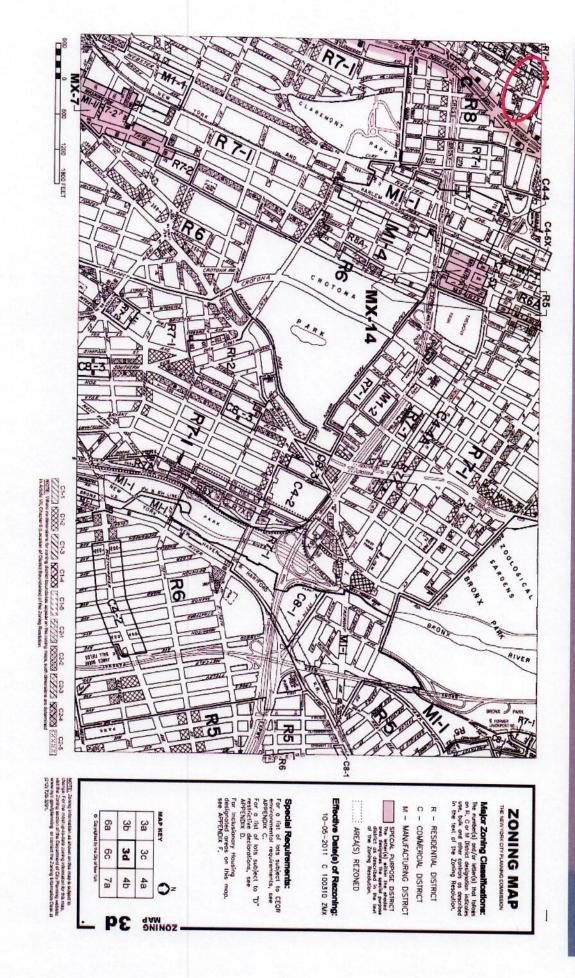


Mt Hope Community Center / Procida

Mt. Hope Community Center



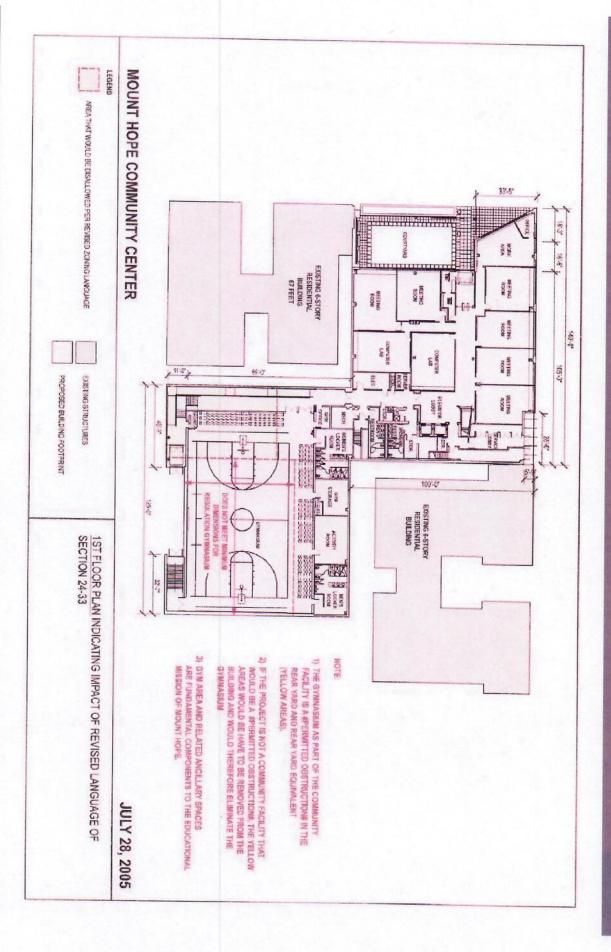
Zoning Map



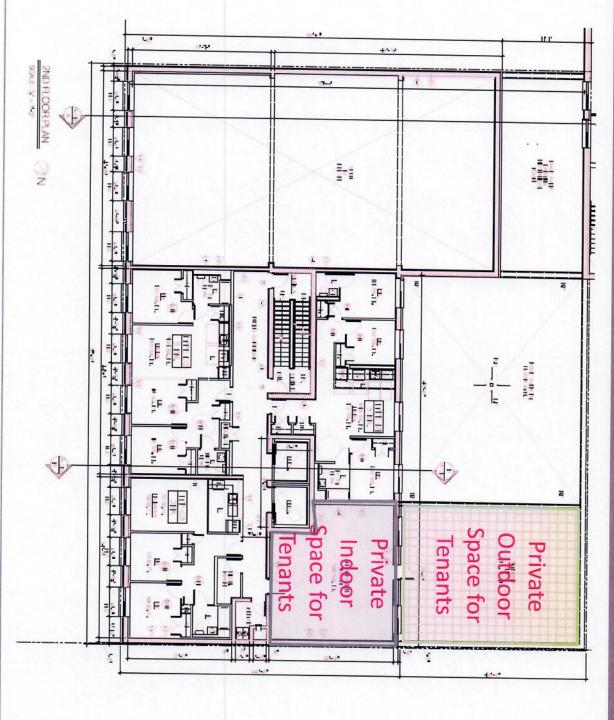
Zoning Summary

- original proposed plan on the site Board of Standards and Appeals (BSA) must approve any change to the
- Original Proposed Plan (2001-2005)
- Mount Hope's original proposal to the BSA allowed the community (Section 24-33 of zoning code) the building was less than or equal to 23' in height above base level. facility to occupy rear yard setbacks provided that the portion of
- (ZR § 73-633) approved to enable the proposed 104 unit development Mt. Hope / Procida hopes to have a variance and special permit pursuant to
- The waivers requested include:
- Height to enable the building to utilize all available Residential
- property the portion where the existing community center encroaches on the Rear Yard to enable the building to be built along Walton Avenue on
- building and the windows on floors 3-5 of the residential building · Distance between the rear wall of the existing community center
- CB 5 Mt. Hope / Procida requests a letter in support of the project to the BSA from

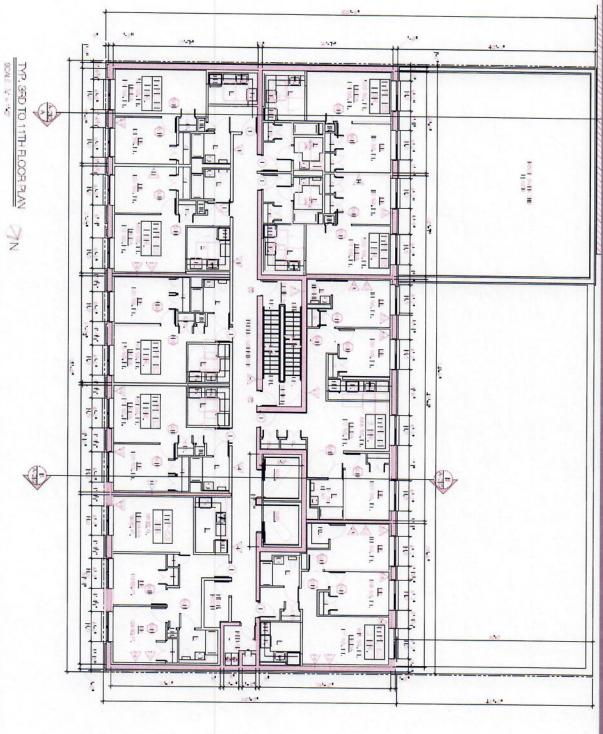
Mount Hope Community Center Plan (2001-2005)



Mt Hope Community Center / Procida



Typical Floor Plan





From: Arlo Chase < AChase@sus.org>

To: 'remibola@aol.com' <remibola@aol.com>; 'bx05@cb.nyc.gov' <bx05@cb.nyc.gov>

Cc: Judith Jackson <jjackson@sus.org>; Arlo Chase <AChase@sus.org>

Subject: SUS Redevelopment Proposal: 1600 Macombs

Date: Wed, Aug 30, 2017 8:54 pm

Attachments: Jerome Rezoning Deck - CB.ac.pptx (13111K)

This Message was Encrypted.

Dear Dr. Bola,

Thank you for meeting with Judith and I last night. It was a very informative, helpful, and enjoyable discussion.

Enclosed as promised is a (slightly revised) copy of the proposal we gave you yesterday.

Unless you would like to talk before, we will plan to see you next Weds. Evening at 6pm at the Community Center for the meeting with the Land Use Committee.

Best regards, Arlo

Arlo Monell Chase Senior Vice President of Real Estate and Property Development

Office: 917-408-1695; mobile; 917 494 2989 Services for the UnderServed Inc.

"Opportunity for all"

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1600 MACOMBS ROAD, BRONX COMMUNITY BOARD 5 REDEVELOPMENT PROPOSAL

PROJECT INTRODUCTION



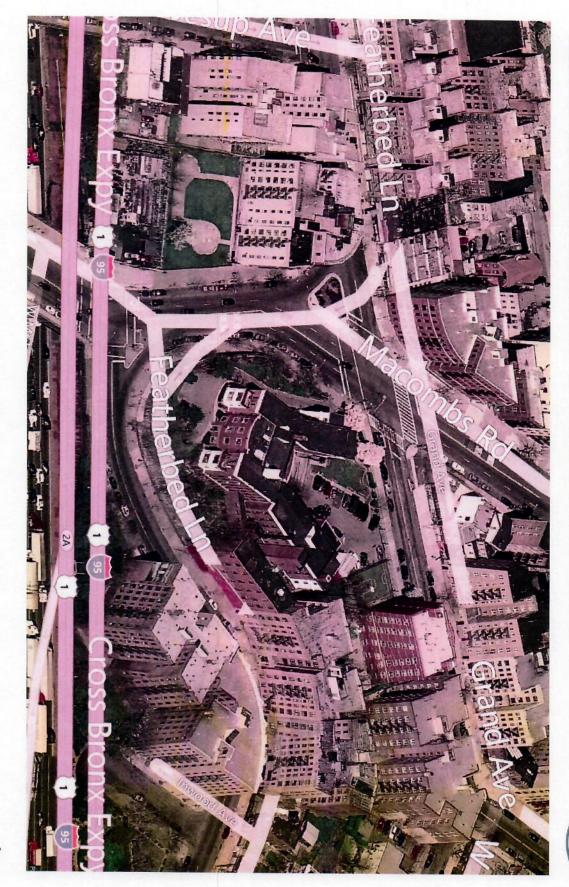
- Services for the UnderServed, Inc. is requesting property at 1600 Macombs in the Jerome Avenue Neighborhood Plan. Community Board 5's support for the inclusion of our
- The Department of Planning has already included our up-zoning from R7 to R8 site within the Expanded Rezoning Area Alternative for
- space and community center to be developed on site. affordable housing (at various income levels), green The up-zoning would allow us to increase the amount of
- Current plan under R8 is 400 affordable housing Center, including a gym and pool. apartments, FQHC medical clinic and a large Community

PROJECT MISSION



- Providing 400 units of quality affordable housing to a 1 bedroom and studio units); low income) and family sizes (3 bedroom, 2 bedrooms, range of household incomes (moderate, low and very
- Improve health outcomes for residents and community programs; services, including behavioral health, and offering robust recreational, educational and community members by providing broad based primary health
- Activate the streetscape by creating public green space the mass transit on Jerome Avenue; and and knitting together the existing retail corridor with
- to minority and women owned local businesses Work to ensure meaningful employment opportunities

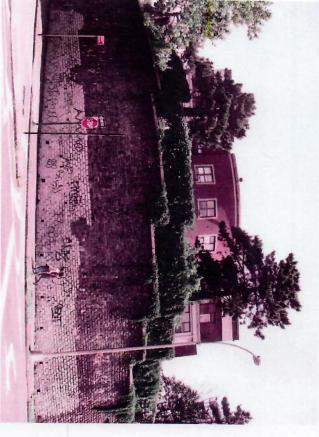
STARHILL





EXISTING BUILDING







Existing retaining wall creates an imposing separation between the street front and the site.

LOCAL BUSINESSES



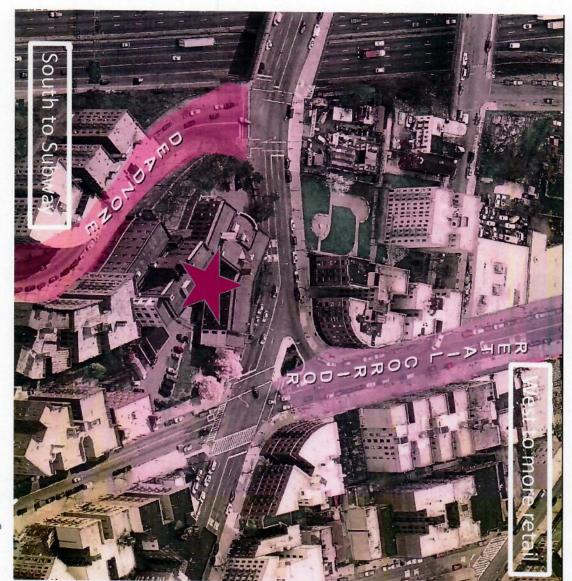
Retail Corridor

(within ¼ mile)

- 30 businesses
- 24 small local operators

2 churches

The current streetfront of Starhill creates a dead zone between the subway and the retail corridor



HISTORICAL CONSIDERATIONS



- Starhill is the oldest continually run program by with Palladia in 2014). Services for the Underserved (1978) (which merged
- The structure, originally built as the Calvary care for NYC residents. Hospital in 1915, played a role in history of medical
- and the community as a whole structure that honors that history by improving Our goal is to acknowledge the rich history of the program and site, while moving forward with a new health and wellness outcomes for new residents

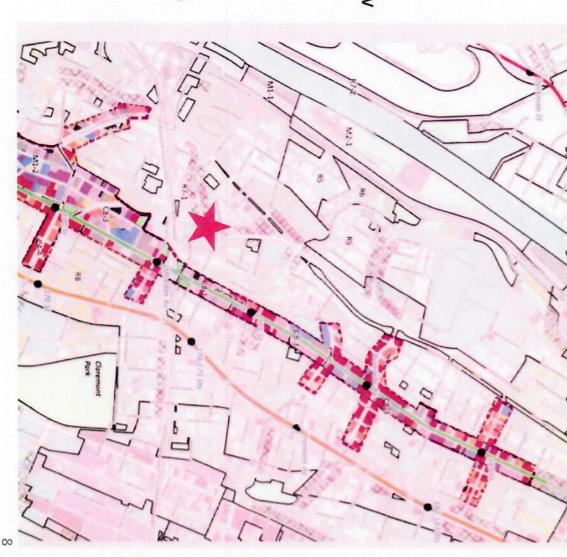
JEROME AVENUE NEIGHBORHOOD PLAN



- Site currently zoned R7-A
- SUS Goal is upzone to R8
- NYC Dept. City Planning is proposing a Jerome Avenue Rezoning to rezone 80+ blocks of auto repair and low density housing.
- Starhill sits just outside the corridor.

DCP is supportive of

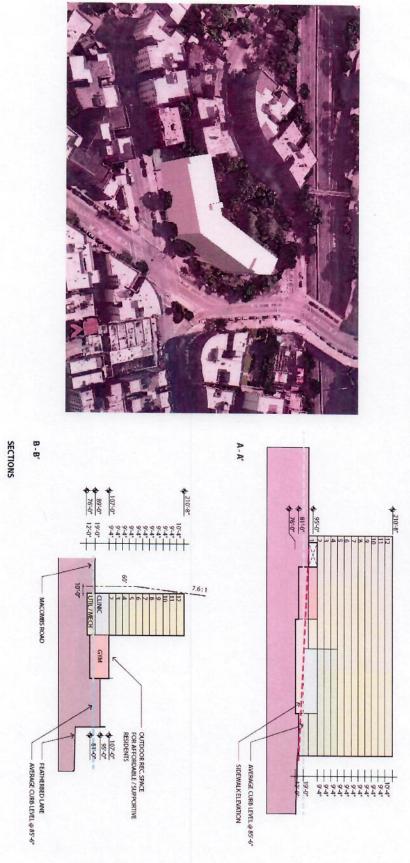
 Wants local community to support addition of our site to the rezoning



DESIGN FOR CURRENT ZONING

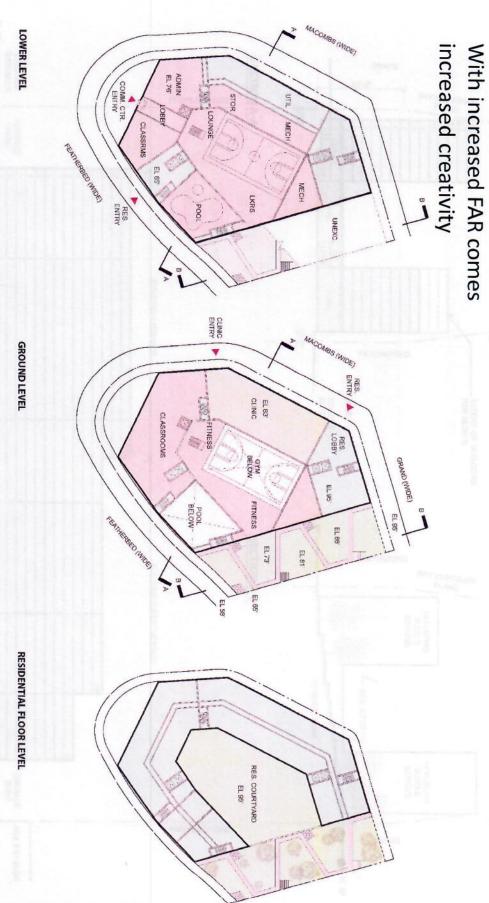


- Current R7 zoning scheme:
- To make the project economically viable, need to max building size.
- Under R-7, building is more imposing and less contextual.



DESIGN FOR UP-ZONING





Goal: to create visual impact, activate the street and integrate in the neighborhood

R8 scheme involves demolition of the retaining wall and significant rock excavation.

Jerome Avenue Neighborhood Plan: Investing in the Neighborhood

PARKS & OPEN SPACE

- ✓ Invest \$4.6 million in Corporal Fischer Park
 - Map new parkland on parcels that have sat vacant for years
 - Design and build a new neighborhood park with community input
- √ Invest \$4 million to rebuild Morton Playground
 - Capital commitment will fund rehab of this key public space for families and children

PUBLIC REALM IMPROVEMENTS

- ✓ Improve key corridors starting with the "Under the El" Pilot at Burnside Avenue
 - Invest in improved streetscape including newly designed street furnishings, specifically tailored to elevated rail infrastructure
 - Enhance commercial corridor experience and improve safety
 - Prioritize and install streetscape amenities on key corridors lighting, street trees, wayfinding, benches, and resurfacing as needed
 - Exact locations of improvements will be determined through consultation with agencies, community, and electeds

JOBS & SMALL BUSINESSES

- ✓ Promote and deliver workforce/business support services to the small businesses along Jerome Avenue
 - Create a specific SBS marketing plan to reach businesses along Jerome & connect businesses and workers to Workforce 1 Centers
 - Bring the SBS Mobile van to Jerome Avenue to expand access for small businesses to services
- ✓ Support community formation of a jobs network; goals:
 - · Connect local residents to existing resources and high quality jobs
 - Identify barriers for local residents to successfully enter the workforce
 - Identify training, educational, and programmatic solutions to address these barriers

AFFORDABLE HOUSING

- ✓ More than 4,500 affordable homes preserved since 2014 in CBs 4 & 5, representing over \$800 million of public and private investment
 - Preservation in CB 4 &5 accounts for about one-third of all HPD preservation work in the borough, and nearly one in ten apartments preserved citywide
 - With two-thirds of the 80,000 housing units in the area rent regulated, preservation is the most important action to keeping residents in their homes
- ✓ Extend preservation work and convene landlord resource fair
 - Bring Landlord Ambassadors to CB 4 & 5
 - · Continue code enforcement sweeps, tenant legal resources, & landlord outreach
- Engage CBs in broad visioning around the city-owned properties that will be subject to RFP

DISTRICT OFFICE 1377 JEROME AVENUE BRONX, NY 10452 (718) 588-7500 FAX: (718) 588-7790

CITY HALL OFFICE 250 BROADWAY, ROOM 1774 NEW YORK, NY 10007 (212) 788-6856 FAX: (212) 788-7764

vgibson@council.nyc.gov District16Bronx@council.nyc.gov



THE COUNCIL
OF
THE CITY OF NEW YORK
VANESSA L. GIBSON

COUNCIL MEMBER, 16th DISTRICT, BRONX

CHAIR
PUBLIC SAFETY

COMMITTEES

COMMUNITY DEVELOPMENT
COURTS AND LEGAL SERVICES
FINANCE
GENERAL WELFARE
HIGHER EDUCATION

SANITATION AND SOLID WASTE MANAGEMENT

Council Member Vanessa L. Gibson's Testimony for the City Planning Commission's Hearing on the Jerome Avenue Neighborhood Rezoning November 29th, 2017

Good Morning Ladies and Gentlemen. I would like to thank Chair Marissa Lago and the Commissioners of the City Planning Commission for hosting this important public hearing on the Jerome Neighborhood Rezoning. I appreciate the opportunity to bring testimony to all of you on my thoughts as it relates to the proposal before you. For the past three years of my four years as the Council Member of District 16, which includes Claremont, Claremont Village, Concourse, Concourse Village, Highbridge, Morrisania, Morris Heights and Mount Eden, I have been working very closely with the Department of City Planning's Bronx Team, the Administration, my Colleague, Council Member Fernando Cabrera and many stakeholders on the Jerome Neighborhood Rezoning Proposal. We have made significant progress during this process but much more work continues to remain.

The City of New York is growing in population and many are looking towards the Bronx as the borough with the greatest potential at economic growth. Through the Neighborhood Rezoning, we have an important and unique opportunity to have a voice in the future of our community, provide the services needed to uplift families and preserve the character of our neighborhoods. This plan cannot and must not move forward without community support and I am thankful that the City Planning Commission recognizes how vital the community's input is to this process.

I want to thank the Department of City Planning for their work over the past three years. The team assembled of Michael, Carol and Shawn has made real community engagement an essential part of this process. From open houses, visioning sessions and roundtable meetings to information tables at Boogie on the Boulevard and community events, they have made it their mission to get opinions and input from every corner of our community and prioritized informing residents about the proposed plan. I am proud of the work DCP has done to shape the plan to tailor to the needs of the community who has always lived and worked here and I remain pleased to be their partner in this effort.

Finally, I want to thank the Bronx Community Board Members of Boards 4, 5, and 7, as well as Bronx Borough President Rubén Díaz, Jr., who upon careful consideration, have all voted in support of the proposed Neighborhood Rezoning with recommendations. My staff and I are carefully reviewing the conditions set forth by the CB's and the Borough President and we are working with the Administration to secure commitments on these recommendations, especially those related to housing, local hiring, access to open space, improved mass transit and public school seats and capacity, to name a few.

As the ULURP review progresses, I have worked tirelessly with Council Member Cabrera to secure meaningful capital commitments for our communities in conjunction with the Jerome plan. I am proud to say that because of the community's insistence and persistence, we were able to secure numerous commitments related to transportation, job creation, and parks, including:

- A Certificate of No Harassment (CONH) Pilot Program that includes Bronx Community Districts 4 and 5 that will help protect tenants from being harassed out of their homes;
- A commitment from HPD to preserve 1,500 units of affordable housing over the next two years in Community Districts 4 and 5 – which is in addition to the 4,500 units already preserved in CBs 4 and 5 since 2014, an investment valued at \$800 million of private and public dollars;
- A commitment from the Administration that in newly constructed buildings where there are more than 45 total units, 10% will be set-aside for families earning less than 30% AMI and an additional 10% will be set aside for families earning between 30-50% AMI;
- A commitment on the part of the administration to partner with our Borough President to create a Southwest Bronx Housing Task Force to identify buildings with persistent quality of life issues that will then engage HPD in creating action plans to remedy the issues in these buildings.
- A cumulative \$8.6 million capital commitment to serve the design of a new Corporal Fisher Park in Highbridge (\$4.6M) and the renovation of Morton Playground in University Heights (\$4M).
- A capital commitment of \$8-10 million to rehabilitate and provide access to the southernmost portion of Aqueduct Walk located between Burnside and Tremont Avenues in University Heights.
- Create a small business marketing plan to reach businesses along Jerome Avenue connecting prospective employees with employers;
- Bring the Small Business Services (SBS) Mobile Van to the Jerome Avenue Corridor
- Support community formation of a jobs network which will advise residents of good paying employment and provide access to job training and educational services;
- Investing in new streetscaping designed for locations under the "L" (the Jerome Avenue corridor).

Next to the East New York Rezoning, we have not seen this level of capital commitments in the City so early on in the rezoning process and I am determined to see that the Administration continues to be transparent with its capital dollars as this process moves forward.

I urge the Commission to support the A version of the Jerome Plan, which expands the rezoning's footprint to include sites owned by parties who have expressed a real commitment to build deeply affordable housing to serve our community. I have talked with these land owners extensively over the past year and I believe their inclusion will further the overall goal of the Jerome Neighborhood Rezoning Plan.

Today, I join the City Planning Commission in listening to the voices of residents, business owners, nonprofits, community organizations, property owners and those who seek to make positive investments in our community. It is absolutely critical that stakeholders at all levels are heard as we move through the review process.

I remain dedicated to creating a Neighborhood Rezoning plan that not only benefits our community today, but leaves a legacy of community driven development that benefits residents and families for generations to come. Sadly, this area of our beloved borough has not seen a zoning change since the 1960's and it is unacceptable that decades later, there has not been significant change to the landscape of our community.

As the Council Member who will soon begin my second and final term in the Council, I refuse to accept that our community will not accept change but rather improvements that benefit the residents and families of today! There is absolutely NO guarantee that the future elected officials in the next Administration will take a second look at investing in our community if we allow this opportunity to pass us by. Despite the real fear and anxiety that many feel that I hear almost every day, I realize the risk we are taking and I also realize how much is truly at stake. Many of our seniors have lived in this community and raised their children during challenging times in the Bronx when there was severe disinvestment and real neglect. With those dark days behind us and as the Council Member, I will not allow our community to be shortchanged.

The Jerome Neighborhood Rezoning is a unique opportunity for this community to receive much needed and much deserved capital investments; however, I will not let these investments come at the price of compromising our vibrant neighborhood and its many longtime residents. My constituents realize the challenges of daily living in NYC. They are not resistant to change but truly want any investments to benefit them and their families. Anyone would ask for that. The Neighborhood Rezoning Plan will achieve significant resources for residents in the areas of affordable housing and deeply affordable housing for the many families living at 30% AMI and below and for those living at different income ranges of 40%, 50% and 60% AMI's as well. Set asides for formerly homeless families is a top priority as we face a homelessness crisis in our City. Recognizing the overcrowding we have in School Districts 9 and 10 is a major concern and priority for me. Almost 600 unfunded school seats in District 9 and 1,850 in District

10 is unacceptable and warrants a comprehensive plan to address this before the overcrowding is magnified.

I have made my priorities very clear to the Administration on improved parks, increased bus access on the BX 11, 13, and 36 to name a few, as well as ADA-compliance on the #4 train along Jerome Avenue. We have been screaming for an escalator or an elevator at Burnside for a very long time. With this Rezoning, the time is now to make this really happen!

Once again, I must stress that any plan that comes up for a vote at City Council must include key investments in housing preservation, affordable housing that is truly affordable, local jobs and economic development, improvements to our open space and park land, mass transit improvements, education and social services, and job protections for small businesses. As this process continues, I renew my commitment and pledge to work closely with City Agencies and the Mayor's office, along with the many advocates to make sure that any plan that comes to the City Council for a vote truly represents the best interests of the community I represent. There has been a great deal of progress made to date and I look forward to the work ahead.

Thank You for the opportunity to speak before you today and I thank you for your commitment to ensuring that the Jerome Neighborhood Rezoning Plan is an important part of the cornerstone of building a stronger Bronx!



Testimony

of

Elizabeth Hamby Acting Director of Health Equity in All Policies

New York City Department of Health and Mental Hygiene

before the

New York City Planning Commission

November 29th, 2017

1 Centre Street

New York, NY

Good afternoon Chair Lago, and members of the Commission. I am Elizabeth Hamby, the Acting Director of Health Equity in All Policies at The Center for Health Equity, at the New York City Department of Health and Mental Hygiene.

Since 2015, the Health Department has been an active member of the interagency team who created the Jerome Avenue Neighborhood Plan. We have worked with our agency colleagues and community members from the neighborhoods along Jerome Avenue to understand the pressing health issues facing the neighborhoods, and develop holistic strategies to address them.

The West Bronx neighborhoods included in the Jerome Avenue Neighborhood Plan face startling inequities in health. Due to decades of disinvestment and racial residential segregation, a child born today in Community Districts 4, 5, or 7 has a life expectancy that is 6 or 7 years shorter than one born on the Upper East Side, less than 10 subway stops to the south. This is unfair, and avoidable.

Good health depends on well-paying jobs, affordable and safe housing, access to healthy food, strong social networks, and other neighborhood conditions.

Coordination among the agencies who oversee the design and engineering of our built environment is critical to ensuring that residents can access opportunities for physical activity, and stress reduction, as well as employment and entrepreneurship. To that end. We partnered with the Departments of City Planning, Parks and Transportation, as well as community residents to develop and support the strategies presented in the plan to address the intersection of the Cross Bronx Expressway and Jerome Avenue.

Health is both a driver and an outcome of employment status. In 2016, we began a partnership with the Northwest Bronx Community and Clergy Coalition through the Health Department's Neighborhood Health Initiative. These community stakeholders told us that violence was a critical public health issue in their neighborhood, and that career pipelines and local workforce development were key to addressing it. We have worked with NWBCCC and other community-based organizations, as well as our colleagues at City Planning, Immigrants Affairs, Small Business Services and the Mayor's Office of Workforce Development to begin an investigation into the underlying causes of un- and or under employment, as well as local assets and opportunities. We are thrilled that the community stakeholders are now working with JobsFirstNYC to explore the possibility of a local employment network in the West Bronx.

The Health Department is committed to working with community stakeholders long-term. Our Neighborhood Health Action Center, located at 1826 Arthur Avenue, has been working with South Bronx communities since 2002, and we will continue to partner with our agency colleagues, community- and faith-based organizations, and residents themselves to undo the inequities that make it harder to live a long, healthy life in the West Bronx. Thank you.



TESTIMONY BY

NICK MOLINARI,

CHIEF OF PLANNING & NEIGHBORHOOD DEVELOPMENT,

NEW YORK CITY

DEPARTMENT OF PARKS AND RECREATION,

BEFORE THE

CITY PLANNING COMMISSION

WEDNESDAY, NOVEMBER 29, 2017



Hearing before the City Planning Commission: Jerome Avenue Rezoning- Nov. 29, 2017

Good Morning Chair Lago and members of the City Planning Commission. My name is Nick Molinari, and I am Chief of Planning and Neighborhood Development at the New York City Department of Parks and Recreation. I am here to speak on the proposed rezoning of Jerome Avenue.

NYC Parks recognizes the importance of our parks and open spaces in improving the quality of life for residents surrounding Jerome Avenue, and in supporting the goals for mixed income and affordable housing advanced by Mayor de Blasio's housing plan.

Since 2014, NYC Parks has been working with our partner City agencies and with local stakeholders to better understand this community's open space priorities and opportunities. We participated in the Department of City Planning's community engagement process, which led to the release of the Jerome Avenue Neighborhood Plan in October 2017. The Jerome Plan recognizes the diversity of public spaces within the Jerome Avenue neighborhood; the pedestrian and safety challenges that affect open space activation and use; and the significant opportunities for development of new open space within the neighborhood.

Acknowledging the great opportunity to create vibrant open spaces that serve the neighborhood, NYC Parks has invested over \$30M to improve local parks in the Jerome area since 2015. The Jerome Avenue Neighborhood Plan outlines additional opportunities to develop new parkland and fulfill longstanding community requests. As such, weeks ago the City committed an additional \$8.6M for two key open space projects in the Jerome area: \$4.6M for the development of the new Corporal Fischer Park (at West 170th Street and Nelson Avenue) as well as \$4M for the redesign and reconstruction of the heavily used Morton Playground (at Morton Place and Dr. Martin Luther King Jr. Boulevard). The development of Corporal Fischer Park and reconstruction of Morton Playground will go through NYC Parks' public engagement process. NYC Parks will host public visioning sessions, working to incorporate the community's priorities into the site plans and designs.

NYC Parks is committed to improving the Jerome Avenue neighborhood's public realm, and in delivering improvements that reflect community vision. We have heard numerous calls for expanding and improving open spaces at underdeveloped sites like Corporal Fisher Park and Grant Park and in improving connectivity and accessibility at sites like Morton Playground at Aqueduct Walk. We will continue to work closely with our City agency partners, local residents, and park advocates to identify opportunities to improve existing parks and create new open spaces that accommodate the growing Jerome Avenue community.

I thank you for the opportunity to speak before you today and am happy to answer any questions.



TESTIMONY OF CHRIS WALTERS, AT CITY PLANNING COMMISSION JEROME AVENUE REZONING DRAFT ENVIRONMENTAL IMPACT STATEMENT PUBLIC HEARING

November 29, 2017

Good morning. My name is Chris Walters and I am the Rezoning Technical Assistance Coordinator for the Association for Neighborhood and Housing Development (ANHD) and a technical assistance provider for the Bronx Coalition for a Community Vision. ANHD is a membership organization of neighborhood based housing and economic development groups, with a mission to ensure flourishing neighborhoods and decent, affordable housing for all New Yorkers.

I'll be testifying today on our concerns around this proposed rezoning and where we see the greatest gap and need for action: in the creation of deeply affordable units for the neighborhood's lowest-income residents. As it stands now, the proposed rezoning risks bringing housing that is further from what the community needs as compared to what the City is currently subsidizing around the neighborhood.

The DEIS states that the first goal of this rezoning is to, "Provide opportunities for high quality, permanent affordable housing with options for tenants at a wide range of income levels." Yet it must be noted that this is currently what the City is doing in Community Districts 4 and 5, to good effect, while also noting that there *is* real income diversity in the neighborhood already. Though CDs 4 & 5 have some of the lowest median household incomes in the City – around \$25,000 – 25% of households in the districts make over \$50,000 a year; 14% of households make over \$75,000 a year.

The City is currently doing a good job of subsidizing housing that reaches a range of these incomes within the community. According to the latest Housing New York numbers, of the over 1,500 newly constructed affordable units in CDs 4 and 5 since 2014, close to 50% were for households making below \$50,000; 35% were for Extremely Low Income households making below \$30,000, while 41% of units went to households making between \$50,000 and \$75,000. Those households making more than this can already afford asking rents in the neighborhood, ranging between roughly \$1,300 and \$2,100 depending on unit size.





The neighborhood around Jerome Avenue currently has real income diversity then because it is currently a neighborhood that is accessible to *all* income types, including, most crucially, the lowest. But maintaining this income diversity moving forward must mean ensuring that these lowest-income households can stay, not putting them at risk by prioritizing an influx of higher income tenants.

This is unfortunately what the proposed rezoning has the potential to do, by changing the local housing market and putting the production of these lower income units in jeopardy. This rezoning represents a marked change in land use – from primarily M and C8 zones to high density residential districts - opening up the possibility of a massive amount of new residential housing where it's currently not allowed. This type of wholesale changing of land use has the potential to significantly increase land value and with it the housing market around Jerome Avenue. Building deeply affordable units is contingent on private developers taking City subsidy, and as the market changes post-rezoning there is no guarantee that developers will continue to do this. Right now, as stated, 35% of new affordable units are going to households making below 30% AMI. But if developers should stop taking subsidy the only guaranteed affordable housing this rezoning will bring is MIH units, already out of reach for almost 50% of the community, and possibly more depending on which options are mapped, to say nothing of the 70-80% of units that will be market rate.

As it stands now, the City's proposal runs the risk of doing more harm than good, by facilitating the creation of new housing that will far exceed the affordability of those who currently reside in the community. The City should strongly consider why it wants to risk changing the local housing market with the proposed rezoning and all the ramifications it may bring. We urge the CPC to take this into consideration and listen to the voices of the community that are here today in saying no to this proposed rezoning without strong guarantees for the production of deeply affordable units.

City Planning Commission Public Hearing Jerome Avenue Plan

November 29, 2017

Msgr. Donald Sakano
Highbridge Community Developemnt Corporation
1465 Nelson Avenue Bronx, NY 10452
718-293-3100

My name is Msgr. Donald Sakano, President and Chair of the Highbridge Community Development Corp HCDC). Thirty years ago, I stood at the corner of 172nd Street and Nelson Avenues and gazed at vacant and burnt out five story multi-family buildings, all around me - It was not like a city carpet-bombed by some invisible yet insidious enemy. Today, I can proudly stand in the same location, and be surrounded by healthy buildings in a vibrant community. In the 1980's and '90's it was the collaboration of an enlightened City government and a hardy, never-say-die local population, that breathed new life into the neighborhoods of this city. Today, in appearing before the City Planning commission, I am re-energized by the prospect that would once again brings together the talent, time and resources of people from both government and local community aiming at nothing less than our being the best housed city in the world.

Strategic re-zoning is the key to making the Bronx a model for urban living in the 21 century. Our sleeves are rolled up and we are ready to go. Highbridge CDC has produced and now manages over 2200 units of housing in 45 buildings, including seven buildings dedicated for older persons. We are still at work. With two buildings under construction, together housing over 120 households, we are eager to do more. We know the need is critical. It is made altogether too clear in our ever growing waiting lists. We have over 6,000 applicants for housing from senior citizens and an astonishing 80,000 applicants for our low-income units (50%-80 AMI)

Highbridge CDC welcomes the Jerome Avenue Plan as the beginning of a new era for expanding the housing supply for low and moderate-income people, the back bone of the city's economy. With the City Administration's housing production goals as wind in our sails, Highbridge CDC is a ready and willing partner in

developing carefully planned housing opportunities while we continue to protect the security of those who are already well-housed.

The Highbridge CDC endorses the goals and objectives of the Jerome Avenue Plan while we advise the Administration, The City Council and the agencies of City government to do the following:

- Incorporate the recommendations of Bronx Boro President Diaz made to the City Planning Commission on Nov. 27 that would improve the housing and economic well of the Edward L. Grant Highway;
- Protect the permanency of affordable housing through regulatory agreements and by utilizing a delivery system composed of competent notfor-profit housing development companies;
- Expand efforts to keep rents affordable in privately-owned multiple dwellings by offering incentives for not-for profit ownership;
- Ensure that older people remain in familiar environments by extending community preference standards to 75% for rent-up in senior housing;
- Create incentives for the development of four bedroom apartments for large families;
- Initiate strategies that encourage homeownership, particularly multi-family limited-equity coops.
- Match the development of housing with resources for education and economic development;
- Implement a more efficient approval process for the obtaining of Temporary and permanent Certificates of Occupancy at the end of the construction of housing;
- Ensure that utilities, particularly Con Ed, be prompt in enabling new construction projects to be connected to electric and gas services and thus timely occupancy.

Highbridge Community Development Corporation looks forward to a vibrant future in collaboration with the City in the provision of safe and affordable housing for everyone.

Testimony of Miguel A. Fuentes, President & CEO, Bronx-Lebanon Hospital Center

Hearing the City Planning Commission November 29, 2017

Good Morning Commissioners.

My name is Errol Schneer, I am Vice President, Planning, Marketing & Public Relations at Bronx-Lebanon Hospital Center. I speak today on behalf of Miguel A. Fuentes, President and CEO of Bronx-Lebanon, as well as our Board.

Bronx-Lebanon is the largest not-for-profit health system in the South and Central Bronx, with two major hospital divisions, comprehensive psychiatric and chemical dependency programs, and a specialized long-term care facility, as well as BronxCare Network that is responding to more than 1.2 million outpatient visits annually. Our health system is also the second largest private employer in the borough.

At Bronx-Lebanon, Performance Matters--for our patients, for our employees, and for the community. As an essential anchor institution, we impact the lives of thousands of our neighbors, and are also responsible for the livelihoods of 4,600 employees.

More than 20 percent of the hospital's workforce resides in our service area; and more than half of our employees live in the borough. We have also infused more than \$300 million into the local economy through recent capital projects and our hospital offers important career opportunities for the community.

Bronx-Lebanon has a significant interest in the Jerome Avenue Corridor, the affordability of its housing, the vitality of its businesses, and the well-being of its residents. We are in general support of the proposed actions, especially the designation of Mandatory Inclusionary Housing

areas that will benefit our employees and patients. We are also pleased by inclusion of new parkland and enhancements to the streetscape.

AND we share concerns regarding residential *and* commercial displacement and the anticipated strains on an already inadequate infrastructure. The area's median income is \$26,226, approximately 30 percent of the AMI for the region. As such, only deep affordability will meet the needs of the most current residents and stem residential displacement.

We join with Community Board 4 in recommending that the City's commitments to neighborhood improvement and anti-displacement protections be embedded in a binding implementation plan. Further, we support efforts to create citywide *Certificate of No Harassment* requirements and increased data-sharing on distressed buildings, evictions, and housing-related 311 calls.

We also share concerns about commercial displacement in the area, which includes thriving Minority and Women owned enterprises and immigrant-owned businesses. As such, we support efforts to strengthen the zone's longstanding automotive, distribution, and manufacturing enterprises through funding for training, legal services, and relocation assistance programs.

Finally, because new multi-family housing is likely to place a strain on our educational infrastructure, we support efforts to secure a commitment for funding and siting of unfunded seats in CSD 9, as well as additional seats to accommodate what is expected to be a significant influx of new students.

Thank you.



Testimony of JobsFirstNYC at the New York City Planning Commission Public Hearing regarding Jerome Avenue Rezoning on November 29, 2017 delivered by Sherazade Langlade, Vice President of Workforce & Economic Development.

Good afternoon, Chairperson Marisa Lago and other distinguished members of the City Planning Commission. My name is Sherazade Langlade, and I am the Vice President of Workforce and Economic Development at JobsFirstNYC, a policy to practice intermediary working to improve the workforce development system and ensure all New Yorkers are in a position to access and climb the economic ladder of New York City's labor market.

For ten years, we have developed and supported collaborative and innovative strategies to find effective solutions to support out-of-school, out-of-work young adult New Yorkers. We were introduced to key stakeholders in the Jerome Avenue Rezoning area including Community Districts 4,5,7, Bronx Community College and over a dozen local community based workforce, education and social service agencies that serve local residents by the Mayor's Office of Workforce Development. With these stakeholders, we are exploring the possibility of developing a mechanism that will leverage the local community to meet the hiring needs born out of economic development projects and investments, and if they desire will more formally work with them to facilitate a process for developing a partnership model that will leverage their collective voice. Today we are here to lift up the core principles of effective collaborative partnership models we have developed, specifically Workforce Partnerships.

A Workforce Partnership is a collaboration of community based stakeholders that leverages their community know-how and understanding of local residents. Together they maximize their opportunity to meet the incoming, and existing, business needs for talent. There are three core principles to these partnerships:

- 1) Employer Facing & Responsiveness: Partnerships are designed with the specific purpose of working seamlessly with local businesses, old and new, to support their hiring and talent needs. For example, this can be done through the formation of a singular access point for business to hire local talent. The partnership will also engage with businesses to assure local residents are adequately prepared and trained for new jobs and negotiate for local residents to have first pass at opportunities.
- 2) Community Driven & Owned: Fundamental to our model of partnership development is the engagement of local community boards, which we have already begun engaging in the Jerome Avenue Rezoning area. The Community Boards are critical players in partnerships as they play a unique role in bridging local employers to the community at large. In addition to the Community Board's leadership and buy-in, a partnership model would collaboratively engage and leverage local workforce, education and social service providers to local employers, especially those developing in the area.
- 3) Facilitated Process: Community service providers, workforce agencies, schools and community boards often have a need to strategically align but have limited resources to do so. Through our facilitated and collaborative process and by leveraging other models



on the ground, labor market data and research, a partnership is developed that can specifically meet the needs of that local community.

One example of an effective partnership model is the Lower East Side Employment Network (LESEN), that has – for the last 8 years – worked to serve the needs of the residents of the Lower East Side and the new and existing businesses benefiting from a swell of economic development activity. The LESEN consist of eight nonprofits, in partnership with their local Community Board (CB3), that came together to improve their engagement of local employers and developers so that local residents were appropriately trained and positioned to benefit from opportunities as they arose. To date, they have engaged 175 businesses, achieved a 3:1 hire-interview ratio; and as testimony to the value businesses see in the LESEN, they have taken the unprecedented step of signing MOU's designating a 30 percent local hire expectation at Essex Crossings, a new large-scale development project in the Lower East Side. This type of hiring agreement is one possibility the Jerome Avenue Rezoning should consider.

Further, because employers have a clear access-point for local talent, they know who to reach out to when they need candidates. The nonprofit partners, by pooling their resources, can offer a broader range of training options and ready a larger talent pool.

The opportunity to develop a partnership model that mutually benefits and serves the needs of the community and the economic development project and businesses could be a tremendous resource that can benefit many in the Rezone project. By facilitating direct connections between existing residents and new businesses, an employer-facing network can help to ensure that the improvements to the neighborhood are good for all New Yorkers – particularly those that call the surrounding neighborhoods home.

We greatly appreciate the opportunity to testify here today and look forward to working with each of you to ensure that all of New York City's young adults have access to the economy life of New York City.

Thank you,

Sherazade Langlade slanglade@jobsfirstnyc.org

Lower East Side Employment Network

The Lower East Side Employment Network (LESEN)

education, and community engagement. LESEN works collaboratively with Manhattan's Community Board 3 ob seekers—including Lower East Side residents and (CB3), which recognizes and supports the Network's (Partners) have worked together for several decades, community interests in local hiring and employment responsibilities are to develop and manage employer opportunities. Although the member organizations they formally joined forces and came together as a LESEN connects key employers to a diverse pool of Network in 2007 in order to improve connections 18- to 25-year-old young adults—for employment petween work-ready candidates and quality jobs. opportunities in high-demand economic growth s a neighborhood group of eight agencies with extensive experience in workforce development, a Network Coordinator. The Coordinator's main accounts, and engage the partner organizations, sectors. JobsFirstNYC provides funds to support employers and community stakeholders.

reflect the Network's overall mission to collaboratively reduce operational costs for employers and agencies, facilitated, 325 hires, 3:1 interview-to-hire ratio, and including: 123 employers engaged, 1025 interviews \$11.82 average wage. These promising efficiencies To date, the LESEN has achieved significant results improve workforce development practices and streamlining hiring processes while effectively connecting candidates to high-demand jobs

How It Works

LESEN's promising outcomes show that its collaborative, interconnected to local economic development projects. Although here is a two-way approach to business development—they organizational, and employer-centered approach to account management is a groundbreaking new model for workforce collectively fills a greater percentage of job openings than a while the Coordinator builds connections and relationships also share existing and new relationships with one another development. The Network Partners coach job seekers on Partners manage separate, individual employer accounts, now to properly pursue, secure, and retain employment, with employers in high-demand sectors and employers in order to maximize access and success. The Network single agency would exclusively fill on its own. The Network ensures quality referrals to employers through nterview a smaller pool of better-prepared candidates than process, the Coordinator works with the employer, and the Partners with the hired job seekers, to get feedback about formal processes. The Coordinator and the Partners' point if it were independently recruiting. At the end of a hiring representatives recruit, prescreen, and refer work-ready candidates for an employer so that the company may placements and ensure employee retention.

continues to build local awareness, business interest, and ob seeker referrals. The Partners, through LESEN, better meetings and collaborative review. As the agencies put their best foot forward with CB3 support, the Network workforce development best practices through regular Partners informally share individual and organizational

candidates, and also provide job seekers with better access respond to employer demand for a good, large supply of to attractive employment opportunities.

JobsFirstNYC's Workforce Partnerships

JobsFirstNYC's strategy to advance practice in the workforce a neutral intermediary, fundraiser and facilitator, these interwork and out-of-school young adults in New York City. employment and educational opportunities for out-ofdevelopment field. By capitalizing on JobsFirstNYC's role as agency partnerships benefit both employers and young job JobsFirstNYC is an intermediary focused on improving organizational Workforce Partnerships, such as the Lower seekers directly, by fostering long-term collaboration and East Side Employment Network, is a key component of The development and support of collaborative, intersharing of resources and services.

best strategies to effect change at a programmatic level as well as to define an appropriate outcomes framework. In addition their neighborhood. As an intermediary, we support these organic process, these CBOs work together to determine the JobsFirstNYC plays a critical role in supporting workforce collaborate on common issues challenging their work in organizations as they design and implement an effective and different way of working with each other. Through an to ultimately create opportunities for their replication and mplementation on a wider scale and at the systems level. through their demonstration stages, JobsFirstNYC hopes to piloting Workforce Partnerships and carrying them partnerships by affording CBO's the opportunity to

> currently participating in the LESEN include: The community organizations

















CHAIRMAN FREDERICK ISEMAN MAS Comments for the City Planning Commission on the Jerome Avenue Rezoning Proposal, CEQR No. 17DCP019X, Bronx, NY

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ELIZABETH GOLDSTEIN

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Position

November 29, 2017

The Municipal Art Society of New York (MAS) believes that without further investment and protection, the Jerome Avenue rezoning proposal has the potential to irreparably affect the character of the neighborhood.

While we appreciate the City's community outreach efforts under the Jerome Avenue Neighborhood Plan, we find a disconnect between those goals and the strategies identified to achieve them through the rezoning proposal. We remain particularly concerned about housing affordability, residential and commercial displacement (especially automotive-related businesses and workers), and the impacts that such an influx of new residents and workers would have on neighborhood schools, daycare facilities, and open space.

Background

The New York City Department of City Planning's (DCP) rezoning proposal, which includes zoning map amendments, zoning text amendments, and city map changes, would affect an approximately 92-block area primarily along Jerome Avenue and the adjoining eastern and western commercial corridors in Bronx Community Districts 4, 5, and 7. The rezoning is expected to add 3,228 dwelling units (DUs), 72,273 square feet (sf) of community facility space, and 20,866 sf of commercial/retail space to the project area, while decreasing the amount of industrial and automobile-related space by 47,795 sf and 98,002 sf, respectively. Moreover, it is anticipated that under the proposal, nearly 9,500 new residents will move into the neighborhood.

Indirect Residential Displacement

With almost 36 percent of households at or below poverty level, this neighborhood is one of the city's lowest income communities. Thus, one of the most pressing concerns for local residents is the availability of affordable housing. The City asserts that indirect residential displacement resulting from the rezoning would be mitigated by the implementation of the Mandatory Inclusionary Housing (MIH) program. However, the City has yet to disclose the total number of expected affordable units, the income requirement breakdowns, or evaluated alternative scenarios given the different MIH affordable housing options available.

As a result, MAS finds the DEIS to be deficient in the assessment of indirect residential displacement and stresses that the Final Environmental Impact Statement (FEIS) must identify the number of expected affordable units, evaluate multiple MIH options, and disclose the projected source of financing for each affordable development in order for the analysis to be complete. Without a detailed housing plan, MAS questions the validity of any determination that concludes displacement impacts will be mitigated effectively.

Median Household Income and Mandatory Inclusionary Housing

The median household income in the Jerome Avenue neighborhood is \$26,226. Twenty percent of area households earn less than \$10,000 annually. Therefore, apartments would need to rent for \$650 or less in order to be considered affordable for the 50 percent of residents making less than the median income.

The "deep affordability" option under MIH requires 20 percent of units be affordable to households making an average of 40 percent of Area Median Income (AMI), which is \$34,360 for a household of three. Therefore, even at this level of affordability, housing would be considerably out of reach for the majority of area residents. While the current Department of Housing Preservation & Development (HPD) term sheets address some of this need for deeper affordability in the immediate future, we are concerned about long-term affordability in the absence of these subsidies.

The Municipal Art Society of New York New York New York

As is the case with rezonings in other low-income communities across the city, the current MIH affordability options fail to adequately serve the residents in the Jerome Avenue project area.

MAS recommends that the rezoning text mandate at least 20 percent of the affordable units should be at or below 30 percent of AMI in order to address this gap and more accurately reflect neighborhood median incomes.

Rent-Stabilized and Rent-Regulated Units

It is clear that rent-stabilized and rent-regulated units contribute greatly to housing affordability for area residents. According to the HPD, two-thirds of all households in the Jerome Avenue area are rent-regulated. Forty-one percent are rent-stabilized and 21 percent receive some type of government assistance. In the rezoning project area, there are 78 multifamily residential buildings registered with the New York State Department of Housing and Community Renewal (DHCR) containing 4,250 units that may be rent-regulated. Within a quarter-mile, there are more than 700 multifamily buildings registered with DHCR containing approximately 37,000 units. We find the preservation of these units to be critical for the stability of lower-income households in the area.

In addition, tenant harassment by property owners is a major concern in the neighborhood. MAS supports the proposed inclusion of the Jerome Avenue rezoning area as a neighborhood in which property owners would be required to obtain a certification of no harassment before receiving permission to redevelop. This will help strengthen the preservation of affordable units and prevent harassment of tenants by those seeking to redevelop their properties in order to garner higher rents. While MAS applauds the City's preservation efforts in the Jerome Avenue corridor to date, we strongly encourage continued and ongoing investment in preservation as a necessary insurance against residential displacement and the protection of long-term affordability.

Commercial Displacement

According to the DEIS, approximately 77 firms employing 584 employees would be potentially displaced under the rezoning. Despite this, the DEIS concludes that the rezoning would not have adverse impacts on local businesses. The DEIS also concludes that any potential for commercial displacement would be offset by the introduction of a substantial new residential and worker population that would in fact sustain the customer base of existing businesses.

MAS finds these conclusions to be unfounded at best. With the addition of 1,765 market-rate DUs under the rezoning, it is expected that a customer base with substantially higher incomes and retail preferences than current residents would be introduced to the area. Furthermore, at the deepest affordability scenario under MIH, only 20 percent of eligible households would be earning \$31,080—nearly \$6,000 more than the current area median.

Therefore, the mere introduction of a moderate amount of affordable DUs at higher AMI bands could bring a dramatic shift in area socioeconomic conditions toward a higher income bracket with different retail preferences, not to mention the market-rate tenants. As a result, the rezoning may have a harmful effect on many neighborhood businesses that cater to the existing population.

Specific Effects on Auto-Related Businesses

There is no doubt that a disproportionate number of the businesses facing potential displacement are in automotive-related industry sectors. Meanwhile, the DEIS asserts that there would not be a significant impact on any specific industries even though 160 workers, or 28 percent of all potentially displaced workers, are employed in automotive related industries. According to *Under the Hood*, a report prepared by The Pratt Center for Community Development, these businesses occupy sites with the lowest value per square foot (\$50) in the rezoning area, making them prime for redevelopment. The displacement of these businesses and jobs presents a substantial impact to the automotive industry, which is composed of an interdependent ecosystem of firms including automotive repair, wholesale parts sellers, and other related businesses.

In an area with a 17 percent unemployment rate—60 percent more than the city average, it is clear that the Jerome Avenue community can ill-afford to lose any jobs. While the typical food preparation or retail worker earns \$20,000 per year in New York City, autoworkers earn \$44,000 on average. These comparatively high paying jobs also have

relatively low barriers to access, as "75 percent of auto repair workers are people of color, 64 percent are foreign-born, and 68 percent have a high school diploma or less."

In addition to local business and employment impacts, it is likely that at least 50 percent of workers in these automotive-related businesses live in the Bronx. Therefore, further damage to the area's community and economy can be expected if jobs are lost in this sector.²

The DEIS states that displaced auto-related businesses could relocate to other clusters throughout the city. However, relocation for these types of business is difficult, as they require the availability of C8 commercial and manufacturing zoning, which has been reduced because of other recent city rezonings (e.g., the Atlantic Avenue corridor in Brooklyn and Willets Point, Queens). In addition, previous plans for the relocation of automotive businesses and workers in Willets Point, Queens have largely been unsuccessful.

MAS believes the preservation of existing automotive-related businesses and jobs is of paramount importance. We urge the City to continue exploring the expansion of C8 preservation zones, and examine other solutions such as Councilmember Vanessa Gibson's Commercial and Auto Repair Stability Act (CARS) legislation that would provide resources and protections for automotive businesses.

Community Facilities

Public Schools

The introduction of 9,500 new residents will substantially increase the demand on area community facilities. One of the primary concerns is overcrowded elementary and intermediate public schools. While all public schools within the rezoning area are expected to see an increase in utilization rates, several of the already over-capacity schools in Community School Districts 9 and 10 will see utilization rates rise dramatically.

For example, the intermediate schools in District 9, sub-district 2 will reach over 170 percent of their capacity with the rezoning! In total, the rezoning is expected to result in a deficit of several thousand public school seats. This is unacceptable and must be addressed with appropriate mitigating actions.

Unfortunately, we find the mitigation measures identified in the DEIS to be vague recommendations regarding reorganizing existing public school space and the creation of additional space through new construction, options which lack a firm commitment to action. While DCP plans to explore potential mitigation measures on a timeline between present day and the publication of the FEIS, this does not allow sufficient time for meaningful public engagement of families living in the proposed rezoning area. Therefore, we request that the City provide this information as part of the environmental review process.

Child Care Services

The rezoning would result in a deficit of 92 spots in publicly funded childcare facilities in the area. Unfortunately, the DEIS does not identify this as an adverse impact warranting mitigation because it does not exceed CEQR thresholds requiring further analysis. MAS finds that in the Jerome Avenue community, any deficit in childcare facilities to be an adverse impact that requires mitigation. Therefore, we urge DCP to identify and commit to additional mitigation measures for the anticipated impacts on childcare services in the area including, but not limited to, adding more daycare facilities under the rezoning proposal.

Open Space

The Jerome Avenue community is greatly underserved by open space. With the 9,500 residents and 975 workers expected under the rezoning, demand on the limited open space will only worsen. In fact, according to the DEIS, areas would achieve a paltry 21 percent of the City's goal of 2.5 acres of open space per 1,000 residents, a 6 percent *decrease*

¹ Abello, Oscar. "Help for NYC Auto Repair Shops Could Save Thousands of Jobs." March 21, 2017. https://nextcity.org/daily/entry/south-bronx-rezoning-auto-repair-shops-bill

² 2014 LEHD Origin-Destination Employment Data.



over current conditions. However, the DEIS concludes that no significant adverse impacts on open space would occur simply because the conditions do not exceed CEQR thresholds requiring additional analysis or mitigation.

MAS asserts that the City must pursue ways to improve existing and create new open space to accommodate the demands of the existing and future population of the project area.

Shadows

Development facilitated by the rezoning is expected to result in significant shadow impacts on eight open space resources—the Bronx School of Young Leaders, the PS 306 Schoolyard, the Mount Hope Playground, the Goble Playground, Inwood Park, and Keltch Park. The DEIS shadow analysis also identifies two additional smaller sites that would incur a complete loss of sunlight during growing season (the Edward L. Grant Greenstreet and the Jerome Avenue/Grant Avenue Greenstreet).

Despite these impacts and with the current lack of open space in mind, no clear mitigation measures have been proposed. Therefore, MAS urges the City to examine design changes affecting future development that eliminate or greatly reduce shadow impacts on these valuable resources and commit to the creation of new open space in the area.

Historic and Cultural Resources

The proposed rezoning area contains several cultural and historic resources that could be affected by development associated with the rezoning. According to the DEIS, the rezoning has the potential to result in construction impacts on the State/National Register of Historic Places (S/NR)-listed Croton Aqueduct System and associated park.

In addition, several projected and potential development sites are within 90 feet of the S/NR-eligible U.S. Post Office—Morris Heights Station. Therefore, we request that all correspondence between the City, the State Historic Preservation Office (SHPO), the Landmarks Preservation Commission (LPC) must be made publicly available on the City's website and, to the extent practical, included in the FEIS.

Traffic and Transportation

Significant adverse traffic impacts are expected at 22 intersections in the rezoning area. Therefore, MAS requests that all mitigating traffic engineering improvements recommended by the Department of Transportation (DOT) be included in the FEIS, with a detailed explanation of their design, implementation, and anticipated impacts. Further, MAS requests disclosure of the DOT approval process for these mitigation strategies as well as explanation of how mitigating actions are tested and evaluated for efficacy.

At present, none of the elevated subway stations on the 4 line in the study area are compliant with the Americans with Disabilities Act (ADA). As infrastructure and streetscape improvements are made in the area, the creation of ADA accessible entrances and exits at these stations should be considered a top priority.

Conclusion

The Jerome Avenue rezoning proposal comes at a critical time for the community and the city as a whole. With almost 10,000 new residents coming to the area, protections must be in place to ensure that current residents and businesses are not pushed out.

While MAS supports the efforts the City has made to engage community members in the creation of the Jerome Avenue Neighborhood Plan, the rezoning does not adequately resolve critical issues the community will face with regard to residential and commercial displacement, access to and availability of affordable housing, overburdened schools and daycare centers, and the lack of open space.

MAS strongly urges the City to incorporate our recommendations into the rezoning proposal and work towards a plan that accommodates new people and business without forever altering the character of the Jerome Avenue community.

Thank you for the opportunity to provide comments on this critically important proposal.



BOROUGH OF THE BRONX

COMMUNITY BOARD #5

Honorable Ruben Diaz, Jr., Bronx Borough President

Chairperson Dr. Bola Omotosho District Manager Kenneth Brown

The Jerome Avenue Rezoning Study.Reccomendations and comments Community Board 5

Community Board 5 has a singular opportunity to be engaged in an historic effort to provide resources and develop our communities through this rezoning. The Jerome Avenue Rezoning is the culmination of nearly a decade of assiduous effort. Our Community Board is historically underserved and the rezoning effort is an opportunity to redress historic deprivation.

The rezoning plan has many worthwhile aspects. However, there are a number of elements that bear closer scrutiny. Overall, we affirm this rezoning, with recommendations. The opportunity to remake our communities by adding affordable housing, inculcate more cohesive design elements in our streetscapes are welcome initiatives. However, there are areas that warrant further scrutiny and modification.

In the broadest terms, we, of Community Board 5 feel that the following areas require modification. These areas are:

1. School capacity. Currently the schools in our communities are overburdened and there is a shortfall in seats. Under the proposed actions, this shortfall can increase up to over 151% capacity. Within District 5 we have identified the following schools as overcapacity and require these seat shortfalls to be ameliorated:

In CSD 9 the following elementary schools are over capacity:

Name	of the school	Address	Current utilization %	Seat shortfall	
•	PS 170	1598 Townser	nd Avenue	245	176
•	PS 28	1861 Anthony Avenue		106.8	49
•	PS 230	1780 Martin L	uther King Blvd.	118.1	95

The following elementary schools are over capacity in School District 10:

Name of schoolAddress		ss Current utilization	%	% Seat shortfall	
•	PS 15	2195 Andrews Avenue	140	.8	91
•	PS 33	2424 Jerome Avenue	125	.9	166
•	PS 33-Annex	2392 Jerome Avenue	110	.4	20
•	PS91	2170 Aqueduct Avenue	101	.7	10
•	PS 279	2100 Walton Avenue	119	.9	79
•	PS 291	2195 Andrews Avenue	183	.3	187
•	PS 306	40 West Tremont Avenue	105	.5	40
•	PS 315	2246 Jerome Avenue	177	.3	75



BOROUGH OF THE BRONX

COMMUNITY BOARD #5

Honorable Ruben Diaz, Jr., Bronx Borough President

Chairpe Dr. Bol	rson a Omotosho			District Manager Kenneth Brown	
	 PS 396 	1930 Jerome Avenue	103.2	11	
For Middle Schools in CDS 10 the following schools are overcapacity and currently have a					
	shortfall in seats. The	nese are:			

•	IS 15	2195 Andrews Avenue	140.8	53
•	IS 279	2100 Walton Avenue	119.9	54
•	IS 279 Annex	2100 Walton Avenue	158.3	14
•	PS 315	2246 Jerome Avenue	177	47
•	IS 447	125 East 181st Street	114.4	60
•	IS 459	120 East 184th Street	101.3	4

At present there are Elementary and Middle School seat shortfalls of 1,231. As there is a projected development of approximately 3,200 new apartments there is a potential to add an additional 345 elementary school children and 142 Intermediate School children in both CSD 9 and 10.

- 2. Open space. Although there are aspects of the plan that address open space/parks, we feel that there is an unmitigated dearth of parkland in our communities and the rezoning fails to adequately redress this inadequacy. In specific we are asking that the ownership of the playground at 1805 Davidson Avenue be transferred from ACS to the Parks Department so that its restoration to the community as an available safe play space for children be restored.
- 3. Economic Development and Employment. As of the third quarter of 2015 there were 18,785 employees and 2,133 businesses in the Primary and Secondary Study Areas. This accounts for 8% of private employment in the Bronx. Under the proposed action in the EIS, there is the potential for 584 employees and 77 businesses may be displaced (Jerome Avenue Rezoning EIS, Chapter 3, p. 20 and 22). We recommend that the nascent Business Improvement Districts (BID) at Burnside Avenue, Tremont Avenue and Featherbed Lane receive monies so that these efforts may be brought to culmination. So as to further this goal of BID development we recommend that \$900, 000.00 be made available for the purposes of completing a Needs Assessment Survey for these respective BIDS and whatever efforts are consequent to complete the process of BID formation in these areas. Our recommendations further endorse that any new business entering these areas be required to join the local BID. We also recommend that the HIRE program be restored at Bronx Community College. Project HIRE is a vital vocational training program focusing on the construction trades. Construction will be a major benefactor from any proposed actions in the Jerome Avenue Rezoning plan it is vitally important that local residents are able to access jobs in this industry. Bronx Community College has had a history of delivering this training for over 20 years. They are a vital



BOROUGH OF THE BRONX

COMMUNITY BOARD #5

Honorable Ruben Diaz, Jr., Bronx Borough President

Chairperson Dr. Bola Omotosho District Manager Kenneth Brown

stakeholder in our community and it is incumbent upon this institution to deliver educational and vocational resources for the community that are pertinent and beneficial. We recommend that Project HIRE be reinstituted at Bronx Community College and funded commensurately. A further recommendation is that a local employer and employee network, similar in scope to the Lower East Side Employment Network be instituted in our community. Concomitant with the development of our communities will be the effort to provide employment for our residents. We understand that meaningful development must include good jobs. The development of a local employment service provider to connect local job seekers with local employers is an important element in economic development and a rational synergy between employers and residents. By increasing the capacity to have residents employed locally there is the potential to decrease stress upon the mass transit and vehicular traffic systems as more people may commute to work if they are employed within the neighborhood. By matching local employers with local job seekers there may be a reduction in consumer 'leakage' of \$612,000,000; that's is, residents spend this amount on shopping outside the Jerome Avenue Study Area (Jerome Avenue The Bronx Commercial District Needs Assessment, p. 10).

- 4. Public Safety. Our community has had a long-standing concern with crime. We have made requests for funding various projects that have not been funded, which we are requesting herein. These are: provision of a new precinct to replace the 46th precinct station house. The current station is dilapidated. The front entrance to the station is not currently ADA accessible. We request funding that a ramp be installed to meet the needs for those that are mobility impaired. Surveillance cameras should be installed along the Burnside Shopping District. We also request that surveillance cameras be installed through the length of the Jerome Avenue Study corridor. We are also asking for instillation of adequate lighting along the Jerome Avenue Study Corridor.
- 5. Health and Wellness. We are requesting funding for Morris Heights Health Center, a major employer and a primary provider of health care services in our community, be provided with funding so that Community Health outreach workers may be funded so that outreach on health related issues be may be more efficaciously addressed.
- 6. Transportation. There are identified negative impacts regarding mass transit. There is an historic inadequacy in the mass transportation system along the Jerome Study areas. The defining structure along Jerome Avenue is the elevated #4 train. This train has no handicapped accessible stations between Burnside and 167th street. Currently, this creates an inequity for those that are mobility impaired. There is nothing in the study to redress this failing. The commute on the #4 is presently burdensome and the prospect of adding a projected nearly 10,000 new residents to this corridor leaves us with grave



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concerns. The bus lines that serve our community are also inadequate and there is concern that the addition of more commuters will create a wider gap in service capacity.

In specific Community Board 5 proffers the following recommendations:

• Zoning map amendments: Zoning map amendments to rezone portions of existing C4-4, M1-2, R8, C8-3, and R7-1 with R7A, R8A, R9A, R7D, and C4-4D districts and C2-4 commercial overlays.

N 180050 ZRX Zoning text amendments to:

Establish the Special Jerome Avenue District, coterminous with the Rezoning Area. The proposed special district will include regulations that will add controls to the ground floors of buildings within mapped commercial overlays and districts modify height and bulk regulations on lots fronting the elevated rail line, modify bulk regulations on irregular lots, and establish controls, such as discretionary review provisions, for transient hotels.

- Establish proposed R7A, R7D, R8A, R9A, and C4-4D districts as Mandatory Inclusionary Housing areas, applying the Mandatory Inclusionary Housing program to require a share of new housing to be permanently affordable where significant new housing capacity would be created.
- The City make quantifiable, actionable and trackable commitments to invest in neighborhood improvement projects AND strong anti-displacement protections. Especially by developing a Jerome Avenue tracker (based upon the extant, East New York Commitments Tracker, model developed by New York City Mayor's Office).
- Jerome Stakeholders are collectively represented on a **Jerome Neighborhood Plan Implementation and Oversight Committee** (the "Committee") that meets quarterly and includes non-voting representation from relevant governmental agencies.
- Regarding Housing; Promoting homeownership programs and increasing access to mortgage finance, re-opening our HPD neighborhood preservation and tenant support office, a citywide certificate of no harassment and a no net loss of affordable housing policy, public grades for landlords and developers, and policies to curb speculation through mechanisms such as real estate transfer taxes and even stronger code enforcement. Funds should be increased for the 8A Loan Program. Policies should be considered to require developers to contribute resources to prevent displacement of current residents. Landlords and developers should be publicly graded and said grades should be publicly displayed. Landlord licenses should be required to ensure only the best-intentioned landlords operate



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in NYC. Public subsidy applications could be a good place to include these requirements. The City should monitor housing court cases in Community District 5, which are home to a particularly high concentration of displacement risk households. HPD should increase funding so as to hire additional code enforcement inspectors. So that our residents may best avail themselves of code enforcement, anti-harassment and displacement resources, we ask that a Neighborhood Preservation Office be reopened in our community. Funding for further outreach and 'Know your Rights' education by community groups should be communicated to tenants. Funds should be allocated to community organizations and/or legal aid/legal services for outreach to help identify cases that are part of a larger tenant harassment pattern. New construction that targets a range of income levels with a ceiling at 80-100% AMI. The MIH option employed in our neighborhoods should be calibrated to neighborhood needs as much as possible. "Cluster-site" shelter units should be converted back to permanent housing to help significantly reduce the number of homeless families and provide City and State rent subsidies to allow families in "cluster- site" units that meet Section 8 quality standards to secure leases for the same apartments in which they already live.

- Reduce the high unemployment rate through allocating workforce training dollars to area anchor institutions, the development of a workforce development center on the corridor or within Community Districts 4 and 5, protecting higher-paying automotive sector jobs through protecting more area for these businesses, and exploring creative solutions like the development of worker cooperatives. A fund for automotive businesses in the area, for comprehensive services related to capacity building (job training, skills development etc.), legal services for lease term negotiations, compliance in auto-industry standards, training to remedy violations, etc. The fund should be large enough to finance a package of incentives that will allow qualifying businesses to relocate to an area within the city that better fits their needs.

 Furthermore, funding should be provided to staff the Local Employment Network.
- Regarding schools, we recommend the following: Community School Districts 9 and 10 elementary and middle schools are already severely overcrowded, and the proposed actions may add 2,388 over time. We request the City identify appropriate locations for new schools, that presently unfunded school seats be baselined, and that the City commit to at least 1,000 additional school seats. Furthermore, there is no high school in Community Board 5. We recommend that Bronx Community College, the Community Board and local



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stakeholders endeavor to identify and develop a high school in association with Bronx Community College. In addition, our **libraries** are in need of capital and programmatic funding. We request funding for **Davidson Community**Center renovation and expansion, for an expansion of youth and community services, meal preparation, and handicap accessibility. The center operates on a DCAS leased property. We also request additional funds for youth programs like **Beacon**.

- As concerns public safety, we request more NYPD cameras be installed across our community and that the inaccessible and in-disrepair 46th Precinct complex be rebuilt. We also request funding to provide free smoke and carbon monoxide detectors to lower-income residents in our community.
- Given our lagging health indicators, we request increased funding for pest control, increase opportunities for exercise and incentivize more healthy food options. Additionally, we request increased special needs funding for immigrants, for example, for: citizenship applications, residency, employment applications, spousal waivers, accessing resources and other legal documents. The foreign-born are more than one-third of the population in Community Board #5. By addressing these immigrant-specific concerns will ultimately enable the foreign born to contribute even more to the economic vitality of the community. We also request increased funding to provide independent living skills programs for single mothers in our district.
- Our transportation system is overburdened, we request the City advocate for improvements and services that enable additional capacity on our subways and busses including Bus Rapid Transit interventions, and that our public realm including our streets, step streets and sidewalks public receive upgrades.
 The following step streets are of particular concern to Community Board 5: Davidson Avenue, Sedgwick Avenue to Cedar avenue, Marion Avenue to 187th Street, at Kingsland Place (between West Tremont Avenue and Harrison Avenue), Palisades Place to Sedgwick Avenue. The following roads are of particular concern to Community Board 5: Grand Concourse Bridge over 175th Street-Walls over 175th Street, underpasses at 174th -175th Street, Burnside Avenue and East Tremont Avenue, and the completion of the Grand Concourse work.
- We request increasing the number of local recreational opportunities for youth and the elderly, the improvement of existing neighborhood parks in the community, guarantee each of our neighborhoods has green streetscapes, quality parks, and diverse recreation spaces, and ensuring all our residents are within a ten minute walk to a park. The Aqueduct Walk is of particular concern to Community Board 5. We are asking that the following remediation be



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addressed to Aqueduct park: Aqueduct Park land improvement from Morton Place to Burnside Avenue and build a pedestrian bridge over Burnside Avenue connecting the currently split elements of Aqueduct Park.

The following open space has been identified and should be converted to park space: On the West side of Davidson Avenue, south of West 177th Street and at the intersection of Macombs Road, Grand Avenue and Featherbed Lane. We require that the lighting be replaced in Aqueduct Park from Morton Place to Burnside Avenue.

We also request funding for more enforcement officers, and parks and recreation specialists.

• Finally, we request that Mandatory Inclusionary Housing (MIH) be mapped in the entirety of the Jerome Special District without exception. We also request the Community Boards play a more formal role in decisions about future developments that will enter our districts.

Additionally, we mandate that the rezoned secondary area be expanded to include the following extensions of the Rezoning area:

- o Tremont Avenue-Cross-Bronx Expressway. The addition would encompass west from Jerome Avenue (to just west of Davidson Avenue) into the Morris Heights neighborhood, between approximately West 177th Street to the north and West 176th Street to the south.
- o Tremont Avenue-Cross-Bronx Expressway. West from Jerome Avenue (to Macombs Road) into the Morris Heights neighborhood, along the northern side of Featherbed Lane.

We feel that mitigation of these areas is vital to the success of the rezoning effort. In the following, we shall indicate the specific proposals to mitigate these areas of concern.

Submitted to New York City Department of Planning on: November 29 2017.

Kenneth Brown, District Manager

City Planning Commission - Testimony for Public Hearing on Jerome Avenue Rezoning - 11-29-2017

Hello, my name is Robert Gumbs, I'm a disabled Navy Veteran and a member of CASA. I presently reside at the Finlay Housing complex around 167th Street in the Morris Heights area.

To begin with this word Gentrification – in reality – has become nothing but a Rapacious form of Economic Warfare – which displaces one economic group – with another. In another words a form of warfare in which the haves fight the war against the have nots.

The days when the word Gentrification had this nice prosaic image of people planting flowers and children armed with brooms sweeping sidewalks, is an image from another era. Gentrification – to Gentrify is just another weapon in the hands of wealth to use against people of lower economic status.

As a native of Harlem who has been a Bronx resident for 2 years – I can honestly say I was forced out of Harlem because I just couldn't find an affordable place to live. Because of the push for Gentrification, the ability of working class people to find affordable housing became insurmountable. Landlords felt that they stood to get higher returns by raising the cost of rentals, but although Landlords became wealthier the status of working class people to find affordable housing became impossible.

I don't want to see this happen in the Bronx – the same way it happened in Harlem and all of Manhattan for that matter. This Jerome Ave Rezoning Plan will cause the loss of many of our small businesses and the dislocation of many of our residents. I, as a member of CASA, along with the Bronx Coalition for a Community Vision, strongly demand that the City Planning Commission vote NO on this Rezoning Plan.

Testimony by Hakim Salaam for City Planning Commission's Public Hearing on the Jerome Avenue Neighborhood Study- 11-29-17

Hello my name is Hakim Salaam and I'm a member of Local 28 and of CASA. I live at 2292 Loring Place #2N in the Bronx for over 30 years now.

I have been working with CASA for over two years and worked on getting INTRO 214 (Right to Counsel) passed by the City Council and with the Bronx Coalition for a Community Vision regarding the city's proposed REZONING OF JEROME AVENUE. We are the borough that continues to make history by giving the world the greatest baseball team; THE NEW YORK YANKEE's, Hip-Hop Culture and now helping N.Y. become the first state to get the Right to Council in Housing Court. We have all seen or read about the rezonings that have already happened throughout the city, how rezonings have displaced families, friends, mom and pop stores, risen rents, and created no career jobs for the community, and the list goes on and on about how the community continues not to benefit.

So, I say to you the City Planning Commission of NYC you are supposed to look out for your community. If you vote yes to this rezoning, you're not looking out for your community. Let's be the borough that makes history again by telling the city NO NOT IN OUR BRONX unless you meet the Bronx Coalition for a Community Vision's demands! This will be part of your legacy as a board member, don't you want the story to go, we are still in our apartments, in our neighborhoods (not displaced), we can still afford to live here (real affordable housing), we have a career (UNION jobs, local hire) etc., all because you were the City Planning Commission at the time and VOTED NO to something that just wasn't right!



Community/Borough Board Recommendation

Pursuant to the Uniform Land Use Review Procedure

Application #: C 180051 ZMX

Project Name: Jerome Avenue Rezoning

CEQR Number: 17DCP019X

Borough(s): Bronx

Community District Number(s): 4, 5, & 7

Please use the above application number on all correspondence concerning this application

SUBMISSION INSTRUCTIONS

- 1. Complete this form and return to the Department of City Planning by one of the following options:
 - EMAIL (recommended): Send email to CalendarOffice@planning.nyc.gov and include the following subject line: (CB or BP) Recommendation + (6-digit application number), e.g., "CB Recommendation #C100000ZSQ"

 MAIL: Calendar Information Office, City Planning Commission, 120 Broadway, 31st Floor, New York, NY 10271
 - FAX: to (212) 720-3488 and note "Attention of the Calendar Office"
- Send one copy of the completed form with any attachments to the applicant's representative at the address listed below, one copy to the Borough President, and one copy to the Borough Board, when applicable.

Docket Description:

SEE ATTACHED

Applicant(s): Applicant's Representative: Carol Samol Department of City Planning Department of City Planning 120 Broadway, 30th Floor One Fordham Plaza, 5th Fl New York, NY 10271 New York, NY 10458 Recommendation submitted by: Bronx Community Board 4 CONCOURSE VILLAGE COMMUNITY CENTER Date of public hearing: OCTOBER 4, 2017 Location: 777 CONCOURSE VILLAGE EAST, BX, NY 10451 A public hearing requires a quorum of 20% of the appointed members of the board, Was a quorum present? YES NO but in no event fewer than seven such members. BRONX MUSEUM OF THE ARTS Location: 1040 GRAND CONCOURSE BRONX, NY 10456 Date of Vote: OCTOBER 24, 2017 RECOMMENDATION Approve With Modifications/Conditions Approve Disapprove Disapprove With Modifications/Conditions Please attach any further explanation of the recommendation on additional sheets, as necessary. Voting #In Favor: 32 # Against: 4 # Abstaining: 2 Total members appointed to the board: 42 Name of CB/BB officer completing this form OCTOBER 27, 2017 PAUL A. PHILPS DISTRICT MANAGER

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Jerome Avenue Rezoning

CD 4, 5, & 7

IN THE MATTER OF an application submitted by the Department of City Planning pursuant to Sections 197-c and 201 of the New York City Charter for an amendment of the Zoning Map, Section Nos. 3b, 3c, and 3d:

- 1. eliminating from within an existing R7-1 District a C1-4 District bounded by:
 - a. a line 100 feet northeasterly of West Burnside Avenue, Davidson Avenue, a line 100 feet northeasterly of West Burnside Avenue, a line midway between Davidson Avenue and Jerome Avenue, a line 320 feet southwesterly of West 181st Street, Jerome Avenue, a line 100 feet northeasterly of East Burnside Avenue, a line midway between Jerome Avenue and Walton Avenue, a line 100 feet southwesterly of East Burnside Avenue, Jerome Avenue, a line 100 feet southwesterly of West Burnside Avenue, a line 75 feet northwesterly of Harrison Avenue, West Burnside Avenue, and a line 100 feet northwesterly of Harrison Avenue;
 - b. a line 100 feet northeasterly of West Tremont Avenue, a line midway between Davidson Avenue and Jerome Avenue, West Tremont Avenue, and Davidson Avenue;
 - c. Plimpton Avenue, a line 100 feet northeasterly of Edward L. Grant Highway, and a line 525 feet southwesterly of West 172nd Street;
 - d. a line midway between Plimpton Avenue and Nelson Avenue, a line 100 feet northeasterly of Edward L. Grant Highway, and a line 625 feet southwesterly of West 172nd Street;
 - e. Nelson Avenue, a line 100 feet northeasterly of Edward L. Grant Highway, and a line 770 feet southwesterly of West 172nd Street;
 - f. a line midway between Nelson Avenue and Shakespeare Avenue, a line 100 feet northeasterly of Edward L. Grant Highway, and a line 820 feet southwesterly of West 172nd Street;
 - g. Shakespeare Avenue, a line 100 feet northeasterly of Edward L. Grant Highway, and a line 410 feet southwesterly of Sherif S. Byrd Place;
 - h. A line midway between Shakespeare Avenue and Jesup Avenue, a line 100 feet northeasterly of Edward L. Grant Highway, and a line 510 feet southwesterly of Sherif S. Byrd Place;
 - i. a line 375 feet northeasterly of West 170th Street, a line midway between Plimpton Avenue and Nelson Avenue, and a line 100 feet southwesterly of Edward L. Grant

Highway;

- j. a line 300 feet northeasterly of West $170^{\rm th}$ Street, Nelson Avenue, and a line 100 feet southwesterly of Edward L. Grant Highway;
- k. a line 165 feet northeasterly of West 170th Street, a line midway between Nelson Avenue and Shakespeare Avenue, and a line 100 feet southwesterly of Edward L. Grant Highway; and
- a line 115 feet northeasterly of West 170th Street, Shakespeare Avenue, and a line 100 feet southwesterly of Edward L. Grant Highway;
- 2. eliminating from within an existing R8 District a C1-4 District bounded by:
- a. a line midway between Jerome Avenue, a line 100 feet northeasterly of East Burnside Avenue, a line 100 feet northwesterly of Crand Boulevard and Concourse, East Burnside Avenue (southerly portion), Creston Avenue, and a line 100 feet southwesterly of East Burnside Avenue; and
- b. a line midway between Jerome Avenue, and Walton Avenue, a line 100 feet northeasterly of East Tremont Avenue, Malton Avenue, and a line 175 feet southwesterly of East Tremont Avenue;

 Tremont Avenue;
- eliminating from within an existing R7-1 District a C2-4 District bounded by a line midway between Davidson Avenue, a line 100 feet southwesterly of East Burnside Avenue, a line midway between Jerome Avenue, a line line midway between Jerome Avenue and Walton Avenue, East Tremont Avenue, and West Tremont Avenue;
- 4. changing from an R7-1 District to an R7A District property bounded by:
- a. Aqueduct Avenue East, a line midway between Evelyn Place and West 183rd Street, and a line 100 feet northwesterly of Jerome Avenue, and a line midway between West 183rd Street and Buchanan Place; and
- b. a line 100 feet northwesterly of Jerome Avenue, Featherbed Lane, a line midway between Jerome Avenue and Townsend Avenue, and a southwesterly boundary line of a park and its southeasterly prolongation;
- changing from a C4-4 District to an R7A District property bounded by Jerome Avenue, and a line East 171st Street, a line midway between Jerome Avenue and Townsend Avenue, and a line 100 feet northeasterly of East 170th Street;
- changing from a C8-3 District to an R7A District property bounded by:

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3.

- a. West 184th Street, East 184th Street, a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East Burnside Avenue, Jerome Avenue, a line 320 feet southwesterly of West 181st Street, a line midway between Davidson Avenue and Jerome Avenue, a line 100 feet southwesterly of West 181st Street, Davidson Avenue, a line 100 feet northeasterly of West 181st Street, a line 100 feet northwesterly of Jerome Avenue, North Street, and a line midway between Davidson Avenue and Jerome Avenue;
- b. Jerome Avenue, East 175th Street, a line midway between Jerome Avenue and Townsend Avenue, and East 174th Street; and
- c. Inwood Avenue, West Mount Eden Avenue, a line 100 feet northwesterly of Jerome Avenue, a southwesterly boundary line of a park and its southeasterly prolongation, Jerome Avenue, a line 100 feet southwesterly of East Mount Eden Avenue, a line midway between Jerome Avenue and Townsend Avenue, East 171st Street, Jerome Avenue, and West 172nd Street;
- 7. changing from an R7-1 District to an R7D District property bounded by Jerome Avenue, East 177th Street, a line 100 feet southeasterly of Jerome Avenue, and East 176th Street;
- 8. changing from an R7-1 District to an R8A District property bounded by:
 - a. a line midway between Davidson Avenue and Jerome Avenue, East 176th Street and its westerly centerline prolongation, a line midway between Jerome Avenue and Townsend Avenue, and East 175th Street and its northwesterly centerline prolongation;
 - b. Jerome Avenue, a line 100 feet northeasterly of East Mount Eden Avenue, a line midway between Jerome Avenue and Townsend Avenue, and a line 50 feet southwesterly of East Mount Eden Avenue;
 - c. the southwesterly prolongation of a line midway between Jesup Avenue and Cromwell Avenue, the northwesterly centerline prolongation of West 170th Street, West 170th Street, and a line perpendicular to the southeasterly street line of Jesup Avenue distant 205 feet northeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Jesup Avenue and the northeasterly street line of Edward L. Grant Highway; and
 - d. Ogden Avenue, Dr. Martin Luther King Jr. Boulevard, Edward L. Grant Highway, Plimpton Avenue, a line 525 feet southwesterly of West 172nd Street, a line midway between Plimpton Avenue and Nelson Avenue, a line 625 feet southwesterly of West 172nd Street, Nelson Avenue, a line 770 feet southwesterly of West 172nd Street, a line midway between Nelson Avenue and Shakespeare Avenue, a line 820 feet southwesterly of West 172nd Street, Shakespeare Avenue, a line 410 feet southwesterly of Sherif S. Byrd Place, a line midway between Shakespeare Avenue and Jesup Avenue, a line 510 feet southwesterly of Sherif S. Byrd Place, Jesup

Avenue, Edward L. Grant Highway, a line 100 feet southerly of West 170^{th} Street, a line 115 feet easterly of Shakespeare Avenue, West 170^{th} Street, Shakespeare Avenue, a line 115 northeasterly of West 170^{th} Street, a line midway between 170th Street, a line 300 feet northeasterly of West 170^{th} Street, a line 375 feet northeasterly of West 170^{th} Street, a line 375 feet northeasterly of West 170^{th} Street, a line 375 feet northeasterly of West 170^{th} Street, a line 375 feet northeasterly of West 170^{th} Street, a line 375 feet northeasterly of West 170^{th} Street, Plimpton Avenue, and a line 550 feet northeasterly of West 170^{th} Street, Plimpton Avenue, and a line 550 feet northeasterly of West 170^{th} Street,

- 9. changing from an R8 District to a R8A District property bounded by:
- a. a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East 183rd Street; Creston Avenue, and a line 100 feet southwesterly of East 183rd Street;
- b. a line midway between Jerome Avenue, and Townsend Avenue, a line 100 feet northeasterly of East Mount Eden Avenue, Walton Avenue, a line 100 feet northeasterly of East Mount Eden Avenue, a line 100 feet southwesterly of East Mount Eden Avenue, Walton Avenue, and a line 100 feet southwesterly of East Mount Eden Avenue, Walton Avenue, and a line 100 feet southwesterly of East Mount Eden Avenue, Walton Avenue, and a line 100 feet southwesterly of East Mount Eden Avenue, Walton Avenue, and a line 100 feet southwesterly of East Mount Eden Avenue, Walton Avenue, and a line 100 feet southwesterly of East Mount Eden Avenue, Walton Avenue, and a line 100 feet southwesterly of East Mount Eden Avenue, Walton Avenue, and a line 100 feet southwesterly of East Mount Eden Avenue, Walton Avenue, and a line 100 feet southwesterly of East Mount Eden Avenue, Walton Avenue, and a line 100 feet southwesterly of East Mount Eden Avenue, was a line 100 feet southwesterly of East Mount Eden Avenue, was a line 100 feet southwesterly of East Mount Eden Avenue, was a line 100 feet southwesterly of East Mount Eden Avenue, was a line 100 feet southwesterly of East Mount Eden Avenue, was a line 100 feet southwesterly of East Mount Eden Avenue, was a line 100 feet southwesterly of East Mount Eden Avenue, was a line 100 feet southwesterly of East Mount Eden Avenue, was a line 100 feet Southwesterly of East Mount Eden Avenue, was a line 100 feet Southwesterly of East Mount Eden Avenue, was a line 100 feet Southwesterly of East Mount Eden Avenue, was a line 100 feet Southwesterly of East Mount Eden Avenue, was a line 100 feet Southwesterly of East Mount Eden Avenue, was a line 100 feet Southwesterly of East Mount Eden Avenue, was a line 100 feet Southwesterly of East Mount Eden Avenue, was a line 100 feet Southwesterly of East Mount Eden Avenue, was a line 100 feet Southwesterly of East Mount Eden Avenue, was a line 100 feet Southwesterly of East Mount Eden Avenue, was a line 100 feet Southwesterly of East Mount Eden Avenue, was a line 100 fe
- Macombs Road, Jerome Avenue, a line midway between East 170th Street and Elliot Place, a line 100 feet southeasterly of Gerard Avenue, East 169th Street, Jerome Avenue, the northwesterly prolongation of a line 120 feet southwesterly of Marcy Place, a line 100 feet northwesterly of Jerome Avenue, West 170th Street, and Jerome Avenue (Plaza Drive); and
- d. East 168th Street, Gerard Avenue, a line 100 feet northeasterly of East 167th Street, a line 100 feet northwesterly of Grand Boulevard and Concourse, a line 100 feet southwesterly of East 167th Street, and a line midway between River Avenue and Gerard Avenue;
- 10. changing from a C4-4 District to an R8A District property bounded by Jerome Avenue, a line 100 feet northeasterly of East 170th Street, a line 100 feet northwesterly of Grand Boulevard and Concourse, and a line midway between East 170th Street and Elliott Place;
- 11. changing from a C8-3 District to an R8A District property bounded by:
- a. Jerome Avenue, a line 50 feet southwesterly of East Mount Eden Avenue, a line 100 feet midway between Jerome Avenue and Townsend Avenue, and a line 100 feet southwesterly of East Mount Eden Avenue;
- b. Macombs Road, Goble Place, Inwood Avenue, West 172nd Street, Jerome Avenue, Macombs Road, Jerome Avenue (Plaza Drive), West 170th Street and its

northwesterly centerline prolongation, a line 100 feet northwesterly of Cromwell Avenue and its southwesterly prolongation, a line perpendicular to the northwesterly street line of Cromwell Avenue distant 90 feet northeasterly (as measured along the street line) from the point of intersection of the northwesterly street line of Cromwell Avenue and the northwesterly street line of West 170th Street, Cromwell Avenue, a line 575 feet southwesterly of Macombs Road, Inwood Avenue, a line 275 feet southwesterly of Macombs Road, and Cromwell Avenue and its northeasterly centerline prolongation; and

- c. Jerome Avenue, East 169th Street, Gerard Avenue, East 168th Street, a line midway between River Avenue and Gerard Avenue, a line 100 feet northeasterly of East 167th Street, and River Avenue;
- 12. changing from an M1-2 District to an R8A District property bounded by West 170th Street, a line 100 feet northwesterly of Jerome Avenue (Plaza Drive), the northwesterly prolongation of a line 120 feet southwesterly of Marcy Place, Jerome Avenue, West Clarke Place, Inwood Avenue, a line 345 feet southwesterly of West 170th Street, and Cromwell Avenue;
- 13. changing from an R7-1 District to an R9A District property bounded by:
 - a. Jesup Avenue, a line perpendicular to the southeasterly street line of Jesup Avenue distant 205 feet northeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Jesup Avenue and the northeasterly street line of Edward L. Grant Highway, West 170th Street, and Edward L. Grant Highway;
 - b. West 168th Street, Edward L. Grant Highway, a line 120 feet southerly of West 168th Street and its easterly prolongation, and a line 50 feet easterly of Shakespeare Avenue; and
 - c. a line midway between Shakespeare Avenue and Edward L. Grant Highway and its southerly prolongation, the northwesterly centerline prolongation of East 167th Street, and Jerome Avenue;
- 14. changing from an R8 District to an R9A District property bounded by Jerome Avenue, a line 100 northeasterly of East 167th Street, a line midway between River Avenue and Gerard Avenue, McClellan Street, a line midway between Cromwell Avenue and River Avenue, a line 100 feet southwesterly of East 167th Street, and Cromwell Avenue;
- 15. changing from a C8-3 District to an R9A District property bounded by Edward L. Grant Highway, West 169th Street, River Avenue, a line 100 feet northeasterly of East 167th Street, Jerome Avenue, Cromwell Avenue, the northwesterly centerline prolongation of East 167th Street, a line midway between Shakespeare Avenue and Edward L. Grant Highway, and a line 120 feet southerly of West 168th Street and its easterly prolongation;

changing from an M1-2 District to an R9A District property bounded by:

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a. West 170^{th} Street, Cromwell Avenue, a line 470 feet northeasterly of West 169^{th} Street, and Edward L. Grant Highway; and

b. Edward L. Grant Highway, a line 180 feet northeasterly of West 169^{th} Street, Cromwell Avenue, and West 169^{th} Street;

Harrison Avenue, a line 75 feet northwesterly of Harrison Avenue, and West Burnside Burnside Avenue, Grand Avenue, a line 100 feet southwesterly of West Burnside Avenue, southeasterly street line of Grand Avenue and the southwesterly street line of West southwesterly (as measured along the street line) from the point of intersection of the a line perpendicular to the southeasterly street line of Grand Avenue distant 100 feet of West Burnside Avenue, a line midway between Grand Avenue and Davidson Avenue, intersection of the northwesterly streetline of Davidson Avenue and the southerly streetline distant 125 feet southwesterly (as measured along the street line) from the point of Davidson Avenue, a line perpendicular to the northwesterly street line of Davidson Avenue Davidson Avenue and Jerome Avenue, a line 100 feet southerly of West Burnside Avenue, Avenue, a line 100 feet northeasterly of West Tremont Avenue, a line midway between Avenue and Walton Avenue, East Tremont Avenue, West Tremont Avenue, Davidson line 100 feet northeasterly of East Burnside Avenue, a line midway between Jerome and Jerome Avenue, a line 320 feet southwesterly of West 181st Street, Jerome Avenue, a northerly streetline of West Burnside Avenue, a line midway between Davidson Avenue the point of intersection of the southeasterly streetline of Davidson Avenue and the Davidson Avenue distant 120 feet northeasterly (as measured along the street line) from 180th Street, Davidson Avenue, a line perpendicular to the southeasterly streetline of southwesterly of West 180th Street, Grand Avenue, a line 290 feet southwesterly of West 180m Street, a line midway between Harrison Avenue and Grand Avenue, a line 350 feet southwesterly of West 180^{m} Street, Harrison Avenue, a line 310 feet southwesterly of West between Dr. Martin Luther King Jr. Boulevard and Harrison Avenue, a line 275 feet changing from an R7-1 District to a C4-4D District property bounded by a line midway

18. changing from an R8 District to a C4-4D District property bounded by:

a. a line midway between Jerome Avenue, a line 100 feet northeasterly of East Burnside Avenue, a line 100 feet northwesterly of Grand Boulevard and Concourse, East Burnside Avenue (southerly portion), Creston Avenue, and a line 100 feet southwesterly of East Burnside Avenue; and

b. a line midway between Jerome Avenue, and Walton Avenue, a line 100 feet northeasterly of East Tremont Avenue, Walton Avenue, a line 295 feet northeasterly of East 177th of East Tremont Avenue, Morris Avenue, a line 295 feet northerly of East 177th Street, a line 100 feet southeasterly of Walton Avenue, and a line 100 feet southwesterly of East Tremont Avenue;

- changing from a C8-3 District to a C4-4D District property bounded by a line 100 feet northwesterly of Jerome Avenue, West Tremont Avenue, East Tremont Avenue, a line 100 feet southeasterly of Jerome Avenue, East 177th Street, Jerome Avenue, and West 177th Street;
- 20. establish within an existing R7-1 District a C2-4 District bounded by:
 - a line 100 feet northwesterly of West 170th Street, a line 100 feet northwesterly of Cromwell Avenue, and the northwesterly centerline prolongation of West 170th Street;
 - b. a line 100 feet southerly of West 170th Street, Edward L. Grant Highway, West 168th Street, a line midway between Shakespeare Avenue and Edward L. Grant Highway, West 169th Street, and a line 115 feet southwesterly of Shakespeare Avenue;
- 21. establish within an existing R8 District a C2-4 District bounded by McClellan Street, a line midway between River Avenue and Gerard Avenue, East 165th Street, and River Avenue;
- 22. establish within a proposed R7A District a C2-4 District bounded by:
 - a. West 184th Street, East 184th Street, a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East Burnside Avenue, Jerome Avenue, a line 320 feet southwesterly of West 181st Street, a line 100 feet northwesterly of Jerome Avenue, North Street, and a line midway between Davidsons Avenue and Jerome Avenue;
 - b. East 175th Street, a line midway between Jerome Avenue and Townsend Avenue, a northeasterly boundary line of a park and its northwesterly prolongation, and Jerome Avenue;
 - c. a line 175 feet northeasterly of East Mount Eden Avenue, a line midway between Jerome Avenue and Townsend Avenue, a line 100 feet northeasterly of East Mount Eden Avenue, and Jerome Avenue; and
 - d. a southwesterly boundary line of a park and its southeasterly prolongation, Jerome Avenue, a line 100 feet southwesterly of East Mount Eden Avenue, a line midway between Jerome Avenue and Townsend Avenue, a line 100 feet northeasterly of East 170th Street, Jerome Avenue, West 172nd Street, and a line 100 feet northwesterly of Jerome Avenue;
- 23. establish within a proposed R8A District a C2-4 District bounded by:
 - a. Jerome Avenue, a line 50 feet southwesterly of East Mount Eden Avenue, a line midway between of Jerome Avenue and Townsend Avenue, and a line 100 feet southwesterly of East Mount Eden Avenue;

- b. West 172nd Street, Jerome Avenue, Macombs Road, and a line 100 feet northwesterly of Jerome Avenue;
- c. a line 100 feet northwesterly of Cromwell Avenue, a line perpendicular to the northwesterly street line of Cromwell Avenue distant 90 feet northeasterly (as measured along the street line) from the point of intersection of the northwesterly street line of West 170th Street, Cromwell Avenue, a line 100 feet northeasterly of West 170th Street, Jerome Avenue (Plaza Drive), West 170th Street, a line 100 feet northwesterly of West 170th Street, Jerome Avenue (Plaza Drive), a line 100 feet southwesterly of West 170th Street, and the northwesterly centerline prolongation of West 170th Street, and the
- d. Jerome Avenue, a line 100 feet northeasterly of East 170^{th} Street, a line 100 feet northwesterly of Grand Boulevard and Concourse, and a line midway between East 170^{th} Street and Elliot Place;
- the northwesterly prolongation of a line 120 feet southwesterly of Marcy Place, lerome Avenue, West Clarke Place, and a line 100 feet northwesterly of Jerome Avenue; and
- West 170^{th} Street, and a line 115 feet easterly of Shakespeare Avenue;
- establish within a proposed R9A District a C2-4 District bounded by Edward L. Grant Highway, a line 180 feet northeasterly of West 169^{th} Street, Jerome Avenue, River Avenue, a line 100 feet northeasterly of East 167^{th} Street, Jerome Avenue, the northwesterly centerline prolongation of East 167^{th} Street, a line midway between Shakespeare Avenue and Edward L. Grant Highway, and West 168^{th} Street; and

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stablishing a Special Jerome Avenue District bounded by West 184th Street, Bast 184th northeasterly of East 183th Street, Creston Avenue, a line 100 feet southwesterly of East 183th Street, Creston Avenue, a line 100 feet southwesterly of East Burnside Avenue, a line 100 feet northwesterly of East Burnside Avenue, a line 100 feet northwesterly of East Burnside Avenue, a line 100 feet northwesterly of East Burnside Avenue, a line 100 feet northwesterly of East Burnside Avenue, a line 100 feet southwesterly of East Burnside Avenue, a line 100 feet northeasterly of East Drame Avenue, a line 100 feet northeasterly of East Tremont Avenue, a line 100 feet southwesterly of East Tremont Avenue, a line 100 feet southeasterly of East Tremont Avenue, a line 100 feet southeasterly of East Tremont Avenue, a line 100 feet southeasterly of East Mount Eden Avenue, a line 100 feet southeasterly of East Mount Eden Avenue, a line 100 feet northeasterly of East Mount E

Walton Avenue, a line 100 feet southwesterly of East Mount Eden, a line midway between Jerome Avenue and Townsend Avenue, a line 100 feet northeasterly of East 170th Street, a line 100 feet northwesterly of Grand Boulevard and Concourse, a line midway between East 170th Street and Elliot Place, a line 100 feet southeasterly of Jerome Avenue, a line 100 feet easterly of Gerard Avenue, East 169th Street, Gerard Avenue, a line 100 feet northeasterly of East 167th Street, a line 100 feet northwesterly of Grand Boulevard and Concourse, a line 100 feet southwesterly of East 167th Street, a line midway between River Avenue and Gerard Avenue, East 165th Street, River Avenue, McClellan Street, a line midway between Cromwell Avenue and River Avenue, a line 100 feet southwesterly of East 167th Street, Cromwell Avenue, the northwesterly centerline prolongation of East 167th Street, Jerome Avenue, a line midway between Shakespeare Avenue and Edward L. Grant Highway, a line 120 southerly of West 168th Street, a line 50 feet easterly of Shakespeare Avenue, West 168th Street, a line midway between Shakespeare Avenue and Edward L. Grant Highway, West 169th Street, a line 115 feet northeasterly of Shakespeare Avenue, West 170th Street, Shakespeare Avenue, a line 115 northeasterly of West 170th Street, a line midway between Nelson Avenue and Shakespeare Avenue, a line 165 feet northeasterly of West 170th Street, Nelson Avenue, a line 300 feet northeasterly of West 170th Street, a line midway between Plimpton Avenue and Nelson Avenue, a line 375 feet northeasterly of West 170th Street, Plimpton Avenue, and a line 550 feet northeasterly of West 170th Street, Ogden Avenue, Dr. Martin Luther King Jr. Boulevard, Edward L. Grant Highway, Plimpton Avenue, a line 525 feet southwesterly of West 172nd Street, a line midway between Plimpton Avenue and Nelson Avenue, a line 625 feet southwesterly of West 172nd Street, Nelson Avenue, a line 770 feet southwesterly of West 172nd Street, a line midway between Nelson Avenue and Shakespeare Avenue, a line 820 feet southwesterly of West 172nd Street, Shakespeare Avenue, a line 410 feet southwesterly of Sherif S. Byrd Place, a line midway between Shakespeare Avenue and Jesup Avenue, a line 510 feet southwesterly of Sherif S. Byrd Place, Jesup Avenue, a line perpendicular to the southeasterly street line of Jesup Avenue distant 205 feet northeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Jesup Avenue and the northeasterly street line of Edward L. Grant Highway, a line 115 feet southeasterly of Jesup Avenue, the northwesterly centerline prolongation of West 170th Street, a line 100 feet northwesterly of Cromwell Avenue, a line perpendicular to the northwesterly street line of Cromwell Avenue distant 90 feet northeasterly (as measured along the street line) from the point of intersection of the northwesterly street line of Cromwell Avenue and the northwesterly street line of West 170th Street, Cromwell Avenue, Cromwell Avenue, a line 575 feet southwesterly of Macombs Road, Inwood Avenue, a line 275 feet southwesterly of Macombs Road, Cromwell Avenue and its northeasterly centerline prolongation, Goble Place, Inwood Avenue, West Mount Eden Avenue, a line 100 feet northwesterly of Jerome Avenue, Featherbed Lane, Jerome Avenue, the northwesterly centerline prolongation of East 175th Street, a line midway between Davison Avenue and Jerome Avenue, the northwesterly centerline prolongation of East 176th Street, Jerome Avenue, West 177th Street, a line 100 feet northwesterly of Jerome Avenue, West Tremont Avenue, Davidson Avenue, a line 100 feet northeasterly of West Tremont Avenue, a line midway between Davidson Avenue and Jerome Avenue, a line 100 feet southerly of West Burnside Avenue, Davidson Avenue, a line perpendicular to the northwesterly street line of Davidson Avenue distant 125 feet southwesterly (as

West 169th Street; Jerome Avenue, West 169^{th} Street, Cromwell Avenue, and a line 180 feet northeasterly of line 345 feet southwesterly of West 170th Street, Inwood Avenue, West Clarke Place, Grant Highway, a line 470 feet northeasterly of West 169th Street, Cromwell Avenue, a Davidson Avenue and Jerome Avenue, and excluding the area bounded by Edward L. a line 100 feet northwesterly of Jerome Avenue, North Street, and a line midway between Place, Aqueduct Avenue East, a line midway between Evelyn Place and West 18310 Street, northwesterly of Jerome Avenue, a line midway between West 18310 Street and Buchanan Street, Davidson Avenue, a line 100 feet northeasterly of West 181st Street, a line 100 feet between Davidson Avenue and Jerome Avenue, a line 100 feet southwesterly of West 181st Davidson Avenue and the northerly streetline of West Burnside Avenue, a line midway along the street line) from the point of intersection of the southeasterly streetline of the southeasterly streetline of Davidson Avenue distant 120 feet northeasterly (as measured line 290 feet southwesterly of West 180th Street, Davidson Avenue, a line perpendicular to and Grand Avenue, a line 350 feet southwesterly of West 180th Street, Grand Avenue, a line 310 feet southwesterly of West 180 $^{
m m}$ Street, a line midway between Harrison Avenue Harrison Avenue, a line 275 feet southwesterly of West $180^{\rm m}$ Street, Harrison Avenue, a of Harrison Avenue, West Burnside Avenue, Dr. Martin Luther King Jr. Boulevard and teet southwesterly of West Burnside Avenue, Harrison Avenue, a line 75 feet northwesterly Avenue and the southerly street line of West Burnside Avenue, Grand Avenue, a line 100 along the street line) from the point of intersection of the southeasterly street line of Grand southeasterly street line of Grand Avenue distant 100 feet southwesterly (as measured midway between Grand Avenue and Davidson Avenue, a line perpendicular to the line of Davidson Avenue and the southerly street line of West Burnside Avenue, a line measured along the street line) from the point of intersection of the northwesterly street

Borough of the Bronx, Community Districts 4, 5 and 7, as shown on a diagram (for illustrative purposes only) dated August 21, 2017, and subject to the conditions of CEQR Declaration E-442.



Community/Borough Board Recommendation

Pursuant to the Uniform Land Use Review Procedure

Application # C 170305 MMX

Project Name: Corporal Irwin Fischer Park Mapping

CLOR Name 17DCP019X

Beroughes: The Bronx
Community District Number(s) 4

Please use the above application number on all correspondence concerning this application

SUBMISSION INSTRUCTIONS

- 1. Complete this form and return to the Department of City Planning by one of the following options:
 - <u>EMAIL (recommended)</u>: Send email to <u>CalendarOffice@planning.nyc.gov</u> and include the following subject line: (CB or BP) Recommendation + (6-digit application number), e.g., "CB Recommendation #C100000ZSQ"
 - MAIL: Calendar Information Office, City Planning Commission, Room 2E, 22 Reade Street, New York, NY 10007
 - FAX: (212) 720-3356 and note "Attention of the Calendar Office"
- 2. Send one copy of the completed form with any attachments to the <u>applicant's representative</u> at the address listed below, one copy to the Borough President, and one copy to the Borough Board, when applicable.

Docked Europation

IN THE MATTER OF an application, submitted by The New York City Department of City Planning and The New York City Department of Parks and Recreation pursuant to Sections 197-c and 199 of the New York City Charter and Section 5-430 *et seq.* of the New York City Administrative Code for an amendment to the City Map involving:

- the elimination, discontinuance and closing of Corporal Irwin Fischer Place between Nelson Avenue and Shakespeare Avenue;
- the establishment of parkland in the area bounded by Nelson Avenue, West 170th Street,
 Shakespeare Avenue and West 169th Street;
- the adjustment of grades and block dimensions necessitated thereby;

including authorization for any acquisition or disposition of real property related thereto in Community District 4, Borough of The Bronx, in accordance with Map No. 13140 dated August 8, 2017 and signed by the Borough President

Trestactic.				
Applicant(s):		Applicant's Repro	esentative:	
New York City Department of City Planning 120 Broadway, 31st Floor New York, NY 10271 New York City Department of Parks and Recreation	¥	Carol Samol NYCDCP - Bronx I One Fordham Plaz The Bronx, NY 104 718.220.8517	ra	
Recommendation submitted by:				
Bronx Community Board 4				
Date of public hearing: October 4, 2017 L			MMUNITY CENTER GE EAST, BX,NY 104	
	A public hearing requires a quo out in no event fewer than seve		nted members of the board,	
Date of Vote: OCTOBER 24, 2017		EUM OF THE A D CONCOURSE	ARTS BRONX, NY 10456	
RECOMMENDATION				
Approve	Approve With Modif	cations/Conditions		
Disapprove Disapprove With Modifications/Conditions				
Please attach any further explanation of the recon	nmendation on additio	nal sheets, as nece	essary.	
Voting		2		
#In Favor 32 # Against: 4 # Abstaining:	: 2 Total memb	ers appointed to the	ne board: 42	
Name of CB/BB officer completing this form	Title		Date	
PAUL A. PHILPS	DISTRIC	T MANAGER	OCTOBER 27, 2017	

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HONORABLE RUBEN DIAZ, JR. Bronx Borough President

Ms. Kathleen Saunders

MR. PAUL A. PHILPS District Manager

Board Chair

Community Board Four Jerome Avenue Neighborhood Study Recommendations

October 27, 2017

Resolution adopted by the General Board for the following

ULURP applications: Nos. N 180050 ZRX, C 180051 ZMX, 170305 MNX

CEQR No. 17DCP019X

WHEREAS, the Uniform Land Use Review Procedure (ULURP) is a standardized procedure whereby applications affecting the land use of the city are publicly reviewed; and

WHEREAS, the above listed applications were certified as complete by the Department of City Planning on Monday, August 21, 2017 and the review period for Bronx Community Board Four (the Board) began on Wednesday, August 30, 2017 and must be completed by Tuesday, October 30, 2017; and

WHEREAS, the Department of City Planning is the applicant and seeking the approval of the Board on the following applications:

C 170311 ZMX, an amendment to Zoning Map, Section No's. 3b, 3c, 3d:

a) Zoning map amendments to rezone portions of existing C4-4, M1-2, R8, C8-3, and R7-1 with R7A, R8A, R9A, R7D, and C4-4D districts and C2-4 commercial overlays

N 180050 ZRX Zoning text amendments to:

- a) Establish the Special Jerome Avenue District, coterminous with the Rezoning Area. The proposed special district will include regulations that will add controls to the ground floors of buildings within mapped commercial overlays and districts, modify height and bulk regulations on lots fronting the elevated rail line, modify bulk regulations on irregular lots, and establish controls, such as discretionary review provisions, for transient hotels.
- b) Establish proposed R7A, R7D, R8A, R9A, and C4-4D districts as Mandatory Inclusionary Housing areas, applying the Mandatory Inclusionary Housing program to require a share of new housing to be permanently affordable where significant new housing capacity would be created.

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170305 MNX City Map changes to:

a) Map Block 2520, Lot 19 as parkland. This city-owned parcel is located one block outside of the rezoning area and is bounded by West 170th Street, Nelson Avenue, Shakespeare Avenue, and Corporal Fischer Place in the Highbridge neighborhood of the Bronx, Community District 4. De-map Corporal Fischer Place (street) between Nelson Avenue and Shakespeare Avenue, which is adjacent to the parcel to be mapped as park land as described above (Block 2520, Lot 19), and map it as parkland.

WHEREAS, the intent of the applications is to:

- Provide opportunities for high quality, permanent affordable housing with options for tenants at a wide range of income levels.
- Ensure that any new construction fits into its surrounding neighborhood context.
- Increase the opportunities to diversify neighborhood retail and services
- Permit more density and a broader range of uses in two nodes to anchor the corridor and surrounding neighborhoods.
- Create special rules for new development along the elevated rail line to provide light and air along the corridor and ensure adequate distance between residential uses and the train.
- Create special rules for new buildings and street wall continuity and relief on irregular lots
- Create a walkable, inviting commercial corridor by promoting non-residential ground floor uses and diverse retail to support community needs.
- Maintain zoning for heavy commercial and light industrial uses in areas to support mixed uses and jobs.
- Establish controls for transient hotels to ensure consistency with the goals and objectives of the rezoning.to create a mixed-use development which would include new housing, ground floor retail space, office space, community facility space and publicly accessible open space along the Harlem River waterfront.

WHEREAS, the proposed land use changes are strategies of a more comprehensive Jerome Avenue Neighborhood Plan (draft released on October 20, 2017), which states the following:

- Provide sustainable, high-quality, affordable housing with a range of options for residents at all income levels.
- Protect tenants and improve housing quality.
- Ensure every neighborhood has green streetscapes, quality parks and diverse recreation spaces.
- Create greater retail diversity to meet current and growing retail and service needs.
- Prepare residents for job and career growth through job training and skills development.
- Promote and support small businesses and entrepreneurship.
- Support auto-related businesses.

• Promote a safe, walkable area in and around the elevated train.

WHEREAS, Bronx Community Board Four shares many of these goals and members understand the necessity of neighborhood investments, opted into the Jerome Neighborhood Plan study and would welcome density if appropriate investments were put in place to grow the local economy and uplift the existing residents, as well as prevent displacement of economically vulnerable residents and businesses during times of high market pressure

WHEREAS, the Board believes that the city has a responsibility to provide adequate school seats to accommodate existing shortfalls as well as projected growth as a result of the proposed land use actions

WHEREAS, consistent with the Board's policies as it relates to economic development the city should provide the necessary resources and tools for training, job placement and business plan development targeted specifically for residents of Community District Four

WHEREAS, consistent with the Board's policies related to open space the city should facilitate the design and funding of new open space opportunities and green features throughout the district as well as allocate appropriate funding for maintenance and upkeep of existing open spaces

WHEREAS, consistent with the Board's policies as it relates to transportation infrastructure the city should implement and fund a series of improvements to address the lack of adequate transportation infrastructure

WHEREAS, consistent with the Board policies related to health and wellness and in support of Bronx Borough President Ruben Diaz's #not62 campaign, the city should implement and fund a series of interventions to improve the overall health and wellness throughout the district specifically as it relates to obesity, asthma and teen pregnancy

THERFORE BE IT RESOLVED, the aforementioned applications are approved by Community Board Four, subject to the conditions that follow. It should be noted that while many of these conditions trecommendations are not directly tied to the proposed land use actions, nor will they or can they be codified in the same way the ULURP process legalizes the proposed land use actions, these recommendations and conditions are of the utmost priority to the residents of Community District Four given the tremendous impact the proposed actions will have on the affected neighborhoods and the lack of city investment in these areas over an extended period of time:

- The City make quantifiable, actionable and trackable commitments to invest in neighborhood improvement projects AND strong anti-displacement protections, including those enumerated Appendix 1 to this resolution "Jerome Priorities Tracker";
- The City present these commitments in the form of a legally enforceable commitment plan (the "Commitments") to Bronx Community Boards 4, 5 and 7,

City Council Members, other area elected officials, business leaders, anchor and civic institutions, and other stakeholders, collectively the "Jerome Stakeholders;"

- Jerome Stakeholders are satisfied with the Commitments;
- Jerome Stakeholders are collectively represented on a Jerome Neighborhood Plan
- Implementation and Oversight Committee that meets quarterly and includes non-voting representation from relevant governmental agencies;
- A Tracker-document is updated quarterly until the final commitment is delivered to the Committee and Community Boards' members, officers and staff.

LAND USE & ZONING

Generally, the Board supports the broad goals of the proposed rezoning:

- Provide opportunities for high quality, permanent affordable housing with options for tenants at a wide range of income levels.
- Ensure that any new construction fits into its surrounding neighborhood context.
- Increase the opportunities to diversify neighborhood retail and services
- Permit more density and a broader range of uses in two nodes to anchor the corridor and surrounding neighborhoods.
- Create special rules for new development along the elevated rail line to provide light and air along the corridor and ensure adequate distance between residential uses and the train.
- Create special rules for new buildings and street wall continuity and relief on irregular lots
- Create a walkable, inviting commercial corridor by promoting non-residential ground floor uses and diverse retail to support community needs.
- Maintain zoning for heavy commercial and light industrial uses in areas to support mixed uses and jobs.
- Establish controls for transient hotels to ensure consistency with the goals and objectives of the rezoning.to create a mixed-use development which would include new housing, ground floor retail space, office space, community facility space and publicly accessible open space along the Harlem River waterfront.

That being said the original rezoning proposal left some areas C8-3 and M1-2 in order to support those businesses. Changing the zoning does not preclude any of these businesses from remaining, it simply limits their ability to expand. It should be noted that new uses and expansion of businesses has been very limited in these areas as it relates to the auto industry. As part of the scope for the Jerome Avenue Study we requested that an alternative be studied that would rezone all areas unlocking the same potential for all property owners and therefore creating equity amongst the property owners.

Our request is supported by several property owners who have reached out to the Boards and City Planning with the request to have their properties included in the up zoned/rezoned areas.

The DEIS analyzes the "Expanded Rezoning Alternative" as part of the proposed actions. The Expanded Rezoning Area Alternative would result in a net increase of 4,187 dwelling units, 99,748 gsf of community facility space, 34,678 square feet of commercial (retail and office) space; and net decrease of 57,795 square feet of industrial space and 115,116 square feet of auto-related uses.

We do not feel that leaving any areas zoned C8-3 or M1-2 is beneficial to the long-term growth and sustainability of these neighborhoods, conversely this change would not result in the immediate displacement of businesses or workers nor would it preclude these uses from remaining.

In comparison to the Proposed Actions the "Expanded Rezoning Alternative" would result in additional significant adverse impacts only in the category of Child Care. The impacts to Community Facilities, Transportation and shadows exist in both scenarios and only with slightly greater impact in the Expanded Rezoning Alternative. That being said Community Board Four respectfully ask the City Planning Commission (CPC) to adopt the Expanded Rezoning Alternative ask the city to implement the appropriate measures to mitigate those impacts today.

In addition, we request that as part of our approval and adoption of the Expanded Rezoning Alternative the City negotiate with owners of Park It Management (Block 2855, Lots 42, 44, 45, 53 and 65) to allocate space for uses and income levels of affordable units that fulfill the Board's vision for Jerome Avenue (i.e. public school, daycare, ground floor uses that cater to local entrepreneurs). (SEE ATTACHED PROPOSAL AND LETTER: APPENDIX 2)

AFFORDABLE HOUSING

The Jerome Avenue Neighborhood Study has the potential to create over 3,250 dwelling units, 72, 273 square feet of commercial retail space and a net decrease of 47, 795 square feet of industrial space and 98,002 square feet of auto-related uses over over a ten-year time span. These numbers do not take into account existing as-of-right projects or new projects that may come on line during that period.

According to the DEIS, the proposed land use actions will displace an estimated 18 residents in six dwelling units across the 45 projected development sites. The CEQR technical manual cannot and does not measure the added pressure and the perceived increase value and speculation that takes place even before any new zoning designations take effect. The proposed actions will result in 3,250 units of housing, only a maximum of 40% of those units will be permanently affordable.

The Housing Plan presents a tremendous opportunity to protect our most vulnerable residents, while creating opportunities for existing residents to grow within and/or return to these neighborhoods and provide permanent jobs in the construction trade. With a large inventory of stable, affordable housing stock (65 percent is regulated) a multi-pronged approach to maintain affordability for existing tenants

will help support many of our low-income residents and this should be a top priority for housing as it relates to the neighborhood plan.

For these reasons Community Board Four requests the following:

Tenant Protection

The following are a list of recommended interventions and policies related to Anti-Displacement, Anti-Harassment and Preservation:

Anti-Displacement & Anti-Harassment

- Create citywide "Certificate of No Harassment" requirements, preventing landlords who have a history of tenant harassment from obtaining certain permits from the Department of Buildings.
- Set yearly targets for "Right to Counsel" based on the existing housing stock and the historical data on those who have been to housing court over the last five years.
- Increase its oversight duties of landlords and monitor housing court cases, particularly in high risk displacement areas and refer same to community organizations and/or legal aid/legal services that will do additional outreach to help determine if the case is part of a larger harassment pattern.
- Required developers to pay into an anti-displacement fund for developers of new building dedicated to community anti- displacement initiatives.
- Make key neighborhood data available for public review through the creation of a comprehensive list of evictions; tracking of housing related 311 calls and the creation of a comprehensive list of distressed buildings by neighborhoods with all public information such as building ownership, management and most recent sale date
- Create a displacement fund for community organizing initiatives in the most vulnerable areas in these neighborhood
- Provide a \$100,000 funding for a community consulting housing contract to assist tenants, homeowners and property owners.

Preservation

• Homelessness has reached historic levels in NYC. As of March 2017, there were 62,000 homeless people, which includes 15,802 families and 23,962 children. We recommend the reinstatement of the Advantage Program and funding to the Homeless Eviction Prevention Program to ensure that residents secure permanent housing and decrease the number of transient individuals and families in our districts.

¹ Coalition for the Homeless

- HPD should be proactive in creating a comprehensive strategy to target buildings for their preservation programs. Guarantee that residential buildings with rent regulation agreements up for renewal in next 10 years (through 2028) will be renewed for the maximum term allowable under current law.
- HPD should increase its funding for code enforcement inspectors and provide incentives to
 property owners to repair and retrofit their buildings in accordance with the building codes like
 8A loan and Participation loan programs.
- The city should reinstate the **Neighborhood Preservation Office** to deal with code enforcement,
- anti-harassment and displacement.
 O This would provide a team of individuals geographically-based to deal immediately and
- directly with these issues.

 This office could also focus on improving conditions on NYCHA campuses.
- Increase funding for the Proactive Initiative (50 buildings are currently part of the Proactive Initiative and more buildings should be added).
- Enact a set of policies that create incentives that prevent speculation and displacement as well as promote affordable housing development.
- Support outreach and "Know Your Rights" education by community groups for the good of local residents as a way of improving communication with tenants about their rights.

New Construction

It should be noted that while the median income is \$26,349 in CD4 a large segment of the population is rent-burdened and challenged in other areas economically, roughly 25% of households earn more than \$50,000 a year. This is not to say that there is not a need for affordable housing at lower income tiers, but rather there is an opportunity to empower residents with the financial and educational tools to become financially independent. In order to increase the median income area residents need the tools to create more earning power. As existing residents earn more we want to ensure that we are creating opportunities for upward mobility as it relates to housing. Currently, most of the new development does not offer options for people such as recent college graduates or a two parent household who has worked themselves through college or trade school and can afford better and larger living accommodations. If we do not create more opportunities for higher income earners we will continue to discuss high unemployment and a median income that lags behind the Bronx and represents half the median income citywide.

In addition to negotiating affordability levels and the number of units with any developer who will be building as a result of the proposed actions to negotiate additional benefits for the community such as schools, green spaces, roof gardens, daycare, community centers and health-related facilities. For example the owners of Block 2855, Lots 42, 44, 45, 53 and 65 (Park It Management) have requested to have all of their properties rezoned (Expanded Rezoning Alternative) to facilitate mixed-used development with affordable housing. Community Board Four provided a letter of support for that request. The developer has stated

publicly that they would be amenable to a school on their site. In exchange for the increased value and use for their property the city should negotiate a school and other benefits that relate to the current needs of Community District Four. This should be standard practice for negotiation on any new affordable housing that results as a part of the proposed land use actions.

- New construction should include the following:
 - o 20 of all new units should be developed for Seniors
 - o 20% of all new units should be developed for Veterans
 - o 10% of all new units targeted should be developed for People with Disabilities
 - o Target ceiling of 80%-100% AMI
- Commitment to local hiring for union and non-union jobs for residents of Community District
 Four
 - Secondary focus on residents of the Borough of the Bronx
 - MWBE-Commitment to hire minority and women owned businesses
 - Minimum of 50% percent
- Reports from HPD/HDC on as-of-right projects that receive city subsidy
 - Report should be furnished quarterly
 - Should include unit and income breakdowns
 - Level of subsidy
 - Construction schedule
 - Inclusion of other program elements (commercial, community facility space)
 - Green Technology/Infrastructure

Ground Floor Uses

- The majority of development is anticipated to be mixed-use with active ground floor spaces.
- Community should play role in tenanting those spaces
 - Pre-K and 3K should be allocated on 30% of all new development of projected sites
 - HPD should work with SBS, local merchants associations, WHEDco, Davidson
 Community Center and the local BIDs to source candidates for these new spaces
- Rent should be negotiated offered below market with a guaranteed rate over a 10-year lease period
- SBS should provide training and resources in advance for prospective tenants
- City should create a fund to help new businesses in the area

Homeownership gives people a sense of belonging and community and strengthen and stabilizes these neighborhoods in the future. The following are a list of recommendations related to home ownership opportunities.

HPD should focus on home ownership for small buildings including NIHOP

- HPD should create a program and strategy to work with existing rental buildings that are
- interested in cooperative conversion. (e.g. HDFC)

 Home ownership opportunities should be targeted along the Grand Concourse, Concourse

 Villago Wost axea. Vankos Stadium axea. University. Avenue and West Target axea.
- Village West area, Yankee Stadium area, University Avenue and West Tremont Avenue.

 HPD should create loans/grant programs for existing homeowners. This should include a range
- from owners of 1-3 family units to cooperative building.

 O Homeowners should receive enhancement credits when new construction occurs within a quarter mile of their residence. These credits would be used to upgrade sidewalks,
- fences and improve lighting and landscaping.

 Small home owners should receive a credit for property damage related to water and sewer damage related to new construction. The City should fine the developer and checks should be
- issued to the home owners in question.
 Prior to commencement of any new construction or significant renovations/expansions
 adjacent buildings should be properly protected from damage by the developer and the areas

should be baited for rats bi-weekly during the construction period.

SOCIOECONOMICS

Community District Four benefits from the regional draw of the 161⁵¹ Street/Capital District area which includes the Bronx County Court, Bronx Supreme Court, the 161⁵¹ Street BID, the Harlem River, Bronx Terminal Market which includes a million square feet of retail and Yankee Stadium which draws more than 3.5 million visitors per year. Future projects include the expansion of the Bronx Museum of the Arts, the Bronx Children's museum as well as the redevelopment of the Lower Concourse North site which has the potential to bring 1,045 units of affordable housing, retail, community facility space and more than 2 acres of additional open space adjacent to the Harlem River. Major employers include more than 2 acres of additional open space adjacent to the Harlem River. Major employers include Bronx Lebanon Hospital, the Yankees and Hostos Community College.

The continued economic growth of these areas should be pursued through a number of initiatives that will allow these neighborhoods to compete for both the public and private investments as well as commercial opportunities that will ultimately enhance the socio-economic status of local residents.

In order to increase the income levels and improve the socio-economic status of local residents there must be significant investments in job training, job placement, skills assessment and business development. The Department of Small Business Services (SBS) and to a lesser degree the NYC Economic Development Corporation (EDC) should play a key role in facilitating programs and policies to achieve these goals.

The solution is a multi-pronged approach encompassing short-term and long-term strategies that will create more opportunities for area residents with long lasting positive effects that will elevate the socio-economic profile of both districts. Increased funding for job training and job placement initiatives are instrumental tools to effectively reverse these trends. The following are a list of proposed strategies and programs:

- Creation of a Local Employment Network for the purpose of connecting local residents to available job opportunities.
 - Funding community-based organizations (i.e. Davidson Community Center, WHEDco, Bronx Works, etc.) to enable them to develop a network similar to the Lower East Employment Network for the purpose of engaging developers in the neighborhood, providing sector-specific training for local residents, screening candidates for available positions in emerging projects and making referrals where necessary.

Develop a new Workforce One Center

- Currently the closest Workforce One Center is located in Hunts Point or on Fordham Road. In order to serve the thousands of job seekers, existing and future business owners the city should develop a new Workforce One Center as a part of the Jerome Neighborhood Plan.
- The center would bridge the gap between the existing centers and could focus specifically on local needs: large immigrant population (Latino and West African) and the auto-industry.
- Invite current Jerome Ave. auto business owners and workers to provide culturally competent education in these fields.
- Leverage meeting space with BCC, Monroe, Bronx Lebanon, Bronxworks, Hostos and others to host community training workshops and information sessions.
- Increased funding for Bronx Community College (BCC), Hostos, Monroe College and the Bronx Museum of the Arts and the Morris Height Health Center all of which are major employers and critical to improved education and skills training area-wide.
 These institutions currently provide quality education and are quite strategic to the provision of quality education, skills training and certification programs in construction, auto repair, healthcare, information technology and retail management.
 - Increasing funding and enhancing these programs will provide a robust array of skills representing significant opportunities for area residents to improve their socio-economic status.
 - Partnerships with these institutions will provide a robust array of skills training and certification programs to aid local residents across various sectors. There should be a focus on apprenticeship programs.
 - Best practices should be leveraged from institutions around the city and the region including Rockland Community College which currently offers an auto

- mechanic certification program. Ultimately this will help lower unemployment rate, improve families' livelihoods and their economic profile.

 The Human Pocource Administration (UPA) schould partner with these
- The Human Resource Administration (HRA) should partner with these institutions to provide skills training and certification programs for a pilot project of up to 150 slots for the aforementioned training programs.
- The success of the pilot project should be tracked from inception to placement to measure the effectiveness and success of the program.
- SBS conduct a series of workshops/forums for perspective business
- owners/entrepreneurs in the District.

 Create a Vacant Storefront Initiative

utilize traditional banking services

- \circ Target property owners along these corridors matching them up with
- perspective tenants that meet the diverse retail needs of the area. SBS/EDC should work with business owners to develop business plans and
- negotiate long-term affordable lease terms.

 Incentivize property owners with low-interest loans for building improvements
- and interior upgrades.

 SBS should partner with local organizations such as WhedCo, BronxWorks, Spring Bank and others to sponsor financial literacy and business plan development
- seminars/workshops.
- Work with merchants, local organizations and residents to sponsor clean up days
 to promote cleanliness along and around the commercial corridors.
- Incentivize programs for non-chain stores (i.e. mom and pop) to locate in these areas.

 O This would be for businesses that address the needs identified in the CDNA and
- would encourage local entrepreneurs.

 Provide incentives for healthy food businesses to locate along these corridors. This would be in addition to FRESH and Healthy Bodegas.
- Increase funding and support for US Alliance, Amalgamated Bank, Spring Bank, Ponce de Leon and other community-based financial institutions to promote financial literacy, workshops and marketing to promote services and encourage residents to
- There could be an opportunity to create satellite locations in other parts of both districts and/or the creation of similar financial structures under the umbrella of established CDC's.

Auto Industry

According to the DEIS the projected development generated by the Proposed Actions and the associated RWCDS by the 2026 build year could potentially directly displace 77 businesses and an estimated 584 jobs associated with those businesses on 31 of the 45 projected development sites.

These 77 businesses do not represent a majority of study area businesses or employment for any given industry sector. While all businesses contribute to neighborhood character and provide value to the City's economy, because there are alternative sources of goods, services, and employment provided within the¾-mile secondary study area the displacement of the businesses identified in the RWCDS would not adversely affect socioeconomic conditions of the area as defined by the CEQR Technical Manual. Further, there is no category of business that may be directly displaced that is the subject of regulations or plans to preserve, enhance, or otherwise protect it.

While the 77 businesses and estimated 584 jobs may not result in a significant adverse impact we have learned a great deal about these particular businesses and workers over the last three years. The Board fully supports UAMA's request for a City funded transition plan for the auto industry along Jerome Avenue. The following is a list of strategies to support the auto businesses. These should be accompanied by expense funding to facilitate business growth, job training and skills development:

Short-Term

- Enable businesses to be better neighbors by offering comprehensive services related to compliance and auto-industry standards.
 - The Department of Small Business Services (SBS) should work directly with business owners to remedy violation and licensing to increase their compliance.
- In conjunction with NYPD and CDOT conduct workshops and seminars and create literature related to parking, loading and street rules.
- Provide free legal services to business owners to negotiate lease terms.
- Provide free ESL classes at times that are convenient for workers and business owners.
- Utilize existing city resources to offer free GED classes to local residents

Long-Term

- Develop a relocation fund which would include a package of incentives that will allow qualifying businesses to relocate to an area within the city that better fits the needs to these businesses
- Businesses must be in compliance with all rules and regulations related to the operation of their business and licenses must be up to date.
- SBS and EDC should work with qualifying businesses to develop a business plan based on the market and industry trends.

- Offer job training, skills development and job placement services to facilitate
- professional growth for workers and business owners.
- most helpful.

 Training should be offered for those who want to remain in the auto-industry and a program should be developed for those interested in other trades and skills training
- (construction, healthcare, HVAC/refrigeration)

 Partnerships should be created with Bronx Community College, Hostos and others that
- offer similar certificates and training programs.

 O The Local Employment Network should be utilized as a vehicle to facilitate this
- The new Workforce One Center should have a unit that it dedicated to the auto-industry to serve the needs of existing businesses and employees. This could serve as a resource/model for other areas throughout the city with similar uses and businesses.
- Provide targeted citizenship assistance for auto business owners and workers.
- **Create and fund apprenticeship programs** at auto businesses in conjunction with requested Workforce 1 center and/or other workforce development programming.

OPEN SPACE

initiative.

:bacds

Park)

According to the DEIS the Proposed Actions would not result in significant adverse impacts to open space resources. However, it should be noted that Community Board Four has the greatest number of parks properties in the Borough (101). We also occupy the County Seat and are home to the Yankee Organization and see more than 3.5 million visitors on a yearly basis. The strain on our resources is visible and today we lack new open space and the proper maintenance and upkeep needed in our district. We request the following as it relates to open

- Funding for the design and development of Corporal Fischer Park
- Funding for design and completion and expansion of Grant Park
- Funding for the redesign and rehabilitation of Bridge Park
- New skating and bike surfaces for Mulally Park
- Create a dog run either as part of an existing open space or include as part of the
- development of new open space resource

 Additional areas for barbequing in existing parks (currently only permitted in Mill Pond
- Free and reduced rates for tennis courts at Mill Pond Park
- The hiring of **additional PEP officers** to patrol and monitor the parks, particularly during
- The hiring of additional horticulturalists to assist in the maintenance and upkeep of parks, green streets and trees throughout the District and the Borough

• Community District Four Parks Administrator

- Under the supervision of the Bronx Borough Commissioner this Individual would manage CB4 parks system wide and would be responsible for
 - Maintenance
 - Special Events- arts/cultural (Bronx artists), health, and recreational programming reflective of the histories and backgrounds of current community population
 - Recreational facilities
 - Personnel
 - Developing and help establish "Friends Of" groups to assist with maintenance, cleanup, beautification in high trafficked areas
 - Manage grant application and funding streams for special projects
 - Community relations/outreach

SCHOOLS/EDUCATION

The DEIS indicates that the proposed actions would result in a significant adverse impact for CSD 9 Sub-district 2 and CSD 10 Sub-district 4 as it relates to elementary schools seats and intermediate school seats.

It should be noted that currently these CSD's are operating at a deficit with CSD 9 Sub-district 2 has 572 unfunded seats and CSD 10 Sub-district 4 has a deficit of 1,396 seats. According to the current "Area Elementary School Enrollment, Capacity, and Utilization for the 2015-2016 Academic Year," CSD 9 Sub-district 2 elementary schools have an existing utilization rate of approximately 123.2 percent with a shortfall of 774 seats. Within CSD 10, Sub-district 4 elementary schools have an existing utilization rate of approximately 122.6 percent with a shortfall of 1,138 seats.

Education and skills development is the only way that the children in our district will be able to compete and improve upon their current socio-economic status. While we acknowledge the housing crisis and the need for innovate measures to increase the availability of affordable housing, in the Bronx and particularly in Community District Four we are also at crisis as it relates to education. Schools are overcrowded and our children are underperforming.

Community Board Four's request that the City committing the funding and siting for all current unfunded seats in CSD 9 and funding for 1,000 seats to accommodate the additional school seats that will needed as a result of new developments facilitated by the Jerome Avenue Study.

NOITATRO92NART

Access and mobility throughout the area is key. Nearly 68 percent of local residents, use public transportation to commute to work and for other official/personal engagements. Improvements to existing transportation infrastructure, amenities and the resurfacing and enhancement of our most vital north-south corridor - the Grand Concourse is a top priority. Additionally, access and mobility are extremely important and currently there is no elevator along the #4 line from 167^{th} Street to East 183^{td} Street or the B/D from 167 Street to Fordham along the #4 line from 167^{th} Street to East 183^{td} Street or the B/D from 167 Street to Fordham development in the future as well as the formation of a BID, however any location(s) between the aforementioned stations on either line would be acceptable.

According to the DEIS the proposed actions would result in significant adverse impacts for traffic, were identified to 16 lane groups at 14 intersections during the weekday AM peak hour, 19 lane groups at 15 intersections in the weekday midday peak hour, and 30 lane groups at 19 intersections during the Saturday midday peak hour. Subway – with development, 1,382 trips would be added in weekday AM peak and 1,748 added in PM peak hour. The 170th street station will generate the most trips; three bus lines: BX11, BX32 and the BX35 and one sidewalk, one crosswalk and one corner. It should be noted that while the #4 train is currently operating over capacity the Proposed Actions will exacerbate the problem.

The following outlines a list of infrastructure investments/improvements that are critical to fulfill the vision:

- Full rehabilitation and upgrade to underpasses at 165th, 167th, 170th, 167th 5treet,
- 174th -175th Street. ➤ Include painting and graffiti removal
- gnitdgiJ G∃J w9M <
- ≥ New sidewalks
- B/D Station Enhancements/Rehabilitation:
- ≥ East 167th Street

(VI-I

- East 170th StreetΣ74th -175th Street
- A comprehensive maintenance and upkeep plan of the Grand Concourse Work (Phases
- > Include plantings, shrubs and flowers (these should be identical along the entire
- length of the project) OPR is the ideal maintenance partner but there is currently only funding
- for Phase I hollude underpasses in the scope of the reconstruction of the Grand Concourse

- Maintenance and upkeep of safety enhancements at Shakespeare Avenue
- New LED lighting throughout particularly in areas with low visibility/foot traffic and high crime
- An elevator or escalator installed by MTA to better service seniors and handicapped and enhance access and mobility throughout the districts along the #4 line from 167th Street to East 183rd Street or the B/D from 167 Street to Fordham Road (ideally at Burnside Avenue Station or location deemed appropriate by MTA)
- Cameras on all platforms for all station on the #4 and the D within the study area
- A comprehensive assessment, plan and timeline for renovation and rehabilitation of Step Streets
 - o Clay & 169th Street
 - Behind PS 73 to Jerome (include lighting)
 - 168th Street (Shakespeare to ELG)
 - Shakespeare and Anderson (167th Street)
- Metered parking in key locations to facilitate greater turnover
 - Focus on commercial corridors (167th Street, 170th, Mount Eden)
- Painting, lighting, seating and improved circulation and mobility around elevated stops, particularly those that are major transfer points (#4 train: 170th Street)
- Increased bus service in areas such as Highbridge and University Heights to improve access for area residents and merchants
 - Bx3, BX11, Bx36 or Bx18, BX6, Bx35, BX36, extent line along BX32 to 167th street, BX40/41, BX42
- Constant monitoring of the conditions and repair of major thoroughfares in the district like the Grand Concourse, Fordham, University Avenue and Tremont Avenue Roads to ensure better service of the district's motoring public.
- Street resurfacing-161st Street Corridor (from Macombs Dam Road to Melrose Avenue) and surrounding east-west connections (River Avenue, Gerard Avenue, Walton Avenue, Morris Avenue, Park Avenue)
- Adequate funding (for continuous maintenance) of the major road bridge
 which serves as a gateway from Manhattan to the Bronx and connects Bronx
 Community Boards 4 and 5 as well as the Washington Bridge on West 181^{sl}
 Street.
- Facilitation of cleaner and improved streetscapes, especially on the
 Washington Bridge and Grand Concourse to ensure improved roadways and efficient transportation routes.
- Consideration and approval of a Slow Zone on University Avenue in addition to the already approved one on the Grand Concourse to act as traffic calming devices and reduce automobile and pedestrian incidents.

HEALTH & WELLNESS

The following are key statistics from the 2015 Community Health Profile for Community District

Four:

- Adults in Highbridge and Concourse are more likely to consume sugary drinks and much less likely to consume fruits and vegetables
- Obesity rate is three times that of Stuyvesant Town and Turtle Bay
- Diabetes 15 percent higher than NYC and five times the rate of Stuyvesant Town and Turtle Bay
- Hospitalization for asthma among children 5-14 is over one and half times the citywide rate
- Furthermore, Bronx County was recently ranked the unhealthiest of all 62 NY counties

Community District Four benefits from a vast and active network of community-based organizations as well as Bronx Lebanon Hospital, one of the largest Bronx employers and also has a number of clinics in the district.

To address the issues related to health and wellness we would respectfully request more funding for programs and services particularly targeted at youth and low-income families.

- Funding and development of a LGTBQ Center
- Funding and development of a Comprehensive Health Care
- Improving living conditions that contribute to asthma (mice, roaches and secondhand smoke) should be incorporated into tenant protection and preservation strategies.
- smoke) should be incorporated into tenant protection and preservation strategies.

 Increased funding from The Department of Health and Mental Hygiene to address
- these two main health issues.

 Increased funding for the expansion of the Pest Control Unit for additional personnel
- and field inspectors Exterminators.

 Increased funding for teen pregnancy and obesity programs in our District among
- неаןthy Bucks and Healthy Bodegas
- Bodegas are prevalent throughout CD's 4 and 5. Working with bodega owners and the DOHMH to increase the availability of healthy food options is on the critical path.
- Increase funding for additional programming for fitness and exercise in district parks

 and recreation centers
- Ensure that all new schools built have ample indoor and outdoor space to promote physical activity
- Leverage funding and programming of Bronx Borough President's #not62 campaign
 Increase funding for DOHMH to work with DOE to improve quality and variety of school
- lunch program and summer lunch to increase healthy eating

- Increase education and hands on training for children and their families to promote healthy living and lifestyle
- Map and rate all full service grocery stores in the districts and plan strategically with proposed new development for siting new FRESH food stores
- Provide incentives for commercial property owners and work with (eventual) BIDs to attract
 healthier food options to main commercial corridors and discourage continued growth of
 eateries that primarily serve low nutrient density foods.

NEIGHBORHOOD STUDY IMPLEMENTATION AND OVERSIGHT COMMITTEE

In order to ensure that capital, expense and programmatic commitments made as part of the Jerome Avenue Neighborhood Study are fulfilled, Community Boards 4, 5 and 7 propose the creation of an Implementation/Oversight Committee.

The oversight committee should be led by the Community Board with representatives (4 representatives each from Boards 4 and 5 and (1) from Community Board 7) and include representatives from Bronx elected officials at all levels as some commitments are directly related to the City budget while others (transit, schools) are not completely within city control, and community stakeholders with a vested interest in the neighborhood plan and commitment from the city.

The Committee would include a non-voting representative from the key agencies:

- Department of Parks and Recreation
- Department of Transportation
- Department of Housing Preservation and Development
- Department of Health and Mental Hygiene
- Department of Small Business Services
- School Construction Authority
- Metropolitan Transit Authority (MTA)

The Implementation/Oversight Committee would meet quarterly to chart the progress of capital commitments, programming and timelines. Additionally we recommend the development of an online tracking mechanism that would allow any interested party to chart the progress of commitments to capital, expense and programming. This could be a pilot/model that could be rolled out to track all city investments at the Borough level and Community District level.

Each agency would submit a report on all projects and programs agreed upon as part of the Neighborhood Plan for Jerome Avenue. The reports and minutes from each quarterly meeting would be made available to the public.

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APPENDIX 1

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		5	against the owner).	Action		C.3	BACO
6	HPD	-	certain permits from the department of buildings conditions (meaning the city will take legal action	Action		J.	DVC.
(НРО		Create citywide "Certificate of No Harassment" requirements, preventing landlords who have harassed tenants from getting	Action		24	вхсо
			from obtaining certain permits from the Department of Buildings.	Action		23	CB4&5
()	NYCC: HPD: DOB		Anti-Displacement & Anti-Harassment	Goal		22	CB4&5
	HPD; DOB	Ť	The City should improve the various building inspection systems.	Action		21	вхсо
			HPD should increase its funding for code enforcement inspectors and provide incentives to property owners to repair and retrofit their buildings in accordance with the building codes like 8A loan and Participation loan programs.	Action		20	CB4&5
			Strengthen and Improve its various building inspection systems within require building inspection and improve its various building inspection systems within require building inspection and improve its various building inspection systems within require building inspection and improve its various building inspection systems within require building inspection and improve its various building inspection systems within require building inspection and improve its various building inspection in systems within a second system and improve its various building inspection in systems within a second system and improve its various building inspection in systems within a second system and improve its various building inspection in systems.	Action		19	СВ4&5
0	DOR	İ		Action			NYC/DCP
		į	preserve existing housing of what has been rehabilitated. HPD indicates the fund is drying up.	Action		- 17	5DN
	N HPU	10	More robust outreach/preference for community members at residential developments	Action		16	CB5
		15	The city should reinstate the Neighborhood Preservation Office to deal with code enforcement, anti-harassment and displacement.	Action	j	15	СВ4&5
		s t	Tenant Support Unit of HPD: The tenant support unit of HPD is to be made permanent and an once by the department of buildings for tenant advocacy to be opened up in the district. HPD's tenant harassment tas force to open a satellite office either in the district or in partnerhsip with a community based organization in the district.	Action		14	CBS
0	O HOD	1	Protect tenants and improve housing quality.	Goal			NYC/DCP
		i	Provide sustainable, highquality, affordable housing with a range of options for residents at all income levels.	Goal			NYC/DCP
	0	10		Goal	1	11	197
	0	ä	HOUSING	Section	Hum	P 10	NYC/DCP
2		1	source candidates for these new spaces			_	
	io DCP	10	The majority of development is anticipated to be mixed-use with active ground floor spaces. Community should play role in tenanting those spaces, priority uses include: Pre-K and 3K should be allocated on 30% of all new development of projected sites, HPD should work with SBS, local merchants associations, WHEDco, Davidson Community Center and the local BIDs to	Action	Ī	9	CB4
•		Ī	Grand Concourse - study the appropriateness of commercial and residential mix, signage vs. professional uses.	Action	new)	00	197
6	DCP		City map - demap Corporal Fischer Place, Map Block 2520, Lot 19 as park	Action	1	P 7	NYC/DCP
) (DCP	Ì	Zoning map amendment	Action	OFFICE OF THE O		NYC/DCP
) (DCP		Zoning text amendment	Action	Hanki		NYC/DCP
)			Leave strategic areas zoned for current uses	Goal	(9)(9)		NYC/DCP
			Focus distinct nodes of density in appropriate locations (residential & commercial)	Goal	Herm	ω r	NYC/DCP
			Create zoning districts conducive to fulfilling the vision of the Jerome Avenue Corridor	Goal	Appear	9	NAC/UCD
	0	10	LAND USE	Section		P 1	NYC/DCP
Status	Priority (1-10, 10 highest) Partners Partners	Priority (1-10, 10 highest)	Section Goal Action (Working Document)	Туре	Topic	ID No. 10.27.17	Source
			A CANADA OF CHARLES				

DCP, NYSAG HPD; DOF HPD; DOF				i	07070
DCP, NYSA HPD; DOF HPD; DOF		Egidudated hip ree, structured like the introduction and displacement as upill as promote affordable housing	Action	AE.	0.0
DCP, NYSA		Create a disincentive for landlords to buy buildings with the intent of selling them quickly (speculative flipping) by applying a	Action	44	ВХСо
DCP, NYSA		Developers should contribute resources to prevent displacement of current residents.	Goal	43	BXCo
DCP, NYSA		violations and the criminal use of property. The City should also use its authority to take ownership of individual abandoned buildings, even where there are no tax arrears.			
		Pass legislation to allow for the City to take ownership of buildings as a result of landlord harassment, failure to pay code	Action	42	BXCo
		when their building is in bad repair.		;	d
HPD	آ	Amend the Alternative Enforcement Program (AEP) to allow tenants to get a rent reduction and use a City-run escrow account	Action	41	ВХСо
HPD		Pass and fund intro 214, providing a right to a lawyer for tenants facing the loss of their homes.	Action	40	BXCo
					0
NYCC: HPD		Pass legislation limiting the criteria that HPD uses to determine which tenants qualify to be able to move into affordable	Action	39	RXCo
) HPD; HDC	10	The City should create new requirements for developers seeking public subsidies.	Action	38	ВХСо
) HPD; HDC	10	Require "landlord licenses," creating strict rules for which landlords or developers are allowed to operate in NYC.	Action	37	ВХСо
	10	Publicly grade landlords and publicly display that grade in their building lobby.	Action	36	BXCo
10 HPD; DOB	10	Publicly grade landlords and publicly display such grades in their building lobbies.	Action	35	CB4&5
ousing development.		The City should enact a set of policies that create incentives that prevent speculation and displacement and promote affordable	Goal	34	BXCo
		owners,			
		Provide a \$100,000 funding for a community consulting on housing contract to assist tenants, homeowners and property	Action	33	CB4&5
חרט, טכס		housing related 311 calls and the creation of a comprehensive list of distressed buildings by neighborhoods with all public information such as building ownership, management and most recent sale date	ACTION	32	CB4&5
NYCC; DOF; HPD	<u> </u>	Create a displacement fund for community organizing initiatives in the most vulnerable areas in these neighborhood	Action	31	
		community anti- displacement initiatives.			
10 HPD		Facilitate a process that will ensure developers contribute resources to prevent displacement of current residents. By this, they are required to pay into an anti-displacement fund where developers are building and the funding would be dedicated to	Action	30	CB4&5
	_	same to community organizations and/or legal aid/legal services that will do additional outreach to help determine if the case is part of a larger harassment pattern.			
HPD	. 4	Increase its oversight duties of landlords and monitor housing court cases, particularly in high risk displacement areas and refer	Action	29	СВ4&5
HPD; NYCC; NYAG	Pur	Pass legislation to allow the City take ownership of buildings as a result of landlord harassment, failure to pay code violations and	Action	28	CB4&5
HPD; HDC; EDC		Implement a "No Net Loss" policy at the City level.	Action	27	BXCo
HPD; DOB		HPD should create a "Zero Tolerance" policy for harassment and poor building conditions which invariably enables the City to take legal action(s) against property owners.	Action	26	CB4&5
Priority (1-10, 10 highest) Partners Partners +	Priority (1-10, 10 highest)	Section Goal Action	Туре	ID No. 10.27.17 Topic	Source

	8

Reports from HPD/HDC on as of right projects that receive city subsidy
New construction that targets a range of income levels with a cap at 80-100% AMI.
Income thresholds are too high for affordable housing
Monitor housing court cases, particularly in high risk displacement areas and refer to community organizations and/or legal aid/legal services who will do additional outreach to help determine if the case is part of a larger harassment pattern.
The City should increase oversight of landlords and be more proactive in identifying and targeting bad acting landlords.
The City should improve communication with tenants about their rights.
The City should make key neighborhood data easily available for public review.
The City should support outreach and 'know your rights' education by community groups to local residents.
Support outreach and "know Your Rights" education by community groups for the good of local residents as a way of improving communication with tenants about their rights.
HPD should be proactive in creating a comprehensive strategy to target buildings for their preservation programs.
DHS should reinstate of the Advantage Program and funding to the Homeless Eviction Prevention Program
Create a good neighbor tax credit to stabilize the hidden supply of affordable housing in our small nomes neighbor modes. Other a real estate tax abatement to owners of owner-occupied small homes who rent an apartment at below-market rates because of longstanding community ties.
Pass Intro 3-2014, which allows the City to sue landlords for relocation expenses. If a building is vacated by DOB, the landlord should be required to pay relocation costs.
Track public investment at the neighborhood level and use this information to improve equity in budgeting decisions. This can be modeled off of Portland's budget mapping initiative.
Fully assess a development or redevelopment project's potential displacement impact and require associated mitigation plans and fees. The City can model this off of the California Environmental Quality Act, which currently requires an assessment of displacement related impacts for development projects above a certain threshold.
Require developers to pay into an anti- displacement fund. This fund should fund community organizing initiatives in neighborhoods where the developers are building. The City could do this through the rezoning process by establishing a PILOT fund in the zoning text. The money collected should fund community organizing initiatives in neighborhoods where developers are building. The funding would be dedicated to anti-displacement initiatives, and could also be used for affordable housing construction and other community needs.

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Promote Homeownership to strengthen and stabilize these neighborhoods in the future. HPD should focus on home ownership for small buildings including NIHOP. The City should also help facilitate stable long-term New York City homeownership by increasing the New York City Real Estate Transfer Taxes on all transfers to non- owner occupied (investor purchased) 1-4 family homes. HPD should create a program and strategy to work with existing rental buildings that are interested in cooperative conversion. (e.g. HDFC) HPD should create a program and strategy to work with existing rental buildings that are interested in cooperative conversion. (e.g. HDFC) HPD should create a program and strategy to work with existing rental buildings that are interested in cooperative conversion. (e.g. HDFC) HPD should create a program and strategy to work with existing rental buildings that are interested in cooperative conversion. (e.g. HDFC) HPD should ensure that loud receive a credit for property damage related to water and sewer damage related to new construction. The City should free developer and checks should be issued to the home owners in question. Prior to commencement of any new construction or significant renovations/expansions adjacent buildings should be properly protected from damage by the developer and the areas should be baited for rats bi-weekly during the construction period. Ensure that 100% of new construction reflects the needs of current neighborhood residents. Create a special purpose district so that the zoning is tailored to the specific needs of our communities and require any developer who wants to add residential buildings on Jerome Avenue to build apartments that meet the needs of current residents. Provide subsidies and a programmatic commitment to build housing at affordability levels and apartment sizes that reflect the need of the existing residents of the neighborhood. New housing should also prioritize people with disabilities, single parents, veterans, youth, and people who are currentl
githen and stabilize these neighborhoods in the future. ership for small buildings including NIHOP. ate stable long-term New York City homeownership by increasing the New o non- owner occupied (investor purchased) 1-4 family homes. In strategy to work with existing rental buildings that are interested in coo hancement credits when new construction occurs within a quarter mile of le sidewalks, fences and improve lighting and landscaping. In the developer and checks should be issued to the home owners in quest new construction or significant renovations/expansions adjacent buildings new construction or significant renovations/expansions adjacent buildings developer and the areas should be baited for rats bi-weekly during the concusing reflects the needs of current neighborhood residents. In the neighborhood is tailored to the specific needs of our communities is that the zoning is tailored to the specific needs of our communities is that the zoning is build housing at affordability levels and apartment of the neighborhood. New housing should also prioritize people with disability o are currently homeless.
gethen and stabilize these neighborhoods in the future. Bership for small buildings including NIHOP. Bership for small buildings includings that are interested in coon non-owner occupied (investor purchased) 1-4 family homes. Bership for small purchased in the state of the side with existing rental buildings that are interested in coon hancement credits when new construction occurs within a quarter mile of le sidewalks, fences and improve lighting and landscaping. Bership for property damage related to water and sewer damage relative a credit for property damage related to water and sewer damage relative a credit for property damage related to the home owners in questive a credit for property damage related to the home owners in questive a credit for property damage related to the home owners in questive a credit for property damage related to the home owners in questive a credit for property damage related to the home owners in questive a credit for property damage related to the home owners in questive a credit for property damage related to the home owners in questive a credit for property damage related to the home owners in questive a credit for property damage related to the home owners in questive a credit for property damage related to the home owners in questive a credit for property damage related to the home owners in questive a credit for property damage related to the home owners in questive a credit for property damage related to water and sewer damage related to the home owners in questive a credit for property damage related to water and sewer damage related in coon damage related to water and sewer damage related to water and sewer damage related in coon damage related to water and sewer damage related in coon damage related to water and sewer damage related in coon damage related to water and landscaping. Bership damage related in coon damage related to
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gthen and stabilize these neighborhoods in the future.
should be developed for Veterans, 20% of all new units should be developed for Veterans, 10% of all new units targeted should be developed for People with Disabilities, Commitment to local hiring for union and non-union jobs for residents of Community District Four. Secondary focus on residents of the Borough of the Bronx
Action New construction should include the following: 20% of all new units should be developed for Seniors, 20% of all new units

CB4&5 BXCo CB4&5 CB4&5 CB4&5 CB4&5 CB4&5 вхсо CB4&5 CB4&5 CB4&5 BXCo CB4&5 CB4&5 CB4&5 NYC/DCP NYC/DCP NYC/DCP NYC/DCP NYC/DCP Source 96 97 95 93 92 90 91 88 86 87 85 82 83 [∞] ID No 10 27.17 100 98 102 Topic Goal Action Goal Action Action Action Goal Goal Goal Action Action Action Action Action Action Action Goal Goal Action Action Action Section Goal Action WORKFORCE AND ECONOMIC DEVELOPMENT Help Jerome Avenue residents prepare for Jobs and career growth with appropriate training and skills development Promote small businesses and support entrepreneurship throughout the corridor. Create greater retail diversity to meet current and growing retall and service needs. Revitalize the community's business districts, some of which had high vacancy rates and disinvestments. Pursue economic development in the corridor Financial Empowerment Job Training and Job Placement The City should ensure that local, small businesses can be physically located and thrive in the area once it is rezoned. Neighborhoods 360 grants for local economic development of Outstanding. For those that have a (to be determined) fraction of their lending portfolio in the area, must have a storefront SBS should conduct a series of workshops/forums for perspective business owners/entrepreneurs in the District, informed by the Fund the creation and programming of a Local Employment Network for the purpose of connecting local residents to available (including the seceondary area) must commit to hire up to 25% of construction workers from the zip codes encompassing CB 4 & any other workforce development initiatives and Bronx Community College. For those developers with projects in the study area Workforce 1: Workforce 1 to open a satellite office within the district. Specialization in construction. They in conjunction with within the community boards. They mus offer credit builder accounts. They must offer to cash checks for non-deposits dholders Financial Empowerment: Any bank that is to do construction lending to residential, retail within the primary and secondary Provide incentives for healthy food businesses to locate along these corridors. This would be in addition to FRESH and Healthy SBS should sponsor financial literacy and business plan development seminars/workshops, in partnership with local BID Express: Business Improvement District Formation (BID) Leverage meeting space with BCC, Monroe, Bronx Lebanon, Bronxworks and others to host community training workshops and Create a Localized Street Vendor Program for Foodcarts for no more than \$10 or 10%, whichever amount is least areas are to participate in the Affordable Housing Program at the Home Loan Bank (as applicable), they must have a CRA rating Clean Up Day, Commercial Corridors organizations such as WhedCo, BronxWorks and others Vacant Storefront Initiative Commercial District Needs Assessment (CDNA) information sessions. development in the area to be rezoned Create and fund a Local Employment Network to connect local residents to job opportunities created by the anticipated job opportunities Adopt Special Enhanced Zoning Districts that limit commercial uses to the types commonly used by local residents, such as Working Document 10 10 Priority (1-10, 10 highest) SBS; EDC SBS; CUNY SBS EDC; SBS; DOF SBS; MOFE MOFE SBS DCP; SBS; EDC SBS Possible Agencies + DCP; SBS; EDC SBS; DCP 00 (D) •

Action In new zonic, limit the size of new commercial spaces in order to create approximative sorgam for non-chain stores, i.e. more and pool) to locate in these areas Integropported chain stores. Pass registation to limit increases in retut to no more than 5% in the recoining area through all legal mechanisms, including Travillements on developments that reaches public subsidy, and city legislation. Abovate with NYS to pass significant on the requires all property owners to give manufatory leave rerewals for expiring leaves. Abovate with NYS to see significant internation in the received public subsidy, and city legislation. Significant of the significant internation in the receive public subsidy, and city legislation. Significant internation of the significant internation in property to provide the significant internation internation in provide internation in the significant internation in provide internation in the significant internation in the significant internation in provide internation in the significant in the significant i	programs.			
these areas these areas the opportunities for local small businesses and not just te opportunities for local small businesses and not just to give mandatory lease renewals for expiring leases. SBS; EDC SBS; EDC SBS; DCP	so that there is a pool of skilled local workers available. The city must			
these areas these areas these areas the opportunities for local small businesses and not just toning area through all legal mechanisms, including sto give mandatory lease renewals for expiring leases. The give mandatory lease renewals for expiring leases. The living wage law requires employers that receive at promote fear. The City currently has local hiring requirements for repition. In the fall of 2014, Mayor de Blasio extended the rings receiving S1M or more in support, but also trapply to businesses with gross income below \$3M or to ges. The City should pass legislation requiring developers are available, signs should be posted throughout could explain what prevailing wage is, and should be in a county for the same available, signs should be posted throughout sare being implemented. To county possible Agencies + Partners SBS; EDC SBS; Department of finance SBS; State Legislature MOFE MOFE DCP; OED; SBS DCP; OED; SBS DCP; OED; SBS DCP DCP; OED; SBS OCP; OED; SBS OCP; OFD; SBS SBS The living wage in their receive at present of provided the receive at support, but also on the fall of 2014, Mayor de Blasio extended the regression more in support, but also on the fall of 2014, Mayor de Blasio extended the regression requiring developers ANYCC; NYS Leigislators OCP; OED; SBS SBS SBS CUNY CUNY DCP; OED; SBS OCP; OED; OED; OED; OED; OED; OED; OED; OED	Allocate additional funding dedicated to local apprenticeship programs and implement them bet	Action	122	
these areas these areas the opportunities for local small businesses and not just to partners soning area through all legal mechanisms, including sistation. to give mandatory lease renewals for expiring leases. to give mandatory lease renewals for expiring leases. to give mandatory lease renewals for expiring leases. SBS; Department of finance sensition. SBS; Department of finance sensition requirements to utilize promote services and encourage residents to utilize and the services and encourage residents to utilize promote services and encourage residents to utilize and the services at promote services at proment Corporation (EDC) to pay a living wage to their spition. In the fall of 2014, Mayor de Blasio extended the fings receiving \$1M or more in support, but also trapply to businesses with gross income below \$3M or to gges. The City should pass legislation requiring developers and should capilain what prevailing wage is, and should be in services	Fund GED programs in neighborhoods where apprenticeship programs are being implemented.	Action	121	
these areas these areas the opportunities for local small businesses and not just to give mandatory lease renewals for expiring leases. MOFE SBS; DCP SBS; DCP SBS; EDC SBS; E	The City should provide job training & education to local residents.	Goal	120	BXCo
these areas the opportunities for local small businesses and not just to possible Agencies + possible Possible Possib	Provide real transparency on prevailing rate jobs. When prevailing wage jobs are available, signs the neighborhood, and especially in front of the job site. The notices should explain what prevail the top 6 languages spoken in the community.	Action	119	ВХСо
these areas these areas these areas the opportunities for local small businesses and not just te opportunities for local small businesses and not just toning area through all legal mechanisms, including sto give mandatory lease renewals for expiring leases. to give mandatory lease renewals for expiring leases. sto give mandatory lease renewals for expiring leases. The City currently has local hiring requirement of or (EB4/CB5 or (CB4/CB5 or (CB4/	Create Community Benefits Agreements (CBAs) requiring prevailing wages. The City should pass who receive a certain amount of subsidy or public land to engage in CBA negotiations with local condition receipt of the subsidy or land on successful negotiation of a CBA.	Action	118	BXCo
these areas these areas these promotities for local small businesses and not just to opportunities for local small businesses and not just to opportunities for local small businesses and not just to promote through all legal mechanisms, including islation. Sto give mandatory lease renewals for expiring leases. to give mandatory lease renewals for expiring leases. The CB4/CB5 of CB4/CB5	Expand the Fair Wages for New Yorkers Act so it covers more workers. The living wage law requires employers that re least \$1M of financial assistance from the City or the Economic Development Corporation (EDC) to pay a living wage temployees at the project site, unless the employer qualifies for an exception. In the fall of 2014, Mayor de Blasio extecity's living wage requirements to include not only the owners of buildings receiving \$1M or more in support, but also commercial tenants at such project sites. But, these requirements don't apply to businesses with gross income below manufacturers.	Action	117	вхсо
small businesses and not just SBS; EDC SBS;	The City should guarantee good wages for jobs created by the rezoning.	Goal	116	BXCo
tty Possible Agencies + pri Partners SBS; EDC SBS; DCP SBS; DCP SBS; State Legislature es. MOFE MOFE DCP OCP; OED; SBS	MWBE-Commitment to hire minority and women owned businesses, minimum of 50% percent	Action	115	CB4
ty Possible Agencies + Fir Partners SBS; EDC SBS; DCP SBS; DCP SBS; State Legislature SBS; State Legislature DCP OCP; OED; SBS	The City should also adopt local hiring requirements for the rezoned area. The City currently has projects backed by the City	Action	114	вхсо
ty Possible Agencies + cri Possible Agencies + cri Partners SBS; EDC SBS; DCP SBS; DCP SBS; Department of finance SBS; State Legislature MOFE MOFE DCP 9 10 HPD; HDC DCP	City agencies (such as HPD) and the Economic Development Corporation (EDC) should make loca projects they fund.	Action	113	BXCo
tty One passible Agencies + ici Possible Agencies + SBS; EDC SBS; DCP SBS; Department of finance SBS; State Legislature MOFE MOFE 10 HPD; HDC DCP	Adopt a citywide "first-source" policy: A new first-source citywide polich hire people from the local community in which they are building.	Action	112	вхсо
10, 10 Possible Agencies + ity Partners SBS; EDC SBS; DCP SBS; State Legislature MOFE MOFE 10 HPD; HDC	Insert local hiring requirements into the zoning:	Action	111	ВХСо
(1-10), him possible Agencies + ity partners SBS; EDC SBS; DCP SBS; State Legislature MOFE MOFE	Commitment to local hiring for union and non-union jobs for residents of CB4/CB5	Action	110	5
(1-10), this possible Agencies + ici Possible Agencies	The City should ensure local hiring.	Goal	109	ВХСо
through all legal mechanisms, including through all legal mechanisms, including series where the partners of finance of the partners series and not just series for local small businesses and not just series for local small businesses and not just series for local small businesses and not just series possible Agencies + in partners series possible Agencies + in partne	Financial literacy, increase funding and support for US Alliance, Amalgamated Bank and other community-based financial institutions to promote financial literacy, workshops and marketing to promote services and encourage residents to utilize traditional banking services	Action	108	CB4&5
through all legal mechanisms, including possible Agencies + pri Possible Agencies + pri Possible Agencies + SBS; EDC SBS; DCP SBS; Department of finance (Advocate with NYS to pass legislation that requires all property owners	Action	107	ВХСо
the possible Agencies + city Partners SBS; EDC SBS; DCP SBS; DCP	Pass legislation to limit increases in rents to no more than 5% in the rezoning a requirements on developments that receive public subsidy, and city legislation.	Action	106	BXCo
tition for local businesses and not just Possible Agencies + SBS; EDC SBS: DCP	large, corporate chain stores.	Action	105	ВХСо
Priority (1-10, 10 higher Possible Agencies +	Incentive program for non-chain stores (i.e. mom and pop) to locate in these areas	Action	104	5
est)	Section Goal Action	Туре	ID No. 10.27.17 Topic	

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185	10 585	Provide free legal services to business owners to negotiate lease terms.	Action		140	CB4&5
10 NYPD; DOT	10	In conjunction with NYPD and CDOT conduct workshops and seminars and create literature related to parking, loading and street rules.	Action		139	CB4&5
SBS; DEP	10 5	Enable businesses to be better neighbors by offering comprehensive services related to compliance and auto-industry standards. The Department of Small Business Services (SBS) should work directly with business owners to remedy violation and licensing to increase their compliance.	Action	7	138	CB4&5
	10	Auto Industry Preservation	Goal		137	CB4&5
EDC		Community Board #5 requests that the Department of Business Services establish a business incubator in the district to assist local business and Entrepreneurs to grow the businesses or establish new business ventures in technology, health care and retail areas, etc Possibly using Bronx Community College as a location for such an incubator.	Action	1	136	5DN
EDC	М	Requesting Phase II of Mount Hope Housing Inc. Project to Construct Indoor Gymnasium, Parking Facility as Well as a Useable Pavilion Roof top on City Owned Land. The Mount Hope Housing project has just completed phase I a state of the art Community Center. In order to make this facility viable it needs parking facilities to accommodate conference hall and gymnasium participants.	Action	Discourse 1	135	5DN
SBS, NYPD, Community Boar	S	Create a "Safe Place" program to visibly designate local businesses where residents can seek refuge when they feel unsafe	Action			SBSCDNA
SBS	S.	Evaluate the feasibility of Burnside Avenue Business Improvement District (BID)	Action		133	SBSCDNA
SBS	S	Strengthen existing merchant associations to expand outreach, recruitment and business advocacy	Action	i	132	SBSCDNA
SBS, DSNY	S	Engage the community to develop a corridor beautification/cleaning program centered on BurnsideTremont, Devanney Triangle, and Townsend Walk	Action		131	SBSCDNA
SBS	Ų,	Bolster local community events and street fairs to create greater customer awareness and drive additional foot traffic to the commercial corridors	Action	September 1	130	SBSCDNA
SBS; EDC	<u>v</u>	Cultivate relationships with institutional anchors such as Bronx Community College and Morris Heights Health Center to enhance connectivity along West Burnside Avenue	Action	and a contract	129	SBSCDNA
585	2	Develop and market a "shop & buy local" campaign to promote and highlight long-standing "mom & pop" retailers	Action	The state of the s	128	SBSCDNA
SBS	<u>v</u>	The City should provide funding to local community-based organizations to develop a network and hire a local coordinator to engage with developers in the neighborhood, provide trainings for local residents, screen candidates for positions in upcoming projects, and make referrals. This would be similar to the Lower East Side Employment Network, which emerged as a result of a development boom on the LES.	Action	Įf.	127	ВХСо
DCP, SBS		The City should list Jerome Ave Local Employment Network as the preferred hiring source for City-funded projects. Allocate funding to enable community-based organizations to provide sector-specific workforce training. The City should fund local Bronx organizations to provide training for industries with a strong presence in the Bronx. Focus trainings on fields that offer high-quality, highly skilled jobs.	Action	¥ = 1	126	ВХСо
	,	The City should assist with job placement for local residents in need of employment.	Goal		125	BXCo
HRA; SBS	1	HRA and SBS should have job training programs and transitional job programs that train residents for jobs in the sectors where new jobs are being created.	Action	ij	124	ВХСо
DYCD; CONY; ACS		Provide scholarships, childcare and other support to residents so they can access apprenticeship programs.	Action		123	ВХСо
Possible Agencies +	Priority (1-10, 10 highest)		Туре	Topic	ID No. 10.27.17	Source

35	SBS	The City should pass legislation making it illegal to harass small businesses and other non-residential tenants	Action	Î	164	вхсо
) DO	Partner with NYS Department of Environmental Conservation to do a project similar to the one in Hunts Point to accomplish the goal of environmental compliance and improved environmental performance.	Action		163	ВХСо
Mayor's office of Immegran	3 3	Provide training in the development of worker cooperatives, which are a legal way for undocumented immigrants to earn a living.	Action		162	ВХСо
SBS; CUNY	BS	Offer trainings in the dominant language of the workers and/or support the development English language skills.	Action		161	ВХСо
	VB2	Increase funding for outreach and training programs that help auto businesses in the area obtain the necessary licenses and meet environmental standards.	Action	ij	160	ВХСо
	3		Goal	1	159	ВХСо
NYCC; SBS	3	The City should pass legislation making it illegal to harass small businesses and other non-residential tenants	Action	21	158	ВХСо
IS	SBS	The City should give preference for return to local businesses.	Action		157	ВХСо
	DC.	Prohibit specific uses that would otherwise be permitted by the current zoning uses but that would compete with the intended goals of the area (such as hotels).	Action	i	156	ВХСо
	DCP	Clearly define the total amount of commercial space that should take place in this area.	Action		155	ВХСо
	SBS	In consultation with the community, identify the best mechanism for protecting and strengthening this area, considering a Special District designation, and taller heights for commercial buildings.	Action		154	вхсо
SBS; DCF	3 6	In consultation with the community, develop the reasoning and criteria for selecting the size and location for this protected area.	Action	## 10 m	153	ВХСо
case Sear remain and be pro			Goal		152	ВХСо
S		Communicate with businesses in collective forums and groupings, recognizing cooperative structures.	Action		151	BXCo
SBS; EDC	SB	Relocate businesses to nearby areas where housing is not being considered and manufacturing businesses have more protections, such as Industrial Business Zones in the Bronx (for example, Bathgate, Zerega, and Hunts Point).	Action	Section 1	150	ВХСо
SBS; EDC	SB	Identify a suitable location based on mutually agreed upon criteria and sufficiently fund investments in the site and costs of business relocation.	Action	Service Control	149	ВХСо
	SBS	Collaboratively with the auto merchants in the area, identify criteria for collective relocation (such as size, distance from original location, building type, and distance from transit).	Action	No.	148	вхсо
	SSS	Provide financial and technical assistance, including business loans, for local, small businesses in the rezoning area to help cover the cost and needs of relocation. This would apply to local retail and restaurants and auto related businesses	Action	Section 1	147	ВХСо
		the re	Goal		146	ВХСо
S; ?	10 SBS; ?	Training should be offered for those who want to remain in the auto-industry and a program should be developed for those interested in other trades and skills training (construction, healthcare, HVAC/refrigeration)	Action	Danish and	145	CB4&5
(5, 7)	10 SBS; ?	Offer job training, skills development and job placement services to facilitate professional growth for workers and business owners. 73 percent of those surveyed indicated the auto technology training would be most helpful.	Action		144	CB4&5
S; 7	10 SBS; ?	SBS and EDC should work with qualifying businesses to develop a business plan based on the market and industry trends.	Action	Party of	143	CB4&5
5, 7	10 SBS; 7	Develop a relocation fund which would include a package of incentives that will allow qualifying businesses to relocate to an area within the city that better fits the needs to these businesses	Action	No.	142	CB4&5
(S	10 SBS	Provide free ESL classes at times that are convenient for workers and business owners.	Action		141	CB4&5
Priority (1-10, 10 highest) Prossible Agencies + Status	Priority (1-10, 10 highest)	Section Goal Action	Туре	Topic	ID No. 10.27.17	Source

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167	166	165	ID No. 10.27.17
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Action	Action	Goal	Туре
Develop a coherent policy that addresses the sector's current needs, plans for and equips workers and businesses for industry changes, and makes recommendations for citywide land-use policies that address those realities.	Conduct a study of the auto sector corridors throughout the five boroughs that assesses the real needs of workers and owners and the unique challenges that they face. The study should be advised by a Steering Committee that includes auto business owners and workers, and conducted by an entity that can fairly value the contributions of the sector to the city as a whole, including the necessary service it provides, the entrepreneurship and employment pathways it creates, and economic contribution.	The City should develop a citywide policy approach that adopts best practices to support the auto sector as a whole.	Section Goal Action
DCP; SBS	SBS; Department of finance;		Priority (1-10, 10 highest) Priority (1-10, 10 highest) Partners +
	, ce		Status

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		c					100
		art-deco property known as the United Pilerim Church. This building has numerous outstanding violations.					
		exists within the community hoard five area Site Arculisition of 1800-1808 Grand Concourse 1800-1808 Grand Concourse is an	=	7.		- 10	7014
0	DCLA	The Community Board has identified this site for the Mount Hone Center for the Arts. Currently, not one cultural arts center	Š.	Action	183	15	л Э
		provide robust six day service including increased hours, diverse programming, strong collections and sufficient staff to support these functions, in these challenging economic times, the services provided through the Library are needed by New Yorkers more than ever	<u> </u>	ì	301	b	Ç
0	9 NYP	Now York Bublic Library Bequest the City Restore Funding The New York Public Library requests that the City restore funding to	5	A	2	10	2
	9 NYPL	Partial Renovation of Francis Martin Library Branch. Francis Martin Library Branch needs the front faade rehabilitated, HVAC replaced additional units), electrical system upgraded, PC Refresh and VoIP Technology, 1st floor and lower level, (including ADA compliance), including elevator and bathrooms upgraded.	ión	Action	181	Ħ	5DN
D		replacement -ADA Bathroom renovations					
		our communities. Anticipated projects range from major renovations to targeted upgrades, including: -Heating and cooling system updates -New roof, windows and doors -Fire alarm, security and technology upgrades -ADA compliance -Elevator					
•	9 NYPL	The Library is seeking much-needed capital funding to ensure that our branches can continue to meeting the growing needs of	ion	Action	180	18	5DN
)		Meet the educational, health and service needs of the community, especially youth & seniors		Goal	179		NYC/DCP
		Make specific recommendations relative to the City-held parcels within the district for housing and open space,		Goal	178	17	197
		COMINIONITY RESOURCES	۶	25	- - - - - - -		10.00
	10	ANALINITY DESCRIPTES		Sec	177	ď	NYC/DCP
•	DOE	There should be a substantial increase in the allotment of Universal Pre-K and Day Care slots.	og S	Action	176		CB4&5
•	DOE; SCA	Redevelop public sites for community use to create new schools.		Action	175	U	CB4&5
		Redevelop public sites for community use: There are a number of city-owned sites in Community District Four		Goal	174		CB4&5
		Medicine to increase English and math proficiency.					
	DOE; CUNY; NYS DOE	Forge to partnerships to create new innovate programs to educate our children and prepare them to compete in today's workforce with Brony High School of Science Tehman College, Hostos College, Fordham University and Albert Finstein College of	Ön	Action	173		CB4&5
C	9 CUNY; DOE; SCA	Construction of a high school within the Bronx Community College Campus.	ion	Action	172		CB4&5
)	4	play area and is need of rehabilitation and new fixtures and play equipment.					
(programs sponsored by Good Shepherd Services and B.R.A.G. The schoolyard includes basketball courts, handball courts and a	=	į	_		Ü
•	DOE	Community Board #5 requests that the schoolyard of MS 459X be renovated for use by the school community, as well as	ġ.	Action	77 Streets	171	202
	10 DPR, SCA, DOE, DCP	The City should negotiate with owners of Park It Management (Block 2855, Lots 42, 44, 45, 53 and 65) as a condition of adoption of the Expanded Rezoning Alternative to include a school as part of the mixed use development on their site.	ion	Action	170		CB4
)		utilization rate will from 115.7% to 121.9%.					
		be an increase of 2,388 students. (1,259 elementary and 5.16 middle school and 6.13 high school students.) In CSD9, there will be a shortfall in elementary seats. Utilization will go from 128.9% to 151.5%. In CSD 10 elementary school seats utilization will go form 115.7% to 121.9%. Middle schools in CSD 9 will go from 125.9% to 171.2% utilization. In CSD 10 the elementary school					
•	10 DOE	Schools: CSD 9 and 10 are already over capacity regarding elementary and middle schools. With the proposed actions there will	_	Action	169 10***	16	CB5
	10	SCHOOLS AND EDUCATION	Section SCH	Sec	168		CB4&5
Status	Priority (1-10, 10 highest) Partners Partners +	Goal Action	Section	Туре	Topic	ID No. 10.27.17	Source

The State of	DYCD	DYCD should establish a Computer Coding Program in the district for residents, (Youth and Young Adults and senior citizens) to learn computer coding. This is a very important skill which leads to quality job opportunities and assists in their educational development.	Action	ij	194	5DN
Action Request for 1801-1805 Davidson Avenue Property transferred from ACS to DCAS then be transferred to NVC Department of Parks and Recreating, Studies, Davidson Avenue Property transferred from ACS to DCAS then be transferred to NVC Department of Parks and Recreating, Studies, Davidson Avenue Property transferred from ACS to DCAS then be transferred to NVC Department of Parks and Recreating, Studies, Davidson Avenue Reports transferred from ACS to DCAS then be transferred to NVC Department of Parks and Recreating, Studies, Davidson Avenue Reports transferred from ACS to DCAS then be transferred to NVC Department of Parks and Recreating, Ventre its seduction, Reports to the Parks and Recreating, Davidson Community, Centre its a DCAS leased property, This space would be used for an expansion of vouth and community services for the residents of the district. In addition, this renovation would add an elevator for handleap continuity and the parks and Recreating to the Board and the Studies of the district. In addition, this renovation would add an elevator for handleap transferred to the Action of the Board Recreation	DYCD	The mission of the Featherbed Lane Improvement Assoc. two-fold: 1) to reduce the risk of alcohol, tobacco and other drug use / abuse, and 2) to assist socially and economically disadvantaged youth and young adults in attaining the skills, knowledge and motivation to become responsible self-sufficient citizens. The end result is stronger families and a better community. FLIA also utilizes evidence based program curriculums designed to help students develop self-control, communication skills, and acquire resources to help them resist drug use, improve decision making strategies, and develop the motivation not use drugs. The philosophy is to help children and families grow physically, healthy, emotionally strong, socially involved, educationally prepared, and more culturally aware.	Action	Transport.	193	5DN
Type Schallon Type Schallon Requesting funding for computer labs and training. This will assist seniors to navigate computer and complex systems. The elderly have been an integral part of this community for generations, Seniors today live longer and despite some disabilities generally live better overall than their counterparts of pervious generations. Many older adults are isolated, frail, homebound, vulnerable to fraud and intimidation. Action Fair Share - study fair share issues in the district, including: roadways serving regional traffic, alcoholism / substance abuse and mental health facilities, juvenile detention centers, and group homes and other residential facilities for adults and youth and add a kitchen for meal preparation. Request for 1801-1805 Davidson Avenue is extremely deteriorated, daugerous and eyesore in he community. Community Board 48 is in desperate need of opens pazes. Action Parks and fecreation, 1801-1805 Davidson Avenue is extremely deteriorated, daugerous and eyesore in he community. Early Davidson Community Center is seeking to renovate their existing space as well as pround add an elevation of youth and closingl. Community potents is early to the season provery. This space as well are pround add an elevation for handicap occasibility and add a kitchen for meal preparation. 1887 Action Her additional Certail Workers for the 46th Precinct. The addition, this renovation would add an elevation for handicap occasibility and add a kitchen for meal preparation. 1888 Action Her additional Certail Workers for the 46th Precinct. The addition of 100 new officers to the 46th Precinct over the next 24 nonthis will require additional support saiff to process paper work and service community requests/complaints. 1899 Action Her borough of the Brown, Ranking in the top three chywide. 1890 Action Her borough of the Brown Ranking in the top three chywide. 1891 Action Her borough of the Brown Ranking in the top three chywide. 1892 Action Her Additional General Workers for the 46th Preci	DYCD	Provide additional funds for CD 5 area youth programs: Fair Share Delinquency prevention, specialized programs and a Beacon School. Youth programs remain at funding levels of ten years ago. Youngsters make up approximately 40% of population. Needs far outweigh ability to provide services/programs.	Action	1	192	5DN
Type of Gottlon Requesting funding for computer labs and training. This will assist seniors to navigate computer and complex systems. The elderly have been an integral part of this community for generations. Seniors today live longer and despite some disabilities generally live better overall than their counterparts of penvious generations. Many older adults are isolated, frail, homebound, vulnerable to fraud and intimidation. Action Fair Share - Study fair share issues in the district, including: roadways serving regional traffic, alcoholism / substance abuse and mental health facilities, juvenile detention centers, and group homes and other residential facilities for adults and youth mental health facilities. Journally Center is a Social State of the Community State of the property transferred from ACS to DCAS then be transferred to NVC Department of Parks and Recreation. 1801-1805 Davidson Avenue is extremely deteriorated, dangerous and eyesore in he community. Community Board #5 is in desperatio need of poen sparation. 1887 Action Parks and add a kitchine is seeking to renovate their existing space as well as potentially add 2 additional stories to the existing building. Davidson Community Center is a DCAS leased poperty. This space would be used for an expansion of youth and community services for the residents of the district. In addition, this renovation would add an elevator for handicap vacces. In the borough of the Brenx. Ranking in the top three citywide. 188 Action Hart Additional Clerical Workers for the 46th Precinic. The addition of 100 new officers to the 46th Precinic over the next 24 months will require additional support saff for process paper work and service community required to Program (WEP) of the equired addition disaggeous by litter.	DSNY	Increase Illegal Dumping Task Force from Current Low Level. Sanitation police personnel cannot serve the ire need of our district. Must improve ability of Department to conduct surveillance and apprehend illegal dumpers. his is a major quality of life concern in CD5.	Action	ij	191	SDN
Itype ct of Gardition Requesting funding for computer labs and training. This will assist seniors to navigate computer and complex systems. The elderly have been an integral part of this community for generations. Seniors today live longer and despite some disabilities generally live better overall than their counterparts of pervious generations. Many older adults are isolated, frail, homebound, vulnerable to fraud and infimidation. Fair Share - study fair share issues in the district, including: roadways serving regional traffic, alcoholism / substance abuse and mental health facilities for adults and training to the study training to the strain study to the strain straining training	DSNY	Create a Step Street Task Force to Clean the City's 128 Step Streets. Until the recent use of Work Experience Program (WEP) workers for cleaning step streets, DOS had abandoned its responsibility for these public streets. CD5 has 12 step streets which are mad unsightly and dangerous by litter.	Action	H	190	5DN
Action Requesting funding for computer labs and training. This will assist seniors to navigate computer and complex systems. The elderly have been an integral part of this community for generations. Seniors today live longer and despite some disabilities generally live better overall than their counterparts of pervious generations. Many older adults are isolated, frail, homebound, vulnerable to fraud and intimidation. Action Fair Share - study fair share issues in the district, including: roadways serving regional traffic, alcoholism / substance abuse and mental health facilities, juvenile detention centers, and group homes and other residental facilities for adults and youth Request for 1801-1805 Davidson Avenue Property transferred from ACS to DCAS then be transferred to NVC Department of Parks and Recreation. 1801-1805 Davidson Avenue is extremely deteriorated, dangerous and eyesore in he community. Community Deard #5 is in desperate need of open space. 187 Action Davidson Community Center is seeking to renovate their existing space as well as potentially add 2 additional stories to the existing building. Davidson Community Center is a DCAS leased property. This space would be used for an expansion of youth and community acrees it is a DCAS leased property. This space would be used for an expansion of youth and community acrees for the residents of the district. In addition, this renovation would and an elevator for handicap accessibility and add a kitchen for meal preparation. 188 Action Here additional inspectors for the Department of Environmental Protection. Personnel Inspectors to Monitor Fire Hydrants of the Bronx. Ranking in the top three citywide.	DEP	Hire Additional Clerical Workers for the 46th Precinct. The addition of 100 new officers to the 46th Precinct over the next 24 months will require additional support staff to process paper work and service community requests/complaints.	Action	i i	189	5DN
Type cog Action Requesting funding for computer labs and training. This will assist seniors to navigate computer and complex systems. The elderly have been an integral part of this community for generations. Seniors today live longer and despite some disabilities generally live better overall than their counterparts of pervious generations. Many older adults are isolated, frail, homebound, vulnerable to fraud and intimidation. Action Fair Share-study fair share issues in the district, including: roadways serving regional traffic, alcoholism / substance abuse and mental health facilities, juvenile detention centers, and group homes and other residential facilities for adults and youth mental health facilities, juvenile detention centers, and group homes and other residential facilities for adults and youth Community Board #5 is in desperate need of open space. Davidson Community Board #5 is in desperate need of open space. Davidson Community Senter is seeking to renovate their existing space as well as potentially add 2 additional stories to the existing building. Davidson Community Center is a DCAS leased property. This space would be used for an expansion of youth and community services for the residents of the district. In addition, this renovation would add an elevator for handicap accessibility and add a kitchen for meal preparation.	DEP		Action		188	5DN
Type cogo Action 184 Action Requesting funding for computer labs and training. This will assist seniors to navigate computer and complex systems. The elderly have been an integral part of this community for generations. Seniors to navigate computer and complex systems. The elderly have been an integral part of this community for generations. Seniors today live longer and despite some disabilities generation such adults are isolated, frail, homebound, vulnerable to fraud and intimidation. 185 Action Request for 1801-1805 Davidson Avenue Property transferred from ACS to DCAS then be transferred to NVC Department of Parks and Recreation, 1801-1805 Davidson Avenue is extremely deteriorated, dangerous and eyesore in he community. Community Board #5 is in desperate need of open space.	DCAS	 heir existing space as well as potentially add CAS leased property. This space would be use ne district. In addition, this renovation would	Action		187	5DN
185 Action Action Fair Share - study fair share issues in the district, including: roadways serving regional traffic, alcoholism / substance abuse and mental health facilities, juvenile detention centers, and group homes and other residential facilities for adults and youth	ACS	Request for 1801-1805 Davidson Avenue Property transferred from ACS to DCAS then be transferred to NYC Department of Parks and Recreation. 1801-1805 Davidson Avenue is extremely deteriorated, dangerous and eyesore in he community. Community Board #5 is in desperate need of open space.	Action		186	SDN
Type ction Action Requesting funding for computer labs and training. This will assist seniors to navigate computer and complex systems. The elderly have been an integral part of this community for generations. Seniors today live longer and despite some disabilities generally live better overall than their counterparts of pervious generations. Many older adults are isolated, frail, homebound, vulnerable to fraud and intimidation.	001, 001	Fair Share - study fair share issues in the district, including: roadways serving regional traffic, alcoholism / substance abuse and mental health facilities, juvenile detention centers, and group homes and other residential facilities for adults and youth	Action	1	185	197
ID No. 10.27.17 Topic Section Goal Action	DFIA	Requesting funding for computer labs and training. This will assist seniors to navigate computer and complex systems. The elderly have been an integral part of this community for generations. Seniors today live longer and despite some disabilities generally live better overall than their counterparts of pervious generations. Many older adults are isolated, frail, homebound, vulnerable to fraud and intimidation.	Action	Committee of a	184	5DN
	Possible	Goal	Туре	Topic	ID No. 10.27 17	Source

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19 Source 19 ID No. 10 27 17 Action Type Action Section Goal Action Mitigate combined sewer overflows

Brownfield remediation (Working Document) Priority (1-10, 10 highest)
Priority (1-10, 10 highest)
Partners
+ DEC Status

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6	10 001	Create Step Street at Kingsland Place (between West Tremont Avenue and Harrison Avenue) This location is in poor condition. DOT has paved and resurfaced this location in the prior fiscal year, however it remains unsafe and is heavily usedby pedestrians and children. Creating a step street would improve pedestrian mobility.	Action	i	217	5DN
		pedestrian traffic e.g. students, patrons and residents. Request additional lighting.				
6	10 DOT	Reconstruct Step Street from Marion Avenue to 187th Street. The Step Street has been seriously deteriorated. There is heavy	Action	History and all	216	SDN
	10 DOT	Reconstruct Step Street from Sedgwick Avenue to Cedar avenue. Step Streets are important access points. This particular step street provides access form Sedgwick Avenue to Cedar Avenue which is the gateway to Roberto Clemente State Park. This location is in extremely poor condition and must be addressed promptly.	Action	£ .	215	5DN
		Many steps are loose and pose a danger to pedestrian access to the subway station. Heavy pedestrian traffic, vandalism and weather have caused severe deterioration of the step street. Include hand railings and better lighting.		į		
6)	10 DOT	Rehabilitate Step Street at Davidson Avenue between Featherbed Lane and Davidson Avenue Proper is seriously deteriorated.	Action	Ī	214	5DN
	10 DOT	Revitalize and maintain step streets throughout the corridor with arts programming and other active uses	Action	() () () () () () () () () ()	213	SBSCDNA
	DOT	install temporary lighting, seating, and street furniture to activate space under the elevated train on Jerome Avenue	Action		212	SBSCDNA
	DOT	The Placement One-for-One of regular COBRA- Head Street lights with "M" Pole-Type Distinctive Lamp Posts is an appropriate design that would be most compatible with the Vision for Residential, Burnside Avenue Shopping District from East Burnside Avenue & Valentine Avenue to University Avenue & Burnside Avenue. The "M" Pole-type of street lights is the preferred street amenitles and streetscape enhancements in our neighborhood.	Action		211	5DN
-	10 MTA	Accessibility along transit lines	Action		210	NYC/DCP
	DOI	Improvements at the Cross Bronx Expressway	Action		209	NYC/DCP
	DOT	Improve Step Streets	Action		208	NYC/DCP
400	DOT	Retail Corridors & Underpasses	Action	-	207	NYC/DCP
	DOT	Edward L. Grant	Action		206	NYC/DCP
	DOT	Under the El	Action	Total Section	205	NYC/DCP
	DOT	Make sure the streets are safe and attractive for everyone	Goal	THE STATE	204	NYC/DCP
	DPR	Invest in signature parks	Action	Total State	203	NYC/DCP
	DCP	Map zoning to promote continuity along the corridor, and match neighborhood context	Action		202	NYC/DCP
		Promote a safe, walkable Jerome Avenue underneath the elevated train	Goal		201	NYC/DCP
		Address City investment in local streets and step-streets,	Goal	(CP-A)	200	197
	EDC	Light rall facility connecting the Fordham Landing waterfront to area attractions/destinations	Action		199	197
		the AM rush and 6 busses to these routes in the PM rush. At present, there is no definite plan to add these busses. The MTA studies usage and capacity of bus lines. MTA has said that they will monitor this. A proposal is to include in this monitoring a percetage of capacity statistic, and a trigger to add capacity whenever there is a documented shortfall.				
	МТА	Transportation: BX11, BX32, BX35 are overcapacity during the rush hours. The prospective mitifation is to add 5 busses during	Action		198	CB5
	10	TRANSPORTATION, CONNECTIVITY AND PUBLIC REALM	Section 7		197	Св4&5
	Priority (1-10, 10 highest) Partners Partners +	Section Goal Action	Туре	Topic	ID No. 10.27 17	Source

	DOT		A municipal parking lot to provide parking for area residents at reasonable rates	Action	Thomas A Public	234	CB4&5
	DOT		Metered parking in key locations to facilitate greater turnover	Action		233	CB4&5
	DOT	-	A comprehensive assessment, plan and timeline for renovation and rehabilitation of Step Streets	Action		232	CB4&5
	МТА		An elevator or escalator installed by MTA to better service seniors and handicapped and enhance access and mobility throughout the districts along the #4 line from 167th Street to East 183rd Street or the B/D from 167 Street to Fordham Road (ideally at Burnside Avenue Station or location deemed appropriate by MTA)	Action	No of Ball	231	CB4&5
	DOT		New LED lighting throughout particularly dark in areas with low visibility/foot traffic and high crime	Action		230	CB4&5
	DOT; NYPD	5	Maintenance and upkeep of safety enhancements at Shakespeare Avenue	Action	1	229	CB4&5
	DOT		A comprehensive maintenance and upkeep plan of the Grand Concourse Work (Phases I-IV)	Action	17	228	CB4&5
	MTA	5	B/D Station Enhancements/Rehabilitation:	action		227	CB4&5
	DOT	9	Full rehabilitation and upgrade to underpasses at 165th, 167th, 170th, 167th Street, 174th -175th Street, Burnside Avenue and East Tremont Avenue.	Action		226	CB4&5
	МТАА		Create a NYC Transit Authority Clean Team. A special team is needed to clean and paint elevated subway line stations, fight graffiti and work with communities on anti-litter/ant-graffiti activities.	Action		225	5DN
	МТАА	φ	Install an Elevator/Escalator at the IRT #4 Burnside Avenue Station. The IRT #4 Burnside Avenue Station is heavily used in Bronx Community Board 5. It is highly elevated facility having three sets of stairs before a passenger arrives at the mezzanine level. Disabled individuals, people with carriages/strollers and seniors have a difficult time getting to the platform of this station serves as a main gateway to Bronx Community College, Roberto Clemente State Park and other institutions in our district. The community has signed a petition with over 1000 signatures for an elevator/escalator at this station.	Action		224	5DN
	DOT		On Street Parking Study for Community Board 5 Area. On Street Parking is a priority Quality of Life issue for district 5. CB 5 is highly dense bedroom community. In addition, we have 7 Commercial Shopping Districts (Fordham Road, Webster Avenue, South Grand Concourse, Burnside Avenue, West 183rd Street, University Avenue/West Tremont Avenue and Featherbed Lane) and street parking is vital for our Community Board area.	Action		223	5DN
	DOT	9	Increase Staff in Bureau of Highways Maintenance Division: Additional Staff Persons Needed. With an increase in the need to repair streets as well as sidewalks and roadways, there is a serious need for additional manpower in the Bronx Highways Maintenance Division. One gang is not sufficient to address the street repair needs in the borough.	Action		222	5DN
	DOT		Reconstruct Grand Concourse Bridge over 175th Street-Walls over 175th Street/ Part of Subway System. Walls on east and west side of Grand Concourse over 175th Street have been damaged by years of leaking water. he community youth mural project is on hold as a result.	Action	1	221	5DN
	DOT	9	Repair or provide new street lights	Action	1000	220	5DN
	DOT		Request Funding for Lighting Via Flood lights from the Light Post for the Steps of the park. Also funding Stage/Presentation/Community area at the top of the park. Restoration of walls, rallings and update the fencing. To shift the current physical conditions and negative community perceptions of University Woods and help other communities use their parks to improve the conditions of the surrounding neighborhoods.	Action		219	5DN
	DOT		Reconstruct Step Streets from Palisades Place to Sedgwick Avenue. Step Streets are important access points. These are in extremely dangerous condition which must be addressed promptly.	Action	The state	218	5DN
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•	10 DOT	10	Street resurfacing-161st Street Corridor (from Macombs Dam Road to Melrose Avenue) and surrounding east-west connections (River Avenue, Gerard Avenue, Walton Avenue, Morris Avenue, Park Avenue)	Action	1	248	CB4
	10 001		Metered parking in key locations to facilitate greater turnover, Focus on commercial corridors (167th Street, 170th, Mount Eden)	Action		247	СВ4
	10 001		A comprehensive assessment, plan and timeline for renovation and rehabilitation of Step Streets, Clay & 169th Street, Behind PS 73 to Jerome (include lighting), 168th Street (Shakespeare to ELG), Shakespeare and Anderson (167th Street)	Action		246	CB4
X	10 MIA, NYPU		Cameras on all platforms for all station on the #4 and the D within the study area	Action	To the state of	245	CB4
X	EDC		Ferry service to connect workers to jobs along the NYC waterfront	Action		244	197
	7		"Boogie on the Boulevard" on the Grand Concourse Avenue at least once a month; just as we request additional resources for improved signage and traffic calming devices on all our major thoroughfares.	Action		243	CB4&5
	DOT 0		Consideration and approval of a Slow Zone on University Avenue in addition to the already approved one on the ordinary Concourse to act as traffic calming devices and reduce automobile and pedestrian incidents.	Action		242	CB4&5
	001		Facilitation of cleaner and improved streetscapes, especially on the Washington Bridge and Grand Concourse to ensure improved roadways and efficient transportation routes.	Action		241	CB4&5
	001		Adequate funding (for continuous maintenance) of the major road bridge which serves as a gateway from Manhattan to the Bronx and connects Bronx Community Boards 4 and 5 as well as the Washington Bridge on West 181sl Street.	Action	1 T	240	CB4&5
	DOT		Constant monitoring of the conditions and repair of major thoroughfares in the district like the Grand Concourse, Fordham, University Avenue and Tremont Avenue Roads to ensure better service of the district's motoring public.	Action		239	CB4&5
X	MTA		Study and assessment of improved/increased service for the Bx40/41	Action		238	CB4&5
X		U	Select Bus Service on the 8x3, 8x36 or 8x18	Action		237	СВ4&5
þ	1		Increased bus service in areas such as Highbridge and University Heights to improve access for area residents and merchants	Goal	To the second	236	CB4&5
	DOT	5	Painting, lighting, seating and improved circulation and mobility around elevated stops, particular points (#4 train: 170th Street, Burnside Avenue)	Action		235	CB4&5
Status	rituitty (T-10, 10 mgmest)	Priority (1-10, 10 highest)	Section Goal Action	Туре	Topic	ID No. 10.27.17	Source

	כיי	ų	Hire Parks Recreation Specialist-Consider Seasonal Hires for Cost Containment. Our parks and playgrounds are in the need of adequate staff with which to provide recreational activities for the tens of thousands of young people using our parks.	Action		266	5DN
			unattended/un-patrolled by NYPD. Many parks are becoming havens for drug dealers.	CEICH	_	200	D V
•	9 DPR	9	Hire Parks Enforcement Police Officers for Bronx Parks. Our parks are becoming increasingly dangerous and are often	Action	PANE	285	7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7
	C	9	Transfer & Develop the Greenthumb Property at Townsend Avenue & East 175th Street to the Department of Parks & Recreation. This Greenthumb, maintained by the Mount Hope Housing Company, is a beautiful resource with the potential of becoming a playground for neighborhood children.	Action	1	264	5DN
			Funding for Capital Reconstruction of Echo Park. Echo Park is in poor physical condition. We are requesting the following enhancements basketball courts, playground area, park house and construct an amphitheater. In addition improve parks natural landscaping, plant new shrubs and trees.	Action	1	263	5DN
			Renovation of Galileo Playground. Galileo Playground is an outdoor science playground classroom with play equipment that stimulates children's imagination. It focuses on the Solar System and the individual planets. This playground is in disrepair and in need of capital improvement.	Action		262	5DN
	2 3		Phase II Construction for University Woods Park to Develop the Plaza/Stage area of the park. University Woods Park construction improvements will enhance public safety perception and will increase environmental and recreational programming activities within the park.	Action		261	SDN
			The Redesign and Expansion of existing Green Street Median on University Avenue, 174th Street and Cross Bronx Expressway. Community Board #5 feels that the existing median is to narrow, the location would be enhanced if medians were redesigned and expanded as a traffic calming device as well as provide a beautiful Green Street which will enhance the South West gateway presences of Community Board #5.	Action	1	260	5DN
0	DPR		Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field)	Action	(1997)	259	5DN
	DPR		Improve access to a park or amenity (i.e. playground, outdoor athletic field)	Action		258	5DN
•	DPR		Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field)	Action	1	257	5DN
	DPR	9	Replace Lighting in Aqueduct Park from Morton Place to Burnside Avenue. During the rehabilitation of this park the lighting was not replaced and subsequent vandalism has incapacitated all of the lights, it is necessary to replace all of the park lights in Aqueduct Park form Morton Place to Burnside Avenue.	Action	1	256	5DN
		40	Increase Funds to Parks Department for Miscellaneous Park Repairs. (P-245) Contract is Needed for Replacing Play Equipment- \$150k Per Borough. This funding is used for a variety of basic renovation efforts such as paving, fencing and benches. This line is primarily used to stress rehabilitation, rather than new construction.	Action		255	5DN
			ADA Compliance Step Street or Ramp. Aqueduct Walk is adjacent to the newly constructed Morton Playground & Morton Place Homeowners Association. Walkway is in dire need of Improvement.	Action		254	SDN
0	DDR	٥	Ensure that residents are within a ten minute walk to a park	Goal	Plots		NYC/DCP
			Guarantee every neighborhood has green streetscapes, quality parks, and diverse recreation spaces	Goal	Total .	252	NYC/DCP
				Goal	-	251	197
		٦	increasing the number of local recreational connectualities for youth and the elderly in a district which had long been underserved	God	1	350	107
	0	10	PARKS AND RECREATION	Section	7	249	CB4&5
Status	Priority (1-10, 10 highest) Partners Partners +	Priority (1-10, 10 highest)	Section Goal Action	Туре	Торіс	D No. 10 27 17	Source

*		

•	10 DPR	Under the supervision of the Bronx Borough Commissioner this Individual would manage CB4 parks system wide and would be re 10 1	Unde	Action	0.000	291	CB4
0	10 DPR	10	Comn	Action		290	CB4
0	10 DPR	The hiring of additional horticulturalists to assist in the maintenance and upkeep of parks, green streets and trees throughout the	The h.	Action	1	289	CB4
0	10 DPR	10	The h.	Action		288	CB4
	10 DPR	Free and reduced rates for tennis courts at Mill Pond Park	Free a	Action	La constitución de la constituci	287	CB4
	10 DPR	Additional areas for barbequing in existing parks (currently only permitted in Mill Pond Park)	Addit	Action	THE	286	CB4
•	10 DPR	New skating and bike surfaces for Mulally Park	New s	Action	Part	285	CB4
	10 DPR	Funding for the redesign and rehabilitation of Bridge Park	Fundi	Action	100	284	CB4
•	10 DPR	Funding for design and completion and expansion of Grant Park	Fundi	Action	3	283	CB4
	10 DPR	Funding for the design and development of Corporal Fischer Park	Fundi	Action	mula	282	CB4
•	DPR	Recommend development of an esplanade along the Harlem River. (1976-Places for People)	Recor	Action	No.	281	197
	DPR	Explore opportunities to revive Inwood Park, Jerome Playground, Keltch Park, and Mullaly Park as active green spaces that are open to the community	open open	Action	little and a second	280	SBSCDNA
	DPR	Create the position of a Jerome Special District area Parks Administrator	Creat	Action		279	CB4&5
	2	the District and the Borough	the Di	7001		0/1	00000
	בי מער	streets and trees throughout	T	Action		779	CBARG
0	DPR	the parks, particularly during Peak Season	The h	Action		277	CB4&5
•	DPR		Free a	Action	7	276	CB4&5
•	DPR	ks (currently only permitted in Mill Pond Park)	Additi	Action	1100	275	CB4&5
•	DPR	/ Park	New s	Action	PARE	274	CB4&5
•	DPR		Comp	Action		273	CB4&5
•	DPR		The d	Action	Change	272	CB4&5
	UPX	Comfort stations at various park locations (such as Morton and Gailleo Playgrounds) and for the development of instructional programming by the recreation aids and such an intervention would	progra	Action	- 8	2/1	CB4&5
X	DPR		The d	Action		270	CB4&5
		50.00	Kingsl				
•	DPR		Devel	Action	1	269	CB4&5
	DPR	Expedite the development of a proposed park site on 1805, Davidson Avenue, currently under the Jurisdiction of the Agency for Children Services (ACS) to be transferred to the Department of City Wide Administrative Services (DCAS) for develop as open space. Currently a million dollars has been allocated for capital improvements but must these funds cannot be utilized until DPR has jurisdiction over the site.	Expec Childr space has ju	Action		268	CB4&5
	DPR	Parks Maintenance Employees (to include the Division of Forestry and a Greenthumb Crew). Bronx Community District everal playgrounds and parks which need to be properly maintained. Essential increases in maintenance staff are	Restore #5 has s needed.	Action	è	267	5DN
genocies + Status	Priority (1-10, 10 highest) Partners Partners	Priority (1-10, 10 highest)	Section Goal Action	Туре	Topic	ID No. 10.27.17	Source

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	TO DOLLAND, DOVO	Funding and development of a comprehensive nealth care	na Sulpun-	Action	Man-14	325	CB4
	10 DOHMH DOAS		rullullig all	Action		47C	Cot
	10 DOHMH, DCAS, DYCD	Funding and development of a LGTBO Center	Funding an	Action		374	CRA
	DDC	Construction related impacts: The city's DEP monitors potentially adverse noise matters. This monitoring is done as per there are complaints. The study identifies projected adverse noise impacts. Interior spaces in some locaitons would experience noise levels during construction that would exceed standards with mitigation efforts. A proposal is for DEP to do an initial noise test once use of hacy equipment has begun at a site, expecially the use of a pile driver. If noise levels exceed the CEQR limit, then any permit to work past normal hours of operation (weekdays 7-5) would be denied. Once City DEP has certified that there are no potential adverse noise impacts, would permission to work outside of normal hours be permitted.	Construction complaints during complaints of hacy equal to work paradverse no	Action	ement i	323	CB5
	9 HRA	Provide Independent Living Skills Programs for Single Mothers. Community Board #5 is in dire need of funding for he Independent Skills Services program in our district. This program will provide a solid support system to singe mothers who are working to make he transition from public dependency to self sufficiency.	Provide Inc Independe working to	Action	į. El	322	5DN
		oyment nird of oreign born	Requesting application the popula to contribu	Action		321	SDN
		Š	Map and rate all fu FRESH food stores	Action		320	CB4&5
	DOHMH; DOE; HHC	Increase education and hands on training for children and their families to promote healthy living and lifestyle	Increase ec	Action	Ī	319	CB4&5
	DOHMH; DOE	Increase funding for DOHMH to work with DOE to improve quality and variety of school lunch program and summer lunch to increase healthy eating	Increase fu	Action		318	CB4&5
	DOHMH	Leverage funding and programming of Bronx Borough President's #not62 campaign	Leverage fu	Action		317	CB4&5
	DOE; SCA; DOHMH	Ensure that all new schools built have ample indoor and outdoor space to promote physical activity	Ensure tha	Action		316	CB4&5
	DPR; DOHMH	Increase funding for additional programming for fitness and exercise in district parks and recreation centers	Increase fu	Action		315	CB4&5
	DOHMH	Healthy Bucks and Healthy Bodegas	Healthy Bu	Action		314	CB4&5
	DOHMH	Increased funding for teen pregnancy and obesity programs in our District among others.	Increased f	Action		313	CB4&5
	DOHMH	Increased funding for the expansion of the Pest Control Unit for additional personnel and field inspectors Exterminators.	Increased f	Action		312	CB4&5
	ронмн	Increased funding from The Department of Health and Mental Hygiene to address these two main health issues.	Increased f	Action		311	CB4&5
	DFTA	Community Board #5 is Requesting funding for Stay Well exercising programs for seniors who are fit and for those with disabilities. Seniors are in dire need of Aerobic exercise as well as routines designed to enhance balance, build muscle strength and aid in the performance o task associated with daily living.	Community disabilities. and aid in t	Action	Į.	310	5DN
	DONINI	e a major	rat infestat into buildir	Action		309	5DN
str			Improving livi	Goal		308	CB4&5
	10		HEALTH AND	Section	Hall	307	CB4&5
	Priority (1-10, 10 highest) Partners Partners +	Driveity (1.10.10 high and	Section Goal Action	Туре	Topic	ID No. 10.27.17	Source

0000		Make specific recommendations relative to designating portions of the district as a historic resource	Goal	6	338	197
000	DCP; HPD; DOB	The City should take steps to ensure that the community actually gets what it's promised.	Action	Checkly	337	ВХСо
00	SCA; DPR and DOB	The City should evaluate future impact of proposed changes on each neighborhood.	Action	Calmonday	336	ВХСо
•	DCP	The City should evaluate the existing need of the neighborhoods affected by the rezoning.	Action	Pol lived	335	ВХСо
	NYCC, BPs, CBs	Ensure meetings are accessible to as many people as possible.	Action	Parento	334	ВХСо
•	DCP; SBS	Allow time for a real community plan to be created and for the community to consider meaningfulk alternatives before the ULURP process starts:	Action	Chyman (1972)	333	вхсо
	DCP	Provide resources to support CBOs in developing a community vision. This will allow CBOs to hire planners and other experts who are directly accountable to the community.	Action	Politicests	332	ВХСо
		to work with officials to figure out how much affordable housing there should be, and at what rent levels. Those principles should then guide the City's plans.				
•	HPD; NYCHA; CUNY	Once the scope of study is released, the City should create an affordable housing taskforce open to all local residents who want	Action	2.0 (0)(0)(0)	331	ВХСо
	DCP	Give residents a seat at the decision-making table and a chance to vote.	Action	callicates.	330	ВХСо
	NYCC, BPs, CBs	Create a taskforce open to all community members that can help encourage better local participation.	Action	L.L. cowing	329	ВХСо
	10 DCP	All development should be eliggible for community board review	Action	CHW-0-1-4	328	CB5
		The City should improve structures and systems and increase resources for real community participation in neighborhood planning.	Goal	(supplied)	327	ВХСо
	10	Section REAL COMMUNITY ENGAGEMENT 1	Section	7-0369-00	326	ВХСо
Status	Priority (1-10, 10 highest) Partners Priority (1-10, 10 highest) Partners	Section Goal Action	Туре	Topic	ID No. 10.27.17	Source

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APPENDIX 2

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Re: Jerome Avenue Study-Park-It Proposal

Michael Kramer [michael@parkitny.com]
Sent: Thursday, October 19, 2017 4:05 PM

Sent: To:

Philps, Paul

Cc: vankiirk@aol.com

Attachments: Jerome Avenue Block 2855 R~1.pdf (3 MB)

Dear Paul,

1. I have attached an electronic copy of the study that was prepared by DCP emeritus planner Sandy Hornick and myself entitled "A Rationale for Reconsideration:

Legacy M1-2 Zoning along Jerome Avenue".

2. NYC Council Member Gibson requested additional information from us, after our meeting of October 2nd (dated October 5th) which I will share with you below:

Dear Council Member Gibson and Ms. Wax,

Thank you for taking the time to meet with us on Monday to discuss Jerome Avenue Rezoning.

At our earlier meetings, we provided your office with a report by City Planner Emeritus Sandy Hornick entitled a "Rationale for Reconsideration: Legacy M1-2 Rezoning along Jerome Avenue." This research showed that there is no lack of Automotive Repair options available to your constituents. Instead of being "stuck in time" with one and two-story buildings that are approaching one hundred years old, we as property owners would like to participate in the New Jerome Avenue by asking for your support to amend the Jerome Avenue Rezoning map to include our blockfront in the R8A district.

Existing sidewalk curbs promote automotive uses. Typically, cars are double and triple-parked in the Jerome Avenue service road and on three sides of sidewalks. Sidewalks are dirty and poorly lit by public lamp posts. There are no tree pits. The entire site has an E designation due to the plethora of automotive spillages. The 44th Police Precinct has commandeered parking on the West Clarke Place side. Some Yankee Stadium patrons will park on-site during the baseball season. Perhaps there are twenty-five (25) auto related jobs scattered throughout our site (of which half would be grandfathered in by Mr. Neftali Fuentes of Mega Auto Diagnostics after rezoning).

After rezoning, we can offer plans for construction of the first of many mixed-income residential buildings, set back from the elevated train on the Inwood side. We envision such a building with the possibility of a Jerome Avenue two-story retail base to attract more desirable tenants. We can also offer a more vibrant and safer streetscape and community amenities which take advantage of the length/depth of this unusual privately-owned blockfront, and allow us to become a better neighbor.

We understand that a New Jerome Avenue will increase the demand for school seats. Our lower floor (s) would have a large footprint of 40,000 SF that should meet educational goals for keeping similar class grade levels together horizontally rather than vertically. This (along with retail storefronts) might create one hundred or more skilled and unskilled jobs that can be filled by the local labor pool.

We have not yet, met with HPD, and so we have only a limited understanding of their financing programs which can assist us in creating mixed-income (including affordable) residential units in the Bronx at this site. A cursory reading of the various websites, i.e. ELLA, M2-Mixed and Mixed-Income programs when combined with NYS HFC and Federal tax credits like LIHTC suggests that they all would be considered for our funding needs.

With Mandatory Inclusionary Housing, more housing results in the provision of more affordable housing. The estimated 467-550 new dwellings that would be constructed on Block 2855 would include between 94 and 165 units of affordable housing under the MIH program (with more if one or more the Inwood Avenue ground floors were residential). Given the general market within the Jerome Avenue corridor, it is likely that more than the minimum amount of affordable housing would be provided.

Despite more than three-and-a-half decades of population growth in the Bronx, there has not been a single rezoning to facilitate residential development along the proposed Jerome Avenue rezoning corridor in 55 years! There has not been a single rezoning to promote employment opportunities along the Jerome Avenue corridor in 55 years! Rezoning is long overdue. But with your considerable input, we ask this avenue corridor in 55 years! Rezoning is long overdue. But with your considerable input, we ask this rezoning must be the correct rezoning, which would be to amend the map to include our Block 2855.

Sincerely,

Michael Kramer (for the Property Owners)

Thank you for your assistance in this matter. Michael Kramer

On Thu, Oct 19, 2017 at 11:52 AM, Philps, Paul Paul paphilps@cb.nyc.gov> wrote:
Mr. Kramer could you please send the most up to date electronic version of your proposal for Jerome Avenue.

Thank you.

Paul A. Philps District Manager Community Board Four 718-299-0800 paphilps@cb.nyc.gov

Property Owners at Block 2855 (Jerome/Inwood/W169th/W Clarke Place)

October 27, 2017

Ms. Kathleen Saunders, Chair Community Board Four 1650 Selwyn Avenue, Suite 11A Bronx, New York 10457

Dear Ms. Saunders,

As per yesterday's email, the property owners of Block 2855/Lots #65, 42, 44, 45 and 53 would like to confirm that subject to inclusion in the Jerome Avenue Expanded Rezoning Alternative (as identified in the Jerome Avenue Rezoning Draft Environmental Impact Statement published on August 19, 2017) which would change the zoning from M1-2 to R8A for our block front, intend to build a mixed-use building and would welcome a school as a community facility use within the potential project.

Our preliminary design ideas utilize the ground floor for retail purposes, lower floor(s) for a community facility, such as a school, and upper floor(s) for mixed-income residential units as per Mandatory Inclusionary Housing guidelines.

We are anxious to work in collaboration with Bronx CB4, the School Construction Authority and the Department of Education to assess the educational needs of the neighborhood which would result in a meaningful number of new school seats.

We would further like to confirm that we will work closely with CB4 to develop programming that fulfills the Board's vision for Jerome Avenue, creating affordable housing units, generating new jobs both skilled and unskilled, improving the streetscape and replacing parking spaces lost from our present garage with an underground parking facility.

We look forward to participating in a New Jerome Avenue.

Sincerely,

Michael Kramer for the Property Owners

Gary Spindler

cc: NYC Council Member Vanessa Gibson

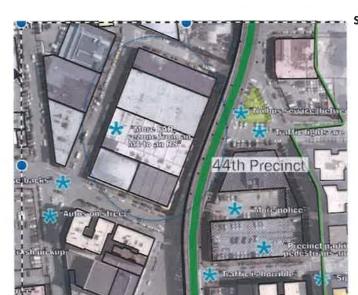
cc: NYC Council Member Fernando Cabrera

cc: Bronx Borough President Ruben Diaz, Jr.

EMAIL: MICHAEL@PARKITNY.COM OFFICE: 212-929-9404

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"A Rationale for Reconsideration: Legacy M1-2 Zoning along Jerome Avenue"



September 29, 2016

Figure 1: Jerome Avenue Draft Zoning and Strategies Workshop - November, 2015

Background

The Department of City Planning has proposed a rezoning of the Jerome and River Avenue corridors in the Bronx, running from East 165th Street in the south to west 184th Street in the north and including several cross streets. In general, the proposed rezoning is long overdue. However, while the goals of this rezoning are admirable, there is at least one component of the rezoning, omitting Block 2855 from the rezoning, that works at cross purposes to the rezoning's general goals.

The community has long supported transforming Jerome Avenue into an active street with residential, retail and community supportive uses and we agree with these goals. The current administration has made housing and community revitalization the centerpieces of the Mayor's 2014 Housing New York A five-Borough, Ten Year Plan which seeks to build or preserve 200,000 units of affordable housing throughout the city with 80,000 of those units in new construction. Important components of that plan including the establishment of a Mandatory Inclusionary Housing (MIH) program and a liberalization of certain zoning rules have pursuant to the Zoning for quality and Affordability zoning text amendment have already been approved as has one of the neighborhood wide rezoning (East New York). The administration reports that it is ahead of schedule in achieving its goal of 200,000 units within a decade although this success has been concentrated in the renovation and preservation of existing housing. New housing and associated retail and support services are desperately needed and will be even more necessary in the coming years.

1271 Jerome Avenue (Block 2855 Lot 65) 1280 Inwood Avenue (Block 2855 Lot 42)

1275 Jerome Avenue/1288 Inwood Avenue (Block 2855 Lot 45)

1295 Jerome Avenue/1298 Inwood Avenue (Block 2855 Lot 44)

1299 Jerome Avenue/1304 Inwood Avenue (Block 2855 Lot 53)

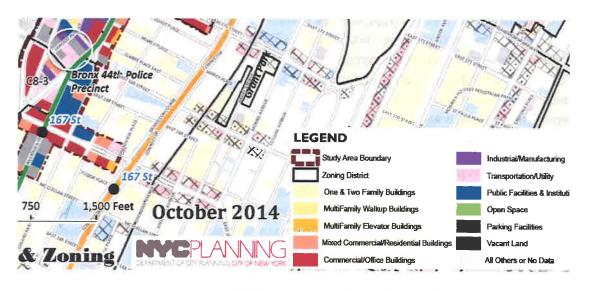


Figure 2: NYC Planning Land Use & Zoning Map - October, 2014

Demographic Imperative

The population of the Bronx, which peaked in 1970 at 1.471 million, experienced a dramatic borough-wide population decline between 1970 and 1980. During that difficult decade, the Bronx population declined about 302,000 people, a drop of over 20 percent. While the decline was swift and devastating, it was also relatively short lived. Since 1980, the Bronx has experienced more than three-and-a-half decades of uninterrupted population growth. The most recent U.S. Census Bureau population estimates put the population of the Bronx at 1.455 million which means that, by 2015, the borough had regained all but 16,000 people – about 5 percent – of the earlier decline. The 2015 population estimate is within virtually one percent of the 1970 population peak.

The population rebound has been accompanied by significant changes in land use patterns. Many of the communities that lost substantial population were previously developed with multi-story walk-up and elevator apartment houses that were demolished in or after the 1970s. Much of the land formerly occupied by these multiple dwellings was subsequently redeveloped with low-rise, lower-density housing. These housing programs were successful in helping to revitalize these neighborhoods but, with the consumption of so much land for lower-density use, there is relatively little land remaining to accommodate future population growth.

The Department of City Planning has prepared population projections of that future growth to the year 2040. By the year 2040, the DCP projects the Bronx will gain and additional 194,000 people over its 2010 census-enumerated population. These projections also included projected population for interim years of 2020 and 2030. Since these projections were prepared in 2013 based on the 2010 enumerated population, the robust post-2010 growth in the Bronx has already propelled the population total for 2015 above the level of the 2020 DCP projection though some of this growth may represent an undercount of the 2010 population. Whether all new population growth or partially representing a better count of the actual population, the U.S. Census estimate of 1.455 million for July, 2015 is roughly 9,000 more than DCP's projection for the year 2020. It is not unreasonable to consider the likelihood that the Bronx is now growing faster than the DCP projections estimated and that the total 2040 Bronx population could exceed DCP's projected 1.579 million. Faster growth will only increase the pressures on the existing housing stock and increase the importance of adding to the supply of housing.

Looking East at Jerome/Inwood/W169th/W Clarke Pl



Figure 3: View from the IRT #4 Elevated Line

The Department of City Planning aggregates population data from census tract into Neighborhood Tabulation Areas (NTAs). The Jerome Avenue Corridor runs along the border adjoining two of these NTAs: Highbridge and West Concourse.

The Highbridge NTA, which includes the areas west of Jerome Avenue to the Harlem River, experienced a significant increase in both population and housing between 2000 and 2010. The population increased by almost 3,900 people, an increase of 11.5 percent, while the number of housing units increased by over 1,700 units, an increase of 15.2 percent.

New York City Population Projections by Age/Sex & Borough, 2010–2040, December 2013, http://www1.nyc.gov/assets/planning/download/pdf/data-maps/nyc-population/projections_report_2010_2040.pdf

	Hi	ghbridge Nei	ghborhood Ta	abulation Are	ea ²					
	Population	2000-2010	2000-	Housing	2000-2010	2000-				
			2010%	Units		2010%				
2000	33,844			11,520						
census										
2010	37,727	+3,883	+11.5	13,275	+1,755	+15.2				
Census										
2009-2013	37,304			13,466						
ACS										

The West Concourse NTA, which includes the areas east of Jerome Avenue to the Grand Concourse River, saw its population remain stable between 2000 and 2010 while the number of housing units increased by over 500 units, an increase of 4.3 percent.

West Concourse Neighborhood Tabulation Area ²						
	Population	2000-2010	2000-	Housing	2000-2010	2000-
			2010%	Units		2010%
2000	39,557			12,708		
census						
2010	39,282	-275	-0.7%	13,254	+564	+4.3
Census						
2009-2013 ACS	39,234			13,473		

The Jerome Avenue Corridor provides an important opportunity to provide new opportunities to accommodate sorely-needed housing. While we are not privy to the availability of public sector's commitments to subsidize affordable housing, because any rezoning would be accompanied by the mapping of a Mandatory Inclusionary Housing Area, all housing that would be developed within the corridor subsequent to the rezoning would include affordable housing. Given current market conditions within the area, the rezoning is likely to include many projects with higher levels of affordable housing taking advantage of publicly available subsidies.

The Mayor's <u>Housing New York A five-Borough, Ten Year Plan</u> has made transit-oriented development one of the cornerstones of achieving equitable as well as sustainable growth.

Economic opportunity depends not only on affordable housing, but also access to schools, employment, shopping and other services, both within the neighborhood and beyond. Consequently, our planning will be based upon a transit-oriented development approach. (emphasis added)

It makes the most sense to take the full advantage of the Jerome Avenue corridor to the maximum extent possible to support the need for more housing to accommodate the Bronx's population growth.

² New York City Census FactFinder, Department of City Planning, http://maps.nyc.gov/census/

Overview

- The block front bounded by Jerome and Inwood Avenues from West 169th Street to West Clarke Place is frozen in time by legacy zoning.
- These properties are maxed-out vertically. Ownership and/or Tenants operate parking and automotive repair shops that struggle to be profitable.
- The affected property owners have made their case to a supportive Bronx Community Board Four (see letter of 04.07.16) asking to be included in the Jerome Avenue Zoning Study for the purpose of seeking a zoning change.
- The opportunity to build mixed-use residential and retail developments allows
 options for a future where we can grow our properties vertically, allowing us to
 contemplate additional compatible uses like affordable housing, community facilities
 (including school seats) and better retail. Transit-oriented development will lead to
 economic growth in an underserved neighborhood, creating a range of skilled and
 unskilled jobs, safer sidewalks, and organized traffic flow that does not exist now.

Static Zoning Map

It is remarkable that the zoning map in this area remains the essentially the unchanged from the maps adopted in 1960 that went into effect with the current Zoning Resolution in December, 1961. A review of the 107 historical zoning maps covering the area of the proposed Jerome Avenue Corridor rezoning³ shows only a single rezoning within the area since 1961. This sole rezoning (CP-17765), in March, 1963, was to extend the then existing C8-3 district along both sides of West 181st Street from the midblock between Jerome Avenue and Davidson Avenue to Davidson Avenue. The City Planning Commission described the zoning map amendment as "a minor and logical extension of an existing C8-3 District." The rezoning was intended to permit a legally non-conforming garage to be used for motor vehicle repairs.

In spite of more than three-and-a-half decades of population growth in the Bronx, there has not been a single rezoning to facilitate residential development along the proposed Jerome Avenue rezoning corridor in 55 years! There has not been a single rezoning to enliven the Jerome Avenue corridor in 55 years! There has not been a single rezoning to promote employment opportunities along the Jerome Avenue corridor in 55 years! Rezoning is long overdue. But this rezoning must be the correct rezoning.

http://www1.nyc.gov/assets/planning/download/pdf/zoning/zoning-maps/historical-zoning-maps/maps03b.pdf, http://www1.nyc.gov/assets/planning/download/pdf/zoning/zoning-maps/historical-zoning-maps/maps03c.pdf and http://www1.nyc.gov/assets/planning/download/pdf/zoning/zoning-maps/historical-zoning-maps/maps03d.pdf

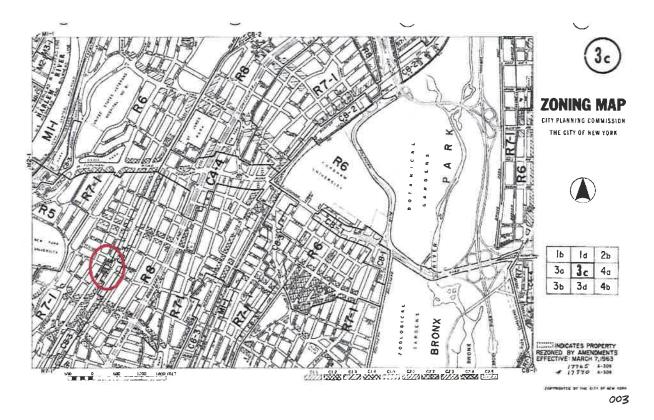


Figure 4: CP 17765

The length of time between re-zonings is a strong argument for undertaking a fully comprehensive rezoning now and not excluding areas from the rezoning because they might be relooked at or re-zoned at a later date. The property owners at the block front of Jerome/Inwood/W169th/Clarke Place West recognize that the site could be transformed into an inviting, walkable, full-service neighborhood corridor. By utilizing the tools of rezoning they envision that there is the potential for a large, ground-floor retail store, i.e. a supermarket, with residential above which would better serve the community in this FRESH food "desert".

Future re-zonings are uncertain at best and, as the history of the Jerome Avenue Corridor demonstrates, it can be decades before an area, once studied, is examined anew.

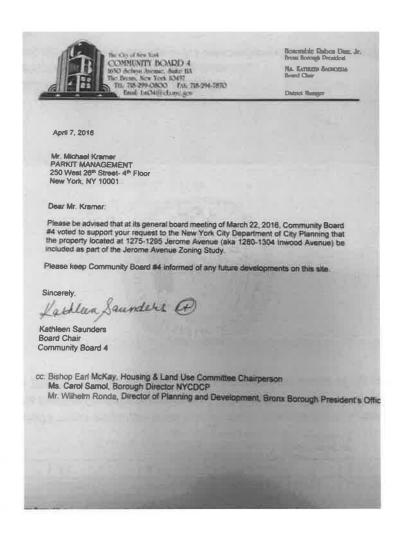


Figure 5: Bronx CB4 03.22.16 Board Letter

Overconcentration of Automotive Uses

With an estimated 275,000 vehicles available at the residences of U.S. Census enumerated households, the Bronx ranks third among the boroughs in the number of vehicles available. The Bronx exceeds both Manhattan, which is the densest and most transit dependent urban county in the country, and Staten Island, which is New York City's most auto-dependent borough. Staten Island has far more automobiles per household (1.31/household) than the Bronx (0.56/household) but a much smaller population base than that of the Bronx.

Although the automobile has less of a prominence in the Bronx than in Brooklyn, Queens or Staten Island, it nevertheless, has a disproportionately large number of licensed automobile repair shops. Indeed, the Bronx has the fewest number of vehicles per licensed repair shop of any if the city's boroughs.

	VEHICLES PER LICENSED AUTO REPAIRSHOP					
Borough	U.S. Census Est. 2015 Pop	# Repair Shops ⁴	Est # Vehicles ⁵	Vehicles Per Repair Shop		
Bronx	1,455,444.00	729	275,001	377		
Brooklyn	2,636,735.00	1,152	514,740	447		
Queens	2,339,150.00	1,313	708,017	539		
Manhattan	1,644,518.00	129	198,499	1539		
Staten Island	474,558.00	290	234,633	809		
TOTAL			1,930,890	534		

Relative to the number of vehicles in the borough, the Bronx has licensed automobile repair establishments almost 1.2 times the rate of Brooklyn, the borough with the closest ratio of repair places to vehicles. Even the city's most automotive-oriented boroughs, Queens and Staten Island, have higher number of vehicles per licensed repair establishment. Staten Island had more than twice as many vehicles per licensed repair facility. All of the other boroughs are able to support, repair and inspect far more vehicles with proportionately fewer licensed repair shops.

Comparison of Vehicles per Repair Shop in the Bronx to the Other Boroughs and the Entire City						
	Brooklyn	Queens	Manhattan	Staten Island	Citywide Avg	
	1.19	1.43	4.08	2.15	1.47	

The concentration of licensed vehicle repair establishments is even more pronounced in a more local geography. The proposed Jerome Avenue Corridor rezoning runs through the northern half of zip code 10452, entirely through zip code 10453 and touches a few of the southernmost blocks of zip code 10468.

⁴ Source: https://process.dmv.ny.gov/FacilityLookup/vsiqEnterFacInfo.cfm

⁵ Source: http://www1.nyc.gov/assets/planning/download/pdf/data-maps/nyc-population/acs/hous-2014acs1yr-nyc.pdf Assumes an average of 3.1 vehicles/household for households enumerated with 3 or more vehicles.



Figure 6: Jerome Avenue Corridor Zip Codes

Oddly, the proposed rezoning does not seek to preserve any automotive uses in the one zip code where the number of vehicles per licensed repair establishment exceeds both the Bronx borough average of 377 vehicles per establishment and the citywide average of 534 vehicles per establishment. Within zip code 10468, all of the existing C8 districts along the Jerome Avenue corridor are proposed for rezoning.

VEHICLES PER LICENSED AUTO REPAIRSHOP						
Zip Code U.S. Census Est. # Repair Shops Est # Vehicles Repair S						
10452	75,371	59	6,981	118		
10453	78,309	39	7,926	203		
10468	76,103	10	7,698	764		

We believe the surplus of auto repair establishments has the effect of making difficult for many of the existing establishments to remain profitable. Indeed, a number of the properties do not operate as auto repair establishments. 1295 Jerome Avenue should be considered a parking establishment and 1299 Jerome Avenue is occupied by a commercial warehouse and a real estate office. While the proposed rezoning proposes to keep M1-2 zoning on a block with an antiquated building stock on Block 2855 that is only partially used for automobile repair, the most modern auto repair establishments in the least well-served zip code.

Older Building Stock

There are five buildings on Block 2855 all of which are almost a century old, dating to the 1920s. PLUTO data lists the newest building, 1298 Inwood Avenue, as having a completion date of 1926. The other four are listed with a completion or estimated completion date of 1920. As noted above, two of the five properties on the block - occupying about 46 percent of the block's square footage - are already occupied by uses other than auto repair establishments. The remaining three buildings, which contain a variety of auto repair establishments, struggle to operate under inadequate conditions and a number of current tenants have trouble remaining current on their rent. The age and configuration of the buildings argues against reinvestment to make these more practical auto repair operations.

With the buildings fully covering the lots they are built on there is no room on the sites to add space for automobile maneuverability or storage. As shown in Figure 3, this results in the liberal use of the public sidewalk as well as double parking on adjoining streets as part and parcel of the auto repair establishments. The presence of these establishments negates the Department of City Planning's goal to "create a walkable inviting commercial corridor by promoting non-residential ground floor uses and diverse retail to support community needs."



Figure 7: Jerome Avenue and West 169th Street

The resulting environment is hardly compatible with the residential development that the proposed rezoning would foster on the blocks to the immediate north and south. Future residents would have to run a gauntlet of parked and moving cars on the sidewalk just to go from one residential block to another or from homes to stores or other services in the community. Indeed, as can be seen by looking at a close-up of this establishment, the space in these buildings is so constrained that some businesses use the public sidewalk to store business equipment. Is this an appropriate neighbor for new residences? We do not believe that there is any logic to leaving a virtually impenetrable barrier of parked and moving automobiles that are the consequence of housing automobile repair facilities in inadequate and antiquated structures and sandwiching such uses between future residents within the R7A district proposed to the south and the R8A district proposed to the north.



Figure 8: Business as usual on the sidewalk. This would face a new apartment house under the proposed zoning.

Better Automotive and Manufacturing Buildings Nearby

What a more modern auto repair facility should look and operate like is no secret. Indeed, there is just such a development near the northern end of the proposed Jerome Avenue rezoning between Evelyn and North Streets. As can be seen in Figure 5, this establishment has adequate room to maneuver and store vehicles and leaves the public sidewalk available for pedestrians. Although this structure better serves auto repair business, is less intrusive on the surrounding current or future residents and is even located on a block with a midblock grade change, this site is proposed to be rezoned from C8-3 to R7A with a commercial overlay.

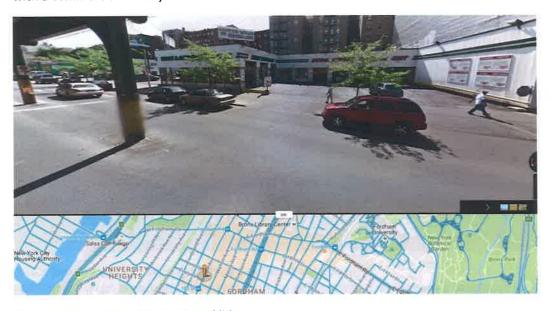


Figure 9: Modern Automobile Repair Establishment

More modern industrial buildings are also located proximate to Block 2855. Indeed, the most modern industrial building in the area – 1342 Inwood Avenue (Figure 6) – constructed in 1990 is around the corner from Block 2855. It does not front on Jerome Avenue. It has the same current M1-2 zoning as Block 2855. If the proposed rezoning is adopted as proposed it would face a remaining M1-2 district across Inwood Avenue yet it is proposed to be rezoned to R8A.



Figure 10: Inwood Avenue Industrial Buildings

Does Not Meet DCP Criteria

The proposed zoning amendment would retain the existing C8-3 or M1-2 zoning in four areas within the study area "to support the preservation of long-operating auto related businesses. These areas were carefully selected based on the number and types of businesses, locations off major street and unique site conditions that would impede redevelopment." Both of the areas fronting on Jerome Avenue that area proposed to remain C8-3 districts are different from Block 2855.

The C8-3 district that runs along the west side of Jerome Avenue north from the intersection of Featherbed Lane contains a modern gas station, vacant land and several undistinguished commercial structures. The sidewalks are clear of automotive use. The Jerome Avenue frontages are effectively separated by grade changes from the residential uses on Davidson Avenue. The topographic changes were one of DCP's criteria for keeping this area C8.



Figure 11: Jerome at Featherbed Lane

The C8-3 district that runs along the west side of Jerome Avenue north from the intersection of West 176th Street contains a New York City Transit Station (which of necessity must remain), some parking establishments and common storefront-type buildings. Here too, the sidewalks are clear of automotive use. Here too, the Jerome Avenue frontages are effectively separated by grade changes from the residential uses on Davidson Avenue. Again, these topographic changes, which were one of DCP's criteria for keeping this area C8, are not present on Block 2855.

Whereas Block 2855 along Jerome Avenue is characterized by automotive uses that actively use the street for business activities, both deadening street life and making the sidewalks unsafe, retaining these uses at their current locations would work at cross purposes with the proposed re-zonings to permit residential development to the north and south of the block. In contrast, the other two C8-3 districts proposed to remain along Jerome Avenue are characterized by cleaner uses more compatible with residences proposed to be allowed nearby. Moreover, while the other C8-3 districts on Jerome Avenue proposed for retention are narrow strips that would make it more difficult to site plan developments with the desired setbacks from the elevated subway line, all but one of the Jerome Avenue properties are though lots running between Jerome and Inwood avenues providing far greater site planning flexibility.



Figure 12: Jerome Avenue at West 176th Street



Figure 13: Jerome Avenue at West 177th Street

Employment

Members of the community have expressed understandable concerns about the current sources of employment along Jerome Avenue, with particular concern about how the rezoning might alter automotive-related employment within the corridor. Without question, the redevelopment facilitated by the proposed rezoning would increase employment. The current land uses along the corridor include vacant lots, self-service gas stations, parking and warehousing uses all of which generate relatively few jobs per square foot. Over time, many of these would be replaced with residential buildings with ground floor retail. Both the retail and the residential buildings themselves would generate employment at higher levels than these low job-generating uses now do. Residential use typically generates one job for every 25 dwelling units. Block 2855 encompasses 65,000 square feet of lot area. With an R8A zoning over Block 2855, an available 7.2 FAR with 1 FAR reserved for retail and/or community facility uses, a total of 6.2 FAR would remain for residential use. This would result in 403,000 square feet of residential floor area and between 467 and 550 dwelling units. In turn, the residential development would generate between 16 and 19 new jobs.

A more significant public discussion is currently underway regarding employment at automobile repair establishments. Standard metrics for the amount of square feet per employee use in New York City use different numbers for retail and automotive repair. Retail is estimated to generate 3 workers per 1,000 square feet while automotive and industrial are estimated to generate 1 employee per 1,000 square feet. It can be expected that, where ground floor retail uses replace existing automotive uses, the employment count is likely to be virtually three times higher with retail than with automotive uses. (Due to the presence of ground floor entrances and lobbies ground floor retail would not replace ground floor automotive uses on a one square foot to one square foot basis.) The increase in employment on sites that are currently used for parking or warehousing would be even greater. The 65,000 square feet available for retail would produce an estimated 191 jobs. Together with the residentially supported employment, the total estimated on-site employment would be 210. Below-grade parking would generate additional employment.

On Block 2855, at least one of the business, C3R Mega Auto Diagnostic, is owner occupied. The owner plans to retire in a few years so, regardless of the rezoning outcome, this business will cease to operate within the 10-year buildout period considered in the environmental review. At least one business is a parking garage with Auto Glass and Auto Repair tenants who are struggling to pay their rent.

Relocation Options

This is not to say that public policy concerns should stop where the number of jobs increases. Those employed in auto repair or auto glass installation are not necessarily the same people who would find employment in the new establishments serving the retail or service needs of residents.

Lot	Address	Square Footage	# floors	Use	Number of Employees	Retail Jobs Gained
65	1271 Jerome Ave	7,500	1	Auto Repairs	27	27
45	1275 Jerome/ 1288 Inwood	20,000	1	Parking/Office Auto Repairs	18	71
51	1295 Jerome/ 1298 Inwood	40,000	2	Parking/Office Auto Repairs	19	71
53	1299 Jerome/ 1304 Inwood	20,000	2	Warehouse	7	21
42	1280 Inwood	7,500	2	Auto Repairs	20	20
Total		95,000			91	210

Character of Neighborhood

The subject block front lies within the shadow of the IRT #4 elevated train line, surrounded by residential blocks directly to the south. High Bridge is dominated by townhouses and 5 and 6-story apartment buildings. The total land area is roughly one square mile. The terrain is elevated and very hilly. Stair streets connect areas located at different elevations. Prior to the 1960s, High Bridge was a predominately Irish American neighborhood.

Today, the vast majority of residents in the area are of Dominican, Puerto Rican and African American descent. Almost half of the population lives below the federal poverty line. High Bridge is one of the most crowded neighborhoods in all of America. With an incredible 119,031 people per square mile, yet it is among the top 5% of American neighborhoods in terms of walkability. 91.4% of the real estate in the High Bridge neighborhood is occupied by renters, with 79.8% living in large apartment buildings, such as apartment complexes or high-rise apartments.

In the High Bridge neighborhood, 38.2% of the working population is employed in sales and service jobs, from major sales accounts, to working in fast food restaurants. The second most important occupational group in this neighborhood is clerical, assistant, and tech support occupations, with 30.1% of the residents employed. Other residents here are employed in executive, management, and professional occupations (16.4%), and 15.2% in manufacturing and laborer occupations.

Site Characteristics

The subject block front is 400'x200' located to the Jerome Avenue wide street.

Buildings were typically built around 1920. USPS and DSNY facilities are located on the opposite block side of Inwood Avenue. M1-2 Zoning limits building heights to one or two stories block-through.

Existing sidewalk curbs promote automotive uses. Typically cars are double and triple-parked in the Jerome Avenue service road and on three sides of sidewalks.

Sidewalks are dirty and poorly lit by public lamp posts. There are no tree pits. The entire site has an E designation due to the plethora of automotive spillages.

The 44th Police Precinct has commandeered parking on the West Clarke Place side. Some Yankee Stadium patrons will park on-site during the baseball season.

Residents and workers enjoy excellent public transportation service from the Elevated IRT#4 and the IND#D subway lines, as well as from Concourse bus routes.

Ridership for #4 @W167th Street is #159, @W170th Street is #169 in MTA rankings.

Ridership for #C,D @W167th Street is #156, @W170th Street is #217 in MTA rankings.

South of West 169th Street is a residential community housed in 6-story buildings.

Looking SE across Jerome Avenue



Figure 14, 44" Ponce Pct. On Street Parking

"We support the development of affordable housing for moderate and middle-income individuals and families. The lack of affordable housing is contributing to the flight of moderate and middle-income people from our district.

It is in the interest of our Community District to promote economic diversity within our community. The development of the Bronx Civic Center should go hand in hand with the development of moderate and middle-income housing, which will also provide housing for workers in the Civic Center. We are strongly advocating for city and state funds for the middle-income new construction program. We are calling for new codes for new construction and new codes for existing buildings all for sustainable housing development.

We celebrate that after so many years, MTA NYC Transit, has nearly completed an extensive rehabilitation project on the Jerome Avenue Line. The \$42.5 M project will include 167th and 170th Streets, Mt. Eden and the 176th Street stations. The scope of work includes the elimination of structural deficiencies, providing new lighting, ventilation, public address system, signage throughout the station, artwork and new platform edge safety tiles. At last, these improved amenities would afford our community residents not to feel as though they are second class citizens by having them walk into dark, dread and unsafe stations in their travel experience." (Bronx Community Board Four District Needs Statement 2016)

Residential Buildings directly across West 169th Street between Jerome and Inwood Avenues



Figure 15: View looking South on West 169th Street

This section of Jerome Avenue (between West 169th Street and Clarke Place West) left in a perpetual state of M1-2 zoning overlay would interrupt the pattern of potential redevelopment north of Yankee Stadium and up to Burnside Avenue and beyond. Transit Oriented Development of retail spaces would fill the base of buildings, making the existing wide sidewalks once again inviting. No longer would traffic be stopped by double and triple-parked vehicles, and pedestrians would no longer be forced to navigate a dark and dangerous streetscape.

Here we have a "gap-tooth" evident at Jerome Avenue that can be mitigated by the simple adjustment of a boundary line west of Inwood Avenue to enlarge the R8 district, where property ownership are properly incentivized to offer struggling tenants a relocation allowance to co-locate alongside other businesses further north in the Jerome Avenue corridor for greater success.

Development

Block 2855 is uniquely suited to accomplish the planning objectives addressed in the Jerome Avenue Neighborhood Planning Study. Even without the availability of additional subsidies, the block could produce between 94 and 165 new affordable housing units under the Mandatory Inclusionary Housing Program and it entirely possible that a higher share of the units could be targeted to affordable housing. This site would foster job growth, increasing employment opportunities from an estimated 91 jobs today to over 210 jobs when the block is fully developed. Redeveloping this block with housing with ground floor retail or community facility use would replace a block that is hostile and dangerous to pedestrians with a block that is lively and inviting, providing seamless connections to future redevelopments to the north and south.

With three of the five lots on the block as through lots, the sites can be designed to maximize light and air to the Jerome Avenue frontage by placing more of the bulk away from Jerome Avenue. Moreover, with the owners of four of the five lots cooperating, it is possible to take a full advantage of the design possibilities of the site, including not only setbacks from Jerome Avenue but useful tenant (and perhaps publicly accessible privately-owned) open space and replacement of the existing parking and with the parking some additional employment.

The property owners have made tentative plans to develop one or more "as-of-right" residential buildings on this site, subject to inclusion in the final Jerome Avenue Rezoning. They anticipate that as many as 165 AMI Affordable apartments would be created, along with mixed-income units that are targeted towards the municipal workforce, including public safety officers and teachers. They have had preliminary conversations with Bronx Community Board Four and are sympathetic to their call for mixed-income housing to revitalize neighborhoods like HighBridge. With a greater economic spending base, they can develop better retail options than those which are presently within walking distance.

Owners are looking into utilizing the large, block-through footprint to bring in a supermarket through the FRESH program. Stores that benefit from the FRESH program must also meet the following criteria:

- a. Provide a minimum of 6,000 square feet of retail space for a general line of food and nonfood grocery products intended for home preparation, consumption and utilization;
- b. Provide at least 50 percent of a general line of food products intended for home preparation, consumption and utilization;
- c. Provide at least 30 percent of retail space for perishable goods that include dairy, fresh produce, fresh meats, poultry, fish and frozen foods; and
- d. Provide at least 500 square feet of retail space for fresh produce.

Bronx Community Board Four has also made owners aware of the need for more school seats in the district. It may be possible to work with the Department of Education to provide sufficient classroom space in the lower floor(s) of the building.

The tentative timetable to build is contingent upon a re-zoning of our block front:

- Phase 1: Assist Auto Repair Shop Tenants north of W170th Street with relocation (Anticipated ULURP approval of 2018)
- Phase 2: Build Inwood Tower set-back from Jerome Avenue with parking + amenities (Anticipated Build Date 2019)
- Phase 3: Build West Clarke Place Tower with parking + community amenities (Anticipated Build Date 2021)
- Phase 4: Mega Auto Diagnostics to continue in business at least until principal retires (Anticipated Build Date 2026)
- Phase 5: Neighboring Property Owners to Acquire SEC from Weinstein Family (Anticipated Build Date 2026)
- *Ongoing study NYC DOT & Bronx Borough President's Office to organize 44th Police Pct. parking
- **Local Community Employment Opportunities As Needed throughout Phases 1-5
- ***Ongoing sidewalk improvements (lighting, safety, and pedestrian traffic flow)

W169/Jerome/Inwood/Clarke PI W

1271 JEROME	1280 INWOOD	1275 JEROME 1288 INWOOD	1295 JEROME 1298 INWOOD	1299 JEROME 1304 INWOOD
2855/65	2855/42	2855/45	2855/44	2855/53
75′ X 100′ (1)	75' X 100' (1)	100' X 200' (1)	100' X 200' (2)	50' X 200' (2)
7500' SF	7500' SF	20,000 SF	40,000 SF	20,000 SF

Lot Size 65,000 SF	R8QH FAR 7.2	120' Height	468,000 SF Buildable Community Facility	550 total units mixed income
335 Replacement Parking Spaces	400'Frontage 40,000 sf Retail	12 Stories	School Seats or Pre-K After-School Programs	165 AMI Affordable Apartments

Figure 16: Building and Property Information (Present & Future)

Inventory of Uses

1299 Jerome Avenue: CITY STORE FIXTURES - Warehouse and Offices

1304 Inwood Avenue: Clothing Store - Apparel Retail

1295 Jerome Avenue: BIENVENIDO PARKING - 175 Public Parking Spaces
1298 Inwood Avenue: GRAPHIC INSTALLATIONS - Design and Printing Services

1275 Jerome Avenue: BIENVENIDO PARKING - 165 Public Parking Spaces

Y&L MULTISERVICES - Financial and Legal Services

1288 Inwood Avenue: REILLY CONSTRUCTION - Warehouse & Satellite Office

1271 Jerome Avenue: Y&L AUTO REPAIRS - Automotive Mechanics

VASQUEZ MUFFLER/AUTO GLASS – Automotive Repairs

11 West 167th Street: MEGA AUTO DIAGNOSTICS – Automotive Mechanics

15 West 167th Street: F&C Auto Body Shop - Automotive Repairs

Empty Auto Repair Shops (September, 2016)

South of Burnside and Jerome Avenues to West 172nd Street are 12 empty storefronts from automotive related businesses.



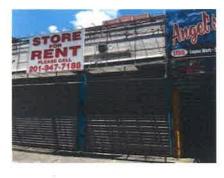










Figure 17: Vacant Storefront Site Survey

Summary

The property owners of Jerome and Inwood Avenues, West 169th Street to West Clarke Place have produced this report to buttress their case for inclusion in the Jerome Avenue Rezoning effort.

This block front is a conspicuous "gap" for the continuity of a rezoned Jerome Avenue Corridor. Its size and potential for setbacks from the elevated train creates an opportunity for a sizable amount of affordable housing units, for larger and better retail, safer sidewalks, and for a community facility that might generate the school seats needed for an increased residential population.

Our research has concluded that there is no dearth of auto repair shop options available to Bronx residents.

In fact, the area is "over-served" relative to the other four boroughs. The most viable business, Mega Auto Diagnostics, is an anomaly amongst repair shops as the owner/operator of its property. The current owners, Neftali Fuente, the principal of Mega Auto Diagnostics and the Spindler and Zeevi families believe that the properties on Block 2855 to support and expand on the future envisioned by the proposed Jerome Avenue Rezoning. The Spindler and the Zeevi families are "emerging developers" who have considerable experience building mixed income housing and have outlined future plans with their neighboring property owners to combine lots to achieve these goals.

We look forward to inclusion of our block front as an R8A in your Jerome Avenue final rezoning plan.

J&S TELLERMAN

Mr. Gary Spindler, President % PARK IT MANAGEMENT 250 West 26th Street Suite 401 New York, New York 10001 212.929.9490

Gary@parkitny.com Michael@parkitny.com

City Store Fixtures 1299 Jerome Ave. Bronx, NY 10452

Contact: Kenny Bhoopsingh Phone: (718) 538-3226 The Zeevi Group
23 Morgan Avenue
Deal, NJ 07723
Contact: Sam Zeevi

Phone: (732) 245-6633

C3R Mega Auto Diagnostics 11 West 169th Street Bronx, NY 10452 Contact: Neftali Fuertes

Phone: (718) 410-7100

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Community/Borough Board Recommendation

Pursuant to the Uniform Land Use Review Procedure

Application #: C 180051 ZMX

CEQR Number: 17DCP019X

Project Name: Jerome Avenue Rezoning

Borough(s): Bronx

Community District Number(s): 4, 5, & 7

Please use the above application number on all correspondence concerning this application

SUBMISSION INSTRUCTIONS

- 1. Complete this form and return to the Department of City Planning by one of the following options:
 - EMAIL (recommended): Send email to CalendarOffice@planning.nyc.gov and include the following subject line: (CB or BP) Recommendation + (6-digit application number), e.g., "CB Recommendation #C100000ZSQ"

 MAIL: Calendar Information Office, City Planning Commission, 120 Broadway, 31st Floor, New York, NY 10271

 - FAX: to (212) 720-3488 and note "Attention of the Calendar Office"
- Send one copy of the completed form with any attachments to the <u>applicant's representative</u> at the address listed below, 2. one copy to the Borough President, and one copy to the Borough Board, when applicable.

Docket Description.

SEE ATTACHED

Applicant(s):		A	
Department of City Planning 120 Broadway, 30th Floor New York, NY 10271		Applicant's Repro Carol Samol Department of City One Fordham Plaz New York, NY 104	/ Planning za, 5th Fl
Recommendation submitted by:			
Bronx Community Board 7			
Date of public hearing: 10/10/17	Location: E.20	4th Street	-CBH7 Office
Was a quorum present? YES NO	A public hearing requires a quo but in no event fewer than sever	rum of 20% of the appoi n such members.	nted members of the board,
Date of Vote: 10 26 17	Location: 243 E	1,204th SH	rect
RECOMMENDATION			
Approve	Approve With Modifie	cations/Conditions	
Disapprove	Disapprove With Mo	difications/Condition	ns
Please attach any further explanation of the rec			
Voting	om addition	iai silects, as liece	ssary.
# In Favor: # Against: # Abstainin	ng: Total membe	ers appointed to th	ne board:
Name of CB/BB officer completing this form	Title		Date
Adaline Malker Antresse	chair	person	10/27/17



THE CITY OF NEW YORK BOROUGH OF THE BRONX

COMMUNITY BOARD 7



RUBEN DIAZ, JR., BOROUGH PRESIDENT

ADALINE WALKER-SANTIAGO, CHAIRPERSON

Bronx Community Board #7

Jerome Avenue ULURP #C180051 ZMX

Recommendations

October 26, 2017

October 26, 2017

Resolution adopted by Community Board #7 regarding ULURP Application C180051 ZMX- The establishment of a Special Jerome Avenue District.

Community Board #7 supports ULURP Application # C180051 with the following recommendations:

Planning

1. The New York City Planning Commission study and implement Community Board #7's proposal for the downzoning of areas of Kingsbridge Heights and Bedford Park. Community Board #7 has submitted an independent zoning study supporting this request.

Schools and Education

- Additional schools are needed in School District 10, the most overcrowded district in the Bronx.
 Presently, there is a need for over 2700 new seats at all grade levels unfunded by the City. The number
 of new housing developments planned in the Community Board #7 area will increase the need for new
 seat substantially over the next 5 years. There will be a need for seats at all grade levels, from PK3 through high school.
- Additional and expanded day care and afterschool programs are needed to support the projected increase in population. A new community center in Community District 7 would provide additional resources to our community. Programming directed towards youth, young adults and senior citizens are greatly needed.

Transportation

- 1. Additional capacity is needed on both the #4 and the D subway lines to address the projected increase in population.
- 2. Renovation of the subway stations along both the #4 and D lines should be scheduled, including determining which stations along these lines can be made handicap accessible.
- 3. Installation of an elevator at the Fordham Road/Jerome Avenue #4 subway station. This major transportation hub needs to be made handicap accessible. The station serves one of the busiest commercial districts in the city.



THE CITY OF NEW YORK BOROUGH OF THE BRONX COMMUNITY BOARD 7



RUBEN DIAZ, JR., BOROUGH PRESIDENT

ADALINE WALKER-SANTIAGO, CHAIRPERSON

4. Restore the pre-2010 service levels to the BXM3 and BXM4 express bus lines.

Cultural Programs

1. Cultural Programs including programs focusing on art, music, theatre and other forms of expression should be expanded to meet the growing population. Community Board 7 has a growing immigrant population, from many parts of the world, and it is important that our communities' institution promote the new cultures throughout the community.

Residents need the opportunity to share with each other their culture to foster understanding of the different cultures.

Public Safety

1. Additional lighting and security cameras should be installed along the Jerome Avenue Special District to provide greater security for the businesses and community residents.

Local Employment/Training

- 1. Ensure local employment opportunities of community residents during the construction of new developments along Jerome Avenue. There is a great need for apprenticeship programs to provide a pathway for residents to well-paying union jobs.
- 2. Encourage developers to work with the community to ensure that 50% of the new jobs created as part of any new development be set aside for community residents. The new developments along the Jerome Avenue Special District should make every attempt to include local residents in the recruitment of workers for these new buildings.

Veterans

 Additional programming, including job training, health programs, literacy programs should be should established for veterans. Working with the James J. Peters Veterans Hospital, these programs would assist those who have faithfully served our country.

Community Board #7 voted on these conditions October 26, 2017. The vote was 21 yes, 2 no, 0 abstentions.

Adaline Walker Santiago, Chairperson

Adalnie Maller Santingo

Date:

10/27/17



Community/Borough Board Recommendation Pursuant to the Uniform Land Use Review Procedure

Application #: C 180051 ZMX

Project Name: Jerome Avenue Rezoning

CEQR Number: 17DCP019X

Borough(s): Bronx

Community District Number(s): 5

Please use the above application number on all correspondence concerning this application

SUBMISSION INSTRUCTIONS

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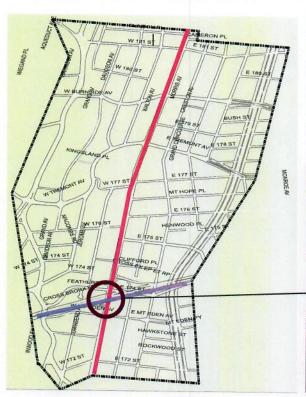
SEE ATTACHED

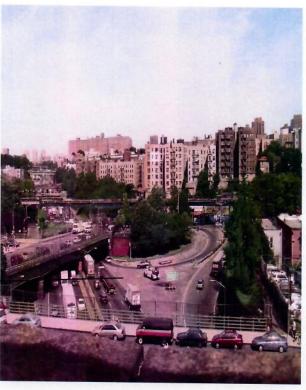
Applicant(s):		Applicant	's Representative:
Department of City Planning 120 Broadway, 30th Floor New York, NY 10271		Carol Sam Departmer One Fordh	
Recommendation submitted by:			
Bronx Community Board 5			
Date of public hearing: October 4, 2017	Location: CONCO	URSE VILLAGE (COMMUNITY CTR. BX NY 10451
Was a quorum present? YES NO	A public hearing require but in no event fewer th	es a quorum of 20% of an seven such membe	the appointed members of the board, rs.
Date of Vote: October 25, 2017	Location: DAVIDS	ON COMMUNITY	CENTER .BRONX NY 10453
RECOMMENDATION			
Approve	Approve With	Modifications/Con	nditions
Disapprove	Parameter 1	/ith Modifications/0	
Please attach any further explanation of the re-			
Voting	on under on u	autional Sileets,	as necessary.
#In Favor: 18 #Against: 11 #Abstaini	ing: 1 Total	members appoin	ted to the board: 36
Name of CB/BB officer completing this form	Title		Date
DR. BOLA OMOTOSHO	СНА	IRPERSON	10/27/2017

Appendix

Jerome Avenue Transportation Study, (February 2012)

Jerome Avenue Transportation Study





EXISTING AND FUTURE CONDITIONS WITH RECOMMENDATIONS FINAL REPORT



NEW YORK CITY

Janette Sadik-Khan Commissioner



A Member of the New York Metropolitan Transportation Council February 2012

Jerome Avenue Transportation Study Existing and Future Conditions with Recommendations

Final Report

PTDT10D00.H08

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EXECUTIVE SUMMARY

1.0 Introduction

The Jerome Avenue Transportation Study was initiated at the request of Bronx Community Boards 4 and 5 in response to growing traffic congestion in the area and to address mobility and safety for all street users (motorists, cyclists, pedestrian, and transit). The study area has a mix of land uses with residential, local retail and auto related uses attracting a significant amount of vehicular and pedestrian trips. The study area extends from 172nd Street in the south to 181st Street in the north and from Grand Concourse in the east to Martin Luther King Boulevard/University Avenue in the west. The study assess existing and future traffic conditions including demographics, zoning & land use, traffic, goods movement, pedestrians & bicycles, accidents & safety, parking and public transportation. The study recommends various improvement measures to address congestion and safety.

2.0 Demographic Analysis

The study area overlaps Bronx Community Districts 4 and 5, and includes 11 census tracts. The demographic analysis of the study area examined population trends from 1990 to 2010 and projects trends for 2018. For 1990 to 2010, the population in the study area increased 10% from 36,765 to 41,067; number of households increased by 12% and household size decreased from 2.14 to 2.08 person/household; the median household income increased 49% from \$14,608 to \$28,800. In 1990, 73% of the study area population used public transit for journey to work, (55% subway, 14% buses and 4% railroad/ferry/taxi) and 22% used private automobiles, while 5.5% used other modes. In 2000, the share dropped to 66% (49% subway, 14% buses and 3% railroad/ferry/taxi). Private auto share was 23%, while 11% traveled by other modes.

3.0 Zoning and Land Use

The study area is zoned mainly for residential and commercial uses, but it also has a special Grand Concourse Preservation District. There are three residential districts within the study area: R5, R7-1 and R8; three commercial zoning districts: C8-3, C1-4 and C2-4; and no designated manufacturing zoning districts. The study area contains various land uses

including single and two family houses, multi-family apartment buildings, educational institutions, auto-related uses, restaurants, local retail and community facilities. Many auto-related uses (repair shops) exist along Jerome Avenue and parts of Macombs Road/Inwood Avenue. There are limited vacant lots for future developments.

4.0 Traffic

To analyze the existing and future traffic conditions in the study area, basic roadway characteristics were surveyed and a traffic data collection plan (Automatic Traffic Recorders, manual turning movement counts, vehicle classifications and pedestrian counts) for the various peak periods was executed. The Grand Concourse, University Avenue/MLK Boulevard and Jerome Avenue near the Cross Bronx Expressway experience congestion during most peak periods. Levels of service (LOS) analyses were conducted at 32 intersections with most operating at LOS A, B, C, and up to mid-level D. However, some intersections along major corridors experienced LOS E or F on one or more lane groups during one or more peak periods. There is one "through truck" route (CBE) and three "local truck" routes in the study area

5.0 Pedestrians and Bicycles

Pedestrian and bicycle activities were examined in the study area. Pedestrian analysis focused on areas with high pedestrian concentrations (near subway, bus stations and transfer points, retail/commercial strips, schools, and high density residential developments). The pedestrian analysis, which focused on crosswalks and corners showed the majority of crosswalks and corners operated at an acceptable LOS C or better. There are two "bicycle lanes" and one "bicycle route" in the study area and two "bicycle routes" are proposed for East 181st Street/Grand Avenue and Tremont Avenue.

6.0 Accidents/Safety

The accident analysis conducted for the study area screened all intersections from 2008 to 2010. After reviewing all the intersections in the study area, detailed analysis was done for eight locations for the recent four years. From the analysis, only one intersection (Burnside Avenue/Jerome Avenue) qualified as a "High Accident Location" with seven pedestrian

accidents in 2008. Three locations had an average of ten accidents during the four year period: Jerome Avenue and Mt Eden Avenue, Jerome Avenue and Featherbed Lane, and Grand Concourse and East Tremont Avenue. During the four-year period 269 people were injured as a result of 206 accidents occurring at the eight locations. Forty four of the injuries involved pedestrians. The highest numbers of injuries (49) were recorded at East 174th Street and Jerome Avenue.

7.0 Parking

A parking survey/inventory of on and off-street facilities was conducted during the AM, midday, and PM peak hours to determine existing parking capacity and utilization. There are 44 off-street parking facilities with a total of 2,021 spaces in the study area. On weekdays, utilization during the midday peak is about 75%. There are approximately 3,628 on-street parking spaces in the study area depending on parking regulations. On-street parking utilization was approximately 80% during the weekday. However, along the most congested commercial corridors (Jerome and Burnside Avenues), the parking demand is above 90%.

8.0 Public Transportation

The study area is well served with public transportation by three subways and ten bus lines, with a transit hub at Macombs Road, East 175th Street, Jerome Avenue and Grand Concourse. Three subway lines (#4, D & B) use two routes (Jerome Avenue and Grand Concourse) serving five subway stations; and eight local and two express bus lines serve the entire study area. The bus routes operate on five major corridors: Macombs Road/University Avenue, Jerome Avenue, Burnside Avenue, Tremont Avenue and Grand Concourse.

9.0 Recommendations

Seven intersections have been identified for roadway and pedestrian safety improvements that include sidewalk and median extensions and restriping, eleven intersections for signal timing modifications, six truck loading/unloading zones, bus stops relocation, and a one-way conversion.



Community/Borough Board Recommendation

Pursuant to the Uniform Land Use Review Procedure

Application #: C 180051 ZMX

CEQR Number: 17DCP019X

Project Name: Jerome Avenue Rezoning

Borough(s): Bronx

Community District Number(s): 5

Please use the above application number on all correspondence concerning this application

SUBMISSION INSTRUCTIONS

Send one copy of the completed form with any attachments to the <u>applicant's representative</u> at the address listed below, one copy to the Borough President, and one copy to the Borough Board, when applicable.

Docket Description:

SEE ATTACHED

Applicant(s): Department of City Planning 120 Broadway, 30th Floor New York, NY 10271		Applicant's Representative: Carol Samol Department of City Planning One Fordham Plaza, 5th Fl New York, NY 10458	
Recommendation submitted by: Bronx Community Board 5			
Date of public hearing: October 4, 2017	Location: CONCOURS	SE VILLAGE COMMUNITY CTR. BX NY 104	451
Was a quorum present? YES NO	A public hearing requires a qubut in no event fewer than sevent	quorum of 20% of the appointed members of the board, even such members.	
Date of Vote: October 25, 2017	Location: DAVIDSON (COMMUNITY CENTER .BRONX NY 10453	
RECOMMENDATION Approve Disapprove Please attach any further explanation of the rec Voting # In Favor: 18 # Against: 11 # Abstaining	Disapprove With N	difications/Conditions Modifications/Conditions ional sheets, as necessary. nbers appointed to the board: 36	
Name of CB/BB officer completing this form DR. BOLA OMOTOSHO	Title CHAIRPE	Date	



COMMUNITY BOARD FIVE JEROME AVENUE NEIGHBORHOOD STUDY RECOMMEDATIONS AND RESOLUTION

THE RESOLUTION IS CALLING UPON NEW YORK CITY TO MAKE QUANTIFIABLE, ACTIONABLE AND LEGALLY ENFORCEABLE COMMITMENTS TO JEROME CORRIDOR NEIGHBORHOOD IMPROVEMENTS AND ROBUST ANTI-DISPLACEMENT PROTECTIONS

October 25, 2017

Introduction to the Proposed Actions

WHEREAS, Community Board 5 is the most local form of government in the neighborhoods of Morris Heights, University Heights, Fordham and Mount Hope, charged with advocating for the welfare and quality of life of the residents of the district, participating in the NYC budget process and capital program, planning for needs in the district, monitoring and evaluating the delivery of services, and conducting board business;

WHEREAS, the Uniform Land Use Review Procedure (ULURP) is a standardized procedure whereby applications affecting the land use of the city are publicly reviewed;

WHEREAS, the above listed applications were certified as complete by the Department of City Planning on Monday, August 21, 2017 and the review period for Community Board 4, 5 and 7 began on Wednesday, August 30, 2017 and must be completed by Tuesday, October 30, 2017; and

WHEREAS, the Department of City Planning is the applicant and seeking the approval of the Boards on the following applications:

C 170311 ZMX, an amendment to Zoning Map, Section No's. 3b, 3c, 3d:

a) Zoning map amendments to rezone portions of existing C4-4, M1-2, R8, C8-3, and R7-1 with R7A, R8A, R9A, R7D, and C4-4D districts and C2-4 commercial overlays.

N 180050 ZRX Zoning text amendments to:

- a) Establish the Special Jerome Avenue District, coterminous with the Rezoning Area. The proposed special district will include regulations that will add controls to the ground floors of buildings within mapped commercial overlays and districts modify height and bulk regulations on lots fronting the elevated rail line, modify bulk regulations on irregular lots, and establish controls, such as discretionary review provisions, for transient hotels.
- b) Establish proposed R7A, R7D, R8A, R9A, and C4-4D districts as Mandatory Inclusionary Housing areas, applying the Mandatory Inclusionary Housing program to require a share of new housing to be permanently affordable where significant new housing capacity would be created.

170305 MNX City Map changes to:

a) Map Block 2520, Lot 19 as parkland. This city-owned parcel is located one block outside of the rezoning area and is bounded by West 170th Street, Nelson Avenue, Shakespeare Avenue, and Corporal Fischer Place in the Highbridge neighborhood of the Bronx, Community District 4. De-map Corporal Fischer Place (street) between Nelson Avenue and Shakespeare Avenue, which is adjacent to the parcel to be mapped as park land as described above (Block 2520, Lot 19), and map it as parkland;

Conclusion

NOW THEREFORE BE IT RESOLVED that Community Board 5 votes YES, WITH RECOMMENDATIONS and RESOLUTION THAT:

- The City make quantifiable, actionable and trackable commitments to invest in neighborhood improvement projects AND strong anti-displacement protections, including those summarized below and detailed in Appendix 1 to this resolution "Jerome Priorities Tracker (Working Document)," which are essential for the success of the proposed actions;
- The City present these commitments in the form of a legally enforceable commitment plan (the "Commitment Plan") to Community Boards 4, 5 and 7, City Council Members, other area elected officials, business leaders, anchor and civic institutions, and other stakeholders, collectively the "Jerome Stakeholders;"

- Jerome Stakeholders are satisfied with the Commitment Plan;
- Jerome Stakeholders are collectively represented on a Jerome Neighborhood
 Plan Implementation and Oversight Committee (the "Committee") that meets
 quarterly and includes non-voting representation from relevant governmental agencies;
- A tracker-document is updated quarterly and delivered to the Committee and Community Board members, officers and staff until the final commitment is implemented,

Housing

Highest priorities: Prevent housing displacement through even stronger measures before asking Community Board 4, 5 and 7 to accommodate additional growth, by: promoting homeownership programs and increasing access to mortgage finance, re-opening our HPD neighborhood preservation and tenant support office, a citywide certificate of no harassment and a no net loss of affordable housing policy, public grades for landlords and developers, and policies to curb speculation through mechanisms such as real estate transfer taxes and even stronger code enforcement. Funds should be increased for the 8A Loan Program. Policies should be considered to require developers to contribute resources to prevent displacement of current residents. Landlords and developers should be publicly graded and said grades should be publicly displayed. Landlord licenses should be required to ensure only the best-intentioned landlords operate in NYC. Public subsidy applications could be a good place to include these requirements. The City should monitor housing court cases in Community Districts 4, 5 and 7, which are home to a particularly high concentration of displacement risk households. HPD should increase funding so as to hire additional code enforcement inspectors. So that our residents may best avail themselves of code enforcement, anti-harassment and displacement resources, we ask that a Neighborhood Preservation Office be reopened in our community. Funding for further outreach and 'Know your Rights' education by community groups should be communicated to tenants. Funds should be allocated to community organizations and/or legal aid/legal services for outreach to help identify cases that are part of a larger tenant harassment pattern. New construction that targets a range of income levels with a ceiling at 80-100% AMI. The MIH option employed in our neighborhoods should be calibrated to neighborhood needs as much as possible. "Cluster-site" shelter units should be converted back to permanent housing to help significantly reduce the number of homeless families and provide City and State rent subsidies to allow families in "cluster- site" units that meet Section 8 quality standards to secure leases for the same apartments in which they already live.

Workforce and Economic Development

Highest priorities: Reduce the high unemployment rate through allocating workforce training dollars to area anchor institutions, the development of a workforce development center on the corridor or within Community Districts 4 and 5, protecting higher-paying automotive sector jobs through protecting more area for these businesses, and exploring creative solutions like the development of worker cooperatives. A fund for automotive businesses in the area, for comprehensive services related to capacity building (job training, skills development etc.), legal services for lease term negotiations, compliance in auto-industry standards, training to remedy violations, etc. The fund should be large enough to finance a package of incentives that will allow qualifying businesses to relocate to an area within the city that better fits their needs. Furthermore, funding should be provided to staff the Local Employment Network.

Schools and Community Facilities

<u>Highest priorities</u>: Community School Districts 9 and 10 elementary and middle schools are already severely overcrowded, and the proposed actions may add 2,388 over time. We request the City identify appropriate locations for new schools, that presently unfunded school seats be baselined, and that the City commit to at least 1,000 additional school seats. Within District 5 we have identified the following schools as overcapacity and require these seat shortfalls to be ameliorated:

In CSD 9 the following elementary schools are over capacity:

Name	of the school	Address	Current utilizatio	n %	Seat shortfall
•	PS 170	1598 Town:	send Avenue	245	176
•	PS 28	1861 Antho	ny Avenue	106.8	49
•	PS 230	1780 Martin	Luther King Blvd.	118.1	95

The following elementary schools are over capacity in School District 10:

vame	of school	Address Current	utilization %	Seat shortfall
•	PS 15	2195 Andrews Avenue	140.8	91
•	PS 33	2424 Jerome Avenue	125.9	166
•	PS 33-Annex	2392 Jerome Avenue	110.4	20
•	PS91	2170 Aqueduct Avenue	101.7	10
•	PS 279	2100 Walton Avenue	119.9	79
•	PS 291	2195 Andrews Avenue	183.3	187
•	PS 306	40 West Tremont Avenue	105.5	40
•	PS 315	2246 Jerome Avenue	177.3	75
•	PS 396	1930 Jerome Avenue	103.2	11

For Middle Schools in CDS 10 the following schools are overcapacity and currently have a shortfall in seats. These are:

•	IS 15	2195 Andrews Avenue	140.8	53
•	IS 279	2100 Walton Avenue	119.9	54
•	IS 279 Annex	2100 Walton Avenue	158.3	14
•	PS 315	2246 Jerome Avenue	177	47
•	IS 447	125 East 181st Street	114.4	60
•	IS 459	120 East 184th Street	101.3	4

At present there are Elementary and Middle School seat shortfalls of 1,231. As there is a projected development of approximately 3,200 new apartments there is a potential to add an additional 345 elementary school children and 142 Intermediate School children in both CSD 9 and 10.

We also request the construction of a **high school** on the Bronx Community College campus. Our **libraries** are in need of capital and programmatic funding. We request funding for **Davidson Community Center** renovation and expansion, for an expansion of youth and community services, meal preparation, and handicap accessibility. The center operates on a DCAS leased property. We also request additional funds for youth programs like **Beacon**.

Public Safety

<u>Highest priorities</u>: Given the Community Districts 4 and 5 experiences among the highest crime rates in the City, we request more **NYPD cameras** be installed across our communities and that the inaccessible and in-disrepair **46th Precinct complex is rebuilt**. We also request funding to provide free **smoke and carbon monoxide detectors** to lower-income residents in our districts.

Health and Human Services

Highest priorities: Given our lagging health indicators, we request increased funding for pest control, increase opportunities for exercise and incentivize more healthy food options. Additionally, we request increased special needs funding for immigrants, for example, for: citizenship applications, residency, employment applications, spousal waivers, accessing resources and other legal documents. The foreign born are more than one-third of the population in Community Board #5. By addressing these immigrant-specific concerns will ultimately enable the foreign born to contribute even more to the economic vitality of the community. We also request increased funding to provide independent living skills programs for single mothers in our district.

Transportation, Infrastructure and Public Realm

<u>Highest priorities</u>: Given the crowding and congestion on our transit modes, we request the City advocate for improvements and services that enable additional capacity on our subways and busses – including Bus Rapid Transit interventions, and that **our public realm** – **including our streets**, **step streets and sidewalks - public receive upgrades**. The following step streets are of particular concern to Community Board 5: Davidson Avenue, Sedgwick Avenue to Cedar avenue, Marion Avenue to 187th Street, at Kingsland Place (between West Tremont Avenue and Harrison Avenue), Palisades Place to Sedgwick Avenue. The following roads are of particular concern to Community Board 5: Grand Concourse Bridge over 175th Street-Walls over 175th Street,

underpasses at 165th, 167th, 170th, 167th Street, 174th -175th Street, Burnside Avenue and East Tremont Avenue, and the completion of the Grand Concourse work.

Parks

Highest priorities: Given the high dropout rates and lack of activities available for youth and seniors, we request increasing the number of local recreational opportunities for youth and the elderly, the improvement of existing neighborhood parks in the community, guarantee each of our neighborhoods has green streetscapes, quality parks, and diverse recreation spaces, and ensuring all our residents are within a ten minute walk to a park. The Aqueduct Walk is of particular concern to Community Board 5. We are asking that the following remediation be addressed to Aqueduct park: Aqueduct Park land improvement from Morton Place to Burnside Avenue and build a pedestrian bridge over Burnside Avenue connecting the currently split elements of Aqueduct Park.

The following open space has been identified and should be converted to park space: On the West side of Davidson Avenue, south of West 177th Street and at the intersection of Macombs Road, Grand Avenue and Featherbed Lane.

We require that the lighting be replaced in Aqueduct Park from Morton Place to Burnside Avenue.

We also request funding for more enforcement officers, and parks and recreation specialists.

Land Use and Zoning

Highest priorities: The draft Environmental Impact Statement for the Jerome Corridor (CEQR No. 17DCP019X) predicts significant adverse impacts related to construction, shadows, transportation and community facilities, these must be mitigated and Community Board 5's reactions to specific DEIS chapters are included in Appendix 2. Second, we request that Mandatory Inclusionary Housing (MIH) be mapped in the entirety of the Jerome Special District without exception. We also request the Community Boards play a more formal role in decisions about future developments that will enter our districts.

Additionally, we mandate that the rezoned secondary area be expanded to include the following extensions of the Rezoning area:

- Tremont Avenue-Cross-Bronx Expressway. The addition would encompass west from Jerome Avenue (to just west of Davidson Avenue) into the Morris Heights neighborhood, between approximately West 177th Street to the north and West 176th Street to the south.
- Tremont Avenue-Cross-Bronx Expressway. West from Jerome Avenue (to Macombs Road) into the Morris Heights neighborhood, along the northern side of Featherbed Lane.

As resolved: October 25, 2017 by 18 Aye, and 11 Nay 1 Abstension

Signed:	Jof ha
	r. Bola Omotosho – Chairperson Community Board

On this date: 6 27 17
October 27, 2017



RESOLUTION CALLING UPON NEW YORK CITY TO MAKE QUANTIFIABLE, ACTIONABLE AND LEGALLY ENFORCEABLE COMMITMENTS TO JEROME CORRIDOR NEIGHBORHOOD IMPROVEMENTS AND ROBUST ANTI-DISPLACEMENT PROTECTIONS

October 25, 2017

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C 170311 ZMX, an amendment to Zoning Map, Section No's. 3b, 3c, 3d:

 a) Zoning map amendments to rezone portions of existing C4-4, M1-2, R8, C8-3, and R7-1 with R7A, R8A, R9A, R7D, and C4-4D districts and C2-4 commercial overlays.
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26272829

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b) Establish proposed R7A, R7D, R8A, R9A, and C4-4D districts as Mandatory Inclusionary Housing areas, applying the Mandatory Inclusionary Housing program to require a share of new housing to be permanently affordable where significant new housing capacity would be created.

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170305 MNX City Map changes to:

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a) Map Block 2520, Lot 19 as parkland. This city-owned parcel is located one block outside of the rezoning area and is bounded by West 170th Street, Nelson Avenue, Shakespeare Avenue, and Corporal Fischer Place in the Highbridge neighborhood of the Bronx, Community District 4. De-map Corporal Fischer Place (street) between Nelson Avenue and Shakespeare Avenue, which is adjacent to the parcel to be mapped as park land as described above (Block 2520, Lot 19), and map it as parkland;

Community Board 5 opted into the Jerome Neighborhood Plan study and shares many of the Plan's goals

WHEREAS, the intent of the City's proposed applications is to:

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- Provide opportunities for high quality, permanent affordable housing with options for tenants at a wide range of income levels
- Ensure that any new construction fits into its surrounding neighborhood context
- Increase the opportunities to diversify neighborhood retail and services
- Permit more density and a broader range of uses in two nodes to anchor the corridor and surrounding neighborhoods
- Create special rules for new development along the elevated rail line to provide light and air along the corridor and ensure adequate distance between residential uses and the train
- Create special rules for new buildings and street wall continuity and relief on irregular lots
- Create a walkable, inviting commercial corridor by promoting non-residential ground floor uses and diverse retail to support community needs
- Maintain zoning for heavy commercial and light industrial uses in areas to support mixed uses and jobs
- Establish controls for transient hotels to ensure consistency with the goals and objectives of the
 rezoning to create a mixed-use development which would include new housing, ground floor
 retail space, office space, community facility space and publicly accessible open space along the
 Harlem River waterfront;

WHEREAS, the proposed actions are strategies of a more comprehensive Jerome Avenue Neighborhood Plan¹ (draft released on October 20th), which states the following goals:

- Provide sustainable, high-quality, affordable housing with a range of options for residents at all income levels
- Protect tenants and improve housing quality
- Ensure every neighborhood has green streetscapes, quality parks and diverse recreation spaces
- Create greater retail diversity to meet current and growing retail and service needs
- Prepare residents for job and career growth through job training and skills development
- Promote and support small businesses and entrepreneurship
- Support auto-related businesses
- Promote a safe, walkable area in and around the elevated train;

WHEREAS, Community Board 5 shares many of these goals and members understand the necessity of neighborhood investments, opted into the Jerome Neighborhood Plan study and would welcome additional density if appropriate investments and policy changes were put in place to grow the local economy and uplift the existing residents, as well as prevent displacement of economically vulnerable residents and businesses during times of high market pressure;

¹ http://www1.nyc.gov/assets/planning/download/pdf/plans-studies/jerome-ave/jerome-avenue-draft-plan-1017.pdf

However, inequality is our root problem

 WHEREAS, Bronx Community District 5 has battled inequality rooted in structural and overt racism² for decades and yet the effects remain, including: a median income of \$21,000³, some of the lowest levels of educational attainment in New York City (12.7% of residents 25 years and over have earned a bachelor's degree), some of the highest rates of unemployment (15%), the highest poverty rate (34.2% of residents with incomes below the City's poverty threshold), large number of families vulnerable to residential displacement⁴, high levels of air pollution (8th in the city at 10.1 micrograms of fine particulate matter per cubic meter), high levels of asthma (571 avoidable asthma hospitalizations per year), a high incarceration rate (8th highest in the City), a high rate of violence (9th in the city), high obesity and diabetes rates (ranking 16th and 11th in the City respectively), a high level of drug-related hospitalizations (6th in the City with 2,342 hospitalizations per 100,000 in 2012), high rates of adults without health insurance going without medical care and prenatal care, the highest rate of heart disease in the City⁵;

WHEREAS, Bronx Community Districts 5 in particular was devastated by extreme levels of disinvestment following the white flight and tax base depletion of the 1960s through 80s that led to harmful urban planning policies in government and the private sector like planned shrinkage⁶ and red lining⁷, which in turn resulted in destructive fires, large-scale vacancy rates and abandonment, and nevertheless, community district 5 members remained;

Inequality stands to be exacerbated, potentially resulting in large scale displacement of current residents and businesses

WHEREAS, New York City and region are in the midst of an affordability crisis that is only predicted to continue unless great investments and policy changes are made, and which is acutely affecting lower-income communities who are seeing their rents rise, with rents in the Bronx outpacing Manhattan rents⁸;

WHEREAS, notwithstanding the "no-significant-adverse-impact associated with the incremental change caused by this action finding" in Chapter 3 of the Draft Environmental Impact Statement (CEQR No. 17DCP019X), Community District's 5 lower-income residents are particularly vulnerable to residential displacement as found in Regional Plan Association's recent report on housing displacement risk in the New York Region titled "Pushed Out"," which finds the Bronx as the single county with the highest number of households at risk of residential displacement due to economic characteristics of residents and attractive urban characteristics like access to transit and neighborhood amenities;

² http://www1.nyc.gov/assets/planning/download/pdf/plans-studies/jerome-ave/jerome-avenue-draft-plan-1017.pdf

³ http://furmancenter.org/files/sotc/SOC_2016_Full.pdf

⁴ http://library.rpa.org/pdf/RPA-Pushed-Out-Housing-Displacement-in-an-Unaffordable-Region.pdf

⁵ https://www1.nyc.gov/assets/doh/downloads/pdf/data/2015chp-bx5.pdf

⁶ https://vimeo.com/113736344

https://dsl.richmond.edu/panorama/redlining/#loc=12/40.9068/-73.7905&opacity=0.8&city=bronx-ny

https://www.metro.us/new-york/bronx-rent-increases-are-outpacing-manhattan-brooklyn/zsJpha---F8OS9GTha9YN6

⁹ http://library.rpa.org/pdf/RPA-Pushed-Out-Housing-Displacement-in-an-Unaffordable-Region.pdf

115 WHEREAS, the City does not believe the Jerome Corridor and surrounding areas can presently support market rate development but estimates this will change over the next 10-15 years, or less than one 116 117 generation;

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WHEREAS, once the proposed actions are approved and especially if developers do not opt into City subsidy programs, Community Boards and local elected officials will have little to no direct authority, under current regulations, over how private developers will use the enabled as-of-right density;

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WHEREAS, it will take immense political will and even billions of dollars to tackle the inequality at the foundation of Community District 5's health disparities, economic insecurity and displacement risk, and the wealth that stands to be generated through the proposed actions - if accompanied by the appropriate investments and policy changes - could be a part of the solution;

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Community Board and other civic and business leaders have been fighting inequality for decades

WHEREAS, the diverse residents of Bronx Community District 5 are 98 percent Black or Hispanic, 130 including over 100,000 Latino immigrants and the City's fastest growing African immigrant population, and are resilient, vibrant and critical contributors to the life and vitality of the district and New York 132 City as a whole, working as small business owners, and also as our teachers, healthcare workers, 134 custodians, childcare providers and more;

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WHEREAS, Bronx Community District 5 stakeholders include a varied set of interests: families at a wide range of incomes, business and property owners, and a large concentration of low-income residents;

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WHEREAS, Community Board 5, civic, business and community leaders have for decades championed revitalization efforts, including dedicating seed monies for the development of a 197A plan between 1998 and 2003;

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WHEREAS, Community Board 5 civic, business and community leaders continue to champion revitalization efforts, including opting into the Jerome Neighborhood Plan effort led by the New York City Department of City Planning that launched in 2014;

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WHEREAS, thousands of people engaged in a community outreach process that occurred in parallel to outreach by the City of New York and reached difficult to reach low-income residents and at-risk renters, a very representative subset of the district's of the lower-income population, and the results findings and message were unequivocal in stating three principal goals 10: (1) Lower-income community residents and small businesses need strong anti-displacement and anti-harassment protections, especially the industrial and automotive businesses and worker who stand to be directly displaced by the rezoning action per the draft environmental impact statement (Chapter 3-2), (2) Good jobs and local hire, and (3) Meaningful community engagement:

Submitted: 10/27/2017

 $^{^{10}~}https://d3n8a8pro7vhmx.cloudfront.net/bxcommunityvision/pages/22/attachments/original/1445448957/BXCommunityVision_FINAL.pdf?1445448957/BXCommunityVision_FINAL.pdf$ Bronx Community Board 5 | Jerome Corridor Rezoning | Resolution

155 Community Board 5 and other civic and business leaders have long called 156 for specific investments in the district and its people, and these have not 157 been made

WHEREAS, Community Board 5 has many baseline needs, including 23 expense requests and 34 capital requests outlined in the Bronx Community District 5 Fiscal Year 2018 Statement of Community District Needs and Community Board Budget Requests of which only 2 expense and 3 capital will be funded during Fiscal Year 2018¹¹;

WHEREAS, members of Community Boards 4 and 5 jointly expressed a set of needs in 2016 through a document titled "Jerome Avenue Neighborhood Study Goals and Priorities¹²";

WHEREAS, Community Board 5 is pleased at recent investments in some of the abovementioned categories including small business supports through the Neighborhood 360 program in partnership with Davidson Community Center and WHEDco, and strengthened residential preservation and new construction work in Community Districts 4 and 5 between 2014-2016, with 40 percent of City sponsored new construction at or below 30 percent of the area median income;

WHEREAS, Community Board 5 members applaud the preservation work and urge it continue, but are concerned that affordability levels in the projected new construction units that will opt into programs triggering affordability restrictions could de facto exclude many of the district's current residents from eligibility, including the many lower-income residents who are already feeling pressured and pushed out of their current homes;

WHEREAS, Community Board 5 seeks a set of investments and policy changes from the City to ensure the success of the proposed actions (CEQR No. 17DCP019X, ULURP Now. 180051ZMX, N180050 ZRX, 170305MMX), and which will result in greatest benefits accruing to long-term stakeholders of Community Districts 4, 5 and 7, including but not limited to homeowners, local entrepreneurs, business owners, and all our renters;

 WHEREAS, the Draft Jerome Avenue Neighborhood Plan is lacking in detail with respect to priority investments requested by Community Board 5 per Appendix 1 to this resolution at the time of this vote;

11 http://www1.nyc.gov/assets/omb/downloads/pdf/cbrboro4-17.pdf

¹² http://www.nyc.gov/html/bxcb4/downloads/pdf/Jerome_Avenue_Neighborhood_Study_Platform_CB4_CB5_092316.pdf

Conclusion

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NOW THEREFORE BE IT RESOLVED that Community Board 5 votes YES, WITH CONDITIONS, conditions being:

- The City make quantifiable, actionable and trackable commitments to invest in neighborhood improvement projects AND strong anti-displacement protections, including those summarized below and detailed in Appendix 1 to this resolution "Jerome Priorities Tracker (Working Document)," which are essential for the success of the proposed actions;
- The City present these commitments in the form of a legally enforceable commitment plan (the "Commitment Plan") to Community Boards 4, 5 and 7, City Council Members, other area elected officials, business leaders, anchor and civic institutions, and other stakeholders, collectively the "Jerome Stakeholders;"
- Jerome Stakeholders are satisfied with the Commitment Plan;
- Jerome Stakeholders are collectively represented on a Jerome Neighborhood Plan Implementation and Oversight Committee (the "Committee") that meets quarterly and includes non-voting representation from relevant governmental agencies;
- A tracker-document is updated quarterly and delivered to the Committee and Community
 Board members, officers and staff until the final commitment is implemented,

Housing

Highest priorities: Prevent housing displacement through even stronger measures before asking Community Board 4, 5 and 7 to accommodate additional growth, by: promoting homeownership programs and increasing access to mortgage finance, re-opening our HPD neighborhood preservation and tenant support office, a citywide certificate of no harassment and a no net loss of affordable housing policy, public grades for landlords and developers, and policies to curb speculation through mechanisms such as real estate transfer taxes and even stronger code enforcement. Funds should be increased for the 8A Loan Program. Policies should be considered to require developers to contribute resources to prevent displacement of current residents. Landlords and developers should be publicly graded and said grades should be publicly displayed. Landlord licenses should be required to ensure only the best-intentioned landlords operate in NYC. Public subsidy applications could be a good place to include these requirements. The City should monitor housing court cases in Community Districts 4, 5 and 7, which are home to a particularly high concentration of displacement risk households. Funds should be allocated to community organizations and/or legal aid/legal services for outreach to help identify cases that are part of a larger tenant harassment pattern. New construction that targets a range of income levels with a ceiling at 80-100% AMI. The MIH option employed in our neighborhoods should be calibrated to neighborhood needs as much as possible. "Cluster-site" shelter units should be converted back to permanent housing to help significantly reduce the number of homeless families and provide City and State rent subsidies to allow families in "cluster- site" units that meet Section 8 quality standards to secure leases for the same apartments in which they already live.

Workforce and Economic Development

<u>Highest priorities</u>: Reduce the high unemployment rate through allocating workforce training dollars to area anchor institutions, the development of a workforce development center on the corridor or

within Community Districts 4 and 5, protecting higher-paying automotive sector jobs through protecting more area for these businesses, and exploring creative solutions like the development of worker cooperatives. A fund for automotive businesses in the area, for comprehensive services related to capacity building (job training, skills development etc.), legal services for lease term negotiations, compliance in auto-industry standards, training to remedy violations, etc. The fund should be large enough to finance a package of incentives that will allow qualifying businesses to relocate to an area within the city that better fits their needs. Furthermore, funding should be provided to staff the Local Employment Network.

Schools and Community Facilities

Highest priorities: Community School Districts 9 and 10 elementary and middle schools are already severely overcrowded, and the proposed actions may add 2,388 over time. We request the City identify appropriate locations for new schools, that presently unfunded school seats be baselined, and that the City commit to at least 1,000 additional school seats. We also request the construction of a high school on the Bronx Community College campus. Our libraries are in need of capital and programmatic funding. We request funding for Davidson Community Center renovation and expansion, for an expansion of youth and community services, meal preparation, and handicap accessibility. The center operates on a DCAS leased property. We also request additional funds for youth programs like Beacon.

Public Safety

<u>Highest priorities</u>: Given the Community Districts 4 and 5 experiences among the highest crime rates in the City, we request more **NYPD cameras** be installed across our communities and that the inaccessible and in-disrepair **46th Precinct complex is rebuilt**. We also request funding to provide free **smoke and carbon monoxide detectors** to lower-income residents in our districts.

Health and Human Services

<u>Highest priorities</u>: Given our lagging health indicators, we request increased funding for pest control, increase opportunities for exercise and incentivize more healthy food options. Additionally, we request increased special needs funding for immigrants, for example, for: citizenship applications, residency, employment applications, spousal waivers, accessing resources and other legal documents. The foreign born are more than one-third of the population in Community Board #5. By addressing these immigrant-specific concerns will ultimately enable the foreign born to contribute even more to the economic vitality of the community. We also request increased funding to provide independent living skills programs for single mothers in our district.

Transportation, Infrastructure and Public Realm

<u>Highest priorities</u>: Given the crowding and congestion on our transit modes, we request the City advocate for improvements and services that enable additional capacity on our subways and busses – including Bus Rapid Transit interventions, and that **our public realm – including our streets, step streets and sidewalks - public receive upgrades**. The following step streets are of particular concern to Community Board 5: Davidson Avenue, Sedgwick Avenue to Cedar avenue, Marion Avenue to 187th Street, at Kingsland Place (between West Tremont Avenue and Harrison Avenue), Palisades Place

Bronx Community Board 5 | Jerome Corridor Rezoning | Resolution

to Sedgwick Avenue. The following roads are of particular concern to Community Board 5: Grand Concourse Bridge over 175th Street-Walls over 175th Street, underpasses at 165th, 167th, 170th, 167th Street, 174th -175th Street, Burnside Avenue and East Tremont Avenue, and the completion of the Grand Concourse work.

278 Parks

<u>Highest priorities</u>: Given the high dropout rates and lack of activities available for youth and seniors, we request increasing the number of local recreational opportunities for youth and the elderly, the improvement of existing neighborhood parks in the community, guarantee each of our neighborhoods has green streetscapes, quality parks, and diverse recreation spaces, and ensuring all our residents are within a ten minute walk to a park. The Aqueduct Walk is of particular concern to Community Board 5. We also request funding for more enforcement officers, and parks and recreation specialists.

Land Use and Zoning

Highest priorities: The draft Environmental Impact Statement for the Jerome Corridor (CEQR No. 17DCP019X) predicts significant adverse impacts related to construction, shadows, transportation and community facilities, these must be mitigated and Community Board 5's reactions to specific DEIS chapters are included in Appendix 2. Second, we request that Mandatory Inclusionary Housing (MIH) be mapped in the entirety of the Jerome Special District without exception. We also request the Community Boards play a more formal role in decisions about future developments that will enter our districts.

 RESOLUTION October 25, 2017 by **18** Aye, **11** nay, **1** abstentions, **0** conflict of interests, **5** absent members.



Community/Borough Board Recommendation

Pursuant to the Uniform Land Use Review Procedure

Application #: C 180051 ZMX

Project Name: Jerome Avenue Rezoning

CEQR Number: 17DCP019X

Borough(s): Bronx

Community District Number(s): 5

Please use the above application number on all correspondence concerning this application

SUBMISSION INSTRUCTIONS

Send one copy of the completed form with any attachments to the <u>applicant's representative</u> at the address listed below, one copy to the Borough President, and one copy to the Borough Board, when applicable.

Docket Description:

SEE ATTACHED

Applicant(s): Department of City Planning 120 Broadway, 30th Floor New York, NY 10271		Applicant's Representative: Carol Samol Department of City Planning One Fordham Plaza, 5th Fl New York, NY 10458
Recommendation submitted by: Bronx Community Board 5		
Date of public hearing: October 4, 2017	Location: CONCOURSE \	/ILLAGE COMMUNITY CTR. BX NY 10451
Was a quorum present? YES NO	A public hearing requires a quoru but in no event fewer than seven	um of 20% of the appointed members of the board, such members.
Date of Vote: October 25, 2017	Location: DAVIDSON COI	MMUNITY CENTER .BRONX NY 10453
RECOMMENDATION Approve Disapprove Please attach any further explanation of the recovery Voting # in Favor: 18 # Against: 11 # Abstaini		ifications/Conditions
Name of CB/BB officer completing this form DR. BOLA OMOTOSHO	Title CHAIRPERS	ON 10/27/2017

Appendix 1: Jerome Priorities Tracker (Working Document)

Source Key:

NYC/DCP: a NYC agency, 2015-17

CB5: BX CB5 comments to on the rezoning, 2017

5DN: Community Board 5 District Needs Statement, 2017-18 **BXCo**: Bronx Coalition for a Community Vision, 2015-17 **CB4&5**: Joint statement by Community Board 4 & 5, 2016

197: Bronx Community Board 5 197A Proposal, 2003

SBS CDNA: Jerome Corridor Commercial District Needs Assessment, 2017 CB4: BX CB4 additions from their 10/24/17 resolution, 2017 (forthcoming)

Type Key:

Section: Topic area (e.g. Housing, Transportation, etc.)

Goals: Goal within topic area

Action: Specific action that is a priority for the community board, whether city policy, expense request,

or capital request

Status Key:

Green: City is moving on this priority

Yellow: City has expressed similar priority, but no action yet

Red: No movement, to BXCB5 knowledge

Black: Need more information from the City/agency

Note: At the time of this submission, the "Jerome Priorities Tracker (Working Document)" exists as an excel document that is being maintained primarily by Bronx Community Board 5, and contains additional information. Members and staff of Community Board 5 look forward to progressing on these priorities and maintaining the excel document updated with the appropriate NYC agency partners.

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	Priority (1-10, 10 highest) Priority (1-10, Possible Agencies + Partners	10				DCP	DCP	DCP	DCP	10 DCP		10	10			10 НРО	10 HPD	НРО	10 HPD	НРО	DOB	НРО	HPD: DOB		NYCC; HPD; DOB	НРО	НРД
(Working Document)	Section Goal GAction	LAND USE	Create zoning districts conducive to fulfilling the vision of the Jerome Avenue Corridor	Focus distinct nodes of density in appropriate locations (residential & commercial)	Leave strategic areas zoned for current uses	Zoning text amendment	Zoning map amendment	City map - demap Corporal Fischer Place, Map Block 2520, Lot 19 as park	Grand Concourse - study the appropriateness of commercial and residential mix, signage vs. professional uses.	The majority of development is anticipated to be mixed-use with active ground floor spaces. Community should play role in tenanting those spaces, priority uses include: Pre-K and 3K should be allocated on 30% of all new development of projected sites, HPD should work with SBS, local merchants associations, WHEDco, Davidson Community Center and the local BIDs to	source candidates for these new spaces	SNING HOUSING	Restore the community's housing stock which had been devastated by years of neglect and abandonment,	Provide sustainable, highquality, affordable housing with a range of options for residents at all income levels.	Protect tenants and improve housing quality.	Tenant Support Unit of HPD: The tenant support unit of HPD is to be made permanent and an office by the department of buildings for tenant advocacy to be opened up in the district. HPD's tenant harassment tas force to open a satellite office either in the district or in partnerhsip with a community based organization in the district.	The city should reinstate the Neighborhood Preservation Office to deal with code enforcement, anti-harassment and displacement.	More robust outreach/preference for community members at residential developments	Increase Funds to 8A Loan Program for Upgrading and Ongoing Maintenance Needs in Rehabilitated Buildings. New focus is to preserve existing housing of what has been rehabilitated. HPD indicates the fund is drying up.	HPD code enforcement, in partnership with NWBCCC	Strengthen and improve its various building inspection systems which require building inspectors respond to calls within 24 hours.	HPD should increase its funding for code enforcement inspectors and provide incentives to property owners to repair and retrofit their buildings in accordance with the building codes like 8A loan and Participation loan programs.	The City should improve the various building inspection systems.	Anti-Displacement & Anti-Harassment	Create citywide "Certificate of No Harassment" requirements, preventing landlords who have a history of tenant harassment from obtaining certain permits from the Department of Buildings.	Create citywide "Certificate of No Harassment" requirements, preventing landlords who have harassed tenants from getting certain permits from the Department of Buildings	HPD should create a "zero tolerance" policy for harassment and poor building conditions (meaning the city will take legal action against the owner).
	Туре	Section	Goal	Goal	Goal	Action	Action	Action	Action	Action	Cortion	Section	Goal	Goal	Goal	Action	Action	Action	Action	Action	Action	Action	Action	Goal	Action	Action	Action
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	Priority (1-10, 10 highest) Possible Agencies +	HPD; DOB	HPD; HDC; EDC	HPD; NYCC; NYAG	НРО	10 HPD	NYCC; DOF; HPD	HPD; DOB		ousing development.	10 HPD; DOB	10	10 HPD; HDC	NYCC; HPD	НРО	НРО	DCP, NYSAG	HPD; DOF	HPD; DOF	HPD; DOB
(Working Document)	Section Goal Agion	HPD should create a "Zero Tolerance" policy for harassment and poor building conditions which invariably enables the City to take legal action(s) against property owners.	Implement a "No Net Loss" policy at the City level.	Pass legislation to allow the City take ownership of buildings as a result of landlord harassment, failure to pay code violations and the criminal use of property.	Increase its oversight duties of landlords and monitor housing court cases, particularly in high risk displacement areas and refer same to community organizations and/or legal aid/legal services that will do additional outreach to help determine if the case is part of a larger harassment pattern.	Facilitate a process that will ensure developers contribute resources to prevent displacement of current residents. By this, they are required to pay into an anti-displacement fund where developers are building and the funding would be dedicated to community anti-displacement initiatives.	Create a displacement fund for community organizing initiatives in the most vulnerable areas in these neighborhood	Make key neighborhood data available for public review through the creation of a comprehensive list of evictions; tracking of housing related 311 calls and the creation of a comprehensive list of distressed buildings by neighborhoods with all public information such as building ownership, management and most recent sale date	Provide a \$100,000 funding for a community consulting on housing contract to assist tenants, homeowners and property owners.	The City should enact a set of policies that create incentives that prevent speculation and displacement and promote affordable it	Publicly grade landlords and publicly display such grades in their building lobbies.	Publicly grade landlords and publicly display that grade in their building lobby.	Require "landlord licenses," creating strict rules for which landlords or developers are allowed to operate in NYC. The City should create new requirements for developers seeking public subsidies.	Pass legislation limiting the criteria that HPD uses to determine which tenants qualify to be able to move into affordable housing. For example, people should not be turned away from affordable housing because of credit checks.	Pass and fund Intro 214, providing a right to a lawyer for tenants facing the loss of their homes.	Amend the Alternative Enforcement Program (AEP) to allow tenants to get a rent reduction and use a City-run escrow account when their building is in bad repair.	Pass legislation to allow for the City to take ownership of buildings as a result of landlord harassment, failure to pay code violations and the criminal use of property. The City should also use its authority to take ownership of individual abandoned buildings, even where there are no tax arrears.	Developers should contribute resources to prevent displacement of current residents.	Create a disincentive for landlords to buy buildings with the intent of selling them quickly (speculative flipping) by applying a graduated flip fee, structured like the mortgage recording fee.	Enact a set of policies that create incentives that prevent speculation and displacement as well as promote affordable housing development.
	Туре	Action	Action	Action	Action	Action	Action	Action	Action	Goal	Action	Action	Action	Action	Action	Action	Action	Goal	Action	Action
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(Working Document)	Section Gool Agion	Require developers to pay into an anti- displacement fund. This fund should fund community organizing initiatives in neighborhoods where the developers are building. The City could do this through the rezoning process by establishing a PILOT fund in the zoning text. The money collected should fund community organizing initiatives in neighborhoods where developers are building. The funding would be dedicated to anti-displacement initiatives, and could also be used for affordable housing construction and other community needs.	Fully assess a development or redevelopment project's potential displacement impact and require associated mitigation plans and fees. The City can model this off of the California Environmental Quality Act, which currently requires an assessment of displacement related impacts for development projects above a certain threshold.	Track public investment at the neighborhood level and use this information to improve equity in budgeting decisions. This can be modeled off of Portland's budget mapping initiative.	Strengthen the obligations of marshals in avoiding eviction of "at-risk tenants." Right now there are provisions for elderly, sick, and disabled tenants. These provisions should be extended to include families with children under 3 and families with 2 or more children.	Pass Intro 3-2014, which allows the City to sue landlords for relocation expenses. If a building is vacated by DOB, the landlord should be required to pay relocation costs.	Create a good neighbor tax credit to stabilize the hidden supply of affordable housing in our small homes neighborhoods. Offer a real estate tax abatement to owners of owner-occupied small homes who rent an apartment at below-market rates because of longstanding community ties.	Preservation	DHS should reinstate of the Advantage Program and funding to the Homeless Eviction Prevention Program	INPU Should be proactive in creating a comprehensive strategy to target buildings for their preservation programs.	Support outreach and "Know Vor Rights are ducation by community groups for the good of local residents as a way of improving	The City should support outreach and 'know your rights' education by community groups to local residents.	The City should make key neighborhood data easily available for public review.	The City should improve communication with tenants about their rights.	The City should increase oversight of landlords and be more proactive in identifying and targeting bad acting landlords.	Monitor housing court cases, particularly in high risk displacement areas and refer to community organizations and/or legal aid/legal services who will do additional outreach to help determine if the case is part of a larger harassment pattern.	New Construction	Income thresholds are too high for affordable housing	New construction that targets a range of income levels with a cap at 80-100% AMI.	Reports from HPD/HDC on as of right projects that receive city subsidy	Community should have a voice in determining ground floor uses
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(Working Document)	Section Gool Action	New construction should include the following: 20% of all new units should be developed for Seniors, 20% of all new units should be developed for Veterans, 20% of all new units targeted should be developed for People with Disabilities, Commitment to local hiring for union and non-union jobs for residents of Community District Four, Secondary focus on residents of the Borough of the Bronx	Promote Homeownership to strengthen and stabilize these neighborhoods in the future.	HPD should focus on home ownership for small buildings including NIHOP.	The City should also help facilitate stable long-term New York City homeownership by increasing the New York City Real Estate Transfer Taxes on all transfers to non- owner occupied (investor purchased) 1-4 family homes.	HPD should create a program and strategy to work with existing rental buildings that are interested in cooperative conversion. (e.g. HDFC)	Homeowners should receive enhancement credits when new construction occurs within a quarter mile of their residence. These credits would be used to upgrade sidewalks, fences and improve lighting and landscaping.	Small home owners should receive a credit for property damage related to water and sewer damage related to new construction. The City should fine the developer and checks should be issued to the home owners in question.	Prior to commencement of any new construction or significant renovations/expansions adjacent buildings should be properly protected from damage by the developer and the areas should be baited for rats bi-weekly during the construction period.	The City should ensure that new housing reflects the needs of current neighborhood residents.	Ensure that 100% of new construction reflects the needs of current neighborhood residents.	Create a special purpose district so that the zoning is tailored to the specific needs of our communities and require any developer who wants to add residential buildings on Jerome Avenue to build apartments that meet the needs of current residents.	Provide subsidies and a programmatic commitment to build housing at affordability levels and apartment sizes that reflect the need of the existing residents of the neighborhood. New housing should also prioritize people with disabilities, single parents, veterans, youth, and people who are currently homeless.	Convert "cluster-site" shelter units back to permanent housing to help significantly reduce the number of homeless families and provide City and State rent subsidies to allow families in "cluster- site" units that meet Section 8 quality standards to secure leases for the same apartments in which they already live.	The City should ensure that community benefits are linked to new construction
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Priority (1-10, 10 highest) Priority (1-10, Possible Agencies + Partners 10 DCP; SBS; EDC DCP; SBS; EDC EDC; SBS; DOF SBS; CUNY SBS; MOFE SBS; EDC SBS; DCP MOFE SBS 10 SBS SBS SBS SBS SBS including the seceondary area) must commit to hire up to 25% of construction workers from the zip codes encompassing CB 4 & any other workforce development initiatives and Bronx Community College. For those developers with projects in the study area within the community boards. They mus offer credit builder accounts. They must offer to cash checks for non-deposits dholders SBS should conduct a series of workshops/forums for perspective business owners/entrepreneurs in the District, informed by the areas are to participate in the Affordable Housing Program at the Home Loan Bank (as applicable), they must have a CRA rating Leverage meeting space with BCC, Monroe, Bronx Lebanon, Bronxworks and others to host community training workshops and Fund the creation and programming of a Local Employment Network for the purpose of connecting local residents to available of Outstanding. For those that have a (to be determined) fraction of their lending portfolio in the area, must have a storefront Workforce 1: Workforce 1 to open a satellite office within the district. Specialization in construction. They in conjunction with Provide incentives for healthy food businesses to locate along these corridors. This would be in addition to FRESH and Healthy Financial Empowerment: Any bank that is to do construction lending to residential, retail within the primary and secondary Adopt Special Enhanced Zoning Districts that limit commercial uses to the types commonly used by local residents, such as Create and fund a Local Employment Network to connect local residents to job opportunities created by the anticipated Help Jerome Avenue residents prepare for jobs and career growth with appropriate training and skills development. The City should ensure that local, small businesses can be physically located and thrive in the area once it is rezoned. SBS should sponsor financial literacy and business plan development seminars/workshops, in partnership with local Revitalize the community's business districts, some of which had high vacancy rates and disinvestments, Create greater retail diversity to meet current and growing retail and service needs. Promote small businesses and support entrepreneurship throughout the corridor. (Working Document) Neighborhoods 360 grants for local economic development BID Express: Business Improvement District Formation (BID) for no more than \$10 or 10%, whichever amount is least. WORKFORCE AND ECONOMIC DEVELOPMENT Create a Localized Street Vendor Program for Foodcarts organizations such as WhedCo, BronxWorks and others. Commercial District Needs Assessment (CDNA). Pursue economic development in the corridor development in the area to be rezoned. Clean Up Day, Commercial Corridors Job Training and Job Placement Vacant Storefront Initiative Financial Empowerment information sessions. job opportunities grocery stores Section Goal GAction Bodegas. Section Action Goal Action Action Goal Goal Goal Goal Goal Goal Goal obic ID No. 10.27.17 82 83 100 102 85 98 90 87 88 89 95 96 91 92 93 86 66 NYC/DCP NYC/DCP NYC/DCP NYC/DCP CB4&5 CB4&5 CB4&5 CB4&5 CB4&5 CB4&5 CB48.5 CB4&5 CB48.5 CB4&5 CB4&5 CB4&5 BXCo BXCo CB5 BXCo Source 197

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(2	ority (1-10, 10 highest	A Partners	SBS; EUC SBS; DCP	SBS; Department of finance	SBS; State Legislature	MOFE		10 HPD; HDC	DCP	6	DCP; OED; SBS	DCP		10 DCP, HPD, HDC		NYCC; NYS Leigislators	SBS	SBS; Comptroller's Office		CUNY	SBS
(Working Document)	ction Section	Of GACTION	In new zoning, limit the size of new commercial spaces in order to create opportunities for local small businesses and not just	large, corporate chain stores. Pass legislation to limit increases in rents to no more than 5% in the rezoning area through all legal mechanisms, including requirements on developments that receive public subsidy, and city legislation.	Advocate with NYS to pass legislation that requires all property owners to give mandatory lease renewals for expiring leases.	Financial literacy, increase funding and support for US Alliance, Amalgamated Bank and other community-based financial institutions to promote financial literacy, workshops and marketing to promote services and encourage residents to utilize traditional banking services	The City should ensure local hiring.	Commitment to local hiring for union and non-union jobs for residents of CB4/CB5	Insert local hiring requirements into the zoning:	Adopt a citywide "first-source" policy: A new first-source citywide policy should require developers who receive City money to hire people from the local community in which they are building	City agencies (such as HPD) and the Economic Development Corporation (EDC) should make local hiring a requirement of	The City should also adopt local hiring requirements for the rezoned area. The City currently has local hiring requirements for	projects backed by the City	MWBE-Commitment to hire minority and women owned businesses, minimum of 50% percent	The City should guarantee good wages for jobs created by the rezoning.	Expand the Fair Wages for New Yorkers Act so it covers more workers. The living wage law requires employers that receive at least \$1M of financial assistance from the City or the Economic Development Corporation (EDC) to pay a living wage to their employees at the project site, unless the employer qualifies for an exception. In the fall of 2014, Mayor de Blasio extended the city's living wage requirements to include not only the owners of buildings receiving \$1M or more in support, but also commercial tenants at such project sites. But, these requirements don't apply to businesses with gross income below \$3M or to manufacturers.	Create Community Benefits Agreements (CBAs) requiring prevailing wages. The City should pass legislation requiring developers who receive a certain amount of subsidy or public land to engage in CBA negotiations with local community groups, and should condition receipt of the subsidy or land on successful negotiation of a CBA.	Provide real transparency on prevailing rate jobs. When prevailing wage jobs are available, signs should be posted throughout the neighborhood, and especially in front of the job site. The notices should explain what prevailing wage is, and should be in the top 6 languages spoken in the community.	The City should provide job training & education to local residents.	Fund GED programs in neighborhoods where apprenticeship programs are being implemented.	Allocate additional funding dedicated to local apprenticeship programs and implement them before construction projects begin so that there is a pool of skilled local workers available. The city must also conduct outreach so people know about training programs.
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(Working Document)	ection Soal	Provide scholarships, childcare and other support to residents so they can access apprenticeship programs	HRA and SBS should have job training programs and transitional job programs that train residents for jobs in the sectors where new jobs are being created.	The City should assist with job placement for local residents in need of employment.	The City should list Jerome Ave Local Employment Network as the preferred hiring source for City-funded projects. Allocate funding to enable community-based organizations to provide sector-specific workforce training. The City should fund local Bronx organizations to provide training for industries with a strong presence in the Bronx. Focus trainings on fields that offer high-quality, highly skilled jobs.	The City should provide funding to local community-based organizations to develop a network and hire a local coordinator to engage with developers in the neighborhood, provide trainings for local residents, screen candidates for positions in upcoming projects, and make referrals. This would be similar to the Lower East Side Employment Network, which emerged as a result of a development boom on the LES.	Develop and market a "shop & buy local" campaign to promote and highlight long-standing "mom & pop" retailers	Cultivate relationships with institutional anchors such as Bronx Community College and Morris Heights Health Center to enhance connectivity along West Burnside Avenue	Bolster local community events and street fairs to create greater customer awareness and drive additional foot traffic to the commercial corridors	Engage the community to develop a corridor beautification/cleaning program centered on BurnsideTremont, Devanney Triangle, and Townsend Walk	Strengthen existing merchant associations to expand outreach, recruitment and business advocacy	Evaluate the feasibility of Burnside Avenue Business Improvement District (BID)	Create a "Safe Place" program to visibly designate local businesses where residents can seek refuge when they feel unsafe	Requesting Phase II of Mount Hope Housing Inc. Project to Construct Indoor Gymnasium, Parking Facility as Well as a Useable Pavilion Roof top on City Owned Land. The Mount Hope Housing project has just completed phase I a state of the art Community Center. In order to make this facility viable it needs parking facilities to accommodate conference hall and gymnasium participants.	Community Board #5 requests that the Department of Business Services establish a business incubator in the district to assist local business and Entrepreneurs to grow the businesses or establish new business ventures in technology, health care and retail areas, etc Possibly using Bronx Community College as a location for such an incubator.	Auto Industry Preservation	Enable businesses to be better neighbors by offering comprehensive services related to compliance and auto-industry standards. The Department of Small Business Services (SBS) should work directly with business owners to remedy violation and licensing to increase their compliance.	In conjunction with NYPD and CDOT conduct workshops and seminars and create literature related to parking, loading and street rules.	Provide free legal services to business owners to negotiate lease terms.
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(Working Document)	Section Goal Action	Provide free ESL classes at times that are convenient for workers and business owners.	Develop a relocation fund which would include a package of incentives that will allow qualifying businesses to relocate to an area within the city that better fits the needs to these businesses	SBS and EDC should work with qualifying businesses to develop a business plan based on the market and industry trends.	Offer job training, skills development and job placement services to facilitate professional growth for workers and business owners. 73 percent of those surveyed indicated the auto technology training would be most helpful.	Training should be offered for those who want to remain in the auto-industry and a program should be developed for those interested in other trades and skills training (construction, healthcare, HVAC/refrigeration)	The City should provide relocation support for those businesses that are displaced through the rezoning.	Provide financial and technical assistance, including business loans, for local, small businesses in the rezoning area to help cover the cost and needs of relocation. This would apply to local retail and restaurants and auto related businesses	Collaboratively with the auto merchants in the area, identify criteria for collective relocation (such as size, distance from original location, building type, and distance from transit).	Identify a suitable location based on mutually agreed upon criteria and sufficiently fund investments in the site and costs of business relocation.	Relocate businesses to nearby areas where housing is not being considered and manufacturing businesses have more protections, such as Industrial Business Zones in the Bronx (for example, Bathgate, Zerega, and Hunts Point).	Communicate with businesses in collective forums and groupings, recognizing cooperative structures.	The City should select an area in the proposed rezoning area where auto-related businesses—including auto parts, security and a	In consultation with the community, develop the reasoning and criteria for selecting the size and location for this protected area.	In consultation with the community, identify the best mechanism for protecting and strengthening this area, considering a Special District designation, and taller heights for commercial buildings.	Clearly define the total amount of commercial space that should take place in this area.	Prohibit specific uses that would otherwise be permitted by the current zoning uses but that would compete with the intended goals of the area (such as hotels).	The City should give preference for return to local businesses.	The City should pass legislation making it illegal to harass small businesses and other non-residential tenants	The City should provide training for workers and owners of local businesses.	Increase funding for outreach and training programs that help auto businesses in the area obtain the necessary licenses and meet environmental standards.	Offer trainings in the dominant language of the workers and/or support the development English language skills.	Provide training in the development of worker cooperatives, which are a legal way for undocumented immigrants to earn a living.	Partner with NYS Department of Environmental Conservation to do a project similar to the one in Hunts Point to accomplish the goal of environmental compliance and improved environmental performance.	The City should pass legislation making it illegal to harass small businesses and other non-residential tenants
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Bronx Community Board 5 | Jerome Corridor Rezoning | Resolution | Appendix 1: Jerome Priorities Tracker (Working Document)

Jerome Priorities Tracker

	priority (1-10, 10 highest) Prossible Agencies + Partners		SBS; Department of finan	DCP; SBS
(Working Document)	Section Goal Action	The City should develop a citywide policy approach that adopts best practices to support the auto sector as a whole.	Conduct a study of the auto sector corridors throughout the five boroughs that assesses the real needs of workers and owners and the unique challenges that they face. The study should be advised by a Steering Committee that includes auto business owners and workers, and conducted by an entity that can fairly value the contributions of the sector to the city as a whole, including the necessary service it provides, the entrepreneurship and employment pathways it creates, and economic contribution.	Develop a coherent policy that addresses the sector's current needs, plans for and equips workers and businesses for industry changes, and makes recommendations for citywide land-use policies that address those realities.
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(Working Document)	Section Gool Action	SCHOOLS AND EDUCATION	Schools: CSD 9 and 10 are already over capacity regarding elementary and middle schools. With the proposed actions there will be an increase of 2,388 students. (1,259 elementary and 516 middle school and 613 high school students.) In CSD9, there will be a shortfall in elementary seats. Utilization will go from 128.9% to 151.5%. In CSD 10 elementary school seats utilization will go from 125.9% to 171.2% utilization. In CSD 10 the elementary school utilization rate will from 115.7% to 121.9%.	The City should negotiate with owners of Park It Management (Block 2855, Lots 42, 44, 45, 53 and 65) as a condition of adoption of the Expanded Rezoning Alternative to include a school as part of the mixed use development on their site.	Community Board #5 requests that the schoolyard of MS 459X be renovated for use by the school community, as well as programs sponsored by Good Shepherd Services and B.R.A.G. The schoolyard includes basketball courts, handball courts and a play area and is need of rehabilitation and new fixtures and play equipment.	Construction of a high school within the Bronx Community College Campus.	Forge to partnerships to create new innovate programs to educate our children and prepare them to compete in today's workforce with Bronx High School of Science, Lehman College, Hostos College, Fordham University and Albert Einstein College of Medicine to increase English and math proficiency.	Redevelop public sites for community use: There are a number of city-owned sites in Community District Four	Redevelop public sites for community use to create new schools.	There should be a substantial increase in the allotment of Universal Pre-K and Day Care slots.	COMMUNITY RESOURCES	Make specific recommendations relative to the City-held parcels within the district for housing and open space,	Meet the educational, health and service needs of the community, especially youth & seniors	The Library is seeking much-needed capital funding to ensure that our branches can continue to meeting the growing needs of our communities. Anticipated projects range from major renovations to targeted upgrades, including: -Heating and cooling system updates -New roof, windows and doors -Fire alarm, security and technology upgrades -ADA compliance -Elevator replacement -ADA Bathroom renovations	Partial Renovation of Francis Martin Library Branch. Francis Martin Library Branch needs the front faade rehabilitated, HVAC replaced additional units), electrical system upgraded, PC Refresh and VoIP Technology, 1st floor and lower level, (including ADA compliance), including elevator and bathrooms upgraded.	New York Public Library Request the City Restore Funding. The New York Public Library requests that the City restore funding to provide robust six day service including increased hours, diverse programming, strong collections and sufficient staff to support these functions. In these challenging economic times, the services provided through the Library are needed by New Yorkers more than ever.	The Community Board has identified this site for the Mount Hope Center for the Arts. Currently, not one cultural arts center exists within the community board five area. Site Acquisition of 1800-1808 Grand Concourse. 1800-1808 Grand Concourse is an art-deco property known as the United Pilgrim Church. This building has numerous outstanding violations.
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(Working Document)	Section Gosl Action	Requesting funding for computer labs and training. This will assist seniors to navigate computer and complex systems. The elderly have been an integral part of this community for generations. Seniors today live longer and despite some disabilities generally live better overall than their counterparts of pervious generations. Many older adults are isolated, frail, homebound, vulnerable to fraud and intimidation.	Fair Share - study fair share issues in the district, including: roadways serving regional traffic, alcoholism / substance abuse and mental health facilities, juvenile detention centers, and group homes and other residential facilities for adults and youth	Request for 1801-1805 Davidson Avenue Property transferred from ACS to DCAS then be transferred to NVC Department of Parks and Recreation. 1801-1805 Davidson Avenue is extremely deteriorated, dangerous and eyesore in he community. Community Board #5 is in desperate need of open space.	Davidson Community Center is seeking to renovate their existing space as well as potentially add 2 additional stories to the existing building. Davidson Community Center is a DCAS leased property. This space would be used for an expansion of youth and community services for the residents of the district. In addition, this renovation would add an elevator for handicap accessibility and add a kitchen for meal preparation.	Hire additional Inspectors for the Department of Environmental Protection. Personnel Inspectors to Monitor Fire Hydrants (Opening and Closing). Community District 5, for the last three years, has experienced the highest rate of hydrant openings in the borough of the Bronx. Ranking in the top three citywide.	Hire Additional Clerical Workers for the 46th Precinct. The addition of 100 new officers to the 46th Precinct over the next 24 months will require additional support staff to process paper work and service community requests/complaints.	Create a Step Street Task Force to Clean the City's 128 Step Streets. Until the recent use of Work Experience Program (WEP) workers for cleaning step streets, DOS had abandoned its responsibility for these public streets. CD5 has 12 step streets which are mad unsightly and dangerous by litter.	Increase Illegal Dumping Task Force from Current Low Level. Sanitation police personnel cannot serve the ire need of our district. Must improve ability of Department to conduct surveillance and apprehend illegal dumpers. his is a major quality of life concern in CDS.	Provide additional funds for CD 5 area youth programs: Fair Share Delinquency prevention, specialized programs and a Beacon School. Youth programs remain at funding levels of ten years ago. Youngsters make up approximately 40% of population. Needs far outweigh ability to provide services/programs.	The mission of the Featherbed Lane Improvement Assoc. two-fold: 1) to reduce the risk of alcohol, tobacco and other drug use / abuse, and 2) to assist socially and economically disadvantaged youth and young adults in attaining the skills, knowledge and motivation to become responsible self-sufficient citizens. The end result is stronger families and a better community. FLIA also utilizes evidence based program curriculums designed to help students develop self-control, communication skills, and acquire resources to help them resist drug use, improve decision making strategies, and develop the motivation not use drugs. The philosophy is to help children and families grow physically, healthy, emotionally strong, socially involved, educationally prepared, and more culturally aware.	DYCD should establish a Computer Coding Program in the district for residents, (Youth and Young Adults and senior citizens) to learn computer coding. This is a very important skill which leads to quality job opportunities and assists in their educational development.
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Bronx Community Board 5 | Jerome Corridor Rezoning | Resolution | Appendix 1: Jerome Priorities Tracker (Working Document)

Submitted: 10/27/2017

Jerome Priorities Tracker

(Working Document)

195 Action Mitigate combined sewer overflows 196 Action Brownfield remediation	Priority (1-10, 10 highest) Priority (1-10, 10 highest) Partners +	DEC	DEC
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(Working Document)	Section Goal Aggio	TRANSPORTATION, CONNECTIVITY AND PUBLIC REALM	Transportation: BX11, BX32, BX35 are overcapacity during the rush hours. The prospective mitifation is to add 5 busses during the AM rush and 6 busses to these routes in the PM rush. At present, there is no definite plan to add these busses. The MTA studies usage and capacity of bus lines. MTA has said that they will monitor this. A proposal is to include in this monitoring a percetage of capacity statistic, and a trigger to add capacity whenever there is a documented shortfall.	Light rail facility connecting the Fordham Landing waterfront to area attractions/destinations	Address City investment in local streets and step-streets,	Promote a safe, walkable Jerome Avenue underneath the elevated train	Map zoning to promote continuity along the corridor, and match neighborhood context	Invest in signature parks	Make sure the streets are safe and attractive for everyone	Under the El	Edward L. Grant	Retail Corridors & Underpasses	Improve Step Streets	Improvements at the Cross Bronx Expressway	Accessibility along transit lines	The Placement One-for-One of regular COBRA- Head Street lights with "M" Pole-Type Distinctive Lamp Posts is an appropriate design that would be most compatible with the Vision for Residential, Burnside Avenue Shopping District from East Burnside Avenue & Valentine Avenue to University Avenue & Burnside Avenue. The "M" Pole-type of street lights is the preferred street amenities and streetscape enhancements in our neighborhood.	Install temporary lighting, seating, and street furniture to activate space under the elevated train on Jerome Avenue	Revitalize and maintain step streets throughout the corridor with arts programming and other active uses	Rehabilitate Step Street at Davidson Avenue between Featherbed Lane and Davidson Avenue Proper is seriously deteriorated. Many steps are loose and pose a danger to pedestrian access to the subway station. Heavy pedestrian traffic, vandalism and weather have caused severe deterioration of the step street. Include hand railings and better lighting.	Reconstruct Step Street from Sedgwick Avenue to Cedar avenue. Step Streets are important access points. This particular step street provides access form Sedgwick Avenue to Cedar Avenue which is the gateway to Roberto Clemente State Park. This location is in extremely poor condition and must be addressed promptly.	Reconstruct Step Street from Marion Avenue to 187th Street. The Step Street has been seriously deteriorated. There is heavy pedestrian traffic e.g. students, patrons and residents. Request additional lighting.	Create Step Street at Kingsland Place (between West Tremont Avenue and Harrison Avenue) This location is in poor condition. DOT has paved and resurfaced this location in the prior fiscal year, however it remains unsafe and is heavily usedby pedestrians and children. Creating a step street would improve pedestrian mobility.
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(Working Document)	od GAction	Reconstruct Step Streets from Palisades Place to Sedgwick Avenue. Step Streets are important access points. These are in extremely dangerous condition which must be addressed promptly.	Request Funding for Lighting Via Flood lights from the Light Post for the Steps of the park. Also funding Stage/Presentation/Community area at the top of the park. Restoration of walls, railings and update the fencing. To shift the current physical conditions and negative community perceptions of University Woods and help other communities use their parks to improve the conditions of the surrounding neighborhoods.	Repair or provide new street lights	Reconstruct Grand Concourse Bridge over 175th Street-Walls over 175th Street/ Part of Subway System. Walls on east and west side of Grand Concourse over 175th Street have been damaged by years of leaking water. he community youth mural project is on hold as a result.	Increase Staff in Bureau of Highways Maintenance Division: Additional Staff Persons Needed. With an increase in the need to repair streets as well as sidewalks and roadways, there is a serious need for additional manpower in the Bronx Highways Maintenance Division. One gang is not sufficient to address the street repair needs in the borough.	On Street Parking Study for Community Board 5 Area. On Street Parking is a priority Quality of Life issue for district 5. CB 5 is highly dense bedroom community. In addition, we have 7 Commercial Shopping Districts (Fordham Road, Webster Avenue, South Grand Concourse, Burnside Avenue, West 183rd Street, University Avenue/West Tremont Avenue and Featherbed Lane) and street parking is vital for our Community Board area.	Install an Elevator/Escalator at the IRT #4 Burnside Avenue Station. The IRT #4 Burnside Avenue Station is heavily used in Bronx Community Board 5. It is highly elevated facility having three sets of stairs before a passenger arrives at the mezzanine level. Disabled individuals, people with carriages/strollers and seniors have a difficult time getting to the platform of this station serves as a main gateway to Bronx Community College, Roberto Clemente State Park and other institutions in our district. The community has signed a petition with over 1000 signatures for an elevator/escalator at this station.	Create a NYC Transit Authority Clean Team. A special team is needed to clean and paint elevated subway line stations, fight graffiti and work with communities on anti-litter/ant-graffiti activities.	Full rehabilitation and upgrade to underpasses at 165th, 167th, 170th, 167th Street, 174th -175th Street, Burnside Avenue and East Tremont Avenue.	B/D Station Enhancements/Rehabilitation:	A comprehensive maintenance and upkeep plan of the Grand Concourse Work (Phases I-IV)	Maintenance and upkeep of safety enhancements at Shakespeare Avenue	New LED lighting throughout particularly dark in areas with low visibility/foot traffic and high crime	An elevator or escalator installed by MTA to better service seniors and handicapped and enhance access and mobility throughout the districts along the #4 line from 167th Street to East 183rd Street or the B/D from 167 Street to Fordham Road (ideally at Burnside Avenue Station or location deemed appropriate by MTA)	A comprehensive assessment, plan and timeline for renovation and rehabilitation of Step Streets	Metered parking in key locations to facilitate greater turnover	A municipal parking lot to provide parking for area residents at reasonable rates
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Bronx Community Board 5 | Jerome Corridor Rezoning | Resolution | Appendix 1: Jerome Priorities Tracker (Working Document)

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(Working Document)	Section Gosl Action	Painting, lighting, seating and improved circulation and mobility around elevated stops, particularly those that are major transfer points (#4 train: 170th Street, Burnside Avenue)	Increased bus service in areas such as Highbridge and University Heights to improve access for area residents and merchants	Select Bus Service on the Bx3, Bx36 or Bx18	Study and assessment of improved/increased service for the Bx40/41	Constant monitoring of the conditions and repair of major thoroughfares in the district like the Grand Concourse, Fordham, University Avenue and Tremont Avenue Roads to ensure better service of the district's motoring public.	Adequate funding (for continuous maintenance) of the major road bridge which serves as a gateway from Manhattan to the Bronx and connects Bronx Community Boards 4 and 5 as well as the Washington Bridge on West 181sl Street.	Facilitation of cleaner and improved streetscapes, especially on the Washington Bridge and Grand Concourse to ensure improved roadways and efficient transportation routes.	Consideration and approval of a Slow Zone on University Avenue in addition to the already approved one on the Grand Concourse to act as traffic calming devices and reduce automobile and pedestrian incidents.	"Boogie on the Boulevard" on the Grand Concourse Avenue at least once a month; just as we request additional resources for improved signage and traffic calming devices on all our major thoroughfares.	Ferry service to connect workers to jobs along the NYC waterfront	Cameras on all platforms for all station on the #4 and the D within the study area	A comprehensive assessment, plan and timeline for renovation and rehabilitation of Step Streets, Clay & 169th Street, Behind PS 73 to Jerome (include lighting), 168th Street (Shakespeare to ELG), Shakespeare and Anderson (167th Street)	Metered parking in key locations to facilitate greater turnover, Focus on commercial corridors (167th Street, 170th, Mount Eden)	Street resurfacing-161st Street Corridor (from Macombs Dam Road to Melrose Avenue) and surrounding east-west connections (River Avenue, Gerard Avenue, Walton Avenue, Morris Avenue)
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	Section Goal Action	PARKS AND RECREATION	increasing the number of local recreational opportunities for youth and the elderly in a district which had long been underserved	Imrprove the existing neighborhood parks in the community,	Guarantee every neighborhood has green streetscapes, quality parks, and diverse recreation spaces	Ensure that residents are within a ten minute walk to a park	Improve & Develop the Environment Walk at Aqueduct Land from Morton Place to Burnside Avenue. Build a Pedestrian Bridge, ADA Compliance Step Street or Ramp. Aqueduct Walk is adjacent to the newly constructed Morton Playground & Morton Place Homeowners Association. Walkway is in dire need of improvement.	Increase Funds to Parks Department for Miscellaneous Park Repairs. (P-245) Contract is Needed for Replacing Play Equipment-\$150k Per Borough. This funding is used for a variety of basic renovation efforts such as paving, fencing and benches. This line is primarily used to stress rehabilitation, rather than new construction.	Replace Lighting in Aqueduct Park from Morton Place to Burnside Avenue. During the rehabilitation of this park the lighting was not replaced and subsequent vandalism has incapacitated all of the lights. It is necessary to replace all of the park lights in Aqueduct Park form Morton Place to Burnside Avenue.	Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field)	Improve access to a park or amenity (i.e. playground, outdoor athletic field)	Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field)	The Redesign and Expansion of existing Green Street Median on University Avenue, 174th Street and Cross Bronx Expressway. Community Board #5 feels that the existing median is to narrow, the location would be enhanced if medians were redesigned and expanded as a traffic calming device as well as provide a beautiful Green Street which will enhance the South West gateway presences of Community Board #5.	Phase II Construction for University Woods Park to Develop the Plaza/Stage area of the park. University Woods Park construction improvements will enhance public safety perception and will increase environmental and recreational programming activities within the park.	Renovation of Galileo Playground. Galileo Playground is an outdoor science playground classroom with play equipment that stimulates children's imagination. It focuses on the Solar System and the individual planets. This playground is in disrepair and in need of capital improvement.	Funding for Capital Reconstruction of Echo Park. Echo Park is in poor physical condition. We are requesting the following enhancements basketball courts, playground area, park house and construct an amphitheater. In addition improve parks natural landscaping, plant new shrubs and trees.	Transfer & Develop the Greenthumb Property at Townsend Avenue & East 175th Street to the Department of Parks & Recreation. This Greenthumb, maintained by the Mount Hope Housing Company, is a beautiful resource with the potential of becoming a playground for neighborhood children.	Hire Parks Enforcement Police Officers for Bronx Parks. Our parks are becoming increasingly dangerous and are often unattended/un-patrolled by NYPD. Many parks are becoming havens for drug dealers.	Hire Parks Recreation Specialist-Consider Seasonal Hires for Cost Containment. Our parks and playgrounds are in dire need of adequate staff with which to provide recreational activities for the tens of thousands of young people using our parks.
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(Working Document)	o detion	Restore Parks Maintenance Employees (to include the Division of Forestry and a Greenthumb Crew). Bronx Community District #5 has several playgrounds and parks which need to be properly maintained. Essential increases in maintenance staff are needed.	Expedite the development of a proposed park site on 1805, Davidson Avenue, currently under the jurisdiction of the Agency for Children Services (ACS) to be transferred to the Department of City Wide Administrative Services (DCAS) for develop as open space. Currently a million dollars has been allocated for capital improvements but must these funds cannot be utilized until DPR has jurisdiction over the site.	Develop segments of the Aqueduct trail along University and Tremont Avenues by developing a pedestrian bridge or a Step Street to reconnect the Aqueduct lands to the Aqueduct walkway. The Aqueduct Walkway runs south from Bronx District 7 on Kingsbridge Road to the boundaries of District 5.	The development of Devanney Triangle, Mount Hope Gardens and West 184th Street, Grand Avenue Play Ground Park.	Comfort stations at various park locations (such as Morton and Galileo Playgrounds) and for the development of instructional programming by the recreation aids and such an intervention would	The development of Corporal Fischer Park	Completion and expansion of Grant Park	New skating and bike surfaces for Mulally Park	Additional areas for barbequing in existing parks (currently only permitted in Mill Pond Park)	Free and reduced rates for tennis courts at Mill Pond Park	The hiring of additional PEP officers to patrol and monitor the parks, particularly during Peak Season	The hiring of additional horticulturalists to assist in the maintenance and upkeep of parks, green streets and trees throughout the District and the Borough	Create the position of a Jerome Special District area Parks Administrator	Explore opportunities to revive Inwood Park, Jerome Playground, Keltch Park, and Mullaly Park as active green spaces that are lopen to the community	Recommend development of an esplanade along the Harlem River. (1976-Places for People)	Funding for the design and development of Corporal Fischer Park	Funding for design and completion and expansion of Grant Park	Funding for the redesign and rehabilitation of Bridge Park	New skating and bike surfaces for Mulally Park	Additional areas for barbequing in existing parks (currently only permitted in Mill Pond Park)	Free and reduced rates for tennis courts at Mill Pond Park	The hiring of additional PEP officers to patrol and monitor the parks, particularly during Peak Season	The hiring of additional horticulturalists to assist in the maintenance and upkeep of parks, green streets and trees throughout the	Community District Four Parks Administrator	Under the supervision of the Bronx Borough Commissioner this Individual would manage CB4 parks system wide and would be re
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(Working Document)	Section Goal Agion	PUBLIC SAFETY	Construct New 46th Precinct Facility. The 46th Precinct is in need of a new facility. The current facility is old, dilapidated, archaic and most of the furniture is old & broken. There is no space for parking, causing the streets to be congested with very little space for pedestrians. This situation must be improved not only for the working police officers, but also for the surrounding community.	Handicap Accessibility in Front of the 46th Precinct. Seniors and physically challenged residents are requesting a ramp and handrails to the entrance of he 46th Precinct to make it ADA accessible.	New York Police Department Surveillance Cameras along Burnside Avenue Shopping District from Grand Concourse to Harrison Avenue. Burnside Avenue Shopping district is Vibrant. Merchants and shoppers have concerns about public safety. Surveillance cameras would enhance public safety and would serve as deterrent.	Aqueduct Homeowners Request Surveillance Camera's for Grand Avenue, Davidson Avenue and West 181st Street. Homeowners have public safety concerns. Surveillance camera's would enhance public safety and quality life. Cameras will serve as a deterrent.	Feasibility Study for the Expansion of the Existing 46th Precinct. Increase in personnel has made it extremely crowded in this old dilapidated and archaic building. This situation must be improved not only for the working police officers, but also for the surrounding community.	Community Board #5 requests that the city establish a Victim Support Services Program in the district which would deal with the victims of crimes or the families of victims of crime. The program would assist these victims and their family's with funeral arrangements, counseling, financial support and other needs of these residents.	Fund Firehouse Renovations/Upgrades. Funding is needed for firehouse renovations and upgrades in CD5 such as new roof (waterproofing), apparatus floor replacements, emergency generators, window replacements, pointing, electrical as well as kitchen and bathroom. Engine Company 42, Engine Company 43 and Engine Company 48	Funding fire safety education outreach. The fire department needs to purchase smoke detectors and carbon monoxide detectors for distributing to the public.	Public safety in our community is a major concern and we believe more investment and efforts should be dedicated to strengthening the capacity of the police force. Community District Five still has some of the highest crime rates citywide.	Expedite the process of acquiring and constructing a new 46th Precinct with parking facilities. This will definitely improve police department services and consequently improve the quality of usable open space available; particularly spaces that are not highly visible and somewhat hidden parks such as Bridge Park, Echo Park, Cedar Park and Aqueduct Walkway in particular.	The local Police Precinct should increase funding for the Operation Clean Hallways Program to stop indoor drug dealing and loitering as this has been a quality of life and public safety issue for our community.	Funding should be increased for 911 emergency dispatchers to improve response time.	Funding should be allocated for the construction of a new front entrance ramp to make the existing 46th Police Precinct ADA accessible.	Funding should be increased for Narcotics' Enforcement and School Crossing Guards.
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(Working Document)	Section Gool GAction	HEALTH AND AND HUMAN SERVICES	Improving living conditions that contribute to asthma (mice, roaches and secondhand smoke) should be incorporated into tenant	Expand Pest & Animal Control Units to also include Animal Inspectors; additional Personnel Needed. CD5 is experiencing a major rat infestation. With major redevelopment, new construction and a growing population, rats are multiplying and moving into buildings/homes. Rats pose a health and safety danger with diseases they carry, especially to children.	Community Board #5 is Requesting funding for Stay Well exercising programs for seniors who are fit and for those with disabilities. Seniors are in dire need of Aerobic exercise as well as routines designed to enhance balance, build muscle strength and aid in the performance o task associated with daily living.	Increased funding from The Department of Health and Mental Hygiene to address these two main health issues.	Increased funding for the expansion of the Pest Control Unit for additional personnel and field inspectors Exterminators.	Increased funding for teen pregnancy and obesity programs in our District among others.	Healthy Bucks and Healthy Bodegas	Increase funding for additional programming for fitness and exercise in district parks and recreation centers	Ensure that all new schools built have ample indoor and outdoor space to promote physical activity	Leverage funding and programming of Bronx Borough President's #not62 campaign	Increase funding for DOHMH to work with DOE to improve quality and variety of school lunch program and summer lunch to increase healthy eating	Increase education and hands on training for children and their families to promote healthy living and lifestyle	Map and rate all full service grocery stores in the districts and plan strategically with proposed new development for siting new FRESH food stores	Requesting Funding for Special Needs Services for Immigrants. For example, citizenship applications, residency, employment applications, spousal waivers, accessing resources and other legal documents. The foreign born are more than one-third of the population in Community Board #5. By addressing these immigrant specific concerns will ultimately enable the foreign born to contribute even more to the economic vitality of the community.	Provide Independent Living Skills Programs for Single Mothers. Community Board #5 is in dire need of funding for he Independent Skills Services program in our district. This program will provide a solid support system to singe mothers who are working to make the transition from public dependency to self sufficiency.	Construction related impacts: The city's DEP monitors potentially adverse noise matters. This monitoring is done as per there are complaints. The study identifies projected adverse noise impacts. Interior spaces in some locaitons would experience noise levels during construction that would exceed adverse noise impacts. Interior Spaces is for DEP to do an initial noise test once use of hacy equipment has begun at a site, expecially the use of a pile driver. If noise levels exceed the CEQR limit, then any permit to work past normal hours of operation (weekdays 7-5) would be denied. Once City DEP has certified that there are no potential adverse noise impacts, would permission to work outside of normal hours be permitted.	Funding and development of a LGTBQ Center	Funding and development of a Comprehensive Health Care
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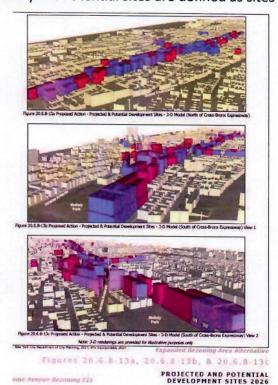
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	Priority (1-10, 10 highest) Priority Possible Agencies + Partners	10	hò	10 DCP	NYCC, BPs, CBs	DCP	HPD; NYCHA; CUNY	DCP	DCP; SBS	NYCC, BPs, CBs	DCP	SCA; DPR and DOB	DCP; HPD; DOB	
(Working Document)	Section Goal Action	Section REAL COMMUNITY ENGAGEMENT	The City should improve structures and systems and increase resources for real community participation in neighborhood planning	All development should be eliggible for community board review	Create a taskforce open to all community members that can help encourage better local participation.	Give residents a seat at the decision-making table and a chance to vote.	Once the scope of study is released, the City should create an affordable housing taskforce open to all local residents who want to work with officials to figure out how much affordable housing there should be, and at what rent levels. Those principles should then guide the City's plans.	Provide resources to support CBOs in developing a community vision. This will allow CBOs to hire planners and other experts who are directly accountable to the community.	Allow time for a real community plan to be created and for the community to consider meaningfulk alternatives before the ULURP process starts:	Ensure meetings are accessible to as many people as possible.	The City should evaluate the existing need of the neighborhoods affected by the rezoning.	The City should evaluate future impact of proposed changes on each neighborhood.	The City should take steps to ensure that the community actually gets what it's promised.	Make specific recommendations relative to designating portions of the district as a historic resource
	Туре		Goal	Action	Action	Action	Action	Action	Action	Action	Action	Action	Action	Goal
		Citymide/Eng		Citywide/Eng	Crtywick/Eng	Gtyaide/Eng	Citywide/Eng	Cityando/Eng	Citywole/Eng	Citywide/Eng	Citywde/Eng	Crt/wde/Eng	Ortymide/Eng	Mec
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	Source	BXCo	BXCo	CBS	BXCo	BXCo	BXCo	ВХСо	ВХСо	BXCo	BXCo	BXCo	BXCo	197

Appendix 2: Specific Responses to Draft Environmental Impact Statement

• Chapter 2: Land Use, Zoning, Public Policy: The Reasonable Worst Case Scenario vastly underestimate the number of projected development sites methodologically: 45 projected development sites, and 101 potential development sites with action condition. We are concerned about the No Action development sites also outside the boundaries of the special district. Per the CEQR Technical Manual (2014, page 107), "The number of "projected" sites is determined by an evaluation of the likely reasonable maximum amount of development that may be expected in the period between the adoption of the project and the build year. Potential sites are defined as sites

that could be developed but have been determined to have less development potential than the projected development sites, based on observed historic and current market conditions, location, site configuration, proximity to transit, infrastructure and other facilities, and other factors that affect the likelihood that they would be developed under the proposed project. development sites instead... Because development of potential sites is less likely to occur, it is therefore not included in the total amount of development predicted to occur as a result of the proposed project." (p.107 CEQR manual). This is alarming because this definition implies that future residents in potential development sites are not counted in the population growth projections, nor in the displacement considerations.

Second, we urge that all areas that receive additional density capacity be mapped with Mandatory Inclusionary Housing, no exceptions, calibrated to the best possible option for the neighborhoods of the Jerome Corridor.

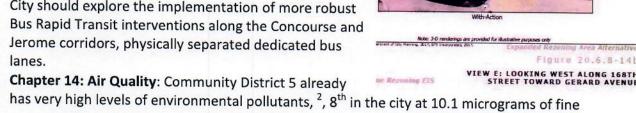


- Chapter 3: Socioeconomic Conditions: In addition to the first point above, the displacement
 projections are woefully undercounted because of another CEQR methodological flaw, the
 calculation excludes rent stabilized units. However, rent stabilized apartments are not income
 restricted, and we have seen increasing number of harassment cases due to landlords wanting to
 expel tenants.
- Chapter 4: Community Facilities & Services: The mitigations proposed in the EIS (first two
 suggestions in 21-1 and 21-2) for school capacity issues are abysmal, we need 2,000 seats to deal
 with present levels of overcrowding in CSD9 an CSD10 and prepare for future growth! The City
 should also consider proposals to ensure our child-care facilities and libraries continue to
 adequately serve our population as population grows.
- Chapter 5: Open Space: Our open spaces are in great need of investment at baseline.

- Chapter 6: Shadows: Relocation should be provided for open space and other neighborhood assets
 that will be in shadows as a result of the rezoning.
- Chapter 7: Historic & Cultural Resources: Mitigations should be proposed for shadow impacts on the Morris Avenue Historic District.
- Chapter 8: Urban Design: Design standards specific to our community should be employed to ensure continuity with existing buildings, implementable through the Neighborhood 360 lighting and design guidelines project. No more box-looking buildings!
- Chapter 9: Hazardous Materials: Our median age is very young, and there is a great percentage of children in our district, thus we should protect our children from existing and any future hazardous materials that may surface during future excavations.
- Chapter 10: Water & Sewer: Low-flush and efficient fixtures should be installed to help buildings and its tenants save on water costs.
- Chapter 11: Solid Waste & Sanitation: Community
 District 5 already has issues with sanitation.
 Measures should be taken to promote more
 recycling and the reduction of solid waste overall.
 DSNY and area BIDs (including the forthcoming
 Burnside Avenue BID) will need to work together to

keep commercial streets clean. In addition, public information campaigns that educate the public against littering should be funded.

- Chapter 12: Energy: MIH buildings resulting from this rezoning should build to passive house standards to block pollutants and noise from entering the home¹.
- Chapter 13: Transportation: Community District 5
 already suffers from great levels of traffic congestion on
 our streets, sidewalks and transit modes at baseline.
 The additional population will only worsen this.
 Mitigations should be offered to improve vehicular and
 pedestrian traffic, but also to improve overcrowding on
 transit serving the area. Specifically, in addition to
 advocating for a fully funded MTA capital program, the
 City should explore the implementation of more robust
 Bus Rapid Transit interventions along the Concourse and
 Jerome corridors, physically separated dedicated bus
 lanes.



https://www.passivehouse-international.org/index.php?page_id=150

Bronx Community Board 5 | Jerome Corridor Rezoning | Resolution | Appendix 2

Submitted: 10/27/2017

particulate matter per cubic meter, and housing units should be required to build in such ways as to mitigate against these pollutants.

- Chapter 15: GHG & Climate Change: Low income and communities of color tend to be
 disproportionately impacted by the effects of climate change, thus we should ensure the highest
 standards in resilient construction within the district, including passive house standards.
- Chapter 16: Noise: Community Board 5 members are particularly concerned about noise related impacts during construction, and request that NYC DDC commit to monitor future construction sites carefully.
- Chapter 17: Public Health: Why does this chapter only consider noise effects? It should consider effects on the social determinants of health³ in determining public health outlook in the corridor. In fact, the Draft Jerome Avenue Neighborhood Plan defines health equity as Health equity is attainment of the highest level of health for all people. Achieving health equity requires valuing everyone equally with focused and ongoing societal efforts to address avoidable inequalities, historical and contemporary injustices, and the elimination of health and health care disparities" (Centers for Disease Control and Prevention). These disparities "adversely affect groups of people who have systematically experienced greater obstacles to health based on their racial or ethnic group; religion; socioeconomic status; gender; or other characteristics historically linked to discrimination or exclusion."
- Chapter 18: Neighborhood Character: Given our methodological disagreement with preceding chapters, we find this chapter's findings unhelpful.
- Chapter 19: Construction: As per the note for chapter 16 above, Community Board 5 members are
 particularly concerned about noise related impacts during construction, and request that NYC DDC
 commit to monitor future construction sites carefully.
- Chapter 20: Alternatives: All parcels with enabled housing density must be subject to MIH, calibrated to the best possible option for the neighborhoods of the Jerome Corridor.
- Chapter 21: Mitigations: Community Board 5 is requesting quantifiable, actionable and trackable commitments to invest in neighborhood improvement projects AND strong anti-displacement protections in our resolution.
- Chapter 22: Unavoidable Adverse Impacts:
- Chapter 23: Growth Inducing Aspects:
- Chapter 24: Irreversible & Irretrievable Commitments of Resources:
- Chapter 25: Conceptual Analysis:

² http://library.rpa.org/pdf/RPA-Pushed-Out-Housing-Displacement-in-an-Unaffordable-Region.pdf

https://www.cdc.gov/socialdeterminants/



Community/Borough Board Recommendation

Pursuant to the Uniform Land Use Review Procedure

Application #: C 180051 ZMX

CEQR Number: 17DCP019X

Project Name: Jerome Avenue Rezoning

Borough(s): Bronx

Community District Number(s): 5

Please use the above application number on all correspondence concerning this application

SUBMISSION INSTRUCTIONS

- 1. Complete this form and return to the Department of City Planning by one of the following options:
 - [EMAIL (recommended): Send email to CalendarOffice@planning.nvc.gov and include the following subject line: (CB or BP) Recommendation + (6-digit application number), e.g., "CB Recommendation #C100000ZSQ"

 MAIL: Calendar Information Office, City Planning Commission, 120 Broadway, 31st Floor, New York, NY 10271

 - FAX: to (212) 720-3488 and note "Attention of the Calendar Office"
- Send one copy of the completed form with any attachments to the <u>applicant's representative</u> at the address listed below, one copy to the Borough President, and one copy to the Borough Board, when applicable.

Docket Description:

SEE ATTACHED

Applicant(s):		Annia mate	
Department of City Planning 120 Broadway, 30th Floor New York, NY 10271		Applicant's Rep Carol Samol Department of C One Fordham P New York, NY 10	City Planning laza, 5th Fi
Recommendation submitted by:			
Bronx Community Board 5			
Date of public hearing: October 4, 2017	Location: CONCOURS	E VILLAGE COMM	MUNITY CTR. BX NY 10451
Was a quorum present? YES NO	A public hearing requires a qui but in no event fewer than sev	orum of 20% of the appears.	pointed members of the board,
Date of Vote: October 25, 2017	Location: DAVIDSON C	OMMUNITY CEN	TER .BRONX NY 10453
RECOMMENDATION			
Approve	Approve With Modi	fications/Condition	s
Disapprove With Modifications/Conditions			
Please attach any further explanation of the re	commendation on addition	nal shoots on no	
Voting	The state of the s	nai sneets, as ne	cessary.
#In Favor: 18 #Against: 11 #Abstain	ing: 1 Total memi	bers appointed to	the board: 36
Name of CB/BB officer completing this form	Title		I Butto
DR. BOLA OMOTOSHO			Date
	CHAIRPEI	RSON	10/27/2017

APPENDIX 1

The Jerome Avenue Rezoning Study.

Community Board, 5 has a singular opportunity to be engaged in an historic effort to provide resources and develop our communities through this ULURP (Uniform Land Use Procedure)/rezoning effort. The New York City Department of City Planning certified the Jerome Avenue Rezoning Study on August 21, 2017. This was circulated to Community Boards 4, 5 and 7 on August 30, 2017. These Community Boards are required to submit their recommendations by October 30, 2017.

This rezoning seeks, in the broadest sense, seeks to establish a 'Special Jerome Avenue District'. In this 'Special District' the following amendments are sought to; add controls to ground floor uses, modify bulk and height restrictions along Jerome Avenue, modify bulk regulations on lots facing the Jerome Avenue elevated #4 subway train line, etc.

One of the primary intentions of the rezoning is to increase the supply of affordable housing. A paramount tool for this is the employment of Mandatory Inclusionary Zoning. It is expected that as a consequence of the rezoning an additional 3,200 units of housing will be developed. As these developments will be subject to Mandatory Inclusionary Zoning, of these 3,200 units, 800 will be reserved as affordable under MIH.

This rezoning also seeks to propose R7A, R7D, R8A, R9A, and C4-4D districts as Mandatory inclusionary Housing areas, applying the Mandatory inclusionary Housing program to require a share of new housing to be permanently affordable where significant new housing capacity would be created.

The Jerome Avenue Rezoning is the culmination of nearly a decade of assiduous effort. These Community Boards are historically underserved and the rezoning effort is an opportunity to redress historic deprivation. For this opportunity, we appreciate this effort.

Community Board 5 began to expand and become a viable bedroom community for Manhattan in the 1930's. The Grand Concourse was settled and in-fill development steadily encroached northwards along this thoroughfare. The famous Loews' theater was built in 1929. The University Heights section, which encloses Bronx Community College, was initially the Bronx

campus of New York University, founded in 1894 with the opening of the Gould Memorial Library. Although New York University sold this parcel in 1973 to the City University of New York and this became the campus of Bronx Community College (BCC). Today, BCC is one of the principal educational and economic institutions in district 5, educating over 11,000 students. The deprivations of the 1960s through the 1990's sapped vitality from our neighborhood. The Jerome Rezoning effort is an important and historic opportunity to redress these deprivations.

The effort to bring resources to the Community Board 5 neighborhood as related to this Rezoning has been a multi-year effort. Since June 2014 Community Boards 4 and 5 embarked on an effort to develop goals and priorities for redevelopment. The Community Boards, working in conjunction with municipal agencies and community stakeholders created a set of priorities and goals. The primary areas of need that was extracted were in these areas: Economic Development, Housing, Schools/education, transportation, parks/open land use, public safety and health/wellness.

Ultimately these efforts culminated in the development of the *Jerome Avenue Neighborhood Study Goals and Priorities* document, which was released on September 23, 2016. This document codified the needs in both Community Boards and identified the following priorities for investment: Schools/Education; Housing; Economic Development; Community Facilities; Parks and Open Land; Public Safety; Health/wellness; and Community Engagement.

An area of vital concern is economic and business development. In 2017 the Davidson Community Center and Whedco, in partnership with New York City Small Business Services produced the *Jerome Avenue The Bronx Commercial District Needs Assessment*. This document identifies the economic and business environment in the Jerome Avenue Study Areas. This document was created from the research conducted over an eight-month period. 852 surveys were returned and 15 stakeholder meetings were held. There were important strengths identified. There was a storefront vacancy rate of 5.4%, 97% of surveyed stores said that they planned to remain in the area and/or expand, 71% responded that their businesses remained stable or improved. However, there were also some weaknesses identified in area services; 90% leased their properties, \$612,000,000 is spent by area residents outside of the Jerome Area.

Respondents said that the streetscape was uninviting. Needs or gaps in services were identified. These include: more slow and healthier dining/food shopping choices, more bank and fitness centers and clothing stores.

Although the Department of City Planning has presented the rezoning plan as it has many worthwhile aspects, there are a number of troubling elements that are indicated. Overall, we are guardedly expectant regarding this rezoning. The opportunity to remake our communities by adding affordable housing, inculcate more cohesive design elements in our streetscapes are welcome initiatives. However, there are areas that warrant further scrutiny and modification.

In the broadest terms, we, the Community 5 Board feel that the following areas require modification and we have grave concerns. These areas are:

1. Schools/School capacity. Currently the schools in our communities are overburdened and there is a shortfall in seats. Under the proposed actions, this shortfall can increase up to over 151% capacity. There is no high school in Community Board 5. We recommend that Bronx Community College, the Community Board and local stakeholders endeavor to identify and develop a high school in association with Bronx Community College. We are therefore requesting that 2,000 school seats be sited into our community. There is a dearth of capacity through CSD 10. In CSD 9 the following elementary schools are over capacity:

Name	of the school	Address	Current utilization %	Seat shortfall	
•	PS 170	1598 Townsend Avenue		245	176
•	PS 28	1861 Anthony Avenue		106.8	49
•	PS 230	1780 Marti	n Luther King Blvd.	118.1	95

The following elementary schools are over capacity in School District 10:

Name of school

Address

Current utilization %

Seet of

lame of school	Address Cu	arrent utilization %	Seat shortfall
• PS 15	2195 Andrews Avenu	e 140.8	91
 PS 33 	2424 Jerome Avenue	125.9	166
 PS 33-Annex 	2392 Jerome Avenue	110.4	20
• PS91	2170 Aqueduct Avenu	ue 101.7	10
 PS 279 	2100 Walton Avenue	119.9	79
 PS 291 	2195 Andrews Avenue 183.3		187
 PS 306 	40 West Tremont Avenue 105.5		40
 PS 315 	2246 Jerome Avenue	177.3	75
 PS 396 	1930 Jerome Avenue	103.2	11

For Middle Schools in CDS 10 the following schools are overcapacity and currently have a shortfall in seats. These are:

•	IS 15	2195 Andrews Avenue	140.8	53
•		2100 Walton Avenue	119.9	54
•	IS 279 Annex	2100 Walton Avenue	158.3	14
•	PS 315	2246 Jerome Avenue	177	47
•	IS 447	125 East 181st Street	114.4	60
•	IS 459	120 East 184 th Street	101.3	4

At present there are Elementary and Middle School seat shortfalls of 1,231. As there is a projected development of approximately 3,200 new apartments there is a potential to add an additional 345 elementary school children and 142 Intermediate School children in both CSD 9 and 10. We are thereby asking for 2,000 new school seats so as to accommodate the projected growth in school population. (Note school seat utilization and projects are taken from the Jerome Avenue Rezoning study, p. 4-16 through 4-19 and 4-33). 400 new school seats are to be added to PS 33 at 2424 Jerome Avenue. Development of a high school, an increase in the allocation of day care seats and the funding of school seats to compensate for the shortfall of current school capacity throughout the district. Redevelop sites for use as schools. Increase the allocation of day care seats and Universal Pre-K slots. Create infrastructure so that innovations related to workforce education, English and math proficiency can be implemented between Bronx High School of Science, Lehman College, Hostos College, Fordham University and Albert Einstein College of Medicine. Fund GED programs in conjunction with apprenticeship programs.

2. Housing. The goal of the rezoning is to increase the supply and maintain the stock of affordable housing. To that end Anti-displacement and anti-tenant harassment policies and resources, preservation of affordable housing, development of new affordable housing and the strengthening of homeownership should be funded. The community also deems mixed income residential development as vital. Create an Affordable Housing Task Force; a grouping between elected officials and community residents to set rental rates and quantity of affordable housing. The Tenant Support Unit at HPD should be made permanent. The Department of Buildings should open an office for Tenant Advocacy in the Rezoning area. Increase funding for Code Enforcement. Funding for the 8A loan program should be increased. The Certificate of no Harassment should be developed citywide. Court initiated greater oversight of landlords that are frequently cited for building code violations. Set yearly targets for "Right to Counsel" based

on the existing housing stock and the historical data on those who have been to housing court over the last five years. Provide a \$100,000 funding for a community consulting housing contract to assist tenants, homeowners and property owners. The 'Proactive Initiative' should also have further funding allocated for expansion.

New construction should be developed in the following proportions: 20% reserved or area seniors; 20% reserved or area veterans and 10% reserved for those with disabilities. Developers should be required to pay an anti-displacement fee for such initiatives. Make public a list of evictions, 311 calls and a list of distressed buildings by neighborhood. Grade landlords and post such grades in the lobbies to their buildings. Require a 'landlord license'. Policies should be enacted so that speculation and displacement is discouraged. DHS should reinstate the Advantage program. HPD should market preservation programs to eligible buildings owners. City should conduct outreach and education on tenant rights. The City should monitor housing court cases, correlating cases geographically and target Community Based Organizations to conduct outreach in identified areas. Reduce the income thresholds for affordable housing. Require community input on ground floor uses in new construction. The New York City Real Estate Transfer tax should be increased for those properties that are transferred to non-owner occupied 1-4 family homes. City should create a program to facilitate conversion of rental properties to cooperative ownership. Developers should be fined for damage to sewer and water lines of current homeowners. 'Cluster' shelters should be converted to subsidized apartments. For those developments that are 'as of right'; they are required to report quarterly which will include the following elements: units completed (by income 'band'), level of subsidy and schedule to completion the remainder of the project.

3. Economic Development. The development of Business Improvement Districts and recommendations for the future of auto-related businesses in the Jerome Avenue corridor. Youth and senior citizens should have access to a dedicated computer coding job-training program. Banks with construction lending in the area must participate in FHLB's Affordable Housing Program; they must have a store front in the community if total portfolio is (to be determined percentage) of a bank's lending is in the area—such banks must offer credit builder loans. Promote small businesses and entrepreneurship. Workforce 1 should open a satellite office in the area. Fund the creation of a Local

Employment Network. Create a local street vendor/food cart program. SBS should conduct a series of workshops/forums for perspective business owners/entrepreneurs in the District, informed by the Commercial District Needs Assessment (CDNA). SBS should sponsor financial literacy and business plan development seminars/workshops, in partnership with local organizations such as WhedCo, BronxWorks and others. Adopt Special Enhanced Zoning Districts that limit commercial uses to the types commonly used by local residents, such as grocery stores. Limit retail rent increases to no more than 5%. Financial literacy should be funded. Commit to local hiring and mandating union jobs. Create Community Benefits Agreements requiring prevailing wages. Develop and market a "shop & buy local" campaign to promote and highlight long-standing "mom & pop" retailers. Create a 'Safe Place' program. In conjunction with NYPD and CDOT conduct workshops and seminars and create literature related to parking, loading and street rules. Provide free legal services to business owners to negotiate lease terms. Provide free ESL classes at times that are convenient for workers and business owners. Offer job training, skills development and job placement services to facilitate professional growth for workers and business owners. 73 percent of those surveyed indicated the auto technology training would be most helpful. Economic Development Action Training should be offered for those who want to remain in the auto-industry and a program should be developed. Collaboratively with the auto merchants in the area, identify criteria for collective relocation (such as size, distance from original location, building type, and distance from transit). Communicate with businesses in collective forums and groupings, recognizing cooperative structures. Offer trainings in the dominant language of the workers and/or support the development English language skills. Partner with NYS Department of Environmental Conservation to do a project similar to the one in Hunts Point to accomplish the goal of environmental compliance and improved environmental performance. Conduct a study of the auto sector corridors throughout the five boroughs that assesses the real needs of workers and owners and the unique challenges that they face. The study should be advised by a Steering Committee that includes auto business owners and workers, and conducted by an entity that can fairly value the contributions of the sector to the city as a whole, including the necessary service it provides, the entrepreneurship and employment pathways it creates, and

economic contribution. Develop a coherent policy that addresses the sector's current needs, plans for and equips workers and businesses for industry changes, and makes recommendations for citywide land-use policies that address those realities. Promote a safe, walkable area in and around the elevated train.

- 4. Community Facilities. Capital improvements to libraries and additional monies so that services may be provided six days per week. Investment in an arts related facility. At present there is a dearth of community facilities that provide recreational and arts programming for youth in our communities. Resources should be applied so that senior centers may be equipped to rain seniors on computer –related skills. Improve the Illegal Dumping Task Force so that personnel assigned may better preclude illegal dumping. Brownfield remediation and sewer overflow should be mitigated.
- 5. Parks and Open spaces. Increase space for recreational activities for youth and seniors. Develop an esplanade along the Harlem River. Guarantee that all residents have access to green space, quality parks and diverse recreation opportunities (within a ten minute walk to a green space). Hire more parks' recreation specialists and parks enforcement officers. Create a position of Jerome Special District Parks Administrator. Improve and open the park at 1805 Davidson Avenue, create a pedestrian walkway making Aqueduct Walkway complete, develop the parks at; Devanney Triangle, Mount Hope Gardens, and the Grand Avenue Playground Park, comfort stations should also be developed in Morton and Galileo playgrounds. Establish controls for transient hotels to ensure consistency with the goals and objectives of the rezoning to create a mixed-use development which would include new housing, ground floor retail space, office space, community facility space and publicly accessible open space along the Harlem River water front.

Although there are aspects of the plan that address open space/parks, we feel that there is an unmitigated dearth of parkland in our communities and the rezoning fails to adequately redress this inadequacy. In specific we are asking that the ownership of the playground at 1805 Davidson Avenue be transferred from ACS to the Parks Department so that its restoration to the community as an available safe play space for children be restored. These parks need improvements:

Aqueduct Park land improvement from Morton Place to Burnside Avenue and build a pedestrian bridge over Burnside Avenue connecting the currently split elements of Aqueduct Park.

Replace lighting in Aqueduct Park from Morton Place to Burnside Avenue.

6. Economic Development and Employment. As of the third quarter of 2015 there were 18,785 employees and 2,133 businesses in the Primary and Secondary Study Areas. This accounts for 8% of private employment in the Bronx. Under the proposed action in the EIS, there is the potential for 584 employees and 77 businesses may be displaced (Jerome Avenue Rezoning EIS, Chapter 3, p. 20 and 22). We recommend that the nascent Business Improvement Districts (BID) at Burnside Avenue, Tremont Avenue and Featherbed Lane receive monies so that these efforts may be brought to culmination. So as to further this goal of BID development we recommend that \$900, 000.00 be made available for the purposes of completing a Needs Assessment Survey for these respective BIDS and whatever efforts are consequent to complete the process of BID formation in these areas. Our recommendations further endorse that any new business entering these areas be required to join the local BID. We also recommend that the HIRE program be restored at Bronx Community College. Project HIRE is a vital vocational training program focusing on the construction trades. Construction will be a major benefactor from any proposed actions in the Jerome Avenue Rezoning plan it is vitally important that local residents are able to access jobs in this industry. Bronx Community College has had a history of delivering this training for over 20 years. They are a vital stakeholder in our community and it is incumbent upon this institution to deliver educational and vocational resources for the community that are pertinent and beneficial. We recommend that Project HIRE be reinstituted at Bronx Community College and funded commensurately. A further recommendation is that a local employer and employee network, similar in scope to the Lower East Side Employment Network be instituted in our community. Concomitant with the development of our communities will be the effort to provide employment for our residents. We understand that meaningful development must include good jobs. The development of a local employment service provider to connect local job seekers with local employers is an important element in economic development and a rational synergy between employers and residents. By

increasing the capacity to have residents employed locally there is the potential to decrease stress upon the mass transit and vehicular traffic systems as more people may commute to work if they are employed within the neighborhood. By matching local employers with local job seekers there may be a reduction in consumer 'leakage' of \$612,000,000; that's is, residents spend this amount on shopping outside the Jerome Avenue Study Area (Jerome Avenue The Bronx Commercial District Needs Assessment, p. 10). The Davidson Avenue Community Center

- 7. Public Safety. Our community has had a long-standing concern with crime. We have made requests for funding various projects that have not been funded, which we are requesting herein. These are: provision of a new precinct to replace the 46th precinct station house. The current station is dilapidated. The front entrance to the station is not currently ADA accessible. We request funding that a ramp be installed to meet the needs for those that are mobility impaired. Surveillance cameras should be installed along the Burnside Shopping District. We also request that surveillance cameras be installed through the length of the Jerome Avenue Study corridor. We are also asking for instillation of adequate lighting along the Jerome Avenue Study Corridor. We anticipate this cost to be \$2,000,000.
- 8. Health and Wellness. We are requesting funding for Morris Heights Health Center, a major employer and a primary provider of health care services in our community, be provided with funding so that Community Health outreach workers may be funded so that outreach on health related issues be may be more efficaciously addressed.

 Improve/construct police precincts as warranted. Install surveillance cameras in Business Improvement Districts. Increase funding for narcotics officers and school crossing guards. Fund Operation Clean Halls so as to reduce illegal narcotics activity within residential buildings. Create a step-street task force for the better maintenance of step-streets. Fund fire station renovations. Fund fire safety education outreach. Incorporate tenant protections and preservation that account for health related matters into improvements in residential habitability programs, expansion of the pest control unit, increased funding for teen pregnancy and childhood anti-obesity programs, increase

monies for fitness programs in Parks and Recreation facilities, all new schools should have space allocated for fitness and recreational activities, increase funding for the #Not 62 campaign, allocate funds to improve school meal quality, increased funding for community health education and plan for FRESH food stores. Increase funding for 'Healthy Bucks' program. Monies should be made available to study and improve the quality of school and summer meals food. Provide Independent Living Skills education for Single Mothers. The City's Department of Environmental Protection should conduct initial noise testing on construction sites, as opposed to the usual practice of reacting to complaints. If noise is excessive then prohibit exemptions to work extraordinary hours at a construction site. Monies should also be allocated for additional inspectors at the Department of Environmental Protection to monitor hydrant usage.

- 9. Community Engagement. All developments should be eligible to have community board review. Ensure Community meetings are accessible to all. The City should evaluate existing community needs and future impacts in areas affected by the Jerome Area Rezoning. Ensure accountability for deliverables agreed in the plan. Any new construction should be consistent with the existing design of the streetscape. Rules should be established so that considerations of light and air circulation are adequately provided for. Any new construction is required to have local hiring for those residents in Community Board 5.
- 10. Transportation. There are identified negative impacts regarding mass transit. There is an historic inadequacy in the mass transportation system along the Jerome Study areas. The defining structure along Jerome Avenue is the elevated #4 train. This train has no handicapped accessible stations between Burnside and 167th street. Currently, this creates an inequity for those that are mobility impaired. There is nothing in the study to redress this failing. The commute on the #4 is presently burdensome and the prospect of adding a projected nearly 10,000 new residents to this corridor leaves us with grave concerns. The bus lines that serve our community are also inadequate and there is concern that the addition of more commuters will create a wider gap in service capacity. Enhancement of subway stations, graffiti removal, repaired sidewalks, maintenance of

greenery along streets, renovation of step streets, increased parking facilities, enhanced capacity along bus routes and the institution of a 'Boogie on the Boulevard' on the Grand Concourse, which would entail the monthly closing of the Grand Concourse for pedestrian on the street activities. Increase capacity on bus routes. Add LED lighting. Increase maintenance on the Grand Concourse. Install a municipal parking lot with reasonable rates. Install 'slow zones' as deemed appropriate.

The above areas are of mutual concern to all the impacted Community Boards. We feel that mitigation of these areas is vital to the success of the rezoning effort. In the following, we shall indicate the specific proposals to mitigate these areas of concern.



Community/Borough Board Recommendation Pursuant to the Uniform Land Use Review Procedure

Application #: C 180051 ZMX

CEQR Number: 17DCP019X

Project Name: Jerome Avenue Rezoning

Borough(s): Bronx

Community District Number(s): 5

Please use the above application number on all correspondence concerning this application

SUBMISSION INSTRUCTIONS

1. Complete this form and return to the Department of City Planning by one of the following options:

EMAIL (recommended): Send email to CalendarOffice@planning.nyc.gov and include the following subject line: (CB or BP) Recommendation + (6-digit application number), e.g., "CB Recommendation #C100000ZSQ"

MAIL: Calendar Information Office, City Planning Commission, 120 Broadway, 31st Floor, New York, NY 10271

FAX: to (212) 720-3488 and note "Attention of the Calendar Office"

Send one copy of the completed form with any attachments to the <u>applicant's representative</u> at the address listed below, one copy to the Borough President, and one copy to the Borough Board, when applicable.

Docket Description:

SEE ATTACHED

Applicant(s): Department of City Planning 120 Broadway, 30th Floor New York, NY 10271		Applicant's Reprince Carol Samol Department of City One Fordham Plaz New York, NY 104	y Planning za. 5th Fl
Recommendation submitted by: Bronx Community Board 5			
Date of public hearing: October 4, 2017	Location: CONCOURSE	E VILLAGE COMMU	INITY CTR. BX NY 10451
Was a quorum present? YES NO NO	A public hearing requires a quorum of 20% of the appointed members of the board, but in no event fewer than seven such members.		
Date of Vote: October 25, 2017	Location: DAVIDSON COMMUNITY CENTER .BRONX NY 10453		
RECOMMENDATION			
Approve	Approve With Modif	fications/Condition	
Approve With Modifications/Conditions Disapprove With Modifications/Conditions			
Please attach any further explanation of the reco	Commandation and Living	odifications/Condition	ns
Voting	ommendation on additio	nal sheets, as nece	ssary.
#In Favor: 18 #Against: 11 #Abstainin	ng: 1 Total memb	pers appointed to the	ne board: 36
Name of CB/BB officer completing this form	Title		
DR. BOLA OMOTOSHO			Date
	CHAIRPER	RSON	10/27/2017

APPENDIX 2

JEROME AVENUE NEIGHBORHOOD STUDY GOALS AND PRIORITIES

Bronx Community Board 4 & Community Board 5 version 6

JEROME AVENUE NEIGHBORHOOD STUDY

Goals and Priorities Bronx Community Board 4 and Community Board 5

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- IV. Schools/Education
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- VI. Parks & Recreation
- VII. Public Safety
- VIII. Health & Wellness
- IX. Implementation

Appendices

Appendix 1: Bronx Community Board 5 Section 197-a Plan Phase I Summary Report (2002)

Appendix 2: Jerome Avenue Transportation Study, (February 2012)

Appendix 3: Letter of Support Project H.I.R.E. Application, Bronx Community College (2016)

Prepared By:

Ms. Kathleen Saunders, Chair Community Board Four

Mr. Paul Philps, District Manager Community Board Four

Ms. Mildred James, 2nd Vice Chair, Community Board Four

Ms. Brenda Dawson, Chair Municipal Services Committee, Community Board Four

Mr. Barry Nissen, Treasurer, Community Board Four

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Mr. Angel Caballeros, 1st Vice Chair, Community Board Five

Ms. Thomasina Bushby, Secretary, Community Board Five

Ms. Cheryl Westbrook, 2nd Vice Chair Municipal Services Committee, Community Board Five

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Ms. Jaqua Curiel, Treasurer, Community Board Five Board

Mr. Xavier Rodriquez, former District Manager, Community Board Five

I. INTRODUCTION

The Jerome Avenue Neighborhood Study encompasses a 73-block area focused primarily along the Jerome Avenue corridor. The study includes Community District Four which includes the neighborhoods of *Concourse, Concourse Village, East Concourse, Highbridge, Mount Eden, West Concourse,* and Community District Five which includes *Fordham, Morris Heights, University Heights* and *Mount Hope*. The study area is generally bounded by E. 184th Street to the north, E. 165th Street to the south, includes portions of Edward L. Grant Highway, East 170th Street, Mount Eden Avenue, Tremont Avenue, Burnside Avenue and East 183d Street.

While not as drastic as the declines experienced in areas such as Mott Haven, Melrose, Morrisania and Hunts Point, Community Districts Four and Five experienced population decreases of 20 percent and 12 percent respectively between 1970 and 1980. Growth in Community District Four was a modest 4 percent from 1980-1990 while Community District Five experienced growth of 12 percent during the same period. From 1990-2000 each district experienced growth of 15 percent and 8 percent respectively. Overall growth was modest from 2000-2010 (5% and -0.1%). While these districts have seen tremendous growth in terms of population over the last thirty years, investment in infrastructure including *open space*, *schools*, *transportation infrastructure*, *job training and business development* have not kept pace. Furthermore these districts like many in the South Bronx experienced disinvestment during the 1970's and 1980's that has yet to be recaptured.

Since June 2014, Community Boards Four and Five have played in active role in the development of goals, priorities and strategies with key city agencies and community stakeholders around key topic areas including: *Economic Development, Housing, Schools & Education, Transportation Infrastructure/Connectivity, Public Safety and Health and Wellness.* While the goals and priorities outlined in the various outreach documents and summaries produced by the Department of City Planning (DCP) throughout the planning process include input and insight from both Community Boards 4 and Five, as voting bodies of the Uniform Land Use Review Process (ULURP) the Boards felt it was imperative to create a platform that specifically articulated their goals and priorities as it relates to the neighborhood plan that complements the proposed changes to land use and zoning.

The following summarizes the goals and priorities for each board as it relates to the Jerome Avenue Neighborhood Study. Please note:

- Specific programs, capital investments and expense items are specifically identified. Some are specific
 to each district others are more broadly focused.
- There are a number of capital projects that are underway, completed and others that are funded with a timeline forthcoming. As stated earlier investments in these districts have not kept pace with population growth, nor has there been a concerted effort to invest in these neighborhoods.
- This document represents capital and expense items that that should supplement and compliment those projects to catalyze the future vision for both.
- This is a working document and we will continue to update and enhance the document throughout the planning process.

II. ECOMOMIC DEVELOPMENT

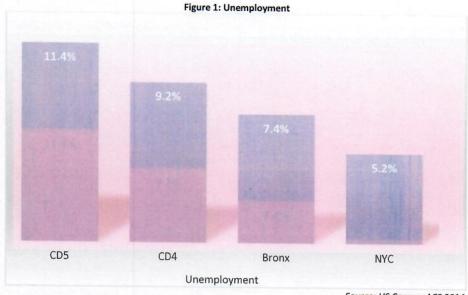
Economic development is a top priority for both Districts and in order to improve the economic profile and social well-being of these communities and its residents it is imperative to build upon and leverage existing assets. Community District Five benefits from six commercial corridors: Fordham Road which includes the Fordham Shopping District, the third largest retail area in the City with one million square feet of retail space, South Fordham Road and South Grand Concourse Avenue, Burnside Avenue, West 183rd Street and West/East Tremont Avenue; Bronx Community College (BCC) a major educational institution and employer in the District, Morris Heights Health Center and Montefiore Hospital.

Community District Four benefits from the regional draw of the 161st Street/Capital District area which includes the Bronx County Court, Bronx Supreme Court, the 161st Street BID, waterfront access, Bronx Terminal Market which includes a million square feet of retail and Yankee Stadium which draws more than 3.5 million visitors per year. Major employers include Bronx Lebanon Hospital, the Yankees and Hostos Community College.

The continued economic growth of these areas should be pursued through a number of initiatives that will position these neighborhoods to compete for investments from both the public and private sectors as well as commercial opportunities that will ultimately enhance the socio-economic status of local residents.

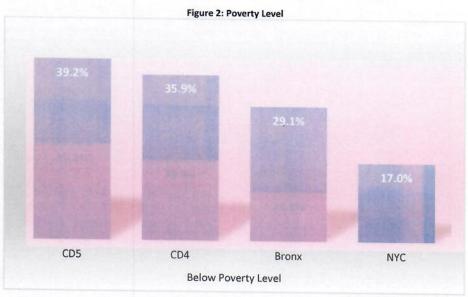
Unemployment plays a key role in the socio-economic status of local residents. While unemployment both nationally and in the Bronx has hit record lows (5.5 percent and 6.6 percent) respectively, the residents of Community Districts Four and Five are still contending with this issue. Unemployment in Community District Five is a little less than 12 percent. CD4 Community District Four fairs slightly better at 9.2 percent, nonetheless underscoring the need to create jobs and economic opportunities for area residents. It should also be noted these numbers do not account for the tens of thousands of residents who are underemployed.

In order to increase the income levels and improve the socio-economic status of local residents there must be significant investments in job training, job placement, skills assessment and business development. The Department of Small Business Services (SBS) and to a lesser degree the NYC Economic Development Corporation (EDC) should play a key role in facilitating programs and policies to achieve these goals.



Source: US Census; ACS 2014

Although there is a range in the socio-economic makeup of residents in these areas, the percentage of households living near the poverty line and who are considered to be low-income is high. The poverty rate for both districts far exceeds that of the Bronx (29%) and NYC (17%) at 35.9 percent and 39.2 percent respectively. Furthermore, more than 45,000 households representing roughly fifty percent of total households have received Food Stamp/SNAP benefits in the past 12 months. ¹



Source: US Census; ACS 2014

¹ U.S. Census, America Community Survey

The solution is a multi-pronged approach encompassing short-term and long-term strategies that will create more opportunities for area residents with long lasting positive effects that will elevate the socio-economic profile of both districts. Increased funding for job training and job placement initiatives are instrumental tools to effectively reverse these trends. The following are a list of proposed strategies and programs:

- Creation of a Local Employment Network for the purpose of connecting local residents to available job opportunities.
- Funding community-based organizations (i.e. Davidson Community Center, WHEDco, Bronx Works, etc.)
 to enable them to develop a network similar to the Lower East Employment Network for the purpose of
 engaging developers in the neighborhood, providing sector-specific training for local residents,
 screening candidates for available positions in emerging projects and making referrals where necessary.
- Localized Street Vendor Program
 - Create a pilot program with DOHMH, SBS, MOIA and DCA
 - Legitimize existing food carts operating without a license (smaller fee)
 - Ensures/promotes health and well-being by creating standards for business operation
- Leverage meeting space with BCC, Monroe, Bronx Lebanon, Bronxworks and others to host community training workshops and information sessions.
- Increased funding for Bronx Community College (BCC), Hostos, Monroe College and the Bronx Museum
 of the Arts and the Morris Height Health Center all of which are major employers and critical to
 improved education and skills training area-wide. These institutions currently provide quality education
 are quite strategic to the provision of quality education, skills training and certification programs in
 construction, auto repair, healthcare, information technology and retail management.
 - Increasing funding and enhancing these programs will provide a robust array of skills significant opportunities for area residents, improving their socio-economic status. Partnerships with these institutions will provide a robust array of skills training and certification programs to aid local residents across various sectors. There should be a focus on apprenticeship programs.
 - Best practices should be leveraged from institutions around the city and the region including Rockland Community College which currently offers an auto mechanic certification program. Ultimately this will help lower unemployment rate, improve families' livelihoods and their economic profile.
 - The Human Resource Administration (HRA) should partner with these institutions to provide skills training and certification programs for a pilot project of up to 150 slots for the aforementioned training programs.
 - The success of the pilot project should be tracked from inception to placement to measure the effectiveness and success of the program.
- As a result of the Commercial District Needs Assessment (CDNA) being conducted by WHEDco, SBS should conduct a series of workshops/forums for perspective business owners/entrepreneurs in the District.
- Vacant Storefront Initiative
 - Target property owners along these corridors matching them up with perspective tenants that meet the diverse retail needs of the area.
 - SBS/EDC should work with business owners to develop business plans and negotiate long-term affordable lease terms.

- Incentivize property owners with low-interest loans for building improvements and interior upgrades.
- SBS should partner with local organizations such as WhedCo, BronxWorks and others to sponsor financial literacy and business plan development seminars/workshops.
- Clean Up Day
 - Work with merchants, local organizations and residents to sponsor clean up days to promote cleanliness along and around the commercial corridors.
- Incentivize program for non-chain stores (i.e. mom and pop) to locate in these areas. This would be for businesses that address the needs identified in the CDNA. This would encourage local entrepreneurs.
- Provide incentives for healthy food businesses to locate along these corridors. This would be in addition to FRESH and Healthy Bodegas.
- Increase funding and support for US Alliance, Amalgamated Bank and other community-based financial institutions to promote financial literacy, workshops and marketing to promote services and encourage residents to utilize traditional banking services
 - There could be an opportunity to create satellite locations in other parts of both districts and/or the creation of similar financial structures under the umbrella of established CDC's.

Business Improvement District Formation (BID)

Merchants and community leaders have been actively engaged in the creation of a Business Improvement District (BID) including Burnside Avenue, East Tremont and Jerome Avenues for several years. As an interim step, we are requesting funding for a "BID Express" which would provide services analogous to a BID to property owners and merchants within the corridor with the ultimate goal to from a permanent BID. The creation of a BID would improve conditions in these neighborhoods on a number of fronts including cleanliness, retail continuity, retail diversity while creating a sense of pride, unity and ownership amongst local merchants and residents.

As stated previously, Community District Four benefits from the Bronx County Court, Bronx Supreme Court, the 161st Street BID, Harlem River waterfront access, Bronx Terminal Market and Yankee Stadium. Much of that activity is concentrated in the southern portion of the District. The neighborhood plan provides an opportunity to enhance the commercial corridors along East 167th Street, East 170th Street and Mount Eden, improve the variety and quality of retail, providing options that serve the needs of residents and visitors. Community District Four is also requesting a BID Express centered on the 170th Street corridor with the ultimate goals to create a 170th Street BID. This is a major transit hub/transfer point and has an existing merchants association.

There are currently 64 Business Improvement Districts in different neighborhoods throughout New York City. A BID, can be instrumental in making streetscape improvements and other enhancements that will transform Burnside Avenue and East 170th Street into vibrant commercial hubs.

The BID Elements include:

- Seed Money:
 - A grant of \$100,000 is being requested in facilitation of "Taste of the Burnside Avenue BID"
- Street Maintenance/Sanitation Services
 - The BID will hire a private sanitation team to sweep and reduce trash on the streets and sidewalks of the district.
- Graffiti Removal

 The BID will engage in regular graffiti removal to help make the district a more inviting place to shop.

· Retail and Marketing

O The BID would undertake retail attraction efforts to diversify the retail needs as identified by the Commercial District Needs Assessment (CDNA). The BID would also create a multi-faceted marketing program that will give Burnside Avenue a competitive advantage in attracting shoppers to the District.

Security Services

 The security services proposed for the District would include but not limited to services that will assist the police force secure and continuously maintain law and order within our community.

The formation BIDs in these areas will stabilize these emerging commercial corridors, increase revenues and make these areas more marketable and attractive to future business owners, investors and entrepreneurs.

Auto Industry

Jerome Avenue is a major corridor spanning both districts currently characterized by low-scale automotive and marginal commercial enterprises. We are of the conviction that this is an opportunity for mixed-use development with active ground floor uses that enhance the neighborhood, promoting walkability and safety. The auto industry has a long history in these neighborhoods. Many businesses are utilizing streets and sidewalks to conduct oil changes, change tires and wash cars. These add to the numerous health and wellness issues including poor air-quality which exacerbates high asthma rates, impedes the ability to walk and promote healthy active living.

In order to fulfill the long-term vision to connect these neighborhoods, creating vibrant mixed-use, mixed income communities, and improve the overall health profile of area residents, the Boards respectfully request that the rezoning proposal include the four designated "preserved areas" as part of the rezoning to facilitate the potential for mixed-use residential, commercial and community facility development in the entirety of the study area. We do not feel that leaving any areas zoned C8-3 or M1-2 is beneficial to the long-term growth and sustainability of these neighborhoods, conversely this change would not result in the immediate displacement of businesses or workers nor would it preclude these uses from remaining. In fact similar zoning changes have been implemented in other parts of the City and in the Bronx including most recently the Lower Concourse Rezoning approved in 2009 which projected 3,414 units of housing to date has produced 285 and the East Fordham Road Rezoning approved in 2013 which projected 352 dwelling units and to date has resulted in no new dwelling units. ² In both cases the majority of the automotive and manufacturing businesses remain.

The United Auto Merchants Association (UAMA) with funding from Council Member Vanessa Gibson, recently completed a survey of the 104 auto businesses in the Jerome Avenue Study area. Environmental issues are a major concern of area residents as it relates to the proximity of these businesses to schools, open space and residential development. There are a number of licenses and permits that are required to operate certain types of auto-related businesses. 97 percent of those surveyed indicated that they did not have any knowledge of licenses or permits. 3 23 percent of those surveyed said they did not have the required petroleum bulk permit from DEC. 20 percent of businesses indicated that they did not have an air quality permit and another 24

² Department of City Planning

³ Jerome Avenue Neighborhood Study: United Auto Merchants Association: Auto Industry Study

percent do not have the BNYFD certificate for spray painting. In addition, 21 percent of those surveyed were not registered with DEP and 20 percent did not submit their "Tier II" chemical reports. It is important to note that 85 percent of those surveyed indicated that Spanish was their preferred language and we acknowledge that language is a barrier for many of these businesses. ⁴ 41 percent of businesses indicated that they needed help with compliance. In conclusion less than half of the auto businesses are in compliance based on the UAMA survey results. That being said, the preservation of the zoning is meaningless to the majority of these businesses without compliance and the associated licensing necessary to conduct business legally and safely.

Aside from the environmental concerns, these businesses are operating on very small footprints. 89 percent of businesses are operating on lots that are 5,000 square feet or less which is contributes to why many businesses use the sidewalk and the street as extensions of their businesses. 95 percent of the businesses surveyed rent their space and 73 percent of those businesses have 3 years or less remaining on their lease. UAMA has been working closely with the businesses throughout this process and they are aware of the plan, the rezoning and its potential impact. 95 percent of businesses said they were not planning to move, however 84 percent said they would move if they received help and Survey results indicate that an overwhelming majority of the businesses would be willing to relocate.

The Boards support the rezoning changes as part of the neighborhood plan to promote residential, commercial and community facility development, they also recognize the critical role these businesses play in supporting families and their contributions to the local economy. Survey results indicate that many of the auto workers were not equipped with education, language or technology skills necessary to provide them with a living wage. Boards Four and Five request that the city create a comprehensive strategy of programs and incentives to support the workers and the business owners:

Short-Term

- Enable businesses to be better neighbors by offering comprehensive services related to compliance and auto-industry standards. The Department of Small Business Services (SBS) should work directly with business owners to remedy violation and licensing to increase their compliance.
- In conjunction with NYPD and CDOT conduct workshops and seminars and create literature related to parking, loading and street rules.
- Provide free legal services to business owners to negotiate lease terms.
- Provide free ESL classes at times that are convenient for workers and business owners.

Long-Term

- Develop a relocation fund which would include a package of incentives that will allow qualifying businesses to relocate to an area within the city that better fits the needs to these businesses
- Businesses must be in compliance with all rules and regulations related to the operation of their business and licenses must be up to date.
- SBS and EDC should work with qualifying businesses to develop a business plan based on the market and industry trends.
- Offer job training, skills development and job placement services to facilitate professional growth for workers and business owners. 73 percent of those surveyed indicated the auto technology training would be most helpful.

8

⁴ IBID

 Training should be offered for those who want to remain in the auto-industry and a program should be developed for those interested in other trades and skills training (construction, healthcare, HVAC/refrigeration)

Partnerships should be created with Bronx Community College, Hostos and others that offer similar certificates and training programs. The Local Employment Network should be utilized as a vehicle to facilitate this initiative

III. Housing

Housing New York: A Five-Borough, Ten Year Plan is Mayor de Blasio's comprehensive plan to address the City's affordable housing crisis. The plan seeks to invest in the development of 80,000 new income restricted units and preserve 120,000 existing affordable housing units over a ten-year period.⁵ The plan is projected to create 194,000 construction jobs and 7,100+ permanent jobs. The Housing Plan presents a tremendous opportunity to protect our most vulnerable residents, while creating opportunities for existing residents to grow within and/or return to these neighborhoods and provide permanent jobs in the construction trade. With a large inventory of stable, affordable housing stock (62 percent is regulated) we feel that a multi-pronged approach to maintain affordability for existing tenants will help support many of our low-income residents and this should be a top priority for housing as it relates to the neighborhood plan.

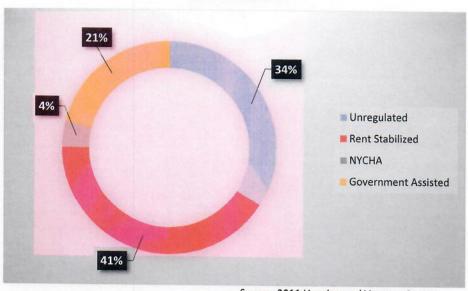


Figure 3: Housing Profile

Source: 2011 Housing and Vacancy Survey

Given the complexities of developing affordable housing, the fact that there is very little city-owned property in the study area and the extensive environmental remediation that will be required to redevelop these sites, construction of new affordable housing is an important goal to both Districts but a long-term one. However, this gives ample time to prepare area residents to capitalize on the thousands of permanent jobs that will be generated as a result of these developments. It should be noted that apprenticeship programs and the

⁵ Housing New York: A Five Borough, Ten-Year Plan

development of trade skills is of the highest priority to provide economic opportunities for residents and improve their socio-economic status.

Comprehensive preservation efforts in combination with programs and policies for new construction at a range of income levels from extremely low-income (defined as those making less than \$25,150) with a focus on moderate to middle income households (defined as those making \$67,121-\$138, 435) ⁶ allows housing opportunities for existing residents at various income levels and provides room for economic growth and advancement within the districts.

The good news is that almost 80 percent of the housing stock in Community Districts 4 and 5 was built prior to 1947. However more than 93 percent of those households rent versus own leaving them vulnerable to the whims of landlords and market conditions. Home ownership rates are roughly 3.6 percent in CD5 and slightly higher at 7.1 percent in CD4. Home ownership rates in the Bronx are roughly 19.2 percent and citywide more than one third of households own their homes. Additionally, more than 55 percent of all households were "rent burdened" meaning their gross rent was more than 35 percent of their household. The City has a great opportunity to preserve affordable housing in two densely populated community districts where income is limited and the necessity for public subsidy is a matter of survival.



Figure 4: Age of Housing Stock

Source: 2011 Housing and Vacancy Survey

As the City plans to create new affordable housing through the rezoning of Jerome Avenue, we are advocating for adequate protection of existing residential tenants against any form of harassment. By this, the City must ensure that current residents are not being harassed by their respective landlords or even displaced from their homes. With the extraordinary number of rent stabilized and rent regulated apartments in the City the

⁶ Based on U. S Department of Housing and Urban Development's Estimates for Area Median Income (AMI) in 2014.

displacement of these tenants would intensify the housing crisis leading to increased rents and loss. It must be noted that tenant harassment has a direct bearing on the availability of affordable housing as each time rent stabilized tenants move out of their apartments, landlords are legally allowed to increase rents by twenty percent. Not only do tenants lose a rent stabilized apartment through this process, but over time, the apartment itself is made less affordable and eventually deregulated.

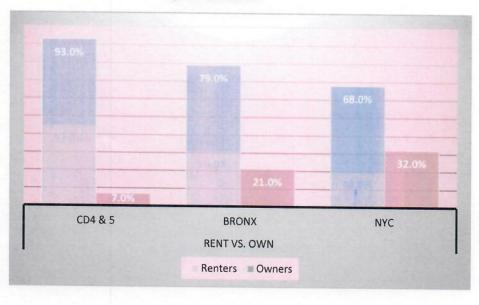


Figure 5: Rent vs. Own

Source: US Census; ACS 2014

Tenant harassment can take a number of forms which include lack of services (heat, hot water etc.); threats from landlords, frivolous legal actions; non-rent fees; pressuring tenants to take buyouts, taking advantage of loopholes in the rent stabilization laws and pitting tenants against one another. Suffice it to say existing residents have been experiencing these conditions for decades and the prospect of increased land values has increased these practices.

The following are a list of recommended interventions and policies related to Anti-Displacement, Anti-Harassment and Preservation:

Anti-Displacement & Anti-Harassment

- Publicly grade landlords and publicly display such grades in their building lobbies.
- Create citywide "Certificate of No Harassment" requirements, preventing landlords who have a history
 of tenant harassment from obtaining certain permits from the Department of Buildings.
- HPD should create a "Zero Tolerance" policy for harassment and poor building conditions which invariably enables the City to take legal action(s) against property owners.
- Strengthen and improve its various building inspection systems which require building inspectors respond to calls within 24 hours.

- Pass legislations to allow the City take ownership of buildings as a result of landlord harassment, failure to pay code violations and the criminal use of property.
- Increase its oversight duties of landlords and monitor housing court cases, particularly in high risk
 displacement areas and refer same to community organizations and/or legal aid/legal services that will
 do additional outreach to help determine if the case is part of a larger harassment pattern.
- Facilitate a process that will ensure developers contribute resources to prevent displacement of current residents. By this, they are required to pay into an anti- where developers are building and the funding would be dedicated to community anti- displacement initiatives.
- Make key neighborhood data available for public review through the creation of a comprehensive list of evictions; tracking of housing related 311 calls and the creation of a comprehensive list of distressed buildings by neighborhoods with all public information such as building ownership, management and most recent sale date
- Create a displacement fund for community organizing initiatives in the most vulnerable areas in these neighborhood
- Provide a \$100,000 funding for a community consulting housing contract to assist tenants, homeowners and property owners.

Preservation

- Homelessness has reached historic levels in NYC. In May 2016, there were 60,067 homeless people, which includes 14,097 families and 23,298 children. ⁷ We recommend the reinstatement of the Advantage Program and funding to the Homeless Eviction Prevention Program to ensure that residents secure permanent housing and decrease the number of transient individuals and families in our districts.
- HPD should be proactive in creating a comprehensive strategy to target buildings for their preservation programs.
- HPD should increase its funding for code enforcement inspectors and provide incentives to property owners to repair and retrofit their buildings in accordance with the building codes like 8A loan and Participation loan programs.
- The city should reinstate the Neighborhood Preservation Office to deal with code enforcement, antiharassment and displacement. This would provide a team of individuals geographically-based to deal immediately and directly with these issues. This office could also focus on improving conditions on NYCHA campuses.
- Increase funding for the Proactive Initiative (50 buildings are currently part of the Proactive Initiative more buildings should be added).
- Enact a set of policies that create incentives that prevent speculation and displacement as well as promote affordable housing development.
- Support outreach and "Know Your Rights" education by community groups for the good of local residents as a way of improving communication with tenants about their rights.

New Construction

• It should be noted that while the median income is \$24,489 in CD5 and \$26,349 in CD4 a large segment of the population is rent-burdened and challenged in other areas economically, roughly 25% of households earn more than \$50,000 a year. This is not to say that there is not a need for affordable

⁷ Coalition for the Homeless

housing at lower income tiers, but rather there is an opportunity to empower residents with the financial and educational tools to become financially independent. In order to increase the median income we need area residents be earning more. As existing residents earn more we want to ensure that we are creating opportunities for upward mobility as it relates to housing. Currently, most of the new development does not offer options for people such as recent college graduates or a two parent household who has worked themselves through college or trade school and can afford better and larger living accommodations. If we do not create more opportunities for higher income earners we will continue to discuss high unemployment and a median income that lags behind the Bronx and represents half the median income citywide.

\$52,996 \$33,712 \$24,849 \$26,349 CD5 CD4 Bronx NYC Median Household Income

Figure 6: Median Household Income

Source: US Census; ACS 2014

- New construction that targets a range of income levels with a concentrated focus at 80% AMI and above
 - Mix and Match
 - o M2
- Commitment to local hiring for union and non-union jobs for residents of CB4/CB5
 - Secondary focus on residents of the Borough of the Bronx
 - MWBE-Commitment to hire minority and women owned businesses
- Reports from HPD/HDC on as of right projects that receive city subsidy
 - Report should be furnished quarterly
 - Should include unit and income breakdown
 - Level of subsidy
 - o Construction schedule
 - o Inclusion of other program elements (commercial, community facility space)
- Ground Floor Uses
 - The majority of development is anticipated to be mixed-use with active ground floor spaces.
 - o Community should play role in tenanting those spaces
 - HPD should work with SBS, local merchants associations and BIDs to source candidates for these new spaces
 - Rent should be negotiated offered below market with a guaranteed rate over a 5-10 year lease period
 - SBS should provide training and resources in advance for prospective tenants

Homeownership

- Home ownership will strengthen and stabilize these neighborhoods in the future.
- HPD should focus on home ownership for small buildings including NIHOP
- HPD should create a program and strategy to work with existing rental buildings that are interested in cooperative conversion. (e.g. HDFC)

- Home ownership opportunities should be targeted along the Grand Concourse, Concourse Village West area, Yankee Stadium area, University Avenue and West Tremont Avenue.
- Existing homeowners have endured the years when the level of investment in these neighborhoods was subpar. These residents should also be the beneficiaries of the neighborhood plan.
- Homeowners should receive enhancement credits when new construction occurs within a quarter mile
 of their residence. These credits would be used to upgrade sidewalks, fences and improve lighting and
 landscaping.
- Small home owners should receive a credit for property damage related to water and sewer damage related to new construction. The City should fine the developer and checks should be issued to the home owners in question.
- Prior to commencement of any new construction or significant renovations/expansions adjacent buildings should be properly protected from damage by the developer and the areas should be baited for rats bi-weekly during the construction period.

IV. Schools/Education

Roughly 42 percent of the total population in both districts is under 18 years of age.

They are ranked #5 and #7 out of all 59 Community Districts in that category. Each district is ranked near the bottom of all 59 community districts as it relates to English, language arts proficiency and mathematics. Only 14.0 percent of the students in CD5 and 12.7 percent of students in CD4 English, language arts were performing at grade level. Each district fared slightly better in math with 18.5 percent and 15.4 percent respectively. Nonetheless, they were ranked 54 and 58 out of 59 community districts in English, language arts proficiency and 58 and 53 out of 59 in math. The Bronx ranks last of all the Boroughs in each of those categories. 8

Educational attainment is one of the key indicators of success and quality of education provided and acquired by area residents. The quality of education in the Borough and both districts warrants a different lens and separate analysis that in many cases it outside the purview of this process. However, the physical condition and location of educational facilities while not the complete solution is a component of that formula. It can address issues of overcrowding and infuse state of the art facilities which in turn can positively affect how children learn and advance.

Currently the percentage of residents with less than a 9th grade education and from 9th grade to 12th grade is nearly double that of NYC. Furthermore both districts lag behind the Bronx and NYC in terms of percentage of residents with Bachelors and Graduate degrees. ⁹ It is therefore imperative that the Department of Education and the School Construction Authority address the educational needs of our children.

⁸ State of New York City's Housing and Neighborhoods in 2015, NYU Furman Center

⁹ U.S. Census, America Community Survey

40.0%

30.0%

20.0%

10.0%

Less than 9th Grade 9th to 12th HS Grad Some College Associates Bachelors Graduate

Educational Attainment CD5 Educational Attainment CD4

Educational Attainment Bronx Educational Attainment NYC

Figure 7: Educational Attainment

Source: US Census; ACS 2014

As new housing is developed it is crucial that the Department of Education allocate funds to provide adequate capacity at existing schools to keep pace with the influx of new residents and children.

We respectfully request the following related to schools and education:

- Construction of a high school within the Bronx Community College Campus.
- To increase English and math proficiency partnerships with Bronx High School of Science, Lehman College, Hostos College, Fordham University and Albert Einstein College of Medicine should be forged to create new innovate programs to educate our children and prepare them to compete in today's workforce.
- There are a number of city-owned sites in Community District Four
 - A school(s) should be considered as part of redevelopment of these properties as there would be no acquisition costs for the city.
 - One or more of these sites should be evaluated for feasibility as a future school. (Lower Concourse North)
- No fewer than 1,500 additional seats should be provided for high schools in the District with 400 specifically provided for the high school located within Bronx Community College and to aid effective teaching and learning.
- The 2014-2019 SCA Capital Plan identifies 426 funded seats in School District 7 (Sub-district: Concourse) and another 572 unfunded seat in School District 9 (Sub-district: Highbridge South). Additionally, a need for 1,280 seats was identified for School District 10 (Sub-district: University Heights) with only 456 of those seats currently funded. We request funding and siting for all seats as part of the study.¹⁰
- There should be a substantial increase in the allotment of Universal Pre-K and Day
 Care slots up to 1,000 to support the projected increase in families and children. Parents within the
 District would require safe places like Child Care and After-School Care Centers and programs for their
 kids.
 - Universal Pre-K should be allocated on fifty percent of all new development

 $^{^{10}}$ School Construction Authority: FY 2015-2019 Proposed Five Year Capital Plan Amendment.

V. <u>Transportation Infrastructure/Connectivity</u>

Access and mobility throughout the area is key. The MTA currently operates at 469 subway stations citywide and 307 bus routes. Currently there are 11 subway stops and ten bus lines running through these areas. Annually, the more than 26 million people pass through subways stations in the study area and 47 million riders utilize the bus routes. This includes two stations in the top 200 (167th Street and 170th Streets), one station in the top 150 (Burnside) two bus routes (Bx1/2,Bx36) in the top ten and two bus routes in the top forty (Bx3, Bx11, Bx35, Bx40/42).

Nearly 68 percent of local residents, use public transportation to commute to work and for other official/personal engagements. Improvements to existing transportation infrastructure, amenities and the resurfacing and enhancement of our most vital north-south corridor - the Grand Concourse is a top priority. Additionally, access and mobility are extremely important and currently there is no elevator along the #4 line from 167th Street to East 183rd Street or the B/D from 167 Street to Fordham Road. Burnside Avenue would be the ideal location as this area is targeted for significant development in the future as well as the formation of a BID, however any location(s) between the aforementioned stations on either line would be acceptable.

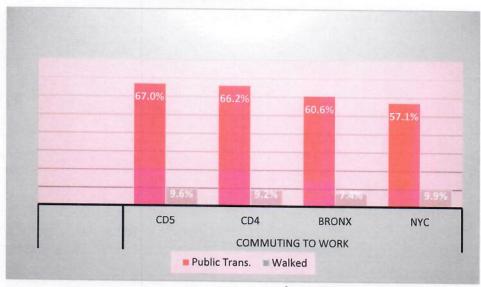


Figure 8: Commuting Patterns

Source: US Census; ACS 2014

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¹¹ MTA Annual Ridership 2015

The following outlines a list of infrastructure investments/improvements that are critical to fulfill the vision:

- Full rehabilitation and upgrade to underpasses at 165th, 167th, 170th, 167th Street, 174th -175th Street, Burnside Avenue and East Tremont Avenue.
 - Include painting and graffiti removal
 - New LED Lighting
 - New sidewalks
- B/D Station Enhancements/Rehabilitation:
 - East 167th Street
 - East 170th Street
 - > 174th -175th Street
 - > Tremont Avenue
 - > 182nd-183rd Street
- A comprehensive maintenance and upkeep plan of the Grand Concourse Work (Phases I-IV)
 - Include plantings, shrubs and flowers
 - DPR is the ideal maintenance partner but there is currently only funding for Phase I
 - > Include underpasses in the scope of the reconstruction of the Grand Concourse
- Maintenance and upkeep of safety enhancements at Shakespeare Avenue
- New LED lighting throughout particularly in areas with low visibility/foot traffic and high crime
- An elevator or escalator installed by MTA to better service seniors and handicapped and enhance access and mobility throughout the districts along the #4 line from 167th Street to East 183rd Street or the B/D from 167 Street to Fordham Road (ideally at Burnside Avenue Station or location deemed appropriate by MTA)
- A comprehensive assessment, plan and timeline for renovation and rehabilitation of Step Streets
 - Focus on Davidson Avenue between Featherbed Lane &
 Davidson Avenue, Steps Lane, West 168th Street, Anderson Avenue
- Metered parking in key locations to facilitate greater turnover
- A municipal parking lot to provide parking for area residents at reasonable rates
- Painting, lighting, seating and improved circulation and mobility around elevated stops, particularly those that are major transfer points (#4 train: 170th Street, Burnside Avenue)
- Increased bus service in areas such as Highbridge and University Heights to improve access for area residents and merchants
 - Select Bus Service on the Bx3, Bx36 or Bx18
 - Study and assessment of improved/increased service for the Bx40/41
- Constant monitoring of the conditions and repair of major thoroughfares in the district like the Grand Concourse, Fordham, University Avenue and Tremont Avenue Roads to ensure better service of the district's motoring public.
- Adequate funding (for continuous maintenance) of the major road bridge which serves as a gateway from Manhattan to the Bronx and connects Bronx Community Boards 4 and 5 as well as the Washington Bridge on West 181^{sl} Street.
- Facilitation of cleaner and improved streetscapes, especially on the Washington Bridge and Grand Concourse to ensure improved roadways and efficient transportation routes.

- Consideration and approval of a Slow Zone on University Avenue in addition to the already approved one on the Grand Concourse to act as traffic calming devices and reduce automobile and pedestrian incidents.
- "Boogie on the Boulevard" on the Grand Concourse Avenue at least once a month; just as we request
 additional resources for improved signage and traffic calming devices on all our major thoroughfares.

VI. Parks and Recreation

Open space and greening play an important role in the quality of life of area residents and workers in an area. Underserved areas are defined as areas of high population density in the City that are generally the greatest distance from parkland where the amount of open space per 1000 residents is currently less than 2.5 acres. Well-served areas have an open space ratio above 2.5 accounting for existing parks that contain developed recreational resources; or are located within 0.25 mile (approximately a 10-minute walk) from developed and publicly accessible portions of regional parks. Community District 5 is considered underserved in terms of open space. Community District 4 does not qualify as underserved or well-served.

The City's planning goal is based, in part, on National Recreation and Park Association guidelines of 1.25 to 2.5 acres per 1,000 residents of neighborhood parks within one-half mile, 5 to 8 acres per 1,000 residents of community parks within one to two miles, and 5 to 10 acres per 1,000 residents of regional parks within a one-hour drive of urban areas. Studies have shown that nonresidents, specifically workers, tend to use passive open space. The optimal ratio for worker populations is 0.15 acres of passive open space per 1,000 non-residents.¹²

Community District Five has an open space ratio of 0.03 and Community District Four has a ratio of 0.14. Comparatively the Bronx has an open space ratio of 0.25 and Manhattan and Staten Island have an open space ratio of 0.19. ¹³ Each district has unique challenges related to open space. CD5 has a lack of open space and as a densely populated and built up area the opportunities to create new open spaces are limited. CD4 has a significant amount of open space but maintenance and upkeep is a challenge for the Borough Parks office in the district.

Community District Five priorities are as follows:

- Expedite the development of a proposed park site on 1805, Davidson Avenue, currently under the
 jurisdiction of the Agency for Children Services (ACS) to be transferred to the Department of City Wide
 Administrative Services (DCAS) for develop as open space. Currently a million dollars has been allocated
 for capital improvements but must these funds cannot be utilized until DPR has jurisdiction over the site.
- Develop segments of the Aqueduct trail along University and Tremont Avenues by developing a
 pedestrian bridge or a Step Street to reconnect the Aqueduct lands to the Aqueduct walkway. The
 Aqueduct Walkway runs south from Bronx District 7 on Kingsbridge Road to the boundaries of District 5.
- The development of Devanney Triangle, Mount Hope Gardens and West 184th Street, Grand Avenue Play Ground Park.
- Comfort stations at various park locations (such as Morton and Galileo Playgrounds) and for the development of instructional programming by the recreation aids and such an intervention would

¹² City Environmental Quality Review (CEQR) Manual 2014

¹³ Department of Parks and Recreation, Bronx Borough Office

further promote communal interaction among our residents as they will be availed the opportunities of engaging one another the more on a regular basis.

Community District Four priorities are as follows:

- The development of Corporal Fischer Park
- Completion and expansion of Grant Park
- New skating and bike surfaces for Mulally Park
- Additional areas for barbequing in existing parks (currently only permitted in Mill Pond Park)
- Free and reduced rates for tennis courts at Mill Pond Park
- The hiring of additional PEP officers to patrol and monitor the parks, particularly during Peak Season
- The hiring of additional horticulturalists to assist in the maintenance and upkeep of parks, green streets and trees throughout the District and the Borough
- CB4 Parks Administrator
 - Under the supervision of the Bronx Borough Commissioner this Individual would manage CB4 parks system wide and would be responsible for
 - Maintenance
 - Special Events
 - Recreational facilities
 - Personnel
 - Developing and help establish "Friends Of" groups to assist with maintenance, cleanup, beautification in high trafficked areas
 - Manage grant application and funding streams for special projects
 - Community relations/outreach

VII. Public Safety

Public safety in our community is a major concern and we believe more investment and efforts should be dedicated to strengthening the capacity of the police force. Community District Five still has some of the highest crime rates citywide. Another primary objective is to expedite the process of acquiring and constructing a new 46th Precinct with parking facilities. This will definitely improve police department services and consequently improve the quality of usable open space available; particularly spaces that are not highly visible and somewhat hidden parks such as Bridge Park, Echo Park, Cedar Park and Aqueduct Walkway in particular.

- •The local Police Precinct should increase funding for the Operation Clean Hallways Program to stop indoor drug dealing and loitering as this has been a quality of life and public safety issue for our community.
- •Funding should be increased for 911 emergency dispatchers to improve response time.
- •Funding should be allocated for the construction of a new front entrance ramp to make the existing 46th Police Precinct ADA accessible.
- •Funding should be increased for Narcotics' Enforcement and School Crossing Guards.

VIII. **Health and Wellness**

The following are key statistics from the 2015 Community Health Profile for Community District 4:

- Adults in Highbridge and Concourse are more likely to consume sugary drinks and much less likely to consume fruits and vegetables
- Obesity rate is three times that of Stuyvesant Town and Turtle Bay
- Diabetes 15 percent higher than NYC and five times the rate of Stuyvesant Town and Turtle Bay
- Hospitalization for asthma among children 5-14 is over one and half times the citywide rate
- Furthermore, Bronx County was recently ranked the unhealthiest of all 62 NY counties

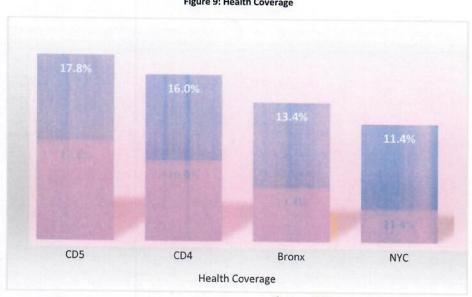


Figure 9: Health Coverage

Source: US Census; ACS 2014

The following are key statistics from the 2015 Community Health Profile for Community District 5:

- Within Bronx, the infant mortality rate (IMR) remains extremely high for black women (including African American, African immigrants and non-Hispanic Afro-Caribbean women) in contrast to the average IMR in the borough of at the community level.
- This statistics is quite relevant for Community Board 5 since 33.7 percent of our residents are Black/African Americans.
- Between 2007 and 2009, the IMR surpassed 10 deaths per 1,000 live births for Black women under the age of 20 in the University/Morris Heights neighborhood.
- Also, Bronx Community Board 5 has the 4th highest number of asthma hospitalization in the City

CD4 benefits from a vast and active network of community-based organizations as well as Bronx Lebanon Hospital one of the largest Bronx employers and also has a number of clinics in the district. CD5 has a number of health providers in the area including the Morris Heights Health Center and Montefiore Hospital.

To address the issues related to health and wellness we would like to advocate for more funding for programs and services particularly targeted at youth and low-income families.

- Improving living conditions that contribute to asthma (mice, roaches and secondhand smoke) should be incorporated into tenant protection and preservation strategies.
- Increased funding from The Department of Health and Mental Hygiene to address these two main health issues.
- Increased funding for the expansion of the Pest Control Unit for additional personnel and field inspectors Exterminators.
- Increased funding for teen pregnancy and obesity programs in our District among others.
- Healthy Bucks and Healthy Bodegas
 - Bodegas are prevalent throughout CD's 4 and 5. Working with bodega owners and the DOHMH to increase the availability of healthy food options is on the critical path.
- Increase funding for additional programming for fitness and exercise in district parks and recreation centers
- Ensure that all new schools built have ample indoor and outdoor space to promote physical activity
- Leverage funding and programming of Bronx Borough President's #not62 campaign
- Increase funding for DOHMH to work with DOE to improve quality and variety of school lunch program and summer lunch to increase healthy eating
- Increase education and hands on training for children and their families to promote healthy living and lifestyle
- Map and rate all full service grocery stores in the districts and plan strategically with proposed new development for siting new FRESH food stores

IX. Jerome Avenue Study Implementation Working Group

Currently the Jerome Avenue Neighborhood Study is the only *Housing NY*, neighborhood study in the Bronx. In order to ensure that capital, expense and programmatic commitments made as part of the Jerome Avenue Neighborhood Study are fulfilled, Community Boards 4 and 5 propose the creation of a working group.

The working group should be led by Bronx elected officials at all levels as some commitments are directly related to the City budget while others (transit, schools) are not completely within city control.

Other members would include a variety of community stakeholders and a representative from the key agencies:

- Department of Parks and Recreation
- Department of Transportation
- Department of Housing Preservation and Development
- Department of Health and Mental Hygiene
- Department of Small Business Services
- School Construction Authority
- Community Board Four District Manager and/or Chairperson
- Community Board Five District Manager and/or Chairperson

The Working Group would meet quarterly to chart the progress of capital commitments, programming and timelines. Additionally we recommend the development of an online tracking mechanism that would allow any interested party to chart the progress of commitments to capital, expense and programming. This could be a pilot/model that could be rolled out to track all city investments at the Borough level and Community District level.

Each agency would submit a report on all projects and programs agreed upon as part of the Neighborhood Plan for Jerome Avenue. The reports and minutes from each quarterly meeting would be made available to the public.



Community/Borough Board Recommendation

Pursuant to the Uniform Land Use Review Procedure

Application #: C 180051 ZMX

Project Name: Jerome Avenue Rezoning

CEQR Number: 17DCP019X

Borough(s): Bronx

Community District Number(s): 5

Please use the above application number on all correspondence concerning this application

SUBMISSION INSTRUCTIONS

1. Complete this form and return to the Department of City Planning by one of the following options:

- EMAIL (recommended): Send email to CalendarOffice@planning.nyc.gov and include the following subject line: (CB or BP) Recommendation + (6-digit application number), e.g., "CB Recommendation #C100000ZSQ"

 MAIL: Calendar Information Office, City Planning Commission, 120 Broadway, 31st Floor, New York, NY 10271

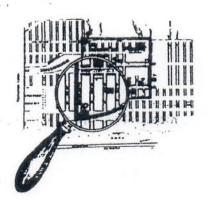
 FAX: to (212) 720-3488 and note "Attention of the Calendar Office"

Send one copy of the completed form with any attachments to the <u>applicant's representative</u> at the address listed below, one copy to the Borough President, and one copy to the Borough Board, when applicable.

Docket Description:

SEE ATTACHED

Applicant(s): Department of City Planning 120 Broadway, 30th Floor New York, NY 10271		Carol Samo	t of City Planning am Plaza, 5th Fl
Recommendation submitted by: Bronx Community Board 5			
Date of public hearing: October 4, 2017	Location: CONCOL	JRSE VILLAGE CO	OMMUNITY CTR. BX NY 10451
Was a quorum present? YES NO	A public hearing requires a quorum of 20% of the appointed members of the board, but in no event fewer than seven such members.		
Date of Vote: October 25, 2017	Location: DAVIDSON COMMUNITY CENTER .BRONX NY 10453		
RECOMMENDATION Approve Disapprove Please attach any further explanation of the rec Voting # In Favor: 18 # Against: 11 # Abstaining	Disapprove Wit	Modifications/Cond th Modifications/Conditional sheets, a ditional sheets, a	onditions s necessary.
Name of CB/BB officer completing this form DR. BOLA OMOTOSHO	Title	RPERSON	Date 10/27/2017



Insight Associates

194 Riverside Drive, New York, New York 10025 Tel: (212) 799-3631 Fax: (212) 799-3763 insightsheffer@mindspring.com

A COMMUNITY ACTION PLAN for

Bronx Community Board Five

A Report Prepared by

INSIGHT ASSOCIATES

Ethel Sheffer, AICP

September 2003 (Revised, October 2003)

Insight Associates

We are pleased to submit this report, <u>A Community Action Plan</u>, to Bronx Community Board Five. The report provides:

- An analytic summary of recent planning studies commissioned by, or conducted within, Bronx Community Board 5;
- 2. A recommended list of priorities and a proposed plan of action for the community to carry out, in order to implement its short-and middle-range goals and priorities; and,
- 3. Recommendations for next steps for the Board, as it determines the scope and focus of a possible 197-a proposal.

1. NEEDS AND PRIORITIES FOR COMMUNITY BOARD FIVE: SOME RECENT STUDIES

In the last decade, Community Board Five has initiated or been associated with a number of planning studies for its district. As we review these studies with a critical eye in 2004, we will find several themes that persist and reappear, many useful recommendations, and descriptive data that now requires updating in the light of changing conditions. We provide a summary below of the major findings, themes and recommendations of these studies.

"The 2000 Development Plan"

In 1990, looking ahead to the year 2000, Community Board 5, with the Bronx Office of the Department of City Planning, determined that it must establish a broad planning process for the district "in order to promote preservation, encourage investment and development, and foster a climate of overall renewal". The CB5 2000 Development Report, stated that, for the district to survive and flourish, the community itself must articulate its own plan, built upon its own vision. The participation of the people who live and work in the neighborhoods of the district is essential if such a process is to succeed. The hoped-for launching of a community planning process for CB5 in 1990 was a reflection of the local residents' commitment to the future of the Borough of the Bronx and of New York City. The 2000 Plan looked to the future renewal of the district and the borough even as it recalled the past, "We continually hear anecdotes about the way the Bronx used to be. Former residents reminisce about the grand old days of the Grand Concourse Boulevard. Indeed, that old Bronx was magnificent, but that Bronx was not ours. Ours is the Bronx that was forgotten and paraded in the media as an example of America's negligence...The Bronx was great, but it will be greater."

Four critical areas for renewal and planning attention were enumerated:

- Housing;
- Commercial and economic development;
- · Open space and recreation;
- · Community facilities.

The Report sought to preserve existing housing stock, to develop new units, and to encourage home ownership for residents of mixed incomes. The Plan identified a number of potential development and infill sites for low- and medium-density home ownership. It emphasized the need to involve business people in planning for CD5's development, and it urged government and the private sector to encourage merchants' associations, and to aid in the creation of Business Improvement Districts in the Burnside Avenue Corridor and in the Featherbed Lane-University South area. Citing a 1987 Open Space Task Force Study conducted by the Department of City Planning, the Community Plan verified the lack of open space in CD5 and the need for more opportunities for recreation. A plea was made for greater access to nature and relief from the urban environment for the area's lowincome residents, whose lack of mobility made it essential for them to have safe, well-maintained parks in their own neighborhoods. The Report highlighted safety, accessibility, and program deficiencies in all of the parks and open spaces, especially in the larger parks, Roberto Clemente State Park, University Park and Echo Park. Specific sites throughout the district were identified for new parks and recreational centers.

Four special needs and development opportunities were also highlighted:

- The Jerome Avenue Corridor;
- · Rehabilitation of the Stepped Streets;
- Creating a University Heights Historic District; and
- Down-zoning the University/Morris Heights area to further assure its low density, single home character.

The 2000 Development Plan briefly described important ongoing studies by the City Planning Department which could potentially benefit CB 5. One City Planning proposal considered the establishment of a Special District for the Grand Concourse area which would include design guidelines to protect the historic physical character of the buildings, and which would legalize neighborhood stores that were established over many years, thus permitting a new mix of commercial and residential uses. Another City Planning initiative was a comprehensive study of the Harlem River waterfront on the Bronx and Manhattan sides to promote pedestrian access and recreation.

The 2000 Plan also called for more schools, day care centers, community centers and places for "community support and interaction" which could address the varied social and service needs of the residents.

In summary, this ambitious Report described the many interrelated problems facing Community District 5, articulated the needs and objectives in general terms of a potential comprehensive planning process, highlighted some sites and neighborhoods for renewal and specific action and called for a number of specific planning, zoning and development studies of targeted areas within Community District Five. It did not suggest timetables or priorities among its many recommendations and areas of concern. The Report reflected the collaboration between the Bronx Office of City Planning, the Borough President's Office and Community Board Five.

Community Board 5 Section 197-a Phase One Summary Report

Twelve years later, in 2002, CB5 took another step in community planning, and commissioned the firm of EWA Planning and Architecture to prepare a Phase I Summary report outlining an agenda for a 197-a plan. This provision in the City Charter permits community boards, Borough boards, Borough Presidents, the City Planning Commission and the Mayor to propose" master plans" which can address a wide range of issues, or to focus on significant single issues. In recent years, this Charter authorization has become a particularly attractive option for local communities to employ as they seek to direct their own renewal and growth in a comprehensive and systematic fashion. Despite what can be a lengthy and often difficult process, working on a 197-a plan has also encouraged neighborhoods to educate and empower themselves as they collaborate with City agencies to articulate and address their present-day needs.

To start this process in CB5, the EMW report proposed a one to three year agenda of data collection and analysis, commercial streetscape and waterfront studies, and an extensive surveying, interviewing and community visioning process. Looking back to the first 2000 Development Plan completed in 1990, the EWA report asserted that considerable progress had been made in the previous twelve years. There were thousands of new and rehabilitated housing units, new stores, lower vacancy rates, improved neighborhood parks, and a newly established City Task Force to renovate stepped streets. Key projects were underway or completed, such as the redevelopment of the Caldor's (Alexander's) site at Fordham Road and the Grand Concourse, the University Consolidated Housing Development at at Maccomb's Road and University Avenue, a shopping mall at the Major Deegan Expressway, Broadway and 225th Street, and some signs that the

rehabilitation of the former Hebrew Institute building onto a youth recreation center was finally going to begin.

But the EWA document stated that there was much more to do to build upon these successes. The consultants recommended an ambitious series of studies as a needed preparation for a 197-a application, and also provided an estimate and breakdown of the costs of these tasks, which could total more than \$150,000. These were:

- an inventory of needs and sites and recommendations for the Harlem River waterfront, as well as for sites in adjacent community districts;
- an extensive survey of businesses, stores, and streetscapes in seven commercial districts: Grand Concourse/Fordham Road, Webster Avenue, Jerome Avenue, Burnside Avenue, Featherbed Lane, East 183rd Street and Rev. Martin L. King, Jr., /East 176th st./West Tremont Avenue, together with recommendations for their renewal and improvement; and
- a special study evaluating commercial conditions along the Grand Concourse with a focus on nonconforming/noncomplying commercial uses and signage.

EWA also suggested more long range and broader subjects for study and action, including:

- assessing and improving transportation gateways into the community,
- · determining the feasibility of light rail along the Harlem River waterfront,
- improving the environment by identifying hazardous waste sites throughout the district and assessing the presence of combined sewer overflows along the Harlem River and seeking to correct these conditions;
- exploring the possibility of extending CB5's boundaries to include all of University Heights; and,
- examining "unpopular" community facilities, and "guaging the need for such facilities in CB# 5 and adjacent community districts..." in light of fair share considerations".

A snapshot of existing conditions in CB5 was part of the EWA report as well as a suggested draft questionnaire to be administered to a "specific population in CB#5 involved with the day to day administration of educational, social service and community agencies, church and religious organizations, Community Board members and staff, and others".

In summary, this June 2002 EWA report provided the community board with

- 1) A recapitulation and summary and some updating of trends, problems, issues and existing conditions in the district;
- 2) An outline of the tasks, scope and some of the methods required for a comprehensive plan and 197-a proposal;
- 3) A discussion of some of the interrelationships of local needs and concerns with those of Borough and City-wide planning efforts.

The EWA report, however, did *not* identify priorities among these many needs and issues, listing neighborhood studies and city-wide studies as all comprising the subject of a potential 197-a proposal. Although comprehensiveness is commendable, the scope, cost and nature of the EWA agenda, may be more difficult and ambitious for the community to achieve in a reasonable period of time. What should be noted though, is that many of the identical isssues of commercial revitalization, economic development, quality of life, urban design and neighborhood vitality, listed in the Development Plan of 1990, continued to be mentioned and to persist.

Pratt Institute Graduate Planning Mini-Studio

Also in 2002, a Graduate Planning class at Pratt Institute conducted a "ministudio" of the community district and completed its report in December. This student work, as did the EWA report, described existing conditions, in sections on Demographics, Open Space, Historical Preservation, Transportation, Housing, Economic Development, Community Services/ Facilities, and Environmental concerns and hazards.

The study then focused on four specific geographical zones, chosen primarily for their strong economic development potential, although the report stated that the neighborhood proposals contained common themes, which could be applied to the entire community district. The four areas were:

- Grand Concourse
- Burnside & Jerome Avenues
- University & Tremont Avenues
- The Waterfront

The Pratt students attempted to integrate design and environmental proposals with suggestions for economic betterment and commercial revitalization of the retail corridors. Their recommendations for aesthetically pleasing and enhancing measures for these streets combine small scale and immediate self-help and community organization initiatives, such as public art, clean-ups, and plantings, along with longer-range public capital improvements, such as improved street lighting, traffic calming, traffic islands, safer roadways and improved, renovated elevated trains and stations—all of which could promote civic pride and economic revitalization.

The Pratt Studio also identified the presence of vendors on the retail strips as a major problem since they hurt the stores and had a negative effect on pedestrian circulation and access.

They also recommended targeting Jerome Avenue in a comprehensive way, in order to address the negative conditions associated with the regional automotive uses, the many vacant lots, and the unsafe and illegal activities of night-time drug dealing and prostitution. Burnside Avenue, they said, which is an active retail corridor, could benefit from having a merchants association, as well as from a more varied retail mix, improved signage and improvements to the train stations.

Similar proposals were offered for the University Ave./Tremont corridor, with the added recommendation to encourage partnerships with Bronx Community College to make the strip more attractive to students.

The Pratt Study noted that, in general, CD5 presents a number of difficulties in regard to access, traffic, circulation and pedestrian safety. This is due to the hilly topography, the inadequate signage, the barriers of the Cross Bronx Expressway and the Major Deegan Expressway, the use of adjacent streets as regional arterials and the inadequate attention to the pedestrian experience, despite the presence of excellent public transportation and the relatively low rate of car ownership among neighborhood residents

Echoing a theme of the previous studies over the last decade, the Pratt Studio recognized that the Grand Concourse Special Preservation District and the Harlem River waterfront were significant attributes, but that both features required a new planning focus and sustained attention.

The long-vacant, landmarked Loews's Paradise Theatre, the Pratt students said, could be an important source of renewal for the Grand Concourse area, and indeed for the entire district. The residential buildings in the Grand Concourse area, though distinguished, suffer from deferred maintenance, and the owners and residents are not fully aware of their architectural distinction and of the availability

of government programs for their repair and upkeep. For over ten years, each planning study has noted the growth of non-complying and non-conforming retail uses in the Grand Concourse area buildings. Such retail uses may meet an important economic need, despite being illegal, but these conditions should be part of a new look at the area. In addition, Pratt students made a number of long-range recommendations regarding greening and traffic calming for the Grand Concourse, which has become more conducive to an auto speedway than to being used as a boulevard for the pedestrian.

And the second s

As to the key Harlem waterfront area, Pratt sought to promote access to the park by adding foot bridges and widening the esplanade. The students, like all the professional planners, noted the waterfront park's programmatic deficiencies and the particularly troublesome presence of illegal and anti-social behavior centering around some occupants and the management of River Park Towers, which contribute to poor utilization of what was originally to have been an attractive regional park.

In summary, the Pratt Study offered many specific, short-range design initiatives for improving commercial corridors, while integrating such improvments with transportation and economic development aid and enhancement. The Studio findings were ambitious and contained different tyes of "practical" and "grander" proposals. Again, this effort reiterated many similar issues and needs, from improving the neglected waterfront, strengthening specific retail corridors and taking a new look at zoning, uses and activities for key areas like the Grand Concourse and Jerome Avenue.

Report of the Borough President's Bronx Waterfront Task Force

In June, 2003, The Bronx Borough President's Waterfront Task Force, composed of business, government, environmental and community leaders, outlined strategies for the improvement of the Harlem River waterfront. This group re-stated the same worthy objectives articulated over the last decade, and these are to "upgrade existing parkland and recreational facilities, improve access to the waterfront for recreation and for housing, and expand public open space north of the University Heights Bridge". In three pages of recommended strategies for the waterfron area in CB5, the Report listed the poor security associated with River Park Towers as a continued impediment to reclaiming the waterfront. Similarly, the poor maintenance and lack of facilities in Bridge Park served to make that potential amenity a dangerous place. Again, the waterfront as "no man's land" is

a theme of the report's proposals, and to improve access, the Report recommends a new pedestrian bridge from Clemente Park to the community at 176th Street, pedestrian overpasses at Sedgwick Avenue, providing pedestrian access from BCC to Clemente Park, and developing a continuous esplanade. These recommendations are not prioritized, nor are cost estimates provided.

The Visioning Workshops

[A detailed report of the visioning workshops is contained in *Visioning Bronx Community District 5's Future*, submitted to CB5 in June, 2003].

In April, 2003, Community Board Five, with the technical assistance of a Columbia University Graduate Community Planning class, conducted two visioning sessions which more than 120 community members and stakeholders attended. These sessions were not geared to the particular findings or recommendations of the planning studies discussed above. Instead, the members of the community were asked to envision their neighborhood 10 or 20 years from now, and to choose at least one thing that they would like to see, or one goal that should be achieved that would improve their community.

Their individual comments were aggregated into primary subject categories. The five most frequently mentioned were:

- improve quality of life (more art, reduce loud music, deal with unsanitary conditions),
- improve public safety (encourage community policing, reduce presence of drugs),
- improve community organization and encourage community empowerment, outreach and communication (track community plans, encourage more attendance at Community Board meetings, more community centers),
- promote economic development (foster more and varied businesses, retail establishments and foster jobs and job training,
- focus on education, (improved schools and better adult training programs.)

Close 6th and 7th categories were improving physical infrastructure, such as renovating the Loews's Paradise, fixing vacant lots and playgrounds, providing lights around transportation nodes, and improving parks and open space in the neighborhood and along the waterfront.

A smaller number of people attending the visioning workshops responded to written questionnaires which listed possible policy issues most critical to the future of Bronx Community Board 5. The top three, were housing, economic

development and community organization. Many of these questionnaires were answered by members of major community organizations and institutions or staff of those organizations. When asked about obstacles to implementing the needed actions, some of the comments included:

"Getting the community involved."

"Greatest obstacle appears to be actually assembling a representative group of community residents, business owners and operators."

"A good marketing plan around informing those folks would be of great assistance."

"CB5 should work with the community on community forums."

"Not getting enough people (residents & people who work and worship) in the Bronx to be involved in this long process of change."

"One obstacle is overcoming apathy; this is a grave concern in our community. The means to overcome it is to aggressively pursue committee creation and then develop a plan to sustain momentum"

In addition to these written comments, there were a number of observations acknowledging the reality of the lack of funding for needed improvements and programs. This includes recent budget cuts, the City and State budget problems, and the serious lack of private investment in the Bronx and specifically in CD5.

For many of the respondents, it was important to involve the major organizational stakeholders in the economic development of the community. Others mentioned the inertia and red tape of "bureaucracy" as a standing obstacle to the community. And several respondents mentioned the immediate need to address the vacant lots, drugs in bodegas, sanitation and litter. The development of community skills, literacy, youth programs, better landlord-tenant relations were also mentioned.

The very process of these visioning sessions was illuminating to residents and all present. All felt that the identification of problems was not discouraging, but rather a crucial first step in actively involving "the common people". The need for follow-up was felt by many. "I am concerned about the possibility of false starts or no start because of bad experiences in the past. We need strong leadership and a consensus building process that will lead to action."

2. AN ACTION AGENDA

In the last decade, Community District 5 has benefited from both government and private investment to produce a number of new housing developments for thousands of its arriving and long-term residents. In Morris Heights, University Heights, and in the Mount Hope area, among others, the district has seen the construction of new one-family homes and townhouses. Fordham Landing, south of University Bridge, will create over 500 units of housing. Regional shopping centers, with anchor stores like Caldor's and Target, are already built or are under development. It is expected that the former Hebrew Institute building renovation work will be completed in 2003, so that a new recreation facility for youngsters will be available. Some recent clean-up efforts have been initiated for the waterfront parks by New York Restoration, New York State Office of Parks and Recreation and the New York City Department of Parks and Recreation. At River Park Towers, window screens are being installed to prevent dumping of garbage and litter, although these buildings, with their 1,600 units, continue to present difficulties for the public's enjoyment of the waterfront park. The NYC Department of Transportation has created a Stepped Street Task Force, and many of those locations have been repaired and renovated, though issues of historic preservation remain.

Nevertheless, Community District 5 continues to have many serious social, economic, and housing needs. Among these are schools that are overcrowded and in poor physical condition; a continuing need for youth recreation and after-school programs; a lack of locally-based adult job service training programs; an aging rental housing stock that is often poorly maintained, with overcrowding and a high rent-to-income ratio; a need for increased services and security for the district's older residents; and assistance for the new and increasingly numerous immigrant groups who are settling in the district. The planning studies described earlier acknowledge all of these concerns, while emphasizing physical infrastructure, land use, open space, circulation and urban design issues as these link with economic development.

As we have seen, the Community Board has devoted its energies to the launching of a comprehensive planning proposal for its district, laying the groundwork for that process by obtaining the technical help of the Department of City Planning, private consultants, Pratt Institute, and Columbia University. These 197-a efforts can and should continue to be explored in the next months.

We believe that it is essential, however, that shorter-range and middle-range plans and implementation measures, together with a concentrated community organizing and education process, be undertaken at the very same time as the comprehensive planning. Such planning efforts, coupled with a shorter-range action plan, could be viewed positively as both aftermath and follow-up to the recent visioning sessions. It is important that do-able improvements move forward quickly, and that these both shape and reflect the needs and priorities of the community. Such an agenda can begin to combine a realistic use of current resources and yet be based upon the principles of sound planning.

What follows is a series of suggested steps to be taken, information to be gathered, strategies and tactics to follow, and recommendations for community organization and education that can integrate with institutional and government action and support. We are seeking here to suggest to the community how the built environment can begin to accommodate the needs of its residents, and how the lives of the residents can be enhanced when there is an integration of crucial components of streets, stores, parks and homes. The planning agenda contained in this report will focus on physical issues, as well as land use, urban design streetscape and circulation issues, and, of course, economic development issues.

Neighborhood or Sub-District Action Planning

Following up on the recent studies and on the comments offered in the visioning sessions, we suggest that, by means of the outlined process described below, Community Board 5 focus on certain geographical areas within its district for short- and middle-range attention and programs. How and to what extent immediate and middle-range actions for improvement can be taken in several neighborhoods simultaneously should be decided only after some of the community and inter-agency meetings begin and move forward. For example, the quality of life issue of clean-ups, graffiti, and security around train stations may be a priority for several different retail and commercial corridors all at once. Or it may be that the community would like to target one specific sub-neighborhood in a multi-faceted way, because of the anchoring presence of a major institution or organization (e.g., Bronx Community College, Citizens Advice Bureau) or because of the presence of a Merchants' Association.

Several of the issues and problems in neighborhoods and geographic areas may require slower deliberation and an evaluation of long-term alternatives. It may be that any improvements can only occur as part of larger and sustained public and private investment. For example, a basic problem like providing access to the Harlem River waterfront in Community District 5 requires significant physical planning and major funding to overcome obstacles of topography, and the presence of highways and railroads. Waterfront access and enhancement are part of Borough-wide and City-wide planning and funding, but Community District 5 should be part of that planning now. Neighborhood residents should not have to wait for succeeding generations to have some enjoyment of that open space. To take another example, addressing issues surrounding land use, zoning and regional and local activities on Jerome Avenue requires sustained long-term analysis, but the community can and should be part of that process as well as one which addresses immediate negative conditions on that key thoroughfare.

We urge priority attention to be paid to the following geographic areas:

- 1. University/Martin Luther King, Jr. Avenue, Burnside Avenue to the #4 IRT Station on Jerome Avenue, and Tremont Avenue to Jerome Avenue.
- 2. The Burnside Avenue retail corridor
- 3. Jerome Avenue
- 4. The Grand Concourse Special Preservation District and adjacent commercial streets
- 5. The Harlem River Waterfront

Data Update and Information Gathering Needed for Setting of Priorities and for Selection of New, Immediate Projects and Initiatives

(Some of this information may have already been compiled or be available)

The Bronx office of the Department of City Planning can be responsible for coordinating the collection of this information and for interpreting the data with illustrations for Community Board Five,

- From City Planning and HPD, an inventory of parking lots and vacant lots throughout the district, with detailed property and ownership information, leasing terms, maintenance and sanitation issues, capacity of parking lots, and legal status, complete with maps on a district and sub-district basis;
- From HPD and Buildings Department, and from other sources, inventory and maps of rental residential buildings in which a majority of apartments have three or more maintenance deficiencies;

- 3. From HPD and other sources, identifying buildings and blocks where an outreach, education, and technical assistance effort can be targeted to help owners to apply for and participate in available government funding programs for renovation, home ownership and others.
- . 4. From City Planning and Parks Department, information on ownership and status of waterfront property along the Harlem River;
- 5. From City Planning, and other sources, mapped illustration of special needs housing, homeless shelters, and any other facilities that could be deemed to be subject to "fair share" provisions;
- 6. "Windshield" survey of non-conforming and non-complying commercial uses within the Grand Concourse Preservation District;
- 7. Collection and evaluation of Pratt Studio inventory, observations and maps of land uses and retail services on Jerome Avenue, Burnside Avenue, University Avenue, and Tremont Avenue.

Community Organization

- Community Board Five should invite participants to a working planning group of stakeholders drawn from the major social service and housing providers, religious and educational institutions, and development corporations;
- 2. At the same time the Board should create a second working group of merchants and business groups drawn from the commercial corridors of the avenues mentioned above.
- 3. The Bronx Office of City Planning and Community Board Five should convene these groups, separately at first, to show them the information that has been gathered, organized into coherent and concise presentations, in order to foster the idea that targeted action plans can begin to happen right now. The responses of these groups will lead to the establishment of specific priorities as to which projects to undertake first.
- The Community Board should sponsor a number of regular, continuing Visioning and Informational Sessions with members of the public on such subjects as
 - · Revitalization and needs in the commercial corridors mentioned;
 - The pedestrian experience and needs within specific neighborhoods, from work to home, from school to home, shopping, and to and from subways and buses.
 - Automobile use, traffic congestion, and parking issues, as well as pedestrian and traffic safety; and,
 - Open space, recreation, and cultural activities and needs.
- 5. The Bronx Office of City Planning, the Borough President, the Community Assistance Unit and possibly the AIA, the Design Trust, APA, or other organizations, should sponsor four to six workshops for the Community Board Members to teach about and develop skills concerning pedestrianfriendly streets, urban design, use of open space, land use and zoning and related matters.

Creating Government Inter-Agency Working Groups

Governmental inter-agency bodies, with the necessary involvement and technical assistance and coordination coming from City Planning, should be formulated to evaluate the results and recommendations of such meetings and of the earlier studies, in order to foster coordinated efforts among, for example:

• the New York Office of Parks and the New York City Parks Department, along with the Borough President's Office and Community Board Five, to develop specific workable plans for the immediate encouragement of the use of Roberto Clemente Park for all area residents as a necessary first step in the long-range planning for the development of the Harlem River waterfront. The issues of security in the area of River Park Towers are central to the use of the Park and can't keep coming back to frustrate efforts on this subject.

What is needed immediately is government action to address these serious problems with the owners and managers. Finding means to improve the use and safety of Bridge Park with existing Parks Department budgets and with supplementary aid from elected officials must be doable in the very short run. Determine the feasibility of constructing a pedestrian connection from Bronx Community College to the northern end of Clemente Park in order to encourage use of the park by students and community residents. As longer-range planning is beginning to take place for the Harlem River shoreline in both Boroughs, this inter-agency working group should focus on the capital improvements necessary to promote access and enjoyment in the Community Board Five segment.

- The New York City Department of Transportation, the MTA, and the NYPD Traffic Control Division, and other relevant agencies, to develop traffic calming and pedestrian safety and circulation measures, focused on train stations, bus stops and commercial corridors, to mitigate congestion and speeding, and to promote pleasant and livable pedestrian uses, appropriate to this community.
- The Department of Small Business Services, the Economic Development Corporation, and the Office of the Borough President, along with the Community Board and community organizations, to analyze the potential development of vacant lots, provide and

publicize aid programs to small businesses, and encourage the promotion of a more diversified retail mix.

- HPD and the Buildings Department, with the Police and Fire Departments as necessary, to enhance enforcement against the most serious violations in residential buildings in the areas adjacent to the commercial corridors.
- The Police Department, the Department of Small Business Services, and the Department of Consumer Affairs, to address the problem of unlicensed street vendors, and to consider appropriate enforcement and, if feasible, potential relocation of vendor sites.

Coordination of These Efforts

To get these information gathering, community organizing, and government agency synchronization initiatives underway in a timely fashion over the next six to nine months, it would be advisable to engage the services of a skilled facilitator and planner. If more extensive consultant services are later found necessary, such as for the implementation of a 197-a application, those can be added as needed and as resources are obtained.

3. Long-Range Action Agenda for the submission of a 197-a proposal

We believe that a 197-a proposal can be launched in tandem with the community organizing and articulation of shorter-term and middle range plans and improvements described above. The community, as part of that process, and in close collaboration with the City Planning Department, should, in the next months, begin to decide on the scope of such a plan. To help the community do that, the public participation, education and organizing process is essential. The specific goals of such a 197-a process must be laid out and once completed, the appropriate data specific to those goals and issues can be collected and analyzed as support for the issues to be addressed and the solutions proposed. This process, together with the Action Agenda described above, will begin to enable the community to formulate its intentions and objectives for submission to City Planning, and work with the Department and Borough Office to meet the legal threshold standards for scope, clarity, and documentation of existing conditions and future development.

DEPARTMENT OF CITY PLANNING CITY OF NEW YORK	Community/Borough Board Recommendation Pursuant to the Uniform Land Use Review Procedure
Application #: C 180051 ZMX CEQR Number: 17DCP019X	Project Name: Jerome Avenue Rezoning Borough(s): Bronx
Please use the above application number on all co	Community District Number(s): 5

SUBMISSION INSTRUCTIONS

Complete this form and return to the Department of City Planning by one of the following options:
 EMAIL (recommended): Send email to CalendarOffice@planning.nyc.gov and include the following subject line:
 (CB or BP) Recommendation + (6-digit application number), e.g., "CB Recommendation #C100000ZSQ"
 MAIL: Calendar Information Office, City Planning Commission, 120 Broadway, 31st Floor, New York, NY 10271
 FAX: to (212) 720-3488 and note "Attention of the Calendar Office"

Send one copy of the completed form with any attachments to the <u>applicant's representative</u> at the address listed below, one copy to the Borough President, and one copy to the Borough Board, when applicable.

Docket Description:

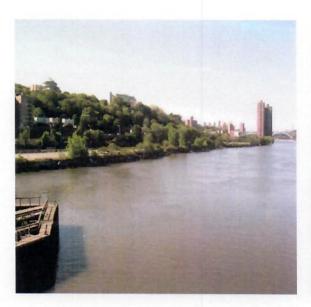
SEE ATTACHED

Applicant(s):		Applicant's	Representative:	
Department of City Planning 120 Broadway, 30th Floor New York, NY 10271		Carol Samol Department	of City Planning m Plaza, 5th Fl	
Recommendation submitted by:				
Bronx Community Board 5				
Date of public hearing: October 4, 2017	ic hearing: October 4, 2017 Location: CONCOURSE VILLAGE COMMUNITY CTR. BX NY 10			
Was a quorum present? YES NO NO	A public hearing requires a quorum of 20% of the appointed members of the board, but in no event fewer than seven such members.			
Date of Vote: October 25, 2017	Location: DAVIDS	ON COMMUNITY C	ENTER .BRONX NY 10453	
RECOMMENDATION				
Approve	Approve With Modifications/Conditions			
Disapprove	Disapprove With Modifications/Conditions			
Please attach any further explanation of the rec	ommendation on a	dditional sheets, as	s necessary.	
Voting				
#In Favor: 18 #Against: 11 #Abstainir	ng: 1 Total	members appointe	d to the board: 36	
Name of CB/BB officer completing this form	Title		Date	
DR. BOLA OMOTOSHO	СНА	IRPERSON	10/27/2017	

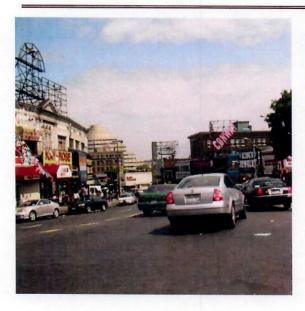
Appendix

Bronx Community Board 5
Section 197-a Plan Phase I
Summary Report (2002)

Community Board 5 Section 197-a Plan Phase 1 Summary Report









Prepared by: EMW Planning & Architecture
14 Spring Street
Hastings-on-Hudson, New York 10706

June, 2002

Bronx Community Board #5 Morris Heights / University Heights / South Fordham /Mount Hope Section 197-a Plan Phase 1 Report

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Appendices (Available at CB #5 office)

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APPENDIX D: SELECTED EXCERPTS FROM THE BRONX: AN ECONOMIC REVIEW BY NYS COMPTROLLER
H. CARL MCCALL; APRIL, 2002.

APPENDIX E: EXCERPTS FROM RECREATION AND OPEN SPACE IN NYC (PARKLAND / POPULATION RATIOS)

APPENDIX F: EXCERPTS FROM THE BRONX GREENWAY PLAN FOR NYC (THE BRONX GREENWAYS)

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CHAPTER I: SECTION 197-a SCOPE OF WORK

1.Planning Background

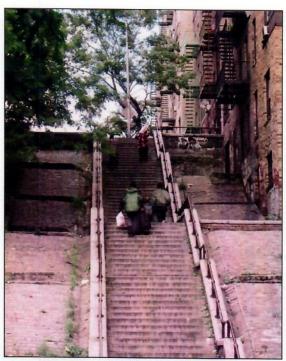
Community Board 5, in an ongoing effort to plan and implement its continued revitalization, is seeking corporate and financial partners. By partnering with corporations and financial institutions, there will be opportunities to achieve and expand upon the goals that have already been established in the CB5 2000 Development Plan. This plan, prepared by CB 5 and the Bronx office of the Department of City Planning, articulated the following goals:

- restoring the community's housing stock which had been devastated by years of neglect and abandonment,
- revitalizing the community's business districts, some of which had high vacancy rates and disinvestments,
- improving the existing neighborhood parks in the community,
- increasing the number of local recreational opportunities for youth and the elderly in a district which had long been underserved,
- addressing City investment in local streets and step-streets,
- making specific recommendations relative to the City-held parcels within the district for housing and open space,
- making specific recommendations relative to designating portions of the district as a historic resource,
- recommending development of an esplanade along the Harlem River.

Many of these goals have been met over the past 12 years. The community's housing stock has been supplemented by thousands of new and rehabbed units, new stores are evident along the community's commercial thoroughfares, and vacancy rates have been lowered, neighborhood parks have been improved, and a number of new ones have been constructed, and the City has created a task force specifically aimed at renovating and maintaining step streets.



Galileo Playground



Step Street at Featherbed Lane

In order to build on the successes of the past ten years, Community Board #5 is now preparing a section 197-a Plan. This Plan will update background information on Community District #5 as a setting for analyses and detailed recommendations relative to the community's commercial areas, transportation, open space, recreation, community facilities and other infrastructure, and housing stock.

2. Building on the Present

A number of housing and other projects are moving forward within or immediately adjacent to CB #5 at this time. These include the following, which is currently being constructed:

Redevelopment of the Caldor's (former Alexander's) site at the intersection of Fordham Road and the Grand Concourse with retail uses on the ground floor, and office and educational use above. Offices and educational facilities of Local 1199, the health workers' union, will be housed here.

Projects for which funding has already been committed include:

 the University Woods environmental education center, for which \$100,000 has already been earmarked by the Borough President's office for design;

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the \$7.2 million rehabilitation of the former Hebrew Institute at Rev. Martin L. King. Jr. Blvd. and Tremont Avenue as a recreation center sponsored by the Kips Bay Boy's and Girl's Club.

The following projects are currently in planning:

- A 1,000-unit rehabilitation of existing housing units in southern portions of the district. Known as University Consolidated, the first phase of this project will involve the rehabilitation of 200 units of housing along University Avenue / Rev. Martin L. King, Jr. Blvd. and Macomb's Road at a total cost of between \$23 and \$26 million. Rehabilitation of these units will be likely to be overseen by the City Department of Housing Preservation and Development, which will allow a portion to be offered for sale as cooperatives, and others rented to households with moderate and middle incomes. The second phase of this project will involve rehabilitation, by the NYC Housing Authority, of 800 existing rental housing units in projects administered by the Housing Authority in this same area. The rehabilitation of currently vacant units will increase the number of households in the district, thereby increasing the level of disposable income available to area businesses.
- A 250,000 retail project bordered by 225th Street, Broadway, the Major Deegan Expressway, and the Harlem River with CB #7 to the north. This mall is expected to include a Target discount variety store.



Based on the experience of other community districts, the Plan is expected to take between one and three years to complete. Funds will be needed for data collection and analyses, commercial streetscape and waterfront studies, organization of interviews and public forums, evaluation of the potential for a light rail facility along Fordham Road to ease congestion, and to provide an attractive connection between Fordham Landing (where waterborne transportation may be considered) and area destinations/ attractions, and the development of other economic development strategies.

Bronx Community Board #5 Morris Heights / University Heights / South Fordham /Mount Hope Section 197-a Plan Phase 1 Report

The Community Board has already committed \$15,000 to begin planning activities, and to establish a foundation for the Plan. The Board views this initial contribution to the effort as a means of leveraging funding sources.

Specific Activities

3. Data Collection and Analysis

As part of the section 197-a Plan effort, information will be gathered on existing physical, geographic, institutional, business and human resources within CB #5. Demographic information relative to CB #5's population and households will be presented, along with information relative to existing employment and poverty rates, and social service utilization. Health statistics will also be presented as appropriate.

To the extent analyses and/or support from the NYC Department of City Planning's central office (i.e., Population, and/or Economic Development divisions), and the Bronx borough office can be provided, these will be utilized. Support will also be solicited at State and Federal levels. To the extent information and/or support can be provided from other City agencies, such as the Department of Aging, or the Bronx Borough President's office, these will be utilized.

Information will be gathered relative to commercial and industrial establishments within CB#5. As appropriate, business establishments outside of the district will also be discussed. Significant sources of employment and activity in the public and not-for-profit sector will be identified.

The overall health and condition of the Community Board's commercial nodes and strips will be analyzed and evaluated. Information will be garnered from interviews with Community Board members and personnel, local business leaders, and a survey of the community's commercial activity areas. Data on sales revenues, commercial vacancy rates, and leasing trends will be gathered.

As a starting point, commercial areas within Community Board #5 will be visited and conditions in each reviewed.

Each of these areas will be surveyed, and information collected on existing retailers. Individual stores in these centers will be identified. In addition to noting the location, type and target niche (quality) of a retailer, the function, if any, of the retailer in the center will be noted, as will other attributes of the commerical area. These features include vacancy and appearance; evidence of recent investment; evidence of disinvestment, deferred maintenance, under-utilization of retail spaces; proximate land uses; constraints on existing commercial activity or growth; proximity of similar retailing opportunities; the nature of the commercial area (i.e., primarily the sale of convenience goods and personal services; or comparison goods, apparel and related, discount merchandise, food and drink / entertainment, etc.); the presence of large department or variety stores, or other anchors; and proximity to transportation options.



Commercial Uses Along Jerome Avenue

Data relative to the pool of existing jobs within CB#5 will be provided including discussion of the types of jobs available, wages / salaries and employment / industry trends. If available, information from the 2002 Census of Business will be included.

4. Community Vision

A Community Visioning process will be facilitated beginning with a targeted questionnaire, and proceeding with follow-up interviews. Public forums will be organized as key topics are identified. Business leaders, elected officials, social service and education providers, City agencies, community leaders and clergy, block and building association leadership, and property owners and residents will be invited to provide input.

This process will seek to involve as much of the community in the planning process as possible. Issues confronting the population in CB #5 will be identified and prioritized. The need for additional community facilities, such as schools, or facilities for the youth population, will be gauged. Vacant sites will be inventoried, and input will be invited as to their use and re-use. The waterfront and the community's commercial districts would be a primary focus of the planning effort. Public input will be crucial to the planning of these areas.

5. Issues Confronting the CB 5 Resident Population

While 2000 Census data relative to income has yet to be released, it is expected that data will show that CB #5 is home to an increasingly Hispanic, low to moderate income population. Issues are expected to include literacy and education, English as a Second language, the availability of unskilled, and semi-

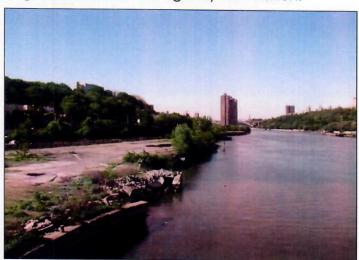
skilled jobs within the district and in its proximity, as well as maintaining access to affordable, quality housing and heath care. Other long-standing issues such as the availability of and access to transportation and recreation resources within the district are expected to remain.

skilled jobs within the district and in its proximity, as well as maintaining access to affordable, quality housing and heath care. Other long-standing issues such as the availability of and access to transportation and recreation resources within the district are expected to remain.

The 197-a Plan will inventory the existing demographic and socioeconomic attributes of the district's resident population, and will make recommendations as appropriate.

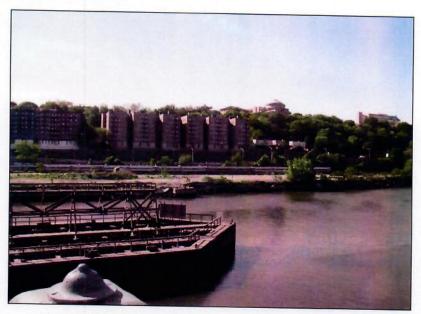
6. Harlem River Waterfront

a. Conditions along the Harlem River shoreline will be inventoried. This will include land use, and shoreline condition. As applicable, existing hazardous / toxic conditions will be documented based on a review of existing Federal and State agency information.



Harlem Riverfront Looking South Towards River Park Towers

- b. Large tracts will be evaluated for appropriate use.
- c. Specific recommendations will be made relative to Roberto Clemente State Park, River Park Towers, and to implement Community Board #5's existing Harlem River Esplanade recommendations.
- d. Waterborne transportation options will be identified and related to other Plan proposals.
- e. Plans for waterfront sites in the abutting Bronx community district (4, 7 and 8) and Manhattan community district 12 will be identified and related to CB#5 conditions and Plan recommendations.



Vacant Riverfront Site Just South of Fordham Road

f. The Community Board will work with the Borough President's office in order to facilitate implementation of the Borough President's Regatta Park proposal as soon as possible within the district.

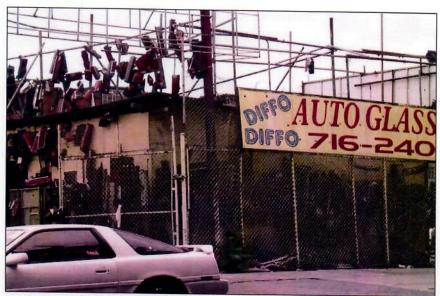
7. Commercial Revitalization and Development

a. Specific issues confronting each of the District's neighborhood commercial areas (as listed earlier) will be identified.

As identified at this time, these areas will include the following:

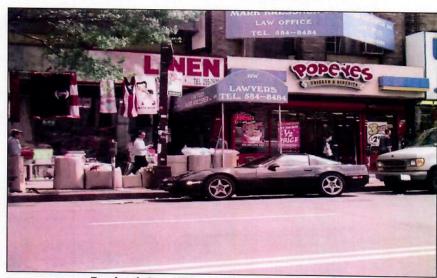
- Grand Concourse/ Fordham Road
- Webster Avenue
- Jerome Avenue
- Burnside Avenue
- Featherbed Lane
- East 183rd Street
- Rev. Martin L. King Jr. Blvd./ East 176th Street/ West Tremont Avenue
- b. Commercial vacancies and gaps in community commercial services will be identified.
- c. Commercial organization / structure will be evaluated for each commercial area as appropriate (i.e., merchants' associations, Business Improvement Districts (BIDs), Local Development Corporations (LDCs), etc.). Specific attention will be given to strategies used in neighboring areas, other sections of NYC, and in other urban areas. The resources of the Bronx Overall Economic Development Corporation, the NYC Department of Business

Services, the Mayor's office and the Borough President's office will be reviewed for opportunities appropriate to each commercial area. Each organization / agency will be invited to participate as planning for each area proceeds.



Auto Use on Jerome Avenue

d. Specific attention will be directed to the Fordham Road commercial area and its existing anchors, pedestrian experience, traffic congestion, parking and loading, appearance, target market and variety of goods and services, etc. Fordham Road continues to be a regional commercial attraction.



Typical Conditions along Fordham Road

The development of a formal commercial organization of businesses along Fordham Road and its tributary commercial strips is already considered an important objective of the Plan.

Revitalization of the Loew's Paradise Theater as a cultural / entertainment center is considered instrumental in increasing nighttime activity in this area, and reintroducing the Fordham Road area as an entertainment destination. As part of the Plan, efforts will be made to engage the owners of the Loew's site and hasten the resolution of matters delaying implementation of the plans for this site, which have already been partially implemented.



Loew's Paradise Theatre: Grand Concourse South of Fordham Road

e. The potential for a light rail facility connecting the Fordham Landing waterfront to area attractions/ destinations in nearby portions of Manhattan and the Bronx will be evaluated.



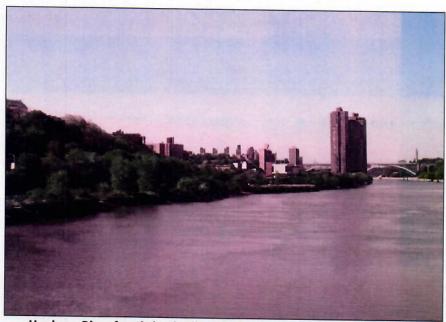
University Heights Bridge near Fordham Landing

Attractions in the immediate vicinity in the Bronx include the Bronx Zoo and the Botanic Gardens, Fordham University, Bronx Community College (formerly NYU's uptown campus) with its Hall of Fame, the Belmont neighborhood (restaurants, ethnic foods, festivals, etc.), the Kingsbridge Veteran's Administration Hospital, Poe Cottage, Orchard Beach and City Island. Attractions in nearby parts of Manhattan include the Cloisters, Fort Tryon and Inwood Hill Parks, Yeshiva University, the Dyckman House, and Columbia University's Baker Field.



Hall of Fame of Great Americans at Bronx Community College

The Harlem River waterfront is expected to become a greater attraction over the next several years as water conditions continue to improve and the river once again becomes a major area recreational resource.



Harlem Riverfront, including Roberto Clemente State Park

8. Gateways into the Community

Specific attention will be given to improving the appearance of major gateways into the community, and to economic development at nodes such as the Jerome Avenue exit from the Cross Bronx Expressway (and entrances to the Expressway at other locations). These nodes are critical to first impressions upon arrival to the community.



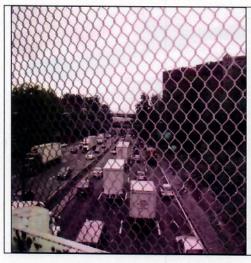


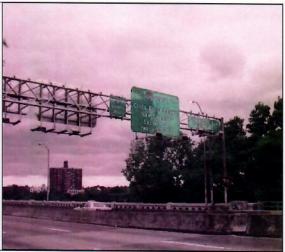
Fordham at Kingsbridge Road

Rev. MLK, Jr. Blvd. at Tremont

9. <u>Transportation</u>

In addition to specific gateways, the current function and service levels of existing transportation resources in CB #5 will also be addressed. This will include a review and discussion of existing conditions along area roadways, including the Major Deegan Expressway, the Cross Bronx Expressway, Martin L. King, Jr. Blvd. (University Avenue), the Grand Concourse, Fordham Road, as well as other relevant area roadways that will be identified.





Other transportation resources will also be reviewed, including service levels at the Metro-North Hudson Line Commuter railroad station stops (Morris Heights, and University Heights) and the Metro-North Harlem Line Commuter railroad station stops (Fordham Road, Tremont Avenue), as well as conditions and service levels at existing NYCTA subway (B & D lines) and bus routes that serve the district.



10. Community Board Boundaries

The Plan will explore the possibility of extending the CB #5 boundaries to include the entirety of University Heights (i.e., East and West Fordham Road will form the entire northern boundary of the district).

11. Grand Concourse

Historically, the Grand Concourse Corridor has not provided large amounts of retail frontage except near the major retail destinations of 149th street and Fordham Road. In recent years however, retail uses have become more prominent in ground floor locations elsewhere along the Concourse, particularly at locations within Community Board #5.

Commercial conditions along the Grand Concourse will be evaluated with respect to non-conforming/non-complying uses and signage, which have become a problem in recent years in CB #5.



In addition to evaluating conditions in designated commercial districts along the Concourse near Fordham Road (i.e., south of Fordham to 183rd Street), commercial uses along the Grand Concourse will be evaluated in the context of existing supply and demand for retail and ground floor office space in the district, and uses traditionally allowed along the Concourse such as professional offices.

As appropriate, strategies will be considered to eliminate non-conforming / non-complying uses and to return existing commercial spaces to professional office or similar space, or housing; or to eliminate, reduce or regulate the aspects of the commercial uses considered to be most noxious to the character of the Concourse.



Grand Concourse Looking North Towards Lewis Morris Apartments



Pilgrim United Church of Christ

A recent report commissioned by Bronx Borough President's Office to formulate design principles to guide refurbishment of the Grand Concourse. This report draws on boulevard design from around the world, as well as the original intentions of the designers of the Grand Concourse. Design principles outlined in this report will be incorporated into CB #5's section 197a's planning efforts.

12. Environmental Objectives

There are several environmental objectives associated with the proposed planning activities as well. These include determining whether or not existing vacant properties within CB #5 are listed as hazardous waste sites by Federal and State agencies. All vacant properties will also be visited to visually ascertain current conditions on each parcel.

Much of the City's sanitary sewer infrastructure is combined with drainage infrastructure. Thus, during heavy storm events, when flows in the sewers increase several fold, flows are diverted to nearby rivers, in order to reduce the volume of water being sent to sanitary treatment plants. A problem is that sanitary sewage, which is mixed with the drainage, ends up being diverted as well. The sewers designed to allow these overflows to nearby rivers, are called "combined" sewers, and these overflows are called "combined sewer overflows". A second environmental objective to be accomplished as part of the 197-a planning effort is to identify any combined sewer overflows (CSOs) along the Harlem River riverfront, and to identify and/or secure funding to correct these situations.

13. Fair Share

Low and moderate-income communities, and/or communities with relatively little political leverage often become the areas in which unpopular community facilities are sited. Such unpopular facilities include roadways serving regional traffic, alcoholism / substance abuse and mental health facilities, juvenile detention centers, and group homes and other residential facilities for adults and youth.

The 197-a planning effort will gauge the need for such facilities in CB #5 and adjacent community districts, and assess whether or not the number of facilities appears to be higher than will be expected through a fair share formula.

14. Next Steps

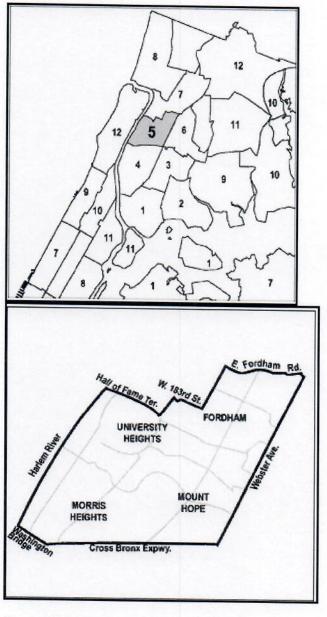
While the 197-a plan will take a comprehensive look at all aspects of the community, it will also define implementation strategies and a roadmap for achieving the community's goals. In concert with a planning consultant, Community Board #5 has developed this first phase of the section 197-a Plan. A detailed schedule for the preparation of the plan is provided in chapter V herein; potential funding sources are discussed in chapter VI.

As we define specific goals and strategies, we look forward to working with financial institutions, corporations and government agencies to establish strategic public/private partnerships in order to maximize our effectiveness and success.

CHAPTER II: SNAPSHOT OF EXISTING CONDITIONS

1. Background

As shown below, the district's boundaries include the Harlem River on the west, Cross Bronx Expressway on the south, Webster Avenue on the east, and Hall of Fame Terrace, West 183rd Street and Fordham Road on the north.



Bronx CB #7 (Norwood, Belmont Park and Kingsbridge) abuts the district to the north, Bronx CB #6 (Belmont, East Tremont and West Farms) abuts the district on the east; Bronx CB #4 (Mount Eden, High Bridge, and the Concourse) abuts the district on the

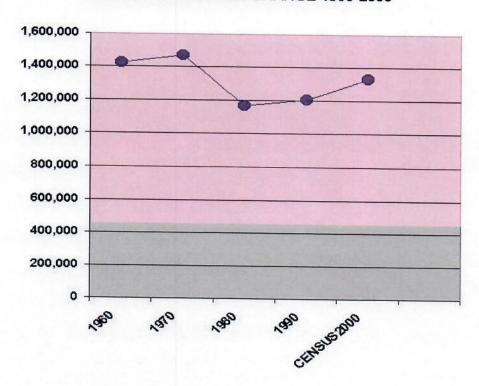
south, and Manhattan CB #12 (Inwood, Washington Heights) lies opposite the district on the west side of the Harlem River.

2. Socioeconomic Background

Bronx County Population Change

After a steep drop in population between 1970 and 1980, the population of the Bronx has rebounded over the past 20 years, although overall population levels are still approximately 100,000 below the 1970 peak, as shown in the graph below.

BRONX POPULATION CHANGE 1960-2000



Source: <u>Discovering the Bronx.</u> Lehman College of the City University of New York

Population in the Bronx is projected to continue to increase over the next 10 to 20 years, as additional housing projects are contempalated, and additional apartments in the borough are rehabilitated.

Community Board #5 Population Change

As shown in Table 1 below, between 1980 and 2000, Bronx Community Board #5's population mirrored that of the Bronx as a whole.

Bronx Comn	Table 1: nunity Board #5:	Population Grov	vth
POPULATION	1980	1990	2000
Total Number	107,997	118,435	128,313
Percent Change		9.7	8.3

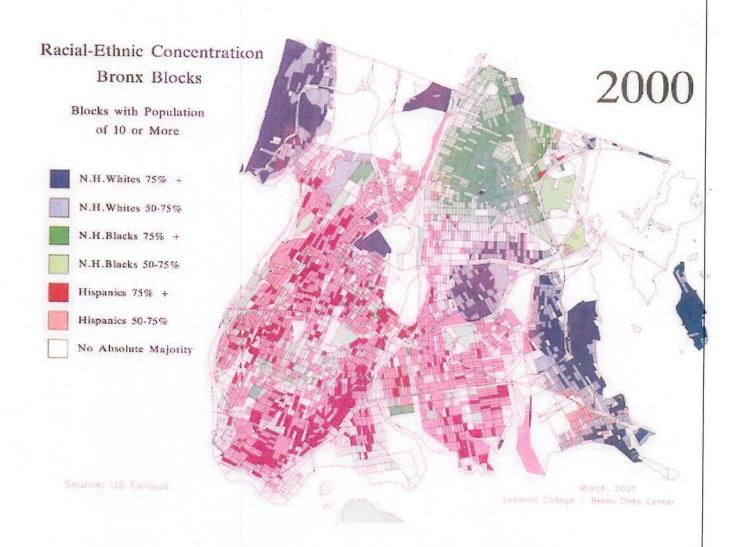
The population of Community Board 5 (CB #5) as a whole has increased over the past 20 years. In 1980, population in the district, after several years of abandonment and disinvestment, had reached a low of 107,997, as compared to 121,807 in 1970. Between 1980 and 2000, Community Board 5's population increased by 18.8 percent to 128,313, and now represents approximately 9.7 percent of Bronx County's total population.

The population in the neighboring community boards (CB 7, 6 and 4 in the Bronx, and 12 in Mnahattan) also increased significantly during the 1980-2000 period.

As in the Bronx as a whole, population in the district is projected to increase over the next 10 to 20 years, as some additional housing projects are contempalated, and additional apartments are rehabilitated.

Changes in Racial Composition 1990 to 2000

The following maps showing the racial and ethnic concentrations of Bronx blocks in 1990 and 2000 were prepared by Lehman College's Bronx Data Center. The most significant changes with regard to Bronx CB #5 is the increase in the number of blocks where Hispanics comprised 75 percent or more of the population.



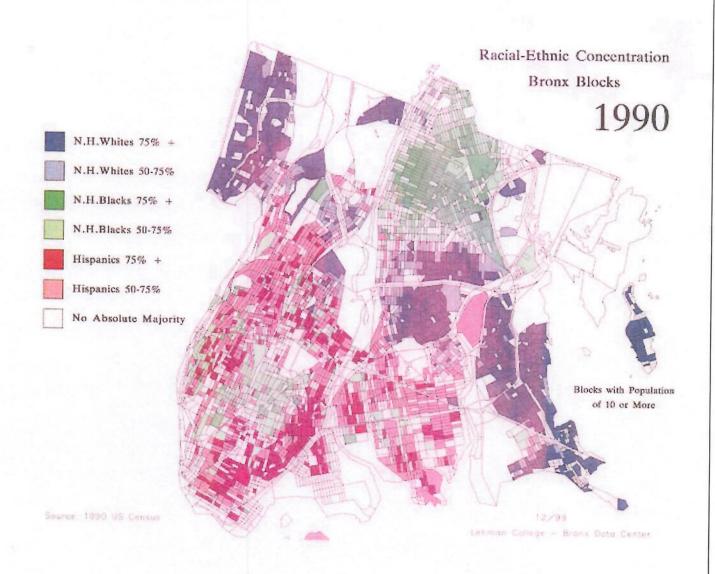


Table 2 on the following page provides the numerical and percent change between 1990 and 2000 for total population, racial and ethnic populations, population under 18 and over 18, and the total number of housing units within Bronx Community District #5 in 1990 and 2000.

As shown in Table 2, the population in Bronx CB #5 increased by just under 10,000 persons between 1990 and 2000. The entire increase and more was composed of increases in the Hispanic population residing in CB #5. The Hispanic population in CB #5 increased by 11,736 persons between 1990 and 2000, increasing from 56.8 percent of the total poulation to 61.6 percent of the total. The majority of the remaining 38.4 percent are Black/African American Nonhispanic. While decreasing slightly between 1990 and 2000, this group continues to represent just under one third of CB #5's population.

Total Population by Mu	tually Exclus	Table : ive Race ar		rigin and Total	Housing Unit	s
,	Bronx Comm	unity Distric	t #5, 1990 and	2000	moosing on	3
	199	0	200	00	Cha	nge
1990-2000						
Bronx Community District 5	Number	Percent	Number	Percent	Number	Percent
Total Population	118,435	100	128,313	100	9,878	8.3
Nonhispanic of Single Race:	-	-	-	-		
White Nonhispanic	2,500	2.1	1,917	1.5	-583	-23.3
Black/African American Nonhispanic	45,379	38.3	41,609	32.4	-3,770	-8.3
Asian or Pacific Islander Nonhispanic	2,172	1.8	2,071	1.6	-101	-4.7
American Indian and Alaska Native Nonhispanic	444	0.4	453	0.4	9	2
Some Other Race Nonhispanic	628	0.5	978	0.8	350	55.7
Nonhispanic of Two or More Races	4, 11	-	2,237	1.7	-	
Hispanic Origin	67,312	56.8	79,048	61.6	11,736	17.4
Population Under 18 Years	42,380	100	45,912	100	2 520	
Nonhispanic of Single Race:	42,500	100	43,712	100	3,532	8.3
White Nonhispanic	560	1.3	427	1.4		10.0
Black/African American Nonhispanic	15,633	36.9	637 14,254	1.4	-1,379	13.8 -8.8
Asian or Pacific Islander Nonhispanic	589	1.4	561	1.2	-28	-4.8
American Indian and Alaska Native Nonhispanic	170	0.4	243	0.5	73	42.9
Some Other Race Nonhispanic	320	0.8	363	0.8	43	13.4
Nonhispanic of Two or More Races		-	665	1.4		
Hispanic Origin	25,108	59.2	29,189	63.6	4,081	16.3
Population 18 Years and Over	76,055	100	82,401	100	(24)	0.0
Nonhispanic of Single Race:	70,000	100	02,401	100	6,346	8.3
White Nonhispanic	1,940	2.6	1,280	1/	- //0	
Black/African American Nonhispanic	29,746	39.1	27,355	1.6 33.2	-660 -2,391	-3 ² -8
Asian or Pacific Islander Nonhispanic	1,583	2.1	1,510	1.8	-73	-4.6
American Indian and Alaska Native Nonhispanic	274	0.4	210	0.3	-64	-23.4
Some Other Race Nonhispanic	308	0.4	615	0.7	307	99.7
Nonhispanic of Two or More Races	-		1,572	1.9	-	9
Hispanic Origin	42,204	55.5	49,859	60.5	7,655	18.1
Total Population	118,435	100	128,313	100	9,878	8.3
Under 18 Years	42,380	35.8	45,912	35.8	3,532	
18 Years and Over	76,055	64.2	82,401	64.2	6,346	8.3 8.3
Total Housing Units Source: US Census Bureau	39,082	-	42,691	_	3,609	9.2

A Demographic Profile of Bronx CB #5 from the 2000 Census is provided in Appendix B.

Post Enumeration Adjustments

It is important to remember that communities such as Bronx CB #5 have been notoriously undercounted during recent Census enumerations.

As noted in the report <u>Discovering the Bronx</u> prepared by Lehman College of the City University of New York, "after the official 1990 census results were in place, a Post Enumeration Survey was conducted to include people missed in the original count. In the Bronx, an additional 62,000 people were 'found,' a gain of over five percent. Adjusted figures showed an undercount of over six percent for Blacks and Hispanics, while the non-Hispanic White population was actually overcounted." It was determined during the 1990 Post Enumeration Survey that areas within Bronx CB #5 were undercounted by between five and 8.65 percent.

While Census coverage was expected to improve during the 2000 Census, it is still likely that some of the Bronx CB #5 population was missed. As additional data is released, it will become clear whether an undercount was likely.

Vital Statistics

During the 1990s, the absolute number of births along with the birth rate, and the number of deaths and death rate declined substantially in Community Board #5. Perhaps most striking, as seen in Table 3 below, is the 72 percent drop in the infant mortality rate. Total infant deaths in 1999 were less than half the number in 1990, even with an increase in the district population.

Bronx Community Board # Vital Statistics Compa	5, Bronx &	able 3: NYC:				
	Bx C	B #5	Bro	onx	N'	YC
VITAL STATISTICS	1990	1999	1990	1999	1990	1999
Births (Number)	3,650	2,658	26,281	21,396	129,807	113,980
Births (Per 1,000)	30.8	22.4	21.8	17.8	17.7	15.6
Deaths (Number)	766	583	11,983	9,947	68,439	58,241
Deaths (Per 1,000)	6.5	4.9	10.0	8.3	9.4	8.0
Infant Mortality (Number)	47	20	351	142	1,496	756
Infant Mortality (Per 1,000)	12.9	7.5	13.4	6.6	11.5	6.6

Public Assistance

As shown in Table 4 on the following page, levels of public assistance to households within Bronx CB #5 generally declined between 1994 and 2000. A substantial increase was recorded in Medicaid recipients, with a less substantial increase recorded in Supplemental Security Income recipients. However, sharp declines were recorded for those receiving public assistance such as Aid to Families with Dependent Chidren, and Home Relief. Overall, the percentage of

the population receiving public assistance within Bronx CB #5 declined by 25 percent between 1994 and 2000.

INCOME SUPPORT	1994	2000
Public Assistance (AFDC, Home Relief)	49,917	27,750
Supplemental Security Income	8,000	9,587
Medicaid Only	8,190	16,232
Total Persons Assisted	66,107	53,569
Percent of Population Assisted Source: NYC Human Resources Admin	55.8	41.8

3. Land Use and Zoning

Existing land use conditions within Bronx CB #5, as compiled by the NYC Department of Finance and NYC Department of City Planning in 1999, are shown on the following page.

Land Use	# of Lots	% of Total Lots
1-2 Family Residential	1,199	13
Multi-family Residential	1,050	35
Mixed Residential & Commercial	245	10
Commercial & Office	220	8
Industrial & Manufacturing	22	2
Transportation & Utility	31	1
Public Facility & Institutional	131	16
Open Space & Outdoor Recreation	54	4
Parking Facilities	184	4
Vacant Land	191	5
Total	3,327	100

land use categories since lots classified as "other/miscellaneous", such as land under water, are included in the totals but excluded from the categories.

Source: NYC/DCP & NYC Department of Finance

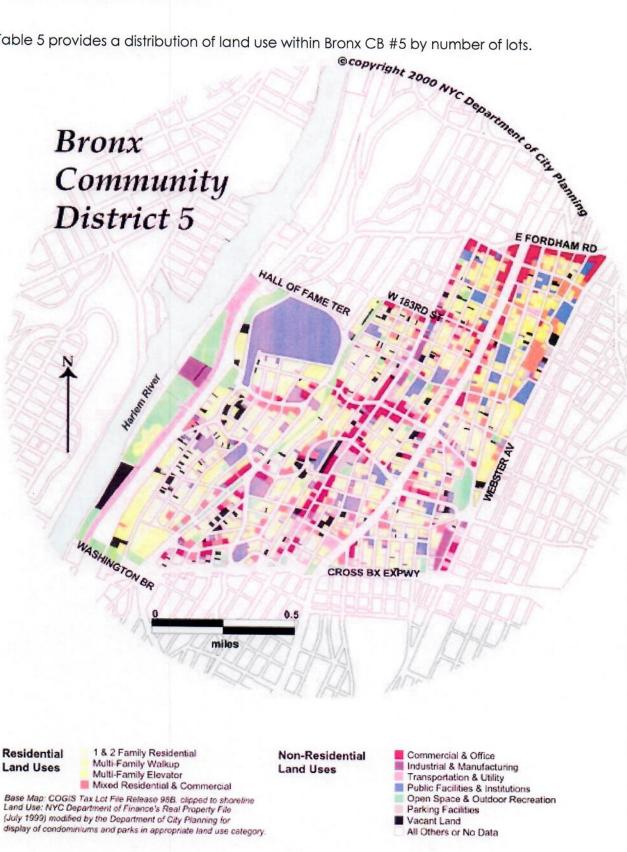
Zoning

Zoning maps for Bronx Community Board #5 are provided in Appendix C.

The following excerpt from the <u>CB5 2000 Development Plan</u> remains valid today:

The area with the lowest density is along the western ridge of the district – just before the steep drop-off to the Harlem River – known as Morris / University Heights. Here the zoning ranges from R5 (typically 2 and 3-family row houses and small apartment buildings) to R7-1 (typically medium-density apartment houses common in many sections of the Bronx.) The Jerome Avenue valley, the Grand Concourse ridge, and the western side of the Webster Avenue valley are relatively homogeneous in residential character and density. Here the zoning is R7-1 and R8 (exemplified in the type of development found along the Grand Concourse.) These areas are known as South Fordham in the northern section of the district, and Mount Hope in the southeast."

Table 5 provides a distribution of land use within Bronx CB #5 by number of lots.



4. Transportation

Bronx Community Board #5 is easily accessed from the regional roadway network via the West 179th Street (northbound), and Fordham Road exits of the Major Deegan Expressway, which travels north and south along the community's western boundary. The Board is also easily accessed from the Cross Bronx Expressway via the Webster Avenue, and Jerome Avenue, exits. From Manhattan, the Board is accessed via the Washington Bridge which crosses from Martin L. King, Jr. Blvd. (University Avenue) to West 181st Street in Manhattan.

Major north-south roadways traversing the district include Martin L. King Jr. Blvd (University Avenue), Jerome Avenue, the Grand Concourse, and Webster Avenue. Major east-west roadways include Tremont Avenue, Burnside Avenue, and Fordham Road.

The Hudson division of the Metro North commuter train line, and accompanying Amtrak regional rail lines are located along the district's western boundary adjacent to the Harlem River. The Harlem division of the Metro North commuter train lie just east of the district's eastern boundary. This is particularly important as commutation to employment centers in Westchester County has become more important in recent years. Fordham Plaza, adjacent to CB #5's northeastern corner, has become a major hub of commutation activity.

The district is served by the IND B and D lines which travels beneath the Grand Concourse and have stops at $174^{th} - 175^{th}$ Streets, Tremont Avenue, $182^{nd} - 183^{rd}$ Streets and Fordham Road. The district is also served by the IRT #4 line which travels above Jerome Avenue and has stops at 176^{th} Street, Burnside Avenue, 183^{rd} Street and Fordham Road.

The district is served by the following bus routes, all operated by the NYC Transit Authority:

 #3 University Avenue (MLK, JR. Blvd.) 	 #41 Webster Avenue
 #32 Jerome, Morris Avenues 	 #40 Burnside Avenue
#1 Grand Concourse	 #42 Burnside Avenue
# #2 Grand Concourse	 #18 Macombs Road, Sedgwick Avenue, Undercliff Avenue
 #12 Fordham Road 	■ #36 Tremont Avenue

5. Recreation and Open Space

Over the past 15 years, a number of pocket parks have been constructed, and a number of playgrounds have been renovated in Bronx Community District #5. Roberto Clemente State Park's 25 acres along the Harlem River are also a relatively recent addition to the community's recreation and open resources. Nevertheless, Bronx Community District #5 continues to have fewer than one acre of recreation / open space per 1,000 residents.

The NYC Department of City Planning prepared a report entitled <u>Recreation and Open Space in New York City: The Bronx</u>, in the Spring of 1995. In the report, population to parkland ratios are computed for each community district in relation to parkland administered by the NYC Department of Parks and Rcreation. Based on this report, Bronx CB #5 had 0.19 acres of parkland per 1,000 residents. It should be noted that this report relied on the district's 1990 population; with an increase of approximately 10,000 residents through 2000, and little new parkalnd added to the inventory, the ratio has only become lower.

Recreation and open space resources are listed in Appendix A: <u>Selected Facilities & Program Sites in New York City: The Bronx</u> (1999 edition). Appendix E provides a graphic depiction of the parkland to population ratio within CB #5 and other Bronx community boards. Appendix E also provides specific information relative to the amount of parkland within CB #5 and the other Bronx community boards.

An excerpt from the City's Grennway Plan is included in Appendix F. Three greenways are planned within CB #5, including the Harlem River Trail (a portion of which is currently usable), the Aqueduct / University Greenway, and the Grand Concourse Greenway. Water crossings are also located within the district at Washington Bridge, and in proximity to the district at University Heights, and High Bridge.

Finally, an excerpt is provided in Appendix G from <u>Places for People</u>, a 1976 publication in which River Park Towers, and Roberto Clemente State Park were highlighted as examples. Text and illustrations included in this publication depict the original intent for the Harlem riverfront within Broinx CB #5, as envisioned in the mid 1970s.

6. Social Services

The following social services are also listed in Appendix A: <u>Selected Facilities & Program Sites in New York City: The Bronx</u> (1999 edition):

- Schools, including pubic and private elementary and secondary schools, colleges, universitites and institutuions granting post-secondary degrees.
- 2. <u>Recreational and Cultural Facilities</u>, including facilities administered by the NYC Department of Parks and Recreation, federal monuments and

parklands administered by the National Park Service, state parks managed by the NYS Office of Parks, Recreation and Historic Preservation, conservation areas administered by the NYS Department of Environmental Conservation, the branch libraries of the New York Public Library and related systems, and cultural institutions receiving City support via the Department of Cultural Affairs.

- Public Safety and Criminal Justice Facilities, including FDNY facilities, ambulance stations, training facilities, NYPD facilities, NYC Housing Authority police service areas; city, state and federal correction facilities, including juvenile detention facilities and group homes; and state and federal court buildings.
- 4. <u>Health Facilities</u>, including public and private hospitals, nursing homes, and ambulatory general health care services.
- 5. Alcoholism and Substance Abuse Facilities
- 6. Mental Health Facilities and Programs
- 7. Mental Retardation and Development Disabilities Facilities and Programs
- 8. Residential and Day Care Facilities for Children
- 9. Residential Facilities and Day programs for Adults and Families
- 10. <u>Facilities for Seniors</u>

CHAPTER III: NEEDS ASSESSMENT

A questionnaire has been developed to assist in performing a needs assessment. The questionnaire would be targeted at a specific population in CB #5 involved with the day to day administration of educational, social service and community agencies, church and religious organizations, Community Board members and staff, and others.

The questionnaire is provided on the following pages. The questionnaire has been designed to utilize a ranking system. Results may then be tabulated and analyzed by statistical means.

Community Visioning Questionnaire

Other_

Thank you for your time. The following will be used to develop a list of critical issues, and to develop a series of specific recommendations.

today? Please rank	the top 4, w	rith 1 being the most important.	Boara 5
Housing quality	-	Lack of youth services	
Crime		Education	
Drug abuse	_	Lack of senior services	_
Availability of social services	_	Housing affordability	_
Commercial revitalization		Jobs / Economic development	
Availability of health services	_	Lack of parks / Open space	_
Pollution / Rodents	_	Park maintenance	
Other:			
2. 2000 Census data	35 in 1990, d	district to have 128,313 inhabi and 107,997 in 1980. In your view, contributed to or adversely affecte	, has the
2. 2000 Census data compared to 118,4 introduction of new	35 in 1990, d	and 107,997 in 1980. In your view,	, has the
2. 2000 Census data compared to 118,4 introduction of new the following?	35 in 1990, d	and 107,997 in 1980. In your view, contributed to or adversely affected Class size / overcrowding	, has the
2. 2000 Census data compared to 118,4 introduction of new the following?	35 in 1990, d	and 107,997 in 1980. In your view, contributed to or adversely affected affected affected at district schools	, has the
2. 2000 Census data compared to 118,4 introduction of new the following? Youth services Crime rate	35 in 1990, o inhabitants o —	contributed to or adversely affected Class size / overcrowding at district schools Lack of on-street parking	, has the
2. 2000 Census data compared to 118,4 introduction of new the following? Youth services Crime rate Senior services Quality and/or availability of	35 in 1990, o inhabitants o	contributed to or adversely affected Class size / overcrowding at district schools Lack of on-street parking Overcrowded housing	, has the

Bronx Community Board #5 Morris Heights / University Heights / South Fordham / Mount Hope Section 197-a Plan Phase 1 Report

3. During the last two Censuses, the City has argued that Latino and black

3.	areas of the City, such a	as CB #5, have been un been an undercount	gued that Latino and blac ndercounted. Based on you of CB #5 neighborhoods a
	Yes 🗌	No 🗌	
4.	For each of the following levels are adequate a leaborate.	ng transit services, plea or need improvement	se indicate whether service. Below each you ma
IRT #4	4 elevated / subway line	Adequate 🗌	Needs improvement
IND B	, D subway line	Adequate 🗌	Needs improvement
NYCT.	A bus lines		
#3:	University Avenue (MLK, JR	R. Blvd.) Adequate 🗌	Needs improvement
#41:	Webster Avenue	Adequate 🗌	Needs improvement
#32:	Jerome, Morris Avenues	Adequate 🗌	Needs improvement
#40:	Burnside Avenue	Adequate 🗌	Needs improvement
#1:	Grand Concourse	Adequate 🗌	Needs improvement
#42:	Burnside Avenue	Adequate 🗌	Needs improvement
#2:	Grand Concourse	Adequate 🗌	Needs improvement
#18:	Macombs Road, Sedgwic		nue Needs improvement 🗌
#12	Fordham Road	Adequate 🗌	Needs improvement
#36	Tremont Avenue	Adequate 🗌	Needs improvement

5.	Given the increasing levels of vehicle ownership and usage in the Bronx parking may often be difficult to find, particularly in commercial areas. Please indicate below the commercial areas in which you feel parking is inadequate?
	Grand Concourse/ Fordham Road Webster Avenue
	Jerome Avenue
	Burnside Avenu
	Featherbed Lane
	East 183 rd Street
	Rev. Martin L. King Jr. Blvd./ East 176th Street/ West Tremont Avenue
	Other:

For questions 6 through 12, except where a Yes or No answer is requested, please rate each choice according to the following scale:

- 1 = Very Important
- 2 = Important
- 3 = Somewhat Important
- 4 = Not Important

You may also provide your own choice, and rate it as indicated in each question.

Investment in adult occupational education / training

6. Economic development is one of the issues highlighted in the most current Community District Needs Statement (Fiscal Years 2002/2003). This theme has been articulated for many years in CB 5's Needs Statements. How do you believe this issue can best be addressed?

More formal links with area industrial enterprises such as Bathgate Industrial Park, Port Morris and Hunt's Point Economic Development Zones	
Investment in literacy / ESL	
Availability of GED classes	
Facilitate financing of expanded / start-up businesses	
Other:	<u>-</u>
Community District Needs Statement (Fiscal Years 200: also has been articulated for years in CB 5's Needs St you believe this issue can best be addressed? Assemble sites and attract new commercial investment	
	-
Seek funding / lobby City to make improvements to commercial dist	
Make portions of existing strips into part-time / full-time pedestrian ma	alls
Organize commercial areas / merchant's associations	_
Organize commercial areas / Business Improvement Districts	
Develop and fund specific commercial facade program	
Reduce /eliminate retail commercial uses on Grand Concourse	
Institute community patrolling along community commercial streets	
Facilitate financing of expanded / start-up businesses	
Other:	

8. It is increasingly being recognized that open space and recreation areas are vital to an individual's development, community's health and desirability as a place to live. During its last review of district conditions, Community Board 5 determined that it was difficult, particularly in its western neighborhoods, for people to get to area recreational resources. It was also evident at that time that recreational areas were too few and in need of investment. As of 1995, Bronx CB #5 continued to have a mere 0.19 acres of parkland for each 1,000 residents, among the lowest of all of the City's community districts. What, in your view, continues to be needed?

Greater accessibility to community parks Additional pocket parks Additional recreation centers Waterfront recreation	
Additional recreation centers Waterfront recreation	
Waterfront recreation	
Recreation in concert with schools (i.e., after-school programs)	
Other:	
throughout the district. In the past, that these areas be assigned to re- 1980's, a number of new recreation	small and medium sized lots distributed the Community Board has recommended creational / cultural uses. Since the mid onal resources have been added to the low do you believe that the these vacant
In-fill housing / multiple-family	
In-fill housing / single or two-family	통하다니 <u>프</u> 등하다 하다.
Natural space	<u> </u>
Community gardens	
Passive recreation space (i.e., benches, areas for small children, chess boards)	
Active recreation space (i.e., playgrounds, I	ball courts
playing fields, tennis courts, roller blading ar	eas etc.)

Bronx Community Board #5 Morris Heights / University Heights / South Fordham / Mount Hope Section 197-a Plan Phase 1 Report 10. Roberto Clemente State Park is located along the Harlem River in the district's westernmost section. The Major Deegan Expressway is a significant obstruction as there are a limited number of crossings. Other than River Park Towers, the State Park is the only destination on the west side of the Expressway. In your view, is the Roberto Clemente State Park an underutilized resource? Yes No No How can Roberto Clemente Park better serve the CB #5 communities? Better maintenance Increased programmed activities Additional water-related activities Better physical accessibility to area More facilities (i.e., picnicking, benches, ball courts) Better notification of programs / activities Improved safety Other: 11. The Roberto Clemente State Park is mapped along much of the district's Harlem River waterfront. According to the most current land use map prepared by the NYC Department of City Planning, the waterfront is also home to River Park Towers, a large industrial use, and a large piece of vacant land. How do you believe the waterfront can best be integrated into the future CB 5 community? Housing Natural space Transportation Link Passive recreation space (i.e., benches, areas for small children, chess boards) Active recreation space (i.e., playgrounds, ball courts

playing fields, tennis courts, roller blading areas etc.)

Mixed use

The total size of the district's population under 18 increased between 1990

12.

Orug abuse prevention	1 P <u></u> 1 A
Sex education / planned parenthood	
Child rearing skills	
English as a Second Language	14
Occupational education	
Job skills	
Other:	
example, should you feel an impo	ortant community service is lacking in th ou feel some subject was overlooked in th
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example, should you feel an impo district, please list it here. Should yo	list any personal comments below. For containt community service is lacking in the course of the cou

CHAPTER IV: BIBLIOGRAPHY

1. <u>Discovering the Bronx.</u> Lehman College of the City University of New York.

Comparison of Bronx demographics based on 1990 and 2000 Census data.

2. <u>The Bronx: An Economic Review, April 2002</u>. H. Carl McCall, State Comptroller.

New York State Comptroller H. Carl McCall prepared this report in early 2002. The report includes a host of statistical data on the Bronx in various economic-related topics. Comparisons are made with New York City's other four boroughs. This compilation of information was intended to give a clear picture of the economic status within the Bronx.

3. <u>Harlem River Boathouse; New York Restoration Project: New York, New York.</u> Robert A.M. Stern Architects.

Proposal for a boathouse on the Manhattan side of the Harlem River just south of Sherman's Creek (i.e., opposite Bronx CB #5) prepared in February, 1999.

4. 1999 Annual Report on Social Indicators; A compendium of statistical data that describe the economic, social, physical and environmental health of the city. NYC Department of City Planning.

This report gauges the economic, social, physical and environmental health of the City of New York. The data collected covers the period from 1994-1998, providing a fairly current evaluation of the city.

5. <u>Selected Facilities & Program Sites in New York City, 1999 Edition, The Bronx</u>. City of New York/ Department of City Planning.

Listed in this report are selected facilities within the twelve community districts of the Bronx which are either operated, funded, licensed or certified by a government agency.

6. <u>Recreation and Open Space in New York City, The Bronx.</u> New York City Department of City Planning-Spring, 1995.

The Department of City Planning prepared this quick reference highlighting existing recreational or open space within the Bronx. Location maps, identifying information and descriptions are provided for the various facilities.

7. <u>Planning for Common Ground; How to Create a Neighborhood 197-a Plan</u>. The Municipal Art Society of New York, Planning Center.

<u>Rules for the Processing of Plans Pursuant to Charter Section 197-a</u>. City Planning Commission, City of New York.

197-a Plan Technical Guide. NYC Department of City Planning.

These documents provide background and guidance for the 197-a planning process.

8. <u>Citywide Statement of Needs; For City Facilities/ Fiscal Years 2003 and 2004</u>. The Department of City Planning and The Department of Citywide Administrative Services.

<u>2001 Atlas of City Property / The Bronx Community Districts 1 to 12</u>. Department of City Planning & Department of Citywide Administrative Services.

Latest in a series of reports required under Section 204 of the NYC Charter. Along with <u>Criteria for the Location of City Facilities</u> (the Fair Share Criteria), the Statement of Needs is part of a planning process in which communities are informed at the earliest possible stage of the city's needs for facilities and the specific criteria for selecting the locations of those facilities.

The <u>Gazetteer of City Property</u> (2001 Atlas of City Property), published in conjunction with the Citywide Statement of Needs, supplies information about the use and location of existing city-owned and leased properties.

As necessary, these reports and maps should be supplemented annually.

9. <u>Coastal Zone Boundary of New York City</u>. Department of City Planning/New York City.

New York City Comprehensive Waterfront Plan; Reclaiming the City's Edge. Department of City Planning, City of New York.

<u>Plan for The Bronx Waterfront; New York City Comprehensive Waterfront Plan.</u> Department of City Planning, City of New York.

The Bronx Harlem River Plan. NYC Department of City Planning.

The Coastal Zone Boundary report includes a series of maps outlining New York's coastal zone boundary.

These publications outline the past, and present conditions along New York City's extensive waterfront.

The Comprehensive Waterfront Plan provides a recommended blueprint for future development along the entire City's waterfront, while the second report

provides an overall description and plan for the Bronx waterfront, and the third publication concentrates specifically on the Bronx's Harlem River waterfront.

10. <u>CB5 2000 Development Plan</u>. Community District 5 (Bronx).

This document was prepared in the early 1990's and includes recommendations in the following four critical areas: housing, commercial & economic development, open space & recreation facilities, and community facilities.

11. <u>Community District Needs; The Bronx, Fiscal Years 2002/2003</u>. Department of City Planning, City of New York.

Publication summarizing pertinent geographic and population data for all Bronx community districts, along with each district's Statement of Needs for Fiscal Years 2002/2003.

12. <u>Waterfronts Alive</u>; <u>Tips for New York from Revitalized Shorelines Across North America</u>. Department of City Planning/ New York City.

This report suggests that we are at a very exciting turning point in our waterfront development. History has shown us how vital waterfronts have been to the development of civilization. This report outlines trends observed in the revitalization of other communities which may be applicable to the New York experience.

13. <u>Partnership for the Future</u>; A 197-a Plan for the Revitalization of Bronx Community District #3. Community Board 3/ Borough of the Bronx, New York City.

Originally presented by Bronx Community Board 3 in 1989, the <u>Partnership of the Future</u> was the city's first adopted community board 197-a plan.

14. <u>The Future of Transportation in the Region: Mobility for the Millennium</u>, New York Metropolitan Transportation Council.

Detailed transportation recommendations for each segment of the region, and for specific long-term regional transportation goals are provided in this report prepared by this regional planning agency in the late 1990s.

15. The Grand Concourse Vision Project. The Sam Schwartz Company.

This report provides a historical background of the Grand Concourse, one of New York City's most significant boulevard, and the spine of activity in Bronx CB 5. Specific recommendations are offered which attempt to balance the need for a regional vehicular thoroughfare, with the residential, commercial, institutional and recreational activities which line it.

CHAPTER V: POTENTIAL BUDGET

<u>Task</u>	Budget (Range)	
Data Collection / Existing Businesses: Proprietary Services	\$5,000 to \$10,000	
Windshield Survey: CB #5's 7 Commercial Districts	\$3,500 to \$5,000	
CB #5 Market Analysis	\$20,000	
Selected Merchant Interviews: CB #5's 7 Commercial Districts		
Commercial Revitalization Activities: Administrative (I.e work with Bronx		
Overall Economic Development Corp., existing merchant associations, LDCs, BIDs, etc.)		
Evaluate Potential for Light Rail Transit Along Fordham Road Corridor	TBD	
Commercial Streetscape Studies: Fordham Road Commercial Areas	\$20,000	
Commercial Streetscape Studies: 1 or 2 Other Commercial Strips	\$15,000	
Community Visioning: Targeted Questionnaire, Follow-up Interviews	\$5,000 to \$10,000	
Community Visioning: Public Forums / CB Meetings	\$10,000 to \$15,000	
Harlem Riverfront: Inventory Existing Conditions / Analysis	\$10,000	
Harlem Riverfront: Explanade Construction Recommendations	\$10,000	
Harlem Riverfront: Identify Waterborne Transportation Options	\$10,000	
Harlem Riverfront: Regatta Park (Work with BP)	\$2,500	
Streetscape Studies: Fordham Road Gateway		
Streetscape Studies: Jerome Avenue Gateway	\$12,000	
Streetscape Studies: MLK, Jr. (University Avenue) Gateway		
Reconsider CB Boundaries	\$5,000	
Grand Concourse: Noncomplying / Nonconforming Conditions Review	\$20,000	
Grand Concourse: Strategy Development		
Grand Concourse: Historic District Extension		
TOTAL (excluding light rail transit feasibility)	\$148,000 to \$164,500	

Bronx Community Board #5 Morris Heights / University Heights / South Fordham /Mount Hope Section 197-a Plan Phase 1 Report

CHAPTER VI: POTENTIAL FUNDING SOURCES

Appendix D contains excerpts from <u>The Bronx: An Economic Review</u> prepared in April 20-02 by New York State Comptroller H. Carl McCall. One excerpt – labeled Appendix P lists Economic Development Resources.

Additional potential funding sources include the following:

- Local banking institutions
- Local corporate partners
- TEA-21 funds
- Environmental Preservation bond funds; Clean Air, Clean Water Act funding
- Local elected officials discretionary funding

Community/Borough Board Recommendation Pursuant to the Uniform Land Use Review Procedure
Project Name: Jerome Avenue Rezoning
Borough(s): Bronx Community District Number(s): 5

SUBMISSION INSTRUCTIONS

Docket Description:

SEE ATTACHED

Applicant(s): Department of City Planning 120 Broadway, 30th Floor New York, NY 10271		Applicant's Representative: Carol Samol Department of City Planning One Fordham Plaza, 5th Fl New York, NY 10458		
Bronx Community Board 5				
Date of public hearing: October 4, 2017	Location: CONCOURSE VILLAGE COMMUNITY CTR. BX NY 1045			
Was a quorum present? YES NO	A public hearing req but in no event fewer	uires a quorum of 20% of than seven such member	the appointed members of the board, rs.	
Date of Vote: October 25, 2017	Location: DAVID	SON COMMUNITY	CENTER .BRONX NY 10453	
RECOMMENDATION				
Approve	Approve Wi	th Modifications/Con	ditions	
Disapprove	Approve With Modifications/Conditions Disapprove With Modifications/Conditions			
Please attach any further explanation of the rec				
Voting	enmondation on	additional sneets, a	as necessary.	
# In Favor: 18 # Against: 11 # Abstaining	ng: 1 Tota	il members appoint	ed to the board: 36	
Name of CB/BB officer completing this form	Tit	le ·	Date	
DR. BOLA OMOTOSHO	CH	IAIRPERSON	10/27/2017	

Appendix

Letter of Support Project H.I.R.E. Application, Bronx Community College (2016)

October 25, 2017

Community Board # 5 Bronx Community College Bronx, New York

Dear Board Members.

Community Board #5 is at the crossroad of making decisions which will have a long-term impact on the future of our community. The Jerome Avenue Study identified the community needs and determined that the creation of additional low and middle-income housing units is a critical priority. The proposed re-zoning initiative is intended to facilitate the process to build new housing units and upgrade the current housing stock.

The Mount Hope Housing Company has served CB #5 residents for over 33 years and has provided housing for families transitioning from homeless shelters to permanent homes, seniors, newly arrived immigrants, and the general community population.

Despite recent financial challenges, the Mount Hope Housing Company has continued to address the need to create new housing units and has developed, which was formerly an abandoned lot filled with garbage and rodents, into a state-of-the art community center that is providing services to pre-school and school-aged children, senior citizens, immigrants seeking to learn English, and HRA Public Assistance recipients who are attending school, while acquiring job skills.

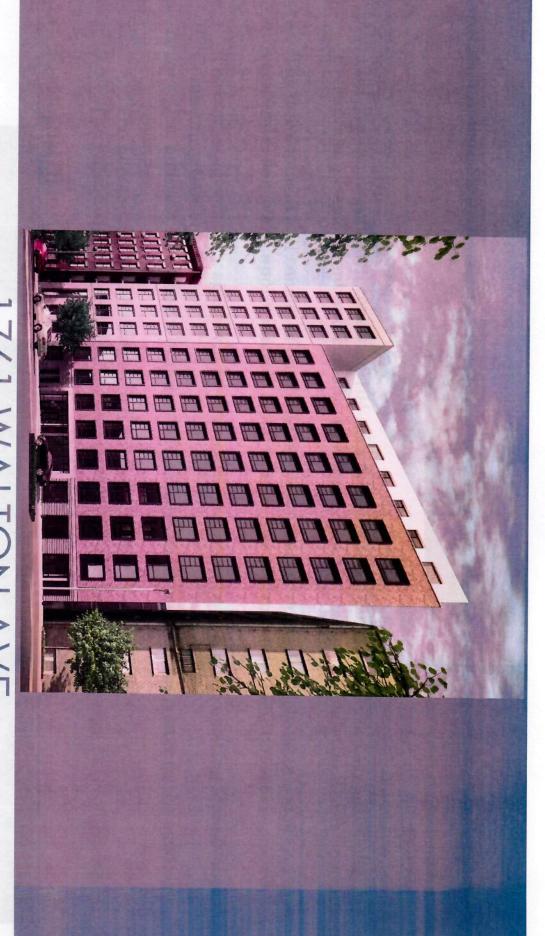
The proposed expansion of Mount Hope Community Center will create 100 new affordable housing units as well provide the community residents with a recreational center which will contain two gymnasiums for team sports, exercise rooms for aerobics (dance, Zumba, etc.), and other spaces targeted to support health and nutritional activities for children, adults and senior community residents.

Thus, the Mount Hope Housing requests inclusion in the group of CB #5 community-based organizations identified to receive financial resources through the Jerome Study re-zoning initiative. Specifically, we are seeking financial resources to support our preservation efforts for restore 1,500 housing units. This investment of financial resources will serve to stabilize the housing company and restore its operations to the standards we have historically achieved. The Jerome Study recognizes that the majority of the current housing stock is aged and requires an influx of financial resources to upgrade the infrastructures of its buildings so they remain viable housing units that continue to meet the growing need for safe and affordable homes for the families that reside in Community Board #5

Thus, we ask that CB #5 recognizes the positive impact that the Mount Housing Company has created over its 33 years of service and that by supporting the organization in its continuing preservation efforts, the board can help to stabilize an important and needed resource to our community.

Yours truly,

Fritz G. Jean CEO



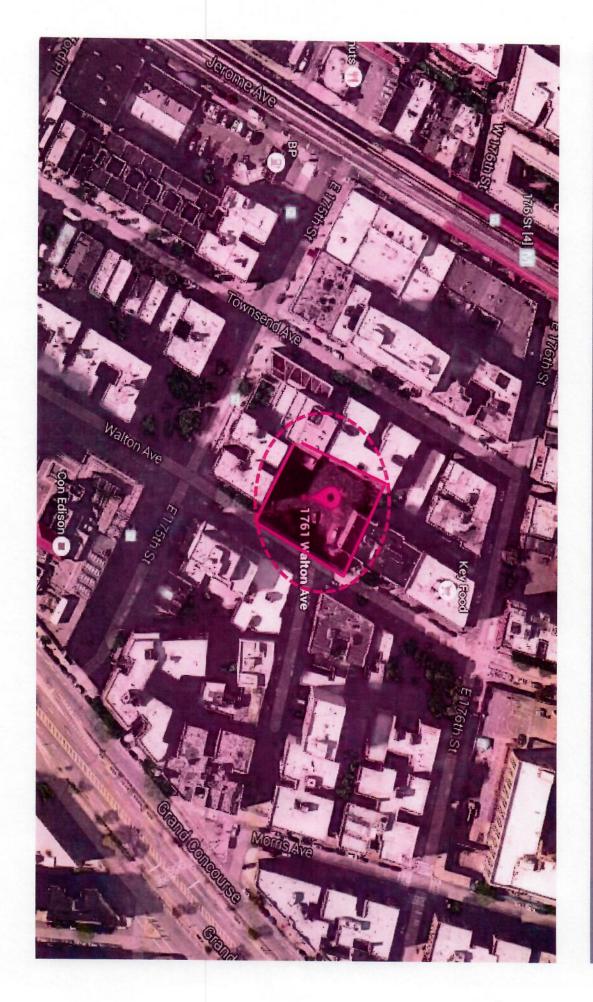
1761 WALTON AVE

September 06, 2017

Community Board 5 - Housing, Economic Development, ULURP, Health & Human Services Committee

Mt Hope Community Center / Procida

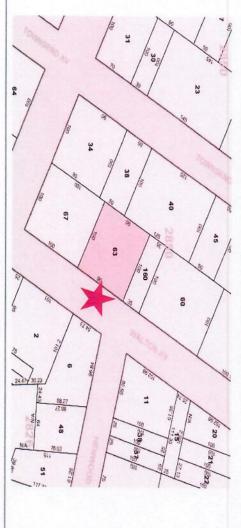
Aerial View



Site Photographs

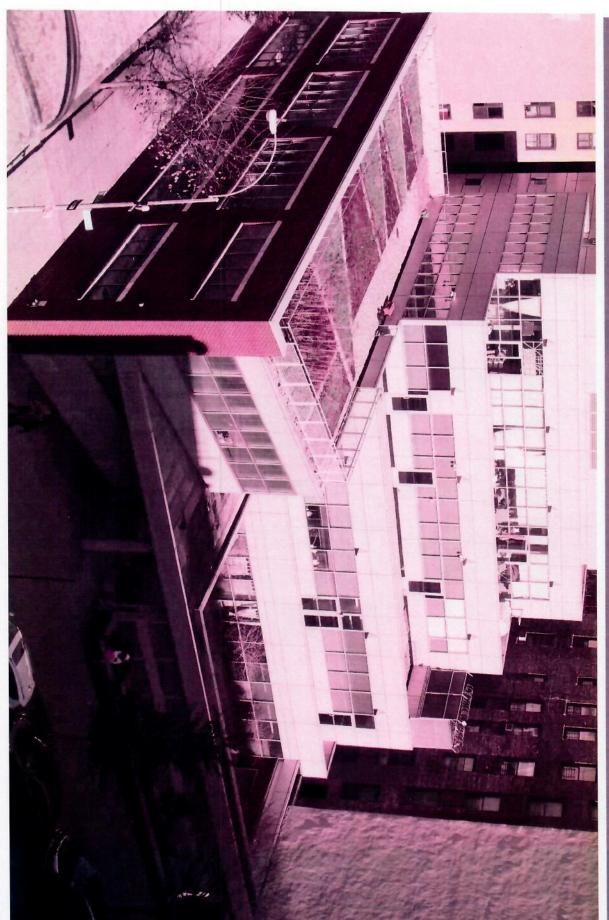


View of Walton Ave facing directly in front of Site.

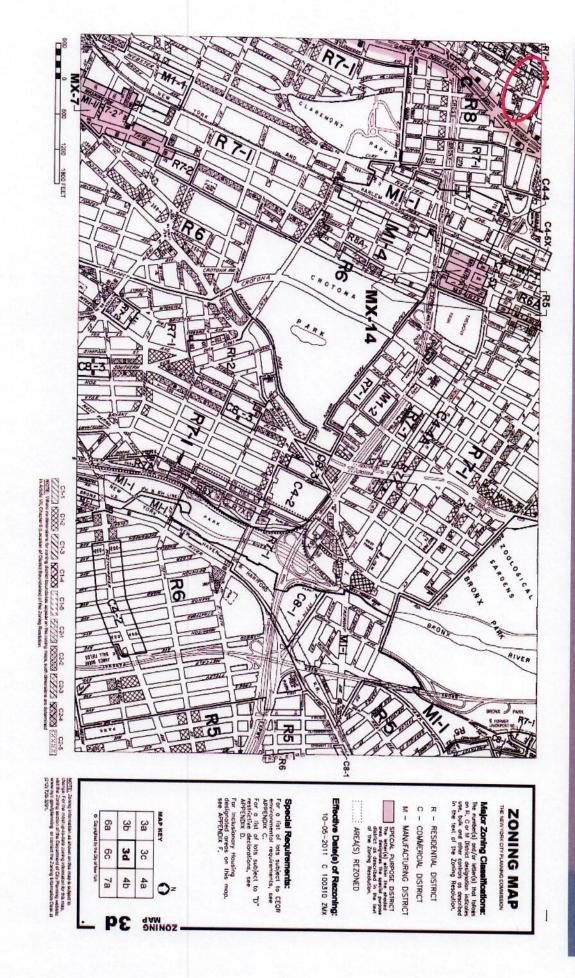


Mt Hope Community Center / Procida

Mt. Hope Community Center



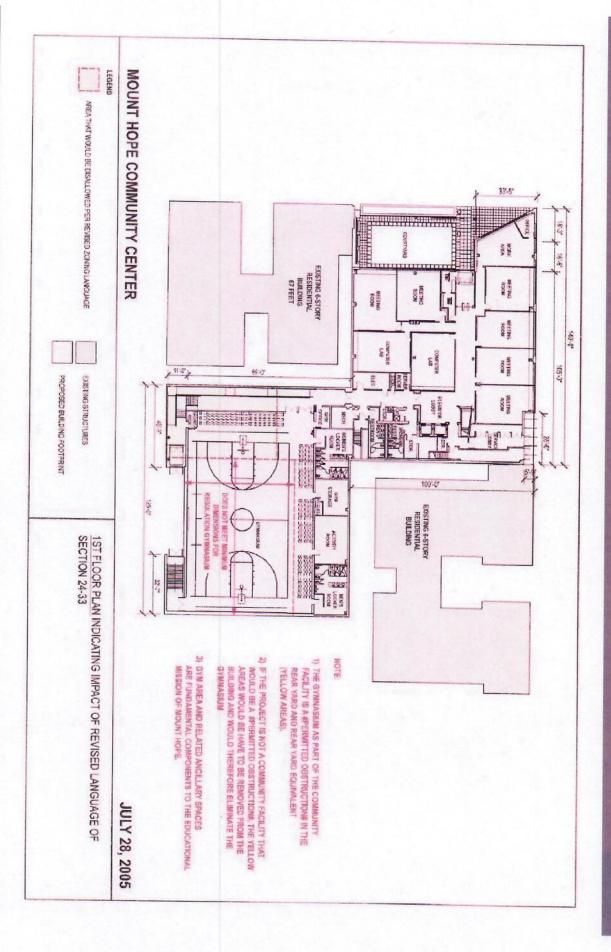
Zoning Map



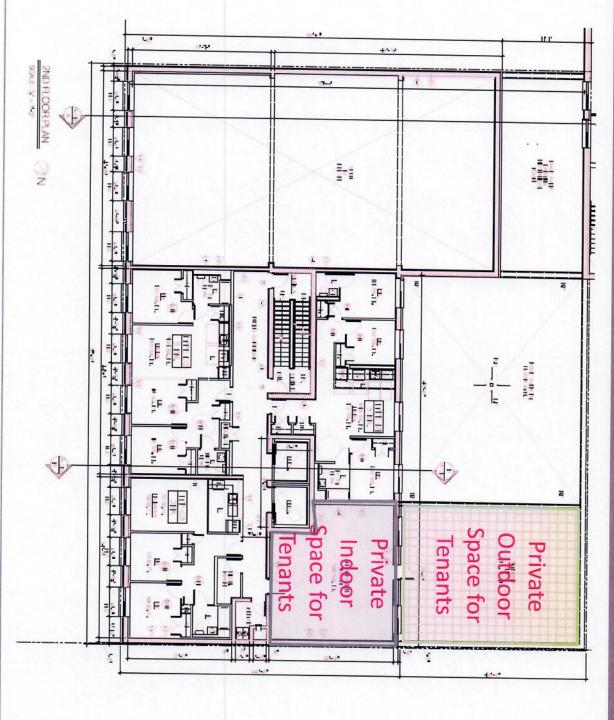
Zoning Summary

- original proposed plan on the site Board of Standards and Appeals (BSA) must approve any change to the
- Original Proposed Plan (2001-2005)
- Mount Hope's original proposal to the BSA allowed the community (Section 24-33 of zoning code) the building was less than or equal to 23' in height above base level. facility to occupy rear yard setbacks provided that the portion of
- (ZR § 73-633) approved to enable the proposed 104 unit development Mt. Hope / Procida hopes to have a variance and special permit pursuant to
- The waivers requested include:
- Height to enable the building to utilize all available Residential
- property the portion where the existing community center encroaches on the Rear Yard to enable the building to be built along Walton Avenue on
- building and the windows on floors 3-5 of the residential building · Distance between the rear wall of the existing community center
- CB 5 Mt. Hope / Procida requests a letter in support of the project to the BSA from

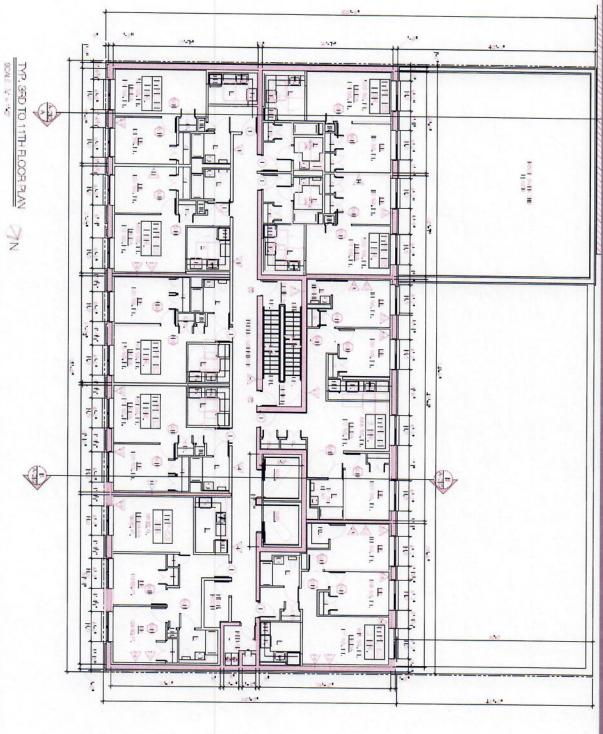
Mount Hope Community Center Plan (2001-2005)



Mt Hope Community Center / Procida



Typical Floor Plan





From: Arlo Chase < AChase@sus.org>

To: 'remibola@aol.com' <remibola@aol.com>; 'bx05@cb.nyc.gov' <bx05@cb.nyc.gov>

Cc: Judith Jackson <jjackson@sus.org>; Arlo Chase <AChase@sus.org>

Subject: SUS Redevelopment Proposal: 1600 Macombs

Date: Wed, Aug 30, 2017 8:54 pm

Attachments: Jerome Rezoning Deck - CB.ac.pptx (13111K)

This Message was Encrypted.

Dear Dr. Bola,

Thank you for meeting with Judith and I last night. It was a very informative, helpful, and enjoyable discussion.

Enclosed as promised is a (slightly revised) copy of the proposal we gave you yesterday.

Unless you would like to talk before, we will plan to see you next Weds. Evening at 6pm at the Community Center for the meeting with the Land Use Committee.

Best regards, Arlo

Arlo Monell Chase Senior Vice President of Real Estate and Property Development

Office: 917-408-1695; mobile; 917 494 2989 Services for the UnderServed Inc.

"Opportunity for all"

Important Notice: This email message and any files transmitted with it are for the sole use of the intended recipient(s) and may contain confidential and/or privileged information. Any review, use, disclosure or distribution by persons or entities other than the intended recipient(s) is prohibited. If you are not the intended recipient, please contact the sender by reply mail and destroy all copies of the original message. Thank you.

1600 MACOMBS ROAD, BRONX COMMUNITY BOARD 5 REDEVELOPMENT PROPOSAL

PROJECT INTRODUCTION



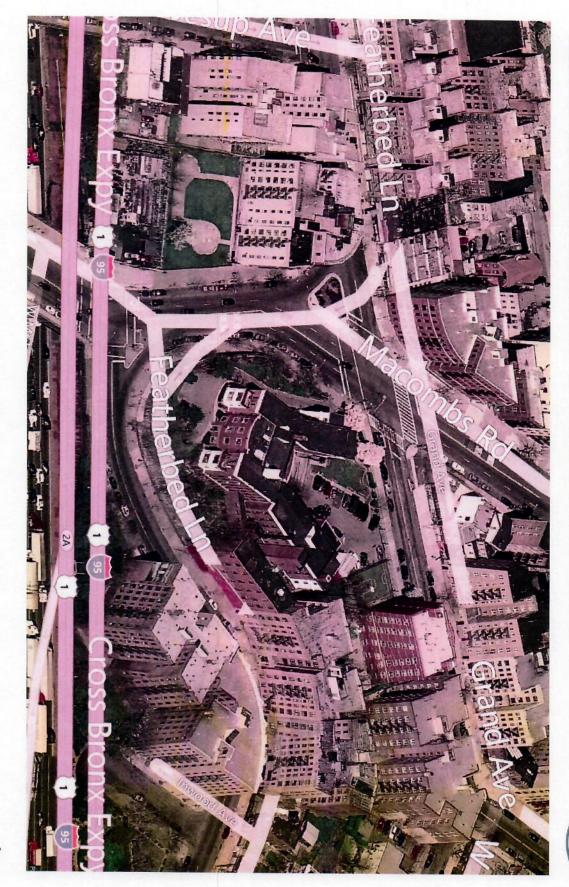
- Services for the UnderServed, Inc. is requesting property at 1600 Macombs in the Jerome Avenue Neighborhood Plan. Community Board 5's support for the inclusion of our
- The Department of Planning has already included our up-zoning from R7 to R8 site within the Expanded Rezoning Area Alternative for
- space and community center to be developed on site. affordable housing (at various income levels), green The up-zoning would allow us to increase the amount of
- Current plan under R8 is 400 affordable housing Center, including a gym and pool. apartments, FQHC medical clinic and a large Community

PROJECT MISSION



- Providing 400 units of quality affordable housing to a 1 bedroom and studio units); low income) and family sizes (3 bedroom, 2 bedrooms, range of household incomes (moderate, low and very
- Improve health outcomes for residents and community programs; services, including behavioral health, and offering robust recreational, educational and community members by providing broad based primary health
- Activate the streetscape by creating public green space the mass transit on Jerome Avenue; and and knitting together the existing retail corridor with
- to minority and women owned local businesses Work to ensure meaningful employment opportunities

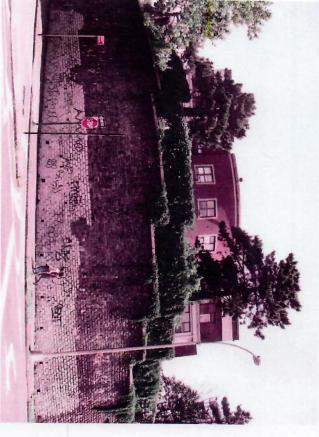
STARHILL





EXISTING BUILDING







Existing retaining wall creates an imposing separation between the street front and the site.

LOCAL BUSINESSES



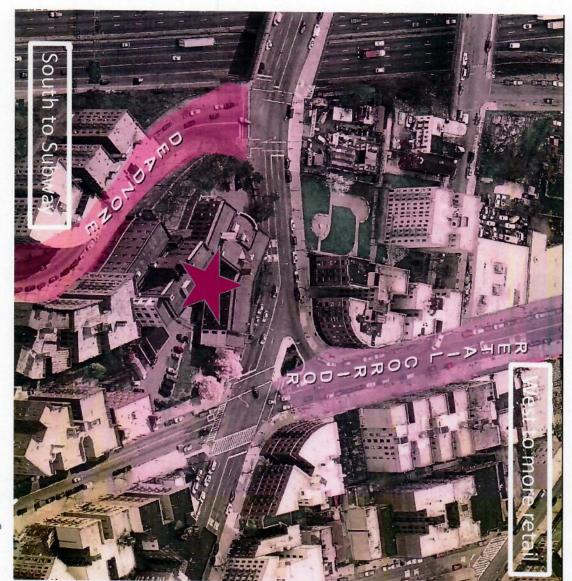
Retail Corridor

(within ¼ mile)

- 30 businesses
- 24 small local operators

2 churches

The current streetfront of Starhill creates a dead zone between the subway and the retail corridor



HISTORICAL CONSIDERATIONS



- Starhill is the oldest continually run program by with Palladia in 2014). Services for the Underserved (1978) (which merged
- The structure, originally built as the Calvary care for NYC residents. Hospital in 1915, played a role in history of medical
- and the community as a whole structure that honors that history by improving Our goal is to acknowledge the rich history of the program and site, while moving forward with a new health and wellness outcomes for new residents

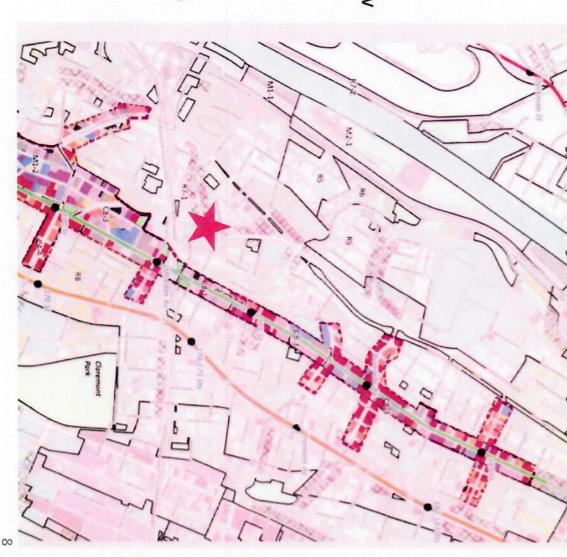
JEROME AVENUE NEIGHBORHOOD PLAN



- Site currently zoned R7-A
- SUS Goal is upzone to R8
- NYC Dept. City Planning is proposing a Jerome Avenue Rezoning to rezone 80+ blocks of auto repair and low density housing.
- Starhill sits just outside the corridor.

DCP is supportive of

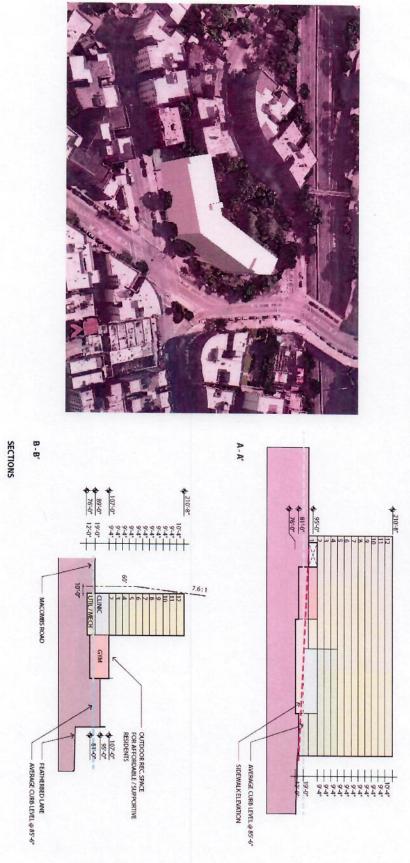
 Wants local community to support addition of our site to the rezoning



DESIGN FOR CURRENT ZONING

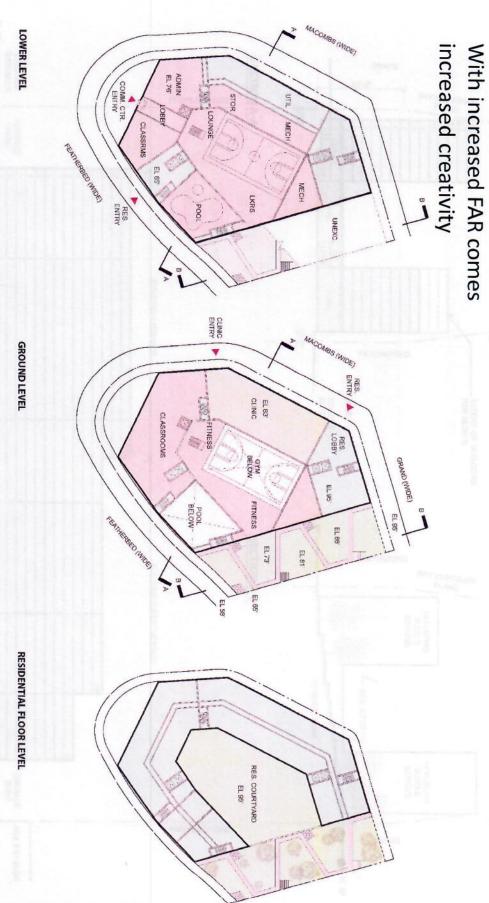


- Current R7 zoning scheme:
- To make the project economically viable, need to max building size.
- Under R-7, building is more imposing and less contextual.



DESIGN FOR UP-ZONING





Goal: to create visual impact, activate the street and integrate in the neighborhood

R8 scheme involves demolition of the retaining wall and significant rock excavation.

Jerome Avenue Neighborhood Plan: Investing in the Neighborhood

PARKS & OPEN SPACE

- ✓ Invest \$4.6 million in Corporal Fischer Park
 - Map new parkland on parcels that have sat vacant for years
 - Design and build a new neighborhood park with community input
- √ Invest \$4 million to rebuild Morton Playground
 - Capital commitment will fund rehab of this key public space for families and children

PUBLIC REALM IMPROVEMENTS

- ✓ Improve key corridors starting with the "Under the El" Pilot at Burnside Avenue
 - Invest in improved streetscape including newly designed street furnishings, specifically tailored to elevated rail infrastructure
 - Enhance commercial corridor experience and improve safety
 - Prioritize and install streetscape amenities on key corridors lighting, street trees, wayfinding, benches, and resurfacing as needed
 - Exact locations of improvements will be determined through consultation with agencies, community, and electeds

JOBS & SMALL BUSINESSES

- ✓ Promote and deliver workforce/business support services to the small businesses along Jerome Avenue
 - Create a specific SBS marketing plan to reach businesses along Jerome & connect businesses and workers to Workforce 1 Centers
 - Bring the SBS Mobile van to Jerome Avenue to expand access for small businesses to services
- ✓ Support community formation of a jobs network; goals:
 - · Connect local residents to existing resources and high quality jobs
 - Identify barriers for local residents to successfully enter the workforce
 - Identify training, educational, and programmatic solutions to address these barriers

AFFORDABLE HOUSING

- ✓ More than 4,500 affordable homes preserved since 2014 in CBs 4 & 5, representing over \$800 million of public and private investment
 - Preservation in CB 4 &5 accounts for about one-third of all HPD preservation work in the borough, and nearly one in ten apartments preserved citywide
 - With two-thirds of the 80,000 housing units in the area rent regulated, preservation is the most important action to keeping residents in their homes
- ✓ Extend preservation work and convene landlord resource fair
 - Bring Landlord Ambassadors to CB 4 & 5
 - · Continue code enforcement sweeps, tenant legal resources, & landlord outreach
- Engage CBs in broad visioning around the city-owned properties that will be subject to RFP

Enrique Colon 80 Featherbed Lane Bronx, New York 10452

12-11-17

RE: Revised and Additioanl Testimony for the City Planning Commission regarding the Jerome Avenue rezoning

My name is Enrique Colon and I was born and raised in the Bronx. I have been living in the Morris Heights section of the South West Bronx most of my life. I am opposed to the city's plan to rezone now 92 blocks along Jerome Avenue. The community wasn't properly informed that another 19 blocks were being studied and would be impacted instead of the original 73 blocks. At a Community Board #4 housing committee meeting a few months ago City Planning Department representative Michael Parkinson said that the proposed rezoning was still 73 blocks even though it had already changed to 92 blocks. The only people that knew it had changed to 92 blocks were people that actually went to the City Planning Department's website and saw it scratched out in the Final Enviornmental Impact Statement. I also think that the Final EIS was not properly written and edited in a professional manner because it had many sentences that were crossed out. I proper Final Enviornmental Impact Statement should have been presented so that everyone in the community could be clear on their final official version. Under the city's best senerio for an HPD term sheet under ELLA (Extremely Low & Low-Income Affordability Program) only 10% of any housing built would be for people making \$28,600 or less. I support the Bronx Coalition for a Community Vision's plan and their prosposed term sheet that would allow 52% ot the housing to be built for people making \$28,600 or less. This prososal would be more accurate based on the local AMI of the people currently living in Community Board's 4 and 5. Community Board 4's area median income is about \$27,000 and for Community Board 5 it's about \$21,000.

The coaltion also prososes that 12% be built for people making \$38,100 or less, 11% for \$47,700 or less, 9% for people making \$57,250 or less and 15% for people making \$95,400 or less. This would adequately allow all income levels of people living in our community now to be able to find an apartment. No one would have to be priced out or displaced. The city's current plan would not allow this to happen. On page 18 of the Final Scope of Work it states that "Currently the median income of the surounding area is approxiatemately \$25,900. Conversely, nearly 25% of households earn more than \$50,000 annually." If that's the case, then 75% of all housing built should be for people making \$50,000 or less.

If we look at the housing that gets built by the city and that residents can apply for by going to nyc.gov/housingconnect you will find the following. Most of the new housing that goes up throughout the 5 boroughs including the Bronx is not affordable to tenants who make about \$30,000, \$25,000 and or \$20,000 or less a year. Most of the affordable apartments are for people making \$30,000 and up. The idea that middle to moderate income tenants can't find an affordable apartment to apply for is a myth. All you need to do is go to the city's website on any given day to see how many buildings you can apply to for the the income ranges that are above \$30,000. Out of 10 applications I might look at on Housing Connect I might find 1 or 2 buildings at the income ranges that are below \$30,000 and sometimes can't find them at all or only a few times a year. The real problem that affects people of any income range from finding an affordable apartment is that the household sizes in comparison to income ranges are too restrictive. For example if you are a family of 2 and make \$50,000 a year you might qualify to apply for an apartment. But if you are a single person making the same \$50,000 you won't qualify and might not find anything else you can apply for. A better system needs to be created by New York City and HPD so that getting an affordable apartment through their lottery system is not so difficult. We want housing to be built for all the income levels that currently live in our communities now, but not at the expense of the majority lower income tenants.

We also need to have a more through study done of all the brownfields along Jeorme Avenue and how it's removal would adversely affect the community and what serious mitigation strategies need to be implemented. Currently only a study of a few blocks between West Mt. Eden and Cromwell and Jeorme to the South , Jerome Avenue to 170th St. `to the Grand Concourse to the east and Edward L. Grant Highway and Jesup Avenue to the West has been done. There are many more brown fields along Jerome Avenue that also need to be seriously studied for it's potentially high polution and health impacts to our communities.

The city has also not mandated union jobs and local hire as well as apprenticeship programs to train our community members to get these jobs and have careers in them. We also need a Certificate of No Harassment bill to be passed that would not allow any developers to build along Jerome Avenue if they have a bad history as a landlord or developer in the Bronx or New York City.

The auto-related businesses and commercial businesses should also not be allowed to be harassed or priced out because their aren't any strong anti-harassment and anti-displacement policies/protections in place for them. Significant relocation plans and resources should have been dedicated by the city for them before ULURP started.

I also believe that a much stronger retention plan needs to be created in order to adequately protect the auto related buisnesses that have been on Jerome Avenue for over 30 to 40 years. Most of whom are Dominican first, second or third generation workers. These are the skills that most of them had coming from their island of the Dominican Republic. They have raised their families here with these jobs and continue to contribute to our society to this day. Additionally, the way the rezoning of Jerome Avenue has been proposed isn't consistent with the Mayor's Industrial Action Plan which he released in the fall of 2015. I attached the link here for your reference: http://www.nycedc.com/industry/industrial

We want real affordable housing to be built for the majority of the community that makes less than 30,000 a year. We want to have at least half the amount of units proposed by the city to be built in order to get deeper affordabilty; from the potential amount of 4,500 units to 2,500 units. We demand to have real job training programs for the auto-workers who on averge are in their 40's and 50's and make about \$50,000 a year. They need to be trained to get jobs and or carrers that will allow them to make the same amount of money as they were making as an auto worker. We also need a cap on the amount of rent that a new commerial business can be charged to make it affordable for local buisnesses to rent along Jerome Avenue and for businesses that are displaced in the process to move back at an economical price. The City Council should also pass a Commercial Business Rent Stabilization bill to establish a permenant way rents can be increased by reasonable percentages to allow businesses to operate and thrive throughout the entire city without fearing being displaced currently or in the future.

For this and many other reasons I urge the City Planning Commission to vote NO on the city's proposed rezoning of now 92 long blocks along Jerome Avenue. This is currently the largest rezoning in Bronx history. Do not allow our communities to be dramatically changed without any serious plans, policies, protections, and affordability levels in place for us and future generations!

Thanking you for your time and consideration,

Enrique Colon

Life-long Bronx tenant

e.colon@newsettlement.org

City Planning Commission - Written Testimony regarding Jerome Avenue Rezoning 12-11-2017

Hello, my name is Robert Gumbs, I'm a disabled Navy Veteran and a member of CASA. I presently reside at the Finlay Housing complex around 167th Street in the Morris Heights area. Originally, I am a native New Yorker from the community of Harlem. I enjoy living in the Bronx, but I must point out that one should relocate, not as a matter of simple desperation brought about by the urgency of trying to avoid having to sleep on the sidewalks. No. A New Yorker, should have some option as to whether they wish to move at a given time, and have the ability of find a habitation which will include a humane quality of life. Also, they should be able to reside in a home that will not cause them to have to literally drain them of the entirety of their already scant economic resources. What has to be brought to an end is this relentless war between purveyors of great wealth, the Real Estate, Banking/Commercial interests versus the lower-income classes. This war which is being waged, is being waged under the name of Gentrification.

To begin with, Gentrification has become nothing but a newer and rapacious type of Economic Warfare – which displaces one economic group – the haves' against the have not's.

The days when the word Gentrification presented this gentle prosaic image of people planting flowers and children armed with brooms sweeping sidewalks, is an image from another era. Gentrification – to Gentrify has become another weapon in the hands of the purveyors of wealth to use against people of the lower economic strata. I am not comfortable with the term, but for the sake of crass simplicity I will use it; the present direction of property allocation with the building and rebuilding of neighborhoods were people live is looking more and more like the way these issues are decided in so-called 3rd World Countries. With shiny highly developed metro areas and vast amounts of economically distressed areas on the outside of the metro proper.

As I pointed out earlier in this narrative, I am a native of Harlem who has been a Bronx resident for approximately 2 years — I can honestly say I was forced out of Harlem because I was unable to find an affordable place to live. Because of the push for Gentrification, the ability of working class people to find affordable housing has become insurmountable in Manhattan, especially in Harlem. Landlords feel that they stand to get higher returns by raising the cost of rentals, but although Landlords became wealthier the status of working class people to find affordable housing became impossible.

I don't want to see this happen in the Bronx – the same way it happened in Harlem and all of Manhattan for that matter. This Jerome Ave Rezoning Plan will cause the loss of many of our small businesses and the dislocation of many of our residents. I, as a member of CASA, along with the Bronx Coalition for a Community Vision, strongly demand that the City Planning Commission vote NO on this Rezoning Plan.

Testimony for City Planning Commission regarding the Jerome Avenue Rezoning December 11, 2017

My name is Althea York and I live at 1068 Gerard Avenue in the Bronx. I have been residing in the Bronx for about 10 years. I am also a member of CASA and I am totally against the re-zoning of Jerome Avenue for several reasons:

#1 About density. Does every space have to be covered? In a regular situation, like my apartment, this will be called clutter. Most of the time to get on the trains one has to let two or three trains go by to get on. Also, this is not healthy. What is the plan anyhow? Tear down buildings that are stronger built to put up these flimsy things that are going up all over the city that you even can't sneeze in your apartment for your neighbor hears. There is no style to these buildings, everything looks the same.

#2 The auto businesses. I understand that some of CB4&5 are complaining about the area being messy. Do they want these workers to dress in suits and ties to get on the ground to get under cars, spray and oil cars, etc.? When you go to a fish market it doesn't smell like the perfume counter at Macys. The more important thing is these are heads-of-households, hardworking people and not everybody has cushy jobs. Someone has to do the dirty work.

#3 Other businesses. There are many other small businesses to consider: furniture stores (not Raymour & Flanagan), jewelry stores, pharmacies (not CVS), restaurants, retailers, salons and more. All trying to make an honest dollar.

#4 Entertainment. Is anybody considering a movie house? There used to be one on 161 and River Ave. and several scattered around the Bronx. I think one is a hotel and another a church, but none has been replaced. They could be used for giving shows and not only to show films. There is talks about parks but when we get displaced we won't be around to enjoy these parks they are talking about and besides, the gentrifiers already are complaining about us playing loud music and barbecuing in the parks and some of the parks already prohibit barbecuing.

Besides one can only use parks about three months in the year.

As things are at the moment, why not have landlords fixed the buildings where these auto shops are, they are dilapidated and that is not the businesses fault. Most likely the owners are getting good money for them.

Units for shelter residents should be considered as this homeless situation is a crisis now but everything else is being done but this is being bypassed. Why not get the people out of shelters first that are from our neighborhoods before bringing in other people? Building more shelters has been proposed. What is the intention, put us poor people in shelters and build housing for others? That is what it seems like to me.

On Jerome Avenue we also need a bus all the way, not part of the way as the #32 bus is now running. East of the Grand Concourse you have several buses but not West of the Grand Concourse and this is a necessity.

Another thing to consider is, the people coming in might have their own people they want to vote into office and not necessarily who we have put in!

I would like you to vote NO on this rezoning plan!

City Planning Commission written testimony regarding Jerome Ave Rezoning

December 11, 2017

Dave Subren

Hello City Planning Commission,

As a member of CASA in good standing, and a recent transplant to the Bronx from the Lower East Side (LES)...and as a veteran of displacements all over lower Manhattan under the euphemism of "rezoning"

I say NO!! to the Bronx Jerome Ave. Rezoning Plan from personal and empirical evidence in the Lower East Side unless the majority of conditions below are met:

Replace the bait and switch euphemism "affordable housing" with income targeting by income based housing to get the true rental cost of housing for C.B. 4 &5

For example, when you go into any "99 cent" store in the neighborhood, when was the last time you actually paid 99 cents? For anything substantial, its usually 99 cents and up and never down! Same thing with the term affordable housing.,

So! Federal guidelines mandates that a minimum of 30% of your income be for rent. Since NYC AMI is around \$90,000, so the rent burden should be \$2,700 per month. Rent at 30% of \$90,000 is unaffordable!!!

My plan would calculate the AMI ONLY for CB 4 & 5 catchment areas. Which is around \$26,000; which when divide by 30% would amount to around \$780 per month rent.

Guarantee that the City's income targeting housing programs (MIH ELLA VLI etc.) be based on CB 4 & 5 AMI (of 25,000) not of NYC's \$90,000. Along the following breakdown by income band or range, number of apartments by percentage, and the AMI by percentage.

So my proposal based on the above parameters would be as follows from the bottom up:

- 1. From \$0-\$30,000 income or 30% AMI should be for 50% of units or half the building
- 2. From \$30,000-\$40,000 income or 40% AMI should be 15% of units
- 3. From \$41,000-\$50,000 income or 40% AMI should be 15% of units
- 4. From \$51,000-\$60,000 income or 60% AMI should be 10% of units
- 5. Finally, from \$61,000-\$90,000 income or 100% AMI should be 10% of units

So, from the above table the 30% AMI \$0-\$30,000 is more relevant to CB 4 & 5 seniors, low and fixed income people. The rest is to amortize the Return on Investment or R.O.I of the building's revenue.

HPD needs to review their scope and term papers deeper to bring as much apartments as possible below the 60% AMI so more apartments would qualify for another funding stream called the low-income tax credit program.

Also, DCP needs to review their blue prints to maximize to the fullest the floor area ratio or F.A.R. by minimizing or eliminating the set-backs on the upper floors to make more living space available for building revenue from higher income tenants and or more apts. For lower income tenants.

Revive the rules of the Section 197-A plan as mandated in the 1989 city charter to facilitate more inclusive integrated local community planning that respects economic environmental and racial justice especially pertaining to ANTI-DISPLACEMENT!!

Require that all present and future rezonings go through the Section 197-A plan process and review by the affected community before any decision is made, and said plans be legally binding and subjected to strict oversight and updated as plans change.

Incorporate legally binding proposals in the Section 197-A plans including items that must be in the OPERATING AND CAPITAL BUDGETS!

Guarantee that the community board have a full time urban planner trained not only in zoning but also in the Section 197-A plan byzantine regulations with the emphasis on community based planning. Such an advocate would be the equivalent to the Right to Counsel (RTC) advocate but representing the community on land use issues as oppose to tenant rights issues.

Funding for such a planner should be provided both by the City and developers as a public private partnership or P.P.P. since they like to go to the city for funding and tax breaks. If not, funding can be provided by city council members, borough presidents in the form of their capital budget and discretionary funds.

- 1) Require that prior to every major rezoning there be a detailed study and analysis of displacement trends in the area changes in land values and rents and the effect of these trends on different economic, racial, and ethnic groups. The study should engage diverse residents and businesses and the results be subject to extensive public scrutiny and discussion and not simply filed away in Environmental Impact Studies (E.I.S.)
- 2) Repeal the city's present mixed use zoning and adopt a serious effort to create neighborhoods in which jobs and housing are integrated and available to working people, especially low income minority communities. As in the past mixed use communities can thrive if the city uses its tax and regulatory powers to keep the lid on land prices instead of stimulating their rise with fake mixed use zoning districts for an outside wealthy dominant culture. Instead the city should allow and help the indigenous small local businesses create worker owned co-op businesses for the up and coming west African entrepreneurs and the Large Spanish auto repair, fruit stand and small restaurant ("cuchifritos") on the ground floor and truly affordable housing primarily in the Local 30% and under A.M.I. bracket on the above floors.
- 3) Pass the small business jobs survival act to protect small locally owned businesses and cultural spaces from displacement due to rising rents, rezoning and real estate speculation

4) Tighten zoning restrictions in industrial districts to stop the incursion of hotels and other

uses that lead to increases in land prices and pressures that displace established

businesses.

5) Place all publicly subsidized housing in Community Land Trusts that guarantee

permanently affordability, Community control and continuing government support.

6) End the use of short term planning exercises and so call "visioning" sessions in

communities that are tightly controlled by a small number of appointed members and

groups as oppose to the public especially when these exercises are used mainly to justify

rezonings. It is important that the whole community be involve in their future so we need

to rely on detailed democratic methods and not focus groups that come from DCP and

HPD

Why can't we make the very act of rezoning an area a direct subsidy?

So in closing I leave you with this coda...

SAY NO TO RE-ZONING; SAY YES TO OUR BRONX!!

Thank you.

Dave Subren

Bronx resident

daveresearch@gmail.com

Testimony for City planning Commision regarding the Jerome Avenue Neighborhood Study- 12-11-17

Hello my name is Lucy Arroyo and I'm a member of CASA. I have been living at 1175 Gerard Avenue for over 30 years now.

I disagree with the way that city describes affordable housing because it deceives us by having us think that the new housing will be built for low-income tenants or families. A large amount of tenants and families are living in shelters or living in the streets trying to find an affordable apartment to live in but can not because of the high income requirements they need to move into these apartments. I disgree with them displacing small buisnesses and also auto workers for the city to build affordable housing and leaving them unemployed or searching for another place to build another small business or to find another job. We need to fight back and let the city know that we won't allow them to take away the small buisnesses in our area and move us out of our communities which we have lived in for many years. City Planning Commision we want you vote NO on the Jerome Avenue Neighborhood Rezoning Study!

December 4, 2017

To the NYC Planning Commission

Re: the Jerome Avenue Neighborhood Plan Re-zoning

My name is kara lynch, I live at 95 w.162nd street in Highbridge. I attended the public hearing and did not testify. Having heard my eloquent neighbors, I am moved to write you and put my testimony on record. I am new to the neighborhood and new to the Bronx. I am an artist and educator. I've lived in NYC since 1990. I was displaced from the Lower East Side in early 2000s and more recently from Greenpoint Brooklyn. My profile should cause some pause for my neighbors: "There goes the neighborhood." I was not involved in community politics in my previous neighborhoods, and I will not make that mistake again. In moving here I made a commitment to contribute positively to my community and push against the racial and economic injustices that re-zoning plans coming out of the City Planner's Office have institutionalized across the city. The Jerome Avenue Neighborhood Plan and its re-zoning proposal is yet another plan that does not include community participation or input and is not developed in collaboration with people who live here, and will again red-line, racially and economically discriminate against people of the African Diaspora, Immigrants, working people, poor people, elderly and youth. The impact of displacement of residents and businesses will destroy generations of community building and resilience in the Bronx. I stand with community members, with the Bronx Coalition for Community Vision and CASA to oppose the rezoning plan.

Please stand with us and vote NO.

I have attended an information session hosted by Community Board 4 and an open house hosted by the City Planners about the Jerome Avenue Neighborhood Plan. In each of these events Land Use and re-zoning is not openly discussed by City planners or their staff instead focusing on elements of the plan under the purview of other agencies and tangential to land use. Information directly addressing land use of re-zoning proposals is either difficult to find or access and not presented clearly for a lay audience. In their publications about the plan, Land Use and Re-zoning is in the smallest print and the last item on the list of what

constitutes the plan. In every conversation I've had with City Planners responsible for the Jerome Plan they have had no real interest in sharing the plan for land use with the community or actually hearing our concerns. When asked to explain codes and jargon they have been dismissive; when community members raised concern about the legacies of redlining and racialized displacement caused by rezoning across the city in other historically Black and Latino neighborhoods like Williamsburg, Bedford Stuyvesant, Long Island City, East New York, Bushwick, Harlem, El Barrio, Mott Haven, the planners insisted that there was no common thread or lesson to be learned from our collective wisdom and knowledge or the experience of our families and compañeros in these neighborhoods. Instead they talk about "strategic infrastructure and community investment" - housing, jobs, education, green spaces – but none of these issues can be guaranteed to be improved, protected or invested in by the re-zoning of land use described in the Jerome Avenue Neighborhood Plan. This makes clear that the city planners working on this plan have no desire to, nor the capacity to listen to, comprehend, and design a plan that speaks to the community's vision for their own neighborhood. The rezoning of Jerome Avenue is a change in Land Use that does not meet any of the community's current needs. For this reason I oppose this plan.

I am a newcomer. Having seen Greenpoint transformed by re-zoning and the displacement of family owned business for big box retailers and private Urgent Care Centers and upscale bars, restaurants and boutiques; the harassment and unlawful evictions of long-term rent stabilized tenants in anticipation of gentrification, the immigrant working class community being priced out; the revitalization of public space to attract wealthy investors, and the destruction of vital ecosystems on the rivers edge that could protect against storm surge --- I have plenty of opinions about the Jerome Plan. For example, I think it's crazy to: displace a thriving business district on Jerome Avenue that serves the community and employs local residents in living wage skilled, unionized jobs; or to disrupt a vibrant mixed residential and commercial district at Burnside Avenue in exchange for high density commercial office buildings that will have no continuity with the community around it; or intensifying the neighborhood between 167th and 170th and Jerome with high density residential new construction without a solid transportation plan nor a satisfactory environmental study on the impact this will have on the underground waterways below Jerome and Cromwell. However, my newbie opinions do not matter because what does matter is what my

neighbors who have lived here for the long haul want for the neighborhood. They have called for: 1. FULL Community Participation and oversight; 2. Equitable and safe housing for local residents whose median income is \$25,000/yr; 3. Living wage, union jobs and local hire; and 4. strong anti-harassment and anti-displacement policies.

The Bronx Coalition for Community Vision has produced a thorough community initiated study of the area in question and came up with a solid report about what the neighborhood needs and wants. Then, they generously made that study available to the City Planners office – basically the coalition did the work that the City Planners are mandated to do and yet have failed to do. If the City Planning office is serious about community participation, then upon receiving the Coalition's report, the ethical thing to do would be to stop their planning, scrap all their designs and start over with the Bronx Coalition's study as the foundation for any discussion of "strategic infrastructure and community investment." With actual community vision at the forefront it will be clear that probably the last thing that needs to happen to meet these recommendations is a change in land use. As it stands the current plan does not meet any of above the recommendations. Another reason to vote NO to the Jerome Avenue Neighborhood Plan.

We want deep investment in our community first and then consider whether or not we need to re-zone to support our needs. Because, we know from the experiences all over the city that the re-zoning and change of land use has only benefitted and profited real estate speculators, developers, and landlords. The community loses everything: livelihood, shelter, local businesses, culture, history, and autonomy. With rezoning plans like this one, the redlining continues, people are priced out, and those who manage to stay in the neighborhood are heavily policed as the city protects the real estate developers' investment and the whitewashing of the neighborhood while it disinvests in us. Our people will once again be displaced, fragmented and disenfranchised. The businesses and residents along the Jerome Avenue corridor deserve deep investment from the city without giving up their homes, jobs, and community. For all of the above reasons you should oppose the Jerome Avenue Neighborhood Plan. Support our community - vote NO.



Workforce and Economic Development Philosophy Hall, Room 14 P: 718.289.5170 F: 718.289.6018 Bronx Community College of the City University of New York 2155 University Avenue Bronx, New York 10453

Kenneth Adams

Dean of Workforce and Economic Development

Bronx Community College/CUNY

Testimony Regarding the Jerome Avenue Rezoning Proposed by the NYC Department of City Planning

Public Hearing of the NYC Planning Commission

November 29, 2017

Good morning Madam Chair and Commissioners,

Thank you for this opportunity to testify regarding the proposed Jerome Avenue Rezoning in the Bronx.

First, let me say on behalf of Bronx Community College that we have enjoyed a long, rewarding and mutually beneficial relationship with Bronx Community Board 5 for many years. We are grateful to Dr. Bola, Board Chair, and to Ken Brown, District Manager, for their leadership of the board, service to our community and for the strength of our partnership.

We fully support Community Board 5's judgement and decisions with respect to the proposed Jerome Avenue Rezoning.

I would also like to acknowledge the director and staff of the Bronx office of the NYC Department of City Planning. As you all know, these planning and rezoning initiatives require a tremendous amount of work over a number of years. Much of that is in the form of community outreach, meetings, workshops, focus groups, design charrettes, and old-fashioned, shoe-leather door-to-door interviews, note-taking and research. The Bronx team should be commended for their effort in this regard and for the integrity, sincerity and collaborative nature of their approach.

In my brief testimony this morning I wanted to ask you to please consider two issues as you debate this proposed rezoning: the current economic conditions of the affected neighborhoods, and the need in these communities for greater education and workforce training services.

As the EIS makes clear, the proposed Jerome Avenue rezoning will affect several of the poorest neighborhoods in all of New York City. In fact, according the NYU Furman Center's report, "State of New York City's Housing and Neighborhoods in 2016", Bronx Community District 5 is the third poorest community in our entire city. Public elementary schools in this district are basically the worst in New



York: Fourth-grade public school children in Board 5 have the lowest math skills in the city; their English Language Arts skills are the 4th worst citywide. Education attainment by adults in our neighborhood is also abysmal: The share of adults 25 years and older who have a BA degree or better is only 13.4% -- the second lowest level anywhere in NYC. The percentage of local residents with a High School diploma is also near the lowest in New York. Small wonder that our community -- with such poor performing public schools and such low education levels -- is so very poor.

If this deep and persistent poverty resulting from failing public schools and low education attainment by local residents is the most pressing crisis of this community – and I would suggest that it is – then it should be hoped that the proposed Jerome Avenue Rezoning would address these challenges as much and as effectively as possible. Of course, this is not axiomatic: the main purpose of the rezoning to facilitate the creation of new, affordable housing in the area – certainly an important goal, but not one that directly addresses these pressing economic conditions head-on.

The challenge then is to find ways to raise local school performance and the educational attainment and job readiness of our neighbors in addition to building new affordable housing. After all, the lack of affordable housing for Bronx residents can be addressed from two directions at the same time: by building new apartments that rent for amounts that people of this low-income community can afford, and by doing all we can to help our neighbors increase their incomes and, thus, be less poor.

The Bronx office of DCP has addressed this second strategy both in its planning process and through a series of meetings on workforce development with local stakeholders, including Bronx Community College, designed to explore solutions to the job readiness and skills training needs of area residents.

These meetings have been helpful on a variety of fronts. For one, DCP staff cast a wide net and invited a large group of participants from diverse organizations in and around the area of the rezoning to participate. These meetings had the effect of bringing many of us out of our respective silos and day-to-day challenges to work together on this pressing community challenge. The meetings convened by DCP brought helpful data, observations, ideas and opinions to the table while supporting the development new plans to work together.

I would like to take a moment to describe one such plan – one offered for consideration by my institution, Bronx Community College.

Bronx Community College (BCC) proposes to convene and coordinate a network of partner organizations dedicated to helping residents of Bronx Community Districts 4,5 and 7 to improve their skills and secure employment in order to raise their income and increase their financial security.

Led by BCC's Division of Workforce Development and Continuing Education, this initiative will unite local organizations that share a commitment to helping area residents yet serve them in different ways, leveraging each partner's capacity to provide educational, training, job placement and support services.

The Training and Employment Network will serve as a connector between the partner organizations and a promoter and coordinator of the services they provide. Importantly, BCC-TEN will act as a user-friendly, single point of contact for employers, enabling them to address their hiring needs and promote opportunities for area jobseekers in an efficient, comprehensive way. In effect, the TEN will serve as an intermediary or "broker" between employers and the network of participating organizations. This

approach has worked successfully in Manhattan's Lower East Side through an organization called LESEN (Lower East Side Employment Network) created and supported by JobsFirstNYC.

Organizations suggested to date for possible participation include: Bronx Community Boards 4,5 and 7, Bronx Community College, Davidson Community Center, JobsFirstNYC, Bronxworks, Mount Hope, Good Shepherd Services, Morris Heights Health Center, Montefiore Medical Center, Bronx Lebanon Hospital, Bronx Workforce 1 Career Center (Fordham Road), Services for the Underserved, Bronx Rises Against Gun Violence, Odyssey House, NWBCCC, The Hope Program/Sustainable South Bronx, WHEDco, CASA-Community Action for Safe Apartments, and more.

Other proposals for improving the employment prospects of local residents and increasing their economic stability will no doubt emerge in this process. Please know that my colleagues and I at BCC stand ready to work with the leadership of Bronx Community Board 5 to pursue the workforce development strategies that they choose, as they know our community best.

Thank you very much for your time and attention.