

Appendices

A - E

Appendix A
New York City Waterfront Revitalization Program
Coastal Assessment Form

For Internal Use Only:

Date Received: _____

WRP no. _____

DOS no. _____

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's designated coastal zone, must be reviewed and assessed for their consistency with the New York City Waterfront Revitalization Program (WRP). The WRP was adopted as a 197-a Plan by the Council of the City of New York on October 13, 1999, and subsequently approved by the New York State Department of State with the concurrence of the United States Department of Commerce pursuant to applicable state and federal law, including the Waterfront Revitalization of Coastal Areas and Inland Waterways Act. As a result of these approvals, state and federal discretionary actions within the city's coastal zone must be consistent to the maximum extent practicable with the WRP policies and the city must be given the opportunity to comment on all state and federal projects within its coastal zone.

This form is intended to assist an applicant in certifying that the proposed activity is consistent with the WRP. It should be completed when the local, state, or federal application is prepared. The completed form and accompanying information will be used by the New York State Department of State, other state agencies or the New York City Department of City Planning in their review of the applicant's certification of consistency.

A. APPLICANT

1. Name: New York City Department of City Planning
2. Address: 22 Reade Street
3. Telephone: 212.720.3300 Fax: 212.720.3495 E-mail: N/A
4. Project site owner: N/A

B. PROPOSED ACTIVITY

1. Brief description of activity:

The New York City Department of City Planning (DCP) has proposed rezoning in the vicinity of Webster Avenue. The proposed action is intended to update the current zoning to reflect planning objectives for development of this area. Zoning changes would result in a change in permitted uses by facilitating new commercial and/or residential development along the corridor. As a consequence of the proposed rezoning, additional development is anticipated to occur.

2. Purpose of activity:

The proposed action would rezone the project area in order to facilitate new commercial and/or residential development along the Webster Avenue corridor. As a consequence of the proposed zoning, additional development is anticipated to occur. The proposed actions are intended to achieve two primary objectives:

- To shape Webster Avenue into a vibrant, inviting and walkable residential commercial corridor; and
- To preserve low density development in the residential areas of Bedford Park and Norwood, and to shift new development from the neighborhoods to Webster Avenue.

3. Location of activity: (street address/borough or site description):

All actions will affect zoning within Bronx Community District 7 and Bronx Community District 12. The areas affected by the proposed action include all or portions of 80 blocks, generally bound by the Metro-North Harlem Railroad to the southeast, Fordham and East Kingsbridge Road to the southwest, the Grand Concourse and Jerome Avenue to the northwest and East Gun Hill Road to the northeast.

Proposed Activity Cont'd

4. If a federal or state permit or license was issued or is required for the proposed activity, identify the permit type(s), the authorizing agency and provide the application or permit number(s), if known:

N/A

5. Is federal or state funding being used to finance the project? If so, please identify the funding source(s).

N/A

6. Will the proposed project require the preparation of an environmental impact statement?

Yes No If yes, identify Lead Agency:

NYCDCP

7. Identify **city** discretionary actions, such as a zoning amendment or adoption of an urban renewal plan, required for the proposed project.

The Webster Avenue Rezoning project would require a zoning map amendment.

C. COASTAL ASSESSMENT

Location Questions:	Yes	No
1. Is the project site on the waterfront or at the water's edge?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Does the proposed project require a waterfront site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land underwater, or coastal waters?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Policy Questions	Yes	No
------------------	-----	----

The following questions represent, in a broad sense, the policies of the WRP. Numbers in parentheses after each question indicate the policy or policies addressed by the question. The new Waterfront Revitalization Program offers detailed explanations of the policies, including criteria for consistency determinations.

Check either "Yes" or "No" for each of the following questions. For all "yes" responses, provide an attachment assessing the effects of the proposed activity on the relevant policies or standards. Explain how the action would be consistent with the goals of those policies and standards.

4. Will the proposed project result in revitalization or redevelopment of a deteriorated or under-used waterfront site? (1)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Is the project site appropriate for residential or commercial redevelopment? (1.1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Will the action result in a change in scale or character of a neighborhood? (1.2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Policy Questions cont'd

	Yes	No
7. Will the proposed activity require provision of new public services or infrastructure in undeveloped or sparsely populated sections of the coastal area? (1.3)	_____	✓ _____
8. Is the action located in one of the designated Significant Maritime and Industrial Areas (SMIA): South Bronx, Newtown Creek, Brooklyn Navy Yard, Red Hook, Sunset Park, or Staten Island? (2)	_____	✓ _____
9. Are there any waterfront structures, such as piers, docks, bulkheads or wharves, located on the project sites? (2)	_____	✓ _____
10. Would the action involve the siting or construction of a facility essential to the generation or transmission of energy, or a natural gas facility, or would it develop new energy resources? (2.1)	_____	✓ _____
11. Does the action involve the siting of a working waterfront use outside of a SMIA? (2.2)	_____	✓ _____
12. Does the proposed project involve infrastructure improvement, such as construction or repair of piers, docks, or bulkheads? (2.3, 3.2)	_____	✓ _____
13. Would the action involve mining, dredging, or dredge disposal, or placement of dredged or fill materials in coastal waters? (2.3, 3.1, 4, 5.3, 6.3)	_____	✓ _____
14. Would the action be located in a commercial or recreational boating center, such as City Island, Sheepshead Bay or Great Kills or an area devoted to water-dependent transportation? (3)	_____	✓ _____
15. Would the proposed project have an adverse effect upon the land or water uses within a commercial or recreation boating center or water-dependent transportation center? (3.1)	_____	✓ _____
16. Would the proposed project create any conflicts between commercial and recreational boating? (3.2)	_____	✓ _____
17. Does the proposed project involve any boating activity that would have an impact on the aquatic environment or surrounding land and water uses? (3.3)	_____	✓ _____
18. Is the action located in one of the designated Special Natural Waterfront Areas (SNWA): Long Island Sound- East River, Jamaica Bay, or Northwest Staten Island? (4 and 9.2)	_____	✓ _____
19. Is the project site in or adjacent to a Significant Coastal Fish and Wildlife Habitat? (4.1)	_____	✓ _____
20. Is the site located within or adjacent to a Recognized Ecological Complex: South Shore of Staten Island or Riverdale Natural Area District? (4.1 and 9.2)	_____	✓ _____
21. Would the action involve any activity in or near a tidal or freshwater wetland? (4.2)	_____	✓ _____
22. Does the project site contain a rare ecological community or would the proposed project affect a vulnerable plant, fish, or wildlife species? (4.3)	_____	✓ _____
23. Would the action have any effects on commercial or recreational use of fish resources? (4.4)	_____	✓ _____
24. Would the proposed project in any way affect the water quality classification of nearby waters or be unable to be consistent with that classification? (5)	_____	✓ _____
25. Would the action result in any direct or indirect discharges, including toxins, hazardous substances, or other pollutants, effluent, or waste, into any waterbody? (5.1)	_____	✓ _____
26. Would the action result in the draining of stormwater runoff or sewer overflows into coastal waters? (5.1)	_____	✓ _____
27. Will any activity associated with the project generate nonpoint source pollution? (5.2)	_____	✓ _____
28. Would the action cause violations of the National or State air quality standards? (5.2)	_____	✓ _____

Policy Questions cont'd

	Yes	No
29. Would the action result in significant amounts of acid rain precursors (nitrates and sulfates)? (5.2C)	_____	✓ _____
30. Will the project involve the excavation or placing of fill in or near navigable waters, marshes, estuaries, tidal marshes or other wetlands? (5.3)	_____	✓ _____
31. Would the proposed action have any effects on surface or ground water supplies? (5.4)	_____	✓ _____
32. Would the action result in any activities within a federally designated flood hazard area or state-designated erosion hazards area? (6)	_____	✓ _____
33. Would the action result in any construction activities that would lead to erosion? (6)	_____	✓ _____
34. Would the action involve construction or reconstruction of a flood or erosion control structure? (6.1)	_____	✓ _____
35. Would the action involve any new or increased activity on or near any beach, dune, barrier island, or bluff? (6.1)	_____	✓ _____
36. Does the proposed project involve use of public funds for flood prevention or erosion control? (6.2)	_____	✓ _____
37. Would the proposed project affect a non-renewable source of sand ? (6.3)	_____	✓ _____
38. Would the action result in shipping, handling, or storing of solid wastes, hazardous materials, or other pollutants? (7)	_____	✓ _____
39. Would the action affect any sites that have been used as landfills? (7.1)	_____	✓ _____
40. Would the action result in development of a site that may contain contamination or that has a history of underground fuel tanks, oil spills, or other form or petroleum product use or storage? (7.2)	_____	✓ _____
41. Will the proposed activity result in any transport, storage, treatment, or disposal of solid wastes or hazardous materials, or the siting of a solid or hazardous waste facility? (7.3)	_____	✓ _____
42. Would the action result in a reduction of existing or required access to or along coastal waters, public access areas, or public parks or open spaces? (8)	_____	✓ _____
43. Will the proposed project affect or be located in, on, or adjacent to any federal, state, or city park or other land in public ownership protected for open space preservation? (8)	✓ _____	_____
44. Would the action result in the provision of open space without provision for its maintenance? (8.1)	_____	✓ _____
45. Would the action result in any development along the shoreline but NOT include new water-enhanced or water-dependent recreational space? (8.2)	_____	✓ _____
46. Will the proposed project impede visual access to coastal lands, waters and open space? (8.3)	_____	✓ _____
47. Does the proposed project involve publicly owned or acquired land that could accommodate waterfront open space or recreation? (8.4)	_____	✓ _____
48. Does the project site involve lands or waters held in public trust by the state or city? (8.5)	_____	✓ _____
49. Would the action affect natural or built resources that contribute to the scenic quality of a coastal area? (9)	_____	✓ _____
50. Does the site currently include elements that degrade the area's scenic quality or block views to the water? (9.1)	_____	✓ _____

Policy Questions cont'd

Yes No

51. Would the proposed action have a significant adverse impact on historic, archeological, or cultural resources? (10)

52. Will the proposed activity affect or be located in, on, or adjacent to an historic resource listed on the National or State Register of Historic Places, or designated as a landmark by the City of New York? (10)

D. CERTIFICATION

The applicant or agent must certify that the proposed activity is consistent with New York City's Waterfront Revitalization Program, pursuant to the New York State Coastal Management Program. If this certification cannot be made, the proposed activity shall not be undertaken. If the certification can be made, complete this section.

"The proposed activity complies with New York State's Coastal Management Program as expressed in New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program, and will be conducted in a manner consistent with such program."

Applicant/Agent Name: Carol Samol

Address: DCP Bronx 1 Fordham Plaza 5th Floor

Bronx NY 10458 Telephone (718) 220-8500

Applicant/Agent Signature: Carol Samol Date: 9-17-10

Appendix B

Webster Avenue - Bedford Park - Norwood

Proposed Zoning Text Amendment

Webster Ave- Bedford Park-Norwood Proposed Text Amendment

September 16th 2010

Matter in underline is new, to be added;

Matter with # # is defined in Section 12-10;

* * * indicates where unchanged text appears in the Zoning Resolution

Article II

Residence District Regulations

* * *

Chapter 3

Bulk Regulations for Residential Buildings in Residence Districts

* * *

23-144

In designated areas where the Inclusionary Housing Program is applicable

In #Inclusionary Housing designated areas#, as listed in the following table, the maximum permitted #floor area ratios# shall be as set forth in Section 23-942 (In Inclusionary Housing designated areas). The locations of such districts are specified in Section 23-922 (Inclusionary Housing designated areas).

Community District	Zoning District
Community District 1, Bronx	R6A R7-2 R7A R7X R8A
Community District 4, Bronx	R8A R9D
<u>Community District 7, Bronx</u>	<u>R7D</u>
Community District 1, Brooklyn	R6 R6A R6B R7A R7-3
Community District 2, Brooklyn	R7A R8A R9A
Community District 3, Brooklyn	R7D
Community District 6, Brooklyn	R7-2
Community District 7, Brooklyn	R7A R8A
Community District 14, Brooklyn	R7A
Community District 3, Manhattan	R7A R8A R9A
Community District 6, Manhattan	R10
Community District 7, Manhattan	R9A
Community District 1, Queens	R7A
Community District 2, Queens	R7X

* * *

APPENDIX F: Inclusionary Housing Designated Areas

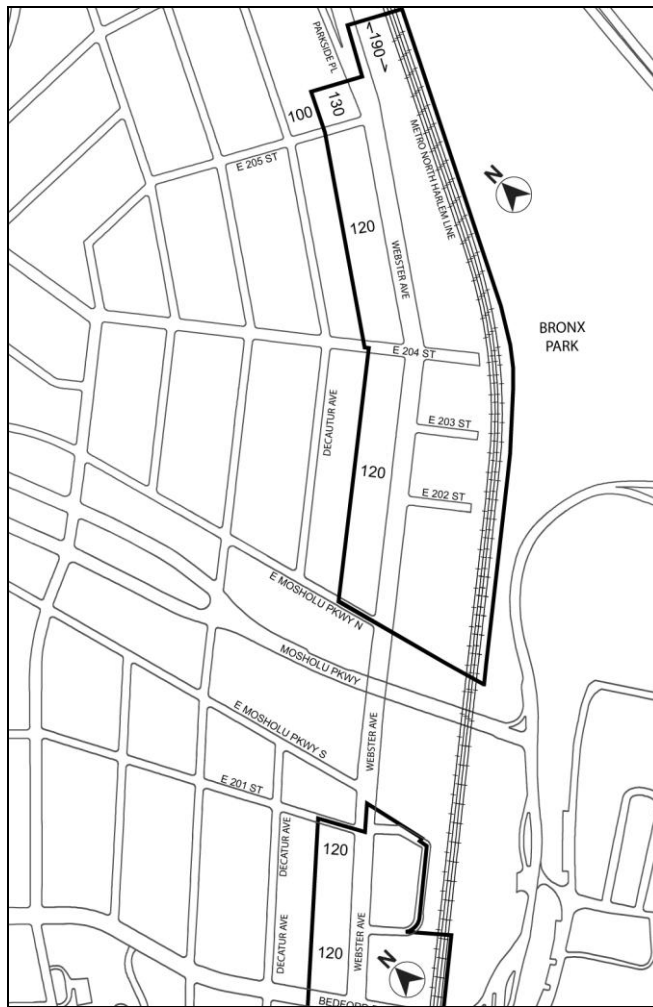
* * *

The Bronx

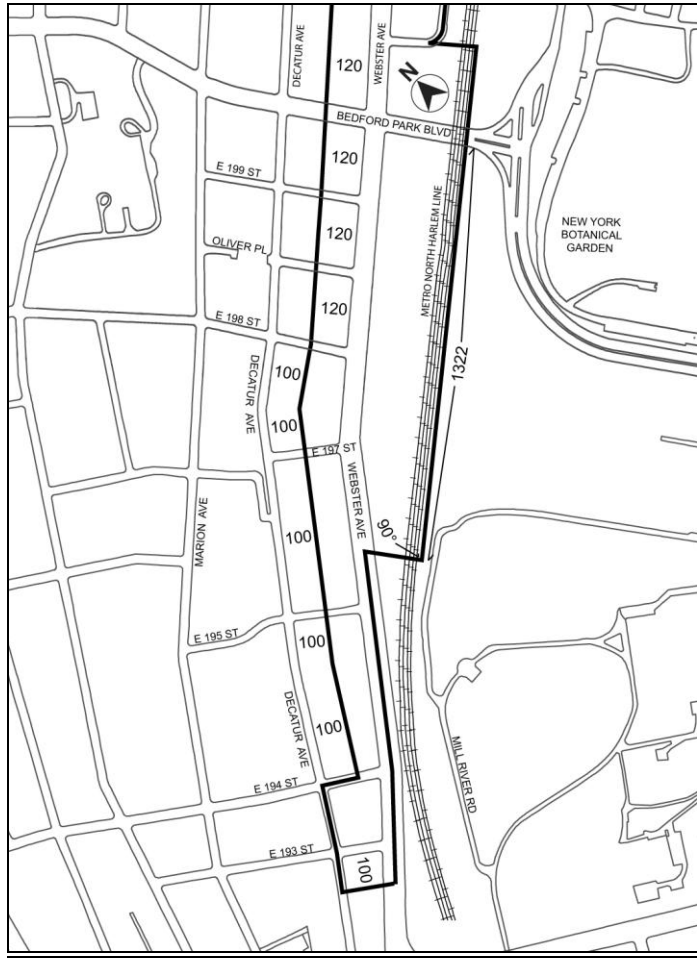
* * *

The Bronx Community District 7

In the R7D Districts within the areas shown on the following Maps 1 and 2:



Map 1. Portion of Community District 7, Bronx



Map 2. Portion of Community District 7, Bronx

Appendix C
Environmental Assessment Statement
&
Errata

**ENVIRONMENTAL ASSESSMENT STATEMENT
FOR the
WEBSTER AVENUE REZONING**

July 30, 2010

CEQR No.: 10DCP035X

ULURP Nos.: Pending

ACTION LOCATION: Bronx, New York

LEAD AGENCY:

City Planning Commission

City of New York

Amanda M. Burden, FAICP, Chair

LEAD AGENCY CONTACT:

Robert Dobruskin, AICP, Director

Environmental Assessment and Review Division

New York City Department of City Planning

22 Reade Street, Room 4E

New York, New York, 10007

(212) 720-3423

PREPARED FOR:

Glen A. Price III, Director
Studies Implementation
NYC Department of City Planning
22 Reade Street, Room 4E
New York, New York, 10007
(212) 720-3491

Carol Samol, Director
Bronx Office
NYC Department of City Planning
One Fordham Plaza
Bronx, NY 10458
(718) 220-8500

PREPARED BY:

NYC Department of City Planning
STV Incorporated
PB Americas, Inc.
HDR Inc.

FOREWORD

An Environmental Assessment Statement (EAS) for the proposed action and a Draft Scope of Work for the Environmental Impact Statement (EIS) were issued on April 16, 2010, and a public scoping hearing on the proposed action was held on May 19th, at The Bedford Park Senior Center 243 East 204th Street, Bronx, New York. Subsequently, the proposed action was revised to rezone areas along narrow streets in Bedford Park and Norwood to R7B, instead of R7A; rezone part of one block on Marion Avenue and East 195th Street to R7B instead of R5B; rezone part of one block on Hull Avenue between East 204th Street and East 205th Street and part of another block at Bainbridge and East 198th Street, to R7B instead of R5A. Further, the Draft Scope of Work and Environmental Assessment Statement have been revised to indicate that a small portion of the proposed rezoning area is located in Community Board 12 and that a blockfront along Webster Avenue currently zoned R8/C2-3 would be rezoned to R8/C2-4. The Environmental Assessment Statement and Draft Scope of Work have been revised to incorporate these changes, and to include updated analyses per the recently revised *City Environmental Quality Review (CEQR) Technical Manual*.

In addition, the EAS and Draft Scope of Work have been updated to reflect new methodologies and criteria set forth in the recently revised version of the *CEQR Technical Manual*, which was released on May 17, 2010, after the EAS and Draft Scope of Work were issued. While references to the 2001 version of the *CEQR Technical Manual* and its methodologies remain throughout the EAS, all of the analyses have been reviewed to ensure substantial consistency with the methodologies of the recently revised *CEQR Technical Manual*. In order to address topics new to the recently revised *CEQR Technical Manual*, two additional analyses are included in the EAS: the PlaNYC consistency analysis (presented in the Land Use section), and the Greenhouse Gas Emissions analysis (presented in the Air Quality section). The Infrastructure section has been revised to note that a preliminary infrastructure analysis will be prepared for the Draft Environmental Impact Statement (also refer to the Draft Scope of Work).

Furthermore, the EAS has been revised to include technical analyses completed since the April 2010 EAS was published. These technical analyses address subjects that, according to the original April 2010 Draft Scope of Work, were to be analyzed in the EIS. Specifically, the Open Spaces, Shadows, Historic Resources, Traffic and Parking, Air Quality, Noise, Construction Impacts, and Public Health analyses are partially or entirely new to the final EAS. The Draft Scope of Work has been revised to reflect that these analyses will not be included in the EIS, with the exception of Traffic and Parking, the only one of these new analyses which concluded that there is the potential for significant adverse impacts.

It is with pride that we dedicate this EAS

To the late Joshua Moreinis, AICP, Senior Supervising Planner at STV and former planner in the Bronx Borough Office of the Department of City Planning.

Josh devotedly referred to the Bronx as his community, and he cared deeply about his work to improve the social and physical environment of the City and the Bronx.

He was a first-rate ambassador for the planning profession.



City Environmental Quality Review
ENVIRONMENTAL ASSESSMENT STATEMENT
PART I, GENERAL INFORMATION

Reference Numbers

1. 10DCP035X
 CEQR REFERENCE NUMBER (TO BE ASSIGNED BY LEAD AGENCY) _____ BSA REFERENCE NO. IF APPLICABLE _____
 Pending
 ULURP REFERENCE NO. IF APPLICABLE _____ OTHER REFERENCE NO.(S) IF APPLICABLE (e.g. Legislative Intro, CAPA, etc) _____

Lead Agency & Applicant Information
 PROVIDE APPLICABLE INFORMATION

<p>2a. Lead Agency City Planning Commission NAME OF LEAD AGENCY</p> <hr/> <p>Celeste Evans NAME OF LEAD AGENCY CONTACT PERSON</p> <hr/> <p>22 Reade Street, Room 4E ADDRESS</p> <hr/> <table border="0"> <tr> <td>New York City</td> <td>NY</td> <td>10007</td> </tr> <tr> <td>CITY</td> <td>STATE</td> <td>ZIP</td> </tr> </table> <hr/> <table border="0"> <tr> <td>(212) 720-3321</td> <td>(212) 720-3495</td> </tr> <tr> <td>TELEPHONE</td> <td>FAX</td> </tr> </table> <hr/> <p>EMAIL ADDRESS _____</p>	New York City	NY	10007	CITY	STATE	ZIP	(212) 720-3321	(212) 720-3495	TELEPHONE	FAX	<p>2b. Applicant Information Same NAME OF APPLICANT</p> <hr/> <p>NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON _____</p> <hr/> <p>ADDRESS _____</p> <hr/> <table border="0"> <tr> <td>CITY</td> <td>STATE</td> <td>ZIP</td> </tr> </table> <hr/> <table border="0"> <tr> <td>TELEPHONE</td> <td>FAX</td> </tr> </table> <hr/> <p>EMAIL ADDRESS _____</p>	CITY	STATE	ZIP	TELEPHONE	FAX
New York City	NY	10007														
CITY	STATE	ZIP														
(212) 720-3321	(212) 720-3495															
TELEPHONE	FAX															
CITY	STATE	ZIP														
TELEPHONE	FAX															

Action Description
 SEE CEQR MANUAL SECTIONS 2A & 2B

3a. NAME OF PROPOSAL Webster Avenue Rezoning

3b. DESCRIBE THE ACTION(S) AND APPROVAL(S) BEING SOUGHT FROM OR UNDERTAKEN BY CITY (AND IF APPLICABLE, STATE AND FEDERAL AGENCIES) AND, BRIEFLY, DESCRIBE THE DEVELOPMENT OR PROJECT THAT WOULD RESULT FROM THE PROPOSED ACTION(S) AND APPROVAL(S):

The New York City Department of City Planning is proposing zoning mapping amendments along Webster Avenue between approximately Fordham Road and 213th Street to permit contextual residential development and medium density commercial uses where current zoning is oriented to low-scale auto-related commercial uses. A zoning text amendment is also proposed to establish the Inclusionary Housing program in proposed R7D and C4-5D districts within the proposed rezoning area. Neighborhood downzonings are proposed in the Bedford Park and Norwood neighborhoods to preserve the scale and context of those areas. The actions are as follows:

Zoning map amendment to change portions of 18 blocks currently zoned C8-2, R7-1, R7-1/C1-3, and R7-1/C2-3 to R7D/C2-4, generally located along Webster Avenue, north of East 193rd Street and South of East 205th Street.

Zoning map amendment to change a portion of one block currently zoned C8-2 to C4-5D, generally located along Webster Avenue, north of East 195th Street and south of Bedford Park Boulevard.

Zoning map amendment to change portions of four blocks from C8-2 to C4-4 and R7B generally located along Webster Avenue, north of East 210th Street and south of East 213th Street.

Zoning map amendment to change portions of 71 blocks from R7-1, R7-1/C1-3, R7-1/C2-3, R8, R8/C2-3, and C4-4 to contextual districts R4A, R5A, R5B, R5D/C1-4, R6B, R7B, R7B/C1-3, R7B/C2-4, R7A, R7A/C1-3, R7A/C1-4, R7A/C2-4, R8/C2-4 generally located northwest of Webster Avenue, north of Fordham Road, southeast of Valentine Avenue, east of Rochambeau Avenue, and south of East Gun Hill Road.

Zoning text amendment to establish the Inclusionary Housing program in the R7D and C4-5D districts within the proposed rezoning area in Community District 7, the Bronx.

**Required
Action or
Approvals**

- 3c.** DESCRIBE THE PURPOSE OF AND NEED FOR THE ACTION(S) AND APPROVAL(S):
The purpose of the proposed rezoning actions is to encourage appropriate residential and commercial development on Webster Avenue and to transform the corridor into a vibrant and walkable neighborhood corridor. The proposed action is also intended to preserve the existing pattern of development in the residential areas of Bedford Park and Norwood, and to shift new development from the neighborhoods to Webster Avenue.
- 4.** CITY PLANNING COMMISSION Yes No
 Change in City Map Zoning Certification Site Selection - Public Facility
 Zoning Map Amendment Zoning Authorization Disposition - Real Property Franchise
 Zoning Text Amendment Housing Plan & Project UDAAP Revocable Consent Concession
 Charter 197-a Plan
 Zoning Special Permit, specify type:
 Modification of
 Renewal of
 Other
- 5.** UNIFORM LAND USE PROCEDURE (ULURP) Yes No
- 6.** BOARD OF STANDARDS AND APPEALS Yes No
 Special Permit New Renewal Expiration Date
 Variance Use Bulk
 Specify affected section(s) of Zoning Resolution
- 7.** DEPARTMENT OF ENVIRONMENTAL PROTECTION Yes No
 Title V Facility Power Generation Facility Medical Waste Treatment Facility
- 8.** OTHER CITY APPROVALS Yes No
 Legislation Rulemaking; specify agency:
 Construction of Public Facilities Funding of Construction, Specify Funding of Programs, Specify
 Policy or plan Permits, Specify:
 Other; explain: _____

PLEASE NOTE THAT MANY ACTIONS ARE NOT SUBJECT TO CEQR. SEE SECTION 110 OF TECHNICAL MANUAL

- 9.** STATE ACTIONS/APPROVALS/FUNDING Yes No
 If "Yes," identify _____
- 10.** FEDERAL ACTIONS/APPROVALS/FUNDING Yes No
 If "Yes," identify _____

Action Type

- 11a.** Unlisted; or Type I; specify category (see 6 NYCRR 617.4 and NYC Executive Order 91 OF 1977, as amended):
- 11b.** Localized action, site specific Localized action, change in regulatory control for small area Generic action

Analysis Year

- 12.** Identify the analysis year (or build year) for the proposed action: 2020
 Would the proposal be implemented in a single phase? Yes No NA.
 Anticipated period of construction: 10 years (foreseeable future in which developers are expected to act on the zoning changes)
 Anticipated completion date: 2020
 Would the proposal be implemented in multiple phases? Yes No NA.
 Number of phases: NA
 Describe phases and construction schedule: NA

**Directly
Affected Area**

INDICATE LOCATION OF PROJECT SITE FOR ACTIONS INVOLVING A SINGLE SITE ONLY (PROVIDE ATTACHMENTS AS NECESSARY FOR MULTIPLE SITES)

- 13a.** LOCATION OF PROJECT SITE
 NA
-
- STREET ADDRESS
 Generally bounded by Rochambeau Avenue and Valentine Avenue, the Metro-North Railroad Harlem Line right-of-way, East Fordham Road, and East 213th Street (see Figure 1).
-
- DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS
 C4-4, C8-2, R8, R8/C1-3, R7-1, R7-1 / C1-3, R7-1 / C2-3 1d, 3c
-
- | | | |
|---|-------------------------|--------------------------------------|
| EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION IF ANY
See Supplemental Report (attached) | BOROUGH
Bronx | ZONING SECTIONAL MAP NO.
7 |
| TAX BLOCK AND LOT NUMBERS | BOROUGH | COMMUNITY DISTRICT NO. |
-
- 13b.** PHYSICAL DIMENSIONS AND SCALE OF PROJECT
 TOTAL CONTIGUOUS SQUARE FEET OWNED OR CONTROLLED BY PROJECT SPONSOR: N/A Refer to Chapter 2.0 of Supplemental Report (attached) for description of Reasonable Worst Case Development Scenario and rezoning area SQ. FT.
- PROJECT SQUARE FEET TO BE DEVELOPED: _____ SQ. FT.
- GROSS FLOOR AREA OF PROJECT: _____ SQ. FT.

IF THE ACTION IS AN EXPANSION, INDICATE PERCENT OF EXPANSION PROPOSED _____ % OF _____

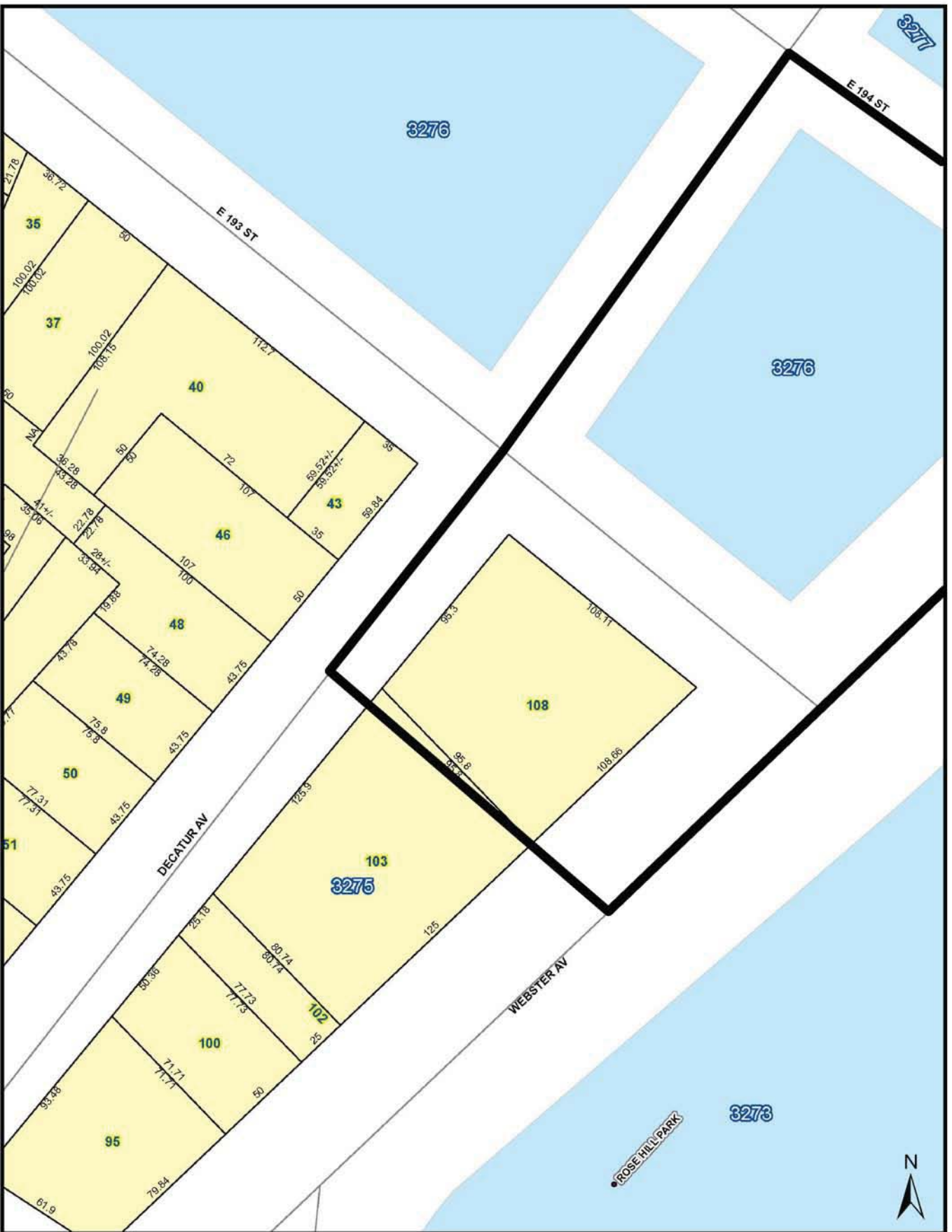
DIMENSIONS (IN FEET) OF LARGEST PROPOSED STRUCTURE: _____ HEIGHT _____ WIDTH _____ LENGTH.

LINEAR FEET OF FRONTAGE ALONG A PUBLIC THOROUGHFARE: _____

13c. IF THE ACTION WOULD APPLY TO THE ENTIRE CITY OR TO AREAS THAT ARE SO EXTENSIVE THAT A SITE-SPECIFIC DESCRIPTION IS NOT APPROPRIATE OR PRACTICABLE, DESCRIBE THE AREA LIKELY TO BE AFFECTED BY THE ACTION:

Eighteen blocks or block portions along the Webster Avenue corridor that are proposed for rezoning contain low- to medium-density commercial uses. These are predominantly auto-related uses with some neighborhood service stores, storage and light industrial uses present, along with multiple surface parking lots and vacant lots. Seventy-one blocks or block portions within the neighborhood rezoning areas to the west contain a mixture of detached one- to two-family homes, and five- to seven-story pre-war apartment buildings, with several local commercial corridors also present.

13d. DOES THE PROPOSED ACTION INVOLVE CHANGES IN REGULATORY CONTROLS THAT WOULD AFFECT ONE OR MORE SITES NOT ASSOCIATED WITH A SPECIFIC DEVELOPMENT? Yes No
 IF 'YES', IDENTIFY THE LOCATION OF THE SITES PROVIDING THE INFORMATION REQUESTED IN 13a & 13b ABOVE.



Legend


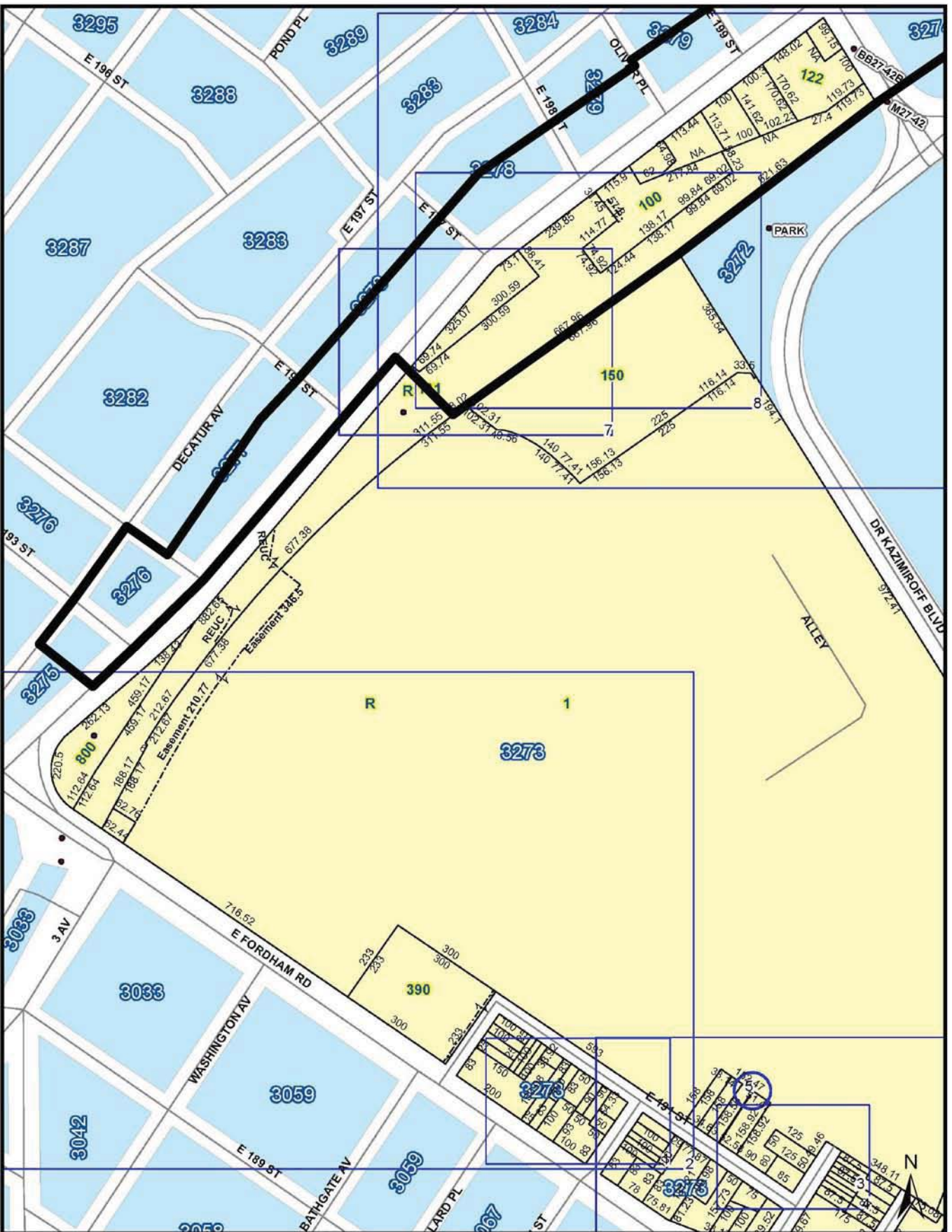
 Rezoning Area Boundary

Figure 1a: Tax Map

Webster Avenue Rezoning

Source: New York City Department of Finance, ACRIIS Online Register Digital Tax Maps, accessed 3/25/10 at <http://www.nyc.gov/html/doi/html/jump/acris.shtml>; STV Incorporated, 2010.



Legend


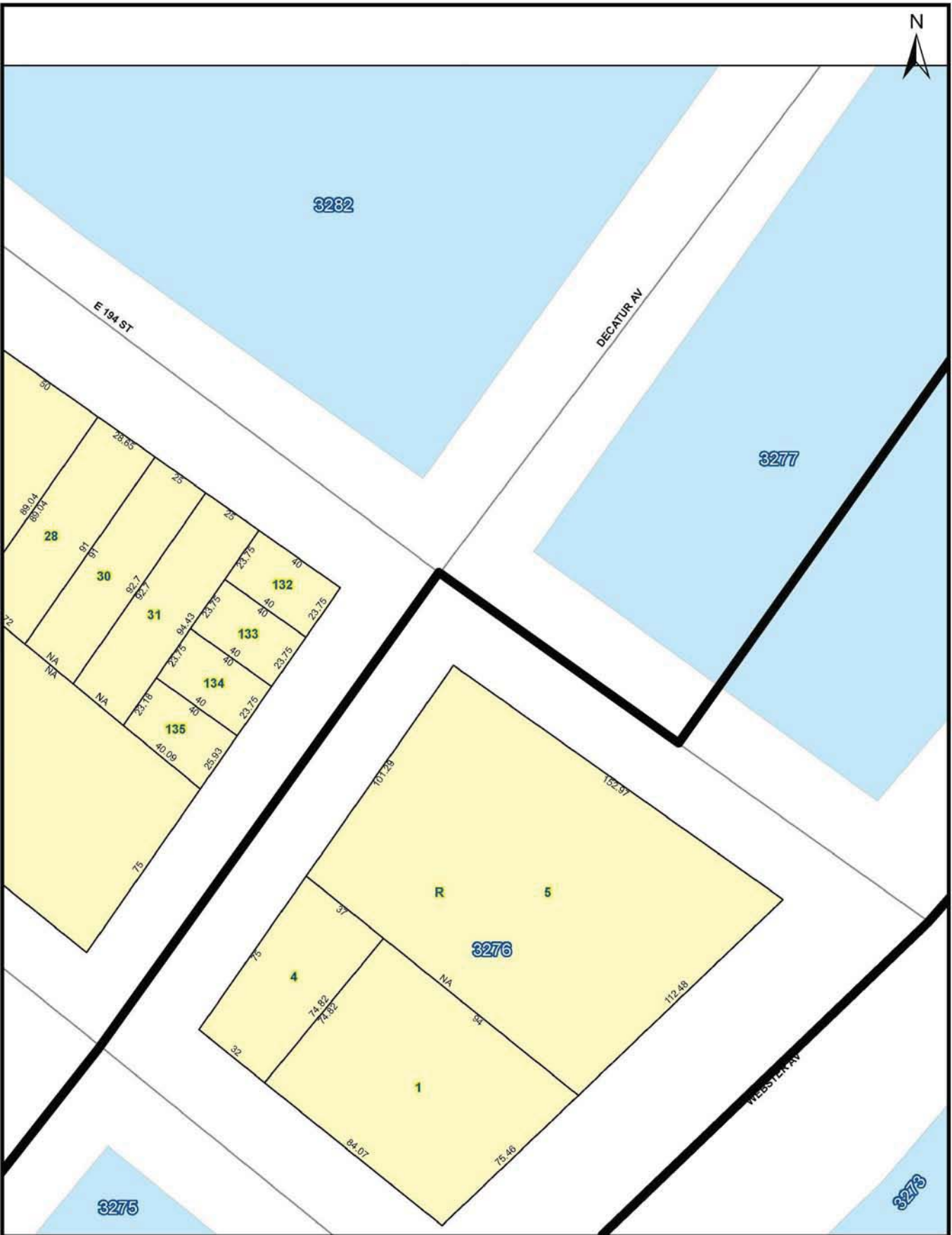
 Rezoning Area Boundary

Figure 1b: Tax Map

Webster Avenue Rezoning

Source: New York City Department of Finance, ACRIS Online Register Digital Tax Maps, accessed 3/25/10 at <http://www.nyc.gov/html/dof/html/jump/acris.shtm>; STV Incorporated, 2010.



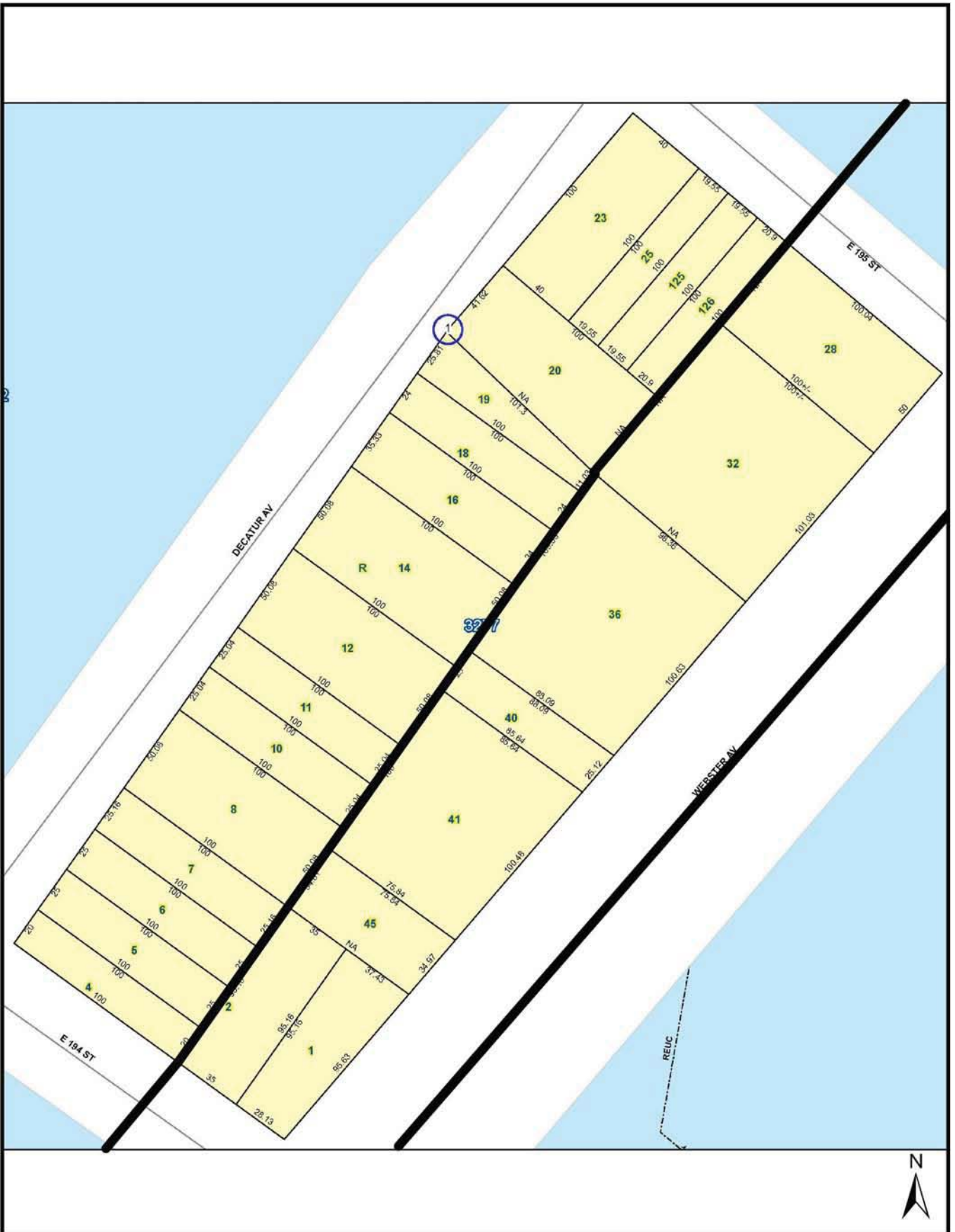
Legend

 Rezoning Area Boundary

Figure 1c: Tax Map

Webster Avenue Rezoning

Source: New York City Department of Finance, ACRIIS Online Register Digital Tax Maps, accessed 3/25/10 at <http://www.nyc.gov/html/dof/html/jump/acris.shtm>; STV Incorporated, 2010.



Legend


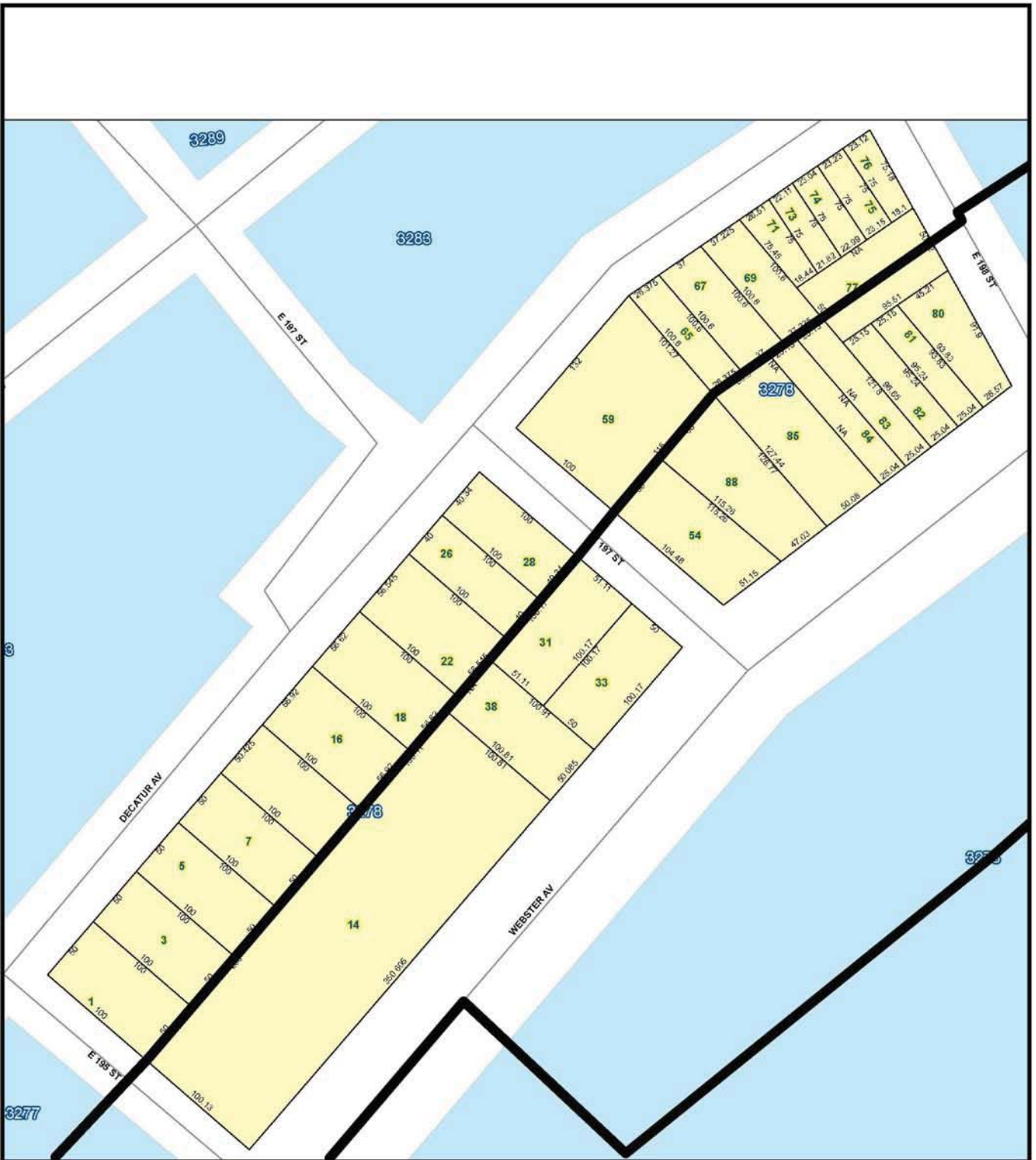
 Rezoning Area Boundary

Figure 1d: Tax Map

Webster Avenue Rezoning

Source: New York City Department of Finance, ACRIIS Online Register Digital Tax Maps, accessed 3/25/10 at <http://www.nyc.gov/html/dof/html/jump/acris.shtm>; STV Incorporated, 2010.



Legend


 Rezoning Area Boundary

Figure 1e: Tax Map

Webster Avenue Rezoning

Source: New York City Department of Finance, ACRIIS Online Register Digital Tax Maps, accessed 3/25/10 at <http://www.nyc.gov/html/dof/html/jump/acris.shtm>; STV Incorporated, 2010.



Legend


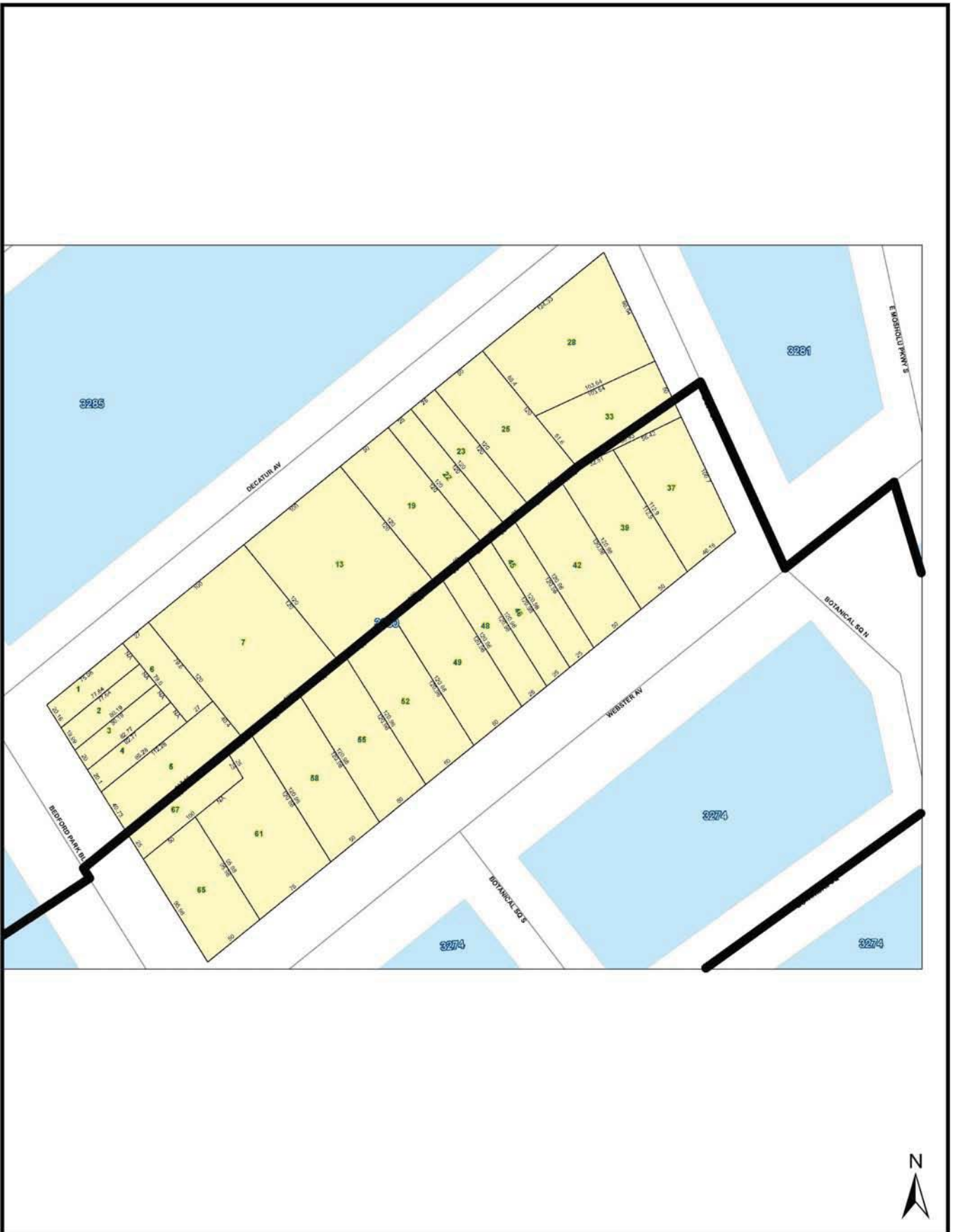
 Rezoning Area Boundary

Figure 1f: Tax Map

Webster Avenue Rezoning

Source: New York City Department of Finance, ACRIS Online Register Digital Tax Maps, accessed 3/25/10 at <http://www.nyc.gov/html/dof/html/jump/acris.shtm>; STV Incorporated, 2010.



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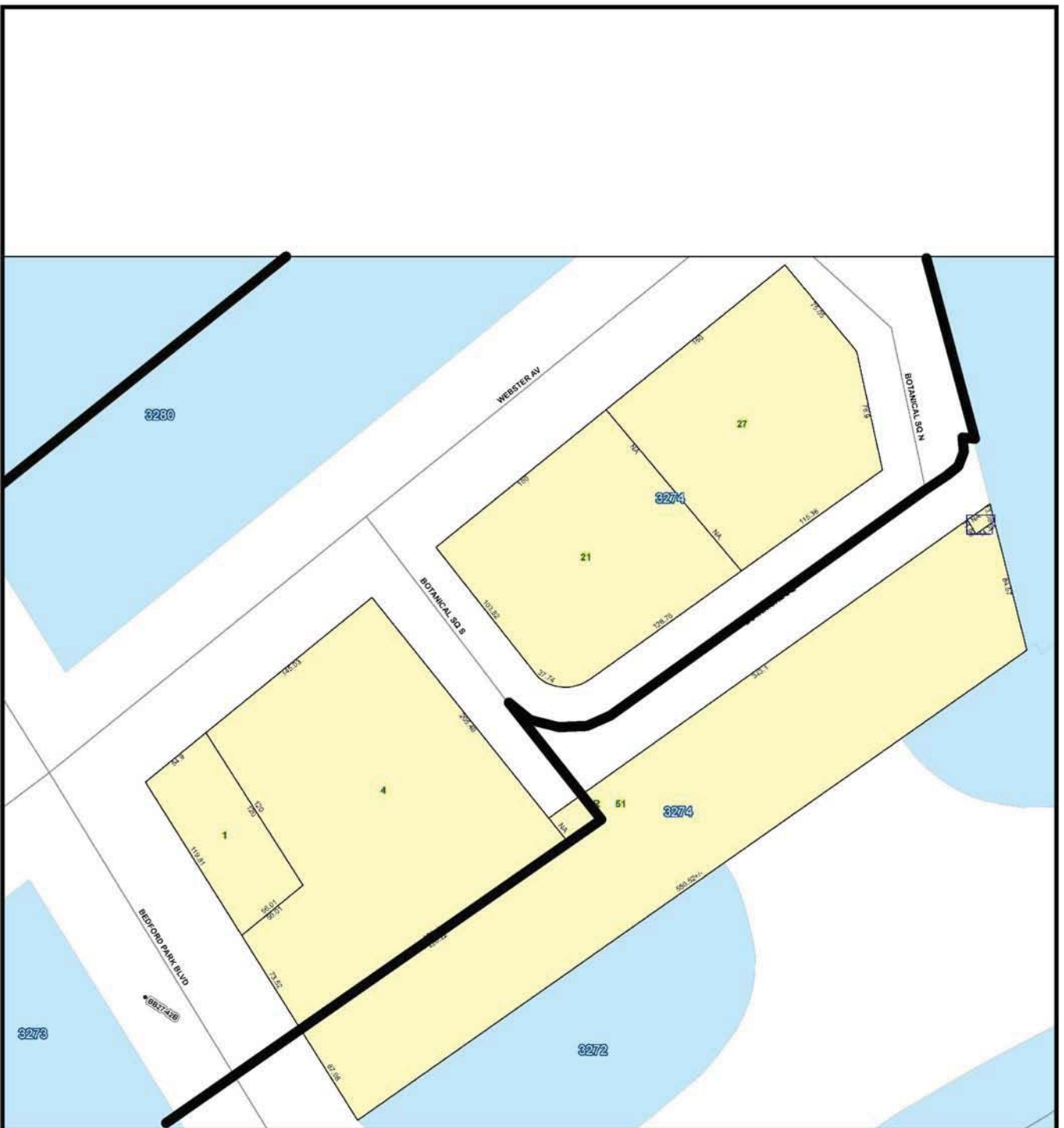
 Rezoning Area Boundary

Figure 1g: Tax Map

Webster Avenue Rezoning

Source: New York City Department of Finance, ACRIIS Online Register Digital Tax Maps, accessed 3/25/10 at <http://www.nyc.gov/html/dof/html/jump/acris.shtm>; STV Incorporated, 2010.



Legend


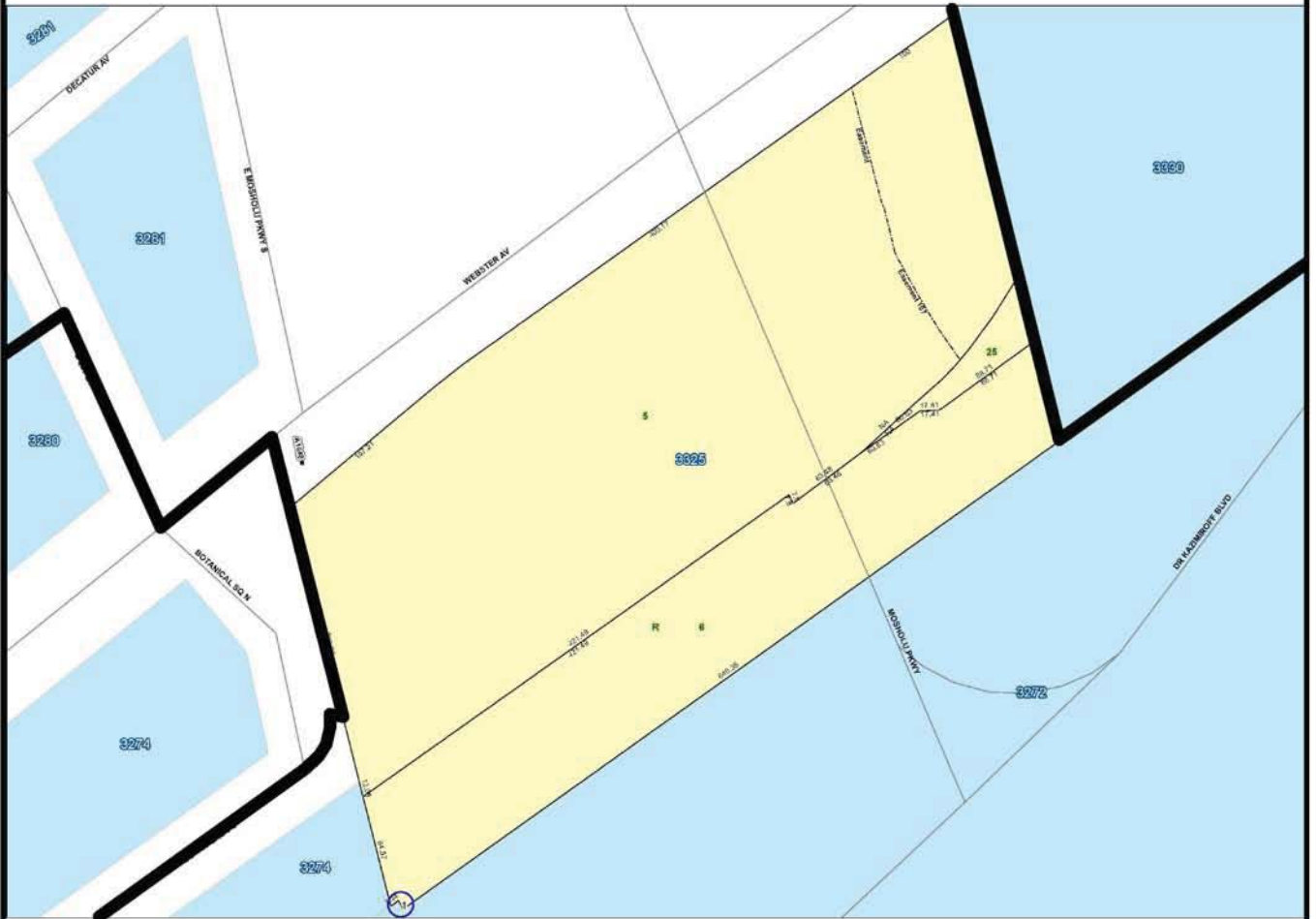
 Rezoning Area Boundary

Figure 1h: Tax Map

Webster Avenue Rezoning

Source: New York City Department of Finance, ACRIIS Online Register Digital Tax Maps, accessed 3/25/10 at <http://www.nyc.gov/html/dof/html/jump/acris.shtm>; STV Incorporated, 2010.



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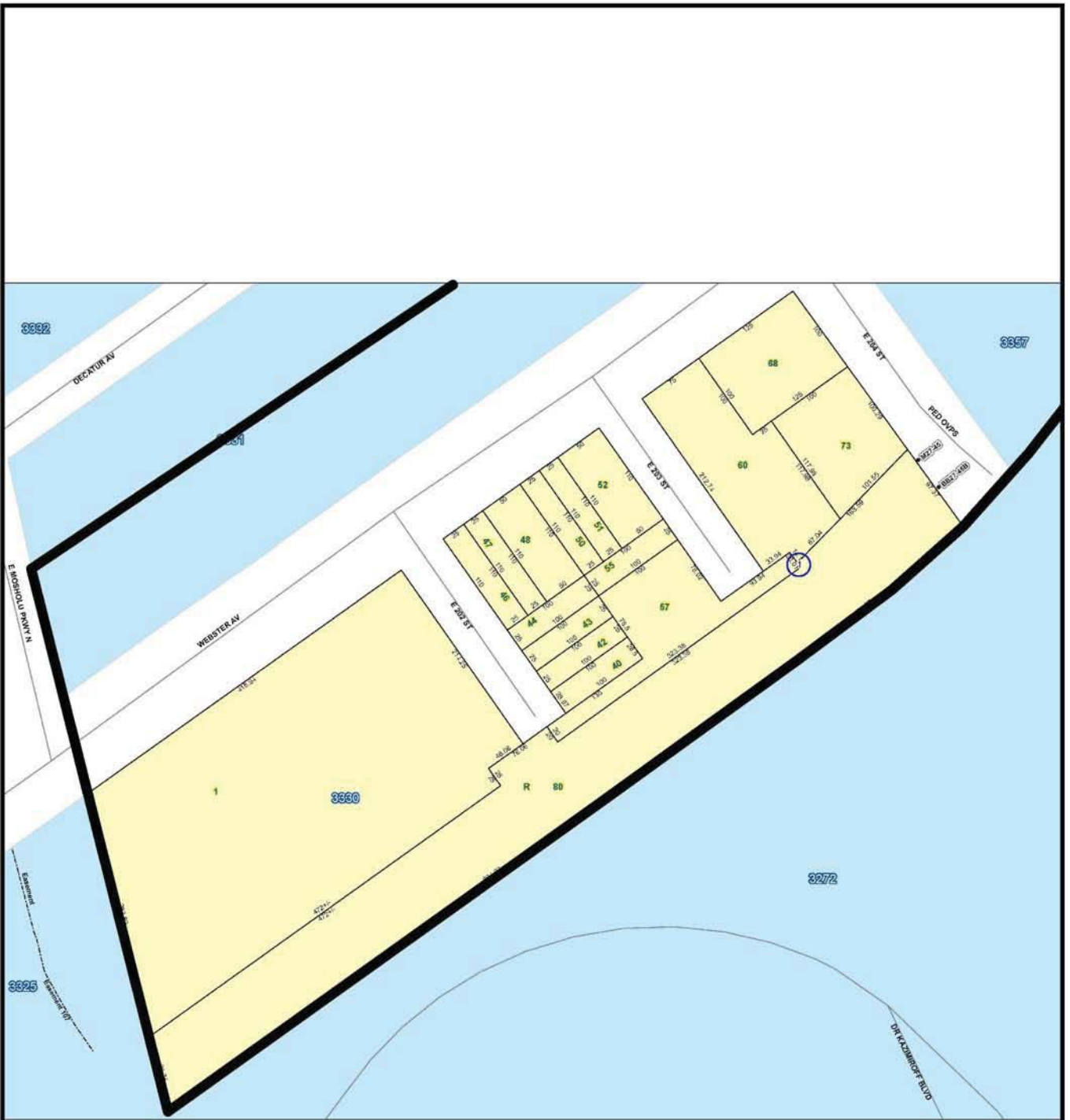
 Rezoning Area Boundary

Figure 1i: Tax Map

Webster Avenue Rezoning

Source: New York City Department of Finance, ACRIIS Online Register Digital Tax Maps, accessed 3/25/10 at <http://www.nyc.gov/html/dof/html/jump/acris.shtm>; STV Incorporated, 2010.

NYC Department of City Planning



Legend


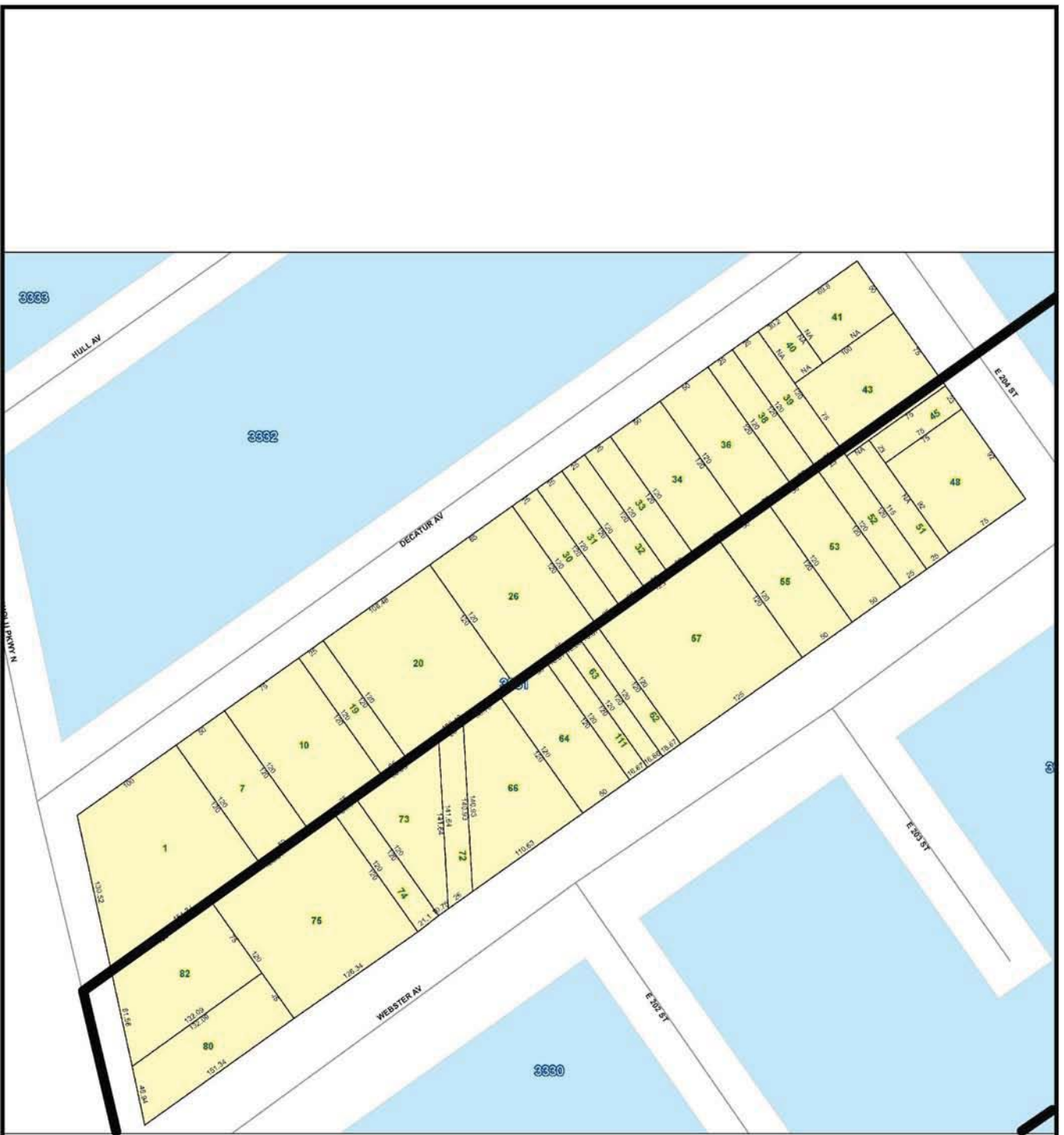
 Rezoning Area Boundary

Figure 1j: Tax Map

Webster Avenue Rezoning

NYC Department of City Planning

Source: New York City Department of Finance, ACRIS Online Register Digital Tax Maps, accessed 3/25/10 at <http://www.nyc.gov/html/dof/html/jump/acris.shtm>; STV Incorporated, 2010.



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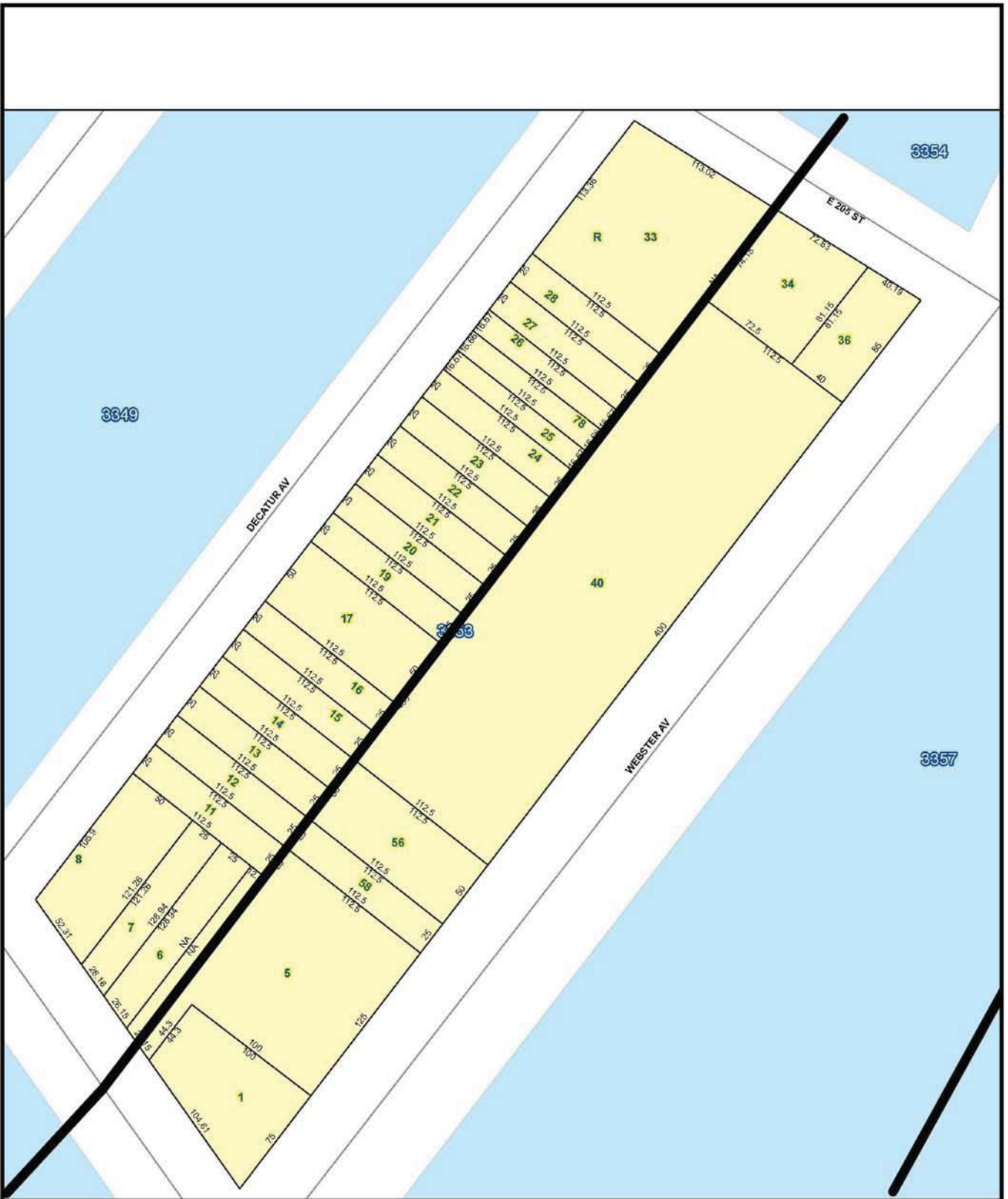
 Rezoning Area Boundary

Figure 1k: Tax Map

Webster Avenue Rezoning

Source: New York City Department of Finance, ACRIIS Online Register Digital Tax Maps, accessed 3/25/10 at <http://www.nyc.gov/html/dof/html/jump/acris.shtm>; STV Incorporated, 2010.



Legend


 Rezoning Area Boundary

Figure 11: Tax Map

Webster Avenue Rezoning

Source: New York City Department of Finance, ACRIIS Online Register Digital Tax Maps, accessed 3/25/10 at <http://www.nyc.gov/html/dof/html/jump/acris.shtm>; STV Incorporated, 2010.



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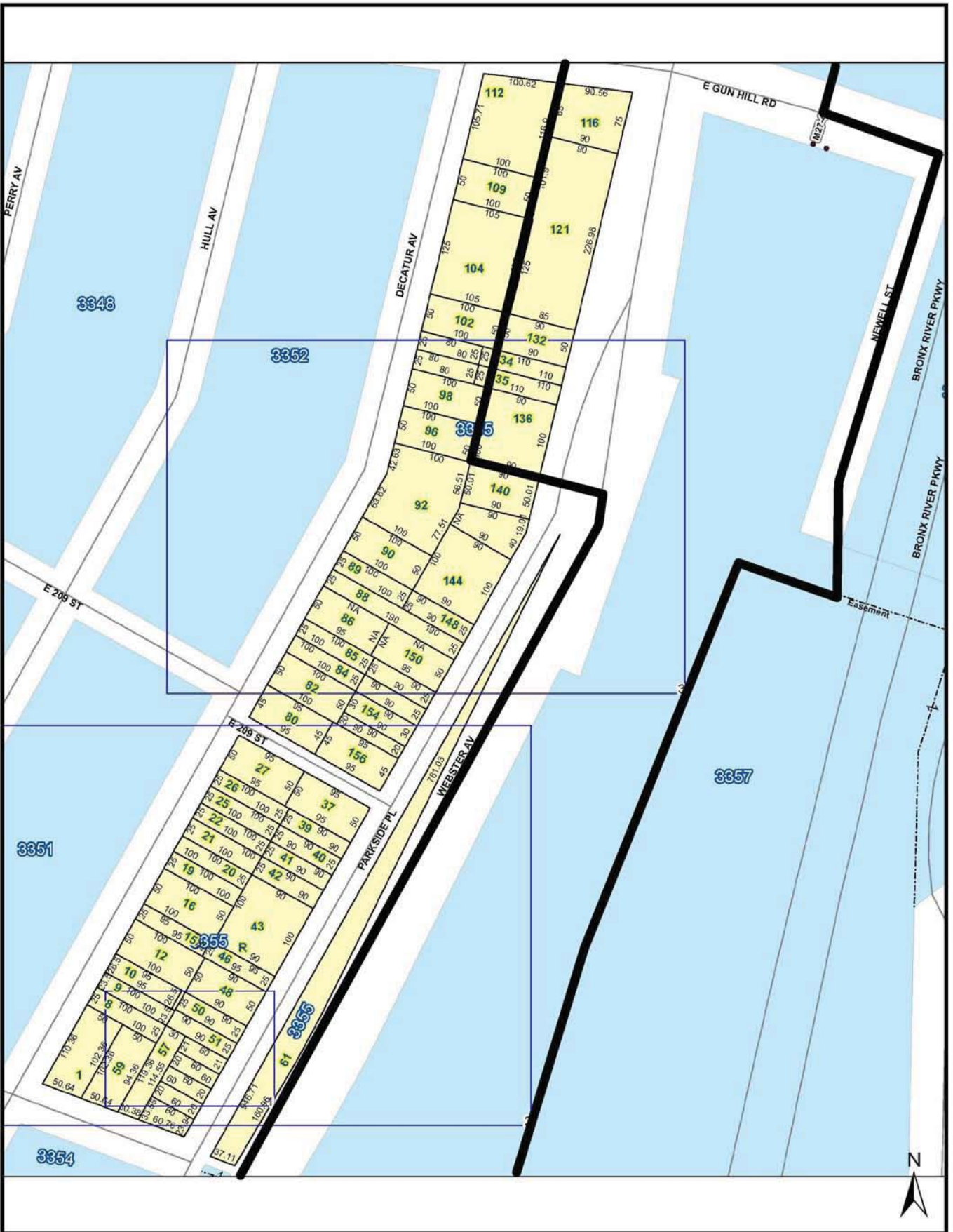
 Rezoning Area Boundary

Figure 1m: Tax Map

Webster Avenue Rezoning

Source: New York City Department of Finance, ACRIIS Online Register Digital Tax Maps, accessed 3/25/10 at <http://www.nyc.gov/html/dof/html/jump/acris.shtm>; STV Incorporated, 2010.



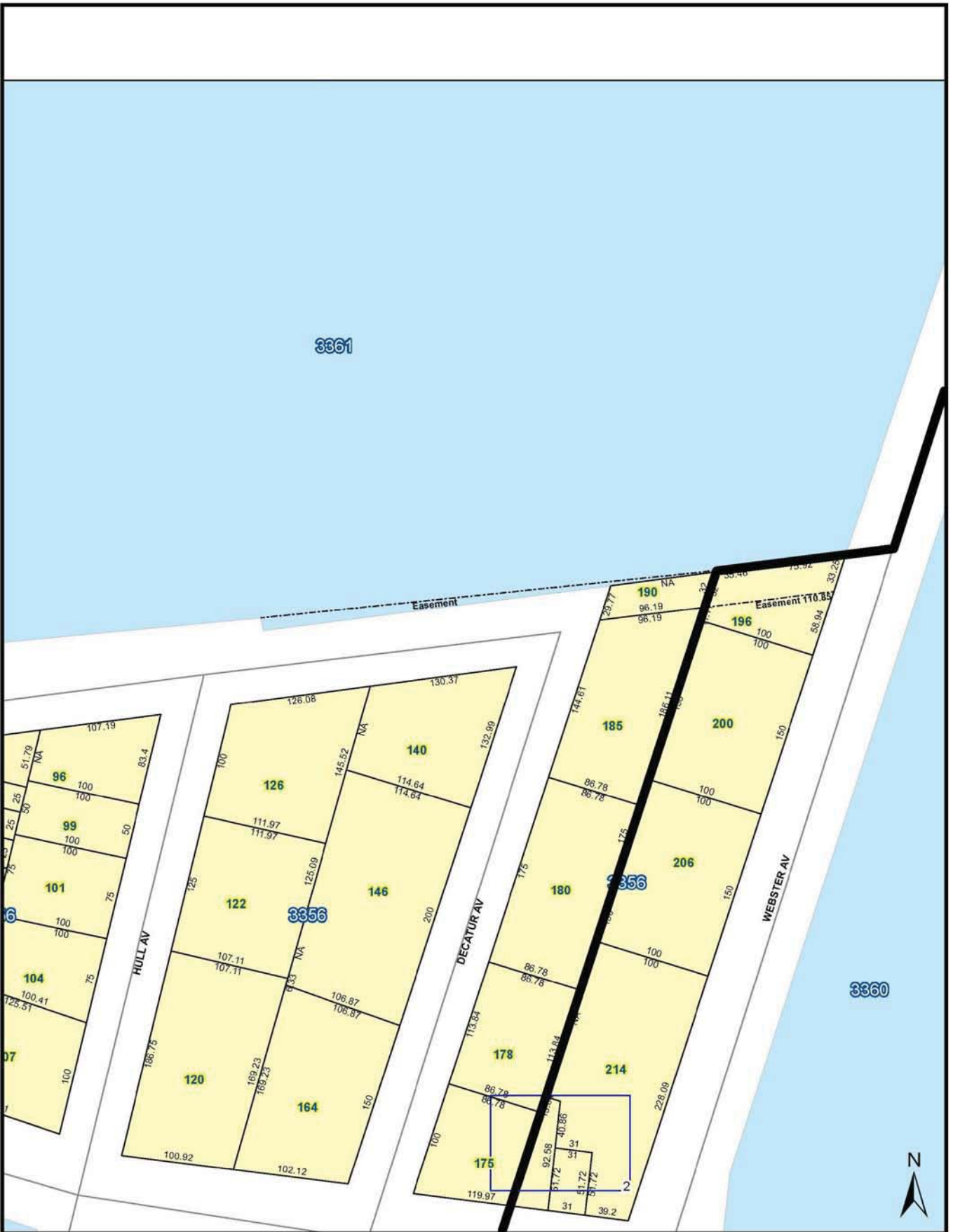
Legend

 Rezoning Area Boundary

Figure 1n: Tax Map

Webster Avenue Rezoning

Source: New York City Department of Finance, ACRIS Online Register Digital Tax Maps, accessed 3/25/10 at <http://www.nyc.gov/html/dof/html/jump/acris.shtm>; STV Incorporated, 2010.



Legend


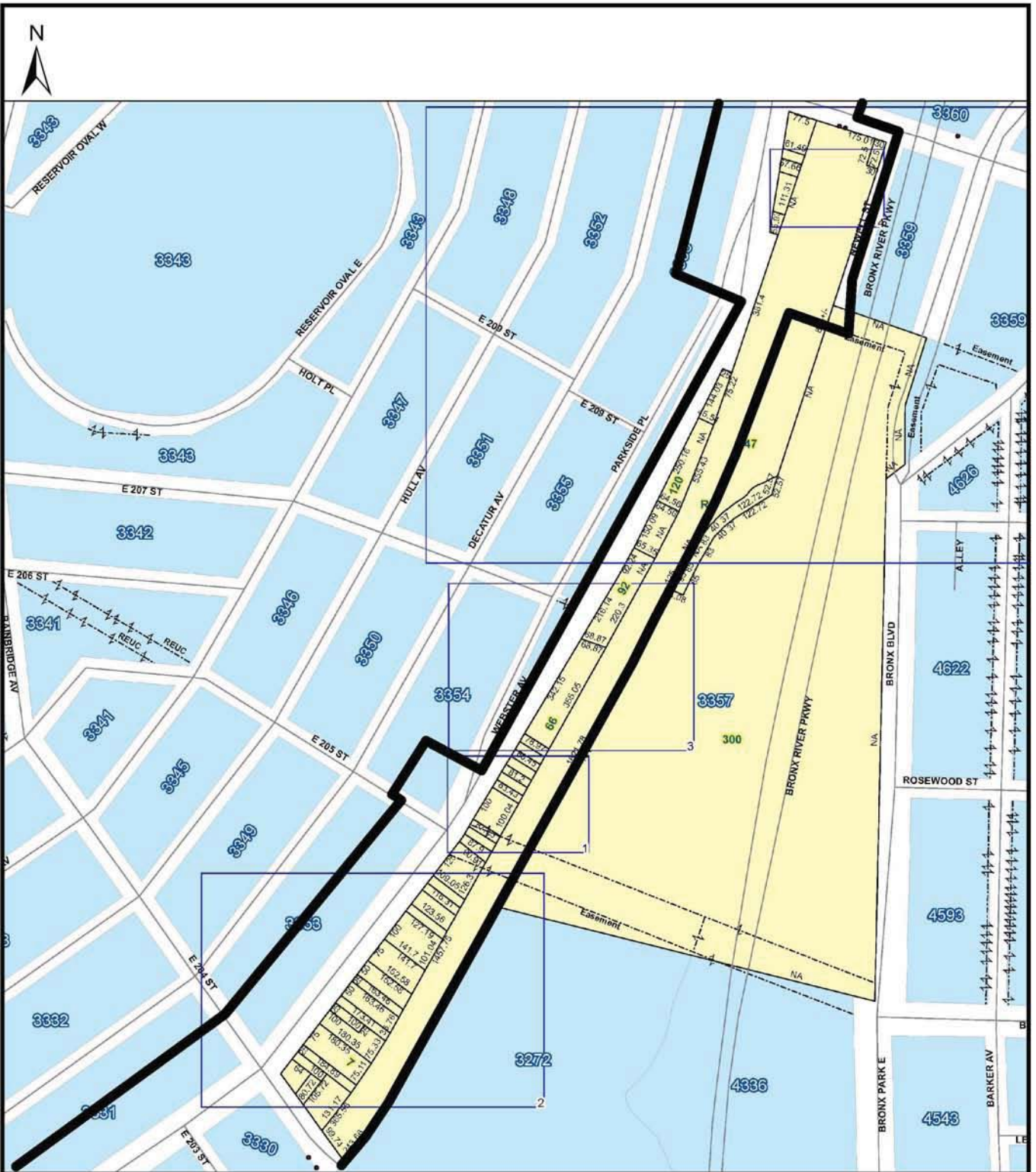
 Rezoning Area Boundary

Figure 1o: Tax Map

Webster Avenue Rezoning

Source: New York City Department of Finance, ACRIIS Online Register Digital Tax Maps, accessed 3/25/10 at <http://www.nyc.gov/html/dof/html/jump/acris.shtm>; STV Incorporated, 2010.



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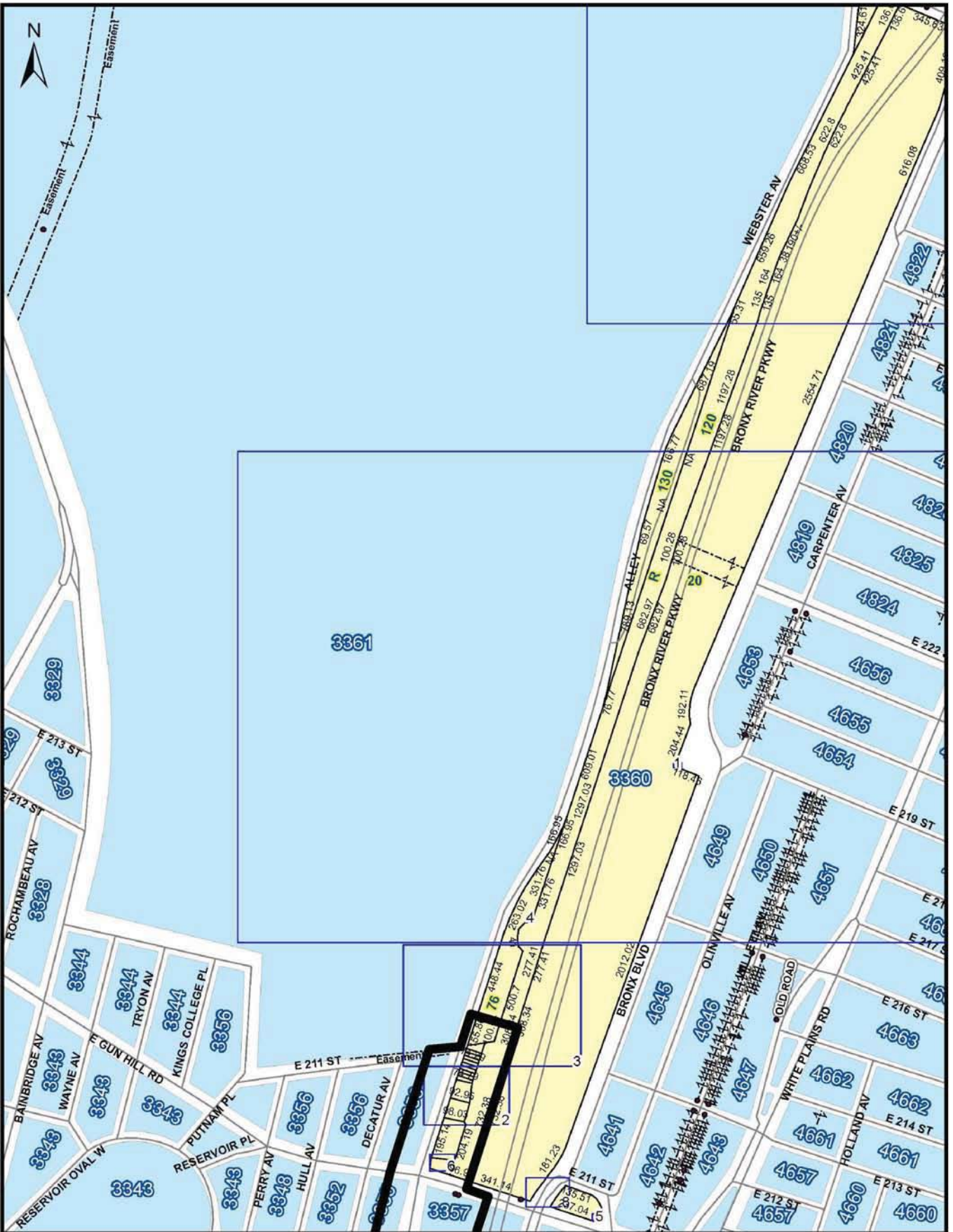
 Rezoning Area Boundary

Figure 1p: Tax Map

Webster Avenue Rezoning

Source: New York City Department of Finance, ACRIS Online Register Digital Tax Maps, accessed 3/25/10 at <http://www.nyc.gov/html/dof/html/jump/acris.shtm>; STV Incorporated, 2010.



Legend
 — Rezoning Area Boundary

Figure 1q: Tax Map

Webster Avenue Rezoning

Source: New York City Department of Finance, ACRIS Online Register Digital Tax Maps, accessed 3/25/10 at <http://www.nyc.gov/html/dof/html/jump/acris.shtm>; STV Incorporated, 2010.

Site Description

EXCEPT WHERE OTHERWISE INDICATED, ANSWER THE FOLLOWING QUESTIONS WITH REGARD TO THE DIRECTLY AFFECTED AREA. THE DIRECTLY AFFECTED AREA CONSISTS OF THE PROJECT SITE AND THE AREA SUBJECT TO ANY CHANGE IN REGULATORY CONTROLS.

PART II, SITE AND ACTION DESCRIPTION

1. GRAPHICS Please attach: (1) a Sanborn or other land use map; (2) a zoning map; and (3) a tax map. On each map, clearly show the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. The maps should not exceed 8½ x 14 inches in size.

In Chapter 3.1 Attachment A, see Figures 3.1-1, "Land Use," 3.1-2 "Existing Zoning" and 3.1-3 "Proposed Zoning"

2. PHYSICAL SETTING (both developed and undeveloped areas) **Data given for Projected Development Sites**

Total directly affected area (sq. ft.): 280,374 gsf Water surface area (sq. ft.): N/A
 Roads, building and other paved surfaces (sq. ft.): TBD Other, describe (sq. ft.): N/A

3. PRESENT LAND USE

Residential

Total no. of dwelling units 10 No. of low-to-moderate income units 0
 No. of stories 1 to 6 Gross floor area (sq. ft.) 17,463
 Describe type of residential structures: a range of single family to walk-up and elevator multi-family dwellings

Commercial

Retail: No. of bldgs 12 Gross floor area of each building (sq. ft.): 47,626
 Office: No. of bldgs 2 Gross floor area of each building (sq. ft.): 12,265
 Other: No. of bldgs _____ Gross floor area of each building (sq. ft.): 84,238 Auto-related
 Specify type(s): _____ No. of stories and height of each building: _____

Manufacturing/Industrial N/A

No. of bldgs _____ Gross floor area of each building (sq. ft.): _____
 No. of stories and height of each building: _____
 Type of use(s): _____
 Open storage area (sq. ft.) _____
 If any unenclosed activities, specify: _____

Community facility

Type of community facility: social services
 No. of bldgs 1 Gross floor area of each building (sq. ft.): 3,000
 No. of stories and height of each building: _____

Vacant land

Is there any vacant land in the directly affected area? Yes No
 If yes, describe briefly: scattered undeveloped lots

Publicly accessible open space

Is there any existing publicly accessible open space in the directly affected area? Yes No
 If yes, describe briefly: Several public parks are mapped within the rezoning area but not part of projected development sites.

Does the directly affected area include any mapped City, State or Federal parkland? Yes No

If yes, describe briefly: Several New York City public parks are mapped within the rezoning area but not part of projected development sites.

Does the directly affected area include any mapped or otherwise known wetland? Yes No

If yes, describe briefly: _____

Other land use N/A

No. of stories _____ Gross floor area (sq. ft.) _____
 Type of use: _____

4. EXISTING PARKING

Garages

No. of public spaces: 94 No. of accessory spaces: _____
 Operating hours: 24-hour Attended or non-attended? _____

Lots

No. of public spaces: 125 No. of accessory spaces: _____
 Operating hours: 24-hour Attended or non-attended? attended

Other (including street parking) - please specify and provide same data as for lots and garages, as appropriate.

5. EXISTING STORAGE TANKS

Gas or service stations? Yes No Oil storage facility? Yes No Other? Yes No

If yes, specify: See attached report. Number and size of tanks: _____ Last NYFD inspection date: _____

Location a

6. CURRENT USERS

No. of residents: 29 No. and type of businesses: 22: Auto repair, office & retail
No. and type of workers by businesses: 243 No. and type of non-residents who are not workers: N/A

SEE CEQR TECHNICAL MANUAL CHAPTER III F., HISTORIC RESOURCES

7. HISTORIC RESOURCES (ARCHITECTURAL AND ARCHAEOLOGICAL RESOURCES)

Answer the following two questions with regard to the directly affected area, lots abutting that area, lots along the same blockfront or directly across the street from the same blockfront, and, where the directly affected area includes a corner lot, lots which front on the same street intersection.

Do any of the areas listed above contain any improvement, interior landscape feature, aggregate of landscape features, or archaeological resource that:

- (a) has been designated (or is calendared for consideration as) a New York City Landmark, Interior Landmark or Scenic Landmark; YES
(b) is within a designated New York City Historic District; NO
(c) has been listed on, or determined eligible for, the New York State or National Register of Historic Places; YES
(d) is within a New York State or National Register Historic District; or
(e) has been recommended by the New York State Board for listing on the New York State or National Register of Historic Places? NO

Identify any resource: Fordham Road RR Station; Botanical Garden Arms; 52nd Police Precinct; Woodlawn Cemetery

Do any of the areas listed in the introductory paragraph above contain any historic or archaeological resource, other than those listed in response to the previous question? Identify any resource. NO

SEE CEQR TECHNICAL MANUAL CHAPTER III K., WATERFRONT REVITALIZATION PROGRAM

8. WATERFRONT REVITALIZATION PROGRAM

Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries? [X] Yes [] No (A map of the boundaries can be obtained at the Department of City Planning bookstore.)

If yes, append a map showing the directly affected area as it relates to such boundaries. A map requested in other parts of this form may be used.

Project Description

THIS SUBPART SHOULD GENERALLY BE COMPLETED ONLY IF YOUR ACTION INCLUDES A SPECIFIC OR KNOWN DEVELOPMENT AT PARTICULAR LOCATIONS

9. CONSTRUCTION

Will the action result in demolition of or significant physical alteration to any improvement? [X] Yes [] No

If yes, describe briefly:

The proposed rezoning action contemplates the creation of new residential buildings, community facilities and supporting commercial space.

Will the action involve either above-ground construction resulting in any ground disturbance or in-ground construction?

[X] Yes [] No If yes, describe briefly. New in-ground construction would be expected from foundation construction.

10. PROPOSED LAND USE

Residential

Total no. of dwelling units 738 No. of low-to-moderate income units 191 Gross floor area (sq. ft.) +/- 738,000
No. of stories +/- 9 Describe type of residential structures: medium-to high density multi-family structures

Commercial

Retail: No. of bldgs +/- 12 Gross floor area of each building (sq. ft.): Gross total +/- 71,600 gsf

Office: No. of bldgs +/- 3 Gross floor area of each building (sq. ft.): Gross total +/- 16,600 gsf

Other: No. of bldgs Gross floor area of each building (sq. ft.): Specify type(s):

No. of stories and height of each building: uses to be located in mixed-use residential buildings of up to 9 stories

Manufacturing/Industrial N/A

No. of bldgs Gross floor area of each building (sq. ft.):

No. of stories and height of each building:

Type of use(s): Open storage area (sq. ft.) If any unenclosed activities, specify:

Community facility

Type of community facility: TBD

No. of bldgs 2 Gross floor area of each building (sq. ft.): +/-7,800 gsf

No. of stories and height of each building community facilities would be in mixed-use buildings up to 9 stories

Vacant land

Is there any vacant land in the directly affected area? [] Yes [X] No

If yes, describe briefly:

Publicly accessible open space

Is there any existing publicly accessible open space to be removed or altered? Yes No

If yes, describe briefly:

Is there any existing publicly accessible open space to be added? Yes No

If yes, describe briefly:

Other land use

Gross floor area (sq. ft.) _____ No. of stories _____ Type of use: _____

11. PROPOSED PARKING although parking would be provided with new construction, there would be a net reduction in total parking provided of +/- 198 spaces, compared to future conditions without the rezoning.

Garages (2) _____
No. of public spaces: +/- 300 spaces _____ No. of accessory spaces: _____
Operating hours: TBD _____ Attended or non-attended? TBD _____

Lots N/A

No. of public spaces: _____ No. of accessory spaces: _____
Operating hours: _____ Attended or non-attended? _____

Other (including street parking) - please specify and provide same data as for lots and garages, as appropriate.
No. and location of proposed curb cuts: _____

12. PROPOSED STORAGE TANKS

Gas or service stations? Yes No Oil storage facility? Yes No Other? Yes No

If yes, specify: _____

Size of tanks: _____ Location and depth of tanks: _____

13. PROPOSED USERS

No. of residents: +/-2,000 _____ No. and type of businesses: local retail, grocery, offices _____

No. and type of workers by businesses: +/-240 _____ No. and type of non-residents who are not workers: N/A _____

14. HISTORIC RESOURCES (ARCHITECTURAL AND ARCHAEOLOGICAL RESOURCES)

Will the action affect any architectural or archaeological resource identified in response to either of the two questions at number 7 in the Site Description section of the form? Yes No

If yes, describe briefly: The proposed action would not result in direct effects to identified architectural resources, though indirect and construction effects are anticipated. There would be no effects to archaeological resources.

15. DIRECT DISPLACEMENT

Will the action directly displace specific business or affordable and/or low income residential units? Yes No

If yes, describe briefly:

16. COMMUNITY FACILITIES

Will the action directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations? Yes No

If yes, describe briefly:

17. What is the zoning classification(s) of the directly affected area? C4-4, C8-2, R8, R8/C1-3, R7-1, R7-1/C1-3, R7-1/C2-3

18. What is the maximum amount of floor area that can be developed in the directly affected area under the present zoning? Describe in terms of bulk for each use. Residential: 212,225 gsf; Commercial/Retail: 154,290; Office: 116,140; Auto-related: 4,407; Community Facility: 37,164 (based on RWCDs for projected sites)

19. What is the proposed zoning of the directly affected area? R7D/C2-4; C4-5D; C4-4 and contextual districts R4A, R5A, R5A/C1-3, R5B, R5D/C1-4, R6B, R7A, R7A/C1-3, R7A/C1-4, and R7A/C2-4

20. What is the maximum amount of floor area that could be developed in the directly affected area under the proposed zoning? Describe in terms of bulk for each use. Residential: 736,796 gsf; commercial: 44,026 gsf; office 16,573 gsf; community facility 7,782. Reductions in commercial space (hotel) by 27,612 gsf; auto-related use reduced by 78,182 gsf.

21. What are the predominant land uses and zoning classifications within a 1/4 mile radius of the proposed action? C4-4, C8-2, R8, R8/C1-3, R7-1, R7-1/C1-3, R7-1/C2-3 The area within a 1/4-mile radius of the rezoning area and includes the Norwood and Bedford Park neighborhoods, and portions of the surrounding Olinville neighborhood, Woodlawn Cemetery, Bronx Park, and the Fordham University campus. This area is generally bounded by Woodlawn Cemetery/East 219th Street to the north, East 188th Street to the south, the New York Botanical Garden to the east, and Valentine Avenue to the west. These neighborhoods are predominately residential, developed primarily with six-story apartment buildings. Commercial uses, tend to be local service shops, which are concentrated on Bedford Park Boulevard, East 204th Street, and East Gun Hill Road. Other land uses in this area include parking facilities and vacant land.

SEE CEQR TECHNICAL MANUAL CHAPTER III B., SOCIO-ECONOMIC CONDITIONS

SEE CEQR TECHNICAL MANUAL CHAPTER III C., COMMUNITY FACILITIES & SERVICES

Zoning Information

Additional Information

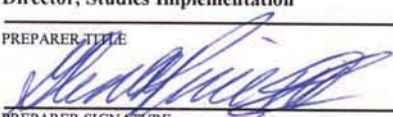

22. Attach any additional information as may be needed to describe the action. If your action involves changes in regulatory controls that affect one or more sites not associated with a specific development, it is generally appropriate to include here one or more reasonable development scenarios for such sites and, to the extent possible, to provide information about such scenario(s) similar to that requested in the Project Description questions 9 through 16.

Analyses

23. Attach analyses for each of the impact categories listed below (or indicate where an impact category is not applicable):
- | | |
|--|--|
| a. LAND USE, ZONING, AND PUBLIC POLICY | See CEQR Technical Manual Chapter III.A. |
| b. SOCIOECONOMIC CONDITIONS | See CEQR Technical Manual Chapter III.B. |
| c. COMMUNITY FACILITIES AND SERVICES | See CEQR Technical Manual Chapter III.C. |
| d. OPEN SPACE | See CEQR Technical Manual Chapter III.D. |
| e. SHADOWS | See CEQR Technical Manual Chapter III.E. |
| f. HISTORIC RESOURCES | See CEQR Technical Manual Chapter III.F. |
| g. URBAN DESIGN/VISUAL RESOURCES | See CEQR Technical Manual Chapter III.G. |
| h. NEIGHBORHOOD CHARACTER | See CEQR Technical Manual Chapter III.H. |
| i. NATURAL RESOURCES | See CEQR Technical Manual Chapter III.I. |
| j. HAZARDOUS MATERIALS | See CEQR Technical Manual Chapter III.J. |
| k. WATERFRONT REVITALIZATION PROGRAM | See CEQR Technical Manual Chapter III.K. |
| l. INFRASTRUCTURE | See CEQR Technical Manual Chapter III.L. |
| m. SOLID WASTE AND SANITATION SERVICES | See CEQR Technical Manual Chapter III.M. |
| n. ENERGY | See CEQR Technical Manual Chapter III.N. |
| o. TRAFFIC AND PARKING | See CEQR Technical Manual Chapter III.O. |
| p. TRANSIT AND PEDESTRIANS | See CEQR Technical Manual Chapter III.P. |
| q. AIR QUALITY | See CEQR Technical Manual Chapter III.Q. |
| r. NOISE | See CEQR Technical Manual Chapter III.R. |
| s. CONSTRUCTION IMPACTS | See CEQR Technical Manual Chapter III.S. |
| t. PUBLIC HEALTH | See CEQR Technical Manual Chapter III.T. |

The CEQR Technical Manual sets forth methodologies developed by the City to be used in analyses prepared for the above-listed categories. Other methodologies developed or approved by the lead agency may also be utilized. If a different methodology is contemplated, it may be advisable to consult with the Mayor's Office of Environmental Coordination. You should also attach any other necessary analyses or information relevant to the determination whether the action may have a significant impact on the environment, including, where appropriate, information on combined or cumulative impacts, as might occur, for example, where actions are interdependent or occur within a discrete geographical area or time frame.

Applicant Certification

<p>24. <u>Glen A. Price III</u> PREPARER NAME</p> <p><u>Director, Studies Implementation</u> PREPARER TITLE</p> <p><u></u> PREPARER SIGNATURE</p> <p><u>7/30/10</u> DATE</p>	<p><u>Celeste Evans</u> PRINCIPAL</p> <p><u>Deputy Director, Environmental Assessment and Review</u> TITLE OF PRINCIPAL REPRESENTATIVE</p> <p><u></u> SIGNATURE OF PRINCIPAL REPRESENTATIVE</p> <p><u>7/30/10</u> DATE</p>
---	--

NOTE: Any person who knowingly makes a false statement or who knowingly falsifies any statement on this form or allows any such statement to be falsified shall be guilty of an offense punishable by fine or imprisonment or both, pursuant to Section 10-154 of the New York City Administrative Code, and may be liable under applicable laws.

**Impact
Significance**

PART III, ENVIRONMENTAL ASSESSMENT AND DETERMINATION

TO BE COMPLETED BY THE LEAD AGENCY

The lead agency should complete this Part after Parts I and II have been completed. In completing this Part, the lead agency should consult 6 NYCRR 617.7, which contains the State Department of Environmental Conservation's criteria for determining significance.

The lead agency should ensure the creation of a record sufficient to support the determination in this Part. The record may be based upon analyses submitted by the applicant (if any) with Part II of the EAS. The CEQR Technical Manual sets forth methodologies developed by the City to be used in analyses prepared for the listed categories. Alternative or additional methodologies may be utilized by the lead agency.

1. For each of the impact categories listed below, consider whether the action may have a significant effect on the environment with respect to the impact category. If it may, answer yes.

- LAND USE, ZONING, AND PUBLIC POLICY _____
- SOCIOECONOMIC CONDITIONS _____
- COMMUNITY FACILITIES AND SERVICES _____
- OPEN SPACE _____
- SHADOWS _____
- HISTORIC RESOURCES _____
- URBAN DESIGN/VISUAL RESOURCES _____
- NEIGHBORHOOD CHARACTER Yes
- NATURAL RESOURCES _____
- HAZARDOUS MATERIALS _____
- WATERFRONT REVITALIZATION PROGRAM Yes
- INFRASTRUCTURE Yes
- SOLID WASTE AND SANITATION SERVICES _____
- ENERGY _____
- TRAFFIC AND PARKING Yes
- TRANSIT AND PEDESTRIANS _____
- AIR QUALITY _____
- NOISE _____
- CONSTRUCTION IMPACTS _____
- PUBLIC HEALTH _____


2. Are there any aspects of the action relevant to the determination whether the action may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? If there are such impacts, explain them and state where, as a result of them, the action may have a significant impact on the environment.

3. If the lead agency has determined in its answers to questions 1 and 2 of this Part that the action will have no significant impact on the environment, a negative declaration is appropriate. The lead agency may, in its discretion, further elaborate here upon the reasons for issuance of a negative declaration.

4. If the lead agency has determined in its answers to questions 1 and 2 of this part that the action may have a significant impact on the environment, a conditional negative declaration (CND) may be appropriate if there is a private applicant for the action and the action is not Type I. A CND is only appropriate when conditions imposed by the lead agency will modify the proposed action so that no significant adverse environmental impacts will result. If a CND is appropriate, the lead agency should describe here the conditions to the action that will be undertaken and how they will mitigate potential significant impacts.

5. If the lead agency has determined that the action may have a significant impact on the environment, and if a conditional negative declaration is not appropriate, then the lead agency should issue a positive declaration. Where appropriate, the lead agency may, in its discretion, further elaborate here upon the reasons for issuance of a positive declaration. In particular, if supporting materials do not make clear the basis for a positive declaration, the lead agency should describe briefly the impact(s) it has identified that may constitute a significant impact on the environment.

**Lead Agency
Certification**

Glen A. Price III
PREPARER NAME
Director, Studies Implementation
PREPARER TITLE

PREPARER SIGNATURE
7/30/10
DATE

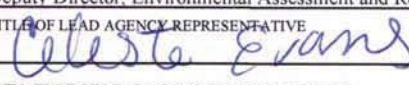
Celeste Evans
NAME OF LEAD AGENCY REPRESENTATIVE
Deputy Director, Environmental Assessment and Review
TITLE OF LEAD AGENCY REPRESENTATIVE

SIGNATURE OF LEAD AGENCY REPRESENTATIVE
7/30/10
DATE

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2.0 PROJECT DESCRIPTION

INTRODUCTION

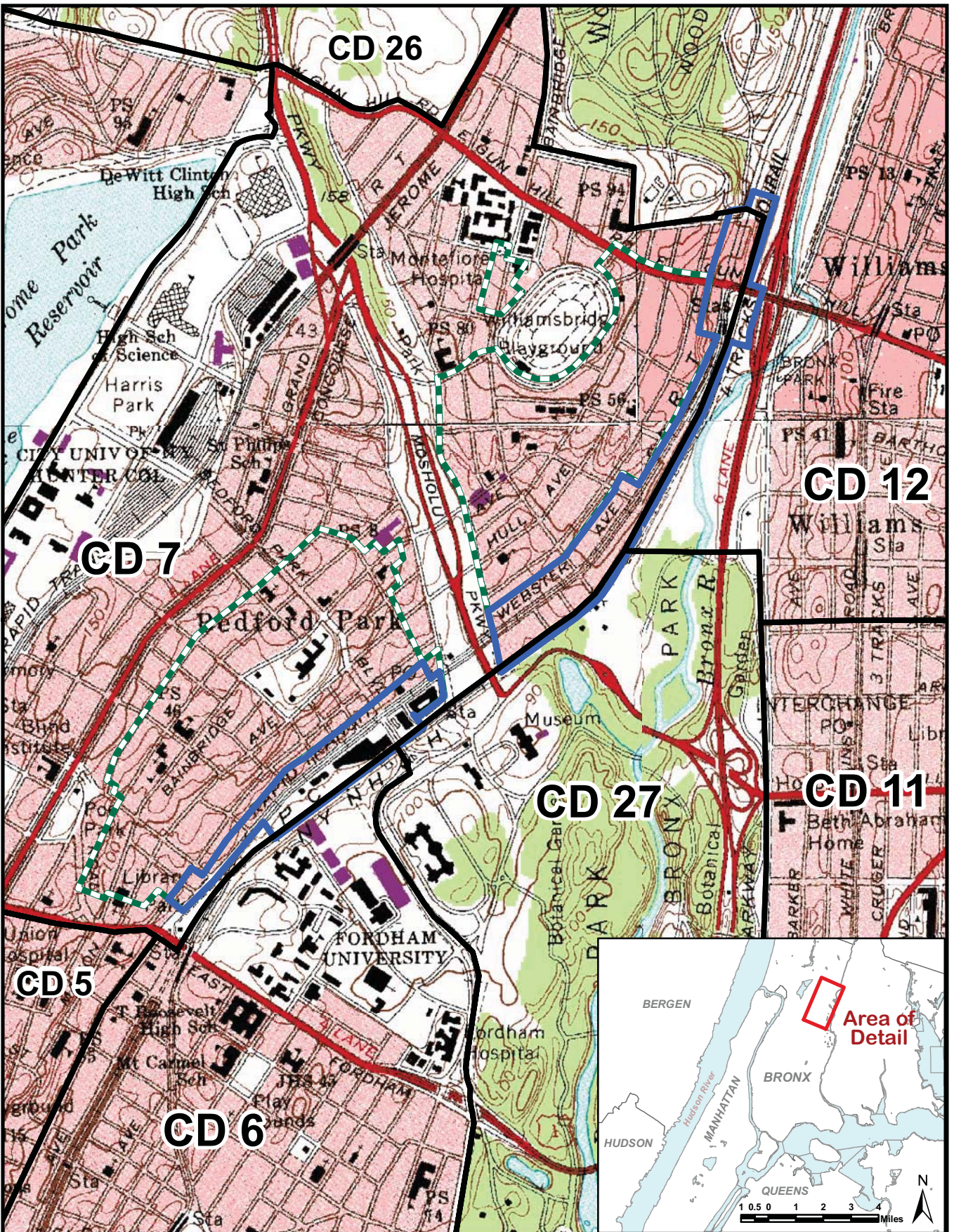
This Environmental Assessment Statement (EAS) describes the proposed Webster Avenue Rezoning project (“the proposed action”) and provides an initial analysis of its potential effects on the environment in order to assess whether identified adverse effects on the environment may be significant enough to warrant further analysis in an Environmental Impact Statement. The proposed action includes zoning map and text amendments that have been proposed by the New York City Department of City Planning (DCP).

The areas affected by the proposed action are located in Bronx Community District 7 and Community District 12 comprising the Webster Avenue corridor rezoning area, and rezoning areas to the west in the Bedford Park and Norwood neighborhoods, as shown on Figure 2.0-1. The Webster Avenue corridor is proposed for the mapping of zoning districts that permit contextual residential development and medium density commercial uses where current zoning is generally oriented to low-scale auto-related commercial uses. These 25 blocks or block portions are generally bounded by the Metro-North Railroad Harlem Line right-of-way to the east, Fordham Road and East Kingsbridge Road to the south, East 213th Street to the north, and a line approximately midway between Webster Avenue and Decatur Avenue to the north. A zoning text amendment is also proposed to establish the Inclusionary Housing program in proposed R7D and C4-5D districts within the proposed rezoning area.




Rezoning proposed for approximately 41 blocks or block portions in the Bedford Park neighborhood and approximately 28 blocks or block portions in the Norwood neighborhood are intended to preserve the scale and context of those areas. Potential impacts of the proposed rezonings in the Bedford Park and Norwood areas are analyzed qualitatively in this EAS while impacts from the proposed rezoning of Webster Avenue are analyzed herein with a quantitative evaluation of the additional increment of development capacity that would be introduced along the corridor. The rezoning area is shown on Figure 2.0-2.

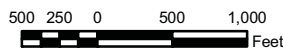
The proposed action is intended to shape Webster Avenue into a vibrant, inviting, and walkable residential and commercial corridor. For the neighborhood rezonings to the west, the proposed action is intended to preserve low density development in the residential areas of Bedford Park and Norwood, and to shift new development from the neighborhoods to Webster Avenue. Through height limits and contextual requirements of the proposed zoning, development incentives would be removed from the lower-density neighborhoods and shifted to higher-density areas such as Webster Avenue.

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Legend

-  Webster Avenue Corridor
-  Bedford Park and Norwood
-  Bronx Community District Boundaries



Source: USGS Topographic Map, quads o40073g7, o40073g8, o40073h7, o40073h8; STV Incorporated

Figure 2.0-1: Project Location

Webster Avenue Rezoning

NYC Department of City Planning

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Legend

 Webster Avenue Rezoning Area

500 0 500 1,000 Feet



Source: NYC Department of City Planning 2010; STV Incorporated

Figure 2.0-2: Proposed Rezoning Area

Webster Avenue Rezoning

NYC Department of City Planning

Framework for Analysis: Webster Avenue Rezoning Area

In order to assess the potential environmental impacts of the proposed Webster Avenue Rezoning, a reasonable worst-case development scenario (RWCDs) has been developed. In identifying the RWCDs a general set of criteria was established and all sites that met the criteria were identified. Area specific criteria were also developed to further identify *projected* and *potential* development sites. The RWCDs identifies both projected and potential development sites that, for analysis purposes, are assumed to be developed under the proposed action. Projected development sites are sites that are more likely to be developed as a result of the proposed action. Potential development sites are sites that could be developed but are assumed to have less development potential than the projected development sites.

The RWCDs is limited to the Webster Avenue rezoning area (hereafter referred to as “the rezoning area”) where development is expected to be facilitated by the proposed action, as explained further below in section 2.6 “Reasonable Worst Case Development Scenario.” The rezoning of the Bedford Park and Norwood neighborhoods is a contextual rezoning that is not intended to facilitate development. Accordingly, the remainder of the EAS aside from the Project Description and Land Use, Zoning and Public Policy sections which include a description and qualitative analyses of the Bedford Park and Norwood Neighborhood rezoning areas, focuses the density-based and development site-specific analysis on the Webster Avenue corridor.

The RWCDs projects future conditions with the proposed zoning through an analysis year of 2020. This EAS assesses the incremental differences between the future with and without the proposed action for the Webster Avenue corridor, whereas the future with and without the proposed action in the Bedford Park and Norwood neighborhood rezoning areas are analyzed qualitatively. It analyzes the RWCDs for projected development sites along Webster Avenue as a whole, and assesses development of the individual projected and potential development sites for site-specific impacts. Typically, for area-wide rezonings not associated with a specific development proposal, a build period of ten years is analyzed. Therefore, this EAS has an analysis year of 2020.

DCP identified 24 projected development sites along Webster Avenue that are likely to be developed by 2020. In addition, there are 25 potential development sites along Webster Avenue that are considered less likely than the projected sites to be developed over the ten-year analysis period. In total along Webster Avenue, the proposed action is projected to result in new development of approximately 738 dwelling units (DUs), and 47,469 square feet (sf) of commercial space that would include 10,625 sf of stores selling food products with an emphasis on fresh fruits and vegetables, meats and other perishable goods, consistent with the goals of the City’s Food Retail Expansion to Support Health, or FRESH, program. Other new development resulting from the proposed action is projected to include 24,169 sf of restaurant space, 16,573 sf of office space, and 7,782 sf of community facility space. The proposed action would also result in a decrease in projected future hotel and auto-related and storage development with the proposed action compared to conditions without the proposed action of 27,612 sf of

projected future hotel space and 78,152 sf of projected future auto-related and storage space.

This EAS has been prepared in conformity with applicable laws and regulations, including Executive Order No. 91, New York City Environmental Quality Review (CEQR) regulations, and follows the guidance of the 2001 *CEQR Technical Manual*. On May 17, 2010, the City released the 2010 *City Environmental Quality Review (CEQR) Technical Manual*, which updates the methodologies and criteria set forth in the 2001 *CEQR Technical Manual*. As of that date, a substantial portion of the Webster Avenue Rezoning EAS had already been completed. While references to the 2001 Manual and its methodologies remain throughout the final EAS, all of the analyses have been reviewed to ensure substantial consistency with the methodologies of the 2010 Technical Manual. Specifically, the Land Use (PlaNYC), Infrastructure and Air Quality (Green House Gas Emissions) sections have been updated per the 2010 CEQR methodologies because the new initial screening criteria for those technical areas warrant an analysis of the proposed project.

The EAS contains descriptions of the proposed action and its environmental setting; potential short- and long-term environmental impacts of the proposed action; and potential significant adverse environmental impacts expected as a result of the proposed action. The proposed action is also subject to the City's Uniform Land Use Review Procedure (ULURP). The City Planning Commission (CPC) is the lead agency in both the environmental review and ULURP processes. Public hearings will be held by Bronx Community Board 7, Community Board 12, the Bronx Borough President, CPC, and the City Council during the seven-month ULURP review process.

2.1 Required Approvals and Review Procedures

The actions proposed by the New York City Department of City Planning (DCP) for the Webster Avenue rezoning, as fully described below in section B, "Description of the Proposed Action", are subject to City Environmental Quality Review (CEQR) and require City Planning Commission (CPC) and New York City Council approvals through the City's Uniform Land Use Review Procedure (ULURP). The actions are as follows:

- **Zoning map amendment** to change portions of 18 blocks currently zoned C8-2, R7-1, R7-1/C1-3, and R7-1/C2-3 to R7D/C2-4, generally located along Webster Avenue, north of East 193rd Street and South of East 205th Street.
- **Zoning map amendment** to change a portion of one block currently zoned C8-2 to C4-5D, generally located along Webster Avenue, north of East 195th Street and south of Bedford Park Boulevard.
- **Zoning map amendment** to change portions of four blocks from C8-2 to C4-4 and R7B generally located along Webster Avenue, north of East 210th Street and south of East 213th Street.
- **Zoning map amendment** to change portions of 71 blocks from R7-1, R7-1/C1-3, R7-1/C2-3, R8, R8/C2-3, and C4-4 to contextual districts R4A, R5A, R5B,

R5D/C1-4, R6B, R7B, R7B/C1-3, R7B/C2-4, R7A, R7A/C1-3, R7A/C1-4, R7A/C2-4, R8/C2-4 generally located northwest of Webster Avenue, north of Fordham Road, southeast of Valentine Avenue, east of Rochambeau Avenue, and south of East Gun Hill Road.

- **Zoning text amendment** to establish the Inclusionary Housing program in the R7D and C4-5D districts within the proposed rezoning area in Community District 7, the Bronx.

2.2 Background to Webster Avenue Rezoning Area

The proposed action would amend the zoning map within two northwest Bronx neighborhoods, Bedford Park and Norwood. All aspects of the proposed action would affect zoning within Bronx Community District 7 and two lots in Community District 12.

With a population of approximately 140,000 according to the 2000 US Census, Community District 7 is a vibrant residential and commercial area. Its population consists primarily of individuals with Hispanic origin, but also of African Americans, non-Hispanic whites, and members of various other non-white ethnic groups. Community District 7's 2000 population count ranked it as the 9th (out of 59) most densely populated community district in New York City.

Originally farmland outside of the town of Kingsbridge, Bedford Park became settled in the mid- to late-19th century. The neighborhood's development coincided with the popularity of the nearby Jerome Park Racetrack. The Norwood area also originated as farmland, and became populated in the late 19th century. Both Bedford Park and Norwood were annexed to the City of New York (Manhattan, at the time) in 1874, along with the nearby towns of Kingsbridge and West Farms.

Several events contributed to the population growth of Bedford Park and Norwood. When the Jerome Park Racetrack was demolished in 1890 for the development of the Jerome Park Reservoir, the area became settled with new immigrants, many of Irish descent, who contributed to the reservoir's construction. With the establishment of the City of Greater New York in 1898, both neighborhoods became part of the newly established Borough of the Bronx.

Affecting the area's growth even more prominently, however, was the creation and expansion of the New York City mass transit system. The Third Avenue elevated train was expanded from Manhattan to the Bronx in the early 20th century, eventually running above Webster Avenue (along the eastern edge of Community District 7) and reaching Bronx Park in 1902. The final expansion of this elevated line was completed in 1920, continuing above Webster Avenue until reaching its terminus along Gun Hill Road. The development of the subway system, and its expansion into the area, also had its effect. The Jerome Avenue IRT branch, running as an elevated line through most of the Bronx, traversed the western portions of Bedford Park and Norwood. The development of the Grand Concourse, a major north-south thoroughfare, and the development of the Concourse IND subway line completed the area's transportation connection to the more populous sections of New York City.

Resulting from these changes was a population boom for both Bedford Park and Norwood beginning in the early 1900's and lasting through the 1930's. Replacing some areas of existing one- and two-family detached homes were five- to seven-story apartment buildings, often lining whole block fronts. As the population of the greater Bronx increased seven-fold from 1900 to 1940, both neighborhoods followed suit.

The stifling economic effects of the Great Depression, the advent of World War II, and the subsequent migration to the suburbs by much of the white middle-class population in the mid-20th century contributed to a halt in the development of the area. While other sections of the Bronx, especially the South Bronx, experienced a near-complete disappearance of one- and two-family detached homes earlier in the century, the built form of Bedford Park and Norwood changed only partially. Remaining within these neighborhoods were pockets of lower-density detached and row houses, reflecting the character of an earlier era. As the population's ethnic and economic base changed in the second half of the 20th century, the development character of both Bedford Park and Norwood remained intact. It is estimated that post-1950 development accounts for less than 15 percent of the existing development within the study area.

The neighborhoods of Bedford Park and Norwood today contain a mixture of detached one- to two-family homes, and five- to seven-story pre-World War II apartment buildings often found in the more densely populated areas of the Bronx. The neighborhoods are within close proximity of a number of sizable Bronx institutions, including Lehman College of the City University of New York, Fordham University, and the New York Botanical Garden. The area is served by one of the largest hospitals in New York metropolitan area, Montefiore Medical Center in Norwood. Two of New York City's largest parks, Bronx Park and Van Cortland Park, are adjacent to the neighborhoods and are connected by Mosholu Parkway, which divides Bedford Park and Norwood, and provides additional open space for the residents.

Both Bedford Park and Norwood contain commercial corridors that transect the study area. Fordham Road runs along the southern edge of Bedford Park and contains regional retail uses. Norwood contains the East 204th Street and East Gun Hill Road commercial corridors, which provide local retail and services.

Webster Avenue

Webster Avenue is a major north-south arterial road, originating in the South Bronx neighborhood of Melrose and terminating in Woodlawn north of the proposed rezoning area. The portion of Webster Avenue that passes through Bedford Park and Norwood runs parallel to the right-of-way of the Metro-North Railroad Harlem line, along the eastern boundary of the neighborhoods. Within the study area, Webster Avenue is classified as a "wide street," averaging approximately 100 feet in width for this 1.75-mile stretch. The Third Avenue elevated train ran above Webster Avenue from East 194th Street to East Gun Hill Road until the line's demolition in 1973. Portions of the corridor still have zoning that would be appropriate to conditions with the elevated train present.

Current development along Webster Avenue, from East 193rd Street to the southernmost portion of Woodlawn Cemetery, reflects a mixture of uses and building types. Predominately lined with one-to-three-story structures, Webster Avenue can be classified as a low- to medium-density commercial district. Among the types of commercial uses present are automobile repair shops, car washes, auto tire and flat-fix shops, gas stations, and home furnishing and supply stores. The corridor also contains a limited number of neighborhood service stores including restaurants, beauty parlors, and small offices. At the northernmost end of this stretch is an automobile dealership. Webster Avenue also contains warehouses, storage facilities, and other light industrial commercial uses.

The Webster Avenue corridor contains a small number of residential buildings. These residential structures range from six-to-seven-story apartment buildings located near the major intersections to smaller, single-family detached homes interspersed among the commercial structures. The corridor also contains two primary schools, a police station, a small post office, medical facilities, and other small neighborhood services facilities.

Lined with multiple surface parking and vacant lots, Webster Avenue lacks the development density of the adjoining neighborhoods. This, in conjunction with the street width and the low-scale nature of development, results in a limited amount of pedestrian foot traffic flowing along the street, especially when compared to the intersecting Fordham Road corridor.

Transportation

The study area has a strong connection to several important highways and arterial roads. Webster Avenue, Fordham Road, Mosholu Parkway, and the Bronx River Parkway all run either through this area or immediately adjacent to it. About ¼-mile west of the study area is the Grand Concourse, an important north-south arterial road lined with predominantly mid-rise apartment buildings, including many built in an art deco style. The closest interstate highway to the study area is the Major Deegan Expressway (I-78), which passes through the western portion of Community District 7.

The area is also well connected to New York City's mass transit system. The Metro-North Railroad Harlem line runs parallel to Webster Avenue along the eastern boundary of the study area and contains three stations within the vicinity: Fordham Road, Botanical Garden, and Williams Bridge. The Fordham Road station is the third busiest station in the Metro-North Railroad system (behind Grand Central and 125th Street, both in Manhattan). The NYC Subway has three lines operating within or near the study area. The IND Concourse Line (D) has a terminal stop at East 205th Street in Norwood, and stops at the major intersections along the Grand Concourse. The IRT White Plains Line (#2 & #5 lines) can be accessed within a ¼-mile walk from the Webster Avenue and East Gun Hill Road intersection.

Two MTA Transit Bus routes, the Bx41 and Bx55, operate along Webster Avenue. Several others, including the Bx 10, 17, 15, 16, and 34, pass through the adjacent neighborhoods. The Fordham Road/Webster Avenue intersection is a major hub for

bus travel, with seven routes stopping near the intersection at Fordham Plaza. These routes include the new Select Bus Service (SBS), which is a bus rapid transit line, and the Bx 9, 12, 22, 25, 26, 28, and 38 routes. The SBS and Bx12 provide a connection to the D and #4 (IRT Jerome Avenue) subway trains, each within one mile of Fordham Plaza.

2.3 Description of the Proposed Action

The New York City Department of City Planning (DCP) is proposing zoning map and zoning text amendments affecting the Bedford Park and Norwood communities in the Bronx, Community District 7. The rezoning falls marginally within Community District 12 by inclusion of two lots in this district located in the northeast corner of the rezoning area. The areas affected by the proposed action include all or portions of 80 blocks, generally bound by the Metro-North Railroad Harlem Line right-of-way to the southeast, Fordham Road and East Kingsbridge Road to the southwest, the Grand Concourse and Jerome Avenue to the northwest, and East Gun Hill Road to the northeast.

Zoning Map Amendment and Zoning Text Amendment

The proposed action area can be separated into two distinct sections, with the zoning map amendments tailored to achieve the project goals for each. The first section is the *Webster Avenue Corridor* from the East 193rd Street intersection to an area just north of the East 211th Street mapped centerline, located approximately 800 feet north of the East Gun Hill Road intersection. With the proposed zoning map and text changes, DCP envisions a transformation of this corridor from a low-scale commercial district to a higher-scale mixed residential/commercial district, featuring housing that serves a mix of household incomes.

The second section includes those areas of *Bedford Park and Norwood*, within a vicinity of approximately ¼-mile from Webster Avenue, and as of now primarily zoned R7-1 with R8 and C4-4 zoning in some pockets. With the proposed zoning map changes, DCP hopes to preserve pockets of lower density residential development within these neighborhoods, thereby reducing the incentive to replace such housing with larger-scale, higher-density development.

1. Webster Avenue Corridor

Zoning changes are proposed for the Webster Avenue corridor that would replace C8-2, R7-1, R7-1/C1-3 and R7-1/C2-3 districts with an R7D/C2-4 district on all or portions of 18 blocks generally located along the west side of Webster Avenue, north of East 193rd Street and south of East 205th St, and on portions of five blocks generally located along the east side of Webster Avenue, north of Bedford Park Boulevard and south of East 205th Street.

These zoning changes would result in a change in permitted uses and would facilitate new residential development along the corridor. The area is generally characterized by a mixture of one-to-three-story structures and unbuilt lots, containing uses such as

automobile repair shops, parking facilities and home furnishing stores, amidst scattered residential buildings and community service facilities. The R7D/C2-4 district would permit, as-of-right, medium-density residential buildings, with first-floor commercial uses mandatory in all new development.

In addition to mapping the R7D/C2-4 district, zoning changes proposed for the Webster Avenue include a change from C8-2 to C4-5D for a portion of one block located along the east side of Webster Avenue, north of the East 195th Street intersection and south of Bedford Park Boulevard. This zoning change would result in a change in permitted uses and would facilitate new commercial and/or residential development along the corridor. This area is characterized by multiple unbuilt lots and a few one- and two-story structures. The unbuilt lots are utilized for parking, while the existing structures contain a variety of uses, including a supermarket, restaurant, warehouse and offices space. The C4-5D district would permit commercial and residential development, but would limit the commercial use types, precluding the semi-industrial uses that commonly exist along the corridor.

At the northern end of the Webster Avenue corridor, the proposed action includes a change from C8-2 to C4-4 zoning for portions of four blocks generally located along Webster Avenue, north of the prolongation of East 210th Street and south of the prolongation of East 213th Street. Additionally, the proposed action includes a zoning change for three lots located along the west side of Webster Ave and north of Parkside Pl from C8-2 to R7B. This zoning change would result in a change in permitted uses and would facilitate new commercial development along the corridor, while also permitting residential uses. This area is characterized by one- to three-story structures and numerous unbuilt lots. A large automobile dealership occupies multiple lots just north of East Gun Hill Road. Other commercial uses include smaller auto repair shops, some retail or neighborhood services and a detached fast food restaurant. A small row of residential buildings exists north of the auto dealership, while several lots in the area remain unbuilt. The C4-4 district would permit commercial and residential development, but would limit the commercial use types, again precluding the semi-industrial uses that commonly exist along the corridor.

Blocks and lots affected by the proposed Webster Avenue Corridor Rezoning are listed in Table 2.0-1.

**Table 2.0-1:
List of Blocks and Lots Affected by the Proposed Webster Avenue Corridor Rezoning**

Affected Blocks	Affected Lots
3274	1, 4, 21, 27, 50, 51
3273	85, 100, 101, 105, 109, 114, 118, 122, 128
3275	108
3276	1, 4, 5
3277	1, 2, 28, 32, 36, 40, 41, 45
3278	14, 31, 33, 38, 54, 77, 80, 81, 82, 83, 84, 85, 88
3279	1, 13, 16, 21, 22, 23, 34, 35, 37, 41, 50, 70, 75
3280	33, 37, 39, 42, 45, 46, 48, 49, 52, 55, 58, 61, 65, 67,
3325	5, 6, 25
3330	1, 40, 42, 43, 44, 46, 47, 48, 50, 51, 52, 55, 57, 60, 68, 73, 80
3331	45, 48, 51, 52, 53, 55, 57, 62, 63, 64, 66, 72, 73, 74, 75, 80, 82, 111
3353	1, 5, 34, 36, 40, 56, 58
3355	116, 121, 132, 134, 135, 136
3356	175, 196, 200, 206, 214, 223
3357	1, 4, 6, 7, 12, 15, 16, 18, 21, 23, 25, 28, 32, 33, 35, 36, 37, 52, 53, 54, 55, 59, 60, 61, 62, 63, 64, 65, 66, 92, 111, 120, 135, 140, 216, 218, 225, 228, 247, 248, 252, 410
3360	33, 38, 44, 50, 54, 55, 56, 57, 58, 59, 60, 61, 62, 120, 359, 361

Source: New York City Department of City Planning, STV Incorporated, 2010.

2. Bedford Park and Norwood Neighborhoods

Although neighborhood rezoning zoning changes in the Bedford Park and Norwood neighborhoods would not primarily result in changes to permitted uses, changes to the permissible bulk and scale of development, including height limits, would take effect. These include a change from R7-1, R7-1/C1-3, R7-1/C2-3, R8, R8/C1-3, and C4-4 to R4A, R5A, R5B, R5D/C1-4, R6B, R7B, R7B/C1-3, R7B/C2-4, R7A, R7A/C1-3, R7A/C1-4, R7A/C2-4, R8/C2-4 on all or portions of 69 blocks generally located northwest of Webster Avenue in Bedford Park and Norwood.

There are several minor adjustments to the commercial overlays in Bedford Park and Norwood. The proposed depth of the commercial overlays (C1-3, C1-4, and C2-4) is proposed to be reduced to 100' to match the depth of existing commercial uses and reduce the encroachment of commercial uses on residential streets. Figure 2.0-4 shows the proposed commercial overlays.

A change is proposed from R7-1/C1-3 to R7A/C1-4 zoning for portions of three blocks, generally located at the intersection of Bedford Park Boulevard and Decatur Avenue, and portions of two blocks generally located on the east side of Bainbridge Avenue, north of East 204th Street and south of East 207th Street, which would reduce the

commercial parking requirement. In addition, a change is proposed from R7-1/C2-3 to R7A/C2-4 zoning for portions of two blocks, generally located along Bainbridge Avenue, north of East 207th Street and south of Van Cortlandt Avenue East, which would reduce the commercial parking requirement. A rezoning from R7-1/C1-3 to R7A/C1-3 is proposed on portions of four blocks located generally on the south side of E Gun Hill Road, east of Putnam Place and west of Webster Avenue.

A zoning change is proposed from R7-1/C1-3 to R7B/C1-3 for portions of four blocks generally located at the intersection of Briggs Avenue and 198th St and portions of four blocks located at the intersection of Bainbridge Avenue and E 194th Street. Additionally a zoning change is proposed from R7-1/C2-3 to R7B/C2-4 for portions of two blocks, generally located on East 193rd Street, west of Decatur Avenue and east of Marion Avenue, which would reduce the commercial parking requirement.

In addition, a zoning change from R7-1/C1-3 to R5D/C1-4 is proposed for portions of eight blocks generally located along East 204th Street, west of Webster Avenue and east of Bainbridge Avenue, and portions of two blocks generally located along the west side of Bainbridge Avenue, north of East 204th Street and south of East 207th Street. This zoning change would result in a reduction in permissible bulk and scale of development and a change in commercial parking requirements. No changes to permitted uses would take effect.

A change in the commercial overlay from C2-3 to C2-4 is proposed for a portion of a block generally located along Webster Avenue, north of East 201st Street, south of Mosholu Parkway and east of Decatur Ave. The underlying R8 will remain on the block. The change in the commercial overlay would ensure consistency in the commercial uses and the associated parking requirements along Webster Avenue.

A change from C4-4 to R4A is proposed for portion of one block on the east side of Marion Avenue south of East 193rd Street and a change from C4-4 to R7B is proposed for a portion of one block on the west side of Marion Avenue south of East 193rd Street. The change in zoning would preserve the current residential character and the scale of development on these blocks.

Blocks and lots affected by the proposed rezoning in the Bedford Park and Norwood neighborhoods are listed in Table 2.0-2.

**Table 2.0-2:
List of Blocks and Lots Affected by the Neighborhood Area Rezoning**

Affected Blocks	Affected Lots
3275	29, 15, 26, 30, 31, 20, 19, 23, 33, 83, 16, 37, 43, 40, 46, 27, 35
3276	28, 20, 43, 42, 35, 31, 44, 45, 40, 135, 36, 27, 66, 38, 39, 30, 46, 134, 132, 133
3277	23, 5, 18, 16, 19, 126, 8, 6, 20, 7, 12, 10, 11, 14, 4, 125, 25
3278	65, 71, 69, 74, 18, 73, 28, 77, 22, 76, 26, 1, 16, 59, 3, 7, 75, 67, 5
3279	56, 59, 25, 4, 6, 2, 5, 57, 62, 58, 3, 31
3280	7, 13, 22, 2, 1, 28, 6, 33, 5, 3, 19, 4, 25, 23
3281	77
3282	28, 44, 30, 50, 48, 22, 19, 52, 29, 57, 1, 65, 63, 46, 7, 62, 42, 36, 59, 35, 25, 54, 13, 26, 16, 32, 58, 60, 61, 70
3283	3, 78, 90, 22, 37, 29, 85, 76, 65, 50, 31, 41, 75, 97, 48, 45, 84, 81, 1, 86, 25, 40, 82, 47, 55, 70, 39, 138, 72, 49, 60, 53, 91, 71, 13, 95, 87, 69, 32, 66, 67, 43, 104, 79, 73, 88, 54, 68, 133, 6, 80, 139, 96, 83
3284	16, 23, 4, 22, 1, 34, 17, 63, 57, 46, 14, 13, 29, 6, 12, 18, 20, 44, 48, 32, 25, 15, 62, 45, 64, 39, 21, 27, 19, 9, 11
3285	48, 15, 45, 52, 7, 106, 41, 28, 11, 1, 51, 36, 9, 57, 59, 65, 19, 50, 39, 139, 40, 138, 140
3286	38, 40, 49, 19, 30, 37, 33, 51, 24, 34, 45, 44, 32, 48
3287	95, 81, 100, 39, 96, 62, 29, 70, 77, 28, 109, 37, 23, 122, 90, 25, 21, 3, 31, 86, 38, 24, 16, 163, 56, 18, 50, 73, 71, 66, 6, 85, 27, 115, 1, 22, 98, 8, 26, 12, 99, 43, 94, 53
3288	1, 31, 21, 20, 29, 23, 25, 10, 16, 15, 35, 22, 24, 18, 28, 8, 5, 7
3289	73, 46, 14, 42, 26, 19, 47, 53, 1, 39, 28, 10, 56, 17, 35, 16, 32, 29, 34, 4, 50, 45, 44, 24, 7, 20, 38, 40, 31, 11, 37, 41, 25, 21, 23, 15, 113
3290	52, 58, 30, 59, 25, 20, 42, 51, 60, 64, 55, 14, 21, 19, 2, 18, 33, 8, 4, 11, 23, 65, 62, 13, 57, 31, 1, 50, 34, 32, 10, 7
3291	1, 16, 24, 8
3292	68, 155, 105, 37, 87, 107, 109, 14, 103, 101, 108, 45, 62, 149, 94, 104, 23, 67, 27, 112, 84, 106, 48, 43, 1, 30, 86, 90, 70, 34, 19, 75, 32, 28, 82, 73, 97, 88, 6, 74, 51, 79, 96, 102
3293	38, 26, 49, 43, 45, 31, 25, 79, 39, 37, 29, 65, 58, 72, 21, 77, 56, 62, 18, 47, 32, 36, 90, 83, 87, 88, 66, 52, 80, 50, 82, 81, 35, 64, 24, 63, 34, 74, 172, 30, 54, 173, 78, 33, 169, 170, 171, 68, 168
3275	29, 15, 26, 30, 31, 20, 19, 23, 33, 83, 16, 37, 43, 40, 46, 27, 35
3276	28, 20, 43, 42, 35, 31, 44, 45, 40, 135, 36, 27, 66, 38, 39, 30, 46, 134, 132, 133
3277	23, 5, 18, 16, 19, 126, 8, 6, 20, 7, 12, 10, 11, 14, 4, 125, 25
3278	65, 71, 69, 74, 18, 73, 28, 77, 22, 76, 26, 1, 16, 59, 3, 7, 75, 67, 5

**Table 2.0-2 (Continued):
List of Blocks and Lots Affected by the Neighborhood Area Rezoning**

Affected Blocks	Affected Lots
3279	56, 59, 25, 4, 6, 2, 5, 57, 62, 58, 3, 31
3280	7, 13, 22, 2, 1, 28, 6, 33, 5, 3, 19, 4, 25, 23
3282	28, 44, 30, 50, 48, 22, 19, 52, 29, 57, 1, 65, 63, 46, 7, 62, 42, 36, 59, 35, 25, 54, 13, 26, 16, 32, 58, 60, 61, 70
3283	3, 78, 90, 22, 37, 29, 85, 76, 65, 50, 31, 41, 75, 97, 48, 45, 84, 81, 1, 86, 25, 40, 82, 47, 55, 70, 39, 138, 72, 49, 60, 53, 91, 71, 13, 95, 87, 69, 32, 66, 67, 43, 104, 79, 73, 88, 54, 68, 133, 6, 80, 139, 96, 83
3284	16, 23, 4, 22, 1, 34, 17, 63, 57, 46, 14, 13, 29, 6, 12, 18, 20, 44, 48, 32, 25, 15, 62, 45, 64, 39, 21, 27, 19, 9, 11
3285	48, 15, 45, 52, 7, 106, 41, 28, 11, 1, 51, 36, 9, 57, 59, 65, 19, 50, 39, 139, 40, 138, 140
3286	38, 40, 49, 19, 30, 37, 33, 51, 24, 34, 45, 44, 32, 48
3287	95, 81, 100, 39, 96, 62, 29, 70, 77, 28, 109, 37, 23, 122, 90, 25, 21, 3, 31, 86, 38, 24, 16, 163, 56, 18, 50, 73, 71, 66, 6, 85, 27, 115, 1, 22, 98, 8, 26, 12, 99, 43, 94, 53
3288	1, 31, 21, 20, 29, 23, 25, 10, 16, 15, 35, 22, 24, 18, 28, 8, 5, 7
3289	73, 46, 14, 42, 26, 19, 47, 53, 1, 39, 28, 10, 56, 17, 35, 16, 32, 29, 34, 4, 50, 45, 44, 24, 7, 20, 38, 40, 31, 11, 37, 41, 25, 21, 23, 15, 113
3290	52, 58, 30, 59, 25, 20, 42, 51, 60, 64, 55, 14, 21, 19, 2, 18, 33, 8, 4, 11, 23, 65, 62, 13, 57, 31, 1, 50, 34, 32, 10, 7
3291	1, 16, 24, 8
3292	68, 155, 105, 37, 87, 107, 109, 14, 103, 101, 108, 45, 62, 149, 94, 104, 23, 67, 27, 112, 84, 106, 48, 43, 1, 30, 86, 90, 70, 34, 19, 75, 32, 28, 82, 73, 97, 88, 6, 74, 51, 79, 96, 102
3293	38, 26, 49, 43, 45, 31, 25, 79, 39, 37, 29, 65, 58, 72, 21, 77, 56, 62, 18, 47, 32, 36, 90, 83, 87, 88, 66, 52, 80, 50, 82, 81, 35, 64, 24, 63, 34, 74, 172, 30, 54, 173, 78, 33, 169, 170, 171, 68, 168
3294	23, 29, 28, 53, 27, 69, 11, 10, 64, 67, 68, 60, 20, 73, 66, 30, 72, 13, 65, 62, 1, 63, 2, 14, 8, 24, 70, 59, 61, 21, 47, 26, 22, 25, 16, 71, 37, 12, 15
3295	48, 67, 68, 63, 70, 31, 1, 43, 29, 56, 53, 41, 46, 33, 40, 30, 45, 22, 60, 16, 47, 69, 24, 49
3296	63, 23, 27, 64, 14, 19, 24, 15, 10, 59, 16, 76, 34, 50, 20, 40, 22, 18, 65, 6, 12, 29, 5, 42, 38, 75, 55, 60, 21, 25, 7, 30, 9, 61, 36, 62, 8, 1, 32, 47, 17
3297	6, 43, 7, 9, 38, 2, 49, 1, 28, 40, 39, 37, 11, 52, 21, 19, 3, 32, 24
3298	5, 48, 35, 47, 20, 13, 49, 43, 33, 28, 21, 45, 36, 38, 42, 12, 34, 1, 41, 14, 51, 32, 16, 46, 9
3299	31, 6, 7, 36, 10, 33, 1, 37, 32, 30, 38, 8, 11, 39, 3, 4
3300	13, 52, 23, 59, 79, 27, 71, 64, 15, 73, 76, 43, 55, 72, 28, 29, 80, 65, 25, 77, 11, 67, 21, 69, 70, 54, 68, 17, 56, 74, 47, 44, 66, 75, 39, 33, 78, 19
3301	1, 31, 20, 19, 21, 90, 63, 88, 42, 87, 10, 102, 57, 103, 89, 60, 100, 33, 92, 105, 17, 41, 66, 50, 55, 4, 52, 54, 48, 37, 32, 101, 30, 104, 23, 99, 53, 98, 56, 18, 86, 47, 51, 97, 96, 46

**Table 2.0-2 (Continued):
List of Blocks and Lots Affected by the Neighborhood Area Rezoning**

Affected Blocks	Affected Lots
3302	3, 14, 30, 55, 71, 76, 28, 54, 59, 9, 53, 1, 12, 19, 10, 42, 74, 49, 31, 61, 21, 46, 57, 26, 34, 67, 18, 29, 56, 64, 72, 68, 66, 16, 15, 73, 20, 51, 63, 60, 52
3303	19, 44, 30, 20, 28, 10, 26, 5, 29, 8, 45, 1, 34, 24, 12, 46, 41, 32, 43, 27, 25, 38
3331	26, 19, 38, 40, 39, 36, 20, 33, 1, 32, 31, 43, 7, 10, 30, 41, 34
3332	15, 60, 17, 34, 81, 28, 61, 63, 58, 57, 7, 27, 1, 42, 10, 30, 6, 72, 66, 54, 21, 56, 87, 68, 70, 65, 4, 51
3333	1, 15, 46, 47, 52, 42, 108, 62, 34, 24, 37, 49, 26, 23, 22, 41, 30, 43, 57, 27, 9, 55, 50, 18, 59, 60, 63, 16, 8
3334	50, 9, 3, 47, 10, 16, 53, 34, 7, 46, 49, 8, 5, 37, 19, 45, 38, 24, 25, 1, 27, 22, 42
3335	42, 38, 152, 165, 186, 159, 31, 189, 134, 16, 193, 95, 46, 139, 132, 154, 136, 178, 135, 190, 73, 32, 125, 1, 25, 80, 123, 70, 39, 173, 41, 110, 181, 50, 65, 142, 188, 150, 191, 168, 12, 141, 126, 153, 175, 128, 56, 30, 184, 60, 118, 192, 3, 90, 170, 34, 138, 5
3338	48, 51, 35, 46, 37, 49, 52, 41, 43, 53, 55, 1, 39, 54, 56
3341	9, 69, 26, 7, 13, 76, 10, 83, 50, 70, 30, 57, 44, 12, 56, 1, 11, 65, 15, 23, 22, 14, 25, 55, 24, 34, 68, 16
3342	51, 47, 16, 20, 21, 7, 1, 8, 55, 19, 38, 57, 62, 29, 23, 10, 58, 26, 24, 13, 56, 61, 60, 25, 59
3343	123, 134, 330, 72, 332, 152, 167, 138, 182, 97, 124, 8, 184, 29, 139, 164, 331, 341, 163, 49, 6, 183, 342, 683, 334, 338, 344, 76, 24, 122, 140, 166, 118, 1, 155, 116, 162, 147, 119, 146, 141, 154, 347, 93, 25, 143, 7, 125, 3, 142, 95, 23, 75, 121, 68, 343, 180, 48, 115, 126, 135, 60, 71, 108, 120, 185, 5, 149, 22, 153, 144, 170, 340, 100, 4, 84, 28, 42, 37, 336, 165, 133, 148, 181, 151, 81, 136, 150, 339, 106
3345	36, 58, 11, 1, 35, 8, 29, 17, 16, 39, 40, 66, 18, 3, 63, 27, 38, 31, 25, 19, 41, 4, 5, 34, 30, 26, 2, 15, 37, 24, 7, 28, 9, 10, 33
3346	4, 31, 1, 15, 20, 2, 36, 34, 7, 10, 23, 6, 5, 21, 40, 8, 25, 33, 17, 9, 41, 19, 26, 3
3347	20, 55, 38, 50, 56, 65, 68, 49, 10, 42, 29, 1, 36, 70, 24, 23, 18, 69, 43, 67, 51, 64, 17, 22, 16, 27, 59, 66, 61
3348	18, 27, 8, 4, 25, 17, 60, 30, 77, 54, 53, 2, 20, 71, 23, 166, 13, 42, 32, 48, 29, 1, 81, 15, 35, 168, 167
3349	18, 20, 6, 40, 9, 23, 43, 33, 34, 16, 41, 3, 35, 8, 39, 7, 1, 47, 46, 14, 44, 38, 24, 27, 36, 15, 5, 37, 21, 11, 13
3350	7, 13, 8, 31, 19, 25, 10, 6, 33, 27, 23, 18, 9, 12, 3, 11, 30, 32, 5, 17, 40, 14, 34, 44, 1, 29
3351	38, 53, 29, 49, 43, 40, 26, 46, 44, 14, 35, 50, 18, 51, 22, 21, 1, 33, 19, 30, 20, 47, 32, 48, 16, 42, 45, 27, 23, 24, 17
3352	23, 1, 84, 81, 56, 9, 53, 12, 11, 75, 90, 20, 45, 39, 58, 7, 76, 8, 35, 85, 78, 29, 66, 63, 26, 68, 87, 82, 59, 55, 18, 22, 37, 69, 61, 36, 79, 80
3353	22, 7, 33, 8, 15, 25, 14, 26, 19, 17, 6, 11, 78, 23, 16, 28, 20, 27, 21, 24, 13, 12
3354	58, 66, 37, 19, 41, 23, 26, 33, 20, 4, 21, 53, 25, 1, 22, 64, 14, 3, 24, 9, 5
3355	61, 19, 12, 50, 88, 148, 39, 51, 20, 15, 156, 57, 40, 80, 25, 43, 41, 90, 9, 10, 102, 54, 142, 26, 112, 85, 82, 101, 109, 153, 150, 21, 22, 104, 96, 154, 155, 11, 84, 8, 92, 100, 27, 59, 144, 48, 86, 89, 37, 42, 16, 1, 98, 140, 152, 46

Zoning Text Amendment: Establish Inclusionary Zoning along Webster Avenue

The proposed zoning text amendment would apply the Inclusionary Housing program within the R7D and C4-5D districts along Webster Avenue in Bronx Community District 7 to establish incentives for the creation and preservation of affordable housing in conjunction with new development.

2.4 Purpose and Need

Webster Avenue is a major north-south arterial road in the Bronx. Within the rezoning area, Webster Avenue is classified as a 'wide street,' averaging approximately 100 feet in width for this 1.75 mile stretch. The area is well served by mass transit, including three Metro-North Railroad stations, access to the D, 4 and 2/5 trains, and multiple bus lines including the Select Bus Service along Fordham Road. Major institutions in the area include Fordham University to the east and Montefiore Hospital to the northwest. Easy vehicular access is available from Webster Avenue to the Bronx River Parkway and Mosholu Parkway, which bisects the corridor. The existing zoning, which is auto-oriented and does not permit residential uses, is a vestige of the Third Avenue elevated train which ran above Webster Avenue from East 194th Street to East Gun Hill Road until the line's demolition in 1973. The existing zoning limits development along the corridor, despite its width and strong connections to transit and highways, and surrounding major institutions. Webster Avenue is generally developed with a mixture of vacant and underutilized lots and one- to three-story structures including parking lots, automobile repair shops, warehouses, restaurants, smaller retail stores, schools, and home furnishing stores. Contrary to its status as a major corridor and gateway to the central Bronx, the corridor has an inconsistent streetscape and a dearth of regular pedestrian traffic.

Norwood and Bedford Park are stable communities developed with a mixture of low-density homes and apartment buildings. The current zoning has no height limit which has permitted redevelopment of smaller homes with large out-of-context taller apartment buildings.

The zoning along Webster Avenue and in Norwood and Bedford Park is outmoded and needs to be updated to meet the changing needs of the community. The proposed action is intended to achieve two primary objectives:

- To shape Webster Avenue into a vibrant, inviting, and walkable residential and commercial corridor
- To preserve low density development in the residential areas of Bedford Park and Norwood, and to shift new development from the neighborhoods to Webster Avenue

The neighborhoods of Bedford Park and Norwood contain numerous assets, all highly valued by the community: a stable residential base, good transportation infrastructure, ample parkland, close proximity to several important Bronx institutions, valuable commercial retail and service shops and good community services, especially police and

schools. While these assets remain important, the local residents would also like to achieve the following improvements:

- *Increasing residential development along Webster Avenue, albeit at the proper height and density and at a level that does not overburden the existing community infrastructure; this development should be attractive to a wide range of income groups*

The Bronx, including Community District 7, is expected to grow by more than 124,000 residents by 2030. To provide safe and healthy housing for the growing population, the city must identify areas to accommodate increased residential population. Webster Avenue is surrounded by stable residential communities, major institutions and regional commercial centers. Webster Avenue is a wide street well-served by transit that could sustain increased residential development. The proposed rezoning would allow residential development in height-limited buildings along Webster Avenue where it is not permitted today.

Another issue that the proposed rezoning would address is the need for affordable housing in the Bronx and the city as a whole. A significant portion of projected new residential development would consist of permanent affordable housing under the Inclusionary Zoning program. Mayor Bloomberg's New Housing Marketplace Plan has set a goal of creating over 165,000 units of affordable housing over ten years. Making the Webster Avenue area eligible for the Inclusionary Housing bonus would encourage the provision of new, permanently affordable housing in order to help meet this goal. By opting for the Inclusionary Housing bonus, developers would be able to reach an increased maximum allowable residential FAR if they provide permanently affordable housing either onsite or in Bronx Community District 7, in new or existing buildings. The proposed action would seek to provide a significant number of new affordable housing units through the Inclusionary Zoning program. This would ultimately be expected to provide new and improved opportunities for residential development in the area.

- *Increasing the number of quality commercial uses that serve both the community and visitors*

Commercial development along Webster Avenue is a mixture of restaurants, home-improvement shops, offices, and local retail including a grocery store. In part because the existing zoning permits limited commercial uses and no residential uses, the corridor has an inconsistent streetscape and a scarcity of regular pedestrian traffic. By allowing residential uses and requiring active ground-floor uses along Webster Avenue, the proposed action would increase the local commercial services in the area and increase the day-to-day shoppers to support those local commercial services. The proposed action would also increase the capacity for wider-reaching, full commercial buildings near existing commercial corridors, Fordham Road and East Gun Hill Road.

The proposed action would also facilitate local commercial development in Norwood and Bedford Park, notably East 204th Street, by reducing the commercial parking

requirement and applying height limits to all buildings to preserve the character of local commercial streets.

- *Restricting development deemed inappropriate or unwanted by the community*

The existing zoning along Webster Avenue permits a limited range of heavy and local commercial uses. Uses along the corridor include open parking, gas stations, auto-repair shops, warehouses, offices, and despite some local retail and restaurants on the street, the corridor becomes deserted on the off hours. Recent new development proposed in the area includes self-storage and a hotel. Local residents are concerned that these uses do not add to the neighborhood services and may not be well supported in the area. By allowing a wider range of uses along the corridor including residential and increasing the commercial development potential near major commercial streets, the proposed action would increase the options to property owners seeking to invest in the area and attract the kind of development sought by the community.

The existing zoning in Norwood and Bedford Park permits mid-density residential development with no height limit. The area is developed with a mixture of 6- to 8-story apartment buildings with pockets of low-scale homes in between. In recent years, the area has seen an increase in redevelopment of smaller homes with tall out-of-context residential buildings, some 14 stories in height, which erode the mid- and low-scale neighborhood character of Norwood and Bedford Park. The proposed action would map contextual zoning districts to reduce permitted floor area and provide appropriate height limits to ensure that future development better matches existing buildings.

- *Attracting employment-generating businesses to the area*

Many of the uses along Webster Avenue generate only a limited number of jobs; these include vacant lots, warehouses, gas stations, proposed self-storage, and open parking lots. The existing zoning on Webster Avenue limits the kinds of commercial uses that can locate along the corridor, and there are few other areas within Community District 7 to develop job-generating uses. The proposed action would expand the uses permitted on Webster Avenue and increase the development potential for commercial uses in two areas – near Fordham Road and near East Gun Hill Road – to attract employment-generating businesses to the area.

- *Creating a stronger physical connection between the residential neighborhoods and area parks and institutions*

Webster Avenue is bordered by the stable residential communities of Norwood and Bedford Park to the west and the rail lines and Bronx River to the east. Major institutions near the rezoning area include Fordham University to the east and Montefiore Hospital to the northwest. New York Botanical Garden, the Williamsbridge Oval, Bronx Park and the Mosholu Parkway represent some of the major open spaces in the area. Access to the Bronx Park, in particular, from the west is limited to a street-end access point at East 204th Street. Webster Avenue is the spine connecting these neighborhoods and institutions, however, most of the uses along Webster Avenue close in the off-hours and

provide only limited local services for residents, workers and visitors to the area. By allowing a wider range of use and requiring active ground-floor uses with ample windows and street trees, the proposed action will allow redevelopment of the corridor into a more inviting pedestrian-friendly corridor with a greater array of services for residents, workers and visitors to better connect surrounding institutions, parks and neighborhoods.

- *Beautifying Webster Avenue by improving the streetscape and eliminating unattractive development*

Webster Avenue is a wide street (100') throughout the rezoning area. Development along the corridor is mixed and includes many auto-related and open uses and warehouse-type buildings which have created an inconsistent lifeless streetscape and a dearth of regular pedestrian traffic and street trees. The proposed action would require active ground-floor uses with ample windows along Webster Avenue and create a consistent and strong street wall to match the wide street. Street trees would be required of new development to help transform Webster Avenue into an inviting pedestrian-friendly neighborhood corridor.

2.5 Existing and Proposed Zoning

Existing Zoning

The study area is predominantly zoned with either C8-2 or R7-1 districts, as shown on Figure 2.0-3. The C8-2 district covers much of the Webster Avenue corridor, and has contributed significantly to the corridor's existing development character. The neighborhoods of Bedford Park and Norwood are zoned R7-1, a medium-density residential district. Commercial uses in the R7-1 district are permitted where there is a C1-3 or C2-3 commercial overlay. The R8 district which permits high density residential development applies to a portion of one block in the Webster Avenue Corridor and portions of two blocks in the Bedford Park neighborhood.

C8-2

The C8-2 commercial district permits development with a maximum Floor Area Ratio (FAR) of 2.0 for commercial use and 4.80 for community facilities. Characterized as a heavy-commercial district, typical uses include automotive service shops and light industrial facilities. Parking for typical low-volume retail use is one space for every 400 square feet (sf) of developed commercial space, although lots utilized for automobile-related uses generally reserve more space for temporary auto storage and repair work.

C8 zoning districts are often mapped along elevated train lines, where noise generated by the train and lack of light from the elevated structure itself make the area less desirable for residential uses and more acceptable for generally noisy heavy-commercial uses. The Third Avenue elevated line formerly ran above Webster Avenue until its demolition in 1973. Despite the dismantling of "the El," no updates were made to the zoning map at the time. The resulting development character can be attributable to C8 zoning that blankets much of the corridor.

R7-1

The R7-1 district permits residential uses only, with a maximum residential FAR of 3.44 (4.0 on wide streets, 3.44 on narrow streets when Quality Housing rules are utilized), unless mapped with a commercial overlay. Building heights are determined by the sky exposure plane. Typical R7-1 buildings average five-to-six stories, although building heights can reach as high as 14 stories. Commercial facilities can be developed with a maximum FAR of 4.80. Buildings within R7-1 districts are required to provide parking for 60 percent of the dwelling units (50 percent when Quality Housing rules apply).

R8

The R8 district covers only portions of three blocks in the rezoning area. The district has been mapped primarily along Grand Concourse (west of the rezoning area) and south of Mosholu Parkway and extends into a few blocks within the rezoning area. While the high density R8 district serves well on these major corridor, the areas within the rezoning which fall under this district front on narrow streets and are primarily developed with detached and semi-detached row houses. The R8 districts permits residential use only with a maximum residential FAR of 6.02. Under height factor regulations the building must fit into the sky-exposure plane. Parking is required for 40% of the dwelling units. In R8 districts, building can range from mid-rise 8 - 10 story to much taller buildings which can be as high as 17 stories. Under the quality housing option, the maximum FAR allowed in R8 district on a wide street is 7.2. The base height is required to be a minimum of 60' and a maximum of 80' before setback and the building height is capped at 105' on a narrow street and 120' on a wide street. Parking requirements are same as for height factor buildings.

C4-4

C4-4 districts are major commercial centers located outside of the central business districts. C4-4 districts allow department stores, theaters, and other commercial uses that serve a larger area. The commercial FAR is 3.4. Residential FAR ranges from 0.87 to 3.4. The community facility FAR is 6.5 (equivalent to R7). This district covers only portions of two blocks along East Fordham Road in the rezoning area.

Although some areas along Webster Avenue are mapped with R7 and R8 residential zoning districts, the preponderance of C8 zoning in the area has been a detriment to residential development. The absence of residential buildings in the C8 district contributes to both the lack of pedestrian traffic and the lack of structural density on Webster Avenue. With Webster Avenue qualifying as a wide street, the corridor has a suitable layout to support more of both. Instead, current development includes a substantial amount of vacant lots, little residential development, and an unattractive streetscape.

C1-3 and C2-3 Overlay

C1-3 commercial overlay districts allow for local retail development within a residential district at a maximum FAR of 2.0. C2-3 districts permit a slightly wider range of retail and services with a maximum FAR of 2.0. Commercial uses in overlay districts must always be located below residential uses, and are limited to the first two floors of a mixed-use building. Both C1-3 and C2-3 districts require one accessory parking space for every 400 sf of general retail or service uses.

Table 2.0-3 provides a summary of the existing allowed density and building form in the rezoning area.

Table 2.0-3: Summary of Existing Zoning

EXISTING ZONING								
Allowed Density (FAR):						Building Form:		
Use	RESIDENTIAL Max. FAR			COMMERCIAL	COMM. FACILITY	QUALITY HOUSING OPTION		
Zoning District	Height factor	Quality Housing	Inclusionary Housing Bonus	Max. FAR	Max. FAR	Building base (street wall):		Building height:
						min.	max.	max.
R7-1	0.87-3.44	3.44*/4.0**	-	-	4.8	40'	60'* / 65' **	75' */ 80'**
R8	0.94-6.02	6.02*/7.2**	-	-	6.5	60'	80'* / 85'**	105'*/120'**
C1-3 overlay	-	-	-	2.0	-	-	-	-
C2-3 overlay	-	-	-	2.0	-	-	-	-
C4-4	0.87-3.44	3.44*/4.0**	-	3.4	6.5	40'	60'* / 65' **	75' */ 80'**
C8-2	-	-	-	2.0	4.8	-	-	-
	* narrow street ** wide street					* narrow street ** wide street		

Source: New York City Department of City Planning, STV Incorporated, 2010.

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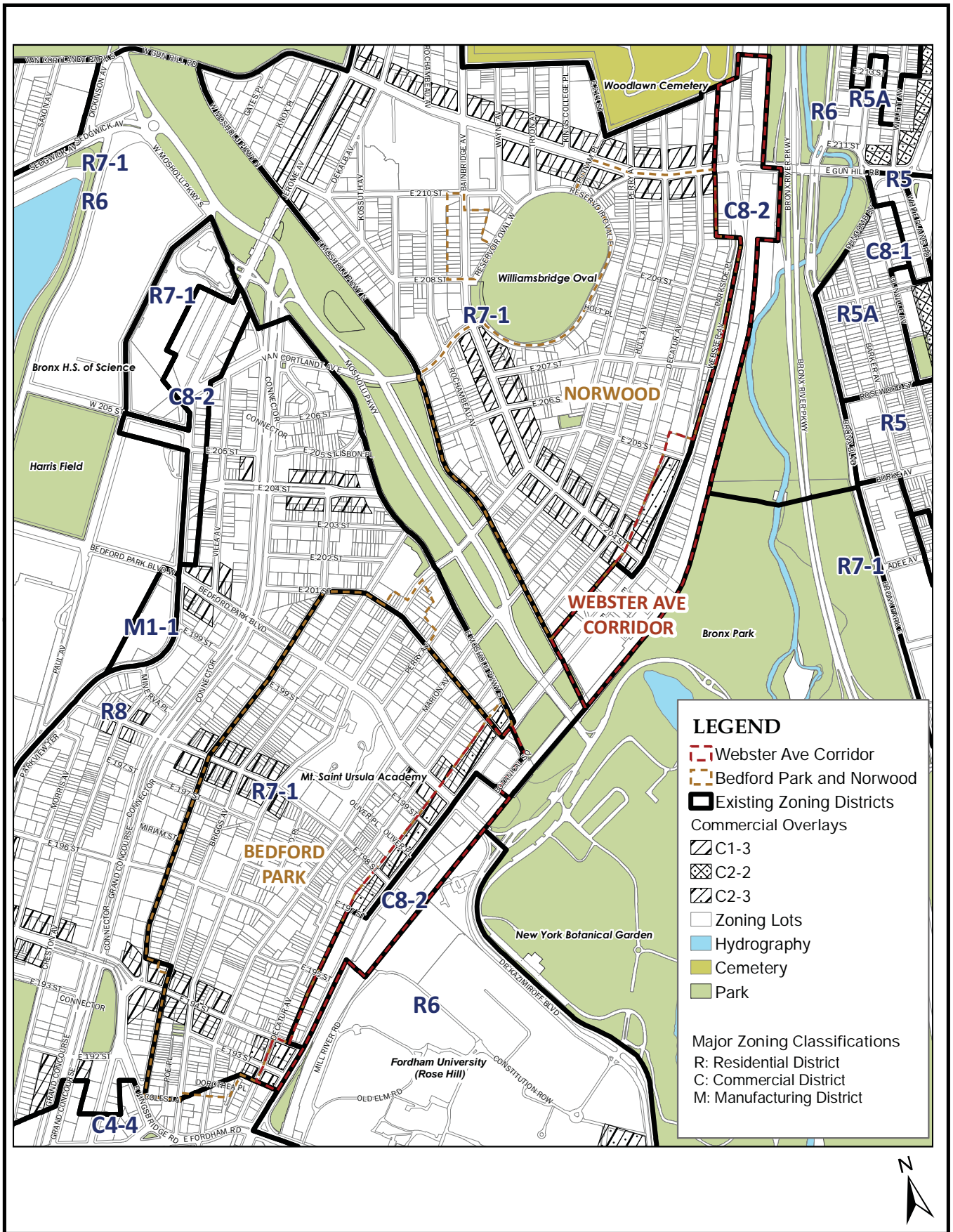


Figure 2.0-3: Existing Zoning

Webster Avenue Rezoning

Proposed Zoning

Zoning Map Amendment and Zoning Text Amendment

The proposed action area can be separated into two distinct sections, with the zoning map amendments tailored to achieve the project goals for each. The first section is the *Webster Avenue Corridor* from the East 193rd Street intersection to an area just north of the East 211th Street mapped centerline, located approximately 800 feet north of the East Gun Hill Road intersection. With the proposed zoning map and text changes, DCP hopes to achieve a transformation of this corridor from a low-scale commercial district to a higher-scale mixed residential/commercial district, featuring housing that serves a mix of household incomes.

The second section includes those areas of *Bedford Park and Norwood*, within a vicinity of approximately ¼-mile from Webster Avenue, and currently zoned R7-1, C4-4, R8, C1-3 and C2-3. With the proposed zoning map changes, DCP hopes to preserve pockets of lower density residential development within these neighborhoods, thereby reducing the incentive to replace such housing with larger-scale, higher-density development.

1. Webster Avenue Corridor

The proposed zoning changes, shown on Figure 2.0-4, are as follows:

- Change from **C8-2, R7-1, R7-1/C1-3 and R7-1/C2-3** to **R7D/C2-4** all or portions of 12 blocks generally located along the west side of Webster Avenue, north of East 193rd Street and south of East 205th St, and portions of 6 blocks generally located along the east side of Webster Avenue, north of Bedford Park Boulevard and south of East 205th Street.

Zoning changes would result in a change in permitted uses and would facilitate new residential development along the corridor. The area is generally characterized by a mixture of 1 to 3 story structures and unbuilt lots, containing uses such as automobile repair shops, parking facilities and home furnishing stores, amidst scattered residential buildings and community service facilities. The R7D/C2-4 district would permit, as-of-right, medium-density residential buildings, with first-floor commercial uses mandatory in all new development.

The R7D/C2-4 district permits residential, commercial, and community facility development with a maximum Floor Area Ratios (FAR) of 4.20, 2.00, and 4.20 respectively. The Inclusionary Housing program would be applied to the area; maximum residential FAR in the R7D district can be increased to a maximum of 5.60 within the underlying contextual height and bulk regulations. New development must be built within a contextual envelope, requiring a 60- to 85-foot street wall before an allowable setback and having a maximum building height of 100 ft.

- Change from **C8-2** to **C4-5D** a portion of one block located along the east side of Webster Avenue, north of the East 195th Street intersection and south of Bedford Park Boulevard.

Zoning changes would result in a change in permitted uses and would facilitate new commercial and/or residential development along the corridor. This area is characterized by multiple unbuilt lots and a few 1 to 2 story structures. The unbuilt lots are utilized for parking, while the existing structures contain a variety of uses, including a supermarket, restaurant, warehouse and offices space. The C4-5D district would permit commercial and residential development, but would limit the commercial use types, precluding the semi-industrial uses that commonly exist along the corridor.

The C4-5D district permits residential, commercial, and community facility development at a maximum FAR of 4.20 for each. The Inclusionary Housing program would be applied to the area; maximum residential FAR in the R7D district can be increased to a maximum of 5.60 within the underlying contextual height and bulk regulations. New development must be built within a contextual envelope, requiring a 60- to 85-foot street wall before an allowable setback and having a maximum building height of 100 ft.

- Change from **C8-2** to **C4-4** portions of four blocks generally located along Webster Avenue, north of the prolongation of East 210th Street and south of the prolongation of East 211th Street.

The C4-4 district permits commercial development at a maximum FAR of 4.00. Residential and community facility development is also permitted at a maximum FAR of 4.00 (under Quality Housing rules) and 6.50, respectively (see Table 2.0-4a below). Zoning changes would result in a change in permitted uses and would facilitate new commercial development along the corridor, while also permitting residential uses. This area is characterized by one- to three- story structures and numerous unbuilt lots. A large automobile dealership occupies multiple lots just north of East Gun Hill Road. Other commercial uses include smaller auto repair shops, some retail or neighborhood services and a detached McDonald's restaurant. A small row of residential buildings exists north of the auto dealership, while several lots in the area remain unbuilt. The C4-4 district would permit commercial and residential development, but would limit the commercial use types, again precluding the semi-industrial uses that commonly exist along the corridor.

- Change from **C8-2** to **R7B** portion of one block generally located along the west side of Webster Avenue and south of East Gun Hill Road.

The R7B district permits residential and community facility uses with a maximum FAR of 3.0. Base heights are required to be between 40 and 60 feet, and the maximum building height is 75 feet after a setback from the street. This typically produces six- to seven-story buildings. One parking space is required for 50% of residential units.

The bulk regulations for the proposed districts in the Webster Avenue Corridor are given in Table 2.0-4a below.

Table 2.0-4a: Summary of Proposed Zoning Bulk and Scale Requirements - Webster Avenue Corridor

Allowed Density (FAR):							Building Form:			
Use	RESIDENTIAL			COMMERCIAL	COMM. FACILITY	MANU.	Bulk Controls			
Underlying Zoning District	Base FAR	Inclusionary Housing Bonus	Max. FAR	Max. FAR	Max. FAR	Max. FAR	Building base (streetwall): min. max.		Building height: max.	
R7B	-	-	3.0	-	3.0	-	40'	60'	75'	
R7D	4.2	1.4	5.6	-	4.2	-	60'	85'	100'	
C2-4 overlay *	-	-	-	2.0	-	-	-		-	
C4-4	0.87	-	3.44/4.0 *	3.4	6.5	-			Sky Exposure Plane / 80' *	
C4-5D *	4.2	1.4	5.6	4.2	4.2	-	60'	85'	100'	
C8-2	-	-	-	2.0	4.8	-		60'	Sky Exposure Plane	
* would require that all ground floor uses be non-residential	* with Quality Housing Program						* with Quality Housing Program			

Source: New York City Department of City Planning, STV Incorporated, 2010.

2. *Bedford Park and Norwood Neighborhoods*

- Change from **R7-1, R7-1/C1-3, R8, R8/C2-3, and C4-4** to **R4A, R5A, R5B, R6B, R7B, R7B/C1-3, R7A, and R8/C2-4** portions of 40 blocks generally located northwest of Webster Avenue, northeast of Fordham Road, southeast of Valentine Avenue, southwest of East 202nd Street, and west of Mosholu Parkway South.
- Change from **R7-1 and R7-1/C1-3** to **R5A, R5B, R6B, R7B, R7A, and R7A/C1-3** portions of 29 blocks generally located northwest of Webster Avenue, east of Mosholu Parkway North and Rochambeau Avenue, and south of East Gun Hill Road.
- Change from **R7-1** to **R5A** portions of two blocks along Bainbridge Avenue, north of East 208th Street and south of East 210th Street.

Although zoning changes would not primarily result in changes to permitted uses, changes to the permissible bulk and scale of development would take effect. The R4A, R5A, R5B, R6B, R7A and R7B districts require that development adhere to contextual regulations.

R4A is proposed for parts of two blocks. The proposed R4A district only permits detached single- and two-family residences. The maximum permitted residential FAR is 0.75 (0.9 with the attic allowance). The maximum community facility FAR is 2.0. The minimum lot size would be 2,850 square feet, minimum lot width would be 30 feet and the front yard requirement would be 10 feet, but must be as deep as an adjacent yard. Two side yards totaling 10 feet would be required. The maximum building height would be 35 feet with a maximum 21 foot perimeter wall. One off-street parking space is required for each dwelling unit.

R5A is proposed for parts of 15 blocks. The proposed R5A district permits detached single- and two-family residences only. The maximum residential FAR would be 1.10 with a 300 square-foot floor area bonus for a detached garage. The maximum community facility FAR is 2.0. The minimum lot size would be 2,850 square feet. The minimum lot width would be 25 feet for a one-family and 30 feet for a two-family home. Front yards must be at least 10 feet deep and be as deep as an adjacent front yard. Two side yards with a total of 10 feet would be required. Maximum building height would be 35 feet with a 25 foot maximum perimeter wall. One off-street parking space is required for each dwelling unit.

R5B is proposed for parts of 24 blocks. R5B allows all housing types. The maximum residential FAR is 1.35, and buildings are limited to 33 feet in height, with a 30 foot maximum perimeter wall. Front wall lineup is required. Parking must be provided for 66% of dwelling units. Front yard parking is prohibited, thereby protecting the planted front yards that are typical in the proposed R5B districts.

R6B is proposed for parts of 11 blocks. R6B is a typical row house district that includes height limits and street wall lineup provisions to ensure that new buildings are consistent with the scale of the existing built context. R6B permits residential and community facility uses to a maximum FAR of 2.0. Building base heights must be between 30 and 40 feet, with a 50 foot maximum building height after a setback (10 feet on a wide street, 15 feet on a narrow street). New development in the proposed R6B district would be required to line up with adjacent structures to maintain the continuous street wall character. New multifamily residences must provide one off-street parking space for 50% of dwelling units, which may be waived if 5 or fewer spaces would be required.

R7B is proposed for parts of 41 blocks throughout Norwood and Bedford Park. R7B permits residential and community facility uses with a maximum FAR of 3.0. Base heights are required to be between 40 and 60 feet, and the maximum building height is 75 feet after a setback from the street. This typically produces six- to seven-story buildings. One parking space is required for 50% of residential units.

R7A is proposed for parts of 26 blocks throughout Norwood and Bedford Park. R7A permits residential and community facility uses with a maximum FAR of 4.0. Base heights are required to be between 40 and 65 feet, and the maximum building height is 80 feet after a setback from the street. This typically produces six- to eight-story buildings. New buildings in R7A districts must be located no closer to the street than a neighboring building. One parking space is required for 50% of residential units.

R7A with C1-3 overlay is proposed on portions of four blocks along Gun Hill road between Putnam Pl and Parkside Pl. R7B/C1-3 district is proposed on parts of four blocks along East 198th Street and parts of four blocks along East 194th Street. In these instances, the existing C1-3 overlay has been reduced in depth to match the existing depth of commercial use and to preserve the residential character of the neighborhood. When mapped within an R7B or R7A, the C1-3 commercial overlay allows commercial retail and office development with a maximum FAR of 2.0.

- Change from **R7-1/C1-3** to **R5D/C1-4** portions of eight blocks generally located along East 204th Street, west of Webster Avenue and east of Bainbridge Avenue, and portions of two blocks generally located along the west side of Bainbridge Avenue, north of East 204th Street and south of East 207th Street.

The proposed R5D/C1-4 district would preserve the unique lower-scale character of the East 204th Street/Bainbridge Avenue commercial corridor. The R5D/C1-4 district requires that development adhere to contextual regulations. The R5D/C1-4 district permits development with a maximum residential FAR of 2.0, commercial FAR of 1.0, and community facility FAR of 2.0. The maximum allowable building height is 40 feet. The C1-4 overlay district requires the provision of one parking space per 1,000 square feet of general retail and service uses.

- Change from **R7-1/C1-3** to **R7A/C1-4** portions of three blocks, generally located at the intersection of Bedford Park Boulevard and Decatur Avenue, and portions of two blocks generally located on the east side of Bainbridge Avenue, north of East 204th Street and south of East 207th Street.
- Change from **R7-1/C2-3** to **R7A/C2-4** portions of two blocks, generally located on East 193rd Street, west of Decatur Avenue and east of Marion Avenue.
- Change from **R7-1/C2-3** to **R7B/C2-4** portions of two blocks, generally located along Bainbridge Avenue, north of East 207th Street and south of Van Cortlandt Avenue East.

This zoning change would not result in a change to permissible uses. However, changes to the permissible bulk and scale of development and a change in commercial parking requirements would take effect. When mapped within an R7B or R7A, C1-4 and C2-4 commercial overlay districts permit commercial retail and office uses to a maximum FAR of 2.0. Both the C1-4 and C2-4 overlay districts require the provision of one parking space per 1,000 square feet of general retail or service uses.

- Change of commercial overlay from **R8/C2-3** to **R8/C2-4** on portion of a block generally located along Webster Avenue, north of East 201st street, south of Mosholu Parkway and east of Decatur Ave.

The underlying R8 zoning would remain on this block. The change in the commercial overlay would ensure consistency in the commercial uses and the associated parking requirements along Webster Avenue. C2-4 overlay districts require the provision of one parking space per 1,000 square feet of general retail or service uses.

- Change from **C4-4** to **R4A** on portion of one block on the east side of Marion Avenue south of East 193rd Street.
- Change from **C4-4** to **R7B** is proposed for portion of one block on the west side of Marion Avenue south of East 193rd Street.

The zoning change would only allow residential development on these blocks while the current C4-4 zoning designation allowed commercial development. The proposed zones would preserve the residential nature of these portions characterized by detached one-two story houses and multi-family apartment buildings.

Bulk and scale requirements in the R4A, R5A, R5B, R6B, R7A, R7B districts and C1-3, C1-4, C2-4 overlays are displayed in Table 2.0-4b.

Table 2.0-4b: Summary of Proposed Zoning Bulk and Scale Requirements - Bedford Park and Norwood Neighborhoods

Allowed Density (FAR):							Building Form:		
Use	RESIDENTIAL			COMMERCIAL	COMM. FACILITY	INDUS-TRIAL	Bulk Controls		
Underlying Zoning District	Base FAR	Inclusionary Housing Bonus	Max. FAR	Max. FAR	Max. FAR	Max. FAR	Building base (streetwall): min. max.		Building height: max.
R4A	-	-	0.75	-	2.0	-	-	21'	35'
R5A	-	-	1.1	-	2.0	-	-	25'	35'
R5B	-	-	1.35	-	2.0	-	-	30'	33'
R5D	-	-	2.0	-	2.0	-	not required		40'
R6B	-	-	2.0	-	2.0	-	30'	40'	50'
R7A	-	-	4.0	-	4.0	-	40'	65'	80'
R7B	-	-	3.0	-	3.0	-	40'	60'	75'
R8	0.94-6.02	-	6.02*/7.2**	-	6.5	-	60'	80'*/85'**	105'*/120'**
C1-3, C1-4, C2-4 Overlays	-	-	-	2.0	-	-	-	-	-
	Under Quality Housing Option on * narrow street ** wide street						Under Quality Housing Option on * narrow street ** wide street		

Source: New York City Department of City Planning, STV Incorporated, 2010.

Zoning Text Amendment: Establish Inclusionary Zoning along Webster Avenue

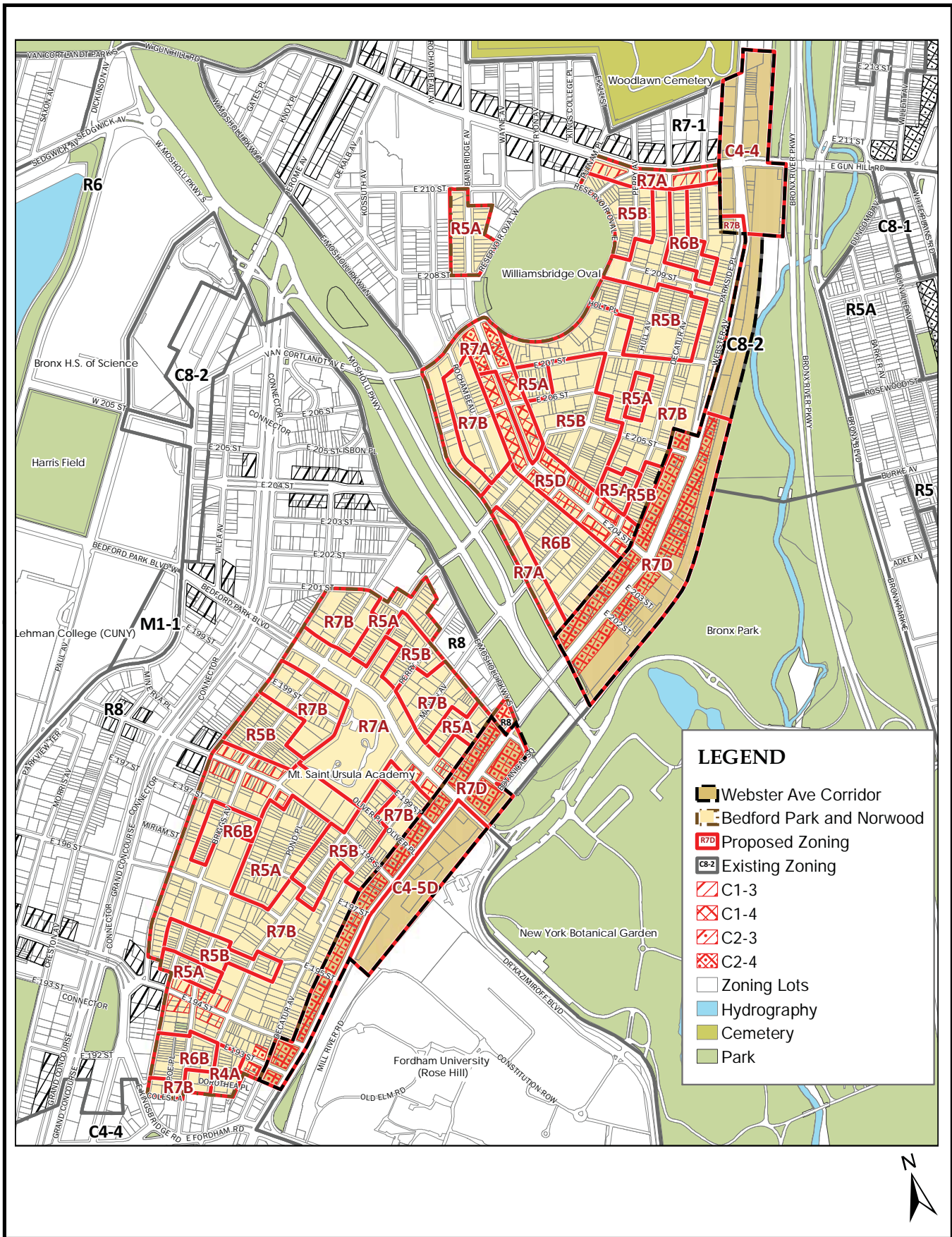
The proposed zoning text amendment would apply the Inclusionary Housing program within the R7D and C4-5D districts along Webster Avenue in Bronx Community District 7. For residential development that does not participate in the Inclusionary Housing program, the maximum FAR would be limited to a base FAR of 4.2. Under the Inclusionary Housing program, a development providing affordable housing is eligible for a floor area bonus within the underlying contextual height and bulk regulations. Developments could qualify for a maximum FAR of 5.6 by providing 20 percent of the residential floor area in the development as permanently affordable housing for income-limited households. Affordable units can be provided either on-site or off-site. Off-site affordable units must be located within Community District 7 or within a half-mile of

the site receiving the floor-area bonus. Other city, state and federal housing finance programs may be used to provide further assistance in creation of affordable units. The combination of a zoning bonus with housing programs would establish a powerful incentive for the development and preservation of affordable housing in Bedford Park and Norwood. FAR base and bonus levels are presented in Table 2.0-5.

**Table 2.0-5: Inclusionary Housing Base and Bonus
Floor Area Ratios in the R7D and C4-5D Districts**

Zoning District	Inclusionary Housing Base Residential FAR	FAR Bonus	Inclusionary Housing Max. Residential FAR
R7D	4.2	1.4	5.6
C4-5D	4.2	1.4	5.6

Source: New York City Department of City Planning, 2009.



Major Zoning Classifications

- R - Residential District
- C - Commercial District
- M - Manufacturing District

Figure 2.0-4: Proposed Zoning

Webster Avenue Rezoning

Source: NYC Department of City Planning 2010; STV Incorporated

2.6 Reasonable Worst-Case Development Scenario

Projected Development Scenario

CEQR considers the long term and short term effects of actions. For area-wide rezonings not associated with a specific development, the foreseeable future is generally considered to be a ten-year build-out period. This is assumed to be the length of time over which developers would act on the change in zoning and the effects of the proposed action would be felt.

The future with the action (*with-action* or *build*) scenario therefore identifies the amount, type, and location of development that is expected to occur by 2020 as a result of the proposed action. The future without the action (*no-action* or *no-build*) scenario identifies similar development projections for 2020 absent the proposed action. The incremental difference between the build and no-build scenarios serves as the basis for the impact analyses.

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

Framework for Analysis: Webster Avenue Rezoning Area

In identifying the *Reasonable Worst Case Development Scenario* (RWCDS), a general set of criteria was established and all sites that met the criteria were identified. Area specific criteria were also developed to further identify *projected* and *potential* development sites. The RWCDS is limited to the Webster Avenue rezoning area (hereafter referred to as “the rezoning area”) where development is expected to be facilitated by the proposed action. The rezoning of the Bedford Park and Norwood neighborhoods is a contextual rezoning that is not intended to facilitate development.¹ Accordingly, the remainder of the EAS, aside from the Project Description and Land Use, Zoning and Public Policy

1 Block 3291, Lot 1 (Mount Saint Ursula Academy) and Block 3280, Lots 7 and 13 (residential on Decatur Avenue between Bedford Park Boulevard and East 201st Street) in the Bedford Park neighborhood do not meet the soft site criteria (school use and multi-family use, respectively) despite a modest increase in FAR under the proposed zoning and therefore have been excluded from the development scenario analysis. Block 3281, Lot 77 (residential development on Webster Ave between Mosholu Parkway and E 201st St) does not meet the soft site criteria because it is currently developed with multi-family use with ground floor and the only proposed change is the change of commercial overlay from C1-3 to C2-4.

sections, which include a description and qualitative analyses of the Bedford Park and Norwood Neighborhood rezoning areas, focuses the density based and site-specific analysis on the Webster Avenue Corridor.

General Criteria for Development Sites

- Lots with a total size of 5,000 square feet or larger (may include potential assemblages totaling 5,000 square feet, if assemblage seems probable) occupied by buildings with floor area ratios (FAR) equal to or less than half of the proposed maximum permitted FAR.

Projected development sites meet the aforementioned criteria and are not hampered by additional limitations, which will be explained next. Development of projected sites is expected in the foreseeable future.

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

- Lots upon which the majority of floor area is occupied by active businesses. Auto-related uses will not qualify under this criteria due to the nature of the proposed rezoning itself (i.e., changing from a heavy commercial to a residential district)
- Lots which contain businesses that provide valuable and/or unique services to the community
- Lots utilized by *storefront* houses of worship (i.e., houses of worship that utilize buildings for which the existing use was not necessarily intended)
- Lots containing one- and two-family residential buildings that are *not* in disrepair
- Highly irregular lots or otherwise encumbered parcels that would make development difficult

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

- New York City parkland
- New York City- or State-owned or -leased properties
- Lots containing existing or proposed public or private schools for which schools are the primary use; also, any lots within 400 feet of a proposed school of this type
- Lots utilized for public transportation and/or utilities
- Lots containing new or recent development (developed within the last five years)
- Lots containing multi-family (six or more dwelling unit) residential buildings
- Lots with proposed buildings or buildings currently undergoing construction that conform to the proposed zoning district use standards
- Lots containing businesses which have recently undergone extensive investment (within the last five years)

- Lots for which the existing topography within or surrounding the site would make development unlikely

Additional assumptions were made in developing the RWCDs:

- The average dwelling unit size is assumed to be 1,000 sf, reflecting the type of units currently being constructed in this area
- Ground floor commercial totals assume that 15 percent of the floor area is reserved for circulation and mechanical space
- All new required accessory parking is assumed to be located below grade level

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

In the future without the proposed action, given the current zoning and commercial and residential housing trends in the area, it is anticipated that the proposed project area would experience moderate growth in commercial uses and modest growth in residential uses along Webster Avenue. A total of 24 sites were identified to be projected development sites. Most of the projected growth is expected to represent a range of commercial uses including auto-related services, storage and parking facilities, office space, and some retail stores. Some growth is expected in housing, as 219 dwelling units are projected to be developed on those sites within the existing residential districts.

Proposed projects that are expected to occur in the area surrounding the rezoning area will be included, as appropriate, in the discussion of the future without the proposed action condition. General background growth (e.g. population, traffic etc.) will be applied when analyzing future development without the proposed action. The following is a list of known projects that will be considered in the analysis of the future without the proposed action. Projects generally within one-half mile of the rezoning area were considered. In addition to development anticipated for projected development sites, three additional properties will be redeveloped in the rezoning area by 2020. McSam Hotel Development will comprise a five-story multi-family residential building at 3070 Webster Avenue, a bulk and height typical for apartment buildings in the area; this development will replace two existing vacant lots. The Doe Fund Affordable Housing will be constructed at 3349/3365 Webster Avenue, replacing an existing parking lot; this eight-story building will be in keeping with the context of other bulky apartment buildings in the area. The third project, a primary intermediate school, will be a five-story building constructed at 3177 Webster Avenue, which will replace an existing parking lot.

Nine other developments are anticipated within ¼-mile of the rezoning area, comprising residential development almost exclusively. Most of these new buildings will provide new housing targeted at low-, moderate- and middle-income families, seniors, and formerly homeless, though three buildings will provide market-rate housing. Most of these will be six stories or less in height, typical for many apartment buildings in the area.

Three of these projects would be constructed adjacent to the rezoning area. Webster Avenue Residential Development will entail the construction of the tallest building of the group, at 13 stories, just north of the proposed rezoning area, on the east side of Webster Avenue (3556 Webster Avenue). Though not as tall, the Decatur Terrace Apartments would be constructed just west of the rezoning area at 3322 Decatur Avenue, situated at the notably higher elevation than the rezoning area. A modest six-story building, Decatur Green will be constructed adjacent to the western edge of the rezoning area at 2668 Decatur Avenue.

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

In the future with the proposed action, higher density residential development is expected to occur along Webster Avenue, with a change in the types of commercial uses also expected to take place. The proposed action could result in the development of approximately 738 additional dwelling units under the *build* scenario as compared to the *no-build* scenario. Approximately 191 of these units are expected to be affordable units, resulting from the application of Inclusionary Housing rules. These estimates are based on the above soft-site criteria and the available sites within the rezoning area.

DCP identified 24 projected development sites likely to be developed by 2020 (see Table 2.0-6a and Figure 2.0-5). In addition, there are 25 potential development sites that are considered less likely to be developed than the projected sites over the ten-year analysis period.

The 24 projected development sites currently have ten dwelling units, 144,129 sf of commercial uses (of which 84,238 sf are primarily auto-related and storage uses), and 3,000 sf of community facility space. In the future without the proposed action (*no-build*), as-of-right development is expected to occur on these sites. The no-build program is expected to consist of 219 dwelling units, 451,694 sf of commercial uses (of which 168,999 sf would be expected to be primarily auto-related and storage uses), and 40,164 sf of community facility space.

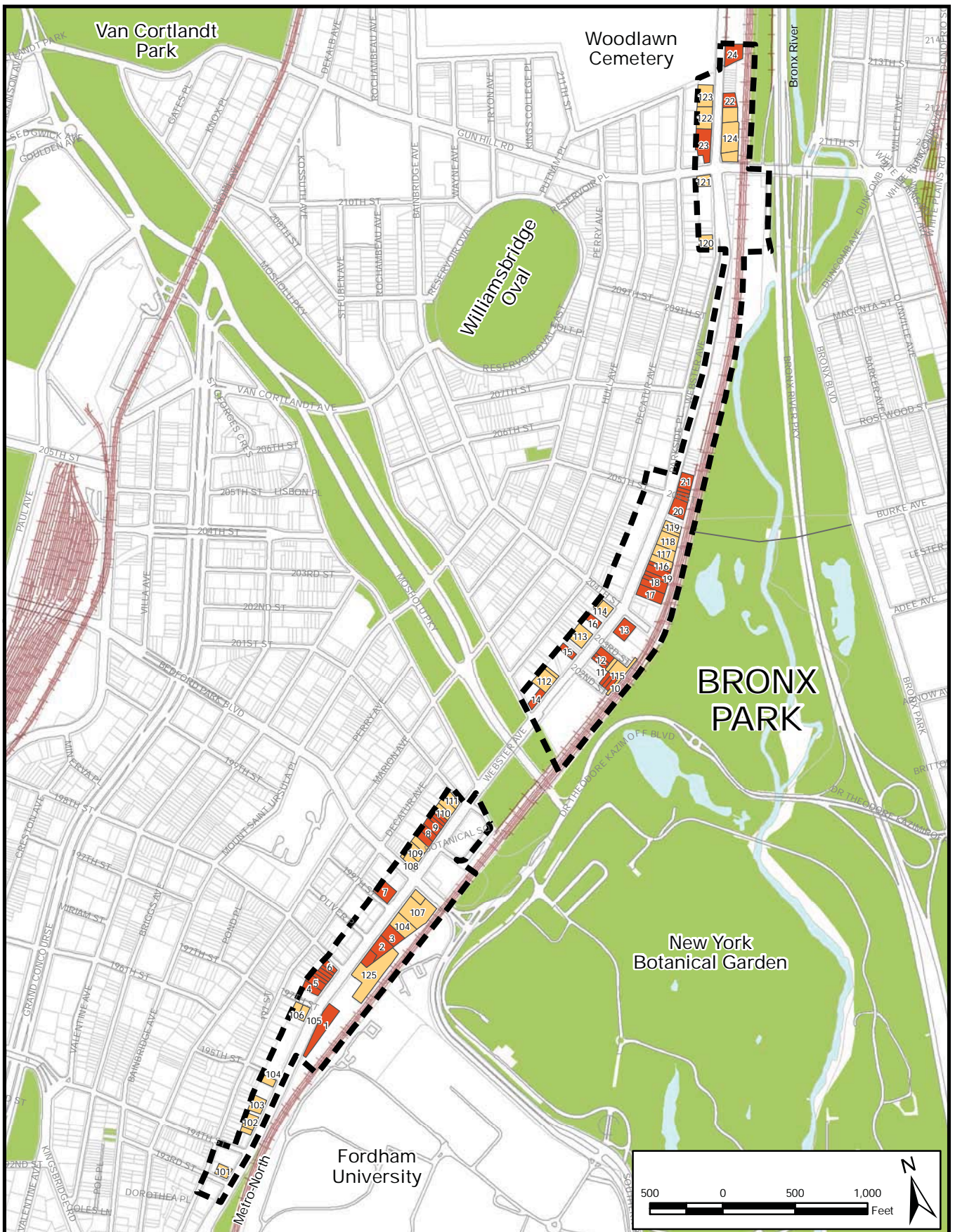
The total development expected to occur on the projected development sites under the *build* conditions would consist of 957 dwelling units, 434,141 sf of commercial space, and 47,946 sf of community facility space. The commercial space is expected to include 153,581 sf of primarily retail commercial development, 34,100 sf of restaurant development, 144,978 sf of office space, and 90,847 sf of parking garage area.

New residential construction is projected in the R7D and C4-5D districts along Webster Avenue. Most of this residential development is projected to occur in the R7D district. Commercial development would be distributed along the Webster Avenue corridor with the highest concentration of commercial uses, especially office space, occurring in the C4-5D district. It is projected that parking garages would be developed in the C4-4 district near the Webster Avenue/East Gun Hill Road intersection, and within proximity to the Bronx River Parkway interchange, the Williamsbridge Metro-North Railroad station, and the 2/5 subway train.




Key factors in anticipating a significant increase in new residential development include the introduction of residential uses in the areas along Webster Avenue currently zoned C8-2, where residential development is currently not permitted, through the introduction of the R7D district, which permits medium- to high- density residential development. Other factors include this area's proximity to mass transit, especially at the Fordham Road transit hub, and the existence of large institutions in the area, including Fordham University, the New York Botanical Garden, and Montefiore Medical Center.

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

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Legend

-  Webster Avenue Rezoning Area
-  Projected Development Sites
-  Potential Development Sites

Source: NYC Department of City Planning MapPLUTO 2009; STV Incorporated

Figure 2.0-5: Projected and Potential Development Sites

Webster Avenue Rezoning

NYC Department of City Planning

3.0 PROBABLE IMPACTS OF THE PROPOSED ACTION

3.1 LAND USE, ZONING, AND PUBLIC POLICY

INTRODUCTION

The proposed action would not result in significant adverse land use impacts and would be consistent with zoning and public policies in Bedford Park, Norwood, and adjacent areas. The proposed rezoning area is currently occupied by commercial, residential, mixed-use buildings, community facilities, parking facilities, vacant lots, and transportation and utility uses. By 2020, with the proposed action, higher density residential development and larger scale ground-floor commercial development along Webster Avenue would be expected to occur throughout the rezoning area, along with the preservation of low-density development in the residential neighborhoods of Bedford Park and Norwood located adjacent to Webster Avenue. The proposed zoning changes would both permit new mid-density mixed residential and commercial districts along Webster Avenue, and preserve pockets of lower-density residential development within the Bedford Park and Norwood neighborhoods to address the replacement of such lower-scale housing with larger-scale, higher-density development. The proposed action would result in significant changes to land use and zoning, but not in significant adverse impacts.

A detailed assessment of land use, zoning, and public policy is appropriate if an action would result in a significant change in land use or would substantially affect regulations or policies governing land use. While the anticipated changes would be significant, they would not be expected to result in significant adverse land use impacts. The land use, zoning, and public policy analysis examines both the Webster Avenue corridor rezoning area and the Bedford Park and Norwood rezoning area.

The RWCDs is limited to the Webster Avenue rezoning area where development is expected to be facilitated by the proposed action (see the Project Description, Chapter 1, Section 2.6 “Reasonable Worst Case Development Scenario”). The rezoning of the Bedford Park and Norwood neighborhoods is a contextual rezoning that is not projected to facilitate development.

The majority of the Webster Avenue rezoning area is located within an existing C8-2 zoning district, which has contributed significantly to the corridor’s existing development character. The Third Avenue Elevated railway line formerly ran above Webster Avenue until its demolition in 1973. C8 zoning districts are often mapped along elevated railway lines, where noise generated by the train and lack of light from the elevated structure make the area less desirable for residential uses and more acceptable for generally noisy heavy commercial uses. Despite the dismantling of the Third Avenue Elevated, no updates were made to the zoning map at the time. The resulting development character of the Webster Avenue corridor can be attributed to the C8 zoning that is mapped over much of the Webster Avenue corridor. Because of Webster Avenue’s existing zoning for heavy commercial uses, Webster Avenue lacks the

development density of the adjoining neighborhoods, and is lined with numerous underdeveloped lots and vacant properties. This pattern is expected to remain in the future without the proposed action. The proposed mixed-use residential and commercial development generated by the proposed action would maximize the development potential of this important corridor in the Bronx.

The zoning in Bedford Park and Norwood was established in 1961 as R7-1, a mid-density residential district with no height limits or street-wall requirements. Bedford Park and Norwood are developed with a mixture of mid-rise 5- to 7-story apartment buildings and pockets of smaller-scale detached, attached, and semi-detached homes. In recent years, both communities have seen redevelopment of multiple smaller homes with taller out-of-scale apartment buildings. This pattern is expected to remain in the future without the proposed action.

Under *CEQR Technical Manual* guidelines, an assessment of zoning is typically performed in conjunction with a land use analysis when the action would change the zoning on the site or result in the loss of a particular use. Similar to zoning, assessment of public policy typically accompanies an assessment of land use. Under CEQR, a land use analysis characterizes the uses and development trends in the study area, and assesses whether a proposed action is compatible with or may affect those conditions.

The proposed action is an application by the New York City Department of City Planning (DCP) for zoning map amendments and a zoning text amendment affecting the Webster Avenue corridor (between approximately East 213th and East 193rd Streets) and an area west including the Bedford Park and Norwood neighborhoods in the Bronx Community District 7. The rezoning also includes portions of three lots within Community District 12. The rezoning would include all or portions of approximately 80 blocks generally bounded by East Gun Hill Road to the north, East Fordham Road to the south, the Metro-North Railroad Harlem Line to the east, and Valentine and Rochambeau Avenues to the west. The proposed zoning text amendment would establish the Inclusionary Housing Program in the proposed R7D and C4-5D districts within the rezoning area.

The directly affected rezoning area of the Webster Avenue corridor is located adjacent to and west of the Metro-North Railroad Harlem Line; it is approximately 1.75 miles from its northern to southern ends. The rezoning proposal involves changing the existing R7-1, C8-2, and C4-4 zoning districts within the rezoning area to R7D, C4-4, C4-5D, and R7B zoning districts. A new C2-4 commercial overlay would be mapped within the R7D district. The existing C8-2 zoning of the lots on the east side of Webster Avenue, approximately south of East Gun Hill Road to north of East 205th Street, would be unaffected.

The proposed action also includes a zoning map amendment changing all or portions of approximately 69 blocks within the Bedford Park and Norwood neighborhoods within an approximate ¼-mile west of Webster Avenue. The proposed zoning change would result in a change from R7-1, R8, and C4-4 zoning districts to contextual districts R4A, R5A, R5B, R5D, R6B, R7A, and R7B. Commercial overlays would be changed from C1-3 and C2-3 to C1-4 and C2-4 within the R5D, R7A, and R8 districts and in places the

mapped depth of commercial overlays would be reduced to match the existing commercial development.

The proposed action would result in an incremental (net) change in development at the 24 projected development sites (as compared to the future no-action scenario) of 738 housing units (including 191 affordable housing units) and a net increase of 36,844 sf of commercial retail space, 10,625 sf of FRESH supermarket space, 24,169 sf of restaurant space, 16,573 sf of office space, and 7,782 sf of community facility space, and net decreases of 27,612 sf of hotel space and 78,152 sf of automotive-related, storage and other space.

The goal of the proposed action is to transform the Webster Avenue corridor from a low-density commercial district to a mid-density mixed residential and commercial district, featuring housing that serves a mix of household incomes. Overall, the proposed action would provide opportunities for mid-density residential development along Webster Avenue, require active ground floor uses in most new residential buildings along Webster Avenue, and preserve the low density development adjacent to Webster Avenue in the neighborhoods of Bedford Park and Norwood. As the proposed action includes zoning map and text amendments and is expected to result in changes to land use, an assessment of its effects on land use, zoning, and public policy is warranted.

BACKGROUND AND DEVELOPMENT HISTORY

The study area mainly comprises the eastern edge of two Bronx neighborhoods, Bedford Park and Norwood, and is centered on a major north-south thoroughfare, Webster Avenue. Until its demolition in 1973, the Third Avenue Elevated formerly ran above, and physically dominated, Webster Avenue. While the Webster Avenue corridor is primarily commercial with adjoining residential blocks, the broader area has also been shaped by the presence of long standing institutions and expansive land uses, including Fordham University, the Bronx Park and New York Botanical Garden, and Woodlawn Cemetery.

Although industrial activity occurred in the early 19th century in the Bronx's southernmost portion, the Bronx remained primarily rural from the late 18th to the middle of the 19th century. Farms predominated, interspersed with estates built by wealthy New Yorkers.

Settlement in the Bronx largely followed the development of accessible public transportation. The region's first railroad, the New York & Harlem, bridged the Harlem River a bit west of then Boston Post Road (present day Third Avenue) reaching Fordham in 1841 and White Plains in late 1844. In 1851, a new line was completed to Port Morris, by then a much promoted would-be entry port north of the Harlem River.¹

Irish immigrants moved to the Bronx after 1840, many finding employment in the building of the Croton Aqueduct, the New York & Harlem Railroad, and the Hudson

¹ Gonzales, Evelyn, *The Bronx*, New York: Columbia University Press, 2002, p. 11.

River Railroad. An influx of German farmers followed the German Revolution of 1848. From 1850 to 1860, the area's population nearly doubled and urbanization rapidly continued.²

Throughout the years of village ward and borough status, Bronx interests were tied with those of Manhattan. The towns of Morrisana, West Farms, and Knightsbridge became the Twenty-third and Twenty-fourth wards of New York City on January 1, 1874, with residents of both New York City and the three towns having voted the preceding November for annexation. Reflecting the perception of city residents who viewed the wards as an appendage of Greater New York, the new wards were thereafter referred to as the "Annexed District" whereas residents of the newly acquired wards preferred the name "North Side."³

Originally farmland outside of the town of Kingsbridge, Bedford Park became settled in the mid- to late-19th century. The neighborhood's development coincided with the popularity of the nearby Jerome Park Racetrack. The Norwood area first experienced notable growth in the late 19th century. When the Jerome Park Racetrack was demolished in 1890 for the development of the Jerome Park Reservoir, the area became settled with new immigrants, many of Irish descent, who contributed to the reservoir's construction. Bedford Park and Norwood were included within the territory annexed to the City of New York in 1874, along with the nearby towns of Kingsbridge and West Farms.

Owners of land east of the Bronx River called for the annexation of the towns of Westchester and portions of Eastchester and Pelham. These demands resulted in annexation in 1895; the subsequent 1897 Charter of Greater New York created the Borough of the Bronx from the former halves of lower Westchester. With the incorporation of the City of Greater New York in 1898, the annexed communities became part of the newly established Borough of the Bronx.⁴

As Manhattan grew from a million residents in 1875 to almost two million in 1900, Bronx interests waged a propaganda campaign to attract residents. Both the North Side Board of Trade and the Taxpayers Alliance published newspaper supplements boosting the borough.⁵

The development and improvement of the New York City mass transit system was strongly responsible for the growth of the Bronx, and the exodus of Manhattan residents to the Bronx was clearly a result of the expansion of affordable public transit into the Bronx. The Third Avenue Elevated was expanded from Manhattan to the Bronx in the early 20th century, eventually running above Webster Avenue and reaching Bronx Park in 1902. By 1905, half of the borough's population lived in census tracts serviced by the Third Avenue Elevated. The final expansion of this elevated railway line was completed

² WPA Guide, p. 514

³ WPA, p. 514; Gonzales, p. 17

⁴ WPA: p. 514; Gonzales pp. 80-81

⁵ Gonzalez p. 82-83

in 1920, continuing above Webster Avenue until reaching its terminus along Gun Hill Road.

During the following ten years, the first subway spurred an almost tripling of the population along the 149th Street-Westchester Avenue-Southern Boulevard route, part of the current No. 2 IRT line. The development of the subway system, and its expansion into the area, also had its effect spurring an almost tripling of the population along the elevated railway line.⁶

Another round of subway construction between 1915 and 1930 brought population increases from 200 to 600 percent along the viaduct routes of the Broadway, Jerome Avenue, White Plains Road, and Pelham Bay lines (present 1, 4, 2, and 6 trains) and made the Bronx between the years 1910 and 1920, the fastest growing borough in the City of New York. The Jerome Avenue IRT branch, running as an elevated railway line through most of the Bronx, traversed the western portions of Bedford Park and Norwood. By 1920, the borough had a population of 700,000 persons. Had it been a separate city, the Bronx would have been the nation's ninth largest. Ten years later, the borough's population had increased to nearly 1.3 million individuals. With the arrival of the "D" train underneath the Grand Concourse, the Bronx continued to gain population even in the midst of the great Depression.⁷

The expansion of public transportation brought about a population boom for both Bedford Park and Norwood beginning in the early 1900's and lasting through the 1930's. Five- to seven-story apartment buildings, often lining whole block fronts, replaced some areas of existing one- and two-family detached homes although pockets of lower-density detached and row houses remained.

From the 1920s on, government policies encouraged the building of middle class apartments. By 1924, construction of apartment buildings was creating new neighborhoods along University, Morris, Bainbridge and Sedgwick Avenues, on Pelham and Mosholu Parkways, and on the Grand Concourse.⁸ Since housing was a reflection of social status and standard of living, status-conscious New Yorkers and Bronx residents moved from neighborhood to neighborhood and from apartment to apartment. Each boom in development made the earlier housing obsolete, the older neighborhoods becoming less desirable and their streets shabbier by comparison. The lower income tenant relied on whatever units were left behind.⁹

The onset of the Great Depression halted the period of tremendous growth, but privately financed apartment buildings continued to be constructed. By 1940, multi-unit communities including Amalgamated Housing, Thomas Gardens, the Shalom Aleichem Houses, the Workers Cooperative Colony, Academy Housing, Hillside Homes and Park

⁶ Gonzales, p. 83

⁷ Gonzalez, p. 83

⁸ Gonzales, p. 87

⁹ Gonzalez, p. 87

Chester had added thousands of middle-income units to the supply of Bronx apartments.¹⁰

After the Second World War, new housing was built and the demographics changed. Construction ranged from; luxury apartment buildings in Riverdale to public housing in the southern Bronx. Long-time residents and returning World War II servicemen moved from older housing and neighborhoods in the southern Bronx into privately built housing in the northern Bronx, to the other boroughs, and to the suburbs. In those same years, about 17,000 persons, mostly black and Puerto Rican, moved to Hunts Point and Morrisania as well as to Melrose, Tremont and Highbridge.¹¹

The funding provided by the Interstate Highway Act of 1956 in tandem with the leadership of Robert Moses led to the creation of over 600 miles of highway including the Major Deegan Expressway, the Cross Bronx Expressway and the Bruckner Expressway linking the Bronx with the rest of the city, providing easier access to growing suburban communities while simultaneously displacing residents and businesses as a result of roadway construction.¹²

In the post World War II era, industrial activity in the Bronx would soon begin to decline. By the 1950s, the Bronx and New York City overall rapidly began losing industrial jobs. Between 1969 and 1999, the number of manufacturing jobs in the city fell by two thirds.¹³

While other sections of the Bronx, especially the South Bronx, witnessed a near-complete disappearance of one- and two-family detached homes earlier in the century, the Bedford Park and Norwood neighborhoods retained pockets of lower-density detached and row houses, reflecting the character of an earlier era. As the population's ethnic and economic base changed in the second half of the 20th century, the development character of both Bedford Park and Norwood remained intact. It is estimated that post-1950 development accounts for less than 15 percent of the existing development within the study area.

The neighborhoods of Bedford Park and Norwood today contain a mixture of detached one- to two-family homes, and five- to seven-story pre-World War II apartment buildings often found in the more densely populated areas of the Bronx. The neighborhoods are within the proximity of a number of sizable Bronx institutions, including Lehman College (public - CUNY), Fordham University (private), and the New York Botanical Garden. The area is served by one of the largest hospitals in New York metropolitan area, Montefiore Medical Center in Norwood. Van Cortlandt Park is located to the north of Norwood, and Bronx Park is located east of both the Bedford Park and Norwood neighborhoods. Bronx Park is separated from the neighborhoods by the Metro-North Railroad and rezoning area, though connected to them by Mosholu Parkway.

¹⁰ Gonzalez, p. 87; Jackson, p. 144-45

¹¹ Jackson, ed., *The Encyclopedia of New York City*, New Haven and London: Yale University Press, 1995, pp. 144-145

¹² Jackson, p. 145; Jackson, ed., *Empire City*, New York, Columbia University Press, 2002, p. 686

¹³ Estey, p. 3

LAND USE

3.1.1 EXISTING CONDITIONS

The land use assessment considers uses within the entire rezoning area (consisting of the Webster Avenue corridor and the Norwood and Bedford Park contextual rezoning areas) where the land use effects of the proposed action are direct, and a primary study area consisting of the properties within an approximately ¼-mile radius of the boundaries of the rezoning area where land use effects are indirect. These study areas and land uses are shown on Figures 3.1-1 and 3.1-2.

The proposed rezoning would affect all or portions of approximately 80 blocks in the rezoning study area and the overall neighborhoods of Bedford Park and Norwood. The rezoning study area includes an approximately 1.75-mile stretch of the Webster Avenue corridor generally bounded by East 213th Street to the north and East 193rd Street to the south. The primary study area covers an area that extends beyond the rezoning area boundaries to include portions of the Grand Concourse, Mosholu Parkway, the Olinville neighborhood, Woodlawn Cemetery, Bronx Park and the New York Botanical Garden, and the Fordham University Rose Hill Campus. To the north, east and south, the primary study area extends to an approximately ¼-mile radius of the rezoning area in order to include major institutions and land uses in the study area (Woodlawn Cemetery, Bronx Park, New York Botanical Garden, Fordham University campus, Fordham Plaza); and to the west, the primary study area extends to major corridors of Grand Concourse and Jerome Avenue which define the neighborhood boundaries. The primary study area is generally bounded by Woodlawn Cemetery and East 218th Street to the north, East 188th Street to the south, the New York Botanical Garden and Fordham University Rose Hill Campus to the east, and Grand Concourse and Jerome Avenue to the west.

Rezoning Areas: Bedford Park/Norwood and Webster Avenue

The assessment of existing conditions focuses on the land uses occupying the Webster Avenue rezoning area and the Bedford Park and Norwood rezoning area. Potential impacts of the proposed rezonings in the Bedford Park and Norwood areas are analyzed qualitatively in this EAS while impacts from the proposed rezoning of Webster Avenue are analyzed herein with a quantitative evaluation of the additional increment of development capacity that would be introduced along the corridor.

Bedford Park and Norwood Neighborhoods

Land uses in the Bedford Park and Norwood rezoning area include mid-rise 5- to 7-story apartment buildings, low-scale homes, open spaces, the Mount St Ursula school campus, and ground-floor and single-story commercial uses on local retail streets. In Bedford Park and Norwood, the majority of lots are developed with multi-family mid-rise apartment buildings dating to the first half of the 20th century.

The 8.6-acre convent and school campus of Mount St Ursula Academy was established in Bedford Park in 1931. Local commercial services are found on East 194th Street, East 198th Street, and the eastern portion on Bedford Park Boulevard. With the exception of Bedford Park Boulevard, which is 100' wide, the streets in Bedford Park are narrow (approx. 50' in width).

The Mosholu Parkway corridor separates the communities of Bedford Park and Norwood. Norwood is also developed with a mixture of low-scale residences and mid-rise multi-family apartment buildings. East 204th Street is the main local commercial street in Norwood. The street is developed primarily with ground-floor and low-scale commercial uses including a grocery store, banks, restaurants, bars, and local services. The northern portion of the rezoning area fronts East Gun Hill Road, a major east-west corridor in the borough, which is developed with low-scale commercial uses, fast-food restaurants and mid-rise apartments with ground-floor commercial uses. Table 3.1-1 below gives the distribution of land uses in the Bedford Park and Norwood neighborhoods.

**Table 3.1-1:
Existing Land Use within the Bedford Park and Norwood Neighborhood Area**

Primary Land Use	# of Lots	%	Lot Area (sf)	%
One & Two Family Buildings	654	46	1,780,524	26
Multi-Family Walk Up Buildings	433	30	2,057,827	30
Multi-Family Elevator Buildings	106	7	1,226,501	18
Mixed-Use	75	5	433,592	6
Commercial	62	4	353,137	5
Community Facilities	41	3	845,872	12
Warehouse/Industrial	2	0	5,021	0
Transportation and Utility	1	0	16,477	0
Parking Facilities	17	1	61,446	1
Vacant Lots	39	3	142,874	2
Open Space	3	0	21,557	0
Other/Miscellaneous	4	0	22,170	0
TOTAL	1437	100%	6,966,998	100%

Source: NYC Department of City Planning MapPLUTO 2009 data

Webster Avenue Rezoning Area

Land uses in the Webster Avenue rezoning area include a mix of commercial, residential, mixed-use buildings, community facility, parking facilities, vacant lots, and transportation and utility uses.

Automotive-related facilities are the predominant commercial use in the Webster Avenue rezoning area, typically located in single-story, low-density buildings along

Webster Avenue. Automotive-related facilities include automotive service and repair facilities, gas stations, automotive storage lots, automotive sales lots, and a car wash facility. Commercial uses include local retail stores such as restaurants, delis, barber shops and hair salons. Other commercial uses are located throughout the rezoning area and include medical offices, commercial offices, home furnishing and supply stores, parking facilities, and a large stand-alone grocery store (Pioneer Supermarkets). Within the Webster Avenue rezoning area, a number of commercial spaces are currently vacant.

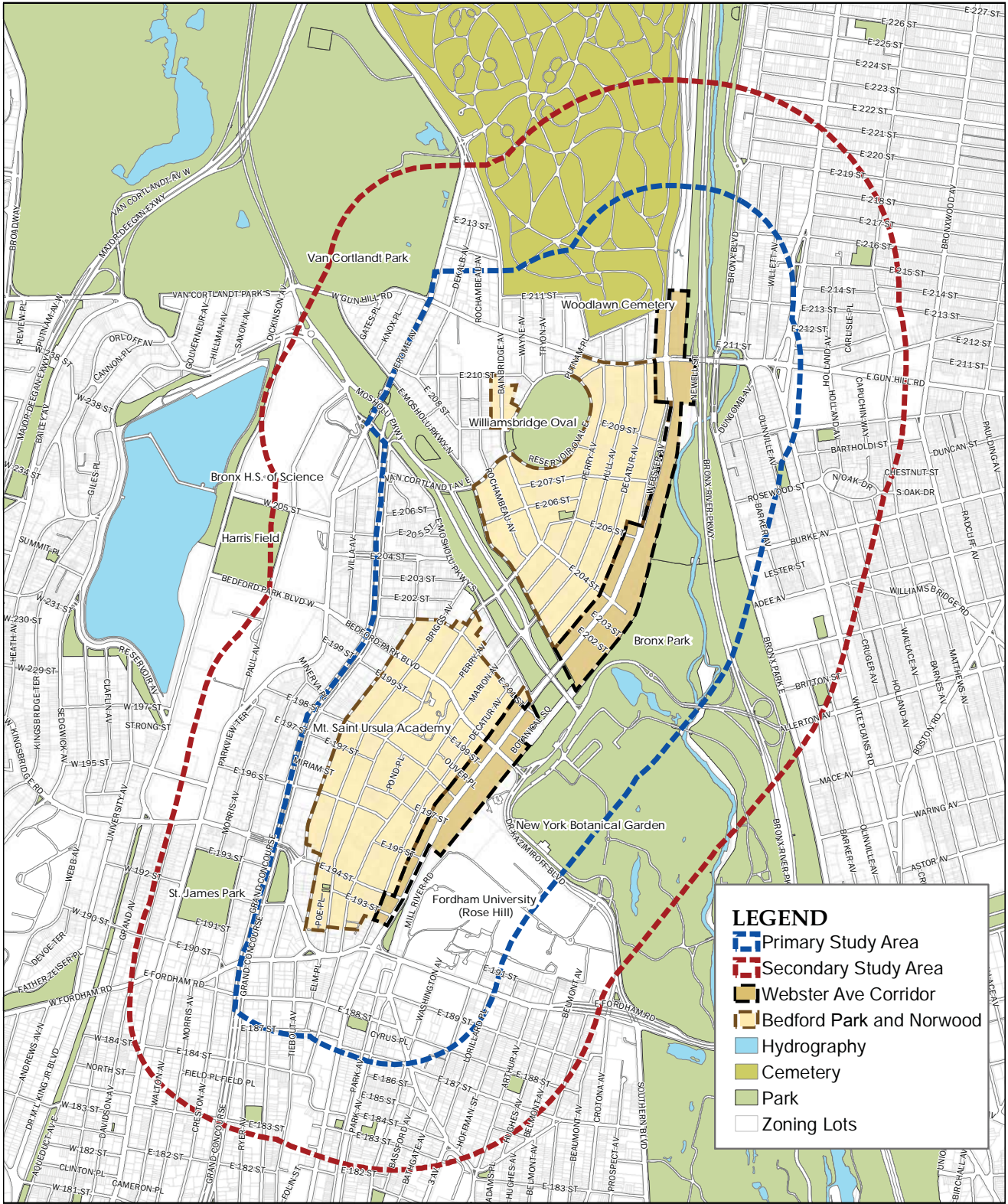
Residential and mixed-use buildings are also found within the Webster Avenue rezoning area. Residential uses include single-family and two-family homes, and six-story apartment buildings. Mixed-use buildings within the rezoning area include small, local retail stores located on the ground floor of residential buildings, and other mixed-use buildings with one including a commercial use (restaurant) and a community facility (U.S. Post Office), and another including a community facility (Iglesia de Cristo Misionera) on the ground floor with residential above. A few former single- and two-family homes have been converted to commercial uses or mixed residential and commercial uses.

In addition to the land uses described above, the Webster Avenue rezoning area contains a number of community facility uses, including houses of worship, educational facilities, a U.S. Post Office, a dialysis clinic, and Part of the Solution (a service center for homeless/poverty-affected persons) located at 2763 Webster Avenue. Houses of worship in the rezoning study area include the Restoration Ministries Church of Jesus Christ Apostolic, Inc., located at 3536 Webster Avenue, Iglesia Adventista Del 7 Mo. Dia – Fordham, located at 3158 Webster Avenue, Iglesia Pentecostal Segunda Mision Jerusalem, located at 3138 Webster Avenue, and Iglesia de Criston Misionera, located at 2749 Webster Avenue (within an existing mixed-use building). Educational facilities include P.S. 94 Kings College School Annex, located at 361-63 East Gun Hill Road, P.S./M.S. 20 (George J. Werdan III School), located at 3050 Webster Avenue, and P.S./I.S. 54, located at 2703 Webster Avenue. A U.S. Post Office is located at 2963 Webster Avenue (within an existing mixed-use building).

Multiple surface parking lots are located throughout the rezoning area including lots operating as commercial parking facilities and private lots (for use by customers and employees of individual offices or retail uses). Vacant lots are also present throughout the rezoning area.

Transportation and utility uses in the rezoning area include buildings, tracks and right-of-way related to the Metro-North Railroad Harlem Line (comprising the majority of the eastern edge of the rezoning area), ConEdison property near East 207th Street, and NYCDEP Water Supply Distribution North Bronx Station, located at 415 East 203rd Street.

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LEGEND

- Primary Study Area
- Secondary Study Area
- Webster Ave Corridor
- Bedford Park and Norwood
- Hydrography
- Cemetery
- Park
- Zoning Lots



Figure 3.1-1: Land Use Study Area

Webster Avenue Rezoning

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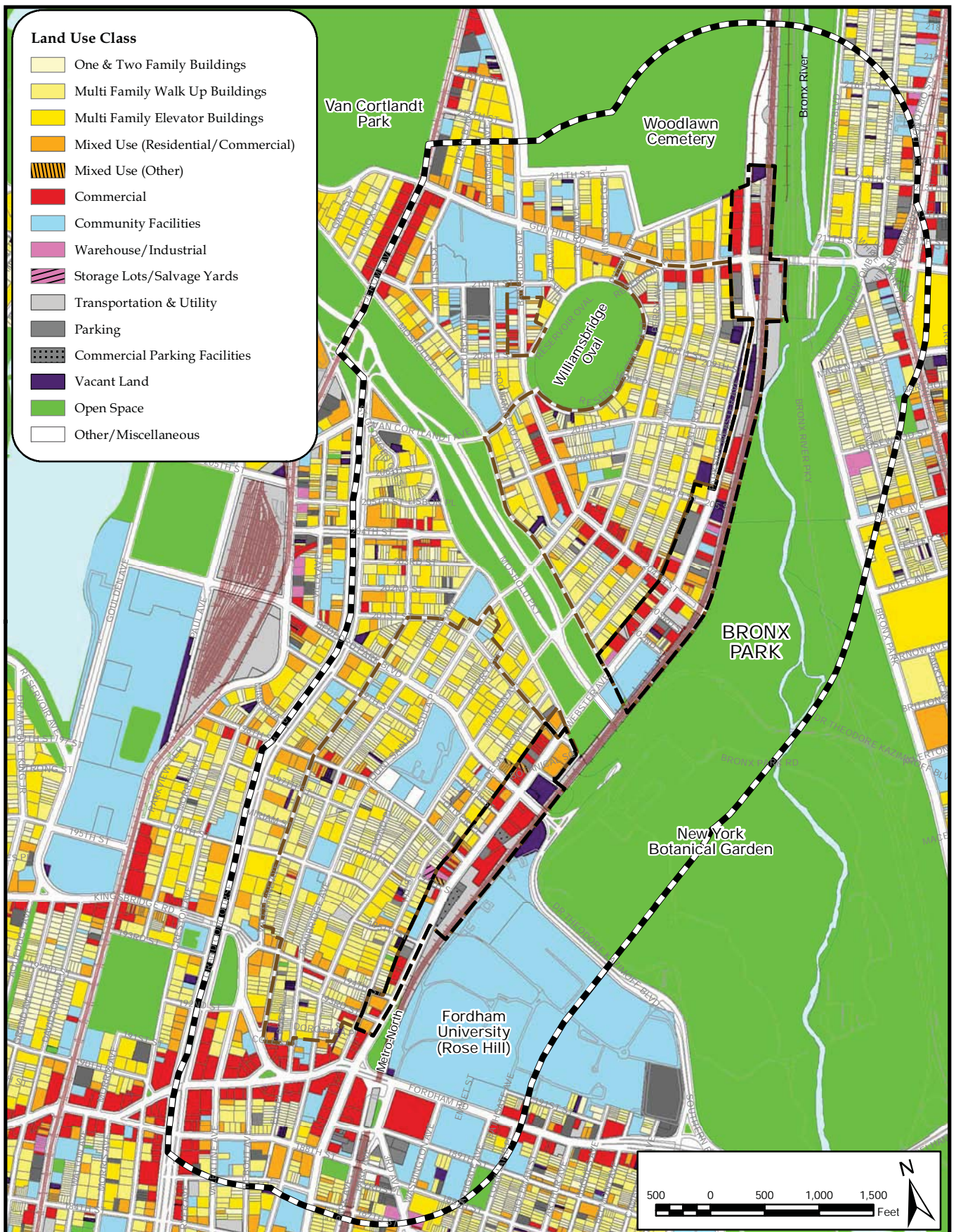


Figure 3.1-2: Land Uses in the Rezoning and Primary Study Areas

Webster Avenue Rezoning

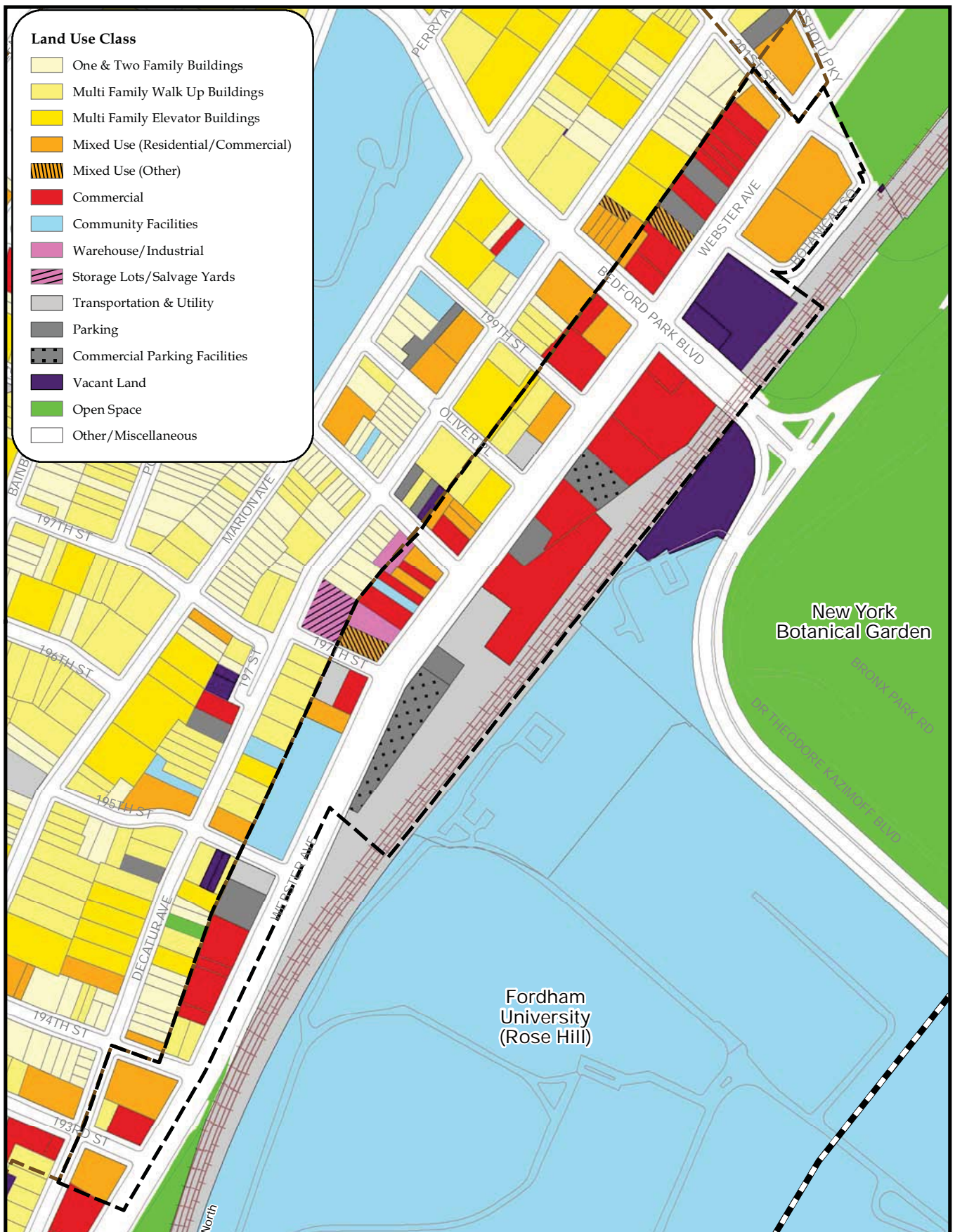
NYC Department of City Planning

As shown on Figures 3.1-3a and 3.3-3b, and in Table 3.1-2 below, the Webster Avenue rezoning area includes a variety of land uses. Approximately one-third of the lots in the area are occupied by residential and mixed-use properties, and another one-third are occupied by commercial uses. Specifically, residential and mixed-use properties account for 37 percent of the land area, and commercial accounts for 34 percent. Other non-residential uses include parking facilities, transportation and utility, community facilities, and warehouse/industrial, which comprise 10 percent, six percent, three percent, and two percent of the total land area, respectively. Vacant lots account for seven percent of the total land area. There is no open space within the rezoning area.

**Table 3.1-2:
Existing Land Use within the Webster Avenue Rezoning Area**

Primary Land Use	# of Lots	%	Lot Area (sf)	%
One & Two Family Buildings	21	12%	40,404	2%
Multi-Family Walk Up Buildings	14	8%	56,558	3%
Multi-Family Elevator Buildings	5	3%	54,294	2%
Mixed-Use	25	14%	163,060	7%
Commercial	59	34%	501,030	23%
Community Facilities	6	3%	169,813	8%
Warehouse/Industrial	4	2%	22,143	1%
Transportation and Utility	10	6%	894,930	41%
Parking Facilities	17	10%	182,641	8%
Vacant Lots	13	7%	108,252	5%
Open Space	0	0%	0	0%
Other/Miscellaneous	1	1%	9,000	0%
TOTAL	175	100%	2,202,125	100%

Source: NYC Department of City Planning MapPLUTO 2009 data



Legend

- Webster Avenue Corridor
- Bedford Park and Norwood
- Primary Study Area (1/4-Mile Radius around Proposed Rezoning Area)

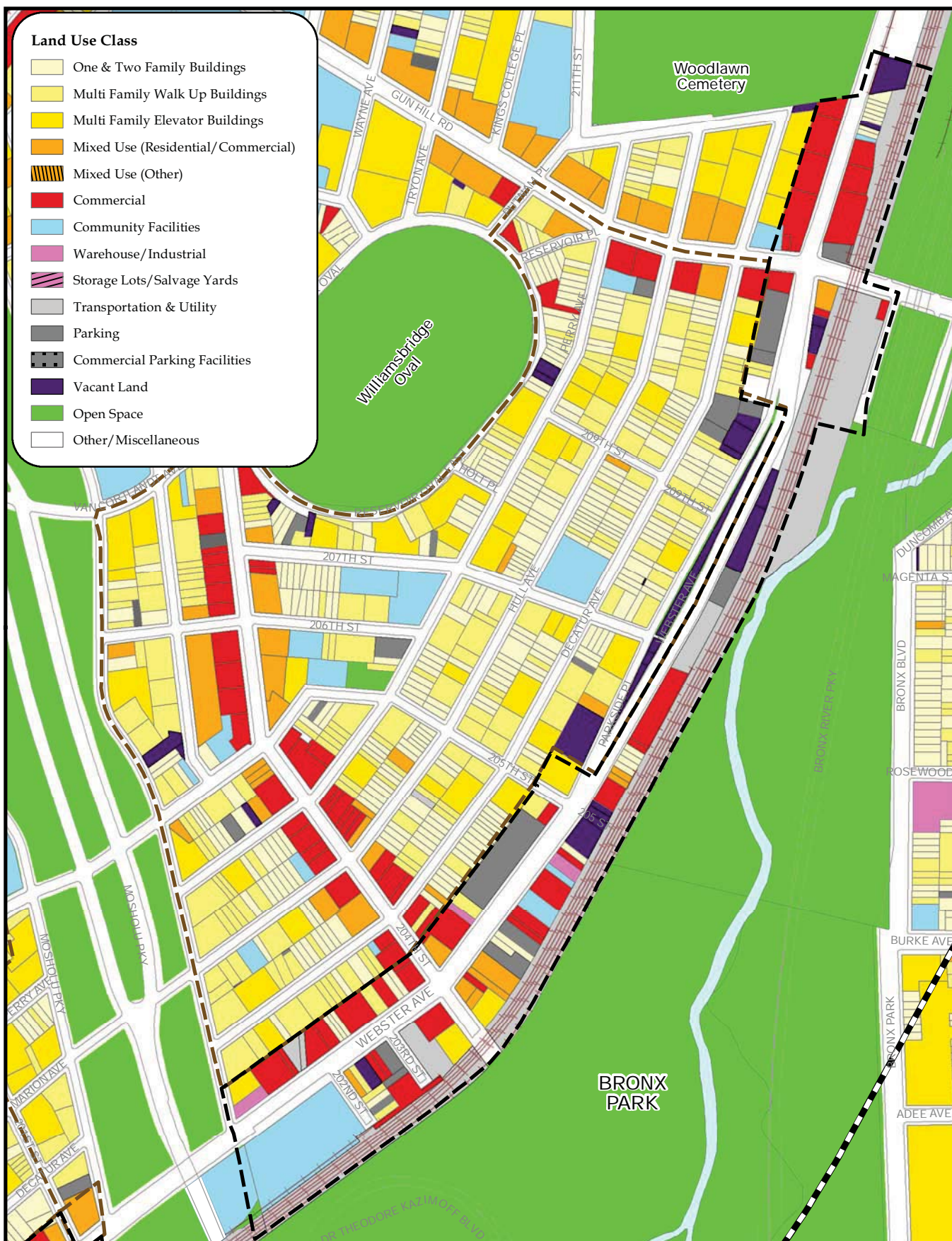


Source: NYC Department of City Planning MapPLUTO 2009; STV Incorporated

Figure 3.1-3a: Land Uses in the Webster Avenue Rezoning Area

Webster Avenue Rezoning
 NYC Department of City Planning

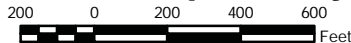
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- Land Use Class**
- One & Two Family Buildings
 - Multi Family Walk Up Buildings
 - Multi Family Elevator Buildings
 - Mixed Use (Residential/Commercial)
 - Mixed Use (Other)
 - Commercial
 - Community Facilities
 - Warehouse/Industrial
 - Storage Lots/Salvage Yards
 - Transportation & Utility
 - Parking
 - Commercial Parking Facilities
 - Vacant Land
 - Open Space
 - Other/Miscellaneous

Legend

- Webster Avenue Corridor
- Bedford Park and Norwood
- Primary Study Area (1/4-Mile Radius around Proposed Rezoning Area)



Source: NYC Department of City Planning MapPLUTO 2009; STV Incorporated

Figure 3.1-3b: Land Uses in the Webster Avenue Rezoning Area

Webster Avenue Rezoning
 NYC Department of City Planning

The proposed Webster Avenue rezoning area lacks the development density of the adjoining Bedford Park and Norwood neighborhoods, and Webster Avenue is lined with numerous underdeveloped lots, vacant lots, and vacant commercial properties. This is due in large part to the existing zoning for heavy commercial uses which is mapped over much of the rezoning area. This trend is expected to continue in the future without the proposed action.

The RWCDS is limited to the Webster Avenue rezoning area where development is expected to be facilitated by the proposed action. A comprehensive field survey was conducted during December 2009 within the proposed Webster Avenue rezoning area. The assessment of land uses in the rezoning area includes a description of current conditions on the 24 projected development sites, which have been identified in the RWCDS as the sites most likely to be developed as a result of the proposed action by the analysis year of 2020. The assessment also includes a description of existing conditions on each block containing a projected development site (or sites).

The following site descriptions represent the conditions of the area at the time the survey was conducted. The existing land uses of these lots, as observed during field visits, are as follows:

- Site 1: This 25,066 sf site is located at 2740 Webster Avenue (Block 3273, Lot 85), adjacent to the Metro-North Railroad Harlem Line. It is a commercial parking lot.
- Site 2: This 15,900 sf site is comprised of two tax lots (Lots 105 and 109) on Block 3273. Lot 105 (2a) is a 5,400 sf parcel located at 2800 Webster Avenue. It is an existing parking lot (related to Jerome Associates, LLC). Lot 109 (2b) is a 10,500 sf parcel located at 2800 Webster Avenue. An existing two-story, 22,530 sf commercial building is currently on site with a built FAR of 2.15. It is occupied by an 11,265 sf warehouse and an 11,265 sf office (Jerome Associates, LLC). The lot is zoned C8-2, with a permitted FAR of 2.0.
- Site 3: This 12,750 sf site is located at 2846 Webster Avenue (Block 3273, Lot 114), adjacent to the Metro-North Railroad Harlem Line. An existing two-story, 28,200 sf commercial parking garage is currently on site with a built FAR of 2.21. The lot is zoned C8-2, with a permitted FAR of 2.0.

The remainder of the block containing Sites 1, 2 and 3 (bounded by Bedford Park Boulevard, East Fordham Road, the Metro-North Railroad Harlem Line, and Webster Avenue) consists of a parking lot, three commercial buildings (including Pioneer Supermarkets), and a transportation/utility use (Metro-North Railroad buildings and right-of-way).

- Site 4: This 6,785 sf site is located at 2755 Webster Avenue (Block 3278, Lot 88). An existing two-story 5,700 sf industrial building is currently on site with a built FAR of 0.84. It is used for private storage.

- Site 5: This 9,409 sf site is comprised of two tax lots (84 and 85) on Block 3278. Lot 84 (5a) is a 3,042 sf parcel located at 2763 Webster Avenue. An existing three-story, 3,000 sf community facility (Part of the Solution) is currently on site with a built FAR of 0.99. Lot 85 (5b) is a 6,367 sf parcel located at 2761 Webster Avenue. An existing two-story, 10,000 sf commercial building is currently on site with a built FAR of 1.57. The 5,000 sf retail store on the ground floor appears to be vacant and the 5,000 sf upper floor is used for storage.

- Site 6: This 10,407 sf site is comprised of four tax lots (80, 81, 82, and 83) on Block 3278, a corner site at East 198th Street and Webster Avenue. Lot 80 (6a) is a 2,607 sf parcel located at 2771 Webster Avenue. An existing two-story, 7,560 sf commercial building is currently on site with a built FAR of 2.90. It is occupied by a 3,790 sf restaurant on the ground floor and 3,770 sf of storage space on the upper floor. Lot 81 (6b) is a 2,379 sf parcel located at 2769 Webster Avenue. An existing one-story, 1,825 sf commercial building is currently on site with a built FAR of 0.77. The former retail store is currently vacant. Lot 82 (6c) is a 2,379 sf parcel located at 2767 Webster Avenue. An existing three-story, 4,880 mixed-use building is currently on site with a built FAR of 2.05. It is occupied by a 1,220 sf barber shop on the ground floor, two DUs, and 1,220 sf of storage space on the upper floors. Lot 83 (6d) is a 3,042 sf parcel located at 2765 Webster Avenue. An existing one-story, 2,450 sf commercial building is currently on site with a built FAR of 0.81. It is occupied by a restaurant.

The remainder of the block containing Sites 4, 5 and 6 (bounded by East 198th Street, East 197th Street, Webster Avenue, and Decatur Avenue) consists of one mixed-use building (includes a community facility – Iglesia De Cristo Misionera), eight residential buildings, one warehouse/industrial use, and one enclosed storage lot.

- Site 7: This 13,000 sf site is located at 2863 Webster Avenue (Block 3279, Lot 50), a corner lot at East 199th Street and Webster Avenue. An existing two-story, 25,702 sf commercial building is currently on site with a built FAR of 1.98. It consists of 12,851 sf of retail space on the ground floor (a portion of it is unoccupied), and 12,851 sf of storage space on the upper floor.

The remainder of the block containing Site 7 (bounded by Bedford Park Boulevard, East 199th Street, Webster Avenue, and Decatur Avenue) consists of two mixed-use buildings, one commercial building, and four residential buildings.

- Site 8: This 12,076 sf site is comprised of two tax lots (Lots 52 and 55) on Block 3280. Lot 52 (8a) is a 6,038 sf parcel located at 2971 Webster Avenue. An existing one-story, 6,000 sf commercial building is currently on site with a built FAR of 0.99. It consists of 1,000 sf of office space and 5,000 sf of retail space. Lot 55 (8b) is a 6,038 sf parcel located at 2969 Webster Avenue. It is an existing parking lot for the adjacent commercial building on Lot 52.

- Site 9: This 15,106 sf site is comprised of four tax lots (Lots 45, 46, 48, and 49) on Block 3280. Lot 45 (9a) is a 3,019 sf parcel located at 2989 Webster Avenue. An existing one-story, 2,715 sf commercial building is currently on site with a built FAR of 0.90. Lot 46 (9b) is a 3,019 sf parcel located at 2987 Webster Avenue. An existing one-story, 3,019 sf commercial building is currently on site with a built FAR of 1.0. Both lots 45 and 46 are retail stores related to Garson Plumbing Supplies Inc. Lot 48 (9c) is a 3,019 sf parcel located at 2985 Webster Avenue. An existing one-story, 3,000 sf storage shed/garage is currently on site with a built FAR of 0.99. Lot 49 (9d) is a 6,049 sf parcel located at 2977 Webster Avenue. It is an existing parking lot currently occupied by vans related to Garson Plumbing Supplies Inc.

The remainder of the block containing Sites 8 and 9 (bounded by East 201st Street, Bedford Park Boulevard, Webster Avenue, and Decatur Avenue) consists of four commercial buildings, eight residential buildings, and nine mixed-use buildings (two of which include community facilities - a daycare facility and a U.S. Post Office).

- Site 10: This 7,800 sf site is comprised of three tax lots (Lots 40, 42, and 43) on Block 3330. Lot 40 (10a) is a 2,800 sf parcel located at 417 East 202 Street. An existing two-story, 2,800 sf two-family home is currently on site with a built FAR of 1.0. Lot 42 (10b) is a 2,500 sf parcel located at 415 East 202nd Street. An existing parking lot and one-story storage shed/garage are currently on site. Lot 43 (10c) is a 2,500 sf parcel located at 413 East 202nd Street. An existing two-story, 4,245 sf two-family home is currently on site with a built FAR of 1.70.
- Site 11: This 5,500 sf site is comprised of two tax lots (Lots 50 and 51) on Block 3330. Lot 50 (11a) is a 2,750 sf parcel located at 3074 Webster Avenue. An existing one-story, 1,500 sf commercial building is currently on site with a built FAR of 0.55. The building is occupied by an automotive repair facility. Lot 51 (11b) is a 2,750 sf parcel located at 3076 Webster Avenue. An existing one-story, 2,625 sf commercial building is currently on site with a built FAR of 0.95. The building is occupied by an automotive repair facility.
- Site 12: This 5,500 sf site is located at 3084 Webster Avenue (Block 3330, Lot 52), a corner lot at East 203rd Street and Webster Avenue. It is a parking lot related to Marson Contracting Co., Inc.

The remainder of the block containing Sites 10, 11 and 12 (bounded by East 203rd Street, East 202nd Street, the Metro-North Railroad Harlem Line, and Webster Avenue) consists of two residential buildings, one commercial office building (Marson Contracting Co., Inc.), one mixed-use building, one parking lot, and one vacant lot (existing construction site).

- Site 13: This 12,500 sf site is located at 3100 Webster Avenue (Block 3330, Lot 68), a corner lot at East 204th Street and Webster Avenue. The lot includes an existing one-story, 2,500 sf commercial building (occupied by an automotive repair facility) with a built FAR of 0.20, and surrounding parking lot.

The remainder of the block containing Site 13 (bounded by East 204th Street, East 203rd Street, the Metro-North Railroad Harlem Line, and Webster Avenue) consists of one residential building and one transportation/utility use (NYCDEP Water Supply Distribution, North Bronx Station).

- Site 14: This 6,377 sf site is located at 3021 Webster Avenue (Block 3331, Lot 80), a corner lot at East Mosholu Parkway North and Webster Avenue. An existing one-story, 6,376 sf commercial building is currently on site with a built FAR of 1.0. It is occupied by a deli and three retail stores (a large portion is unoccupied).
- Site 15: This 6,000 sf site is located at 3071 Webster Avenue (Block 3331, Lot 64). The lot includes an automotive storage lot (operated by BP Webster Petroleum) and an existing one-story, 480 sf commercial building (occupied by a live poultry store) with a built FAR of 0.08.
- Site 16: This 6,000 sf site is located at 3095 Webster Avenue (Block 3331, Lot 53). It is an existing commercial parking lot.

The remainder of the block containing Sites 14, 15 and 16 (bounded by East 204th Street, Mosholu Parkway, Webster Avenue, and Decatur Avenue) consists of eight commercial uses (including two gas stations), nineteen residential buildings, and one community facility (U.S. Post Office – Van Cott Station).

- Site 17: This 13,806 sf site is located at 3118 Webster Avenue (Block 3357, Lot 7). The lot includes a parking lot and an existing three-story, 1,760 sf mixed-use building with a built FAR of 0.13. The building includes one DU and 880 sf of vacant commercial space.
- Site 18: This 11,513 sf site is comprised of two tax lots (Lots 12 and 15) on Block 3357. Lot 12 (18a) is a 9,013 sf parcel located at 3120 Webster Avenue. It is a parking lot (by permit only). Lot 15 (18b) is a 2,500 sf parcel located at 3124 Webster Avenue. An existing three-story, 2,632 sf two-family home is currently on site with a built FAR of 1.05.
- Site 19: This 14,502 sf site is comprised of three tax lots (Lots 16, 18, and 21) on Block 3357. Lot 16 (19a) is a 2,252 sf parcel located at 3126 Webster Avenue. An existing four-story, 4,466 sf single-family home is currently on site with a built FAR of 1.98. Lot 18 (19b) is an 8,167 sf parcel located at 3128 Webster Avenue. The lot includes an existing parking lot and two one-story, storage buildings totaling 1,096 sf with a built FAR of 0.13. Lot 21 (19c) is a 4,083 sf parcel located at 3132 Webster Avenue. An existing two-story, 1,600 sf commercial building is currently on site with a built FAR of 0.39. It is occupied by a wholesale restaurant supply store.
- Site 20: This 18,638 sf site is comprised of four tax lots (Lots 37, 52, 53, and 54) on Block 3357. Lot 37 (20a) is an 11,422 sf parcel located at 3170 Webster Avenue. The parcel is a vacant lot. Lot 52 (20b) is a 2,845 sf parcel located at 3170 Webster

Avenue. The parcel is a vacant lot. Lot 53 (20c) is a 2,194 sf parcel located at 3170 Webster Avenue. The parcel is a vacant lot. Lot 54 (20d) is a 2,177 sf parcel located at 3170 Webster Avenue. The parcel is a vacant lot. The site, comprising the four parcels, is a future development site currently up for sale.

- Site 21: This 8,708 sf site is located at 3184 Webster Avenue (Block 3357, Lot 55). The lot includes an existing one-story, 1,456 sf commercial building (occupied by an automotive repair facility) with a built FAR of 0.17, and an automotive storage lot.

The remainder of the block containing Sites 17, 18, 19, 20 and 21 (bounded by East Gun Hill Road, East 204th Street, the Metro-North Railroad Harlem Line, and Webster Avenue) consists of six residential buildings, four mixed-use buildings, nine commercial uses, one industrial building, two community facilities (including Iglesia Pentecostal Segunda Mision Jerusalem and Iglesia Adventista Del 7 Mo. Dia - Fordham), and two transportation/utility uses (Con Edison property and Metro-North Railroad right-of-way).

- Site 23: This 20,156 sf site is located at 3509 Webster Avenue (Block 3356, Lot 214), a corner lot at East Gun Hill Road and Webster Avenue. An existing one-story, 2,500 sf commercial building is currently on site with a built FAR of 0.12. It is occupied by a McDonald's restaurant.

The remainder of the block containing Site 23 (bounded by East 211th Street, East Gun Hill Road, Webster Avenue, and Decatur Avenue) consists of three commercial buildings, three residential buildings, and two community facilities (P.S. 94 Kings College School Annex and a dialysis clinic).

- Site 22: This 8,350 sf site is located at 3530 Webster Avenue (Block 3360, Lot 50). The lot includes an existing one-story, 1,975 sf commercial building (occupied by an automotive repair facility) with a built FAR of 0.24, and a vacant automotive sales lot.
- Site 24: This 14,525 sf site is located at 3556 Webster Avenue (Block 3360, Lot 62). The parcel is a vacant lot.

To the south of Site 24, the remainder of the block containing Sites 22 and 24 (bounded by East Gun Hill Road, the Metro-North Railroad Harlem Line, and Webster Avenue) consists of one parking lot, two commercial buildings, eight residential buildings, one vacant lot, and one community facility (Restoration Ministries Church of Jesus Christ Apostolic, Inc.). To the north of Site 24, the land is undeveloped and is partially comprised of the Metro-North Railroad right-of-way.

Primary Study Area

As described above, to the north, east and south, the primary study area extends to an approximately ¼-mile radius of the rezoning area; and to the west, the primary study area extends to major corridors of Grand Concourse and Jerome Avenue which define

the neighborhood boundaries. The primary study area contains a variety of uses; however, residential uses predominate and are generally located west and northeast of the rezoning area. A number of large institutions are located in the primary study area, including the Fordham University Rose Hill Campus. The Metro-North Railroad tracks and right-of-way, comprising the eastern boundary of the rezoning area, are a significant transportation and utility presence in the area. The primary study area contains a significant amount of open space and includes Woodlawn Cemetery to the north, the New York Botanical Garden and Bronx River Parkway to the east, Williamsbridge Oval to the northwest, and Mosholu Parkway to the west. Two commercial corridors, with retail stores and mixed-use buildings, transect the primary study area including East Gun Hill Road and East Fordham Road.

Within the primary study area, to the north of the rezoning area, Woodlawn Cemetery, bordered by East 211th Street to the south and Webster Avenue to the east, comprises a large portion of this area. A concentration of commercial and mixed-use buildings, which provide local retail and services to the neighborhood residents, is found along East Gun Hill Road. Residential development is found to the northeast of the rezoning area, east of the Bronx River Parkway.

Directly south of the rezoning area, a high-density commercial district that contains regional uses is found at the intersection of two major corridors – East Fordham Road and Webster Avenue - and nearby Fordham Plaza. The Metro-North Railroad tracks and right-of-way are a significant transportation and utility presence in this portion of the primary study area.

To the east of the rezoning area and the Metro-North Railroad Harlem Line, the predominant land use is open space and includes the New York Botanical Garden within Bronx Park. A significant community facility is also present southeast of the rezoning area and includes the Fordham University Rose Hill Campus, located to the northeast of the intersection of Webster Avenue and East Fordham Road. The eastern portion of the primary study area also includes the Bronx River Parkway, which runs east of the rezoning area alongside the Bronx River.

To the west of the rezoning area, the predominant land use is residential, and includes a mix of five- and six-story apartment buildings along the Grand Concourse and along East Kingsbridge Road.

3.1.2 FUTURE WITHOUT THE PROPOSED ACTION

In the future without the proposed action, the existing zoning controls will remain in place. As discussed above in the “Existing Conditions,” Bedford Park and Norwood are developed with a mixture of mid-rise 5- to 7-story apartment buildings and pockets of smaller-scale detached, attached, and semi-detached homes. The existing zoning permits mid-density development with no height limits and required street wall. In recent years, both communities have seen redevelopment of multiple smaller homes with taller out-of-scale apartment buildings. This pattern is expected to remain in the future without the proposed action.

As discussed above in “Existing Conditions,” the Webster Avenue rezoning area lacks the development density of the adjoining Bedford Park and Norwood neighborhoods, and would continue to contain numerous single-story, low density automotive retail uses, underdeveloped lots, vacant lots, and vacant commercial properties. This is due in large part to Webster Avenue’s existing zoning for heavy commercial uses, which is mapped over much of the rezoning area. Development in the future without the proposed action is expected to consist of primarily automotive-related facilities, market-rate residential, commercial retail and office, community facility, and parking facilities. In the absence of the proposed action, new development in the rezoning area will not include new mid-density mixed-use residential and commercial development, FRESH supermarket development, or affordable housing.

DCP has developed a scenario of as-of-right development that will reasonably be expected to occur within the Webster Avenue rezoning area in the future without the proposed action (No-Action). In order to derive the incremental difference between the future without the proposed action scenario (No-Action) and the future with the proposed action scenario (With-Action), the Reasonable Worst Case Development Scenario (RWCDS) will be analyzed for the year 2020 – the length of time over which developers would likely act on the change in zoning and the effects of the proposed action would be felt. The RWCDS is comprised of projected and potential development sites.

The development expected in the future without the proposed action will be dictated by the use and build controls of the existing zoning regulations. The Webster Avenue rezoning area is primarily zoned with a C8-2 zoning district, which allows for automotive and other heavy commercial services that often require large amounts of land. Smaller portions of the rezoning area are zoned with medium density and high density residential districts. The existing zoning controls that will be in effect in the future no-action scenario are outmoded and will not take full advantage of an area with so much existing transportation infrastructure. Thus, zoning in the future without the proposed action will preclude higher density commercial and residential development along Webster Avenue that would be both appropriate along this wide corridor and compatible with the surrounding residential neighborhoods of Bedford Park and Norwood.

Bedford Park/Norwood Rezoning Area

In the future without the proposed action, it is expected that the current land use trends and general development patterns within the Bedford Park and Norwood rezoning area will continue. The current zoning of Bedford Park and Norwood (R7-1) has no height limit and does not require a streetwall. It is expected that low-scale homes will be redeveloped with multi-family residential buildings. This redevelopment trend will affect the character of the neighborhood by transforming smaller pockets of detached, attached and semi-detached homes into taller multi-family apartment buildings.

Webster Avenue Rezoning Area

The proposed rezoning area includes an approximately 1.75-mile stretch of the Webster Avenue corridor, generally bounded by East 213th Street to the north and East 193rd Street to the south. In the future without the proposed action, it is expected that the current land use trends and general development patterns within the Webster Avenue rezoning area will continue. To date, there has been little development which supports an active street due to the lack of both pedestrian traffic and structural density on Webster Avenue; rather, current development on Webster Avenue is characterized by a substantial amount of underdeveloped lots and vacant properties, minimal residential development, and an unattractive streetscape.

Absent the proposed action, there are 11 development projects expected to be in place within the rezoning area by 2020. These developments are listed in Table 3.1-3 and are illustrated on Figure 3.1-4. Table 3.1-3 shows the anticipated development in the future without the proposed action will add 627 new affordable dwelling units, 16 market rate dwelling units, a 48-room hotel, 94,000 sf of community facility development, and eight parking spaces to the rezoning area by 2020.

**Table 3.1-3:
Developments in the Future without the Proposed Action**

Map No.	Name	DUs		Comm. Retail SF	Restaurant SF	Hotel (rooms)	Office SF	Auto-Rel., Storage & Other	Comm. Facility SF	Parking Spaces
		Market Rate	Afford-able							
1	Doe Fund Affordable Housing	0	140	0	0	0	0	0	0	0
2	NYCSCA PS/IS	0	0	0	0	0	0	0	94,000	0
3	McSam Hotel Development	0	0	0	0	48	0	0	0	8
4	Peter Jay Sharpe Parking Garage	-	-	-	-	-	-	-	-	-
5	Decatur Terrace Apartments	0	122	0	0	0	0	0	0	0
6	3144 Hull Ave.	8	0	0	0	0	0	0	0	0
7	372 E. 199 St.	8	0	0	0	0	0	0	0	0
8	Serviam Gardens	0	243	0	0	0	0	0	0	0
9	Decatur II Apartments	0	49	0	0	0	0	0	0	0
10	Decatur Green	0	17	0	0	0	0	0	0	0
11	355 E. 194 St.	0	56	0	0	0	0	0	0	0
Total		16	627	0	0	48	0	0	94,000	8

Doe Fund Affordable Housing

This development, located at 3349/3365 Webster Avenue, consisting of two eight-story residential buildings will provide 140 new affordable dwelling units for the formerly homeless.

NYCSCA Primary School/Intermediate School

This development, located at 3177 Webster Avenue, will be a five-story, 94,000 sf school containing seats for 612 primary and intermediate students.

McSam Hotel Development

McSam Hotel Group LLC is constructing a new, five-story, 48-room hotel (Comfort Inn) located at 3070 Webster Avenue.

Peter Jay Sharpe Parking Garage

This parking garage for the New York Botanical Garden will be located on the block north of Bedford Park Boulevard, on the east side of Webster Avenue. The posted completion date of this DDC project is winter 2009-2010, but although the site is cleared, construction is not yet underway as of December 2009.

Decatur Terrace Apartments

This development, located at 3322 Decatur Avenue, includes the construction of a residential building that will provide 122 new affordable dwelling units for moderate-income families.

3144 Hull Avenue

This development includes the construction of a four-story, 7,225 sf residential building that will provide eight new market rate dwelling units.

372 East 199th Street

This development includes the construction of a four-story, 9,450 sf residential building that will provide eight new market rate dwelling units.

Serviam Gardens

This development, located at 321-325 East 198th Street, includes the construction of a nine-story, 214,932 sf residential building that will provide 243 new affordable dwelling units for low- and moderate-income seniors.

Decatur II Apartments

This development, located at 2727 Decatur Avenue, includes the construction of a residential building that will provide 49 new affordable dwelling units.

Decatur Green

This development, located at 2668 Decatur Avenue, includes the construction of a six-story, 15,771 sf residential building that will provide 17 new affordable dwelling units.

355 East 194th Street

This development, located at 355-359 East 194th Street, includes the construction of a six-story, 31,762 sf community facility for homeless veterans that will provide 56 new affordable dwelling units.

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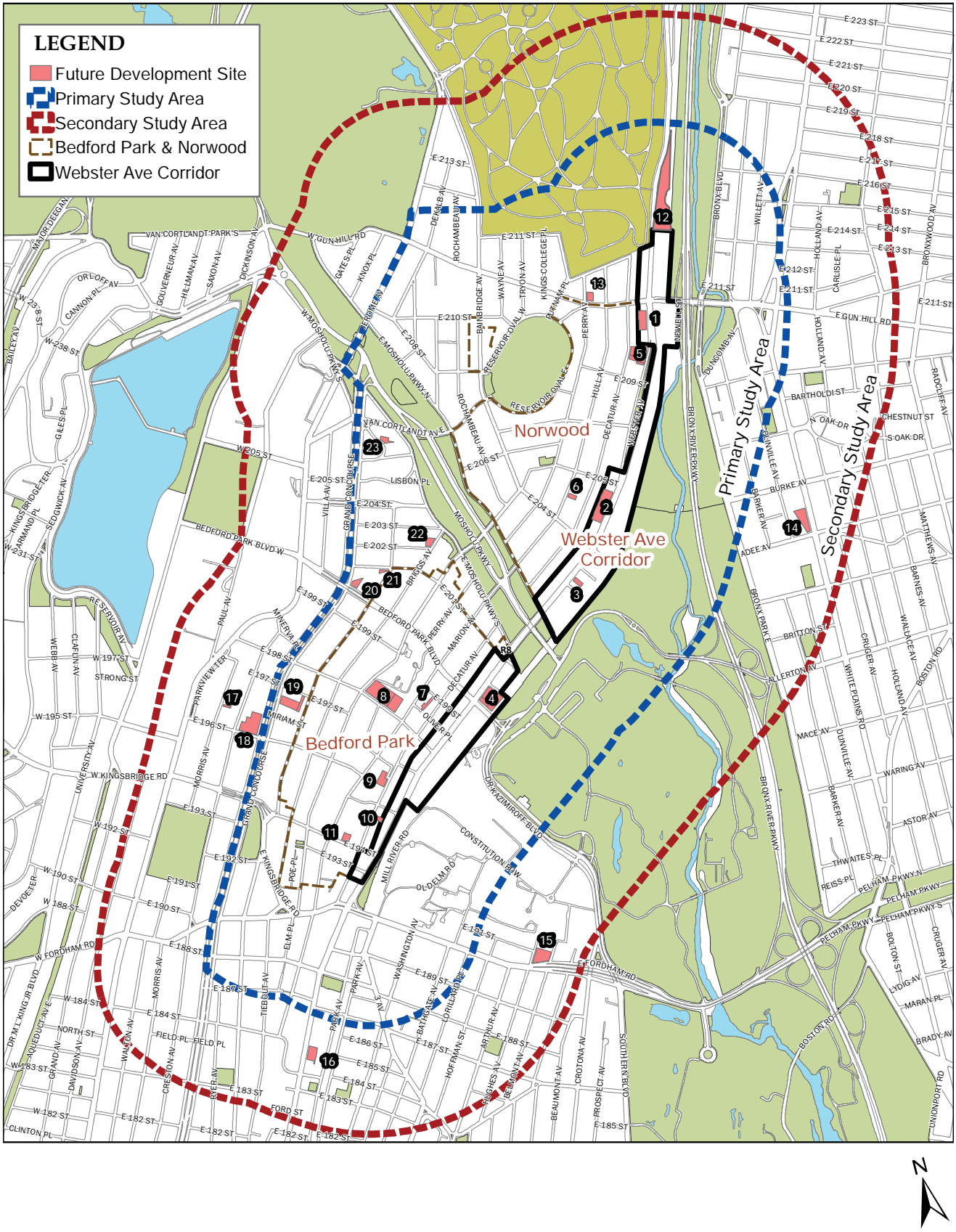


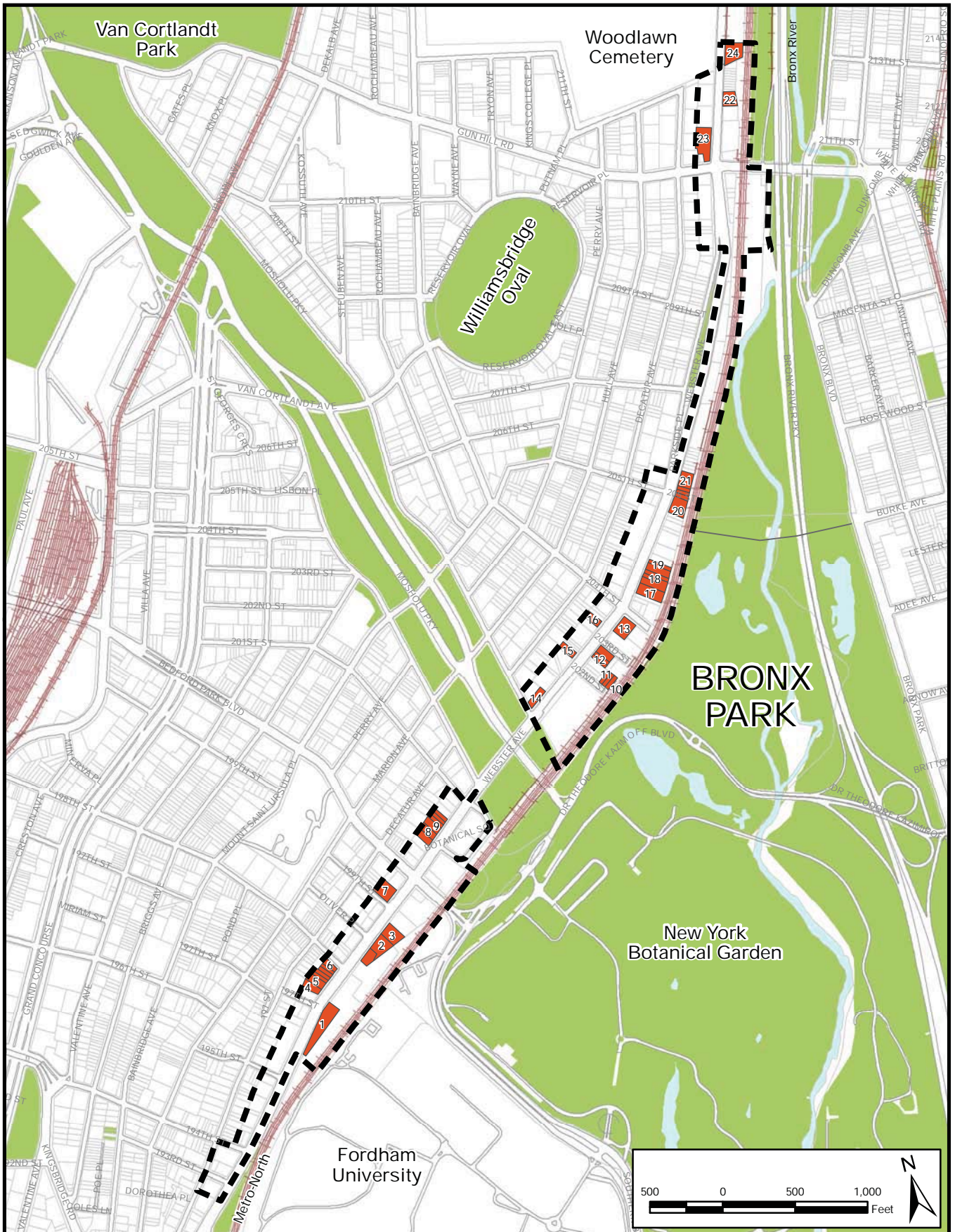
Figure 3.1-4: Developments in the Study Area in the Future without the Proposed Action

Webster Avenue Rezoning

Refer to Tables 3.1-3 and 3.1-5 for key
 Source: NYC Department of City Planning MapPluto 2009; STV Incorporated

The RWCDs is limited to the Webster Avenue rezoning area where development is expected to be facilitated by the proposed action. In the RWCDs, there are 24 projected development sites within the Webster Avenue rezoning area. In the future without the proposed action, five of these projected development sites (Sites 2, 6, 10, 18, and 19) will be only partially redeveloped, while no change will occur to the remaining buildings on these sites; no change is expected to occur on projected development site 3. In the future without the proposed action, as-of-right development totaling 219 residential dwelling units; 451,694 sf of commercial space (116,737 sf of commercial retail space; 9,941 sf of restaurant space; 27,612 sf of hotel space; 128,405 sf of office space; and 168,999 sf of automotive-related, storage and other space); 40,164 sf of community facility space; and a total of 982 parking spaces will be expected to occur on these sites. These 24 sites are listed in Table 3.1-4 and their locations are shown on Figure 3.1-5.

These projected developments are possible under the current zoning regulations, and are in no way dependent upon the proposed action. No new affordable residential development or FRESH supermarket development is expected to occur within the rezoning area in the No-Action scenario.



Legend



-  Webster Avenue Rezoning Area
-  Projected Development Sites

Figure 3.1-5: Projected Development Sites in the Future without the Proposed Action

Webster Avenue Rezoning

**Table 3.1-4:
Projected Developments in the Future without the Proposed Action**

Projected Site #	Block / Lot	DUs*	Comm. Retail SF	Restaurant SF	Hotel SF	Office SF	Auto-Rel., Storage & Other SF	Comm. Facility SF	Parking Spaces
1	3273 / 85	0	16,711	0	0	33,241	0	0	125
2	3273 / 105, 109	0	5,400	0	0	16,665	11,265	0	27
3	3273 / 114	0	0	0	0	0	28,200	0	94
4	3278 / 88	23	3,596	0	0	0	0	0	7
5	3278 / 84, 85	32	1,661	0	0	0	0	3,448	7
6	3278 / 80, 81, 82, 83	20	3,225	5,941	0	3,780	0	0	0
7	3279 / 50	45	6,072	0	0	0	0	0	23
8	3280 / 52, 55	40	6,606	0	0	0	0	0	12
9	3280 / 45, 46, 48, 49	47	9,733	0	0	0	0	0	6
10	3330 / 40, 42, 43	6	0	0	0	0	5,000	0	0
11	3330 / 50, 51	0	0	0	0	7,333	3,667	0	28
12	3330 / 52	0	5,280	0	0	0	0	21,120	53
13	3330 / 68	0	12,500	0	0	12,500	0	0	63
14	3331 / 80	0	6,377	0	0	6,377	0	0	32
15	3331 / 64	0	0	0	0	0	12,000	0	27
16	3331 / 53	0	0	4,000	0	8,000	0	0	30
17	3357 / 7	0	0	0	27,612	0	0	0	7
18	3357 / 12, 15	2	6,009	0	0	12,017	0	0	45
19	3357 / 16, 18, 21	4	2,722	0	0	0	21,778	0	64
20	3357 / 37, 52, 53, 54	0	0	0	0	0	37,276	0	46
21	3357 / 55	0	0	0	0	11,611	5,805	0	44
22	3360 / 50	0	5,567	0	0	16,700	0	0	56
23	3356 / 214	0	15,596	0	0	0	24,642	15,596	121
24	3356 / 62	0	9,683	0	0	0	19,367	0	65
Total		219	116,737	9,941	27,612	128,405	168,999	40,164	982

* new DUs do not include affordable housing

The following conditions are expected on the projected development sites in the future without the proposed action:

- Site 1: New development consisting of a three-story commercial building with 16,711 sf of retail space and 33,421 sf of office space will occur at this site.
- Site 2: This 15,900 sf site is comprised of Lots 105 and 109 on Block 3273. In the future without the proposed action, Lot 105 will be developed with a two-story commercial building with 5,400 sf of retail space and 5,400 sf of office space. No change would occur to the current building on Lot 109.
- Site 3: No change is expected to occur on this site in the future without the proposed action.

- Site 4: New development consisting of a seven-story mixed-use building with 23 DUs and 3,596 sf of retail space will occur at this site.
- Site 5: This 9,409 sf site is comprised of Lots 84 and 85 on Block 3278. In the future without the proposed action, the site will be redeveloped with a seven-story mixed-use building with 32 DUs, 1,661 sf of retail space, and 3,448 sf of community facility space.
- Site 6: This 10,407 sf site is comprised of Lots 80, 81, 82, and 83 on Block 3278. In the future without the proposed action, Lot 81 will be redeveloped with a five-story mixed-use building with seven DUs and 1,598 sf of retail space, and Lot 83 will be redeveloped with a five-story mixed-use building with 10 DUs and 2,161 sf of restaurant space. No change will occur to the current buildings on Lots 80 and 82.
- Site 7: New development consisting of a seven-story mixed-use building with 45 DUs and 6,072 sf of retail space will occur at this site.
- Site 8: This 12,076 sf site is comprised of Lots 52 and 55 on Block 3280. In the future without the proposed action, the site will be redeveloped with a seven-story mixed-use building with 40 DUs and 6,606 sf of retail space.
- Site 9: This 15,106 sf site is comprised of Lots 45, 46, 48, and 49 on Block 3280. In the future without the proposed action, Lots 45, 46, and 48 will be redeveloped with a six-story, mixed-use building with 27 DUs and 6,426 sf of retail space, and Lot 49 will be developed with a seven-story, mixed-use building with 20 DUs and 3,307 sf of retail space.
- Site 10: This 7,800 sf site is comprised of Lots 40, 42, and 43 on Block 3330. In the future without the proposed action, Lot 42 will be redeveloped with a three-story, 5,000 sf storage building. No change would occur to the current buildings on Lots 40 and 43.
- Site 11: This 5,500 sf site is comprised of Lots 50 and 51 on Block 3330. In the future without the proposed action, the site will be redeveloped with a three-story commercial building with 7,333 sf of office space and 3,667 sf of automotive repair space.
- Site 12: New development consisting of a five-story mixed-use building with 5,280 sf of retail space and 21,120 sf of community facility space (health-care related) will occur at this site.
- Site 13: New development consisting of a two-story commercial building with 12,500 sf of retail space and 12,500 sf of office space will occur at this site.
- Site 14: New development consisting of a two-story commercial building with 6,377 sf of retail space and 6,377 sf of office space will occur at this site.

- Site 15: New development consisting of a three-story automotive-related facility with 4,000 sf of automotive repair space and an 8,000 sf parking garage will occur at this site.
- Site 16: New development consisting of a three-story commercial building with 4,000 sf of restaurant space and 8,000 sf of office space will occur at this site.
- Site 17: New development consisting of a three-story commercial building with 27,612 sf of hotel space will occur at this site.
- Site 18: This 11,513 sf site is comprised of Lots 12 and 15 on Block 3357. In the future without the proposed action, Lot 12 will be developed with a three-story commercial building with 6,009 sf of retail space and 12,017 sf of office space. No change will occur to the current building on Lot 15.
- Site 19: This 14,502 sf site is comprised of Lots 16, 18, and 21 on Block 3357. In the future without the proposed action, Lot 18 will be redeveloped with a three-story, 16,334 sf commercial parking garage, and Lot 21 will be redeveloped with a three-story mixed-use building with 2,722 sf of retail space and 5,444 sf of storage space. No change will occur to the current building on Lot 16.
- Site 20: This 18,638 sf site is comprised of Lots 37, 52, 53, and 54 on Block 3357. In the future without the proposed action, the site will be developed with a three-story, 37,276 sf self-storage facility.
- Site 21: New development consisting of a three-story commercial building with 11,611 sf of office space and 5,805 sf of automotive-repair space and parking will occur at this site.
- Site 22: New development consisting of a three-story commercial building with 5,567 sf of retail space and 16,700 sf of office space will occur at this site.
- Site 23: New development consisting of a four-story mixed-use building with 15,596 sf of retail space, 15,596 sf of community facility space, and a 24,642 sf parking garage will occur at this site.
- Site 24: New development consisting of a three-story commercial building with 9,683 sf of supermarket space and a 19,367 sf parking garage will occur at this site.

Primary and Secondary Study Areas

In addition to anticipated action in the rezoning area, absent the proposed action, there are other actions and development projects expected to be in place within the primary study area and the secondary study area (1/4-mile radius around the primary study area) by 2020. These developments are listed in Table 3.1-5 and are illustrated on Figure 3.1-4. Table 3.1-5 shows the anticipated development in the future without the proposed action will add 1,029 new dwelling units (including 643 affordable dwelling units) to the

primary and secondary study areas by 2020.

**Table 3.1-5:
Developments in the Future without the Proposed Action**

Map No.	Name	DUs		Comm. Retail SF	Restaurant SF	Hotel	Office SF	Auto-Rel., Storage & Other	Comm. Facility SF	Parking Spaces
		Market Rate	Afford-able							
12	Webster Avenue	0	400	0	0	0	0	0	0	0
13	301 E. Gun Hill Rd.	32	0	0	0	0	0	0	0	0
14	3035 White Plains Rd.	0	15	0	0	0	0	0	0	0
15	625 E. Fordham Rd.	58	0	0	0	0	0	0	0	0
16	Jacob's Place	0	70	0	0	0	0	0	0	0
17	2776 Morris Ave.	18	0	0	0	0	0	0	0	0
18	Serviam	0	158	0	0	0	0	0	0	0
19	The Bedford Residences	54	0	0	0	0	0	0	0	0
20	2950 Grand Concourse	77	0	0	0	0	0	0	0	0
21	232 E. 201 St.	23	0	0	0	0	0	0	0	0
22	271 E. 202 St.	56	0	0	0	0	0	0	0	0
23	186 St. George's	68	0	0	0	0	0	0	0	0
Total		386	643	0	0	0	0	0	0	0

Webster Avenue Residential Development

This development, located at 3556 Webster Avenue, consisting of four 13-story residential buildings will provide 400 new affordable dwelling units for low- and middle-income families and seniors.

301 East Gun Hill Road

This development includes the construction of a nine-story, 46,666 sf residential building that will provide 32 new market rate dwelling units.

3035 White Plains Road

This development includes the construction of a seven-story, 17,740 sf residential building that will provide 15 new affordable dwelling units.

625 East Fordham Road

This development includes the construction of a 13-story, 108,041 sf residential addition that will provide 58 new dwelling units.

Jacob's Place

This development, located at 2342-2350 Webster Avenue, includes the construction of an eight-story, 70,808 sf residential building that will provide 70 new affordable dwelling units (including seven for formerly homeless persons).

2776 Morris Avenue

This development includes the construction of a ten-story, 16,672 sf residential building that will provide 18 new dwelling units.

Serviam Towers

This development, located at 2751 Grand Concourse, includes the construction of a residential building that will provide 158 new affordable dwelling units.

The Bedford Residences

This development, located at 2788-2791 Grand Concourse, includes the construction of a 14-story residential building that will provide 54 new dwelling units.

2950 Grand Concourse

This development includes the construction of an eight-story, 51,403 sf residential building that will provide 77 new dwelling units.

232 East 201st Street

This development includes the construction of a nine-story, 24,982 sf residential building that will provide 23 new dwelling units.

271 East 202nd Street

This development includes the construction of an 11-story, 71,006 sf residential building that will provide 56 new dwelling units.

186 St. George's Crescent

This development, located at 186-188 St. George's Crescent, includes the construction of an 11-story, 52,897 sf residential building that will provide 68 new dwelling units.

3.1.3 FUTURE WITH THE PROPOSED ACTION

Bedford Park/Norwood Rezoning Area

The proposed action would not result in significant adverse land use impacts in the rezoning area. Mapping of contextual districts on all or portions of 69 blocks in Bedford Park and Norwood would establish height limits and ensure that future development better matches the existing character of these neighborhoods. Land uses are expected to remain residential. The proposed action would be consistent with land uses in the neighborhood rezoning area and would maintain the prevailing built character in each of the proposed rezoning districts.

Webster Avenue Rezoning Area

As noted previously, the RWCDs is limited to the Webster Avenue rezoning area where development is expected to be facilitated by the proposed action. By 2020, much of the Webster Avenue rezoning area would be occupied by mid-density residential development and larger scale commercial development on the ground floor. The elimination of most of the existing C8-2 district, and mapping of the proposed new R7D, C4-4, and C4-5D districts, would permit new mid-density mixed residential and commercial development on Webster Avenue to maximize the development potential of this important transportation corridor.

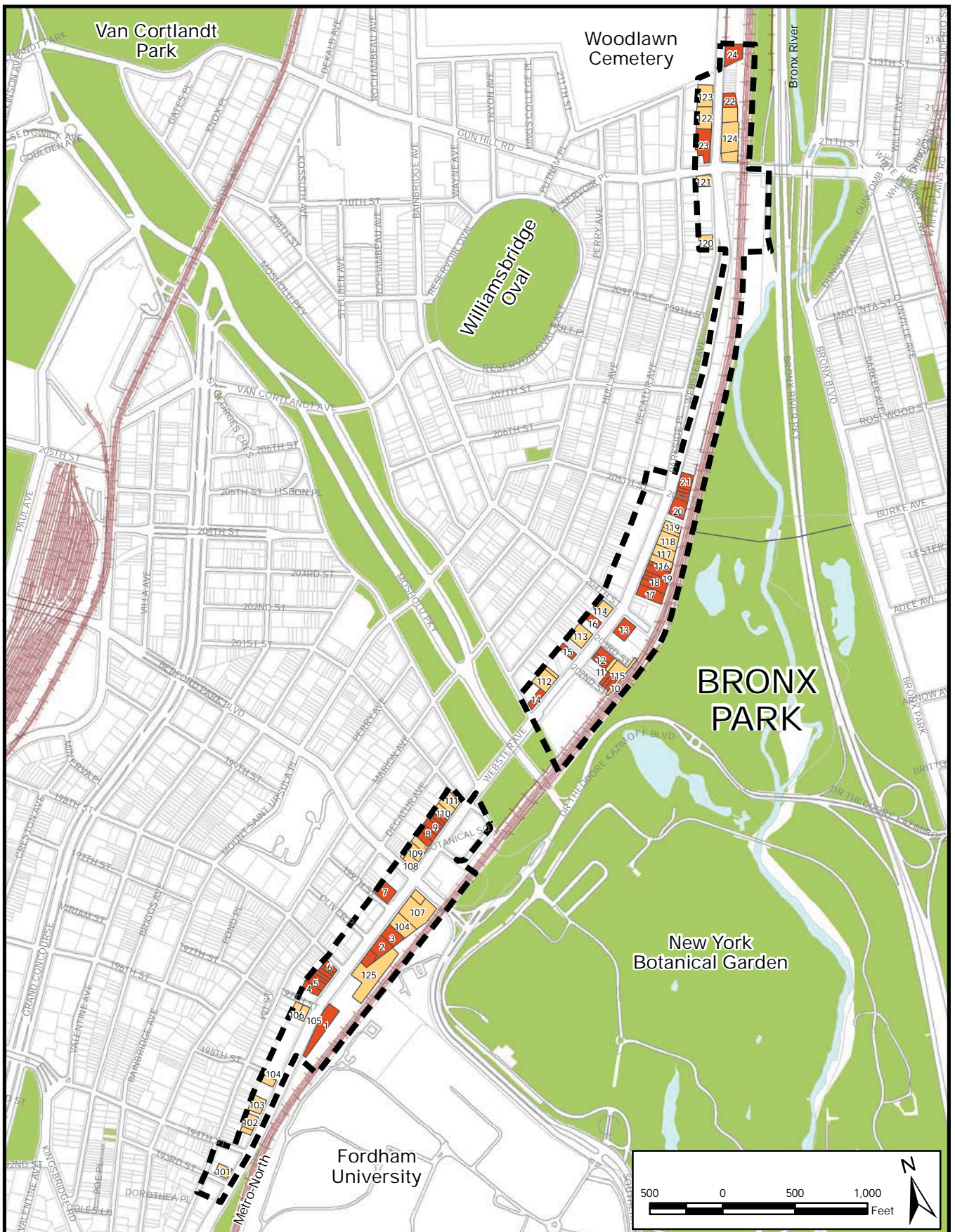
Zoning changes proposed as part of the action would permit and encourage mid-density residential development along Webster Avenue, with a change in the types of commercial uses also expected to take place. With the application of the Inclusionary Housing Program, the new residential development is expected to include affordable housing. New residential construction is projected in the R7D and C4-5D districts along Webster Avenue. Most of this residential development is projected to occur in the R7D district. Commercial development would be distributed along the Webster Avenue corridor with the highest concentration of commercial uses, especially office space, occurring in the C4-5D district. It is projected that parking garages will be developed in the C4-4 district near the intersection of Webster Avenue and East Gun Hill Road, within proximity to the Bronx River Parkway interchange, the Williams Bridge Metro-North Station, and the 2/5 subway train.

In the future with the proposed action, it is assumed all of the 24 projected development sites would be redeveloped resulting in the following 2020 condition: a total of approximately 957 residential dwelling units, including 191 affordable dwelling units; 434,141 sf of commercial space (153,581 sf of commercial retail space; 10,625 sf of FRESH supermarket space; 34,110 sf of restaurant space; 144,978 sf of office space; and 90,847 sf of automotive-related, storage and other space); 47,946 sf of community facility space; and a total of 756 parking spaces.

Compared to the No-Action condition, the proposed action is expected to generate a net change in uses of approximately 738 additional residential dwelling units (including 191

affordable dwelling units), 36,844 sf of commercial retail space, 10,625 sf of FRESH supermarket space, 24,169 sf of restaurant space, 16,573 sf of office space, and 7,782 sf of community facility space, and net decreases of 27,612 sf of hotel space and 78,152 sf of automotive-related, storage and other space.

The locations of the projected and potential development sites are shown on Figure 3.1-6. Site data are presented below for the future with the proposed action (With-Action), followed by Table 3.1-6 which shows the incremental net change in development between the No-Action and With-Action conditions.



Legend




-  Webster Avenue Rezoning Area
-  Projected Development Sites
-  Potential Development Sites

Figure 3.1-6: Projected and Potential Development Sites in the Future with the Proposed Action

Webster Avenue Rezoning

Source: NYC Department of City Planning MapPLUTO 2009; STV Incorporated

The following development is anticipated to occur in the future with the proposed action by 2020:

- Site 1: Under existing conditions, the site is a 25,066 sf commercial parking lot. Under No-Action conditions, Site 1 would have 16,711 sf of retail space and 33,421 sf of office space. Under With-Action conditions, it is expected that Site 1 would be developed with a nine-story commercial building consisting of 16,278 sf of retail space, 8,000 sf of restaurant space, and 80,993 sf of office space. This site would be within the proposed C4-5D zone with a maximum commercial FAR of 4.2.
- Site 2: Under existing conditions, the site consists of a 5,400 sf parking lot and a 22,530 sf commercial building occupied by 11,265 sf of warehouse space and 11,265 sf of office space. Under No-Action conditions, Site 2 would have 5,400 sf of retail space and 5,400 sf of office space on Lot 105; no change would occur to the current building on Lot 109. Under With-Action conditions, it is expected that Site 2 would be developed with a nine-story mixed-use building consisting of 66 DUs (including 13 affordable DUs), 18,040 sf of retail space, and 4,000 sf of restaurant space. This site would be within the proposed C4-5D zone with a maximum residential FAR of 5.6 and a maximum commercial FAR of 4.2.
- Site 3: Under existing conditions, the site consists of a 28,200 sf commercial parking garage. Under No-Action conditions, this site would remain unchanged. Under With-Action conditions, it is expected that Site 3 would be developed with a nine-story commercial building consisting of 12,122 sf of retail space and 41,427 sf of office space. This site would be within the proposed C4-5D zone with a maximum commercial FAR of 4.2.
- Site 4: Under existing conditions, the site consists of a 5,700 sf industrial building used for private storage. Under No-Action conditions, Site 4 would have 23 DUs and 3,596 sf of retail space. Under With-Action conditions, it is expected that Site 4 would be developed with a nine-story mixed-use building consisting of 34 DUs (including seven affordable DUs) and 3,913 sf of retail space. This site would be within the proposed R7D/C2-4 zone with a maximum residential FAR of 5.6 and a maximum commercial FAR of 2.0.
- Site 5: Under existing conditions, the site has 3,000 sf of community facility space, 5,000 sf of retail space, and 5,000 sf of storage space. Under No-Action conditions, Site 5 would have 32 DUs, 1,661 sf of retail space, and 3,448 sf of community facility space. Under With-Action conditions, it is expected that Site 5 would be developed with a nine-story mixed-use building consisting of 47 DUs (including nine affordable DUs) and 5,550 sf of community facility space. This site would be within the proposed R7D/C2-4 zone with a maximum residential FAR of 5.6 and a maximum community facility FAR of 4.2.

- Site 6: Under existing conditions, the site has two DUs, 9,285 sf of commercial space, and 4,990 sf of storage space. Under No-Action conditions, Site 6 would have 17 DUs, 1,598 sf of retail space, and 2,161 sf of restaurant space on Lots 81 and 83; no change would occur to the current buildings on Lots 80 and 82. Under With-Action conditions, it is expected that Site 6 would be developed with a nine-story mixed-use building consisting of 52 DUs (including 10 affordable DUs) and 6,160 sf of restaurant space. This site would be within the proposed R7D/C2-4 zone with a maximum residential FAR of 5.6 and a maximum commercial FAR of 2.0.
- Site 7: Under existing conditions, the site has 12,851 sf of retail space and 12,851 sf of storage space. Under No-Action conditions, Site 7 would have 45 DUs and 6,072 sf of retail space. Under With-Action conditions, it is expected that Site 7 would be developed with a nine-story mixed-use building consisting of 49 DUs (including 10 affordable DUs), 7,900 sf of retail space, and 15,800 sf of community facility space. This site would be within the proposed R7D/C2-4 zone with a maximum residential FAR of 5.6, maximum commercial FAR of 2.0, and a maximum community facility FAR of 4.2.
- Site 8: Under existing conditions, the site consists of 1,000 sf of office space, 5,000 sf of retail space, and a 6,038 sf parking lot. Under No-Action conditions, Site 8 would have 40 DUs and 6,606 sf of retail space. Under With-Action conditions, it is expected that Site 8 would be developed with a nine-story mixed-use building consisting of 60 DUs (including 12 affordable DUs) and 7,170 sf of retail space. This site would be within the proposed R7D/C2-4 zone with a maximum residential FAR of 5.6 and a maximum commercial FAR of 2.0.
- Site 9: Under existing conditions, the site consists of 5,734 sf of commercial space, a 3,000 sf storage shed/garage, and a 6,049 sf parking lot. Under No-Action conditions, Site 9 would have 47 DUs and 9,733 sf of retail space. Under With-Action conditions, it is expected that Site 9 would be developed with a nine-story mixed-use building consisting of 75 DUs (including 15 affordable DUs) and 8,969 sf of retail space. This site would be within the proposed R7D/C2-4 zone with a maximum residential FAR of 5.6 and a maximum commercial FAR of 2.0.
- Site 10: Under existing conditions, the site consists of four DUs, 2,800 sf of commercial space, and a 2,500 sf parking lot. Under No-Action conditions, Site 10 would have 5,000 sf storage space on Lot 42; no change would occur to the current buildings on Lots 40 and 43. Under With-Action conditions, it is expected that Site 10 would be developed with a nine-story residential building consisting of 43 DUs (including nine affordable DUs). This site would be within the proposed R7D zone with a maximum residential FAR of 5.6.

- Site 11: Under existing conditions, the site has 4,125 sf of commercial (automotive repair) space. Under No-Action conditions, Site 11 would have 7,333 sf of office space and 3,667 sf of automotive repair space. Under With-Action conditions, it is expected that Site 11 would be developed with an eight-story mixed-use building consisting of 26 DUs (including five affordable DUs) and 3,825 sf of retail space. This site would be within the proposed R7D/C2-4 zone with a maximum residential FAR of 5.6 and a maximum commercial FAR of 2.0.
- Site 12: Under existing conditions, the site is a 5,500 sf parking lot. Under No-Action conditions, Site 12 would have 5,280 sf of retail space and 21,120 sf of community facility space (health-care related). Under With-Action conditions, it is expected that Site 12 would be developed with a six-story mixed-use building consisting of 15 DUs (including three affordable DUs), 4,675 sf of retail space, and 11,000 sf of community facility space. This site would be within the proposed R7D/C2-4 zone with a maximum residential FAR of 5.6, a maximum commercial FAR of 2.0, and a maximum community facility FAR of 4.2.
- Site 13: Under existing conditions, the site consists of 2,500 sf of commercial (automotive repair) space and a surrounding parking lot. Under No-Action conditions, Site 13 would have 12,500 sf of retail space and 12,500 sf of office space. Under With-Action conditions, it is expected that Site 13 would be developed with a 10-story mixed-use building consisting of 69 DUs (including 14 affordable DUs) and 10,625 sf of FRESH supermarket space. This site would be within the proposed R7D/C2-4 zone with a maximum residential FAR of 5.6 and a maximum commercial FAR of 2.0.
- Site 14: Under existing conditions, the site has 6,376 sf of commercial retail space. Under No-Action conditions, Site 14 would have 6,377 sf of retail space and 6,377 sf of office space. Under With-Action conditions, it is expected that Site 14 would be developed with a six-story mixed-use building consisting of 30 DUs (including six affordable DUs) and 5,421 sf of retail space. This site would be within the proposed R7D/C2-4 zone with a maximum residential FAR of 5.6 and a maximum commercial FAR of 2.0.
- Site 15: Under existing conditions, the 6,000 sf site consists of an automotive storage lot and a 480 sf commercial building. Under No-Action conditions, Site 15 would have 4,000 sf of automotive repair space and an 8,000 sf parking garage. Under With-Action conditions, it is expected that Site 15 would be developed with an eight-story mixed-use building consisting of 29 DUs (including six affordable DUs) and 4,250 sf of retail space. This site would be within the proposed R7D/C2-4 zone with a maximum residential FAR of 5.6 and a maximum commercial FAR of 2.0.

- Site 16: Under existing conditions, the site is a 6,000 sf commercial parking lot. Under No-Action conditions, Site 16 would have 4,000 sf of restaurant space and 8,000 sf of office space. Under With-Action conditions, it is expected that Site 16 would be developed with an eight-story mixed-use building consisting of 29 DUs (including six affordable DUs) and 4,250 sf of restaurant space. This site would be within the proposed R7D/C2-4 zone with a maximum residential FAR of 5.6 and a maximum commercial FAR of 2.0.
- Site 17: Under existing conditions, the site consists of a mixed-use building with one DU and 880 sf of vacant commercial space, and a surrounding parking lot. Under No-Action conditions, Site 17 would have 27,612 sf of hotel space. Under With-Action conditions, it is expected that Site 17 would be developed with a nine-story mixed-use building consisting of 69 DUs (including 14 affordable DUs) and 7,700 sf of restaurant space. This site would be within the proposed R7D/C2-4 zone with a maximum residential FAR of 5.6 and a maximum commercial FAR of 2.0.
- Site 18: Under existing conditions, the site consists of two DUs and a 9,013 sf parking lot. Under No-Action conditions, Site 18 would have 6,009 sf of retail space and 12,017 sf of office space on Lot 12; no change would occur to the current building on Lot 15. Under With-Action conditions, it is expected that Site 18 would be developed with a nine-story mixed-use building consisting of 57 DUs (including 11 affordable DUs) and 6,579 sf of retail space. This site would be within the proposed R7D/C2-4 zone with a maximum residential FAR of 5.6 and a maximum commercial FAR of 2.0.
- Site 19: Under existing conditions, the site consists of one DU, 1,096 sf of storage space, and 1,600 sf of commercial space. Under No-Action conditions, Site 19 would have 2,722 sf of retail space, 5,444 sf of storage space, and a 16,334 sf commercial parking garage; no change would occur to the current building on Lot 16. Under With-Action conditions, it is expected that Site 19 would be developed with a nine-story mixed-use building consisting of 72 DUs (including 14 affordable DUs) and 8,356 sf of retail space. This site would be within the proposed R7D/C2-4 zone with a maximum residential FAR of 5.6 and a maximum commercial FAR of 2.0.
- Site 20: Under existing conditions, the site is a 18,638 sf vacant lot (a future development site currently up for sale). Under No-Action conditions, Site 20 would have a 37,276 sf self-storage facility. Under With-Action conditions, it is expected that Site 20 would be developed with a nine-story mixed-use building consisting of 92 DUs (including 18 affordable DUs), 7,723 sf of retail space, and 4,000 sf of restaurant space. This site would be within the proposed R7D/C2-4 zone with a maximum residential FAR of 5.6 and a maximum commercial FAR of 2.0.

- Site 21: Under existing conditions, the site consists of 1,456 sf of commercial (automotive repair) space and an automotive storage lot. Under No-Action conditions, Site 21 would have 11,611 sf of office space and 5,805 sf of commercial (automotive repair) space and parking. Under With-Action conditions, it is expected that Site 21 would be developed with a nine-story mixed-use building consisting of 43 DUs (including nine affordable DUs) and 5,524 sf of office space. This site would be within the proposed R7D/C2-4 zone with a maximum residential FAR of 5.6 and a maximum commercial FAR of 2.0.

- Site 22: Under existing conditions, the site consists of 1,975 sf of commercial (automotive repair) space and a vacant automotive sales lot. Under No-Action conditions, Site 22 would have 5,567 sf of retail space and 16,700 sf of office space. Under With-Action conditions, it is expected that Site 22 would be developed with a five-story commercial building consisting of 11,356 sf of retail space and 17,034 sf of office space. This site would be within the proposed C4-4 zone with a maximum commercial FAR of 3.4.

- Site 23: Under existing conditions, the site has 2,500 sf of commercial space. Under No-Action conditions, Site 23 would have 15,596 sf of retail space, 15,596 sf of community facility space, and a 24,642 sf parking garage. Under With-Action conditions, it is expected that Site 23 would be developed with a six-story mixed-use building consisting of 15,596 sf of retail space, 15,596 sf of community facility space (medical facility), and a 52,870 sf parking garage. This site would be within the proposed C4-4 zone with a maximum commercial FAR of 3.4 and a maximum community facility FAR of 6.5.

- Site 24: Under existing conditions, the site is a 14,525 sf vacant lot. Under No-Action conditions, Site 24 would have 9,683 sf of supermarket space and a 19,367 sf parking garage. Under With-Action conditions, it is expected that Site 24 would be developed with a five-story commercial building consisting of a 11,408 sf supermarket and a 37,977 sf parking garage. This site would be within the proposed C4-4 zone with a maximum commercial FAR of 3.4.

As shown in Table 3.1-6, the Webster Avenue rezoning area would experience a significant increase in residential development (including affordable units) as a result of the proposed action. As noted above, substantial new residential and commercial retail uses are projected to occur in the future with the proposed action, which illustrates how the proposed zoning would facilitate new mixed-use residential and commercial development. FRESH supermarket, restaurant, office and community facility uses would also increase as a result of the proposed action. Hotel, automotive-related, storage and other uses, and parking would decrease as a result of the proposed action in comparison to the No-Action condition.

**Table 3.1-6:
2020 Project Increment on Projected Development Sites**

	2020 No-Action	2020 With-Action	Increment
Residential Dwelling Units	219	957 (incl. 191 affordable units)	738 (incl. 191 affordable units)
Commercial Retail SF	116,737	153,581	36,844
FRESH Supermarket SF	0	10,625	10,625
Restaurant SF	9,941	34,110	24,169
Hotel SF	27,612	0	- 27,612
Office SF	128,405	144,978	16,573
Auto-Rel., Storage & Other SF	168,999	90,847	- 78,152
Community Facility SF	40,164	47,946	7,782
Parking Spaces	982	756	- 226

As discussed previously, the existing development character of the Webster Avenue corridor can be attributed to the C8 zoning that is mapped over much of the Webster Avenue corridor. Because of Webster Avenue’s existing zoning for heavy commercial uses, Webster Avenue lacks the development density of the adjoining neighborhoods and is lined with numerous underdeveloped lots and vacant properties. This trend is expected to continue in the future without the proposed action.

The proposed action would create opportunities for new mid-density residential development and larger scale ground floor commercial development along Webster Avenue. The proposed action includes zoning map amendments and a zoning text amendment affecting the Webster Avenue corridor (between East 213th and East 193rd Streets) that would change an existing commercial zoning designation to allow new higher-density mixed residential and commercial uses on Webster Avenue. It is also expected that the application of the Inclusionary Housing Program within the Webster Avenue rezoning area would facilitate the development of affordable housing.

The proposed rezoning and the expected changes in land use on Webster Avenue would be compatible with both the width of the Webster Avenue corridor and the development density of the adjoining neighborhoods of Bedford Park and Norwood. In the future with the proposed action, new higher density mixed-use residential and commercial uses would be developed instead of lower-density automotive-related facilities, storage, parking, office, and retail uses. The proposed action would create opportunities for new housing and commercial development on underdeveloped and vacant lots in the rezoning area. The proposed rezoning would also encourage the development of FRESH supermarkets and affordable housing. As the proposed rezoning action is expected to create opportunities for new mixed-use residential and commercial

development in the rezoning area, and maximize the development potential of this important corridor in the Bronx, no significant adverse land use impacts are anticipated in the rezoning area.

Primary Study Area

The proposed action is not anticipated to result in significant adverse impacts on land uses in the primary study area. Proposed contextual districts in Bedford Park and Norwood would ensure that future development better matches the existing character of these neighborhoods, which would be compatible with the predominantly residential uses found in most of the primary study area. In general, the proposed mid-density mixed-use residential and commercial uses along Webster Avenue expected as a result of the proposed action would be compatible with the predominantly residential uses found in most of the primary study area. To the north, south, and west of the proposed rezoning area, the new residential developments would also be compatible with the new housing development in the Webster Avenue rezoning area.

CONCLUSION

The proposed action would not result in significant adverse land use impacts in the rezoning or primary study areas. The proposed rezoning is expected to encourage mixed-use residential and commercial development along Webster Avenue in order to maximize the development potential of this important transportation corridor in the Bronx. The proposed rezoning would foster housing (including affordable housing) and commercial development at higher densities in an area with excellent connections to several important highways and New York City's mass transit system. The rezoning would also preserve low density development in the residential areas of Bedford Park and Norwood, and shift new development from the neighborhoods to Webster Avenue.

The proposed action would provide increased opportunities for new higher density residential and commercial development in an area where there is underdeveloped land and vacant lots with excellent transportation access. Given the proposed development's compatibility with residential development in the surrounding neighborhoods, the land uses generated by the proposed action would not be expected to result in significant adverse land use impacts.

ZONING

3.1.4 EXISTING CONDITIONS

The assessment of zoning uses the same study areas as used for land use, the rezoning area, and the primary study area. To the north, east and south, the primary study area extends to an approximately ¼-mile radius of the rezoning area in order to include major institutions and land uses in the study area; and to the west, the primary study area extends to major corridors of Grand Concourse and Jerome Avenue which define the neighborhood boundaries.

Rezoning Areas: Bedford Park/Norwood and Webster Avenue

Bedford Park and Norwood

Bedford Park and Norwood are currently zoned R7-1, a mid-density height-factor residential district, with R8, a high-density height-factor residential district, south of Mosholu Parkway; and C4-4, a mid-density commercial district, is mapped proximate to East Fordham Road. Commercial overlays are mapped along East 194th Street, East 198th Street, and the eastern portion of Mosholu Parkway, East 204th Street, and East Gun Hill Road.

The R7-1 district permits residential uses only, with a maximum residential FAR of 3.44 (4.0 on wide streets, 3.44 on narrow streets when Quality Housing rules are utilized), unless mapped with a commercial overlay. Building heights are determined by the sky exposure plane. Typical R7-1 buildings average five-to-six stories, although building heights can reach as high as 14 stories. Commercial facilities can be developed with a maximum FAR of 4.80. Buildings within R7-1 districts are required to provide parking for 60 percent of the dwelling units (50 percent when Quality Housing rules apply).

The R8 district covers only portions of three blocks in the rezoning area. Despite the higher density permitted under R8 zoning district, the areas within the rezoning which fall under this district, are primarily developed with detached and semi-detached row houses which front on narrow streets. The R8 districts permits residential use only with a maximum residential FAR of 6.02. Under height factor regulations the building must fit into the sky-exposure plane. Parking is required for 40% of the dwelling units. In R8 districts, building can range from mid-rise 8 - 10 story to much taller buildings which can be as high as 17 stories. Under the quality housing option the maximum FAR allowed in R8 district on a wide street is 7.2. The base height is required to be a minimum of 60' and a maximum of 80' before setback and the building height is capped at 105' on a narrow street and 120' on a wide street. Parking requirements are same as for height factor buildings.

C4-4 districts are major commercial centers located outside of the central business districts. C4-4 districts allow department stores, theaters, and other commercial uses that serve a larger area. The commercial FAR is 3.4. Residential FAR ranges from 0.87 to 3.4. The community facility FAR is 6.5 (equivalent to R7). This district covers only

portions of two blocks along E Fordham Rd in the rezoning area.

C1-3 commercial overlay districts allow for local retail development within a residential district at a maximum FAR of 2.0. C2-3 districts permit a slightly wider range of retail and services with a maximum FAR of 2.0. Commercial uses in overlay districts must always be located below residential uses, and are limited to the first two floors of a mixed-use building. Both C1-3 and C2-3 districts require one accessory parking space for every 400 sf of general retail or service uses.

Webster Avenue

Most of the Webster Avenue corridor within the rezoning area (the area directly affected by the proposed action) is currently zoned C8-2, a commercial zoning district which allows for automotive and other heavy commercial services, as shown on Figure 3.1-7, Existing Zoning. An R7-1 zoning district that allows for medium-density residential development is also included within the rezoning area on the western side of Webster Avenue (portions of the R7-1 zoning district are mapped with C1-3 and C2-3 commercial overlays). The rezoning area does not include Mosholu Parkway itself, which is zoned R6.

Most of the rezoning area lies within a C8-2 zoning district, which allows for automotive and other heavy commercial services that often require large amounts of land. Typical uses are automobile showrooms and repair shops, warehouses, gas stations, and car washes. C8 districts form a bridge between commercial and manufacturing uses. C8-2 zoning districts allow commercial development up to 2.0 FAR and community facility uses up to 4.8 FAR. Residential development is not allowed in C8-2 zoning districts. One off-street parking space per 400 feet of commercial floor area for most retail uses is generally required; however, lots utilized for automobile-related uses generally reserve more space for temporary automotive storage and repair work.

Portions of the rezoning area lie within a R7-1 zoning district that allows for a medium-density apartment house district found in much of the Bronx. R7-1 districts allow residential development up to 3.44 FAR; the higher FAR typically produces 14-story buildings with low lot coverage that are set back from the street. In R7-1 districts, parking is required for 60 percent of the dwelling units, and can be waived if five or fewer spaces are required. On wide streets outside the Manhattan Core, residential development that complies with the Quality Housing Program is allowed up to 4.0 FAR, and community facilities are permitted an FAR of 4.8. Under the Quality Housing Program, parking is required for 50 percent of the dwelling units, and waived if five or fewer parking spaces are required.

Local retail activity is facilitated by a C1-3 commercial overlay mapped over the R7-1 district at the northwestern and southwestern corners of East 204th Street and Webster Avenue, and a C1-3 commercial overlay mapped over the R7-1 district at the northwestern and southwestern corners of Bedford Park Boulevard and Webster Avenue. C2-3 commercial overlays are mapped over the R7-1 district along the west side of Webster Avenue in four sections: between East 205th Street and north of East 204th

Street, between East 201st Street and north of Bedford Park Boulevard, between south of Bedford Park Boulevard and East 197th Street, and between East 194th Street and south of East 193rd Street. C1-3 commercial overlay districts typically include retail uses such as grocery stores, restaurants and beauty parlors, catering to the immediate neighborhood. C2-3 commercial overlay districts permit a slightly wider range of uses—such as funeral homes and repair services—than C1-3 districts. As local service districts, the C1-3 and C2-3 commercial overlays allow commercial uses up to 2.0 FAR when mapped in an R7 district; however, in mixed-use buildings, commercial uses are limited to one or two floors and must always be located below the residential use. Both C1-3 and C2-3 districts require one parking space per 400 square feet of commercial use for general retail or service uses.

Table 3.1-7 provides a summary of zoning regulations for each of the existing zoning districts within the proposed rezoning area, including FAR, street wall height, and building height regulations.

**Table 3.1-7:
Summary of Existing Allowed Density and Building Form within the Rezoning Area**

EXISTING ZONING								
Allowed Density (FAR):						Building Form:		
Use	RESIDENTIAL Max. FAR			COMMERCIAL	COMM. FACILITY	QUALITY HOUSING OPTION		
Zoning District	Height factor	Quality Housing	Inclusionary Housing Bonus	Max. FAR	Max. FAR	Building base (street wall): min. max.		Building height: max.
R7-1	0.87-3.44	3.44* / 4.0**	-	-	4.8	40'	60' * / 65' **	75' * / 80' **
R8	0.94-6.02	6.02* / 7.2**	-	-	6.5	60'	80' * / 85' **	105' * / 120' **
C1-3 overlay	-	-	-	2.0	-	-	-	-
C2-3 overlay	-	-	-	2.0	-	-	-	-
C4-4	0.87-3.44	3.44* / 4.0**	-	3.4	6.5	40'	60' * / 65' **	75' * / 80' **
C8-2	-	-	-	2.0	4.8	-	-	-
* narrow street ** wide street				* narrow street ** wide street				

Source: DCP, STV Incorporated

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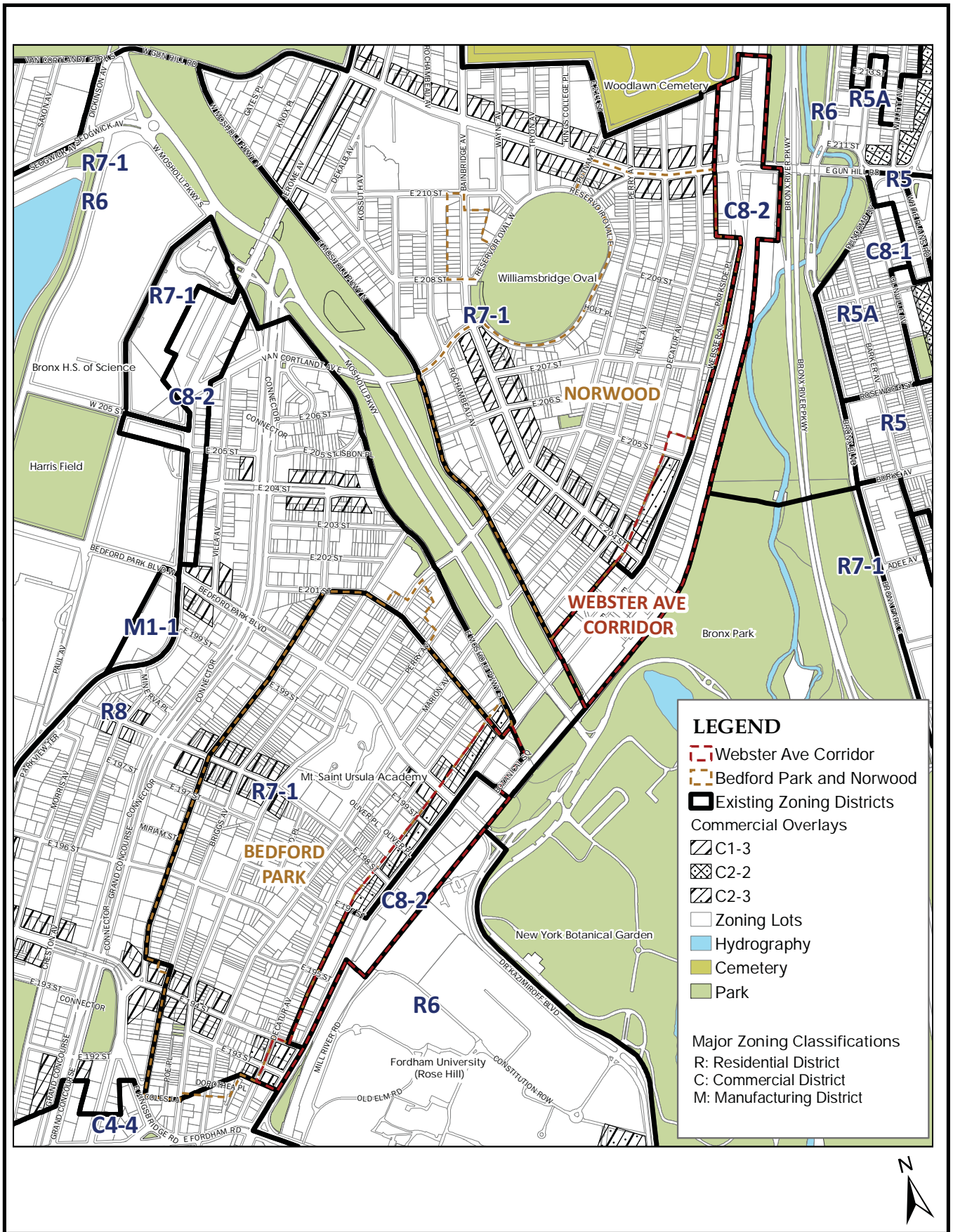


Figure 3.1-7: Existing Zoning

Webster Avenue Rezoning

Primary Study Area

The primary study area consists of a variety of zoning districts. Residential zoning districts comprise the majority of the primary study area, and small commercial zones are located to the northeast and south of the rezoning area. Zoning classifications within the primary study area include R5, R5A, R6, R7-1, R7X, R8, C4-4, C8-1, and C8-3. The R7-1 zone covers most of the area directly west of the rezoning area, as well as areas to the south and east of the rezoning area. The R6 zone covers most of the area north and east of the rezoning area (including Woodlawn Cemetery, Bronx Park, and the Fordham University Rose Hill Campus), as well as an area to the west of the rezoning area (Mosholu Parkway). R5, R5A, R6, R7X, and C8-1 zones are located to the north and northeast of the rezoning area. C4-4 and C8-3 zones are located to the south and southwest of the rezoning area. An R8 zone lies adjacent to and west of the rezoning area, located just south of Mosholu Parkway. A portion of the Special Grand Concourse District lies just within the western boundary of the primary study area (near Poe Park). Below is a description of the existing zoning districts in the primary study area:

- **R5** is a low density residential district with typical development producing three-story rowhouses and small apartment buildings. The FAR for residences in R5 districts is 1.25.
- **R5A** is a medium density residential district mapped in the north Bronx neighborhood of Olinville, permitting only one- and two-family detached residences. The FAR for residences in R5A districts is 1.1.
- **R6** is a medium density residential district with typical development ranging between three and twelve stories. The FAR for residences in R6 districts is 0.78 to 2.43 (3.0 if optional Quality Housing provisions are used). The community facility FAR is 4.8.
- **R7-1** is a medium density apartment house district which is widely mapped in the Bronx. The FAR for residences in R7-1 districts is 0.87 to 3.44 (4.0 on wide streets and 3.44 on narrow streets if optional Quality Housing provisions are used). This height factor district can produce taller buildings with low lot coverage that are set back from the street. It produces a density of 208 to 226 dwelling units per acre. For community facilities, an FAR of 4.8 is permitted.
- **R7X** is a medium density apartment house district which produces ten-, 12- or 14-story apartment buildings. The FAR for residences in R7X districts is 5.0. Above a base height of 60 to 85 feet, the building must set back to a depth of ten feet on a wide street and 15 feet on a narrow street before rising to its maximum height of 125 feet.
- **R8** is the highest density district in the Bronx. The FAR for residences in R8 districts is 0.94 to 6.02 – approximately two-thirds greater than that allowed in R7 (7.2 if

optional Quality Housing provisions are used). The higher FAR produces taller buildings with low lot coverage that are set back from the street. It produces a density of 295 to 387 dwelling units per acre. For community facilities, an FAR of 6.5 is permitted.

- **C4-4** districts are major commercial centers located outside of the central business districts. C4-4 districts allow department stores, theaters, and other commercial uses that serve a larger area. The commercial FAR is 3.4. Residential FAR ranges from 0.87 to 3.4. The community facility FAR is 6.5 (equivalent to R7).
- **C8-1** districts provide for automotive and other heavy commercial uses, and are mapped mainly along major traffic arteries where concentrations of automotive uses have developed. C8-1 districts have a commercial FAR of 1.0 and a community facility FAR of 2.4. Housing is not permitted.
- **C8-2** district allows for automotive and other heavy commercial services. Typical uses are automobile showrooms and repair shops, warehouses, gas stations, and car washes. C8 districts form a bridge between commercial and manufacturing uses. C8-2 zoning districts allow commercial development up to 2.0 FAR and community facility uses up to 4.8 FAR. Residential development is not allowed in C8-2 zoning districts.
- **C8-3** districts provide for automotive and other heavy commercial uses, and are mapped mainly along major traffic arteries where concentrations of automotive uses have developed. C8-3 districts have a commercial FAR of 2.0 and a community facility FAR of 6.5. Housing is not permitted.
- **Special Grand Concourse District (C)** is a special purpose district established to protect the distinctive art deco composition and scale of the area extending almost the entire length of Grand Concourse Boulevard, from East 151st Street to Mosholu Parkway. It does so by establishing bulk and design regulations and limiting commercial uses to designated locations. The district consists of a Residential Preservation Area and three commercial subareas; however, commercial uses are limited to designated locations to preserve the boulevard's traditional residential character.

Parking requirements vary throughout the various zoning districts in the primary study area. Accessory parking for residential developments in the area is not to exceed 200 spaces (ZR-25-12). Accessory parking for permitted community facilities or commercial uses in residential districts is not to exceed 150 spaces (ZR-25-12). Accessory commercial parking for commercial uses is not to exceed 150 spaces (ZR-36-12). Additionally, large publicly-assisted housing developments require a minimum of one parking space for 30 percent of the total number of dwelling units, except for housing developments in R6 districts which require a minimum of one space for 55 percent of the total number of dwelling units (39 percent if Quality Housing provisions are used), housing developments in R7-1 districts which require a minimum of one parking space for 45

percent of the total number of dwelling units (30 percent if Quality Housing provisions are used), and housing developments in R8 districts which require a minimum of one parking space for 30 percent of the total number of dwelling units (ZR-25-25).

3.1.5 FUTURE WITHOUT THE PROPOSED ACTION

Rezoning Areas: Bedford Park/Norwood and Webster Avenue

In the future without the proposed action, the rezoning area will maintain its existing zoning regulations. Existing trends in land use are expected to continue within the framework of the current zoning, with continued as-of-right development of low- to medium density commercial uses in the future without the proposed action.

The current zoning regulations will continue to be in effect in the future without the proposed action. The current zoning regulations encourage uses and densities incompatible with the surrounding area and neighborhoods, and limit opportunities for new investment in the rezoning area. In the future without the proposed action, the current zoning regulations along Webster Avenue will continue to allow low density commercial uses and will not address the underutilization of existing properties, vacant commercial properties, and vacant lots. In the future without the proposed action, the current zoning regulations in Bedford Park and Norwood will continue to allow residential development without a height limit and will not preserve the existing low-scale neighborhood character.

Primary Study Area

In the future without the proposed action, the primary study area will maintain its existing zoning regulations. The current zoning regulations will continue to allow medium and high density residential development.

3.1.6 FUTURE WITH THE PROPOSED ACTION

The proposed action would include zoning map and zoning text amendments affecting a segment of the Webster Avenue corridor (between East 213th and East 193rd Streets) and the Bedford Park and Norwood neighborhoods, including all or portions of 80 blocks generally bounded by East Gun Hill Road to the north, East Fordham Road to the south, the Metro-North Railroad Harlem Line to the east, and Valentine and Rochambeau Avenues to the west (see Appendix A, “Proposed Zoning Text Amendments”). The proposed action would provide opportunities for more residential development along Webster Avenue at a greater density, require ground floor commercial development in most new residential buildings along Webster Avenue, and preserve the low density development adjacent to Webster Avenue in the neighborhoods of Bedford Park and Norwood.

The proposed Webster Avenue rezoning area generally includes an approximately 1.75 mile stretch of the Webster Avenue corridor, from an area 800 feet north of East Gun Hill Road to the intersection of East 193rd Street, as shown on Figure 3.1-8, Proposed Zoning.

The Webster Avenue rezoning area currently includes R7-1 and C8-2 zoning districts. The proposed action would include zoning map and text amendments to change portions of approximately 18 blocks within the rezoning area to R7A, R7D, C4-4, C4-5D, and C8-2 zoning districts. A new C2-4 commercial overlay would be mapped within the R7D district. The zoning of the lots located on the east side of Webster Avenue, located approximately south of East Gun Hill Road to north of East 205th Street, would remain as C8-2. The proposed zoning changes are part of a City initiative to transform the Webster Avenue corridor from a low-density commercial district to a higher-density mixed residential and commercial district, featuring housing that serves a mix of household incomes.

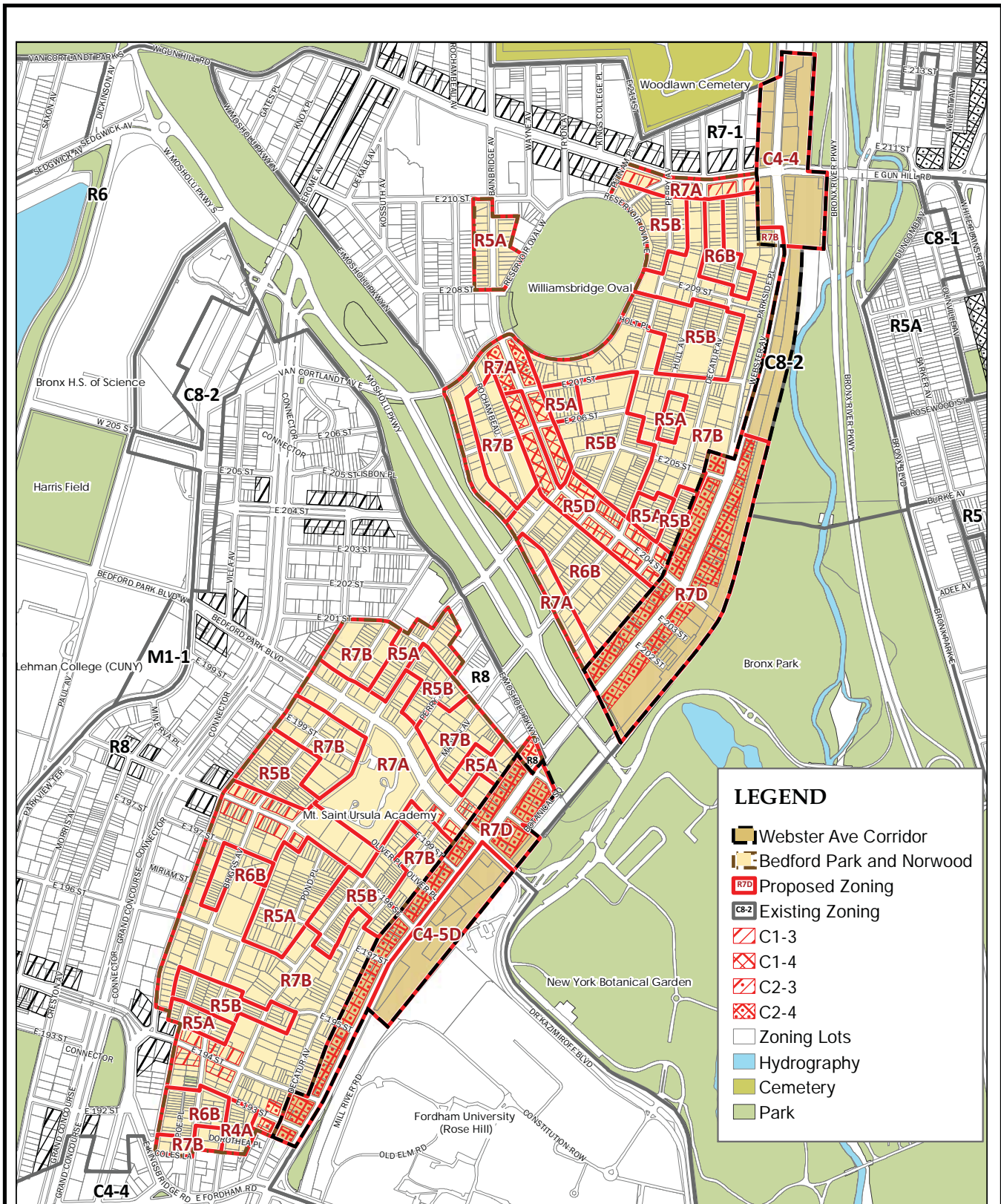
The proposed rezoning would also include a zoning text amendment to establish the Inclusionary Housing Program in the proposed R7D and C4-5D districts within the rezoning area.

Table 3.1-8 presents a summary of the proposed zoning changes within the rezoning area.

**Table 3.1-8:
Summary of the Proposed Zoning Changes in the Webster Avenue Rezoning Area**

Existing Zoning District	Proposed Underlying Zoning District
R7-1 (C1-3 and C2-3 overlays)	R7D (C2-4 overlay)
C8-2	R7B, R7D (C2-4 overlay), C4-4, C4-5D

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LEGEND

- Webster Ave Corridor
- Bedford Park and Norwood
- R7D Proposed Zoning
- C8-2 Existing Zoning
- C1-3
- C1-4
- C2-3
- C2-4
- Zoning Lots
- Hydrography
- Cemetery
- Park



Major Zoning Classifications

- R - Residential District
- C - Commercial District
- M - Manufacturing District

Figure 3.1-8: Proposed Zoning

Webster Avenue Rezoning

Table 3.1-9 summarizes the zoning regulations for each of the proposed zoning districts within the Webster Avenue rezoning area, including FAR, street wall height, and building height regulations.

**Table 3.1-9:
Summary of Proposed Allowed Density and Building Form within the
Webster Avenue Rezoning Area**

PROPOSED ZONING									
Allowed Density (FAR):							Building Form:		
Use	RESIDENTIAL			COMMERCIAL	COMM. FACILITY	MANU.	Bulk Controls		
Underlying Zoning District	Base FAR	Inclusionary Housing Bonus	Max. FAR	Max. FAR	Max. FAR	Max. FAR	Building base (street wall): min. max.		Building height: max.
R7B	-	-	3.0	-	3.0	-	40'	60'	75'
R7D	4.2	1.4	5.6	-	4.2	-	60'	85'	100'
C2-4 overlay *	-	-	-	2.0	-	-	-		-
C4-4	0.87	-	3.44/4.0 *	3.4	6.5	-	-	-	-
C4-5D *	4.2	1.4	5.6	4.2	4.2	-	60'	85'	100'
* would require that all ground-floor uses be non-residential	* with Quality Housing Program								

Source: DCP, STV Incorporated

The proposed action would include a zoning map amendment changing all or portions of approximately 69 blocks within the Bedford Park and Norwood neighborhoods (neighborhood study area), located within an approximate 1/4-mile west of Webster Avenue. The proposed zoning change would result in a change from **R7-1, R8, and C4-4** zoning districts to contextual districts **R4A, R5A, R5B, R5D, R6B, R7A and R7B** as shown on Figure 3.1-8, Proposed Zoning. The proposed zoning changes are part of a City initiative to preserve pockets of lower density residential development within these neighborhoods, thereby reducing the incentive to replace such housing with larger-scale, higher-density development.

A change is proposed from **R7-1/C1-3** to **R7A/C1-4** zoning for portions of three blocks, generally located at the intersection of Bedford Park Boulevard and Decatur Avenue, and portions of two blocks generally located on the east side of Bainbridge Avenue, north of East 204th Street and south of East 207th Street, which would reduce the commercial parking requirement. In addition, a change is proposed from **R7-1/C2-3** to **R7A/C2-4** zoning for portions of two blocks, generally located along Bainbridge Avenue, north of East 207th Street and south of Van Cortlandt Avenue East, which would reduce the commercial parking requirement. A rezoning from **R7-1/C1-3** to **R7A/C1-3** is proposed on portions of four blocks located generally on the south side of East Gun Hill Road, east of Putnam Place and west of Webster Avenue.

A zoning change is proposed from **R7-1/C1-3** to **R7B/C1-3** for portions of four blocks generally located at the intersection of Briggs Avenue and East 198th Street and portions of four blocks located at the intersection of Bainbridge Avenue and East 194th Street. Additionally a zoning change is proposed from **R7-1/C2-3** to **R7B/C2-4** for portions of two blocks, generally located on East 193rd Street, west of Decatur Avenue and east of Marion Avenue, which would reduce the commercial parking requirement.

In addition, a zoning change from **R7-1/C1-3** to **R5D/C1-4** is proposed for portions of eight blocks generally located along East 204th Street, west of Webster Avenue and east of Bainbridge Avenue, and portions of two blocks generally located along the west side of Bainbridge Avenue, north of East 204th Street and south of East 207th Street. This zoning change would result in a reduction in permissible bulk and scale of development and a change in commercial parking requirements. No changes to permitted uses would take effect.

A change in the commercial overlay from **C2-3** to **C2-4** is proposed for a portion of a block generally located along Webster Avenue, north of East 201st Street, south of Mosholu Parkway and east of Decatur Avenue. The underlying R8 will remain on the block. The change in the commercial overlay would ensure consistency in the commercial uses and the associated parking requirements along Webster Avenue.

A change from **C4-4** to **R4A** is proposed for portion of one block on the east side of Marion Avenue south of East 193rd Street. A change from **C4-4** to **R7B** is proposed for portion of one block on the west side of Marion Avenue south of East 193rd Street.

Table 3.1-10 presents a summary of the proposed zoning changes within the neighborhood study area.

**Table 3.1-10:
Summary of the Proposed Zoning Changes in the Bedford Park/Norwood Area**

Existing Zoning District	Proposed Underlying Zoning District
R7-1 (C1-3 and C2-3 overlays)	R4A, R5A, R5B, R6B, R7A, R7A/C1-3, R7A/C1-4, R7A/C2-4, R7B, R7B/C1-3, R7B/C2-4, R5D/C1-4,
R8/C2-3	R8/C2-4
R8	R5A
C4-4	R4A, R7B

Table 3.1-11 summarizes the zoning regulations for each of the proposed zoning districts within the Bedford Park and Norwood neighborhoods, including FAR, street wall height, and building height regulations.

**Table 3.1-11:
Summary of Proposed Allowed Density and Building Form within the
Bedford Park and Norwood Neighborhoods**

PROPOSED ZONING									
Allowed Density (FAR):							Building Form:		
Use	RESIDENTIAL			COMMERCIAL	COMM. FACILITY	MANU.	Bulk Controls		
Underlying Zoning District	Base FAR	Inclusionary Housing Bonus	Max. FAR	Max. FAR	Max. FAR	Max. FAR	Building base (street wall): min. max.		Building height: max.
R4A	-	-	0.75	-	2.0	-	-	21'	35'
R5A	-	-	1.1	-	2.0	-		25'	35'
R5B		-	1.35	-	2.0	-		30'	33'
R5D		-	2.0	-	2.0	-	not required		40'
R6B		-	2.0	-	2.0	-	30'	40'	50'
R7A	-	-	4.0	-	4.0	-	40'	65'	80'
R7B	-	-	3.0	-	3.0	-	40'	60'	75'
R8	0.94-6.02	-	6.02*/7.2**	-	6.5	-	60'	80'*/85'**	105'*/120'**
C1-3, C1-4, and C2-4 overlays	-	-	-	2.0	-	-	-	-	-
	Under Quality Housing Option on * narrow street ** wide street						Under Quality Housing Option on * narrow street ** wide street		

Source: DCP, STV Incorporated

Zoning Map Changes

The following provides a summary of the proposed changes to existing zoning designations (also refer to Table 3.1-7). For specific changes with regard to FAR, street wall height, and building height, please refer to Table 3.1-7 (for existing districts) and Tables 3.1-9 and 3.1-11 (for proposed districts).

The rezoning proposal includes the following changes in the zoning districts, as modified by the proposed rezoning along the Webster Avenue corridor (rezoning area), and within the neighborhoods of Bedford Park and Norwood (neighborhood study area).

Webster Avenue Rezoning Area

R7B

R7B would be mapped on a portion of one block generally located along the west side of Webster Avenue, south of East Gun Hill Road. The existing zoning within this area is C8-2. The proposed R7B district would allow new residential development along the corridor. The R7A district would allow new residential development with a maximum FAR of 3.0 and community facility development with a maximum FAR of 3.0. New development must be built within a contextual envelope, requiring a 40 to 60 foot street wall before an allowable setback and having a maximum building height of 75 feet.

R7D

R7D would be mapped on all or portions of 18 blocks generally located along the west side of Webster Avenue, from north of East 205th Street to south of East 193rd Street, and portions of five blocks generally located along the east side of Webster Avenue, from north of East 205th Street to Bedford Park Boulevard. The existing zoning within this area is R7-1 and C8-2. The proposed R7D district would allow new medium-density residential buildings with ground floor non-residential uses mandatory in all new development. The proposed R7D district would allow new residential development with a maximum FAR of 4.2 and community facility development with a maximum FAR of 4.2. With the inclusionary housing bonus, the maximum residential FAR in the R7D district can be increased to a maximum of 5.6 provided that the affordable housing requirements are met. New development must be built within a contextual envelope, requiring a 60 to 85 foot street wall before an allowable setback and having a maximum building height of 100 feet.

C2-4

C2-4, a commercial overlay mapped over the R7D district described above, would completely include Webster Avenue between north of East 205th Street to south of East 193rd Street. The overlay would also include the block immediately south of Mosholu Parkway which is zoned R8. The C2-4 overlay allows commercial development with a maximum FAR of 2.0.

C4-4

C4-4 would be mapped on portions of four blocks generally located along Webster Avenue, from East 213th Street to south of East Gun Hill Road. The existing zoning within this area is C8-2. The proposed C4-4 district would allow commercial and residential development, but will limit the commercial use types, precluding the semi-industrial uses that commonly exist along the corridor. The proposed C4-4 district would allow new residential development with a maximum FAR of 4.0 (under the Quality Housing Program), commercial development with a maximum FAR of 3.4, and community facility development with a maximum FAR of 6.5.

C4-5D

C4-5D would be mapped on a portion of one block generally located along the east side of Webster Avenue, from Bedford Park Boulevard to north of East 195th Street. The existing zoning within this area is C8-2. The proposed C4-5D district would allow commercial and residential development, but will limit the commercial use types, precluding the semi-industrial uses that commonly exist along the corridor. The proposed C4-5D district would allow new residential development with a maximum FAR of 4.2, commercial development with a maximum FAR of 4.2, and community facility development with a maximum FAR of 4.2. With the inclusionary housing bonus, the maximum residential FAR in the C4-5D district can be increased to a maximum of 5.6 provided that the affordable housing requirements are met. New development must be built within a contextual envelope, requiring a 60 to 85 foot street wall before an allowable setback and having a maximum building height of 100 feet. The development context would match that of the adjacent R7D district.

Bedford Park and Norwood Rezoning Area

R4A is proposed for parts of two blocks. The proposed R4A district only permits detached single- and two-family residences. The maximum permitted residential FAR is 0.75 (0.9 with the attic allowance). The maximum community facility FAR is 2.0. The minimum lot size would be 2,850 square feet, minimum lot width would be 30 feet and the front yard requirement would be 10 feet, but must be as deep as an adjacent yard. Two side yards totaling 10 feet would be required. The maximum building height would be 35 feet with a maximum 21 foot perimeter wall. One off-street parking space is required for each dwelling unit.

R5A is proposed for parts of 15 blocks. The proposed R5A district permits detached single- and two-family residences only. The maximum residential FAR would be 1.10 with a 300 square-foot floor area bonus for a detached garage. The maximum community facility FAR is 2.0. The minimum lot size would be 2,850 square feet. The minimum lot width would be 25 feet for a one-family and 30 feet for a two-family home. Front yards must be at least 10 feet deep and be as deep as an adjacent front yard. Two side yards with a total of 10 feet would be required. Maximum building height would be 35 feet with a 25 foot maximum perimeter wall. One off-street parking space is required for each dwelling unit.

R5B is proposed for parts of 24 blocks. R5B allows all housing types. The maximum residential FAR is 1.35, and buildings are limited to 33 feet in height, with a 30 foot maximum perimeter wall. Front wall lineup is required. Parking must be provided for 66% of dwelling units. Front yard parking is prohibited, thereby protecting the planted front yards that are typical in the proposed R5B districts.

R6B is proposed for parts of 11 blocks. R6B is a typical row house district that includes height limits and street wall lineup provisions to ensure that new buildings are consistent with the scale of the existing built context. R6B permits residential and community facility uses to a maximum FAR of 2.0. Building base heights must be between 30 and 40 feet, with a 50 foot maximum building height after a setback (10 feet on a wide street, 15 feet on a narrow street). New development in the proposed R6B district would be required to line up with adjacent structures to maintain the continuous street wall character. New multifamily residences must provide one off-street parking space for 50% of dwelling units, which may be waived if 5 or fewer spaces would be required.

R7B is proposed for parts of 41 blocks throughout Bedford Park and Norwood. R7B permits residential and community facility uses with a maximum FAR of 3.0. Base heights are required to be between 40 and 60 feet, and the maximum building height is 75 feet after a setback from the street. This typically produces six- to seven-story buildings. One parking space is required for 50% of residential units.

R7A is proposed for parts of 26 blocks throughout Bedford Park and Norwood. R7A permits residential and community facility uses with a maximum FAR of 4.0. Base heights are required to be between 40 and 65 feet, and the maximum building height is 80 feet after a setback from the street. This typically produces six- to eight-story buildings. New buildings in R7A districts must be located no closer to the street than a neighboring building. One parking space is required for 50% of residential units.

C1-3 overlay mapped over R7A is proposed on portions of four blocks along East Gun Hill Road between Putnam Place and Parkside Place. C1-3 overlay mapped over R7B district is proposed on parts of four blocks along East 198th Street and parts of four blocks along East 194th Street. In these instances, the existing C1-3 overlay has been reduced in depth to match the existing depth of commercial use and to preserve the residential character of the neighborhood. When mapped within an R7B or R7A, the C1-3 commercial overlay allows commercial retail and office development with a maximum FAR of 2.0.

C1-4, a commercial overlay mapped over the R5D and R7A districts described above, would allow commercial development with a maximum FAR of 1.0 in R5D and 2.0 in R7A districts.

The change from C1-3 to C1-4 would modify parking requirements. For instance, development of uses in parking requirement category A for Use Group 6 uses would be required to provide 1 space per 1,000 sq. ft. of floor area, whereas the existing C1-3 overlay would require 1 space per 300 sq. ft. of floor area. For low traffic generating

uses in parking requirement Category C in Use Groups 6, 7, 9, 12, 13, 14 or 16, or when permitted by special permit, commercial developments would be required to provide parking at a rate of 1 space per 1000 sq. ft. of floor area, whereas existing C1-3 commercial overlay regulations would require 1 space per 800 sq. ft. of floor area.

C2-4, a commercial overlay mapped over the R7A district described above and one block of an existing R8 district (located outside of the neighborhood study area), would allow commercial development with a maximum FAR of 2.0.

The change from C2-3 to C2-4 would also modify parking requirements. For instance, development of uses in parking requirement category A for Use Group 6 uses would be required to provide 1 space per 1,000 sq. ft. of floor area, whereas the existing C2-3 overlay would require 1 space per 300 sq. ft. of floor area. For low traffic generating uses in parking requirement Category C in Use Groups 6, 7, 9, 12, 13, 14 or 16, or when permitted by special permit, commercial developments would be required to provide parking at a rate of 1 space per 1,000 sq. ft. of floor area, whereas existing C1-3 commercial overlay regulations would require 1 space per 800 sq. ft. of floor area.

Establish Inclusionary Housing within the Webster Avenue Rezoning Area

As part of the City's ongoing effort to broaden and provide new housing opportunities in the Bronx, the proposed rezoning includes an inclusionary housing bonus. The inclusionary housing bonus, which can be applied in areas being rezoned to allow medium- and high-density residential development, combines a zoning floor area bonus with a variety of housing subsidy programs to create powerful incentives for the development and preservation of affordable housing. Developments taking advantage of the full bonus must devote at least 20 percent of their total floor area (excluding ground floor non-residential floor area) to housing that will be affordable to lower-income households.

Within the rezoning area, the inclusionary housing bonus would be available in the proposed R7D and C4-5D districts. The bonus would allow an increase in floor area (up to 33 percent above the base residential FAR) in exchange for the provision of permanently affordable housing. The additional floor area must be accommodated within the applicable height and setback provisions of the proposed R7D and C4-5D districts.

The amount of bonus floor area allowed is determined by the amount of lower income housing provided. For each square foot of lower income housing provided, a development is eligible for 1.25 square feet of bonus floor area, up to the maximum floor area ratio (FAR) permitted with the bonus. However, the amount of lower income housing required to receive such bonus need not exceed 20 percent of the total floor area in the building (excluding ground floor non-residential floor area).

In order to be eligible for the bonus, lower-income units must be affordable to households at or below 80 percent of Area Median Income (AMI), and must remain affordable for the life of the development receiving the bonus. Lower-income housing

units used to earn the Inclusionary Housing bonus may be new units on the same site as the development receiving the bonus, or new or preserved units in a separate building off-site. Off-site affordable units must be located within the same community district, or in an adjacent community district on a site within a half-mile of the site receiving the bonus.

Developments using the floor area bonus in the new program may also use various city, state and federal housing subsidy programs and tax incentives to finance affordable units. The Department of Housing Preservation and Development must approve a Lower Income Housing Plan for all developments in the Inclusionary Housing Program.

CONCLUSION

Rezoning Areas: Bedford Park/Norwood and Webster Avenue

The proposed action would change zoning designations within the proposed rezoning area in a manner that would encourage new higher density mixed-use residential and commercial districts. The proposed zoning districts would increase new residential development along Webster Avenue at a height and density that would not overburden the existing community infrastructure; increase the number of quality commercial uses that serve both the community and visitors to the area; and facilitate the development of more affordable housing with the application of the Inclusionary Housing Program. The proposed rezoning would also require ground floor non-residential development in most new residential buildings. The proposed rezoning would also create two new commercial districts which will permit larger scale commercial development to attract jobs and retail uses but will match the development context of new residential buildings. The new zoning districts include maximum street wall and height limits for all of the proposed new mapped districts ensuring that the scale of the new development would respond to the particular characteristics of the individual areas within the rezoning area.

Primary Study Area

The proposed action creates zoning that is compatible with those districts that surround the rezoning area. Those portions of the surrounding Olinville neighborhood, Woodlawn Cemetery, New York Botanical Garden, and the Fordham University Rose Hill Campus, located adjacent to the rezoning area, would continue with their existing zoning designations. The proposed action would complement existing residential and commercial land use trends in the primary study area. As such, the proposed action would have no significant adverse impact upon zoning in the primary study area.

PUBLIC POLICY

3.1.7 EXISTING CONDITIONS

Besides zoning, many other public policies can affect the permitted land uses within the proposed rezoning area.

The public policies applicable to the proposed rezoning area are the Waterfront Revitalization Program (WRP) and the Jerome-Gun Hill Business Improvement District (BID). Public policies affecting land use in the primary study area are the Special Grand Concourse District and the Fordham Road BID.

Waterfront Revitalization Program (WRP)/Coastal Zone Management

The federal Coastal Zone Management Act of 1972, established to support and protect the nation's coastal areas, set forth standard policies for the review of proposed projects along the coastlines. As part of the Federal Coastline Management Program, New York State has adopted a state Coastal Management Program, designed to achieve a balance between economic development and preservation that will promote waterfront revitalization and waterfront dependent uses; protect fish, wildlife, open space, scenic areas, public access to the shoreline, and farmland. The program is also designed to minimize adverse changes to the ecological systems, erosion, and flood hazards.

The state program contains provisions for local governments to develop their own local waterfront revitalization programs. New York City has adopted such a program (*New York City Waterfront Revitalization Program*, New York City Department of City Planning, revised 1999). The Local WRP establishes the City's Coastal Zone (CZ), and includes policies that address the waterfront's economic development, environmental preservation, and public use of the waterfront, while minimizing the conflicts among those objectives.

As a major portion of Webster Avenue (north of and including Mosholu Parkway) affected by the proposed action falls within the City's designated coastal zone, the proposed action must be assessed for its consistency with the policies of the City's Local Waterfront Revitalization Program (LWRP). A detailed assessment of the LWRP is provided in Chapter 3.11, "Waterfront Revitalization."

Jerome-Gun Hill Business Improvement District

The Jerome-Gun Hill BID, a not-for-profit corporation, is an organization managed by the Mosholu Preservation Corporation which gives support to over 200 businesses within its catchment area. The catchment area of the Jerome-Gun Hill BID includes Jerome Avenue, between East Gun Hill Road and Mosholu Parkway, and East Gun Hill Road, between Webster and Jerome Avenues. BIDs typically deliver supplemental services such as sanitation and maintenance, public safety and visitor services, marketing and promotional programs, capital improvements, and beautification for the area, which are all funded by a special assessment paid by property owners within the

district. The Jerome-Gun Hill BID also collaborates with owners of vacant property, suggesting new businesses that would offer a needed service or product currently absent from the neighborhood, thus enriching the area's retail mix. With these and many more programs, the Jerome-Gun Hill BID looks to attract Bedford Park and Norwood residents to shop within the neighborhood and keep local merchants in operation.

Special Grand Concourse District

The Special Grand Concourse District is a special purpose district established to protect the distinctive art deco composition and scale of the area extending almost the entire length of Grand Concourse Boulevard, from East 151st Street to Mosholu Parkway. The Special Grand Concourse District is located west of the rezoning area; a small portion of the Special District lies just within the western boundary of the primary study area (near Poe Park). The district consists of a Residential Preservation Area and three commercial subareas; however, commercial uses are limited to designated locations to preserve the boulevard's traditional residential character.

Fordham Road Business Improvement District

The Fordham Road BID, a not-for-profit corporation, is an organization managed by the Fordham Road District Management Association Inc. which provides supplementary service to the community. The Fordham Road BID extends from Third Avenue to Jerome Avenue along Fordham Road and also includes the commercial areas on select side streets. The district is comprised of approximately 80 buildings and almost 300 businesses ranging from nationwide chains to locally-owned independent shops. BIDs typically deliver supplemental services such as sanitation and maintenance, public safety and visitor services, marketing and promotional programs, capital improvements, and beautification for the area, which are all funded by a special assessment paid by property owners within the district. The Fordham Road BID focuses on sanitation, business marketing and promotions, and capital improvement projects for the Fordham Road area.

3.1.8 FUTURE WITHOUT THE PROPOSED ACTION

There are no anticipated public policy actions which will have a significant effect on conditions in the rezoning or primary study areas in the future without the proposed action. All City public policies, as described above in "Existing Conditions," are expected to remain unchanged in the future without the proposed action.

3.1.9 FUTURE WITH THE PROPOSED ACTION

All or portions of four blocks within the Webster Avenue rezoning area (Blocks 3325, 3330, 3357, and 3360) are located within the LWRP designated area. This area, including Webster Avenue and the area east within the rezoning area, contains eleven projected development sites along with six potential development sites. As these four blocks are in the City's designated coastal zone, the proposed action must be assessed for its

consistency with the policies of the City's WRP. This assessment is provided in Chapter 3.11, "Waterfront Revitalization," which includes the WRP Consistency Assessment Form.

The changes resulting in the future with the proposed action are not anticipated to create significant adverse impacts to public policy. The proposed action would be consistent with the public policy set forth to guide the development of the rezoning and primary study areas.

Waterfront Revitalization Program (WRP)

Consistent with the aims of the City's LWRP, the proposed action would encourage the development of residential and commercial uses. The new higher density residential and commercial development that would replace the existing lower density commercial uses would be developed in an area well suited to such development with existing adequate infrastructure and excellent proximity and access to existing mass transit and roadways. The consistency of the proposed action with the WRP is discussed in greater detail in Chapter 3.11.

Jerome-Gun Hill Business Improvement District

The Jerome-Gun Hill BID, a not-for-profit corporation, is an organization managed by the Mosholu Preservation Corporation which gives support to over 200 businesses within its catchment area. The BID works constantly to keep the area inviting to shoppers through rigorous sanitation, aesthetic improvements, and security services. With these and many more programs, the Jerome-Gun Hill BID looks to attract Bedford Park and Norwood residents to shop within the neighborhood and keep local merchants in operation. The proposed rezoning would support the development and growth of the retail district along Jerome Avenue and East Gun Hill Road through increases in density for commercial and residential development along Webster Avenue, and the requirement of ground floor commercial development in most new residential buildings. The revitalization of the rezoning area and the new retail development catalyzed through the proposed rezoning would also attract additional shoppers to the shopping district along Jerome Avenue and East Gun Hill Road. Therefore, the proposed action would be compatible with the general goals of the Jerome-Gun Hill BID.

Special Grand Concourse District

The Special Grand Concourse District is a special purpose district established to protect the distinctive art deco composition and scale of the area extending almost the entire length of Grand Concourse Boulevard, from East 151st Street to Mosholu Parkway. It does so by establishing bulk and design regulations and limiting commercial uses to designated locations. The proposed action is considered compatible with the Special Grand Concourse District. Both the proposed rezoning and the Special Grand Concourse District encourage densities matching the development context of their respective corridors, and establish commercial districts at appropriate locations.

Fordham Road Business Improvement District

The Fordham Road BID, provides supplementary service to the community, focusing on sanitation, business marketing and promotions, and capital improvement projects for the Fordham Road area. The proposed rezoning would support the commercial character of Fordham Road through increases in density for commercial development and the requirement of ground floor non-residential development in most new residential buildings along Webster Avenue. New development catalyzed through the proposed rezoning would also support the creation of jobs and career opportunities. Therefore, the proposed action would be compatible with the general goals of the Fordham Road BID.

3.1.10 SUSTAINABILITY

PLANYC

Under the recently revised CEQR Technical Manual, large publicly sponsored projects must conduct a sustainability assessment to determine whether the project is consistent with the goals and objectives of PlaNYC. Accordingly, as the Webster Avenue Rezoning is projected to result in an increment of 738 residential units and approximately 58,000 commercial square feet, a sustainability assessment was conducted. As illustrated below, the proposed action was determined to be consistent with the goals and objectives of PlaNYC.

In 2007, the Mayor's Office of Long Term Planning and Sustainability released PlaNYC: A Greener, Greater New York. PlaNYC represents a comprehensive and integrated approach to planning for New York City's future. It includes policies to address three key challenges that the City faces over the next twenty years: (1) population growth; (2) aging infrastructure; and (3) global climate change. Elements of the plan are organized into six categories—land, water, transportation, energy, air quality, and climate change—with corresponding goals and initiatives for each category.

Local Law 17 of 2008 established the New York City Office of Long-Term Planning and Sustainability and the requirement for this office to develop and coordinate the implementation of a comprehensive, long-term sustainability plan for the City. Local Law 17 of 2008 requires that sustainability plan to be updated by April 2011 and every four years thereafter. PlaNYC is the City's long-term sustainability plan until such time as it is updated by the Office of Long-Term Planning and Sustainability.

PlaNYC's policy objectives cover a broad range of the environmental considerations examined throughout this EAS. Section 3.1.10 characterizes the proposed action's consistency with specific PlaNYC goals and initiatives.

The proposed action embodies many of the planning goals and objectives established in PlaNYC, and overall would be consistent with PlaNYC. The following section summarizes the proposed action's consistency with PlaNYC elements, with a particular

emphasis on the land use and zoning based goals and objectives of the plan. Many of the PlaNYC goals and objectives are not directly applicable to a rezoning such as the proposed action.

Land

Overall, the proposed action is consistent with the PlaNYC land goals. Many of the recommendations, goals, and initiatives of PlaNYC are at the core of the proposed action, including pursuing transit-oriented development, providing new housing to meet the needs of current and future residents while making housing more affordable and sustainable, and capitalizing on transit access.

Housing

The proposed action would be consistent with the goals of PlaNYC with regards to housing. The proposed action would result in the creation of 738 additional market-rate and affordable housing units within the Webster Avenue corridor, which would not be created in the absence of the proposed action. More specifically, the proposed action is consistent with the following initiatives associated with housing:

- Pursue transit-oriented development and use rezonings to direct growth towards area with transit infrastructure. The proposed action would rezone the area along the Webster Avenue corridor to permit medium-density, mixed-use transit-oriented development. The Webster Avenue corridor is located near existing transit infrastructure and multiple transportation options, including the Metro-North Railroad Harlem Line and the D and 4 subway lines. Therefore, the proposed action would be consistent with this initiative of PlaNYC.
- Develop underused areas to knit neighborhoods together and identify underutilized areas that are well served by transit and other infrastructure. The Webster Avenue corridor is an underutilized area that is served by existing transit and other infrastructure. Webster Avenue is the spine connecting the neighborhoods of Bedford Park, Norwood and Fordham and major institutions, however, most of the uses along Webster Avenue close in the off-hours and provide only limited local services for residents, workers and visitors to the area. By allowing a wider range of use and requiring active ground-floor uses with ample windows and street trees, the proposed action will allow redevelopment of the corridor into a more inviting pedestrian-friendly corridor with a greater array of services for residents, workers and visitors to better connect surrounding institutions, parks and neighborhoods. Therefore, the proposed action would be consistent with this initiative.
- Develop new financing strategies. Pursue creative financing strategies to reach new income brackets. This goal describes specific City-sponsored funding initiatives that can be utilized to create affordable housing. The proposed action would permit affordable units within the Webster Avenue corridor that would expand the amount of housing available for low-income residents. This housing would benefit low-, moderate-, and middle-income residents and help the City reach its affordable

housing goals.

- Expand inclusionary zoning. The Proposed action would be consistent with this goal, which seeks opportunities to expand the use of inclusionary zoning to create economically-integrated communities. Along the Webster Avenue corridor, the proposed action would apply the inclusionary housing program to give a floor area bonus if permanently affordable housing is provided. Therefore, the proposed action would be consistent with the goal of expanding inclusionary zoning program.
- Encourage homeownership. PlaNYC suggests that programs should encourage homeownership and emphasize the provision of affordable apartments over single-family homes. In 2009, the Inclusionary Housing program was modified to allow the affordable housing to be provided as homeownership. With the employment of the Inclusionary housing program along Webster Avenue, the proposed action would encourage the development of affordable housing, which could be in the form of homeownership.

Open Space

PlaNYC includes three open space goals: to make existing open spaces available to more New Yorkers; to expand usable hours at existing open spaces; and to “re-imagine the public realm” in order to improve sidewalks and streets. As indicated in the Open Space analysis, no significant adverse open space impacts would result from the project. Additionally, the proposed action is intended to shape Webster Avenue into a vibrant, inviting, and walkable residential and commercial corridor. The proposed action is also intended to better connect Bedford Park and Norwood residents, workers and visitors with the surrounding parks by creating a pedestrian-friendly corridor along Webster Avenue. Therefore, the proposed action would be consistent with the initiative to “re-imagine the public realm.” Development within the Webster Avenue corridor would comply with the 2008 street tree planting zoning text amendment. This would result in a substantial number of new street trees along the corridor and in the neighborhood. Therefore, the proposed action would be consistent with this initiative to green underutilized street and sidewalk space.

Water/Natural Resources

The Water Quality and Water Network elements of PlaNYC overall are not applicable to rezoning projects such as the proposed action. However, as described in the Draft Scope of Work, the EIS for the proposed action will include a Water and Sewer Infrastructure analysis that will be prepared in accordance with the guidance of the recently revised *CEQR Technical Manual*. This analysis will assess whether the proposed action may result in significant adverse impacts to the City’s water distribution or sewer system. If significant adverse impacts were identified, then potential mitigation strategies and alternatives would be assessed. Implementation of mitigation strategies or alternatives, if appropriate, would be consistent with the PlaNYC Water goals to improve water quality in our local waterways by implementing infrastructure upgrades and pursuing proven solutions to prevent stormwater from entering the system. Additionally,

development within the Webster Avenue corridor would comply with the 2008 street tree planting zoning text amendment. This would result in a substantial number of new street trees along the corridor and in the neighborhood and would also serve to ensure consistency with this component of PlaNYC.

Transportation

The proposed action is intended to provide additional housing in an area that is well-served by transit; as such, it is consistent with the PlaNYC initiative to improve access to existing transit.

Air Quality / Energy and Climate Change

Within the Air Quality analysis, the EAS includes an analysis of the potential for Greenhouse Gas Emissions resulting from the proposed action. This analysis assesses the consistency of the proposed action with the PlaNYC goal to reduce global warming emissions by more than 30 percent (below 2005 levels) by 2030. Additionally, because the project will be encouraging development along transit corridors, it will be promoting the use of mass transit and will serve to reduce vehicle emissions over the long term as compared to the future without the action. Furthermore, this analysis was prepared in accordance with the recently revised *CEQR Technical Manual*.

SOCIOECONOMIC CONDITIONS

INTRODUCTION

This chapter will examine the effects of the action on socioeconomic conditions in the study area, including population characteristics, increase in economic activity, and the potential displacement of residents (if any), businesses and employment from the rezoning area. The analysis will provide an assessment of potential socioeconomic changes associated with the proposed action, including: direct and indirect displacement of residential population, businesses, or employees; a new development that is markedly different from existing uses and activities within the neighborhood; an adverse effect on conditions in the real estate market in the area; or an adverse effect on socioeconomic conditions in a specific industry. Screening analyses will be conducted pursuant to the *CEQR Technical Manual* methodology. The analysis will present sufficient information regarding the effects of the proposed action to make a preliminary assessment either to rule out the possibility of significant impacts or to determine that more detailed analysis is required to make a determination as to impacts.

The preliminary assessment will examine five areas of concern including (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; (5) and adverse effects on specific industries.

As compared to the No-Action conditions, the proposed rezoning would result in a net increase of 738 residential units, 191 of which would be affordable. The proposed rezoning is also expected to result in a net increase of 7,782 square feet of community facility space; a net increase of 36,844 square feet of commercial space; a net decrease of 78,152 square feet of auto-related, storage and other space; a net decrease of 27,612 square feet of hotel space; a net increase of 24,169 square feet of restaurant space; a net increase of 16,573 square feet of office space; and a net increase of 10,625 in FRESH supermarket space.

Because the proposed actions would result in the direct displacement of some residents and area businesses and would introduce a substantial amount of new housing, a preliminary socioeconomic analysis is warranted. Development on a number of additional potential development sites (versus those projected in this analysis) is considered less likely to occur by the 2020 analysis year and is therefore not included in this analysis.

Study Area

As per the guidelines of the *CEQR Technical Manual*, a socioeconomic study area was identified for the purpose of conducting preliminary analyses of socioeconomic conditions. The proposed rezoning area is generally bounded by East 213th Street to the north, East Fordham Road to the south, the major institutional uses of Fordham University, the New York Botanical Garden to the east, and the Grand Concourse and Paul Avenue to the west. Any socioeconomic impacts relating to the proposed action would likely occur within a quarter-mile secondary study area,

comprised of 23 census tracts that are more than 50% contained within the quarter-mile boundary. These tracts include 237.02, 376, 378, 387, 397, 399.01, 399.02, 401, 403.01, 403.02, 405, 407.01, 407.02, 411, 413, 415, 419, 421, 423, 425, 429.01, 429.02, and 431. (Table 3-1, Map 3-1).

Table 3-1	
Census Tracts within the Proposed Rezoning Area and Quarter-Mile Study Area for the Webster Avenue Rezoning	
Proposed Rezoning Area	1/4 Mile Study Area
Census Tracts:	Census Tracts:
405, 407.02, 415, 425, 429.01, 429.02	237.02, 376, 378, 387,397, 399.01,399.02, 401, 403.01, 403.02,405, 407.01, 407.02, 411,413, 415, 419, 421,423, 425, 429.01, 429.02, 431
Source: U.S. Census, Department of City Planning	

Methodology

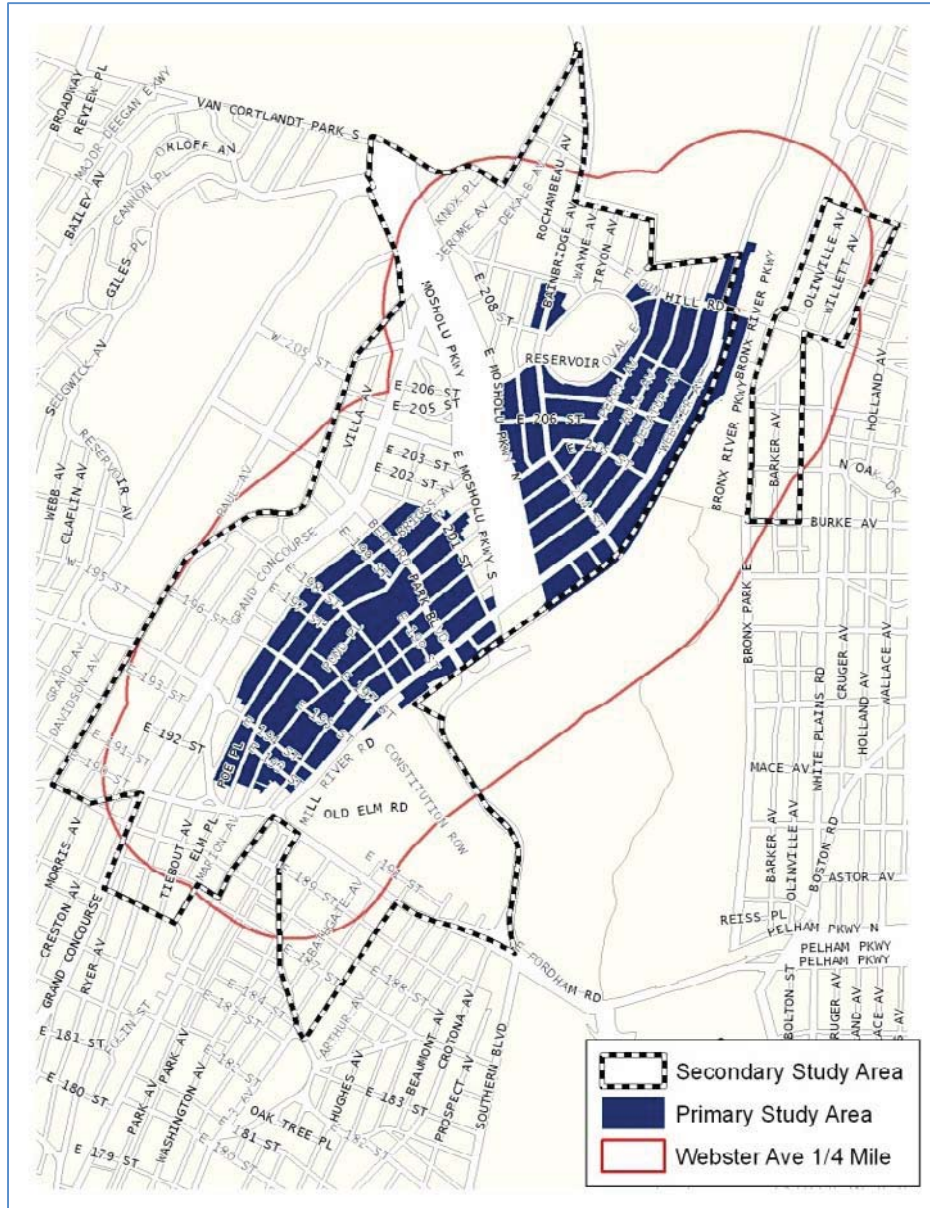
The *CEQR Technical Manual* suggests that residential development in excess of 200 units or commercial development in excess of 200,000 square feet should be assessed for their potential to cause significant adverse socioeconomic impacts. Since the proposed rezoning is expected to result in the addition of more than 200 units, an assessment of socioeconomic conditions is warranted.

In order to determine if direct or indirect residential or business displacement would occur as a result of the proposed actions, a preliminary assessment was conducted. A preliminary assessment consists of gathering demographic data from the study area to assess the potential for direct or indirect residential or business displacement.

In accordance with the guidelines presented in the *CEQR Technical Manual*, the preliminary assessment evaluates five specific factors that could create significant socioeconomic impacts in an area: (1) direct displacement of residential population in the rezoning area; (2) direct displacement of existing businesses or institutions in the rezoning area; (3) indirect displacement of residential population in the study area; (4) indirect displacement of businesses or institutions in the study area; and (5) adverse effects on specific industries not necessarily tied to the rezoning area or to the study area. This analysis examines the potential effects of the proposed actions as compared to the conditions in the future without the proposed actions (i.e., the no-build increment).

Based on the results of the preliminary assessment, which showed that the proposed actions would not result in significant adverse socioeconomic impacts, a detailed analysis is not warranted.

Figure 3-1



Data Sources

The analyses are based primarily on data from the 2000 U. S. Census. These data have been grouped for the socioeconomic study area by the following census characteristics:

- Total population;
- Household and income characteristics, including total households, average household size, median household income, and percent of households below poverty; and
- Housing characteristics, including the number of housing units, housing vacancy and tenure, median contract rent, median home value, and the number of units in buildings.

Because the Census is performed every decade, baseline (2010) demographic conditions were determined based on trends and current data. Therefore, while the Census data serve as a foundation for many of the baseline conditions, the information has been updated, or more current alternatives used, wherever possible to reflect 2010 conditions. Department of City Planning 2009 PLUTO data provided the baseline of housing units where Certificates of Occupancy have been issued. Corresponding population estimates were derived using the average household size and vacancy rate for each study area from the 2000 Census.

PRELIMINARY ANALYSES

Direct Residential Displacement

Direct residential displacement is not in and of itself an impact under CEQR. According to the CEQR Technical Manual, direct residential impacts could occur if the numbers and types of people being displaced would be enough to alter neighborhood character and perhaps lead to indirect displacement of remaining residents. Preliminary analyses therefore seek to determine: whether the socioeconomic profile of the residents who would be displaced is markedly different from those in the overall proposed rezoning area or primary study area; whether the displaced population represents a substantial or significant portion of the population within the primary study area; and whether the action would result in a loss of this population group within the neighborhood. This preliminary assessment concludes that the proposed action would not cause significant direct residential displacement impacts.

As described in Chapter 2.0, "Project Description," it is anticipated that under the proposed action, the primary study area will contain an estimated 16,977 residential units in the 10-year build period. Assuming that the average household size for these units mirrors the characteristics of the 2000 Census of 2.86 people per unit after factoring the vacancy rate and average household size, the units would be occupied by approximately 46,381 residents in the future given the rezoning (See table 3-4).

There are currently 15 housing units total in five separate buildings on four of the projected development sites, all of which are expected to be displaced by the proposed action. The units are located in buildings containing no more than four units each on projected sites 6, 10, 18, and 19. Assuming that the households currently occupying these 15 units are of average size for the

proposed ¼ mile study area (2.86 persons per household), they house approximately 43 residents.

According to the CEQR Technical Manual, a direct displacement impact may be significant if the persons being displaced represent more than five percent of the primary study area population, and a population with a similar profile would not be able to relocate within the neighborhood (Chapter 3, Section B-331). The 43 residents who would be displaced under the proposed action represent a small fraction of the approximately 46,381 persons living in the primary study area, or approximately .09 percent. The projected 43 displaced residents is an even much smaller share if compared to the secondary study area's projected population of 119,825 residents in the 10-year build period. Therefore, no further analysis is necessary. Direct displacement due to the proposed action would not result in significant adverse impacts.

Indirect Residential Displacement

Indirect residential displacement occurs when an action increases property values and thus rents throughout the study area, making it difficult for some existing residents to afford their homes. According to the *CEQR Technical Manual*, an action could lead to indirect residential displacement if:

- It would add a substantial new population with different socioeconomic characteristics compared to the size and character of the existing population;
- It would directly displace uses or properties that have had a “blighting” effect on property values in the area;
- It would directly displace enough of one or more components of the population to alter the socioeconomic profile of the area;
- It would introduce a substantial amount of a more costly type of housing compared to existing housing and housing expected to be built in the study area by the time the proposed action is implemented;
- It would introduce a “critical mass” of non-residential uses (e.g., a large office complex), such that the surrounding area becomes more attractive as a residential neighborhood;
- or
- It would introduce a land use that could have a similar effect if it is large enough or prominent enough or combines with other like uses to create a critical mass large enough to offset positive trends in the study area, to impede efforts to attract investment to the area, or to create a climate for disinvestment.

To assess the potential for indirect residential displacement a preliminary analysis was undertaken to determine if the proposed action would meet any of the above criteria for an indirect impact. The preliminary analysis considers many factors, including total population and the number of housing units; median household income; housing value and median contract rent; vacancy rate and percent of units that are renter-occupied; presence of any unique or predominant population groups or populations particularly vulnerable to economic changes; and development trends in the area. The preliminary analysis of the proposed action follows.

i. Existing Conditions

The residential displacement analyses are based upon data from the 2000 Census and the New York City Department of Buildings. These data have been grouped for the socioeconomic study area by the following characteristics:

- Total population;
- Household and income characteristics, including total households, average household size, median and average household income, and percent of population below poverty; and
- Housing characteristics, including the number of housing units, housing vacancy and tenure (Owner versus renter-occupied), median contract rent and median home value.

Because the Census is performed every decade, baseline or 2010 conditions were determined based on trends and current data. Therefore, while the Census data serves as a baseline condition, the information has been updated, wherever possible, to reflect 2010 conditions in each study area. The baseline 2010 conditions use the number of housing units within the study area according to 2009 PLUTO land use lot data for estimating the number of households and population. These estimates are based on the assumption that the average household size and the vacancy rate have remained constant.

Based on household sizes reported on the 2000 Census, it is anticipated that a net increase of 738 residential dwelling units would be facilitated by the proposed rezoning and that these additional units would increase the population by an estimated 2,111 new residents.

Table 3-2 shows housing characteristics from the 2000 Census. Tracts within the ¼ mile secondary study area contained 42,327 housing units, 40,528 of which were occupied. Of the total occupied housing units in the ¼ mile study area, 2,303 or approximately 6% are owner-occupied.

The ¼ mile study area had approximately 120,161 residents. The median household income within the ¼ mile study area in 1999 was \$34,476—slightly less than in the Bronx (\$36,939) but considerable less than the New York City median household income (\$54,653). In addition, approximately 33.6% of the population in the primary study area lived below the poverty rate in 2000, a share slightly higher than the overall Bronx rate (30%) and well above the overall New York City rate (21%). Within the ¼ mile study area, the median contract rent in 2000 was \$807 and the 2000 median house value was \$213,620.

	Webster Rezoning Area		1/4 Mile Study Area		Bronx	New York City		
Total Housing Units	13,463		42,327		490,659	3,200,912		
Occupied Housing Units	12,842	95.39%	40,528	95.75%	463,212	3,021,588		
Vacant Housing Units	621	4.61%	1,885	4.45%	27,447	179,324		
Owner Occupied Housing Units	921	7.17%	2,303	5.68%	90,522	912,131		
Renter Occupied Housing Units	11,921	92.83%	38,225	94.32%	372,690	2,109,457		
Median Household Size	2.80		2.86		2.78	2.62		
Population 2000	36,967		120,161		1,332,650	8,008,278		
Population Below Poverty Level	11,699		38,738		395,263	1,668,938		
Percentage of Population below Poverty Line	32%		33.58%		30.68%	21.25%		
Median Household Income *	\$37,266		\$34,476		\$36,939	\$54,653		
Median Contract Rent *	\$831		\$807		\$749	\$883		
Median House Value *	\$232,653		\$213,620		\$245,897	\$320,255		
Housing Units in Buildings with 4 or fewer Units	1,612		4,695		132,650	1,251,823		
Renter Occupied Units in such Buildings	1,008		2,659		59,550	532,972		
Percent of Unprotected Occupied Units	7.85%		6.56%		12.86%	17.64%		
Total Households	12,842		40,482		463,212	3,021,588		
	Occupied Unit Status		Occupied Unit Status					
	Renter Occupied	Owner Occupied	Renter Occupied	Owner Occupied				
1 Unit Detached	217	203	495	527				
1-4 Units Attached	791	401	2,164	1,012				
Total 1-4 Units	1,008	604	2,659	1,539				
5-9 Units	394	0	1,188	20				
10+ Units	10,569	286	34,378	744				
* Median Household Income, Median Contract Rent and Median House Value was adjusted for 2009 inflation using NY CPI, by the Department of City Planning								
Source: U.S. Census Bureau, Census 2000								

In New York City, most residential units in rental buildings of six or more units built prior to 1974 are covered by rent-stabilization or rent control laws, which shield tenants from excessive rent increases. In the ¼ mile study area, there are approximately 4,198 housing units in buildings with four or fewer units, of which 2,659 are renter-occupied. Thus, of the 40,528 total occupied housing units in the study area, roughly 6.56 % are not protected by rent stabilization and could be susceptible to increases in rent.

The number of unprotected units may be slightly higher, as it will also include some of the housing units in buildings with 5-9 units. Typically low income residents in unprotected units could be a population vulnerable to indirect displacement from rising rents. Although median income of households in these units is not available, it is possible that some portion of the renters living in the unprotected units could be vulnerable to rent increases given the low median household income of the study area compared with borough and citywide median incomes and slightly higher percentage of residents whose incomes fall below the poverty line

ii. Future No-Action

Absent the proposed action new residential development is expected to occur on six of the projected sites, resulting in a gain of 219 dwelling units. Table 3-3 below provides a description of projected changes in the number of housing units and the population absent the rezoning over a 10-year horizon.

iii. Future With-Action

Action-induced development is expected to introduce into the study area a net increase of 738 new dwelling units on 19 projected development sites. Table 3-4 below provides a description

of projected changes in the number of housing units and the population given the rezoning during the same 10-year horizon.

**Table 3-3
Future Without the Proposed Actions: Population and Housing Growth**

	Housing Units				Population			
	2010 Housing Units	2009-2020 Housing Units	Total 2020 Housing Units	Percent Growth	2010 Population	2010-2020 Growth	Total 2020 Population	Percent Growth
Primary Study Area	15,213	1,026	16,239	6.74%	41,556	2,806	44,362	6.75%
Secondary Study Area	41,555	1,570	43,125	3.78%	113,511	4,294	117,806	3.78%
<p>Notes: Projected housing unit increases are based on planned and proposed developments within the Primary and Secondary Study Areas. Population projections are based on the Census 2000 Average Household size and the number of vacancy-adjusted additional h</p> <p>Sources: U.S. Department of Commerce, Bureau of Census: 2000 Census; NYC Department of City Planning; NYC Department of Buildings</p>								

**Table 3-4
Future With the Proposed Actions: Population and Housing Growth (Build)**

	Housing Units				Population			
	2020 No Build Housing Units	Project Increment	2020 Build Housing Units	Percent Incremental Growth	2019 No-Build Population	Project Increment	2019 Build Population	Percent Incremental Growth
Primary Study Area	16,239	738	16,977	4.54%	44,362	2,019	46,381	4.55%
Secondary Study Area	43,125	738	43,863	1.71%	117,806	2,019	119,825	1.71%
<p>Notes: Incremental additional housing units are presented as projected in the RWCDs With Action scenario. Population growth was calculated by applying an average household size of 2.86 persons to these units after adjusting for vacancies based on the Census.</p> <p>Sources: U.S. Department of Commerce, Bureau of Census: 2000 Census; NYC Department of City Planning; NYC Department of Buildings</p>								

CEQR assessment criteria

- *Would the proposed action add a substantial new population with different socioeconomic characteristics compared to the size and character of the existing Population?*

The projected sites are expected to generate a net gain of 738 housing units and net increase of 2,019 residents over the no-build scenario. The proposed zoning is expected to create a net increase in population of 4.55 percent in the primary study area and a net increase of 1.71 percent in the secondary study. According to the *CEQR Technical Manual* an increase of population of less than five percent generally would not be large enough to significantly affect socioeconomic trends. The expected increase in both study areas falls well below the CEQR threshold, suggesting no significant effects on socioeconomic trends would be expected as a result of the proposed rezoning. In addition, the proposed rezoning will encourage the development of mixed-income housing through the Inclusionary Housing Bonus. As the preliminary analysis demonstrated, the existing population in the ¼ mile study area has lower median household incomes than median household incomes found in the Borough of the Bronx and the City as a whole. Out of the 957 units expected to be developed under the proposed rezoning, 191 or 20 percent of all units, are expected to be developed as affordable housing as part of the inclusionary housing program. These units will offer housing opportunities to low- and moderate-income households.

- *Would the proposed action directly displace uses or properties that have had a “blighting” effect on property values in the area?*

The proposed action would not directly displace uses or properties that have had a “blighting” effect on the property values. Field surveys indicate that development is projected to take place primarily on lots that, while underutilized, do not exhibit signs of blight and thus do not detract significantly from property values. Furthermore, development sites are concentrated on a handful of blocks and the changes associated with new development would not affect the vast majority of the study area. Finally, residential development is expected to occur on about a third of the projected development sites absent the rezoning, indicating that existing conditions are not currently inhibiting new development.

- *Would the proposed action directly displace enough of one or more components of the population to alter the socioeconomic composition of the study area?*

No direct residential displacement would occur as a result of the proposed action in the With-Action scenario that would not occur in the No-Action scenario. Therefore, the proposed actions would not directly displace enough of one or more components of population that would, as a result, alter the socioeconomic area.

- *Would the proposed action introduce a substantial amount of a more costly type of housing compared with housing expected to be built in the study areas by the time the action is implemented?*

Development under the proposed action would result in an estimated total of 16,977 dwelling units in the primary study area, a net gain of 738 units over the number of housing units projected without the rezoning, or an net increase of 1.71 percent in the secondary study area. An increase of less than 5 percent in housing supply would be unlikely to change the real estate market conditions in the area. In addition, the proposed rezoning will encourage the development of mixed-income housing through the Inclusionary Housing Bonus. As the preliminary analysis demonstrated, the existing population in the ¼ mile study area has lower median household incomes than median household incomes found in the Borough of the Bronx and the City as a whole. The rezoning is expected to create a large share of affordable housing units. Out of the 957 units expected to be developed under the proposed rezoning, 191 or 20 percent of all units, are expected to be developed as affordable housing as part of the inclusionary housing program. These units will offer housing opportunities to low- and moderate-income households.

- *Would the proposed action introduce a critical mass of non-residential uses such that the surrounding area becomes more attractive as a residential neighborhood complex?*

The proposed action would not introduce a “critical mass” of non-residential uses or a single land use that would make the neighborhood. Projected development is expected to occur on sites which would be developed under the No-Action scenario pursuant to zoning. No category of business is expected to result in a change exceeding the 200,000 square foot threshold set by the *CEQR Technical Manual* under the proposed action. Development on the 24 projected sites is expected to result in a net gain of 36,884 sq. ft. of commercial space; a net gain of 10,625 square feet of a FRESH food store; a net gain of 24,169 square feet of restaurant space; a net loss of 27,612 square feet of hotel space; a net gain of 16,573 square feet of office space; a net loss of 78,152 square feet of auto-related and storage space; and a net gain of 7,782 sq. ft. of community facility space. The non-residential uses expected to be developed in the future are uses that provide goods and services that would support the Webster avenue neighborhood.

- *Would the proposed action introduce a land use that could have a similar effect if it is large enough or prominent enough or combines with other like uses to create a critical mass large enough to offset positive trends in the study area, to impede efforts to attract investment to the area, or create a climate for disinvestment?*

The proposed action is intended to shape Webster Avenue into a vibrant, inviting, and walkable residential and commercial corridor, to preserve low density development in the residential areas of Bedford Park and Norwood, and to shift new development from the neighborhoods to Webster Avenue. These changes are intended to build upon the residential character of the area and would not introduce new uses that could offset positive

trends in the study area, impede efforts to attract investment in the area, or create a climate for disinvestment.

Direct Business and Institutional Displacement

For business displacement, the preliminary analysis begins with a description of the type and extent of businesses and workers to be directly displaced by an action, independent of whether there would be significant displacement. The following questions and circumstances should be considered:

- If the business or institution has substantial economic value to the City or regional area and can only be relocated with great difficulty or not at all;
- If a category of business or institutions is the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it;
- If the business or institution defines or contribute substantially to a defining element of neighborhood character;
- If a substantial number of businesses or employees would be displaced that collectively define the character of the neighborhood.

The No-Action scenario is the baseline for assessing the potential for direct displacement of businesses or institutions. The existing businesses on the 24 projected development sites consist primarily of general office and retail businesses, automotive services, storage, and parking lots. These businesses provide approximately 246 jobs. See Table 3-5 for a detailed listing of existing businesses and an estimation of the number of jobs.

The projected sites that have been identified as likely locations for redevelopment under the proposed actions are analyzed under CEQR for potential business displacement and are the assumed locations of potential private market development. It is not known, however, if these sites will be developed. If these sites are redeveloped in the future with the action, it is possible that existing businesses could be displaced. However, such displacement would be subject to private contracts and lease terms between tenants and landlords existing at the time of redevelopment.

Additionally, while CEQR analysis is primarily concerned with long term development trends, it nevertheless identifies the firms subject to potential direct displacement based on existing conditions and the businesses located on development sites today. In fact, however, New York City's commercial streets are dynamic. Businesses regularly open and close in response to changes in the economy, local demographics, and consumer trends. Therefore, it is likely that a number of the businesses identified as likely to face displacement pressure as sites redevelop would close or relocate prior to assumed site development due to reasons independent of the rezoning.

Table 3-5 Webster Avenue Rezoning Businesses			
Site		Current Business	Estimated Employees
01	a	Parking Lot	6
02	a	Parking Lot	4
	b	Office	51
03	a	Parking Garage	3
04	a	Office/Storage	4
05	a	Community Facility	4
	b	Vacant	0
06	a	Restaurant/Office	28
	b	Internet Café	6
	c	Barber Shop	4
	d	Restaurant	8
07	a	Retail/Office/Storage	43
08	a	Retail	17
	b	Accessory Parking	0
09	a	Home Repair Services	5
	b	Home Repair Services	0
	c	Dead Storage	0
	d	Vacant	0
11	a	Auto Repair	3
	b	Auto Repair	5
12	a	Accessory parking	0
13	a	Auto Repair/Vehicle Storage	5
14	a	Office/Martial Arts/Vacant	7
15	a	Poultry House/Parking/Auto Storage	5
16	a	Parking Lot	0
17	a	Parking Lot	4
18	a	Parking Lot	2
	b	Residential	0
19	a	Residential	0
	b	Accessory parking	0
	c	Retail/Wholesale	5
21	a	Auto Repair	3
22	a	Auto Repair/Vacant	4
23	a	Restaurant	20
24	a	Vacant	0

Absent the proposed action, two projected development sites containing existing businesses would remain. All other projected development sites would be redeveloped regardless of the proposed action, and are not considered in this analysis.

The businesses that exist currently on the two projected development sites include offices, a restaurant and a barbershop. While these businesses provide services to the surrounding community, they do not represent a substantial portion of the City's economy and could be relocated without difficulty. Furthermore, these businesses do not define the neighborhood, either individually or collectively.

There are no regulations or plans to preserve, enhance, or otherwise protect these types of businesses. Similar businesses are available within the study area's commercial districts including portions of East Fordham Road, Jerome Avenue and further south on Webster Avenue between East 182nd and East 179th streets.

The proposed action would not result in potentially significant adverse direct displacement impacts related to businesses or institutions and further assessment is not needed.

Indirect Business and Institutional Displacement

Like the analysis of indirect residential displacement, the preliminary assessment of indirect business and institutional displacement focuses on whether the proposed actions could increase commercial property values and rents within the primary or secondary study areas, making it difficult for some categories of businesses to remain in the area. The preliminary assessment follows the methodology of *Section 322.2, Chapter 3B* of the *CEQR Technical Manual*, in analyzing the criteria numbered in italics below.

- *Would the proposed action introduce enough of a new economic activity to alter existing economic patterns or would the proposed actions add to the concentration of a particular sector of the local economy enough to alter or accelerate an ongoing trend to alter existing economic patterns.*

The proposed action would not add to the concentration of a particular sector of the local economy enough to alter or accelerate an ongoing trend to alter existing economic patterns. Projected development is expected to occur on sites which would be developed under the No-Action Scenario pursuant to existing zoning. As compared to the No-Action conditions, the proposed rezoning would result in a net increase of 738 residential units, 191 of which would be affordable. The proposed rezoning is also expected to result in a net increase of 7,782 square feet of community facility space; a net increase of 36,844 square feet of commercial space; a net decrease of 78,152 square feet of auto-related, storage and other space; a net decrease of 27,612 square feet of hotel space; a net increase of 24,169 square feet of restaurant space; a net increase of 16,573 square feet of office space; and a net increase of 10,625 in FRESH supermarket space. The new businesses projected in the area would be similar to the existing businesses and would be expected to provide goods and services to the residential base of the neighborhood.

Since neither the increment in commercial or residential development exceed the thresholds set by the *CEQR Technical Manual*, the projected change in population and commercial activity are not expected to affect the real estate market conditions or alter economic activity in the area.

- *Would the proposed actions directly displace uses or properties that have a “blighting” effect on commercial property values in the area, leading to rises in the commercial rents?*

The proposed rezoning would not directly displace uses or properties that have a “blighting” effect on commercial property values in the area, leading to rises in the commercial rents. Furthermore, the rezoning is expected to result in the development of similar business types that exist in the neighborhood today, which would not be expected to leading to commercial rent increases.

- *Would the proposed actions directly displace uses of any type that directly support businesses in the area or bring people to the area that form a customer base for local businesses?*

The proposed rezoning would not directly displace uses of any type that directly support businesses in the area or bring people to the area that form a customer base for local businesses. The businesses that exist currently on the two projected development sites include offices, a restaurant and a barbershop. While these businesses provide services to the surrounding community, they do not represent a substantial portion of the City’s economy and could be relocated without difficulty. Furthermore, these businesses do not define the neighborhood, either individually or collectively.

The change expected in

- *Would the proposed action s introduce a land use that could (1) have a similar indirect effect, through the lowering of property values if it is large enough or prominent enough, or (2) combines with other like uses to create a critical mass large enough to offset positive trends in the study area, to impede efforts to attract investment to the area, or to create a climate for disinvestment?*

The proposed action is intended to shape Webster Avenue into a vibrant and inviting residential and commercial corridor, to preserve low density development in the residential areas of Bedford Park and Norwood, and to shift new development from the neighborhoods to Webster Avenue. These changes are intended to build upon and enhance the existing commercial and residential character of the area and would not introduce new uses that could offset positive trends in the study area, or create a climate for disinvestment.

Conclusion

Based on the preliminary assessment presented above, the proposed actions would not result in significant adverse impacts due to indirect business displacement, and a detailed analysis is not warranted.

Adverse Effects on Specific Industries

The *CEQR Technical Manual* requires the assessment of adverse effects on a specific industry or industries based on the following questions:

- Would the proposed action significantly affect businesses in any industry or a category of businesses within or outside the study area?
- Would the proposed action indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?

The potential impact on any other specific industry does not exist to any significant degree in the study area. The study area does not contain a concentration of activity related to a particular industry. Therefore, the proposed action does not have the potential to significantly benefit or harm any particular industry, either within or outside the study area. The proposed action would not likely result in an impairment of economic viability of any industry or category of businesses. Therefore, significant adverse impacts on specific impacts on specific industries are not expected and a detailed assessment is not warranted.

Conclusion

The analysis finds that the proposed actions would not result in significant adverse socioeconomic impacts due to direct or indirect changes in residential and economic activity. The proposed actions would not result in the direct displacement of any residents. The proposed rezoning would not add substantial new population with different socioeconomic characteristics compared to the size and character of the existing population in the study area. Neither would the proposed actions directly displace uses or properties that have had a “blighting effect” on the property values.

Although the businesses that could be directly displaced each contribute to the city’s economy and therefore have economic value, the products and services they provide are widely available in the area and in the city. The logistical needs of these firms could be accommodated in the surrounding area and in other commercial districts, which are widely mapped throughout the city. The products and services provided by these companies would still be available to consumers, as many other existing businesses would remain and similar products and services would still be available in the study area and surrounding neighborhoods. Therefore, there would be no significant adverse impacts resulting from direct business displacement. The proposed actions would not result in the indirect displacement of residents, businesses, or institutions. The study area already has a well-established residential and retail presence, and the proposed actions would result in development that reflects, rather, than alters, existing economic trends in the study area.

3.3 COMMUNITY FACILITIES AND SERVICES

INTRODUCTION

The *CEQR Technical Manual* defines community facilities as public or publicly funded facilities including schools, hospitals, libraries, day care centers, and fire and police protection services. This section examines the potential effects of the development of the projected development sites by 2020 under the proposed action, as described in Chapter 2.0, “Project Description,” on the capacity and provision of services by those community facilities. Direct effects may occur when a particular action physically alters or displaces a community facility. Indirect effects result from increases in population, which create additional demand on service delivery. As there would be no direct effects to existing community facilities resulting from the proposed action, this analysis concentrates on the potential for indirect effects. Figure 3.3-1 presents the general study area for community facilities.

The analysis of community facilities and services has been conducted in accordance with the guidelines established in the *CEQR Technical Manual*. CEQR methodology calls for detailed assessments in areas where a project may have an impact on the provision of public or publicly funded services available to the community. Analyses were conducted to identify the potential effect that the projected developments induced by the proposed action potentially would have on community facilities and the provision of services to the surrounding community. In general, size, income characteristics, and the age distribution of a new population are factors that could affect the delivery of services. The *CEQR Technical Manual* provides guidelines or thresholds that can be used to make an initial determination of whether a detailed study is necessary to determine potential impacts. In the areas of elementary and intermediate schools, and libraries, development of the projected development sites by 2020 under the proposed action would exceed the *CEQR Technical Manual* thresholds, and detailed analyses of these services follow. The thresholds for detailed analyses of health care facilities and day care centers would not be exceeded. Existing health care facilities and day care centers within the study area are included in the Existing Conditions section for informational purposes.

For police and fire protection services, the *CEQR Technical Manual* suggests that a detailed assessment of service delivery be conducted if a proposed action would affect the physical operations of, or access to and from, a fire station or police precinct house. The proposed action would not result in such direct effects. As the proposed action would not directly affect existing facilities, a detailed assessment is not warranted. A brief discussion of police and fire services is provided for informational purposes.

The assessment of potential impacts on community facilities and services is based on the number of net new potential users of community facilities and services that would be generated by the development expected to be induced by the proposed action, as detailed in the Reasonable Worst Case Development Scenario (see Chapter 2.0 “Project Description”). According to the RWCDS, by 2020, in the future with the proposed action, there would be a net increase of 738 dwelling units (DUs) over the future without the proposed action. These

would consist of 547 market rate units and 191 affordable housing units to be occupied by low- and moderate-income households.

The analysis concludes that no significant adverse impacts on public elementary and intermediate schools, public high schools, health care, libraries, day care facilities, police services, or fire services would occur as a result of the proposed action.

3.3.1 EXISTING CONDITIONS

Public Schools

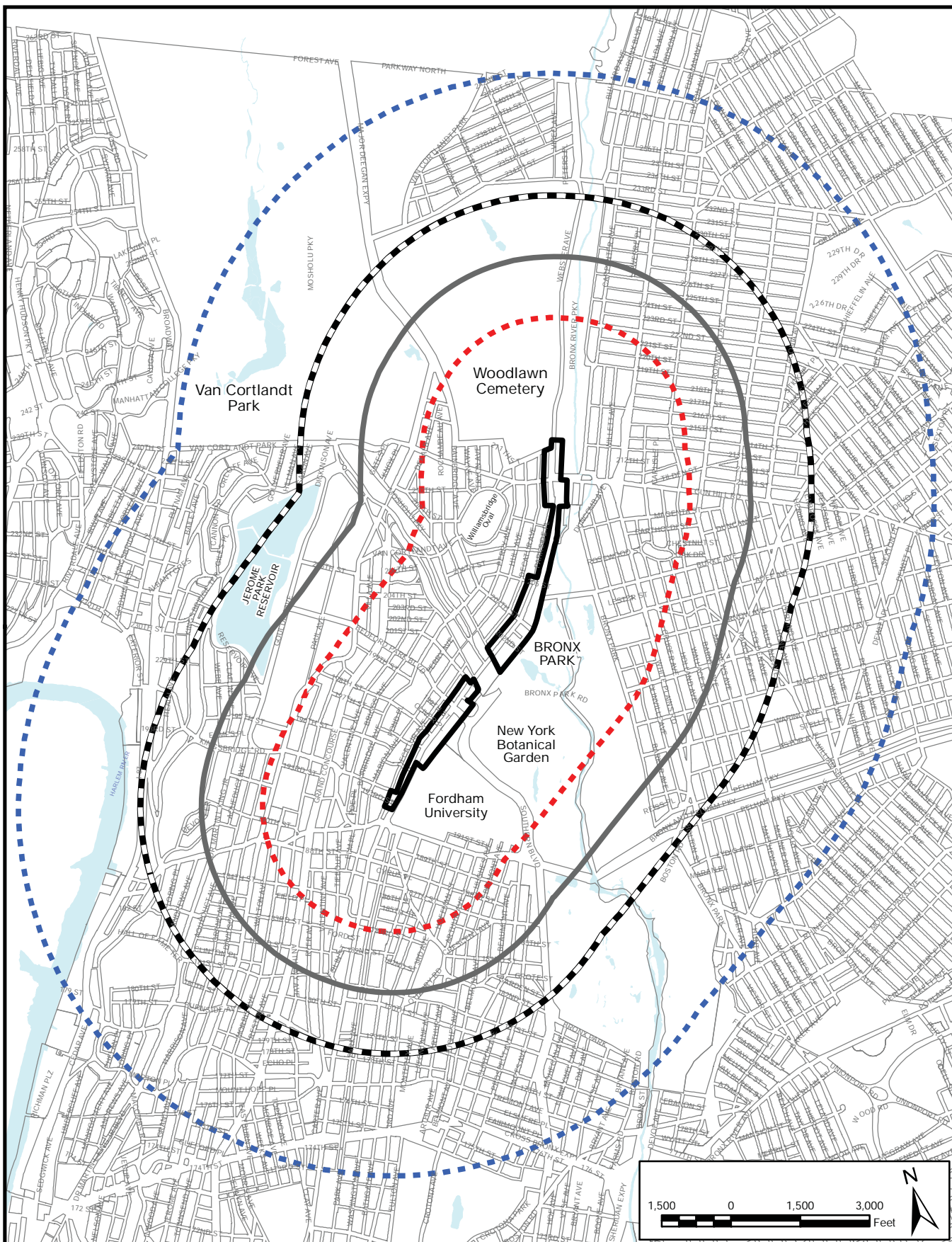
The *CEQR Technical Manual* directs that if a proposed action would generate more than 50 public elementary and intermediate school students or more than 150 high school students, further analysis of the impact of the proposed action on the neighborhood public schools is warranted. Based on the Fall 2008 *CEQR* school multipliers, the proposed action would generate a net increase of 738 residential units, which would introduce 288 elementary students, 118 intermediate school children and 140 high school students.¹ Based on the *CEQR Technical Manual*, a detailed analysis of elementary and intermediate schools is warranted.

Elementary and intermediate schools are located in geographically defined school districts, each divided into sub-districts. The rezoning area is located almost entirely within Community School District (CSD) 10 Sub-district 2 and includes the neighborhoods of Bedford Park and Norwood. The southern block of the rezoning area crosses into CSD 10 Sub-district 3. This analysis examines elementary schools within a half-mile radius of the rezoning area and intermediate schools within a one-mile radius of the rezoning area, along with a broader analysis of CSD 10 Sub-district 2. The sub-district level assessment is consistent with SCA's method of carrying out capital planning at the sub-district or neighborhood level. Impacts are identified if the proposed action would result in a five percent or more increase in a deficiency of available seats over conditions in the future without the proposed action. Figure 3.3-2 presents the location of schools within the study area.




New York City public high school students have the option of attending a public high school anywhere in the city, since the New York City Department of Education (DOE) does not set high school zones. School enrollment is based on seating availability and admissions criteria. However, since students tend to enroll in high schools in the borough in which they live, high schools are considered on a borough-wide basis. Data on high schools within one mile of the rezoning area are included in "Existing Conditions" for informational purposes.



As per *CEQR* guidelines, private and parochial schools are not included in the schools analysis.

¹ Source: *CEQR Technical Manual*, Table 3C-2, 2008.



Legend

-  Webster Avenue Rezoning Area
-  Elementary School Analysis (Approximate 1/2-mile Radius)
-  Library Analysis (Approximate 3/4-mile Radius)

-  Health Care, Intermediate Schools, Police & Fire Services Analyses (Approximate 1-mile Radius)
-  Day Care/Head Start Analysis (Approximate 1.5-mile Radius)

Source: NYC Department of City Planning MapPLUTO 2009; STV Incorporated

Figure 3.3-1: Community Facilities Study Area

Webster Avenue Rezoning EAS

NYC Department of City Planning

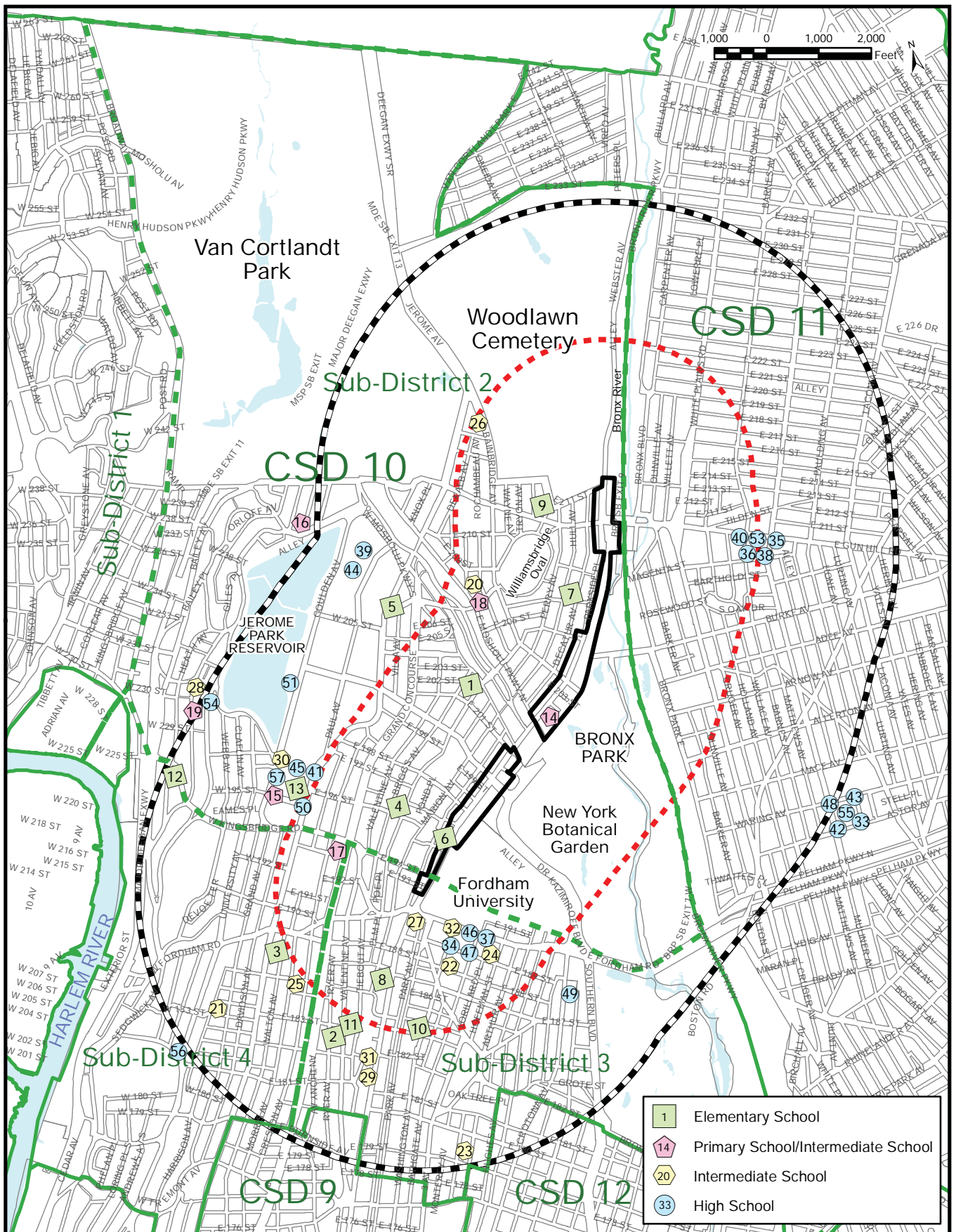
Elementary and Intermediate Schools

There are 24 elementary and public school/intermediate school (PS/IS) facilities within the half-mile study area and 18 intermediate schools within the one-mile study area. Generally, public elementary schools within a half-mile radius of the rezoning area and public intermediate schools within a one-mile radius of the rezoning area are considered because it is the distance an elementary or intermediate school student would reasonably be expected to travel between home and school.

Elementary School Utilization

According to the latest available data from the DOE, presented in Table 3.3-1, the public elementary schools serving the neighborhoods within and near the rezoning area are over capacity. The overall utilization rate for the 24 public elementary schools in the study area is 116 percent, with 1,362 more students than seats. Only one elementary school, Ryer Avenue Elementary School, is below capacity at 72 percent; whereas the PS 56 Minischool is at 224 percent capacity. Overall elementary school utilization for CSD 10 Sub-district 2 is 115 percent, with a deficit of 1,377 seats.

Some New York City public elementary schools provide pre-kindergarten (Pre-K) programs. The individual school enrollment data provided in Table 3.3-1 includes Pre-K enrollment. Located within the half-mile study area, PS 20 George J. Werdan III School, PS 246 Poe Center and PS 280 Mosholu Parkway are combined elementary/intermediate schools serving students in kindergarten through eighth grade. This analysis accounts for enrollment in the elementary grades of this school in the elementary school analysis and intermediate grade enrollment in the intermediate school analysis.



Legend

- School District 10 Sub-Districts
- Community School Districts
- Webster Avenue Study Area
- Public Elementary School Analysis Area (Approximate 1/2-mile Radius)
- Public Intermediate School and High School Analysis Area (Approximate 1-mile Radius)

Figure 3.3-2 Public Schools in the Study Area

Webster Avenue Rezoning EAS

NYC Department of City Planning

**Table 3.3-1:
Public Elementary and PS/IS Schools in the Half-Mile Study Area
and/or within CSD 10 Sub-district 2 -
Enrollment, Capacity and Utilization**

Map No.	School	Address	Grades Served	Enrollment ¹	Capacity ²	Seats Available	Util.
Elementary Schools							
1	PS 8 Issac Varian ^{Δ ‡}	3010 Briggs Avenue	K-5	966	750	-216	129%
1	PS 8 Minischool ^{Δ ‡}	3010 Briggs Avenue	K-5	175	94	-81	186%
2	PS 9 Ryer Avenue Elementary School ^Δ	230 E 183 Street	PK-5	506	704	198	72%
2	PS 9 Temp CR Building ^Δ	230 E 183 Street	PK-5	171	146	-25	117%
3	PS 33 Timothy Dwight School ^Δ	2424 Jerome Avenue	PK-5	691	610	-81	113%
3	PS 33 Annex ^Δ	2424 Jerome Avenue	PK-5	278	143	-135	194%
4	PS 46 Edgar Allen Poe ^{Δ ‡}	279 E 196 Street	K-5	884	860	-24	103%
4	PS 46 Annex ^{Δ ‡}	270 E 196 Street	K-5	156	138	-18	113%
4	PS 46 Minischool ^{Δ ‡}	270 E 196 Street	K-5	202	124	-78	163%
5	PS 51 [‡]	3200 Jerome Avenue	K-5	288	163	-125	177%
6	PS 54 ^{Δ ‡}	2703 Webster Avenue	PK-5	513	434	-79	118%
7	PS 56 Norwood Heights School ^{Δ ‡}	341 E 207 Street	K-5	366	247	-119	148%
7	PS 56 Minischool ^{Δ ‡}	341 E 207 Street		224	100	-124	224%
8	PS 85 Great Expectations School ^Δ	2400 Marion Avenue	K-5	889	871	-18	102%
8	PS 85 Minischool ^Δ	2400 Marion Ave.	K-5	278	185	-93	150%
9	PS 94 Kings College School ^{Δ ‡}	3530 Kings College Place	K-5	822	590	-232	139%
9	PS 94 Annex ^{Δ ‡}	3530 Kings College Place	K-5	108	84	-24	129%
10	PS 159 Luis Munoz Marin Bilingual School ^Δ	2315 Washington Avenue	K-5	221	176	-45	126%
11	PS 209 ^Δ	313 E 183 Street	PK-2	246	182	-64	135%
12	PS 310 [‡]	260 West Kingsbridge Road	PK-5	520	724	204	72%
12	PS 310 Minischool [‡]	260 West Kingsbridge Road	PK-5	202	175	-27	115%
13	PS 340 ^{Δ ‡}	25 W 195 Street	PK-6	442	445	3	99%
PS/IS Schools³							
14	PS 20 George J. Werdan III	3020 Webster	K-8	591	670	79	88%

Map No.	School	Address	Grades Served	Enrollment ¹	Capacity ²	Seats Available	Util.
	School ^{Δ ‡}	Avenue					
14	PS 20 Temp CR Building ^{Δ ‡}	3020 Webster Avenue	K-8	102	88	-14	116%
15	PS 86 [‡]	2756 Reservoir Avenue	PK-6	1,264	1,029	-235	123%
15	PS 86 Minischool [‡]	2756 Reservoir Avenue	PK-6	188	129	-59	146%
15	PS 86 Annex [‡]	2756 Reservoir Avenue	PK-6	320	170	-150	188%
16	PS 95 [‡]	3961 Hillman Avenue	PK-8	687	776	89	89%
16	PS 95 Annex [‡]	3961 Hillman Avenue	PK-8	67	65	-2	103%
17	PS 246 Poe Center ^{Δ ‡}	2641 Grand Concourse	K-8	798	633	-165	126%
18	PS 280 Mosholu Parkway ^{Δ ‡}	3202 Steuben Avenue	K-8	519	381	-138	136%
18	PS 280 Annex Transportable ^{Δ ‡}	3202 Steuben Avenue	K-8	0	131	131	0%
19	PS 360 [‡]	2880 Kingsbridge Terrace	K-8	422	449	27	94%
Total for Study Area				10,148	8,786	-1,362	116%
Total for CSD 10 Sub-district 2				10,826	9,449	-1,377	115%

Sources:

NYC Department of Education, *Enrollment/Capacity/Utilization Report 2008-2009 School Year* (September, 2009).

¹ Includes Pre-K enrollment

² DOE Target Capacity – goal of reduced class size of 20 for grades K-3

³ Elementary school component of PS/IS school organization

^Δ Schools within ½-mile study area

[‡] Schools within CSD 10 Sub-district 2

Intermediate School Utilization

The public intermediate schools serving the neighborhoods within and near the rezoning area operate below capacity. As shown in Table 3.3-2, the overall utilization rate for the 18 public intermediate schools in the one-mile study area is 86 percent, with seats available for 1,313 students. The overall intermediate school utilization for CSD 10 Sub-district 2 is also 86 percent, with seats available for 494 students.

Four PS/IS schools and three IS/HS schools lie within the one-mile study area. This analysis accounts for enrollment in the intermediate grades of these schools.

**Table 3.3-2:
Public Intermediate Schools in the One-Mile Study Area
and/or in CSD 10 Sub-district 2 -
Enrollment, Capacity and Utilization**

Map No.	School	Address	Grades Served	Enrollment	Capacity	Seats Avail.	Util.
IS Schools							
20	IS 80 ^Δ ‡	3202 Steuben Avenue	6-8	658	933	275	71%
21	IS 206 Ann Mersereau ^Δ	2280 Aqueduct Avenue	5-8	373	306	-67	122%
22	IS 254 ^Δ ‡	2452 Washington Avenue	6-8	495	570	75	87%
23	JHS 118 William W. Niles School ^Δ	577 East 179 Street	6-8	993	960	-33	103%
24	MS 45 Thomas C. Giordano School ^Δ	2502 Lorillard Place	6-8	1,030	1,387	357	74%
25	MS 399 ^Δ	120 E 184 Street	7-8	701	990	289	71%
•	PS 340 ^Δ ‡	25 W 195 Street	PK-6	442	445	3	99%
26	Bronx Dance Academy School ^Δ ‡	3617 Bainbridge Avenue	6-8	312	353	41	88%
27	Jonas Bronck Academy ^Δ	400 East Fordham Road	6-8	152	113	-39	135%
28	New School for Leadership and Journalism ^Δ	120 West 231 Street	6-8	756	669	-87	113%
29	The Angelo Patri School ^Δ	2225 Webster Avenue	6-8	741	1,116	375	66%
PS/IS Schools¹							
•	PS 20 George J. Werdan III School ^Δ ‡	3020 Webster Avenue	K-8	366	415	49	88%
•	PS 20 Temp CR Building ^Δ ‡	3020 Webster Avenue	K-8	63	55	-8	115%
•	PS 86 ‡	2756 Reservoir Avenue	PK-6	199	162	-37	123%
•	PS 86 Minischool ‡	2756 Reservoir Avenue	PK-6	30	20	-10	150%
•	PS 95 ‡	3961 Hillman Avenue	PK-8	446	503	57	89%
•	PS 95 Annex ‡	3961 Hillman Avenue	PK-8	26	42	16	62%
•	PS 246 Poe Center ^Δ ‡	2641 Grand Concourse	K-8	112	89	-23	126%
•	PS 360 ^Δ ‡	2880 Kingsbridge Terrace	K-8	64	68	4	94%
IS/HS Schools²							
30	International School for Liberal Arts ^Δ ‡	2780 Reservoir Avenue	6-12	109	203	94	54%
31	Theatre Arts Production Company School ^Δ	2225 Webster Avenue	6-12	219	249	30	88%

Map No.	School	Address	Grades Served	Enrollment	Capacity	Seats Avail.	Util.
32	West Bronx Academy for the Future ^Δ	500 E Fordham Road	6-12	567	545	-22	104%
Total for Study Area				8,153	9,466	1,313	86%
Total for CSD 10 Sub-district 2				3,089	3,583	494	86%

Sources:

NYC Department of Education, *Enrollment/Capacity/Utilization Report 2008-2009 School Year* (September, 2009).

¹ Intermediate school component of PS/IS school organization

² Intermediate school component of IS/HS school organization

^Δ Schools within one-mile study area

[‡] Schools within CSD 10 Sub-district 2

- Numbered in table 3.3-1

High Schools

While high school assessments typically consider facilities on a borough-wide basis, the public high schools near a proposed action area are of particular note. There are 27 high schools within approximately one mile of the rezoning area. These are listed in Table 3.3-3.

**Table 3.3-3:
Public High Schools within One Mile of the Rezoning Area**

Map No.	School	Address	Enrollment	Capacity	Seats Available	Util.
33	Astor Collegiate High School	925 Astor Ave.	439	371	-68	118%
34	Belmont Prep High School	500 E. Fordham Rd.	398	622	224	64%
35	Bronx Academy of Health Careers	800 E. Gun Hill Rd.	483	484	1	100%
36	Bronx Aerospace Academy	800 E. Gun Hill Rd.	405	397	-8	102%
37	Bronx High School - Law and Community Services	500 E. Fordham Rd.	440	474	34	93%
38	Bronx High School for Writing and Communication Arts	800 E. Gun Hill Rd.	450	373	-77	121%
39	Bronx High School of Science	75 W. 205 St.	2,808	2,334	-474	120%
40	Bronx Lab School	800 E. Gun Hill Rd.	423	504	81	84%
41	Celia Cruz Bronx High School of Music	2780 Reservoir Ave.	364	441	77	83%
42	Christopher Columbus High School	925 Astor Ave.	1,462	1,361	-101	107%
43	Columbus Institute of Math and Science	925 Astor Ave.	463	509	46	91%
44	DeWitt Clinton High School	100 W. Mosholu Parkway South	4,388	3,477	-911	126%
45	Discovery High School	2780 Reservoir Ave.	448	458	10	98%
46	Fordham High School for the Arts	500 E. Fordham Rd.	389	413	24	94%
47	Fordham Leadership Academy	500 E. Fordham Rd.	522	471	-51	111%
48	Global Enterprises High School	925 Astor Ave.	457	440	-17	104%
49	Grace H. Dodge Career and Technical High School	2474 Crotona Ave.	1,483	1,493	10	99%
50	High School for Teaching and the	2780 Reservoir Ave.	517	594	77	87%

Map No.	School	Address	Enrollment	Capacity	Seats Available	Util.
	Professions					
51	High School of American Studies at Lehman College	2925 Goulden Ave.	346	335	-11	103%
52	High School of Computers and Technology	805 E. Gun Hill Rd.	490	485	-5	101%
53	High School of Contemporary Arts	806 E. Gun Hill Rd.	463	380	-83	122%
•	Kingsbridge International High School	2780 Reservoir Ave.	437	461	24	95%
54	Marie Curie High School for Nursing, Medicine & Applied Health	120 W. 231 St.	405	523	118	77%
55	Pelham Prep Academy	925 Astor Ave.	478	528	50	91%
56	University Heights Secondary School	2159 University Ave.	432	485	53	89%
57	Walton High School	2780 Reservoir Ave.	389	728	339	53%
•	West Bronx Academy for the Future	500 E Fordham Rd.	321	321	0	100%
Total			20,100	19,462	-638	103%
All Bronx High Schools			54,143	56,029	1,886	97%

Source: NYC Department of Education, *Enrollment/Capacity/Utilization Report 2008-2009 School Year* (September, 2009).

- Numbered in a previous table

According to the latest available data from the DOE, the public high schools within one mile of the rezoning area are over capacity, at 103 percent utilization. The overall utilization rate for high schools in the Bronx is 97 percent.

Libraries

The New York Public Library (NYPL) system includes 85 neighborhood branches and four research libraries located in Manhattan, the Bronx, and on Staten Island, housing approximately 53 million volumes (Queens and Brooklyn have separate library systems). Libraries provide books, information services, written documents, audio visual references, and educational services to their surrounding communities.

Potential impacts on libraries may result from an increased user population. A noticeable change in service delivery is likely to occur if a project introduces a large residential population (i.e. greater than a five percent increase in housing units served). According to the *CEQR Technical Manual*, if a proposed action would increase the average number of residential units served by local library branches in the Bronx by more than five percent (681 DUs), the proposed project may cause significant impacts on library services and further analysis of the impact of the proposed action is warranted.

The proposed action would result in new residential development, generating a net increase of 738 DUs. To estimate the number of new residents that would be generated by these new DUs, the number of new units was multiplied by 2.86 persons, the average household size

for the Bronx, and then adjusted for the average Bronx vacancy rate of 4.36 percent. The action-generated DUs are expected to generate an estimated 2,019 new residents in the rezoning area by 2020.

According to the *CEQR Technical Manual*, neighborhood library branches serve areas based on the distance that residents would travel to use library services, which is typically not more than three-quarters of a mile (referred to as the library's catchment area).

Five NYPL neighborhood branches are located within the $\frac{3}{4}$ -mile study area, as shown on Figure 3.3-3 and in Table 3.3-4. They serve a combined residential population of 328,651.

**Table 3.3-4:
Libraries within the Webster Avenue Study Area**

<i>Branch Library</i>	<i>Catchment Population</i>	<i>Annual Circulation</i>
Allerton Library	59,964	133,489
Belmont Regional Library	99,171	124,480
Bronx Library Center	127,734	669,774
Jerome Park Library	130,478	126,065
Mosholu Branch Library	84,693	198,764
Total	328,651*	

*The total population is not cumulative because some of the catchment areas overlap each other.

Allerton Library

The Allerton Library is located at 2740 Barnes Avenue. It opened in 1960 and was renovated in 2005. It is open Monday through Saturday and serves a catchment area of approximately 59,964 residents with an annual circulation of 133,489. A children’s story hour room is located on the second floor and a 74-seat auditorium used for library programs is in the basement. The library host story time and music classes for children as well as computer classes and book discussion groups for adults.

Belmont Regional Library

The Belmont Regional Library serves a catchment area of approximately 99,171 residents and has an annual circulation of 124,480. It is located at 610 East 186th Street in the heart of Belmont, the Bronx’s “Little Italy”, and is open Monday through Saturday. It opened in 1981 as a direct response to the local community’s desire for a facility dedicated to Italian-American heritage. The library is the home of the Enrico Fermi Cultural Center collection, which consists of Italian language materials including newspapers, books, videos and audiobooks. A Lifelong Learning Collection and Spanish Language Collection are also available. For children, the Belmont Regional Library also offers a separate reading room, Spanish language collection and Italian language collection. The library offers computers for public use. Programs include Arts & Crafts, children’s story time, children’s films and various games (including chess and Italian gaming).

Bronx Library Center

The Bronx Library Center is located at 310 Kingsbridge Road, and serves a catchment area of approximately 127,734 residents. It is the largest public library in the Bronx and is open seven days a week. It holds the largest Latino and Puerto Rican Heritage Collection in the NYPL system including circulating and reference materials as well as educational and cultural programs and multimedia exhibitions. Other special collections include: Spanish, Chinese, Russian, Bengali & Korean Language collections, a Lifelong Learning Collection and a Large Print Collection. The Teen Center and Children’s Room provide books, media and computers for school-age children. Services for persons with disabilities include: personal reading machines, screen magnification software and wheelchair accessible

photocopiers and computer workstations. Approximately 50 computer stations with free internet access are available for public use, by appointment. The library also offers wireless internet access and laptop docking. Career and educational counseling is also available. The Bronx Library Center opened in 2006 and is the NYPL's first "green" library.

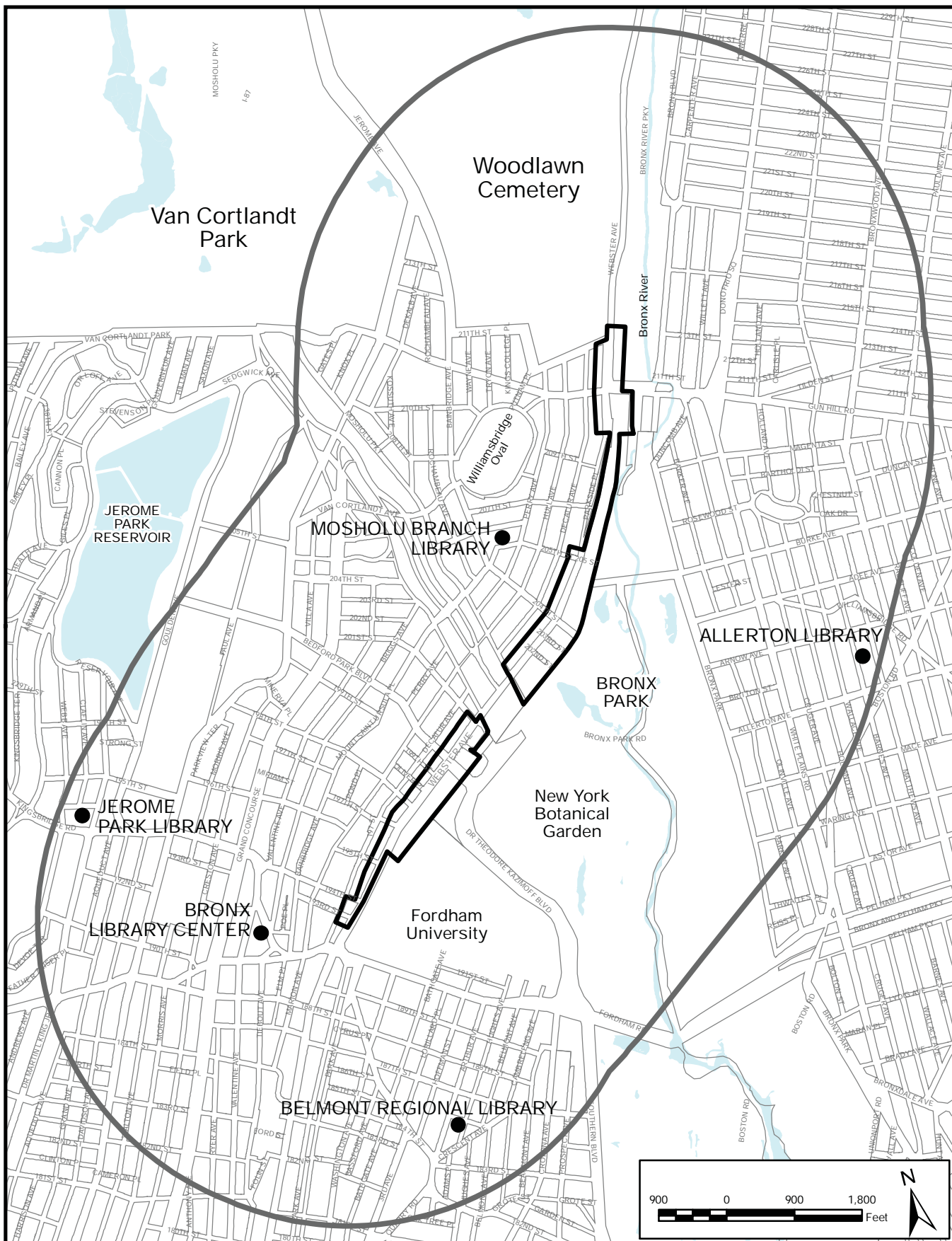
Jerome Park Library

The Jerome Park Library, located at 118 Eames Place, originally opened in 1968. It reopened after an extensive renovation in 2007. The library offers Lifetime Learning, Large Print and Spanish Language collections. Children's activities include story time, arts and crafts, and films. Other features include free wireless internet access and a community room. The building is fully accessible to people who use wheelchairs.

Mosholu Branch Library

With an annual circulation of 198,764, the Mosholu Branch Library serves approximately 84,693 people. The library houses several foreign language collections including Albanian, Spanish, Russian and Bengali. Reference, Lifelong Learning and Children's collections are also available. Special programs include Wii activities for adults and teens, adult computer classes taught in both English and Spanish, teen computer classes, toddler "story time" and a knitting circle. Library users can avail themselves of free wireless internet access and laptop docks.

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Legend

- NYPL Facilities
- ▭ Webster Avenue Rezoning Area
- ▭ Library Analysis (Approximate 3/4-mile Radius)

Figure 3.3-3: Library Facilities in the Study Area

Webster Avenue Rezoning EAS

NYC Department of City Planning

Source: NYC Department of City Planning MapPLUTO 2009; STV Incorporated

Health Care Facilities

Health care facilities include public, private and non-profit facilities that accept public funds (usually in the form of Medicare and Medicaid reimbursements) and that are available to any member of the community. These include hospitals, nursing homes, clinics and other facilities providing outpatient health services. According to the *CEQR Technical Manual*, the assessment of health care focuses on emergency and outpatient ambulatory services that could be affected by the introduction of a large low-income residential population that may rely heavily on nearby hospital emergency rooms and other public outpatient ambulatory services.

The *CEQR Technical Manual* indicates that project-induced impacts on inpatient hospital and nursing home services are unlikely because insured patients have access to such services citywide and, with substantial declines in the need for acute care hospital beds in New York City and the nation, the potential for overutilization of inpatient beds is rarely an issue. A detailed analysis of impacts on hospital and nursing home inpatient services is therefore generally limited to actions that would have a direct effect on the facility itself. As the proposed action would not result in any direct effects on health care facilities, an assessment of hospital and nursing home inpatient services is not warranted.

Analyses of health care facilities are generally conducted for projects that introduce more than 600 new low- or moderate-income residential units. This threshold assumes there may be an increased demand on local health care facilities because low-income populations may rely on nearby emergency and outpatient clinic services for their primary health care. Low-income populations are also likely to make more emergency room visits than higher-income populations.² Since the Reasonable Worst Case Development Scenario for the proposed action includes only 191 affordable housing units, the threshold for a detailed analysis of health care facilities is not exceeded.

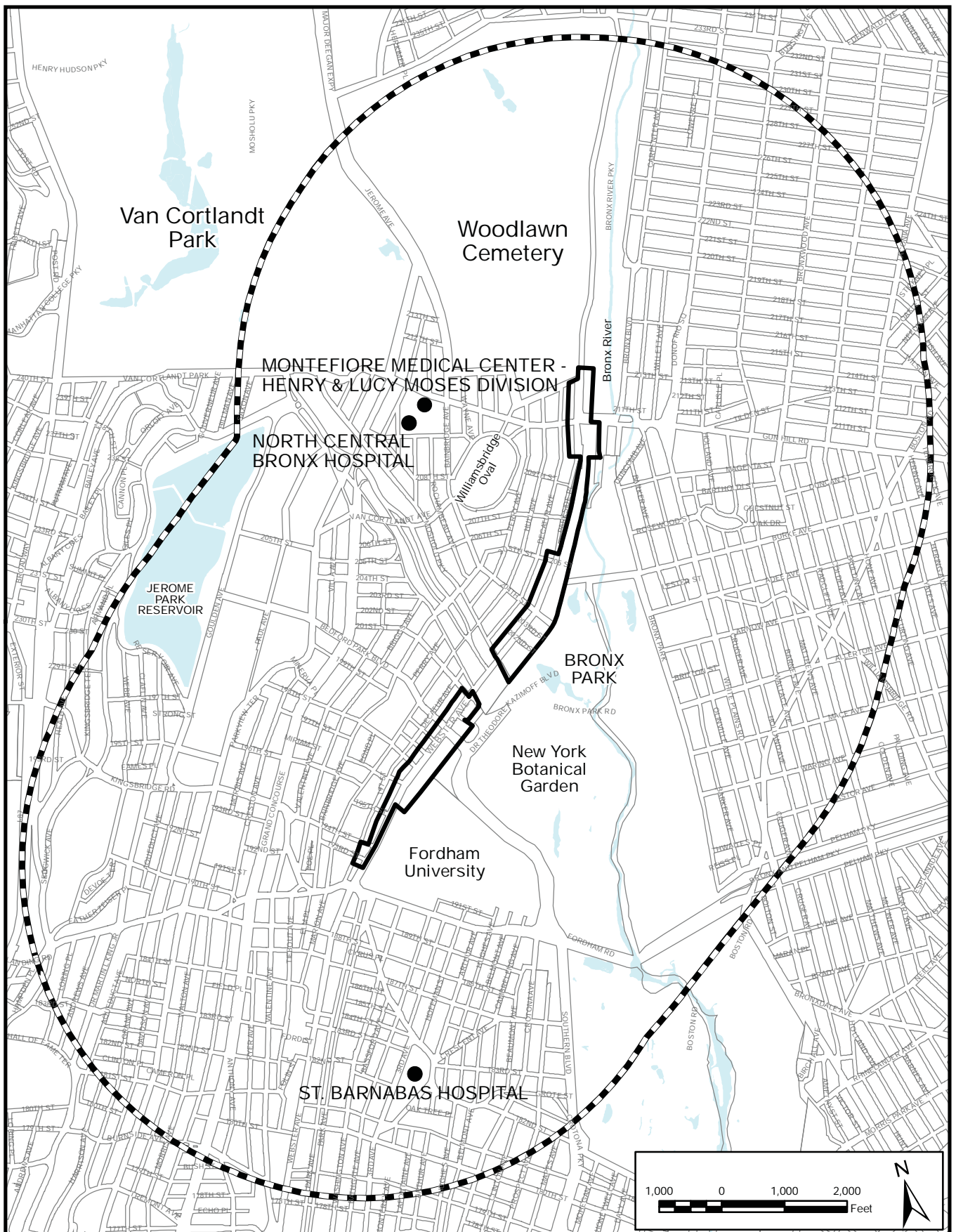
For informational purposes, a discussion of health care facilities follows. In accordance with CEQR guidelines, hospital emergency room services and outpatient ambulatory care facilities (regulated by the New York State Department of Health and Office of Mental Health) within approximately one mile of the rezoning area have been identified and are discussed below.

Hospitals and Emergency Rooms

As shown on Figure 3.3-4, there are three hospitals with an emergency room within one mile of the Webster Avenue rezoning area: St. Barnabas Hospital, Montefiore Medical Center – Henry & Lucy Moses Division and North Central Bronx Hospital. In 2007, they handled 91,212, 128,052, and 55,215 emergency room visits, respectively.³

² Source: Agency for Healthcare Research and Quality, Rockville, MD. *Appendix D: Data Tables. National Healthcare Disparities Report, 2005*. <http://www.ahrq.gov/qual/nhdr05/>. Website accessed March 25, 2010.

³ Source: www.comptroller.nyc.gov/bureaus/opm/reports/hospital.../bronx-map.pdf. Website accessed March 25, 2010.



Legend

- Study Area Hospital with Emergency Room
- ▭ Webster Avenue Rezoning Area
- ⊞ Health Care Analysis (Approximate 1-mile Radius)

Figure 3.3-4: Hospital Emergency Rooms in the Study Area

Webster Avenue Rezoning EAS

Other Outpatient Services

There are 77 outpatient health care service facilities within the one-mile health care study area. They are dispersed throughout the area and provide a full range of outpatient health care services. These are listed by type, with community district and address, in Table 3.3-5.

**Table 3.3-5:
Outpatient Health Care Facilities in the One-Mile Study Area**

<i>CD</i>	<i>Facility Name</i>	<i>Address</i>	<i>Type</i>
5	AHRC Health Care	2488 Grand Concourse	Health Center
5	Dr. Martin Luther King Health Center at Bronx Care 182nd St Practice	2202 Grand Concourse	Health Center
5	Dr. Martin Luther King Health Center at Bronx Care Poe Medical and Dental Center	2432 Grand Concourse	Health Center
5	Morris Heights Health Center at Walton Avenue	25 East 183 St.	Health Center
5	Union Community Health Center	260 East 188 St.	Health Center
5	Montefiore Medical Center at PS 85	2400 Marion Ave.	Hospital Affiliated Health Center
5	Montefiore Medical Center Methadone Clinic	2005 Jerome Ave.	Hospital Affiliated Health Center
5	St. Barnabas Hospital at Ambulatory Care Clinic at Union Hospital	260 East 188 St.	Hospital Affiliated Health Center
5	St. Barnabas Hospital at Fordham-Tremont Community Mental Health Center	2250 Ryer Ave.	Hospital Affiliated Health Center
5	St. Barnabas Hospital at Fordham-Tremont Community Mental Health Center	2021 Grand Concourse	Hospital Affiliated Health Center
5	St. Barnabas Hospital Primary Care Center	2021 Grand Concourse	Hospital Affiliated Health Center
5	Morris Heights Health Center at PMS 399	120 East 184 St.	School Health Center
5	Montefiore Medical Center - MMTP Clinic #3	2005 Jerome Ave.	Outpatient Methadone Treatment - Chem Dep
5	Montefiore Medical Center - MMTP Clinic #2	2005 Jerome Ave.	Outpatient Methadone Treatment - Chem Dep
5	TRI Center Chemical Dependency Outpatient Clinic	2488 Grand Concourse	Outpatient Clinic - Chem Dependency
5	Fordham-Tremont Continuing Day Treatment Program	2250 Ryer Ave.	Day Treatment - Mental Health
5	Fordham-Tremont Continuing Day Treatment Unit	260 East 188 St.	Day Treatment - Mental Health
5	Bronx-Lebanon Crotona Park CMHC Geriatric OPD	2432 Grand Concourse	Clinic Treatment - Mental Health
5	Bronx-Lebanon Grand Concourse Clinic	2432 Grand Concourse	Clinic Treatment - Mental Health
5	Fordham-Tremont Continuing Care Clinic	260 East 188 St.	Clinic Treatment - Mental Health

**Table 3.3-5:
Outpatient Health Care Facilities in the One-Mile Study Area (continued)**

<i>CD</i>	<i>Facility Name</i>	<i>Address</i>	<i>Type</i>
5	AHRC Health Care	2488 Grand Concourse	Health Center
5	Dr. Martin Luther King Health Center at Bronx Care 182nd St Practice	2202 Grand Concourse	Health Center
5	Dr. Martin Luther King Health Center at Bronx Care Poe Medical and Dental Center	2432 Grand Concourse	Health Center
5	Morris Heights Health Center at Walton Avenue	25 East 183 St.	Health Center
5	Union Community Health Center	260 East 188 St.	Health Center
5	Montefiore Medical Center at PS 85	2400 Marion Ave.	Hospital Affiliated Health Center
5	Montefiore Medical Center Methadone Clinic	2005 Jerome Ave.	Hospital Affiliated Health Center
5	St. Barnabas Hospital at Ambulatory Care Clinic at Union Hospital	260 East 188 St.	Hospital Affiliated Health Center
5	St. Barnabas Hospital at Fordham-Tremont Community Mental Health Center	2250 Ryer Ave.	Hospital Affiliated Health Center
5	St. Barnabas Hospital at Fordham-Tremont Community Mental Health Center	2021 Grand Concourse	Hospital Affiliated Health Center
5	St. Barnabas Hospital Primary Care Center	2021 Grand Concourse	Hospital Affiliated Health Center
5	Morris Heights Health Center at PMS 399	120 East 184 St.	School Health Center
5	Montefiore Medical Center - MMTP Clinic #3	2005 Jerome Ave.	Outpatient Methadone Treatment - Chem Dep
5	Montefiore Medical Center - MMTP Clinic #2	2005 Jerome Ave.	Outpatient Methadone Treatment - Chem Dep
5	TRI Center Chemical Dependency Outpatient Clinic	2488 Grand Concourse	Outpatient Clinic - Chem Dependency
5	Fordham-Tremont Continuing Day Treatment Program	2250 Ryer Ave.	Day Treatment - Mental Health
5	Fordham-Tremont Continuing Day Treatment Unit	260 East 188 St.	Day Treatment - Mental Health
5	Bronx-Lebanon Crotona Park CMHC Geriatric OPD	2432 Grand Concourse	Clinic Treatment - Mental Health
5	Bronx-Lebanon Grand Concourse Clinic	2432 Grand Concourse	Clinic Treatment - Mental Health
5	Fordham-Tremont Continuing Care Clinic	260 East 188 St.	Clinic Treatment - Mental Health
5	Fordham-Tremont CMHC David Casella Child Services	260 East 188 St.	Clinic Treatment - Mental Health
5	Fordham-Tremont Child, Adolescent & Family Services	2021 Grand Concourse	Clinic Treatment - Mental Health
5	Fordham-Tremont CMHC Adult Outpatient Clinic	2021 Grand Concourse	Clinic Treatment - Mental Health

**Table 3.3-5:
Outpatient Health Care Facilities in the One-Mile Study Area (continued)**

<i>CD</i>	<i>Facility Name</i>	<i>Address</i>	<i>Type</i>
5	Walton Counseling Center	25 East 183 St.	Clinic Treatment - Mental Health
5	Fordham-Tremont CMHC ACT Program	260 East 188 St.	Assertive Community Treatment - Mental Health
6	Medalliance Medical Health Services	625 East Fordham Rd.	Health Center
6	Phoenix House	480 East 185 St.	Health Center Outpatient Clinic - Chem Dependency
6	Jacobi Medical Center at Crotona Health Center	1826 Arthur Ave.	Hospital Affiliated Health Center
6	Montefiore Medical Center at Fordham Family Practice	1 Fordham Plaza	Hospital Affiliated Health Center
6	Montefiore Medical Center at IS 45	2502 Lorillard Place	Hospital Affiliated Health Center
6	Montefiore Medical Center at Theodore Roosevelt High School	500 East Fordham Rd.	Hospital Affiliated Health Center
6	St. Barnabas Hospital at Fordham Plaza Primary Care Clinic	1 Fordham Plaza	Hospital Affiliated Health Center
6	St. Barnabas Hospital MMTP	4535-39 Third Ave.	Hospital Affiliated Health Center
6	St. Barnabas Hospital at Fordham Tremont Community Mental Health Center	817 East 180 St.	Hospital Affiliated Health Center
6	St. Barnabas Hospital Hemodialysis	4441-51 Third Ave.	Hospital Affiliated Health Center
6	Bronx Dialysis Center	1940 Webster Ave.	Dialysis Center
6	St. Barnabas Hospital - MMTP	4535-39 Third Ave.	Outpatient Methadone Treatment - Chem Dep
6	St. Barnabas Hospital - Chemical Dependency Outpatient Clinic	4422 Third Ave.	Outpatient Clinic - Chem Dependency
6	HIP Bronx Mental Health Service	400 East Fordham Rd.	Clinic Treatment - Mental Health
6	JASA/Geriatric Mental Health Outreach Service	1 Fordham Plaza	Clinic Treatment - Mental Health
7	Mount Saint Ursula Speech Center	2885 Marion Ave.	Health Center
7	Perry Avenue Family Medical Center	3071 Perry Ave.	Health Center
7	WK Diagnostic and Treatment Center	100 West Kingsbridge Rd.	Health Center
7	Montefiore Medical Center - Child Protection Center	3314 Steuben Ave.	Hospital Affiliated Health Center
7	Montefiore Medical Center - Dental Center	3424 Kossuth Ave.	Hospital Affiliated Health Center
7	Montefiore Medical Center - Low Lead Clinic	91 East Mosholu Parkway	Hospital Affiliated Health Center
7	Montefiore Medical Center - MMTP 1	3550 Jerome Ave.	Hospital Affiliated Health Center
7	Montefiore Medical Center - Norwood Medical Group	60 East 208 St.	Hospital Affiliated Health Center
7	Montefiore Medical Center at PS 8	3010 Briggs Ave.	Hospital Affiliated Health Center
7	Montefiore Medical Center at Primary	358-360 East 193 St.	Hospital Affiliated Health Center

**Table 3.3-5:
Outpatient Health Care Facilities in the One-Mile Study Area (continued)**

<i>CD</i>	<i>Facility Name</i>	<i>Address</i>	<i>Type</i>
	Care Network		
7	Montefiore Medical Center at University Avenue Family Practice Center	105 West 188 St.	Hospital Affiliated Health Center
7	Montefiore Medical Center at Walton High School	2780 Reservoir Ave.	Hospital Affiliated Health Center
7	Montefiore Medical Center at DeWitt Clinton High School	100 West Mosholu Parkway	Hospital Affiliated Health Center
7	Bronx River Nephro-Care at Jewish Home & Hospital	100 West Kingsbridge Rd.	Dialysis Center
7	Montefiore Dialysis Center I	3547-49 Webster Ave.	Dialysis Center
7	Montefiore Dialysis Center II	3547 Webster Ave.	Dialysis Center
7	Montefiore Medical Center SATP-MMTP	3550 Jerome Ave.	Outpatient Methadone Treatment - Chem Dep
7	Arms Acres	3584 Jerome Ave.	Outpatient Clinic - Chem Dependency
7	North Central Bronx Hospital - Chemical Dependency Outpatient	3424 Kossuth Ave.	Outpatient Clinic - Chem Dependency
7	New Directions Montefiore Medical Center Outpatient	3550 Jerome Ave.	Outpatient Clinic - Chem Dependency
7	Fegs Bronx Continuing Day Treatment Program	3600 Jerome Ave.	Day Treatment - Mental Health
7	Fegs Bronx Intensive Psychiatric Rehab Treatment	3600 Jerome Ave.	Intensive Psychiatric Rehab - Mental Health
7	Hon. Caroline K. Simon Center - Bronx Clinic	3600 Jerome Ave.	Clinic Treatment - Mental Health
7	Montefiore Medical Center - Child/Adult OPD	111 East 210 St.	Clinic Treatment - Mental Health
7	North Central Bronx Hospital Psychiatric Outpatient Department	3424 Kossuth Ave.	Clinic Treatment - Mental Health
11	Comprehensive Care Management Center	2401 White Plains Rd.	Health Center
11	Comprehensive Care Management Center	668 Allerton Ave.	Health Center
11	Soundview Health Center	2727 White Plains Rd.	Health Center
11	Beth Abraham Health Services	612 Allerton Ave.	Adult Day Health Care Center
11	JBFCS Madeline Borg Bronx Consultation Center	750 Astor Ave.	Clinic Treatment - Mental Health
11	CUCS ACT Program	665 Pelham Parkway North	Assertive Community Treatment - Mental Health
11	Social Action Center	665 Pelham Parkway North	Day Habilitation - MR/DD
12	Jacobi Medical Center at Health Center at Gunhill	1012 East Gunhill Rd.	Hospital Affiliated Health Center
12	North Central Bronx Hospital at Gunhill Pediatric Primary Care Center	3450 White Plains Rd.	Hospital Affiliated Health Center

**Table 3.3-5:
Outpatient Health Care Facilities in the One-Mile Study Area (continued)**

<i>CD</i>	<i>Facility Name</i>	<i>Address</i>	<i>Type</i>
12	Vertex CD Outpatient Program	1080 East Gun Hill Rd.	Outpatient Clinic - Chem Dependency
12	Astor Day Treatment Program	750 Tilden St.	Day Treatment - Mental Health Clinic Treatment - Mental Health
12	Our Lady of Mercy Medical Center Child Psychiatry Clinic	4141 Carpenter Ave.	Clinic Treatment - Mental Health

Source: New York City Department of City Planning, *Selected Facilities and Program Sites in New York City, 2007-2008*.

Publicly Funded Day Care Centers

The *CEQR Technical Manual* requires a detailed analysis of publicly funded day care centers when the proposed action would produce substantial numbers of subsidized, low- to moderate-income family housing units that may generate a sufficient number of eligible children to affect the availability of slots at public day care centers. Private day care facilities are not considered in the quantitative analysis of action-generated effects.

Typically, proposed actions that generate 20 or more eligible children require further analysis. Table 3C-4 of the *CEQR Technical Manual* calculates, by borough, the estimated number of low- to moderate-income housing units that could yield at least 20 children eligible for government subsidized child care. According to Table 3C-4 (updated in December 2009) for the Bronx, 141 affordable (i.e., low or low-moderate income) units would yield 20 children eligible for publicly funded day care. Since the proposed action would add 191 low-to-moderate income units to the rezoning area, further analysis is warranted. Impacts are identified if the proposed action would result in demand for slots in publicly funded day care centers greater than remaining capacity and the increase in demand would be five percent or more over the collective capacity of the publicly funded day care centers in the study area.

Publicly funded day care for the children of income-eligible households in New York City is sponsored and financially supported by the Division of Child Care and Head Start, within the New York City Administration for Children’s Services (ACS), and Head Start, federally funded early childhood education and family support programs. ACS contracts with hundreds of private, non-profit organizations to provide Child Care and Head Start programs in communities across the city that are licensed by the New York City Department of Health (DOH). ACS also issues vouchers to eligible families to provide financial assistance in accessing care from formal and informal providers in the city.

To receive subsidized child care services, a family must meet specific financial and social eligibility criteria that are determined by federal, state, and local regulations. Eligibility is determined by a child’s age (0-13), and a family’s gross income, with consideration of family size. To meet the social eligibility for publicly funded day care, a family must also have an approved “reason for care,” such as involvement in a child welfare case or participation in a “welfare-to-work” program.

Publicly funded day care centers, under the auspices of the City's Division for Child Care and Head Start (CCHS) within ACS, provide care for the children of income-eligible households. Space for one child in such day care centers is termed a "slot." These services are available for income-eligible children up to the age of 12, but are used predominantly by children five years old and younger. The name, location and enrollment information for publicly funded day care centers in the study area are provided below.

Group family child care is provided for seven to twelve children in a home with a provider and an assistant, and licensed by the NYC Department of Health and Mental Hygiene. Family child care for three to seven children is offered by a licensed provider in his/her home. The majority of family and group child care providers in New York City are registered with a child care network, which provides access to training and support services. Informal child care is usually provided by a relative or neighbor for no more than two children. Head Start is a federally funded child care program that provides parents with part-day child care services.

Since there are no locational requirements for enrollment in day care centers, and some parents/guardians choose a day care center close to their employment or their child's school, rather than their residence, the service areas of these facilities can be rather large, thus making it difficult to identify a study area. Even so, day care centers closest to the rezoning area are more likely to be subject to increased demand. According to the *CEQR Technical Manual*, the locations of publicly funded group day care centers and Head Start programs within 1.5 miles of the rezoning area should be shown.

Currently, 41 publicly funded day care centers and Head Start programs are located within 1.5 miles of the Webster Avenue rezoning area. These are listed in Table 3.3-6 and shown on Figure 3.3-5. Head Start is a national program that promotes school readiness by enhancing the social and cognitive development of children through the provision of educational, health, nutritional, social and other services. The program provides grants to local public and private non-profit and for-profit agencies to provide comprehensive child development services to economically disadvantaged children and families, with a special focus on helping preschoolers develop the early reading and math skills they need to be successful in school. Together, the publicly funded day care centers and the Head Start Programs within the 1.5-mile study area have an enrollment of 2,689 children, and a total capacity of 3,111, with 422 slots currently open.

**Table 3.3-6:
Publicly Funded Day Care Centers and Head Start Programs in the 1.5-Mile Study Area**

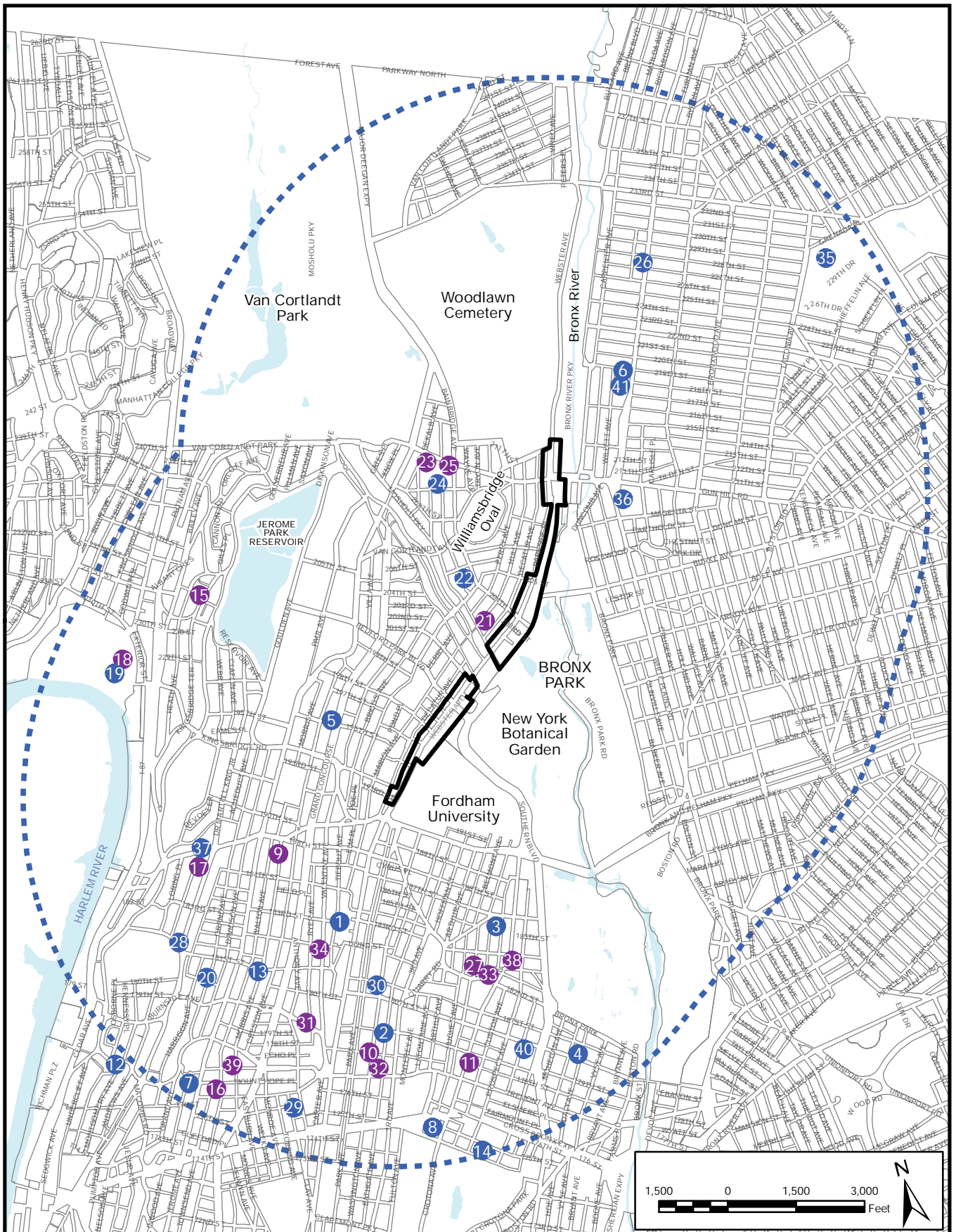
Map No.	Name	Address	Capacity	Enrollment	% Util.
1	As the Twig is Bent Children's Center	355 East 183 St.	55	36	65%
2	Bathgate Day Care Center	1997 Bathgate Ave.	100	100	100%
3	Belmont Community Day Care Center	2340 Cambreleng Ave.	77	77	100%
4	Cardinal McCloskey Day Care Center Site II	899 East 180 St.	75	54	72%
5	Concourse House Day Care Center	2751 Grand Concourse	36	24	67%
6	Crawford Community Early Learning Center	670 East 219 St.	55	42	76%
7	Davidson Avenue Community Day Care Center	1810 Davidson Ave.	101	58	57%
8	East Tremont Child Care and Development Center	1811 Crotona Ave.	60	41	68%
9	East Tremont Head Start	2431 Morris Ave.	65	65	100%
10	East Tremont Head Start	1951 Washington Ave.	60	52	87%
11	East Tremont Head Start	1984-86 Crotona Ave.	32	31	97%
12	Ezekiel P. Rivers Jr. Learning Center	200 West Tremont Ave.	120	71	59%
13	HAC - Steven Sales Day Care	80 East 181 St.	95	70	74%
14	Help Bronx Crotona Day Care	785 Crotona Park North	20	4	20%
15	Kingsbridge Heights Head Start	3101 Kingsbridge Terrace	97	97	100%
16	La Peninsula Head Start	1871 Walton Ave.	231	232	100%
17	Little Angels Head Start	2340 Andrews Ave.	114	97	85%
18	Marble Hill Head Start	5480 Broadway	62	44	71%
19	Marble Hill Nursery School	5470 Broadway	20	10	50%
20	Marc Academy and Family Center	2105 Jerome Ave.	20	20	100%
21	Monsignor Boyle Head Start	3044 Hull Ave.	116	116	100%
22	Mosholu Montefiore / Rochambeau Childrens Center	3130 Rochambeau Ave.	29	21	72%
23	Mosholu Montefiore Child Development Center Head Start	3512 Dekalb Ave.	6	6	100%
24	Mosholu Montefiore Childrens Center	3450 Dekalb Ave.	47	30	64%
25	Mosholu Montefiore Head Start	3450 Dekalb Ave.	64	64	100%
26	North Bronx National Council of Negro Women Child Development Center	4035 White Plains Rd.	112	93	83%
27	Phipps Lambert Head Start	1005 East 179 St.	45	45	100%
28	Pius XII Day Care	2167 University Ave.	77	51	66%

**Table 3.3-6:
Publicly Funded Day Care Centers and Head Start Programs in the 1.5-Mile Study Area
(continued)**

Map No.	Name	Address	Capacity	Enrollment	% Util.
29	Promesa Multicultural Day Care Center II	300 East 175 St.	90	68	76%
30	Salvation Army Tremont Day Care Center	2121 Washington Ave.	69	61	88%
31	Sharon Baptist Head Start	279 East Burnside Ave.	188	198	105%
32	Sharon Baptist Head Start	1925 Bathgate Ave.	90	91	101%
33	St. Martin of Tours Head Start	695 East 182 St.	68	68	100%
34	St. Simon Head Start	2195 Valentine Ave.	54	54	100%
35	Susan Wagner Day Care Center	1140 East 229 St.	115	90	78%
36	Susan Wagner Victory Day Care Center	3440 White Plains Rd.	55	58	105%
37	Tolentine Zeiser Day Care	2342 Andrews Ave.	67	67	100%
38	Trabajamos Head Start	2260 Crotona Ave.	70	68	97%
39	Trabajamos Head Start	1905 Morris Ave.	94	93	99%
40	Twin Parks Child Care Center	2070 Mapes Ave.	60	40	67%
41	Williamsbridge NAACP Early Childhood Education Center	670-680 East 219 St.	100	82	82%
Total within the 1.5-Mile Study Area			3,111	2,689	86%
Available Slots				422	

Sources:
New York City Department of City Planning, *Selected Facilities and Program Sites in New York City, 2007-2008*;
ACS Bronx Program Enrollment Data, October 2009.

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Legend

- 1 Day Care Centers
- 1 Head Start Locations
- Webster Avenue Rezoning Area
- Day Care Centers and Head Start Programs Analysis (Approximate 1.5-mile Radius)

Figure 3.3-5: Publicly Funded Day Care Centers and Head Start Programs in the Study Area

Webster Avenue Rezoning EAS

NYC Department of City Planning

Source: NYC Department of City Planning MapPLUTO 2009; STV Incorporated

In addition to these public group day care facilities and Head Start facilities, privately-operated, group day care facilities and home-based family child care providers that accept publicly subsidized enrollees are also available to meet study area demand. However, these facilities are not included in the quantitative analysis. There are approximately 2,989 public day care slots throughout the Bronx administered by 19 network providers through home-based group and family day care facilities. According to ACS, these home-based facilities tend to absorb unmet demand at day care facilities and the home-based system adds more capacity, or host households, as demand increases. Information on these networks is presented in Table 3.3-7.

**Table 3.3-7:
Bronx Family Child Care Networks**

<i>Name</i>	<i>Address</i>	<i>Estimated Network Spaces</i>
Cardinal McCloskey Children's Services	349 East 149 Street	429
Cardinal McCloskey Children's Services	402-404 East 152 Street	835
Catholic Home Bureau	1780 Grand Concourse	241
Catholic Home Bureau	2432 Grand Concourse	90
Inwood House	522 Courtland Avenue	40
1332 Fulton Avenue Family Day Care	1332 Fulton Avenue	39
Citizens Advice Bureau Family Day Care	632 Southern Boulevard	50
Davidson Avenue Family Day Care	1810 Davidson Avenue	66
East Bronx NAACP Family Day Care	1113 Colgate Avenue	50
Fordham Bedford Family Day Care	2715 Bainbridge Avenue	50
Highbridge Advisory Council	800 Concourse Village East	222
Hunts Point Family Day Care	630 Jackson Avenue	162
Kingsbridge Heights Family Day Care	3101 Kingsbridge Terrace	40
Sound Dale Family Day Care	1211 Croes Avenue	107
Tremont Crotona Family Day Care	1984 Daly Avenue	199
Tremont Monterey Family Day Care	870 East 175 Street	90
University Heights Day Care Center	2167 University Avenue	115
Westchester Tremont Family Day Care	2547 East Tremont Avenue	42
Youth Village Family Day Care	955 Tinton Avenue	122
Total Child Care Services		2,989

Source: AFSCME, 2009. Note: Residence-based day care located throughout the Bronx.

Police and Fire Services

The New York City Police Department (NYPD) and New York City Fire Department (FDNY) routinely evaluate the need for changes in personnel, equipment, or facilities based on population, response times, crime levels or other local factors. Therefore, the *CEQR Technical Manual* requires an assessment of service delivery only if a proposed action would directly affect the physical operations of a precinct house or station house. Since the proposed action would not directly affect existing police and fire facilities, an assessment is

not warranted. A brief discussion of police and fire services in and near the rezoning area is provided for informational purposes.

Police Services

The Webster Avenue rezoning area is located within the NYPD's 52nd Precinct, shown on Figure 3.3-6. The 46th Precinct is also within a mile of the rezoning area.

The 52nd Precinct serves such neighborhoods as Bedford Park, Fordham, Kingsbridge, Norwood and University Heights. The precinct includes several hospitals, public elementary, intermediate and high schools, and many houses of worship.

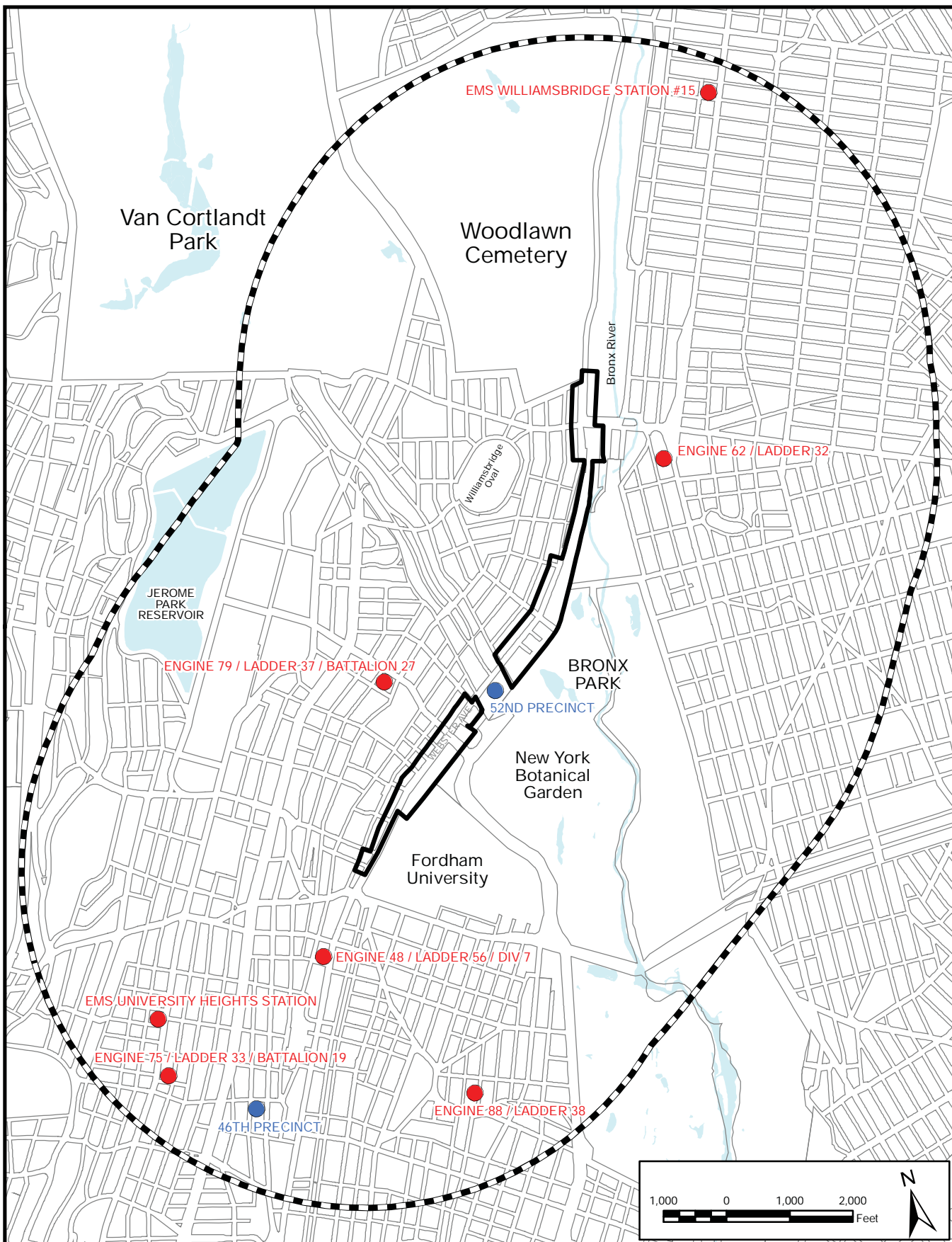
The 46th Precinct includes four neighborhoods: Fordham, University Heights, Morris Heights and Mount Hope. Major commercial strips are found along East Fordham Road, Grand Concourse, West Burnside Avenue, and Webster Avenue.

Fire Services

In New York City, FDNY engine companies carry hoses, ladder companies provide search, rescue and building ventilation functions, and rescue companies specifically respond to fires or other emergencies in high-rise buildings. Approximately 25 personnel are staffed in each Engine Company and Ladder Company. Therefore, if a firehouse contains one Engine and one Ladder Company, a total of 50 personnel are assigned to that facility. Typically, during one shift each engine and ladder company is staffed by five and six firefighters, respectively. Normally, a total of three engine companies and two ladder companies respond to each call, although initial responses to alarms from any given call box location are sometimes determined by the specific needs of the geographic location or use at that station. The Fire Department also operates the City's EMS system.

FDNY facilities within one mile of the rezoning area include: Engine Company 48/Ladder Company 56/Division 7 at 2417 Webster Avenue; Engine Company 75/Ladder Company 33/Battalion 19 at 2175 Walton Avenue; Engine Company 88/Ladder Company 38 at 2225 Belmont Avenue; Engine Company 79/Ladder Company 37/Battalion 27 at 2928 Briggs Avenue; Engine Company #62/Ladder Company #32 at 3431 White Plains Road; EMS University Heights Station at 2285 Jerome Avenue; and EMS Williamsbridge Station #15 at 4109 White Plains Road. These facilities are shown on Figure 3.3-6.

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- Fire Service
- Police Service
- Webster Avenue Rezoning Area
- Police & Fire Services Analyses (Approximate 1-mile Radius)

Figure 3.3-6: Police and Fire Services Serving the Rezoning Area

Webster Avenue Rezoning EAS

3.3.2 FUTURE WITHOUT THE PROPOSED ACTION

In the future without the proposed action, as-of-right development would be expected to occur on projected development sites identified as part of the RWCDs for the proposed rezoning (see Chapter 2.0, Project Description). In the future without the proposed action it is expected that there would be a total of 219 dwelling units on the projected development sites when compared to existing conditions, an increase of 209 units.

Public Schools

The schools utilization rates for conditions in the future without the proposed action were calculated using the DOE's *Enrollment Projections (Actual 2007, Projected 2017-2018)*. Since the proposed action's analysis year is 2020, the 2017 projections were used. These projections are shown in Tables 3.3-8, 3.3-9, and 3.3-10.

Capacity Changes

The adopted June 2009 Amendment to DOE's *2010-2014 Five Year Capital Plan* includes the construction of ECC 361 in the study area and in CSD 10 Sub-district 2, with 490 seats. The program calls for 461 new elementary seats at PS 95 in September 2010. In addition, although included in the elementary school capacity under "Existing Conditions," the PS 8, PS 85 and PS 310 Minischools and PS 280 TCUs are excluded from the analysis of future conditions because their capacities are temporary.

Enrollment Changes

In 2020, under the future without the proposed action, it is anticipated the study area will contain a total of 219 dwelling units which are expected to generate 85 elementary students, 35 intermediate school students and 42 high school students.⁴

Elementary Schools

As shown in Table 3.3-8, elementary schools in the half-mile study area are still expected to operate above capacity in 2020 absent the proposed action. However, enrollment is expected to decline to 105 percent of capacity, an improvement of 11 percent from the existing condition. Total enrollment in the study area would be approximately 9,348. Overall, CSD 10 Sub-district 2 is expected to operate at 111 percent capacity – a decrease of 4 percent from the existing condition.

⁴ Student generation rates based on Fall 2008 *CEQR Technical Manual* Table 3C-2: "Projected Public School Pupil Ratios in New Housing Units of All Sizes."

**Table 3.3-8:
Projected Public Elementary School Enrollment, Capacity and Utilization in
2020 without the Proposed Action**

	DOE Proj. Enroll. 2020 ⁽¹⁾⁽²⁾	Students Generated by New Development	Total Projected Enrollment 2020	Capacity ³	Seats Available	Util.
½-mile Study Area	9,263	85	9,348	8,866	-482	105%
CSD 10 Sub-district 2	11,017	85	11,102	10,000	-1,102	111%

¹ DOE Enrollment Projections 2007 to 2017. The last year for which projections were calculated (2017) has been used to project elementary school enrollments to the 2020 analysis year. To estimate student enrollment for elementary schools in the study area in 2020, the total number of students enrolled in those schools (DOE Enrollment/Capacity/Utilization Report) in 2008-2009 was divided by the total number of elementary students enrolled in CSD 10 in 2008-2009. Thus elementary school students in the study area comprised approximately 37 percent of the CSD 10 elementary student population in 2008-2009. This percentage was applied to CSD 10's projected enrollment in 2020 to estimate total enrollment for the study area schools in 2020.

² Projected CSD 10 elementary 2020 enrollment was multiplied by 43.77 percent (per SCA direction) to determine student enrollment for elementary schools in CSD 10 Sub-district 2 in 2020.

³ Capacity numbers: NYC Department of Education, *Enrollment/Capacity/Utilization Report 2008-2009 School Year* (September, 2009).

Intermediate Schools

As shown in Table 3.3-9, intermediate schools in the one-mile study area are expected to operate at 72 percent capacity in 2020 absent the proposed action. Total enrollment in the study area would be approximately 6,787, with 2,680 available seats. Overall, CSD 10 Sub-district 2 is expected to operate at 104 percent capacity, with a deficit of 134 seats.

**Table 3.3-9:
Projected Public Intermediate School Enrollment, Capacity and Utilization in
2020 without the Proposed Action**

	DOE Projected Enrollment 2020 ⁽¹⁾⁽²⁾	Students Generated by New Development	Total Projected Enrollment 2020	Capacity ³	Seats Available	Util.
One-mile Study Area	6,752	35	6,787	9,466	2,680	72%
CSD 10 Sub-district 2	3,682	35	3,717	3,583	-134	104%

¹ DOE Enrollment Projections 2007 to 2017. The last year for which projections were calculated (2017) has been held constant to project intermediate school enrollments to the 2020 analysis year. To estimate student enrollment for intermediate schools in the study area in 2020, the total number of students enrolled in those schools (DOE Enrollment/Capacity/Utilization Report) was divided by the total number of students enrolled in CSD 10 in 2008-2009. Thus intermediate school students in the study area comprised 66 percent of the CSD 10 intermediate school student population in 2008-2009. This percentage was applied to projected 2020 enrollments in CSD 10 to estimate total enrollment for the study area schools in 2020.

² Projected CSD 10 intermediate 2020 enrollment was multiplied by 35.99 percent (per SCA direction) to determine student enrollment for intermediate schools in CSD 10 Sub-district 2 in 2020.

³ Capacity numbers: NYC Department of Education, *Enrollment/Capacity/Utilization Report 2008-2009 School Year* (September, 2009).

Libraries

New residential development expected to occur by 2020 would increase the population in the library study area. It would result in 219 DUs on RWCDs projected development sites and would generate approximately 626⁵ new residents. With the addition of these new residents, the population in the ¾-mile library study area would increase from 328,651 to 329,277, an increase of less than one percent. This change in population is relatively small and is not expected to overburden library services at any of the branches.

Publicly Funded Day Care Centers

No new low- to moderate-income DUs are expected to be constructed on RWCDs sites in the rezoning area by 2020. Therefore, in the future without the proposed action, there would be no additional demand for day care or Head Start slots.

3.3.3 FUTURE WITH THE PROPOSED ACTION

In the future with the proposed action, much of the rezoning area along Webster Avenue would be occupied by more residential development than currently exists, but it would only be slightly higher than the tallest existing buildings. Ground floor commercial development would be required in most new residential buildings, providing goods and services to both existing residents in the adjacent neighborhoods, and to residents of new developments along Webster Avenue. Two new commercial districts will permit larger scale commercial development to attract jobs and retail uses, but will match the development context of new residential buildings. The proposed action would also preserve the low density development adjacent to Webster Avenue in the neighborhoods of Bedford Park and Norwood.

Public Schools

As described in Chapter 2.0, "Project Description," it is expected that the proposed action would result in an incremental increase of 738 residential units over no-action conditions, all of which would be in CSD 10. Using the ratios set forth in Table 3C-2 of the *CEQR Technical Manual*, an estimated 288 elementary, 118 intermediate, and 140 high school students would be introduced into the study area by 2020.

Elementary Schools

As shown in Table 3.3-10, the approximately 288 elementary school students who would be introduced into the half-mile study area as a result of the proposed action would cause total enrollment in elementary schools to rise to 9,636, with a utilization rate of 109 percent.

⁵ Based on Bronx average household size of 2.86 (Census 2000).

Overall enrollment in CSD 10 Sub-district 2 elementary schools would increase to 11,390, with a utilization rate of 114 percent. Since the proposed action would not cause a five percent or greater deficit of seats over the future without the proposed action, no significant adverse impact on elementary schools is expected either in the half-mile study area, or in CSD 10 Sub-district 2.

**Table 3.3-10:
Projected Public Elementary School Enrollment, Capacity and Utilization
in the Future with the Proposed Action**

	Future No-Action Projected Enrollment 2020 ⁽¹⁾	Students Generated by Proposed Action	Total Projected Enrollment 2020	Capacity ²	Seats Available	Util.
½-mile Study Area	9,348	288	9,636	8,866	-770	109%
CSD 10 Subregion 2	11,102	288	11,390	10,000	-1,390	114%

¹ See Table 3.3-8.
² Capacity numbers: NYC Department of Education, *Enrollment/Capacity/Utilization Report 2008-2009 School Year* (September, 2009).

Intermediate Schools

As shown in Table 3.3-11, the approximately 118 intermediate school students that would be introduced into the one-mile study area as a result of the proposed action would cause total enrollment in intermediate schools to rise to 6,905, leaving 2,561 seats still available, for a utilization rate of 73 percent. The overall utilization rate for CSD 10 Sub-district 2 would increase to 107 percent, an increase of three percent over the future without the proposed action. Since the proposed action would not cause a five percent or greater deficit of seats over the future without the proposed action, no significant adverse impact is expected on intermediate schools either in the one-mile study area, or in CSD 10 Sub-district 2.

**Table 3.3-11:
Projected Public Intermediate School Enrollment, Capacity and Utilization
in the Future with the Proposed Action**

	Future No-Action Projected Enrollment 2020 ⁽¹⁾	Students Generated by Proposed Action	Total Projected Enrollment 2020	Capacity ²	Seats Available	Util.
One-mile Study Area	6,787	118	6,905	9,466	2,561	73%
CSD 10 Sub-district 2	3,717	118	3,835	3,583	-252	107%

¹ See Table 3.3-9.
² Capacity numbers: NYC Department of Education, *Enrollment/Capacity/Utilization Report 2008-2009 School Year* (September, 2009).

Libraries

As discussed under “Existing Conditions,” approximately 2,111 residents housed in 738 new dwelling units would be generated by the proposed action in the rezoning area by 2020, increasing the total population in the study area to 331,388, less than a one percent increase over the future without the proposed action. According to the *CEQR Technical Manual*, if a proposed action would increase the catchment area population by five percent or more over No-Action levels, a significant impact could occur if this increase would impair the delivery of library services. Therefore, no significant adverse impact on the delivery of library services is expected to occur.

Publicly Funded Day Care Centers

The proposed action would introduce 191 new low- to moderate-income DUs to the rezoning area by 2020. These are expected to generate up to 27 children under age six who would be eligible for publicly funded day care, per Table 3C-4 (revised December 2009) of the *CEQR Technical Manual*.

In the future with the proposed action, publicly funded day care and Head Start centers within 1.5 miles of the rezoning area would continue to operate below capacity, as they do in the existing conditions. Approximately 395 day care/Head Start slots are expected to be available in 2020, under future conditions with the proposed action.

Conclusion

No significant adverse impacts on public elementary and intermediate schools, public high schools, health care, libraries, day care facilities, police services, or fire services would occur as a result of the proposed action.

3.4 OPEN SPACE

The 2001 *New York City Environmental Quality Review (CEQR) Technical Manual* guidelines indicate the need for an open space analysis when an action would result in the physical loss of public open space, or the introduction of 200 or more residents or 500 or more workers to an area. An open space assessment may also be necessary if a proposed action could potentially have a direct or indirect effect on open space resources in the project area. A direct effect would physically change, diminish, or eliminate an open space; or reduce its utilization or aesthetic value. An indirect effect may occur when the population generated by a proposed project would be substantial enough to diminish the capability of an area's open space to serve the existing or future population.

The *CEQR Technical Manual* suggests that a significant quantitative impact may result if the proposed action would reduce the open space ratio, compared to the future without the proposed action, or would further exacerbate a deficiency in open space. Quantitative impacts are typically further assessed qualitatively to determine overall level of significance. The qualitative approach examines factors that could affect conclusions about indirect impacts on an area's open spaces, including consideration of the type and quality of open spaces available to meet the needs of a study area's population, and the ease of access to private open spaces and to significant open spaces that are in close proximity to the study area.

Preliminary Screening of Potential Non-Residential Open Space Users

Compared to future conditions without the proposed action, the proposed action is expected to generate an incremental (net) increase of 738 dwelling units (DUs) and 47,469 square feet (sf) of commercial (retail and Food Retail Expansion to Support Health [FRESH] supermarket) space. Further, the proposed action is projected to include net increases of 24,169 sf of restaurant space, 16,573 sf of office space, and 7,782 sf of community facility space. The proposed action would also result in a net decrease in projected future hotel and auto-related and storage development compared to conditions without the proposed action of 27,612 sf of projected future hotel space and 78,152 sf of projected future auto-related and storage space.

To derive the projected number of future employees the proposed action would create, employment generation numbers were based on the following rates: three employees per 1,000 sf of commercial space, four employees per 1,000 sf of office space, one employee per 300 sf of community facility and institutional space, one employee per 500 sf of hotel space, and 0.04 employees per DU. Utilizing these rates, the proposed action is estimated to generate a net increase of 47 additional workers over the future without the proposed action. As this number falls below the *CEQR Technical Manual* threshold of 500 new workers, significant indirect adverse impacts to open space resulting from non-residential users would not be expected and further analysis is not warranted for the proposed action.

Preliminary Screening of Potential Residential Open Space Users

The proposed action would result in the net addition of approximately 738 DUs by the year 2020, compared to the future without the proposed action. This anticipated development would add an estimated 2,111 new residents to the open space study area over the next ten years. This was determined by applying an average household size of 2.86 persons to these units after adjusting for vacancies based on the Census 2000 rate (4.36 percent). Because the proposed action would potentially generate 2,111 new residents, a quantitative assessment was conducted to examine the change in total population relative to total open space in the area. Although the proposed rezoning would not result in the direct loss of public open space, it would introduce a substantial new residential population to an area that has a deficiency of active recreational open space. The potential for shadow effects on parkland resources as a result of the proposed zoning changes' increases in permitted building bulk and changes in allowable uses is also considered in this EAS.

Analysis of Residential Open Space Users

In accordance with the guidelines established in the *CEQR Technical Manual*, an open space study area is generally defined by a reasonable walking distance that users would travel to reach local open space and recreational resources. That distance is typically a 1/2-mile radius for residential users. For rezoning actions, a 1/2-mile radius is drawn around the proposed rezoning area boundary to determine the reasonable distance users are expected to walk to open space resources. The proposed action centers on the Webster Avenue corridor, which runs parallel to the west side of Bronx Park; as such, the 1/2-mile study area includes portions of the Bedford Park, Norwood, Fordham and Belmont neighborhoods to the west and south of Bronx Park, and portions of the Bronxdale, Williamsbridge and Olinville neighborhoods to the east of Bronx Park.

Following *CEQR Technical Manual* guidelines, census tracts with 50 percent or more of their area located within the 1/2-mile radius of a projected development site were included in the calculation of population and open space; those with less than 50 percent of their area in the 1/2-mile radius were excluded. In addition, the *CEQR Technical Manual* notes that study area boundaries should be adjusted to account for natural or man-made features that preclude access to resources. The western boundary of the study area is approximately defined by Jerome Avenue, while the eastern boundary of the study area extends to nearly the eastern extent of the Fordham University campus on the south, and to nearly Bronxwood Avenue on the north. The study area extends from approximately East 222nd Street on the north to approximately 183rd Street on the south. The open space study area includes 30 census tracts that have an area of approximately 50 percent or more in the 1/2-mile residential open space study area. The census tracts included in the analysis are: 237.02, 336, 372, 374, 376, 378, 380, 383, 385, 387, 390, 392, 397, 399.01, 399.02, 401, 403.01, 403.02, 405, 407.01, 407.02, 413, 419, 423, 425, 429.01, 429.02, and 431. Portions of census tracts 237.01, 338, 389, 391, 394, 396, 411 and 421 overlap with the 1/2-mile study area, but less than 50 percent of each of these census

tracts falls within the study area boundary. Therefore, these are not included in this analysis. The study area is shown in Figure 3.4-1.

Existing Conditions

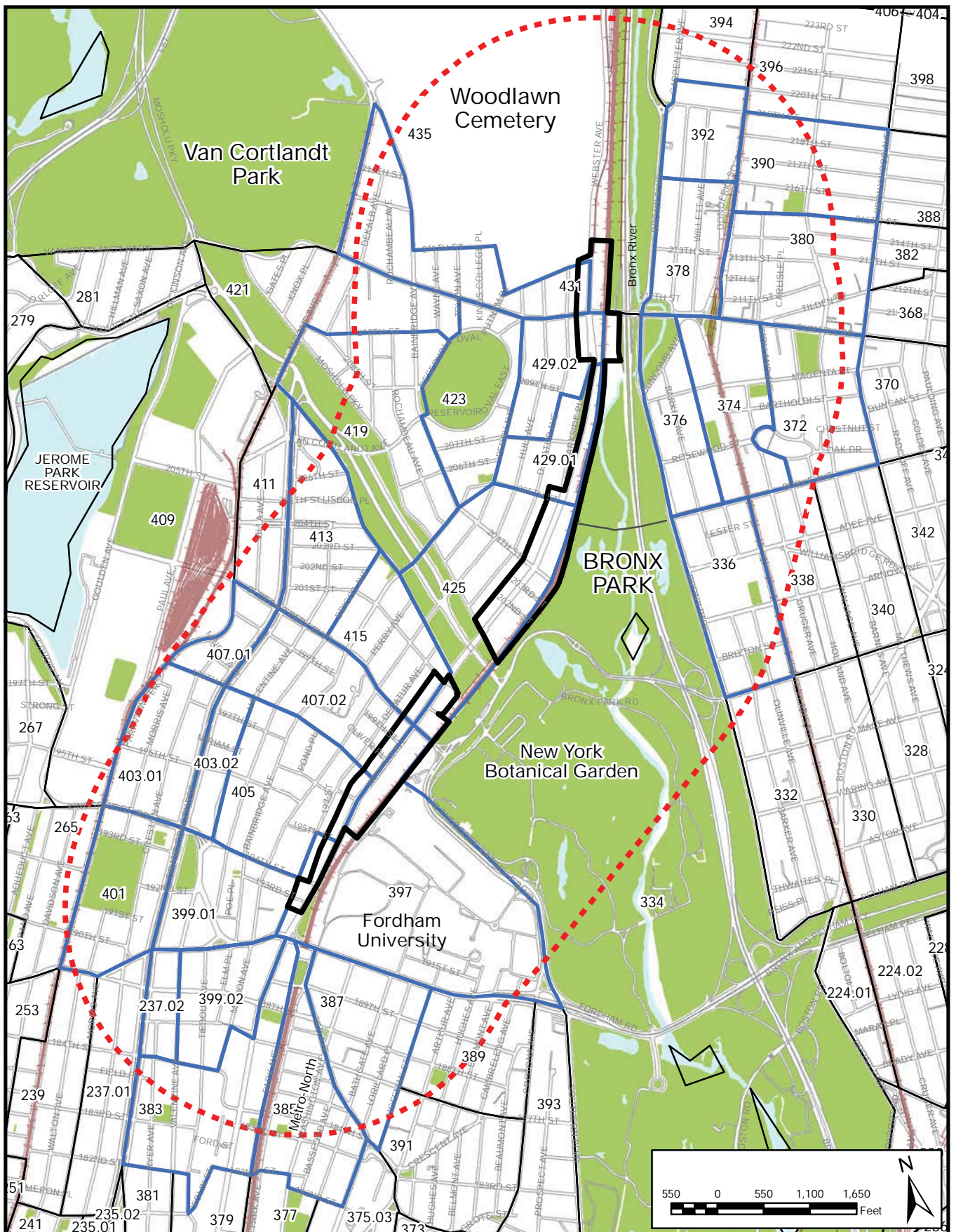
To determine the existing residential population served, census data were compiled for the census tracts included in the open space study area. Because the census is performed every decade, baseline or 2010 conditions were projected based on 2000 census data and NYC Department of Buildings (DOB) data as described in Section 3.2. These data indicate a growth rate between 2000 and 2010 of 3.24 percent for the Open Space ½-mile radius study area. The following table provides a breakdown of estimated 2010 population by age group.

Table 3.4-1: Estimated 2010 Study Area Population, by Census Tract





Census Tract	Under 5 Years	5-9 Years	10-14 Years	15-19 Years	20-64 Years	65 Years and Over	Total
0237.02	115	154	118	101	714	50	1,251
0336	549	598	510	473	3,579	628	6,337
0372	129	166	159	119	1,277	403	2,253
0374	274	367	285	296	2,019	392	3,633
0376	184	173	154	174	1,329	170	2,185
0378	275	262	221	221	1,662	245	2,886
0380	316	351	340	310	2,252	469	4,037
0383	1,120	1,244	1,113	904	5,644	455	10,481
0385	470	510	385	339	2,223	277	4,203
0387	331	338	316	248	2,007	262	3,502
0390	177	270	215	195	1,549	258	2,664
0392	120	134	127	119	1,029	130	1,659
0397	99	110	109	1,332	2,072	318	4,041
0399.01	525	610	579	532	3,216	267	5,730
0399.02	515	556	471	410	2,905	263	5,121
0401	472	516	380	383	2,924	799	5,474
0403.01	897	929	795	666	5,098	450	8,835
0403.02	492	518	460	387	2,629	219	4,706
0405	1,200	1,304	1,043	963	6,491	540	11,540
0407.01	372	347	272	196	2,047	183	3,416
0407.02	657	609	573	487	4,079	531	6,936
0413	657	678	587	512	4,627	697	7,759
0415	521	508	437	357	3,594	401	5,818
0419	625	690	547	478	4,206	565	7,110
0423	352	353	299	258	2,299	339	3,900
0425	610	652	573	493	3,983	429	6,742
0429.01	267	308	261	232	2,030	237	3,336
0429.02	327	340	247	261	2,298	321	3,794
0431	934	897	757	706	5,899	941	10,134
Total	13,581	14,494	12,332	12,154	85,682	11,238	149,481

Source: U.S. Census Bureau, 2000; New York City Department of City Planning, 2009; STV Incorporated 3/22/10; STV Incorporated, 2010.

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Legend

-  Webster Avenue Rezoning Area
-  1/2-Mile Radius around Proposed Rezoning Area
-  405 2000 Census Tracts
-  Residential Study Area

Source: U.S. Census Bureau; STV Incorporated

Figure 3.4-1: Open Space Study Area

Webster Avenue Rezoning

NYC Department of City Planning

Table 3.4-2 below summarizes the population of the study area by age group. The percentage breakdown by age group assumes an increase that is proportional to the age breakdown in the study area at the time of the 2000 census. Within the study area, adults between the ages of 20 and 64 represent approximately 57.3 percent of the total study area population; Persons 65 years of age and older represent approximately 12 percent of the study area population.

Table 3.4-2: Study Area Residential Population by Age Group, 2009

Age Category	Estimated Population	Percent of Total Population
<5 years	13,581	9.1%
5-9 years	14,494	9.7%
10-14 years	12,332	8.2%
15-19 years	12,154	8.1%
20-64 years	85,682	57.3%
65+ years	11,238	7.5%
Total	149,481	100%

Source: U.S. Census, 2000; New York City Department of City Planning, 2009; STV Incorporated, 2010.

According to the *CEQR Technical Manual*, the need exists for a variety of active and passive recreation facilities. The age distribution of a population, as shown in Table 3.4-2 above, affects the way open spaces are used and the need for a variety of recreational facilities. Typically, children four years old or younger use traditional playgrounds that have play equipment for toddlers and preschool children. Children ages five through nine typically use traditional playgrounds, as well as grassy and hard-surfaced open spaces, which are important for such activities as ball playing, running, and skipping rope. Children ages ten through 14 use playground equipment, court spaces, little league fields, and ball fields. Teenagers' and young adults' needs tend toward court game facilities such as basketball and field sports, such as the Evander Childs High School soccer fields (described below), which are also used for adult league games. Adults between the ages of 20 and 64 continue to use court game facilities and fields for sports, as well enjoying as more individualized recreational activities such as rollerblading, biking, and jogging, which require bike paths, promenades, and vehicle-free roadways. Adults also gather with families for picnicking, ad hoc active sports such as frisbee, and recreational activities in which all ages can participate. Senior citizens engage in active recreation such as handball, tennis, gardening, and swimming, as well as recreational activities that require passive facilities.

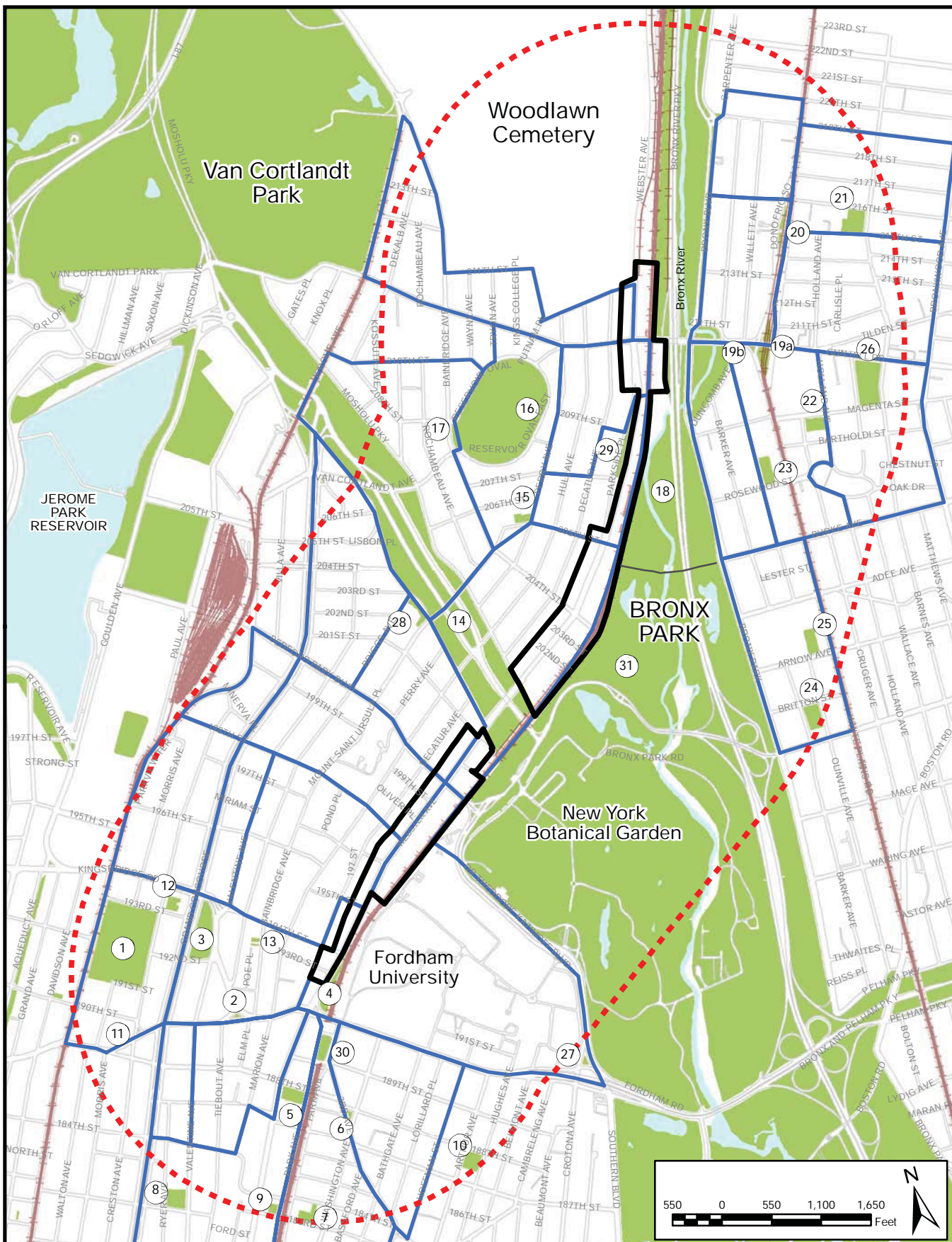
Open Space Resources

There are 31 publicly-accessible open space resources within the ½-mile study area (see Figure 3.4-2). Of the total of 229.07 acres of open space in the study area, 46.41 acres are considered to be active open space and the remaining 181.99 acres are considered to be passive open space. The majority of the study area's open space is found within three of its largest open space resources – Bronx Park, Bronx River Parkway, and Mosholu Parkway. Other large open space areas including the New York Botanical Garden (part of Bronx Park) and Woodlawn Cemetery overlap with the study area but are not fully open to the public. The size and type of each of the study area open space resources are listed below in Table 3.4-3 and described in the following pages, as compiled from NYC

Department of Parks and Recreation (DPR)¹ and DCP data, and field investigations. Also included is the level of utilization for each reported open space, based on conditions at the time of field surveys during mid-March 2010.

¹ New York City Department of Parks and Recreation website “Parks Athletic and Recreational Facilities,” accessed 3/26/10 at http://www.nycgovparks.org/sub_things_to_do/facilities2.php.

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Legend

- ① Existing Open Space Resource
- ▭ Webster Avenue Rezoning Area
- ⋯ 1/2-Mile Radius around Proposed Rezoning Area
- ▭ Residential Study Area

Source: NYC Department of City Planning MapPluto 2009; STV Incorporated

Figure 3.4-2: Existing Open Space Resources

Webster Avenue Rezoning

NYC Department of City Planning

Table 3.4-3: Open Space Resources

Map Key	Name/Address	Owner	Description	Posted Hours of Access	Total Size (Acres)	Active (Acres)	Passive (Acres)	Condition & Utilization
1	St. James Park 2550 Jerome Ave., Jerome Ave., E. 193 rd St., Creston Ave., E. 191 st St.	NYC DPR	Playground with sprinklers, tennis, basketball, and handball courts, dog runs, recreation center with a Computer Resource Center, fitness room, and game rooms for seniors, adults, and children	To 9 PM	11.390	6	5.39	3/3
2	Bryan Park E. Kingsbridge Rd., E. Fordham Rd. & Webster Ave.	NYC DPR	Triangle: landscaped area, rock sitting area with benches, a flagpole, and a planting area surrounded by a cobblestone retaining wall		0.150	0	0.15	3/3
3	Poe Park Grand Concourse, E. Kingsbridge Rd., E 192 nd St.	NYC DPR	Playgrounds: sprinklers, two jungle gyms, sitting area, basketball courts, Historic House	9-5	2.330	0.13	2.2	3/2
4	Rose Hill Park Webster Ave., Harlem River, E. Fordham Rd.	NYC DPR	Landscaped area with trees, shrubs, sitting area with benches, bathrooms		0.830	0	0.83	3/3
5	Webster Playground E 188 th St., Webster Ave.	NYC DPR	Playground: swings, slide, sprinklers, jungle gyms, sitting area, basketball and handball courts	to Dusk	0.774	0.774	0	3/2
6	Flood Triangle E 188 th St., 3 rd Ave., Washington Ave.	NYC DPR	Triangle: landscaped area, shrubs, sitting area with benches		0.190	0	0.19	3/3

Table 3.4-3: Open Space Resources

Map Key	Name/ Address	Owner	Description	Posted Hours of Access	Total Size (Acres)	Active (Acres)	Passive (Acres)	Condition & Utilization
7	Washington Park E 183 rd St. b/w Washington Ave. & Park Ave.	NYC DPR	Playground designed for pre-teens, basketball court, benches, plantings, a flagpole, fencing, a sundial, swings, spray showers.	To Dusk	0.516	0.516	0	3/3
8	Slattery Playground Ryer Ave., Valentine Ave. & E. 183 rd St.	NYC DPR	Playground, fitness equipment, basketball courts, handball walls, spray showers, bathrooms	To Dusk	0.911	0.911	0	3/3
9	Thorpe Family Playground Park Ave., 183 rd St., Webster Ave., 184 th St.	NYC DPR	Playground: swings, timber form play equipment with safety surfacing, slide, pin oaks, comfort station, two full basketball courts and handball walls, also benches and picnic tables	To Dusk	0.201	0.201	0	3/3
10	Vincent Ciccarone Playground Arthur Ave., E. 188 th St., Hughes Ave.	NYC DPR	Playground: play and fitness equipment, safety surfacing, a weathervane. Bocce courts, handball walls, spray showers, bathrooms	To Dusk	0.553	0.553	0	3/3
11	Muller Triangle E Fordham Rd., Creston Ave. & E. 190 th St.	NYC DPR	Triangle features benches, paving stones, cobblestone curbs, trees, shrubs, and wood chips		0.040	0	0.04	3/3

Table 3.4-3: Open Space Resources

Map Key	Name/Address	Owner	Description	Posted Hours of Access	Total Size (Acres)	Active (Acres)	Passive (Acres)	Condition & Utilization
12	P.S. 246 Poe Center Creston Ave., E. 193 rd St.	NYC DOE	Playground with jungle gym, sitting area, basketball courts		1.190	1.19	0	3/3
13	Fordham Bedford Lot - Busters Garden Bainbridge Ave., E. 193 rd St.	NYC EDC	Garden: planting boxes and landscaping		0.140	0	0.14	3/3
14	Mosholu Parkway Bronx Pk., Webster Ave., Grand Concourse, Van Cortlandt Pk.	NYC DPR	Tree-lined, landscaped areas with playgrounds, spray showers, basketball courts, golf courses, bicycling and greenways		40.000	3	37	3/2
15	Whalen Park N/W Corner Perry Ave, E 205 th St.	NYC DPR	Park features benches, a water fountain, hexagonal block pavers, sycamores	(adj. to library, not opened at time of survey)	0.326	0	0.326	2/ (undetermined)
16	Williamsbridge Oval Van Cortlandt Ave. E, Bainbridge Ave., Reservoir Oval	NYC DPR	Recreation center, playground, spray showers, basketball, volleyball, tennis and bocce courts, football and soccer fields, dog runs, bathrooms	To 9 PM	19.749	9.880	9.88	3/3

Table 3.4-3: Open Space Resources

Map Key	Name/Address	Owner	Description	Posted Hours of Access	Total Size (Acres)	Active (Acres)	Passive (Acres)	Condition & Utilization
17	Varian House Park Reservoir Oval East, Bainbridge Ave., E 208 th St.	NYC DPR	Historic house, granite statue	9-5	0.460	0	0.460	3/2
18	Bronx River Parkway Lafayette Ave., Bronx Park, Burke Ave., City Line	NYC DPR	Landsaped area with playgrounds, spray showers, baseball fields, bicycling and greenways, bathrooms		79.210	0	79.21	3/2
19a & 19b	Williamsbridge Square White Plains Rd, E. 212 th St., E. Gun Hill Rd.	NYC DPR	Square features London plane trees, benches, and a comfort station		1.395	0	1.395	1/1 (19a - north) 2/1 (19b - south)
20	D'onofrio Square E 213 th St., White Plains Rd., E. 216 th St.	NYC DPR	Triangle with sitting area		0.380	0	0.38	1/1 (north); (construction on south side)
21	Agnes Haywood Playground E 215 th St., Barnes Ave., E. 216 th St.	NYC DPR	Playground: spray showers, planted trees and shrubs, benches, drinking fountains, game tables, bleachers and play equipment, basketball and handball courts, bathrooms	To Dusk	1.320	1.32	0	2/2

Table 3.4-3: Open Space Resources

Map Key	Name/Address	Owner	Description	Posted Hours of Access	Total Size (Acres)	Active (Acres)	Passive (Acres)	Condition & Utilization
22	Gun Hill Houses Playground Holland Ave. & Magenta St.	NYC DPR	Playground: wading pool, seesaws, slides, swings, a sandpit, jungle gym with safety surfacing, spray showers, comfort station, flagpole, fountain, and ten benches, basketball, handball, paddle tennis, and shuffleboard courts	To Dusk	0.716	0.716	0	3/3
23	Magenta Playground Olinville Ave. & Rosewood St.		Playground: slides, swings, jungle gym with safety surfacing, spray showers, comfort station, flagpole, benches, basketball and handball courts	To Dusk	0.605	0.605	0	2/2
24	Louis Zimmerman Playground Barker Ave, Britton St. & Olinville Ave.		Playground: two jungle gyms with safety surfacing, spray showers, basketball and handball courts, comfort station, bathrooms	To Dusk	0.974	0.974	0	3/2
25	Parkside Playground Arnow Ave., Olinville Ave.		Playground: basketball and handball courts, spray showers, bathrooms	To Dusk	0.817	0.817	0	2/2
26	Evander Childs High School Soccer Fields 744 East Gun Hill Rd.		Soccer Fields		2.590	2.59	0	3/(not opened at time of survey)

Table 3.4-3: Open Space Resources

Map Key	Name/Address	Owner	Description	Posted Hours of Access	Total Size (Acres)	Active (Acres)	Passive (Acres)	Condition & Utilization
27	Sgt. Johnson Triangle Fordham Rd., Southern Blvd., Crotona Ave.	NYC DPR	Triangle features benches, concrete sidewalk, metal pipe fencing surround plantings, trees, shrubs		0.740	0	0.74	3/3
28	Mosholu Plgd. (Ps 8) Mosholu Pkwy., Bainbridge Ave.	Joint NYC DOE/	Park/Playground	School hours	0.49	0.49	0	3/3
29	Public Place Parkside Place, Webster Ave., E. 207 th St.	NYC DPR	Park Strip		0.403	0	0.403	2/(wooded, no paths or facilities)
30	Fordham Plaza	MN-LTL\ MTA	Transportation Hub Plaza with Market Stalls, Stage Flagship Park		0.68	0	0.68	3/3
31	Bronx Park Unionport Rd.	NYC DPR	(Botanical Gardens acreage not included – gardens open to community members informally during open hours, and officially without fee Wednesdays, and Saturday mornings)	Varies	~59	15.74	42.576	3/3
TOTAL					229.07	46.41	181.99	

Key - Condition: 1 = Fair, 2 = Good, 3 = Excellent. Utilization: 1 = Light, 2 = Medium, 3 = Heavy
**Acronyms: New York City Department of Parks and Recreation (DPR); New York City Department of Education (DOE).*
Source: DPR, DCP, STV Incorporated, 2010.

1. St. James Park

Located just east of the Jerome Avenue elevated IRT #4 subway line and surrounded by dense mid-rise housing that characterizes much of the study area, St. James Park is named after the nearby St. James Episcopal Church. This large community park includes tennis, basketball, and handball courts, a playground, and a recreation center with a Computer Resource Center, fitness room, and game rooms for seniors, adults, and children. Active recreation facilities are located on the northern portion of St. James Park. Over the course of the last century, St. James Park has expanded its facilities to meet the growing needs of the community. Improvements completed in 1997 to the park's facilities for children include the installation of state-of-the-art modular play equipment.

2. Bryan Park

Bryan Park faces the busy Fordham Road commercial corridor three blocks west of the southern end of the proposed rezoning area. This triangle park honors New York World War I veteran John Fraser Bryan (1885-1918). It is located on East Fordham Road. People frequently use the sitting area to wait for the bus on the Fordham Road side of the park.

3. Poe Park

Poe Park, located $\frac{1}{4}$ mile west of the proposed rezoning area, contains playgrounds, basketball courts and the Poe Cottage, an historic house. Built by John Wheeler in 1812 and the last home of Edgar Allan Poe (1809-1849), Poe Cottage is set in this small park on the Grand Concourse. It is the only house left from the old village of Fordham.

4. Rose Hill Park

Rose Hill Park faces the Fordham Plaza transit hub from its site overlooking the Metro-North Railroad tracks. Containing a landscaped plaza with seating, this park is located within the proposed rezoning area. It is a vestige of a far larger estate once called "Rose Hill" by its owner, Robert Watt. This small, landscaped area is located between the proposed rezoning area and the Metro-North Railroad Harlem Line right-of-way. Renovation activity in the 1960s added benches and increased the park's recreational facilities. The park's comfort station was reconstructed, and new cobblestone paving was installed in 1991.

5. Webster Playground

Webster Playground is located several blocks south of the proposed rezoning area between the Metro-North Railroad Harlem Line right-of-way and Webster Avenue. It contains basketball and handball courts, and playground facilities.

6. Flood Triangle

Flood Triangle, bounded by Third Avenue, Washington Avenue, and 188th Street, was once part of the Union Hill Farm that belonged to the Reverend William Powell. It contains a landscaped sitting area with benches.

7. Washington Park

Washington Park is bounded by Washington Avenue, Park Avenue, East 183rd Street and East 184th Street in the Tremont neighborhood. Along with Slattery Playground and the Thorpe Family Playground described below, it is located at the southern edge of the ½-mile open space study area and serves the Bathgate, Fordham and Belmont neighborhoods. It contains playground facilities for pre-teens including swings, a slide, sprinklers and a sealer-coated basketball court. The City assigned a section of this park bordering East 183rd Street to DPR in 1997. Named Washington Park in 1998 and renovated in 2001, this park contains artwork and play equipment with animal themes.

8. Slattery Playground

Slattery Playground contains nearly one acre of active recreation open space. Its facilities include playground and fitness equipment, court space, spray showers and bathrooms.

9. Thorpe Family Playground

Opened in 2007, this state-of-the-art playground was created on land donated to the DPR by the adjacent Thorpe Family Residence, a non-profit organization and residence for homeless mothers and children transitioning to permanent housing. Formerly an empty lot, the property contains colorful play and climbing equipment, swings, as well as safety surfacing, lighting, security fencing, seating, and floral gardens with large shade trees.

10. Vincent Ciccarone Playground

Opened in 1934 and recently renovated, Ciccarone Playground is named after Italian émigré and New Yorker Vincent Ciccarone, who died in World War I. It is one of nine playgrounds that were funded by the War Memorial Fund, which was established in 1921 by the New York City Police Department. This Belmont neighborhood playground features new recreation and fitness facilities, enhanced security and lighting, extensive landscaping, and newly installed utilities in its comfort station.

11. Muller Triangle

This triangle, bounded by East Fordham Road, Creston Avenue, and East 190th Street, became a Greenstreets site in 1999. Greenstreets is a joint project of DPR and the New York City Department of Transportation begun in 1986 with a goal of converting paved street properties, such as triangles and malls, into green spaces. Muller Triangle features

benches, paving stones, cobblestone curbs, trees, shrubs, and wood chips, and was named after Maurice Muller, who opened the first department store in the Bronx.

12. P.S. 246 Poe Center

P.S. 246 Poe Center is located on the block facing Jerome Avenue opposite Poe Park. This Department of Education facility contains a playground and basketball courts and is over one acre in size.

13. Fordham Bedford Lot – Busters Garden

New York City Economic Development Corporation maintains ownership of this community garden with planting boxes and landscaping. It is located several blocks to the west of the proposed rezoning area, on Bainbridge Avenue at East 193rd Street.

14. Mosholu Parkway

Mosholu Parkway is a landscaped parkway that divides the proposed rezoning area between its Norwood and Bedford Park South portions, and connects Bronx Park to Van Cortlandt Park. The ½-mile open space study area encompasses approximately half of the Parkway's total of 80 acres. Created as a result of the widespread park and parkway movement that Frederick Law Olmsted (1822-1903) pioneered in the late 19th century, Mosholu Parkway's wide, tree-lined median is a key urban design feature in the study area. "Mosholu" is an Algonquin name meaning "smooth stones" or "small stones," for the nearby creek now known as Tibbett's Brook. Frisch Field is located at Mosholu Parkway and Webster Avenue by Botanical Square. Comfort stations are available at Jerome and Webster avenues. Mosholu Playground at Parkway North and active recreation facilities at Kossuth Avenue offer basketball, shuffleboard, and volleyball courts in addition to children's play equipment. The south end of the Parkway borders the New York Botanical Garden, an internationally renowned public gardens and research institution. The New York City Department of Parks and Recreation and the Department of Transportation share joint responsibility for the Parkway's maintenance.

15. Whalen Park

Named after World War II veteran Henry A. Whalen (1917-1973), Whalen Park features a landscaped sitting area. The park, which was renovated in 1998, contains benches, a water fountain, hexagonal block pavers and Cobblestone borders surrounding its planted areas.

16. Williamsbridge Oval

Located four blocks west of the proposed rezoning area, Williamsbridge Oval contains the second largest active recreation facility in the open space study area. Roughly divided between active and passive recreation facilities, this nearly 20-acre park was built on the former site of a reservoir. The playground was renovated in 1996 and

includes volleyball, tennis, bocce and basketball courts, football and soccer fields, bathrooms, dog runs and modular play structures with safety surfacing.

17. Varian House Park

Varian House Park features an historic house and statue. It is adjacent to the Williamsbridge Oval and contains the second oldest house in the Bronx, the Valentine-Varian House, which was built by blacksmith and farmer Isaac Valentine in 1758. In 1965, the house was donated to the Bronx County Historical Society and moved diagonally across the street to its present location on a new foundation. It now operates as the Museum of Bronx History.

18. Bronx River Parkway

Bronx River Parkway was one of the first examples in the early 20th century of a modern automotive parkway with restricted frontage, limited access, and grade separations. It was built alongside the Bronx River and was completed in 1925. The Bronx River Parkway provides a major transportation link between New York City and Westchester County as well as serving as a greenway with active and passive recreation facilities. In its entirety that extends to the Kensico Dam in Valhalla in Westchester County, it includes landscaped areas with interspersed playgrounds, ballfields, and paths for walking and bicycling. Approximately 79 acres of this 15.5-mile linear park that begins approximately north of Burke Avenue fall within the ½-mile radius study area. The open space within this area is primarily used for passive recreation, including multi-use recreational paths.²

The East 211th Street entrance to the Bronx River Parkway is currently closed due to ongoing construction of a formal entrance to the northern section of Bronx Park at East 211th Street, connecting two disconnected segments of the Bronx River Greenway. The project will also intercept storm-water run-off to reduce peak flows into the Bronx River and increase ground water recharge. Seating and plantings will also be provided. The improvements are expected to be completed in spring 2010.³

19. Williamsbridge Square

Located on the corner of southbound White Plains Road and East Gunhill Road and shown on Figure 3.4-2 as open space resources 19a and 19b, Williamsbridge Square is a landscaped sitting area with a comfort station. As with five of the parks described below (#20-23, #26), this open space primarily serves the Williamsbridge neighborhood and is accessible from the northern portions of the proposed rezoning area via the Gun Hill Road bridge over the Bronx River.

² New York City Department of Parks and Recreation website “Parks Athletic and Recreational Facilities,” accessed 3/26/10 at http://www.nycgovparks.org/sub_things_to_do/facilities2.php.

³ New York City Department of Parks and Recreation Website, accessed March 3, 2010 at <http://www.nycgovparks.org/parks/X004/>.

20. D'Onofrio Square

D'Onofrio Square is a triangle park with a sitting area located in the Williamsbridge neighborhood to the east of the Bronx River Parkway, approximately ¼ mile northeast of the proposed rezoning area.

21. Agnes Haywood Playground

This Williamsbridge neighborhood playground was named after Agnes Haywood (1907-1983), a local resident and civic activist.

22. Gun Hill Houses Playground

Gun Hill Houses Playground is located on Magenta Street in Williamsbridge, between Holland and Cruger avenues.

23. Louis Zimmerman Playground

Louis Zimmerman Playground is a nearly one-acre sized playground that contains jungle gyms, spray showers, a comfort station and basketball and handball courts. As with Parkside Playground described below, it is located in the Olinville neighborhood at a distance of nearly ½ mile from the rezoning area, with the most direct pedestrian access from the proposed rezoning area provided via Dr. Theodore Kazimiroff Boulevard, which follows the northern edge of the New York Botanical Garden.

24. Parkside Playground

The Parkside Houses complex, which surrounds this playground, was built in 1950 by the New York City Housing Authority after transferring the parcel to DPR. Following the construction of the complex, Parks installed outdoor recreational facilities. In 1999, the playground was renovated; four handball courts were refurbished, the basketball courts were resurfaced, and new play equipment was installed. Parkside Playground is located on the northern side of Arnow Avenue.

26. Evander Childs High School Soccer Fields

The soccer field of Evander Childs High School, located on the adjacent block to the east of the school, serves the school, local community and soccer clubs. It is somewhat removed from the proposed rezoning area, located at a distance of nearly ½ mile and being accessible primarily via Gun Hill Road. However, it provides much needed soccer facilities, and also provides a ballfield.

27. Sgt. Johnson Triangle

This small triangle park fronts onto the busy intersection of Fordham Road, Southern Boulevard and Crotona Avenue in the northeasterly corner of the Belmont neighborhood. It is named in honor of Sergeant Charles J. Johnson (1894-1918), the only

New York City fireman to be killed during World War I. It features benches and plantings.⁴

28. Mosholu Playground (PS8)

This “L”-shaped, half-acre sized playground abuts the south side of Mosholu Parkway. It contains play equipment, and is located ¼ mile from the proposed rezoning area.

29. Public Place

Public Place is a wooded park strip that occupies steeply sloping land on the west side of Webster Avenue. It extends three blocks north of East 205th Street and sits directly across from the proposed rezoning area.

30. Fordham Plaza

Fordham Plaza consists of approximately two thirds of an acre of hardscape plaza area on the south side of Fordham Road between Park Avenue and Third Avenue. Set within a busy bus transit hub where ten bus lines converge, the plaza is distinguished by brick pavers and a series of columns that provide a marketplace theme. Within the bus turnaround are numerous vendor stalls. A semi-covered performance area sits at the southern end of the plaza, which faces One Fordham Plaza to the east, a major office building built in the 1980’s.

31. Bronx Park

Approximately 210 acres of Bronx Park’s total of 718 acres are located within the ½-mile study area, although over two thirds of this area consists of the New York Botanical Garden, which is generally accessible to the public with an entrance fee. Bronx Park abuts the southern end of the Bronx River Parkway at approximately Burke Avenue. The park is also adjacent to the proposed rezoning area, but separated from it by the Metro-North Railroad right-of-way. Access from Webster Avenue is limited to bridges that cross the railroad tracks at Bedford Park Boulevard, Mosholu Parkway and East 204th Street. From the northern portion of the proposed rezoning area, the closest pedestrian access is from 211th Street via connection from Gun Hill Road. Bronx Park is considered to be a flagship park of the DPR and is one of the largest parks in New York City. It features the New York Botanical Gardens, the Bronx Zoo and Ranaqua, and DPR’s Bronx headquarters, although areas fully accessible to the general public within the study area are limited to those portions north of the New York Botanical Garden. The Garden is gated and accessible by entrance fee only, with no entrance fee charged on Wednesday and Saturday mornings. Community members may be granted access to the grounds for jogging and passive recreation on an informal basis. Publicly accessible recreation areas in Bronx Park within a ½ mile of the proposed rezoning area are primarily wooded, passive recreation areas surrounding the Bronx River. An

⁴ New York City Department of Parks and Recreation website “Parks Athletic and Recreational Facilities,” accessed 3/26/10 at http://www.nycgovparks.org/sub_things_to_do/facilities2.php.

approximately 11-acre active recreation area with four ballfields (Allerton Ballfields) and French Charley Playground are located in Bronx Park approximately 200 feet east of the proposed rezoning area, accessible via the 204th Sreet Bridge over the Metro-North Railroad tracks. The borough and Bronx Park itself were named to honor the 17th century settler Jonas Bronck (1600-1643).⁵

Adequacy of Open Space

The adequacy of open space is measured by an open space ratio that is defined as the amount of acres of open space per 1,000 people. For residential populations, a guideline of 2.5 acres per 1,000 residents is considered adequate. Citywide, the community district median is 1.5 acres of open space per 1,000 residents. Ideally, such ratios are comprised of 0.50 acres of passive space and 2.0 acres of active open space. For large-scale actions, the City seeks to attain a planning goal of a balance of 80 percent active open space and 20 percent passive open space.

Based on the 2010 study area population of 149,481 persons and the existing 229.07 acres of open space in the study area, the open space ratio in the study area is 1.53, which is slightly greater than the citywide median community district open space ratio of 1.5 acres per 1,000 residents, but below the City's goal of 2.5 acres per 1,000 residents. The active open space ratio is 0.30 acres per 1,000 residents and the passive open space ratio is 1.16 acres per 1,000 residents. Overall, approximately 79 percent of open space in the study area is classified as passive space and the remaining 11 percent is classified as active space.

As shown in Table 3.4-2, approximately 35.1 percent of the study area population is 19 years of age or younger. The active open space ratio for this population is 0.88 acres per 1,000 residents.

In the study area, active open space resources provide amenities catering to this population including play equipment and basketball courts in local playgrounds, and soccer and baseball fields such as the Allerton Ballfields in Bronx Park and the Evander Childs High School Soccer Fields. Active open space resources in the study area are largely suitable for this population. However, adult populations also benefit from their presence. The active open space ratio for adults between the ages of 20 and 64 is 0.87 acres per 1,000 residents.

Qualitative Assessment of Open Space Adequacy

The overall condition of open space resources in the study area is acceptable and most resources are moderately-to-heavily used. Although the amount of active open space available does not meet CEQR guidelines, there is a variety of active recreational opportunities, with park amenities that satisfy the needs of multiple age groups. In addition to the resources noted above, Van Cortlandt Park is located just west of the

⁵ New York City Department of Parks and Recreation website "Parks Athletic and Recreational Facilities," accessed 3/26/10 at http://www.nycgovparks.org/sub_things_to_do/facilities2.php.

study area (see Figure 3.4-1). Although this expansive park is not included in the open space analysis, Van Cortlandt Park contains more than eleven hundred acres of open space, including playing fields and playgrounds, and other facilities generally located along around the park's edges. Its variety of facilities, including numerous sports fields, a golf course and cricket grounds, attract users from throughout the city and the nearby neighborhoods.

Other open space resources nearby but outside of the ½-mile radius study area include additional portions of two major open space resources – the western half of Mosholu Parkway, and the eastern portions of Bronx Park. Both contain a mix of active and passive recreational facilities.

Finally, the New York Botanical Garden informally supplements open space available to area residents and workers. Though officially opened to the public without fee on Wednesday and Saturday mornings only, members of the public may be granted access to the grounds at other times when the Garden is opened, for passive recreation and use of the Garden's paths for walking and jogging.

Quantitative Assessment of Open Space Adequacy

As described above, the ½-mile study area contains a total of 229.07 acres of public open space in 31 facilities, including 46.41 acres of active recreation open space and 181.99 acres of passive recreation open space. While the study area contains significantly more open space than 229.07 acres, some of that area falls within portions of Bronx Park that are not fully accessible to the general public (without fee); therefore, this quantitative assessment conservatively considers only 229.07 acres.

Based on the 2000 Census data and the number of DUs built between 2000 and 2009 for the 30 census tracts that comprise the open space demographic study area, 149,481 persons are estimated to reside in the study area.⁶ Based on U.S. Census 2000 Journey to Work data for these 30 census tracts, 26,905 employees work in the study area, for a combined 2010 residential and non-residential population of 176,386 persons. The residential open space study area has a combined (active and passive) open space ratio of 1.53 acres of open space per 1,000 residents and active Open Space Ratio of 0.31 acres of open space per 1,000 residents, and therefore does not meet DCP's planning guideline of 2.5 acres of combined active and passive open space per 1,000 residents 2.0 acres of open space per 1,000 residents, respectively. However, with the majority of the large areas of Bronx Park and Bronx River Parkway public open space being passive recreation space, the study area has a residential passive Open Space Ratio that exceeds DCP's Open Space Guideline of 0.5 acres of passive recreation open space per 1,000 residents.

⁶ Population estimate based on 2000 Census total population and new development that has occurred between 2000 and 2009, based on 2009 MapPluto New Construction data. An average household size of 2.86 and a vacancy rate of 4.36 percent are applied to derive the estimate of increased population from new development that has occurred since 2000.

When considering the total population in the study area (residents and workers), the passive open space ratio decreases further. The combined residential and non-resident worker populations total 176,386 persons. Therefore, the combined passive open space ratio in the ½-mile residential study area is 1.30 acres, which is higher than the weighted average of the resident and worker target open space ratio of 0.422 acres per 1,000 residents and workers. Existing conditions data are shown in Table 3.4-4 below.

**Table 3.4-4: Existing Conditions Project Population,
Acreage and Open Space Ratios, 2010**

	Total Populaton	Open Space Acreage			Open Space Ratios per 1,000 People			DCP Open Space Guidelines				
		Total	Active	Passive	Total	Active	Passive	Total	Active	Passive		
Residential Study Area												
Residents*	149,481	229.07	46.41	181.99	1.53	0.31	1.22	2.5	2.0	0.5		
Non-Residents	26,905				N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.15
Combined non-residents and residents	176,386				1.30	0.26	1.03	N/A	N/A	0.422*		
Source: U.S. Census Bureau, 2000; DCP, 2009; STV Incorporated, 2010. *Ratio is the weighted average for combined passive open space. The ratio was calculated by combining 0.15 acres per 1,000 non-residents and 0.50 acres per 1,000 residents.												

Future Without the Proposed Action

In the future without the proposed action, as-of-right development would be expected to occur on projected development sites identified as part of the RWCDS for the proposed rezoning (see Chapter 2.0, Project Description). In the future without the proposed action it is expected that there would be a total of 209 additional dwelling units developed on the projected development sites when compared to existing conditions. Based on an average household size of 2.86, there would be approximately 598 additional residents living on the projected development sites.

In addition to development anticipated for projected development sites, three additional properties will be redeveloped in the rezoning area by 2020. McSam Hotel Development will comprise a five-story hotel at 3070 Webster Avenue. The Doe Fund Affordable Housing will be constructed at 3349/3365 Webster Avenue. The third project, a primary/intermediate school, will be a five-story building constructed at 3177 Webster Avenue, which will replace an existing parking lot. Also, as described in Chapter 2.0, other developments would be anticipated within ½ mile of the rezoning area, comprising residential development almost exclusively. Table 3.4-5 lists anticipated development in the future without the proposed action.

Most of these new buildings will provide new housing targeted at low-, moderate- and middle-income families, seniors, and formerly homeless, though three buildings will provide market-rate housing. By 2020 the Third Avenue/East Tremont Avenue rezoning is expected to introduce increased development density to sites along Park Avenue and Third Avenue, south of East Fordham Road. It is expected that the Third Avenue/East Tremont Avenue rezoning will introduce 173 new residential units to the open space study area for the Webster Avenue rezoning.

As shown in Table 3.4-5, a total of 2,054 new dwelling units are anticipated within the study area in the future without the proposed action. This would result in 5,875 new residents in the open space study area in the future without the proposed action, based on an average household size of 2.86.

Table 3.4-5: Anticipated Developments in the Future Without the Proposed Action

Residential Development	Dwelling Units
186 St. George's Crescent	68
232 E 201 St.	23
271 E 202 St.	56
2776 Morris Ave.	18
2950 Grand Concourse	77
301 E Gun Hill Road	32
3035 White Plains Road	15
3144 Hull Ave.	8
355 E 194 St.	56
372 E 199th St.	8
625 E Fordham Road	58
Decatur Green	17
Decatur II Apartments	49
Decatur Terrace Apartments	122
Doe Fund Affordable Housing	140
Jacob's Place	70
Kingsbridge Armory	0
McSam Hotel Development	0
NYCSCA Primary/Intermed. School	0
Serviam Gardens	80
Serviam Gardens	83
Serviam Gardens	80
Serviam Towers	158
The Bedford Residences	54
Webster Ave Residential Development	400
Third Avenue/East Tremont Avenue Rezoning	173
Total	1,845

Source: DCP, 2009.

Assuming a continued growth rate of 3.24 percent between 2010 and 2020, an additional 4,843 new residents would be added to the study area in the future without the proposed action on sites other than anticipated development sites and RWCDS projected development sites. As demonstrated in Table 3.4-5, in 2020 without the proposed action it is anticipated that the study area would have approximately 160,199 residents. No substantial changes in the age group structure of the residential population are expected by 2020. The number of residents in each age group as shown in Table 3.4-6 is based on the percent share for that age group at the time of the 2000 census, which for the purposes of this analysis, is assumed to remain constant.

**Table 3.4-6: Study Area Residential Population by Age Group,
Future Without the Proposed Action**

Age Category	Estimated Population	Percent of Total Population
<5 years	14,418	9%
5-9 years	16,020	10%
10-14 years	12,816	8%
15-19 years	12,816	8%
20-64 years	91,313	57%
65+ years	12,816	8%
Total	160,199	100%

Note: Numbers are approximate due to rounding.

Source: U.S. Census, 2000; New York City Department of City Planning, 2009; STV Incorporated, 2010.

Park improvements are also anticipated in the future without the proposed action that would increase access to quality recreational facilities for area residents, workers and visitors. An ongoing DPR project to reconstruct the Williamsbridge Oval Playground is scheduled to be completed in spring 2011, including a fully accessible toddler/preschool unit and a water spray feature as a centerpiece of the playground. A new basketball court complex consisting of both full and half courts will be installed along with benches and bleachers, and landscaping features. In addition, the East 211th Street entrance to the Bronx River Parkway is undergoing construction of a formal entrance to the northern section of Bronx Park at East 211th Street, linking two disconnected segments of the Bronx River Greenway. The project will also provide seating and plantings, and is expected to be completed in spring 2010.⁷ These park improvements would not expand the amount of publicly accessible open space in the study area, but instead would be expected to improve the quality of facilities in, and access to, open space resources by 2020.

Quantitative Analysis of Open Space Adequacy

Table 3.4-7 compares the study area residential Open Space Ratios in the year 2020 future without the proposed action condition to DCP Open Space Guidelines. The amount of open space in the study area is not expected to increase over the next ten years. However, as described above, the total residential population in the study area is expected to increase to 160,199 residents in the future without the proposed action in the year 2020.

⁷ New York City Department of Parks and Recreation Website, accessed March 3, 2010 at <http://www.nycgovparks.org/parks/X004/>.

**Table 3.4-7: Project Population,
Acreage and Open Space Ratios Future Without the Proposed Action, 2020**

	Total Populaton	Open Space Acreage			Open Space Ratios per 1,000 People			DCP Open Space Guidelines				
		Total	Active	Passive	Total	Active	Passive	Total	Active	Passive		
Residential Study Area												
Residents*	160,199	229.07	46.41	181.99	1.43	0.29	1.14	2.5	2.0	0.5		
Non-Residents*	28,396				N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.15
Combined non-residents and residents	188,595				1.21	0.25	0.96					0.468*
<small>Source: U.S. Census Bureau, 2000; DCP, 2009; STV Incorporated, 2010. *Ratio is the weighted average for combined passive open space. The ratio was calculated by combining 0.15 acres per 1,000 nonresidents and 0.50 acres per 1,000 residents.</small>												

Adequacy of Open Space

According to DPR, there are no new parks, playgrounds or other open space resources planned for the study area and the 229.07 acres of existing resources would remain available to the public for the foreseeable future. In the study area, the total open space ratio in the future without the proposed action is projected to be 1.43 acres per 1,000 residents. This is below the citywide median community district open space ratio of 1.5 acres per 1,000 residents and the planning goal of 2.5 acres per 1,000 residents. The total open space ratio will decrease from 1.53 under existing conditions to 1.43 acres per 1,000 people in the future without the proposed action, a seven percent decrease in the ratio, following the guidelines of the *CEQR Technical Manual*. The active open space ratio will decrease from 0.31 under existing conditions to 0.29 acres of active open space per 1,000 residents in the future without the proposed action, which is a six percent decrease. The passive open space ratio will decrease from 1.22 under existing conditions to 1.14 acres of active open space per 1,000 residents in the future without the proposed action, a seven percent decrease in the ratio--though still in excess of DCP's passive open space Open Space Guideline (0.5). When factoring in non-resident workers, who typically utilize passive recreation open space, the ratio decreases to 0.96, which still exceeds DCP's Open Space Guideline, in this case for combined non-resident and resident population of 0.468. The amount of open space in the future without the proposed action would also be expected to adequately serve workers generated by non-residential development expected to occur on RWCDs projected development sites.

Table 3.4-8 shows the number of acres per 1,000 residents by age group in the future without the proposed action. Projected population by 2020 would decrease the total open space ratio by seven percent compared to existing conditions and would strain existing open space resources within the study area.

**Table 3.4-8: Acres per 1,000 Residents by Age Group,
Future Without the Proposed Action, 2020**

Age Category	Total Acres	Passive Acres	Active Acres
<5 years	15.89	12.62	3.22
5-9 years	14.30	11.36	2.90
10-14 years	17.87	14.20	3.62
15-19 years	17.87	14.20	3.62
20-64 years	2.51	1.99	0.51
65+ years	17.87	14.20	3.62

Note: Numbers are approximate due to rounding.

Source: U.S. Census Bureau, 2000; DCP, 2009; STV Incorporated, 2010.

Future With the Proposed Action

The proposed action is estimated to add 738 new dwelling units to the open space study area, over the future without the proposed action. This would result in approximately 2,111 new residents over the future without the proposed action. Therefore, the residential population in the open space study area is estimated to increase from 160,199 to 162,310 persons with the proposed action. Table 3.4-9 shows the projected population by age group.

**Table 3.4-9: Study Area Population by Age Group,
Future With the Proposed Action, 2020**

Age Category	Estimated Population	Percent of Total Population
<5 years	14,608	9%
5-9 years	16,231	10%
10-14 years	12,985	8%
15-19 years	12,985	8%
20-64 years	92,517	57%
65+ years	12,985	8%
Total	162,310	100%

Note: Numbers are approximate due to rounding.

Source: U.S. Census Bureau, 2000; DCP, 2009; STV Incorporated, 2010.

Adequacy of Open Space

Table 3.4-10 below compares the study area residential Open Space Ratios in the year 2020 with the proposed action to DCP Open Space Guidelines. The study area would continue to experience a deficiency of total open space and active recreation open space compared to DCP's Open Space Guidelines, as in the future without the proposed action, while passive recreation open space ratios would continue to exceed the DCP Open Space Guidelines.

Table 3.4-10: Population, Acreage and Open Space Ratios in the Future With the Proposed Action, 2020

	Total Population	Open Space Acreage			Open Space Ratios per 1,000 People			DCP Open Space Guidelines				
		Total	Active	Passive	Total	Active	Passive	Total	Active	Passive		
Residential Study Area												
Residents*	162,310	229.07	46.41	181.99	1.41	0.29	1.12	2.5	2.0	0.5		
Non-Residents*	28,396				N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.15
Combined non-residents and residents	190,706				1.20	0.24	0.95					0.441*
<small>Source: U.S. Census Bureau, 2000; DCP, 2009; STV Incorporated, 2010. *Ratio is the weighted average for combined passive open space. The ratio was calculated by combining 0.15 acres per 1,000 nonresidents and 0.50 acres per 1,000 residents.</small>												

In the future with the proposed action, the total open space ratio within the residential open space study area would decrease from 1.43 in the future without the proposed action to 1.41 acres per 1,000 which, per the guidelines of the *CEQR Technical Manual*, represents an approximately 1.4 percent decrease in the open space ratio. This ratio is below the CEQR guideline of 2.5 acres per 1,000 residents. The active open space ratio would remain unchanged at 0.29 in the future without and with the proposed action. This ratio is below the DCP recommended guideline of 2.0 acres of active space per 1,000 residents. The passive open space ratio would remain unchanged at 1.12 in the future without and with the proposed action, although under all analysis conditions the amount of passive open space per 1,000 residents exceeds the DCP recommended guideline of 0.50 acres of passive open space per 1,000 residents. When factoring in non-resident workers who typically utilize passive recreation open space, the ratio decreases to 0.95, which still exceeds DCP's Open Space Guideline (a ratio of 0.441), for combined non-resident and resident population. The amount of open space under future with-action conditions would also be expected to adequately serve workers generated by non-residential development expected to occur on RWCDs projected development sites.

Table 3.4-11 below shows the acres per 1,000 residents in each age group in the future with the proposed action.

Table 3.4-11: Acres per 1,000 Residents by Age Group, Future With the Proposed Action Scenario

Age Category	Total Acres	Passive Acres	Active Acres
<5 years	15.68	12.46	3.18
5-9 years	14.11	11.21	2.86
10-14 years	17.64	14.02	3.57
15-19 years	17.64	14.02	3.57
20-64 years	2.48	1.97	0.50
65+ years	17.64	14.02	3.57

Note: Numbers are approximate due to rounding.
Source: U.S. Census Bureau, 2000; DCP, 2009; STV Incorporated, 2010.

Conclusions

Although the proposed action would result in a quantitative decrease in the residential open space ratio, for reasons detailed below, this decrease would not constitute a significant adverse impact.

Open space conditions in the residential study area without and with the proposed action are represented quantitatively by open space ratios of 1.43 and 1.41, respectively; which, according to the *CEQR Technical Manual*, represents a decrease in the open space ratio of approximately 1.4 percent that may be attributed to the proposed action. Although the study area is adequately served by passive recreation open space and would continue to be so in the future with the proposed action, the residential population within the study area would continue to experience a shortfall of open space. The *CEQR Technical Manual* suggests that a significant quantitative impact may result if the proposed action would reduce the open space ratio, compared to the future without the proposed action, or would further exacerbate a deficiency in open space. The open space ratios for the residential study areas would remain below the recommended levels, but it is recognized that these are goals that are not feasible for many areas of the city and are therefore not considered impact thresholds. Further qualitative assessment of open space adequacy was conducted. The open space resources study area is surrounded by several of the most expansive open space resources available in the city. Thus, whereas the quantitative analysis resulting in the open space ratios considered above takes into account only those portions of these large parks that are included within ½ mile of the study area, qualitative assessment of open space resources available to the population of the study area considers the greater extent of resource availability. In the case of the study area, the greater extent of open space resources represents an extensive and interconnected park system that is well known throughout the city, and that contains some of the city's largest and most renowned parks.

Qualitative assessment of open space adequacy concludes that these calculated open space shortfalls would not constitute significant adverse impacts, since area residents have access to extensive active open space resources that are connected to the study area and that extend from it. These resources include Mosholu Parkway, which connects to Van Cortlandt Park, and the other more distant sections of Bronx Park and the Bronx Rover Parkway, the latter providing a linear open space that extends into Westchester County. The construction of a formal entrance to the northern section of Bronx Park at East 211th Street will improve access for residents to segments of the Bronx River Greenway that extend beyond the study area. These resources would ameliorate the residents' demand for quality open space in the community. Even though these open spaces are not located within the open space study area of the proposed action, they may be used by residents who live in the study area neighborhoods. These factors add to the quality of open spaces in the study area so that they ultimately meet the demand of the population that lives and works in and around the project study area.

It should also be noted that the zoning requirements for Quality Housing imposed by the proposed zoning mandate indoor recreational space as well as exterior open space. This would typically satisfy some of the demand for open space created by the projected increase in residential population.

Therefore, although a decline in the open space ratio for the residential study area would be expected, the decrease in both total open space and active open space would account for a less than one percent decrease in open space ratio per the guidance of the *CEQR Technical Manual*. Further, the qualitative assessment concludes that the exceptional availability of nearby open space resources and the quality and level of amenities and availability of other large open spaces would help alleviate any potential burden on the study area's open spaces that the quantitative analysis projects could result from the proposed action in combination with background population growth. Thus, the proposed action would not result in a significant adverse indirect impact to open space resources.

Preliminary Screening of Direct Effects

According to the *CEQR Technical Manual*, an adverse shadow impact is considered to occur when the shadow from a proposed project falls on a publicly accessible open space, historic landscape, or other historic resource if the features that make the resource significant depend on sunlight, or if the shadow falls on an important natural feature and adversely affects its use and/or important landscaping and vegetation.

Potential for Adverse Shadow Impacts

A detailed shadows analysis presented in Chapter 3.5, "Shadows," shows that five open space resources included in the analysis -- Bronx Park, French Charley Playground, Allerton Ballfields, Bronx River Parkway, and Mosholu Parkway-- would experience incremental shadows as a result of the proposed action.

The western edge of Bronx Park located in the vicinity of East 204th Street would be affected by incremental afternoon shadows in the future with the proposed action. This area of the park contains passive recreational open spaces, with amenities such as trees, walkways, and landscaped and grassy areas.

Though Bronx Park would experience additional incremental shadows effects generated by future development during all four of the analysis time periods, the incremental shadows would be cast on its passive elements for short periods of time and as such would not be considered to be significant. The longest duration of incremental shadow would occur during the June 21st analysis period, when the incremental shadow would last for two hours and 23 minutes. During the March and May analysis time period, the incremental shadow would last for one hour and 27 minutes and two hours and 27 minutes, respectively. During the December time period the incremental shadow would only last for 12 minutes. Although incremental shadows would last for over two hours during the growing season (June and May analysis days) the incremental shadows would not enter the park until 4:06 p.m., leaving ample time for sunlight during the growing season; therefore, no significant adverse shadow impacts due to the proposed action are expected on Bronx Park.

The analysis shows that project-generated incremental shadows would reach the northwestern edge of French Charley Playground during the May 6th and June 21st afternoon analysis periods. The longest shadow coverage would occur during the June 21st analysis period for two hours and 28 minutes. For the May 6th and June 21st analysis periods, the incremental shadows would not be cast on French Charley Playground until 5:15 p.m. and 5:32 pm, respectively, leaving ample time for park users to experience sunlight during the growing season, and when the playground is most heavily used. No significant adverse shadow impacts due to the proposed action are expected on French Charley Playground.

Incremental shadows would reach the Allerton Ballfields only during the June analysis period, and would last for 10 minutes. This short increment of additional shadow during the growing season would not lead to a significant adverse shadow impact on the open space.

The incremental afternoon shadows cast on Bronx River Parkway are not considered to be significant since the longest shadow coverage would last two hours and 47 minutes on the June 21st analysis date. There would be ample time for the park to experience sunlight at other points in the day, particularly during the growing season and in the months when the playground is most heavily used. Therefore, no significant adverse shadow impacts are expected on Bronx River Parkway as a result of the proposed action.

Mosholu Parkway would experience incremental shadows during all four analysis periods, with the maximum shadow coverage occurring during the June 21st analysis period (two hours and 44 minutes) and the shortest shadow coverage occurring during the December analysis period (52 minutes). No significant adverse impacts due to the proposed action are expected on Mosholu Parkway given that all of the incremental shadows would recede off the resource by mid-morning, leaving ample time for sunlight during the growing season.

Conclusion

The proposed action would not result in significant adverse shadow impacts on the five sunlight-sensitive open space resources that would experience an incremental increase in a shadow effects (Bronx Park, French Charley Playground, Allerton Ballfields, Bronx River Parkway, and Mosholu Parkway). These shadows would not result in a significant adverse impact given the limited duration of the shadows and amount of open space affected as compared to conditions in the future without the proposed action. The findings indicate that during the four analysis days (March 21st, May 6th, June 21st, and December 21st), the duration of the shadows would still allow for sufficient sunlight during the growing season and the proposed action would not result in a substantial reduction in sunlight to any sun-sensitive uses or features. Therefore, no significant direct effects on open space resources would occur that would affect the usefulness of open spaces within the study area whether on a permanent or temporary basis, as a result of the proposed action.

3.5 SHADOWS

INTRODUCTION

This chapter assesses the potential for the proposed action to result in shadow effects on sunlight-sensitive historic resources and open spaces. Incremental shadow coverage of these resources that is attributable to the proposed action is examined on a site-specific basis to determine the potential for adverse impacts.

According to the *CEQR Technical Manual*, an adverse shadow impact is considered to occur when the shadow from a proposed project falls on a publicly accessible open space, historic landscape, or other historic resource, if the features that make the resource significant depend on sunlight, or if the shadow falls on an important natural feature and adversely affects its use and/or important landscaping and vegetation. In general, shadows on city streets and sidewalks or on other buildings are not considered significant under CEQR. In addition, shadows occurring within one and one-half hours of sunrise or sunset generally are not considered significant under CEQR.

According to the *CEQR Technical Manual*, the longest shadow a structure casts, except for periods close to dawn or dusk, is 4.3 times the structure's height. Projected and potential developments under the RWCDs range in height up to 105 feet and would therefore cast maximum shadows of up to 451.5 feet. After those general shadow areas were delineated, a screening process was undertaken to identify projected and potential development sites sharing a lot line with identified sensitive resources and/or sites that would have building height increments 50 feet or greater. From this screening effort, 36 projected development sites and 28 potential development sites were identified that could potentially cast shadows over open spaces and historic architectural resources with sunlight-dependent features. A detailed shadow modeling effort was then undertaken for these sites to determine whether the proposed action would have the potential to result in significant shadow impacts.

A. METHODOLOGY

Computer-generated simulations of the shadows in the future with and without the proposed action were prepared for representative times on four analysis days: March 21st, May 6th, June 21st, and December 21st. Since the CEQR methodology does not consider shadows and incremental increases in shadows within one and one-half hours of sunrise or sunset to be significant, the analysis period on each analysis day considers only the shadows that begin one and one-half hours after sunrise and end one and one-half hours before sunset. Daylight savings time was assumed for the analysis times on the March 21st, May 6th, and June 21st analysis dates. In general, shadows on city streets and sidewalks or on other buildings are not considered significant under *CEQR Technical Manual* guidelines.

The uses and vegetation in an open space determine its sensitivity to shadows. Uses that rely on sunlight include passive uses, such as sitting or sunbathing, and such activities as gardening or wading in fountains or pools. Vegetation requiring sunlight includes the tree canopy and

flowering plants. In open spaces where lawns are actively used, the grass also requires extensive sunlight. Four to six hours a day of sunlight is generally a minimum requirement, particularly in the growing season (April to October). Sunlight-sensitive features of historic resources may include large windows admitting light into interior spaces, stained glass windows in churches, deeply sculpted façade ornamentation, and historic landscapes.

Following the guidelines of the *CEQR Technical Manual*, the analysis focuses on the incremental or additional shadows cast by buildings developed under the proposed action beyond the shadows cast by structures that could be built in the future without the proposed action. The analysis examines the potential impact of these incremental shadows and takes into account uses and users of open space, landscaping, and vegetation, as well as the characteristics of any significant natural features or historic resources with qualities or details that are sunlight-dependent and make such resources significant. The *CEQR Technical Manual* identifies the following conditions when a proposed development program may result in a significant shadow impact:

- Substantial reduction in sunlight where a sensitive use is already subject to substandard sunlight (i.e., less than the minimum time necessary for plant survival);
- Reduction in sunlight available to a sensitive use from more to less than the minimum time necessary for plant survival;
- Substantial reduction in sunlight to a sun-sensitive use or feature; or
- Substantial reduction in the usability of the open space.

There may be situations where a very small loss of sunlight is important (for example, in areas where people sit or in a historic church with stained glass windows) or where a comparatively large loss is not significant (for example, where vegetative species are shade-tolerant). Although these situations represent a general guideline for determining significant adverse impacts, each case is reviewed on its own merits. Potential impacts were considered based on the coverage and duration of shadows on each sensitive receptor, as well as the presence or lack of sun-sensitive uses, the amount of use in general, and the availability of alternative space within each sensitive receptor.

Existing and future building forms for the RWCDs were supplied by the New York City Department of City Planning (DCP) in SketchUp® files. This information was imported into the 3D Studio Max program from which shadow studies were generated.

B. SCREENING ANALYSIS

A preliminary screening analysis was performed in an effort to reduce the number of projected and potential development sites that required detailed modeling for potential shadow impacts. Projected and potential development sites with an increase in building height in the future conditions – with and without the proposed action – of less than 50 feet and sites not adjacent to natural features, publicly accessible open spaces, or sunlight-dependent historic features were

eliminated from further analysis (sites with building height increments less than 50 feet but adjacent to the sun-sensitive resources were not eliminated from further consideration). Based on this preliminary screening, the total projected and potential development sites requiring additional analysis were reduced to 14 and 10, respectively.

C. RESOURCES OF CONCERN

In accordance with CEQR guidelines, the assessment of potential shadow impacts is limited to new shadows that are long enough to reach publicly accessible open spaces, historic resources, important natural features, or sun light-sensitive resources. In Chapter 3.4, “Open Space,” and Chapter 3.6, “Historic Resources” of this EAS, publicly accessible open spaces and historic resources surrounding the projected and potential development sites were identified, as shadows created by the proposed action could fall in the direction of these resources. A preliminary screening of historic and open space resources follows below.

Historic Resources

The preliminary shadow assessment considered resources within a 400-foot radius of the rezoning area. As shown in Table 3.5-1, this screening identified ten historic resources, as resources of concern.

**Table 3.5-1
Identified Resources of Concern**

Map ID	Property Name	Address
NYC Landmark and National Register Listed and Eligible Resources Located in the Proposed Action Area		
1	Fordham Road Railroad Station	East Fordham Avenue and Webster Avenue
2	Botanical Garden Arms	2988-2990 Webster Avenue
3	52nd Precinct Police Station, and Stable	3016 Webster Avenue
NYC Landmark and National Register Listed, Eligible and Potentially Eligible Resources Located in the 400-Foot Study Area		
4	Fordham University	Rose Hill Campus
5	Alumni House, Fordham University	Fordham University
6	Saint John's Hall	Fordham University
7	Saint John's Church, Fordham University	Fordham University
8	The New York Botanical Garden	Southern Boulevard / Bedford Park Boulevard
9	Botanical Garden Station (Metro-North RR)	Botanical Square and Webster Avenue
10	Woodlawn Cemetery	East 233rd St Webster Avenue East 211 Street

The following four historic resources were identified as being located within the shadow radius of projected or potential developments sites that could be potentially affected by the sweep of new shadows from these sites:

- **52nd Police Precinct Station House & Stable** - (NYCL and NR listed), designed by architects Stoughton & Stoughton in 1906, the red brick police station is modeled on the Italian Renaissance villas of Tuscany. Located at 3016 Webster Avenue, the structure's notable elements include the square four-faced clock tower, oversized gable end brackets, utilizations of round arched and rectangular openings and exterior wall treatments including brickwork laid in a diaper pattern, terra cotta plaques and blue tile window spandrels.¹
- **Botanical Garden Arms** - (NR Eligible), built in 1924, this Tudor Revival apartment building was designed by J. M. Flesson. The six-story building occupies an entire city block and derives its name from its proximity to the New York Botanical Garden. Mock half timbering and a gabled and crenellated roofline provide a picturesque quality. Exterior elevations are faced in Flemish bond brick and display symmetrically arranged openings.²
- **Alumni House, Fordham University** - (NYCL listed), constructed about 1840, this small Greek Revival House was a component of the original college campus. The building served a variety of campus functions including the parish house and office of the nearby chapel, the college infirmary, the office of the college publications, the campus housing office, and at one-time, a bakery. The design of the structure is attributed to William Rodrigue, who in addition to serving as the college's instructor in mathematics and engineering, was also a successful architect. The structure houses a café appropriately named Rodrigue's Coffee House.³
- **Botanical Garden Station (Metro-North Railroad)**- (NR Eligible), was constructed in about 1900 by the New York and Harlem Railroad to replace an earlier station. The eastbound platform and shelter reflects the then rural quality of this location at the time of the station's construction. The station retains a good amount of architectural integrity and displays exposed roof rafters with notched rafters ends and a high bell cast hip roof.⁴

As per CEQR guidelines, only historic resources with sunlight-sensitive features have the potential to be adversely affected by incremental new shadows generated by the proposed action. The four historic resources listed above are not considered dependent on sunlight to the extent that any net incremental shadows generated by the proposed action would diminish their significance; therefore, while the proposed action could potentially cast shadows on these four resources, such shadow effects would not be considered significant and would not require a detailed shadows assessment.

¹ Postal, Matthew, Ed. *New York City Landmarks*, 4th Edition Hoboken: John Wiley & Sons, 2009, p. 340.

² New York State Historic Preservation Office, SHPO Resource Evaluation, Botanical Gardens Railroad Station, 1994.

³ Alumni House NYC Landmarks Designation Report.

⁴ New York State Historic Preservation Office, SHPO Resource Evaluation, Botanical Gardens Railroad Station, 1994.

Open Space Resources

According to the *CEQR Technical Manual*, open spaces can contain facilities that are both sensitive and not sensitive to sunlight. Features that are not sensitive include recreational areas (such as handball or basketball courts) where there are no sitting areas, no sunlight-dependent vegetation, no historic plantings, or plantings that are shade tolerant. Facilities such as children's playgrounds and sprinklers, swimming pools, sitting or sunning areas, ball fields, and other play areas that are covered with natural turf do require direct sunlight for some part of the day, or at certain times of the year. These features are therefore sunlight sensitive.

A preliminary shadow screening looked at a shadow sweep of the RWCDs on open space resources; any resources that were located outside the shadow radius were screened out and not considered for further shadow analysis, as no shadows cast by projected RWCDs development on the project site would reach such resources. The remaining open space resources (those falling within the shadow radius) were subjected to additional screening, as discussed below.

Five sunlight-sensitive open space resources were identified as located within the shadow radius of projected or potential developments sites and may require a detailed technical analysis to identify potential incremental shadow impacts generated under the RWCDs. These open spaces are described below in terms of size, location, and features that may be sensitive to shadows. Due to their proximity and potential shadow impact, French Charley Playground and Allerton Ballfields were analyzed separately from Bronx Park, though they are component facilities.

- **Bronx Park** encompasses approximately 718 acres of active and passive open spaces and is home to the Bronx Zoo and The New York Botanical Garden. The park also features playgrounds, bicycle paths, baseball diamonds, tennis and basketball courts and football and soccer fields. One baseball field and one playground within Bronx Park would be affected by incremental shadows:
 1. **French Charley Playground** is located near East 204th Street within Bronx Park. In 2000, the NYCDPR completed an extensive renovation, which included new play equipment, safety surfacing, a set of large swings, animal art sculpture, and a new double gate. This playground honors the memory of Charley Mangin who owned a nearby French restaurant in the 1890s⁵.
 2. **Allerton Ballfields** are located near The New York Botanical Garden along Dr. Theodore Kazimiroff Boulevard. The ballfields are named in honor of Daniel Allerton (1818-1877), an early Bronx settler who purchased and farmed this area with his wife Hustace. Allerton Ballfields features a comfort station and three ballfields with backstops and dugouts.⁶
- **Bronx River Parkway** is a 23-mile greenway stretching from southern Westchester Country and into the Bronx. Bronx River Parkway runs through some portions of Bronx

⁵ <http://www.nycgovparks.org/parks/bronxpark/highlights/9708>

⁶ <http://www.nycgovparks.org/parks/bronxpark/highlights/11091>

Park; as well as bisecting Lafayette and City Line Avenues. The Bronx River Parkway is a beautifully landscaped area with playgrounds, spray showers, baseball fields, bicycling and greenways, and restrooms.

- **Mosholu Parkway** is an 80-acre landscaped parkway that connects Bronx Park to Van Cortlandt Park; it stretches from Allerton Avenue to Gun Hill Road with an extension through Van Cortlandt Park. Mosholu Parkway features landscaped areas with playgrounds, spray showers, basketball courts, golf courses, bicycling and greenways⁷. Frisch Field, a ballfield with dugout and bleachers, is located at the southwestern end of the parkway.

D. ANALYSIS OF INCREMENTAL SHADOWS

According to the *CEQR Technical Manual*, a shadow is defined as the circumstance in which a building or other built structure blocks the sun from the land. An adverse shadow impact is considered to occur when the shadow from the projected or potential development falls on a publicly accessible open space, historic landscape, or other historic resource if the features that make the resource significant depend on sunlight, or if a shadow falls on an important natural feature and adversely affects its use and/or important landscaping and vegetation. The uses and vegetation in an open space establish its sensitivity to shadows. Uses that rely on sunlight include passive use, such as sitting or sunning, and such activities such as gardening, or children's wading pools and sprinklers. Vegetation requiring sunlight includes tree canopy and flowering plants. Where lawns, natural or cultivated, are actively used, the turf also requires extensive sunlight. For these activities and plants, four to six hours a day of sunlight, particularly in the growing season, is often a minimum requirement. In general, shadows on city streets and sidewalks and on other buildings are not considered significant under CEQR.

Table 3.5-2 provides the start and end time of the incremental shadows cast by the projected and potential developments on the resources of concern and shows the estimated duration of those new incremental shadows. The "entering" times shown in the table are the times that the shadows first hit any part of the resource being evaluated, and the "exit" time represents the time that the incremental shadow leaves the resource. Daylight savings time was assumed for the analysis times on the March 21st, May 6th, and June 21st analysis dates. As per CEQR, only the time one and a half hour after sunrise and before sunset were considered for the analysis.

⁷ <http://www.nycgovparks.org/parks/X033/highlights/8778>

**Table 3.5-2
Durations of Future Action Incremental Shadows on Resources of Concern**

Resource of Concern	March 21 8:28 a.m.-5:39 p.m. EDT	May 6 7:19 a.m.-6:27 p.m. EDT	June 21 6:54 a.m.-7:00 p.m. EDT	December 21 8:46 a.m. - 3:01 p.m. EST
Bronx Park	Enter: 4:12 p.m. Exit: 5:39 p.m. Duration: 1h 27m	Enter: 4:06 p.m. Exit: 6:27 p.m. Duration: 2h 27 m	Enter: 4:27 p.m. Exit: 7:00 p.m. Duration: 2h 33 m	Enter: 2:49 p.m. Exit: 3:01 p.m. Duration: 12 m
French Charley Playground	N/A	Enter: 5:15 p.m. Exit: 6:27 p.m. Duration: 1h: 12m	Enter: 5:32 p.m. Exit: 7:00 p.m. Duration: 1h: 28m	N/A
Allerton Ballfields	N/A	N/A	Enter: 6:50 p.m. Exit: 7:00 p.m. Duration: 10m	N/A
Bronx River Parkway	Enter: 3:47 p.m. Exit: 5:39 p.m. Duration: 1h 52m	Enter: 3:44 p.m. Exit: 6:27 p.m. Duration: 2h 43m	Enter: 4:13 p.m. Exit: 7:00 p.m. Duration: 2h 47m	Enter: 2:09 p.m. Exit: 3:01 p.m. Duration: 52m
Mosholu Parkway	Enter: 8:28 a.m. Exit: 10:01 a.m. Duration: 1h 33m	Enter: 7:19 a.m. Exit: 8:48 a.m. Duration: 1h 29m	Enter: 6:54 a.m. Exit: 9:38 a.m. Duration: 2h 44m	Enter: 8:46 a.m. Exit: 9:42 a.m. Duration: 56m

Notes: EST = Eastern Standard Time

EDT = Eastern Daylight Time

The detailed shadows analysis shows that five open space resources included in the analysis, Bronx Park, French Charley Playground, Allerton Ballfields, Bronx River Parkway, and Mosholu Parkway would be affected by incremental shadows as a result of the proposed action. No other open space resources included in the detailed shadows analysis were found to be affected by shadows created by the proposed action. The extent, duration, and effects of these incremental shadows are discussed below for each resource.

Bronx Park

The western edge of Bronx Park located in the vicinity of East 204th Street would be affected by incremental afternoon shadows in the future with the proposed action. This area of the park contains passive recreational open spaces: amenities such as trees, walkways, and landscaped and grassy areas.

March 21st

During the afternoon hours of March 21st, incremental shadows begin at the entry time of 4:12 p.m. and remain on the resource until 5:39 p.m. The shadow impact would be minimal and would be cast on passive elements of the park including its trees, walking paths and grassy areas. The total duration of the incremental new shadow attributable to the proposed action would be one hour and 27 minutes.

May 6th

On the May 6th analysis period, the incremental shadows in the future with the proposed action, would enter Bronx Park at 4:06 p.m. and exit at 6:27 p.m. for a duration of two hours and 27 minutes. The incremental shadows would be minimal and would cover some of the park's passive space including its trees, walking paths, and landscaped and grassy areas.

June 21st

On June 21st, in the future with the proposed action, the shadow increment would begin to fall on Bronx Park at 4:27 p.m. and exit at 7:00 p.m. The shadow impact would be minimal and would be cast on passive elements of the park including its trees, walking paths and grassy areas. The total duration of the incremental new shadow in the future with the proposed action would be two hours and 33 minutes.

December 21st

On December 21st, in the future with the proposed action, the shadow increment would enter Bronx Park at 2:49 p.m. and exit at 3:01 p.m. The shadow impact would be minimal and would be cast on passive elements of the park including its trees, walking paths and grassy areas. The total duration of the incremental new shadow in the future with the proposed action would be 12 minutes.

Bronx Park Shadow Summary

Though Bronx Park experiences incremental shadows on all four of the analyses time periods, the incremental shadows cast on its passive elements for short periods of time are not considered to be significant. The longest duration of incremental shadow occurs during the June 21st analysis period, when the incremental shadow last for two hours and 23 minutes. During the March and May analysis time period, the incremental shadow last for one hour and 27 minutes and two hours and 27 minutes, respectively. During the December time period the incremental shadow only lasts for twelve minutes. Although incremental shadows last for over two hours during the growing season (June and May analysis days) the incremental shadows don't enter the park until 4:06 p.m. leaving ample time for sunlight during the growing season; therefore, no significant adverse impacts due to the proposed action are expected on Bronx Park as a result of the proposed action.

French Charley Playground

March 21st

There would be no incremental shadows cast upon the French Charley Playground during the March 21st analysis period.

May 6th

On the May 6th analysis period, the incremental shadows in the future with the proposed action would enter French Charley playground at 5:15 p.m. and exit at the end of the analysis day 6:27 p.m. for a duration of one hour and 12 minutes.

June 21st

On June 21st, incremental shadows begin at the entry time of 5:32 p.m. and remain on the resource until the end of the analysis period at 7:00 p.m., for a total duration of one hour and 28 minutes.

December 21st

There would be no incremental shadows cast upon French Charley Playground in the future with the proposed action during the December 21st analysis period.

French Charley Playground Shadow Summary

The analysis shows that incremental shadows will reach the northwestern edge of the playground during the May 6th and June 21st afternoon analysis periods. The longest shadow coverage would occur during the June 21st analysis period for two hours and 28 minutes. For the May 6th and June 21st analysis periods, the incremental shadows would not be cast on French Charley Playground until 5:15 p.m. and 5:32 pm, respectively, leaving ample time for the park to experience sunlight during the growing season, and when the playground is most heavily used. No significant adverse impacts due to the proposed action are expected on French Charley Playground as a result of the proposed action.

Allerton Ballfields

March 21st

There would be no incremental shadows cast upon the Allerton Ballfields during the March 21st analysis period.

May 6th

There would be no incremental shadows cast upon the Allerton Ballfields during the May 6th analysis period.

June 21st

On the June 21st analysis period, the incremental shadows in the future with the proposed action, would enter the western edge of Allerton Ballfields at 6:50 p.m. and exit at the end of the analysis day at 7:00 p.m. for a duration of 10 minutes.

December 21st

There would be no incremental shadows cast upon Allerton Ballfields during the December 21st analysis period.

Allerton Ballfields Shadow Summary

Incremental shadows would reach the ballfields only during the June analysis period and it would last for 10 minutes. This short shadow duration during the growing season, would not lead to a significant adverse shadow impact on the open space.

Bronx River Parkway

March 21st

On March 21st, incremental shadows enter the park at 3:47 p.m. and exit at 5:39 p.m. The shadow impact would be cast on passive elements of the park including its trees, landscaped and grassy areas. The total duration of the incremental new shadow in the future with the proposed action would be one hour and 52 minutes.

May 6th

On the May 6th analysis period, the incremental shadows in the future with the proposed action, would enter Bronx River Parkway at 3:44 p.m. and remain until the end of the analysis period at 6:27 p.m. for duration of two hours and 43 minutes. The incremental shadows would cover some of the parkway's passive space including its trees, walking paths, and landscaped and grassy areas.

June 21st

On June 21st, in the future with the proposed action, the shadow increment would enter Bronx River Parkway at 4:13 p.m. and exit at the end of the analysis period at 7:00 p.m. The shadow impact would be cast on passive elements of the park including its trees, landscaped and grassy areas. The total duration of the incremental new shadow in the future with the proposed action would be two hours and 47 minutes.

December 21st

On December 21st, in the future with the proposed action, the shadow increment would enter Bronx River Parkway at 2:09 p.m. and exit at 3:01p.m. The shadow impact would be cast on passive elements of the park including its trees, walking paths, and landscaped and grassy areas. The total duration of the incremental new shadow in the future with the proposed action would be 52 minutes.

Bronx River Parkway Shadow Summary

The incremental afternoon shadows cast on Bronx River Parkway are not considered to be significant as the longest shadow coverage would last two hours and 47 minutes on the June 21st analysis date. There would be ample time for the park to experience sunlight during the day, particularly during the growing season and in the months when the playground is most heavily used. No significant adverse impacts due to the proposed action are expected on Bronx River Parkway as a result of the proposed action.

Mosholu Parkway

March 21st

During the morning hours of March 21st, incremental shadows would enter the eastern edge of Mosholu Parkway at 8:28 a.m. and remain there until 10:01 a.m. The shadow impact would be minimal and would be cast on passive elements of the park including its trees, walking paths, and grassy areas. The total duration of the incremental new shadow with the proposed action would be one hour and 33 minutes.

May 6th

On the May 6th analysis period, the incremental shadows in the future with the proposed action would enter Mosholu Parkway at 7:19 a.m. and exit at 8:48 a.m. for a duration of one hour and 29 minutes. The incremental shadows would be minimal and would cover some of the park's passive open space including its trees, walking paths, and landscaped and grassy areas.

June 21st

On June 21st, in the future with the proposed action, the shadow increment would enter Mosholu Parkway at 6:54 a.m. and exit at 9:38 a.m. The shadow impact would be cast on passive elements of the park including its trees, walking paths, and landscaped and grassy areas. The total duration of the incremental new shadow in the future with the proposed action would be two hours and 44 minutes.

December 21st

During the December 21st analysis period, incremental shadows would Mosholu Parkway at 8:46 a.m. and exit at 9:42 a.m., resulting in an incremental shadow of 56 minutes. The incremental shadows would be minimal and would cover some of the park's passive open space including its trees, walking paths, and landscaped and grassy areas.

Mosholu Parkway Shadow Summary

Mosholu Parkway would experience incremental shadows during all four analysis periods with the maximum shadow coverage occurring during the June 21st analysis (two hours and forty-four minutes) and the shortest shadow coverage occurring during the December analysis period (fifty-two minutes). No significant adverse impacts due to the proposed action are expected on

Mosholu Parkway given that all of the incremental shadows recede off the resource by mid-morning leaving ample time for sunlight during the growing season.

E. CONCLUSION

The proposed action would not result in significant adverse shadow impacts on the five identified sunlight-sensitive resources: Bronx Park, French Charley Playground, Allerton Ballfields, Bronx River Parkway, and Mosholu Parkway. While these resources would receive incremental new shadows as a result of the proposed action, these shadows would not result in a significant adverse impact given the limited duration of the shadow or amount of open space affected as compared to conditions in the future without the proposed action. The analysis found that during the four analysis days (March 21st, May 6th, June 21st, and December 21st), the duration of the shadows would still allow for sufficient sunlight during the growing season and the proposed action would not result in a substantial reduction in sunlight to any sun-sensitive uses or features. As such, the proposed action would not result in significant adverse shadow impacts on the open space resources analyzed.



* Only those projected and potential development sites casting shadows on sensitive resources (per NYCDCP screening) are illustrated.

Legend

- Projected Development Sites*
- Potential Development Sites*
- Incremental Shadow with the Proposed Action
- Incremental Shadow with the Proposed Action on Open Space Resources

Source: NYC Department of City Planning, 2010; PB Americas, 2010

Webster Avenue (North) - Norwood

March 21st, 8:30 A.M.

Figure 3.5: Shadows

Webster Avenue Rezoning EAS



* Only those projected and potential development sites casting shadows on sensitive resources (per NYCDCP screening) are illustrated.

Legend

- Projected Development Sites*
- Potential Development Sites*
- Incremental Shadow with the Proposed Action
- Incremental Shadow with the Proposed Action on Open Space Resources

Source: NYC Department of City Planning, 2010; PB Americas, 2010

Webster Avenue (North) – Norwood

March 21st, 10:30 A.M.

Figure 3.5: Shadows

Webster Avenue Rezoning EAS



* Only those projected and potential development sites casting shadows on sensitive resources (per NYCDCP screening) are illustrated.

Legend

- Projected Development Sites*
- Potential Development Sites*
- Incremental Shadow with the Proposed Action
- Incremental Shadow with the Proposed Action on Open Space Resources

Source: NYC Department of City Planning, 2010; PB Americas, 2010

Webster Avenue (North) – Norwood

March 21st, 5:30 P.M.

Figure 3.5: Shadows

Webster Avenue Rezoning EAS



* Only those projected and potential development sites casting shadows on sensitive resources (per NYCDCP screening) are illustrated.

Legend

Projected Development Sites*

Potential Development Sites*

Incremental Shadow with the Proposed Action

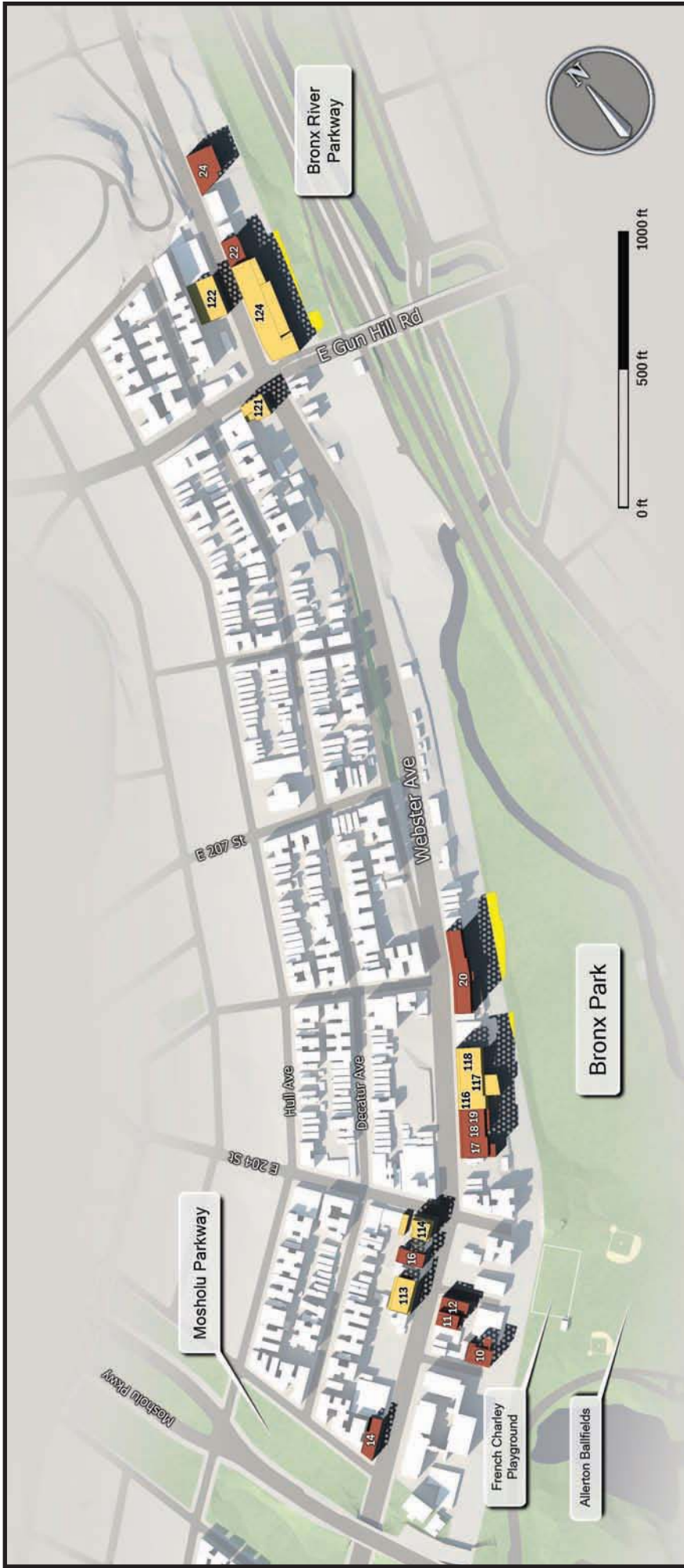
Incremental Shadow with the Proposed Action on Open Space Resources

Webster Avenue (North) - Norwood

May 6th, 7:30 A.M.

Figure 3.5: Shadows

Webster Avenue Rezoning EAS



* Only those projected and potential development sites casting shadows on sensitive resources (per NYCDCP screening) are illustrated.

Legend

Projected Development Sites*

Potential Development Sites*

Incremental Shadow with the Proposed Action

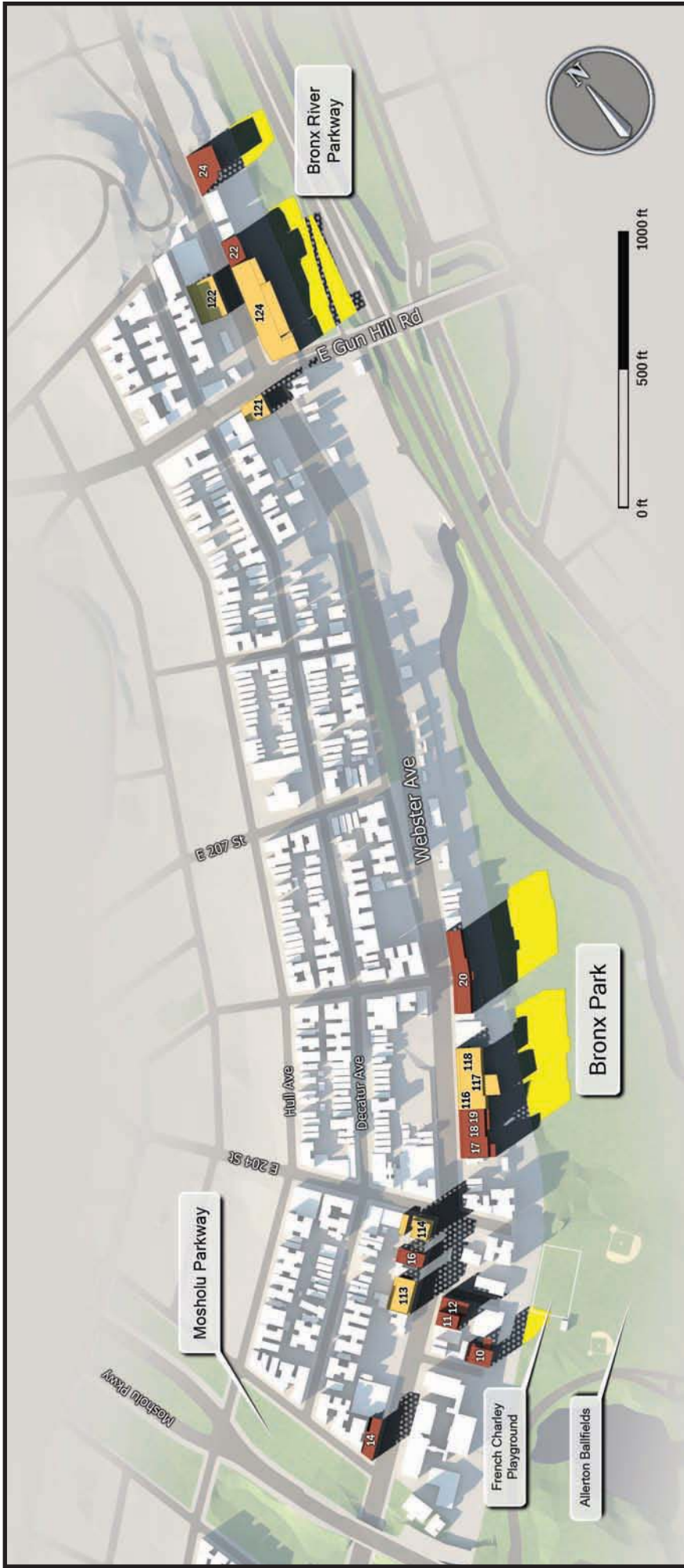
Incremental Shadow with the Proposed Action on Open Space Resources

Webster Avenue (North) - Norwood

May 6th, 4:30 P.M.

Figure 3.5: Shadows

Webster Avenue Rezoning EAS



* Only those projected and potential development sites casting shadows on sensitive resources (per NYCDCP screening) are illustrated.

Legend

- Projected Development Sites*
- Potential Development Sites*
- Incremental Shadow with the Proposed Action
- Incremental Shadow with the Proposed Action on Open Space Resources

Source: NYC Department of City Planning, 2010; PB Americas, 2010

Webster Avenue (North) – Norwood

May 6th, 6:00 P.M.

Figure 3.5: Shadows

Webster Avenue Rezoning EAS



* Only those projected and potential development sites casting shadows on sensitive resources (per NYCDCP screening) are illustrated.

Legend

- Projected Development Sites*
- Potential Development Sites*
- Incremental Shadow with the Proposed Action
- Incremental Shadow with the Proposed Action on Open Space Resources

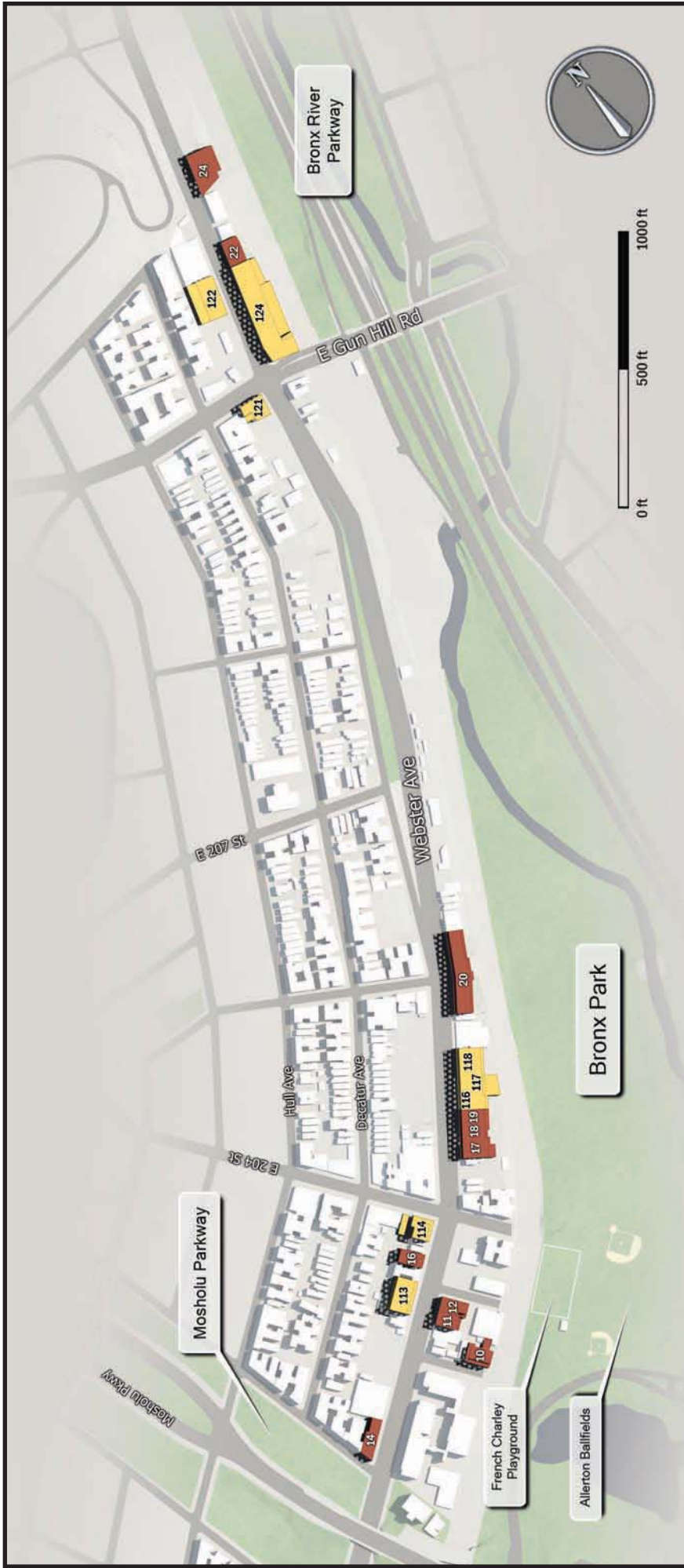
Source: NYC Department of City Planning, 2010; PB Americas, 2010

Webster Avenue (North) - Norwood

June 21st, 7:00 A.M.

Figure 3.5: Shadows

Webster Avenue Rezoning EAS



* Only those projected and potential development sites casting shadows on sensitive resources (per NYCDCP screening) are illustrated.

Legend

- Projected Development Sites*
- Potential Development Sites*
- Incremental Shadow with the Proposed Action
- Incremental Shadow with the Proposed Action on Open Space Resources

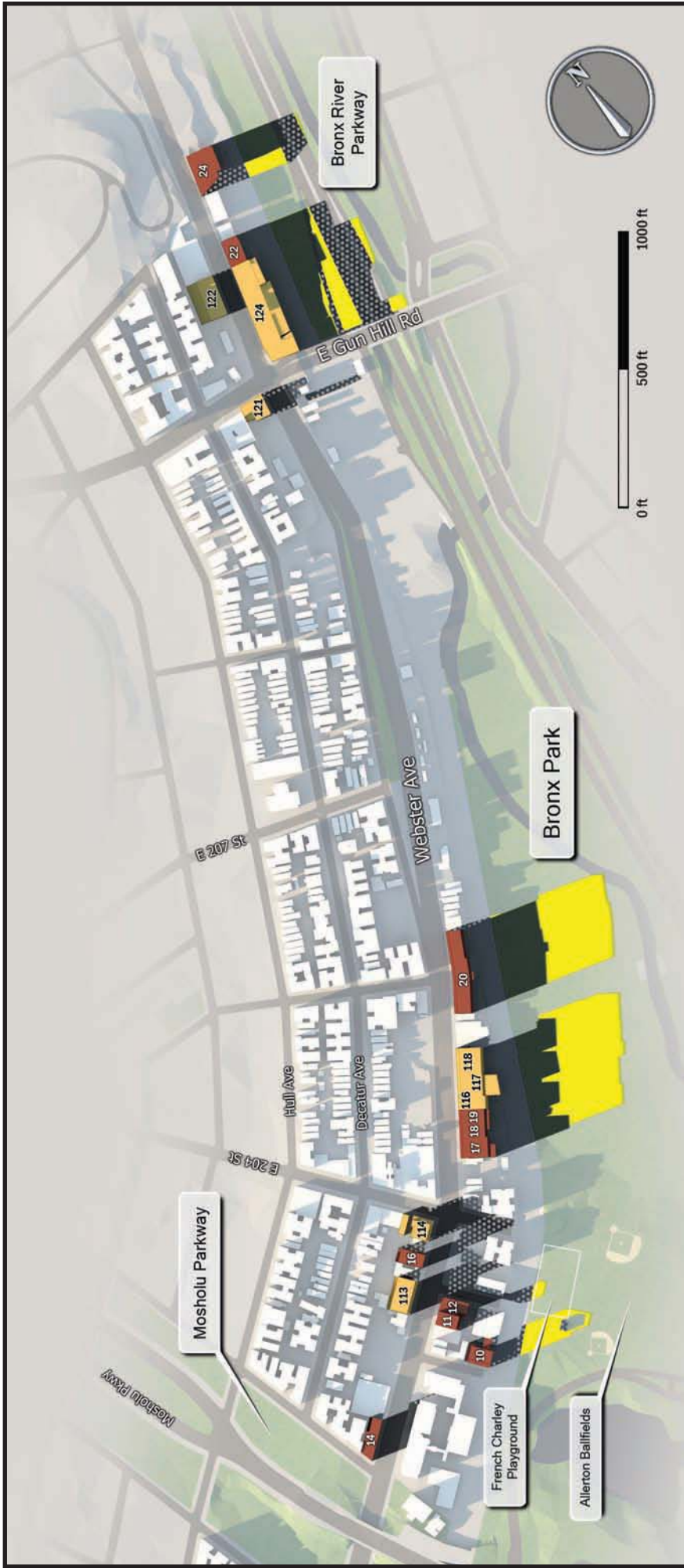
Source: NYC Department of City Planning, 2010; PB Americas, 2010

Webster Avenue (North) - Norwood

June 21st, 11:00 A.M.

Figure 3.5: Shadows

Webster Avenue Rezoning EAS



* Only those projected and potential development sites casting shadows on sensitive resources (per NYCDCP screening) are illustrated.

Legend

- Projected Development Sites*
- Potential Development Sites*
- Incremental Shadow with the Proposed Action
- Incremental Shadow with the Proposed Action on Open Space Resources

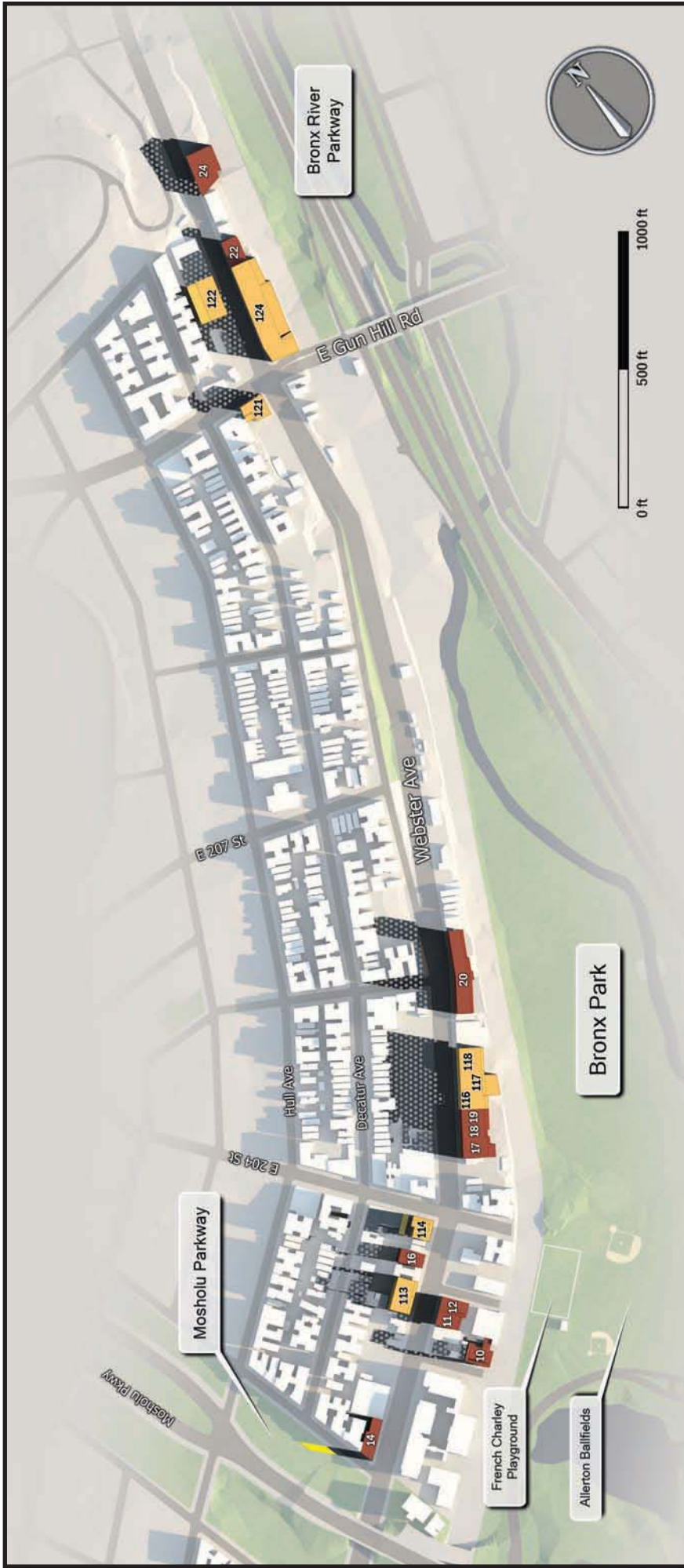
Source: NYC Department of City Planning, 2010; PB Americas, 2010

Webster Avenue (North) – Norwood

June 21st, 7:00 P.M.

Figure 3.5: Shadows

Webster Avenue Rezoning EAS



* Only those projected and potential development sites casting shadows on sensitive resources (per NYCDCP screening) are illustrated.

Legend

Projected Development Sites*

Potential Development Sites*

Incremental Shadow with the Proposed Action

Incremental Shadow with the Proposed Action on Open Space Resources

Webster Avenue (North) – Norwood

December 21st, 9:00 A.M.

Figure 3.5: Shadows

Webster Avenue Rezoning EAS



* Only those projected and potential development sites casting shadows on sensitive resources (per NYCDCP screening) are illustrated.

Legend

- Projected Development Sites*
- Potential Development Sites*
- Incremental Shadow with the Proposed Action
- Incremental Shadow with the Proposed Action on Open Space Resources

Source: NYC Department of City Planning, 2010; PB Americas, 2010

Webster Avenue (North) - Norwood

December 21st, 12:00 P.M.

Figure 3.5: Shadows

Webster Avenue Rezoning EAS



* Only those projected and potential development sites casting shadows on sensitive resources (per NYCDCP screening) are illustrated.

Legend

- Projected Development Sites*
- Potential Development Sites*
- Incremental Shadow with the Proposed Action
- Incremental Shadow with the Proposed Action on Open Space Resources

Source: NYC Department of City Planning, 2010; PB Americas, 2010

Webster Avenue (North) - Norwood

December 21st, 3:00 P.M.

Figure 3.5: Shadows

Webster Avenue Rezoning EAS

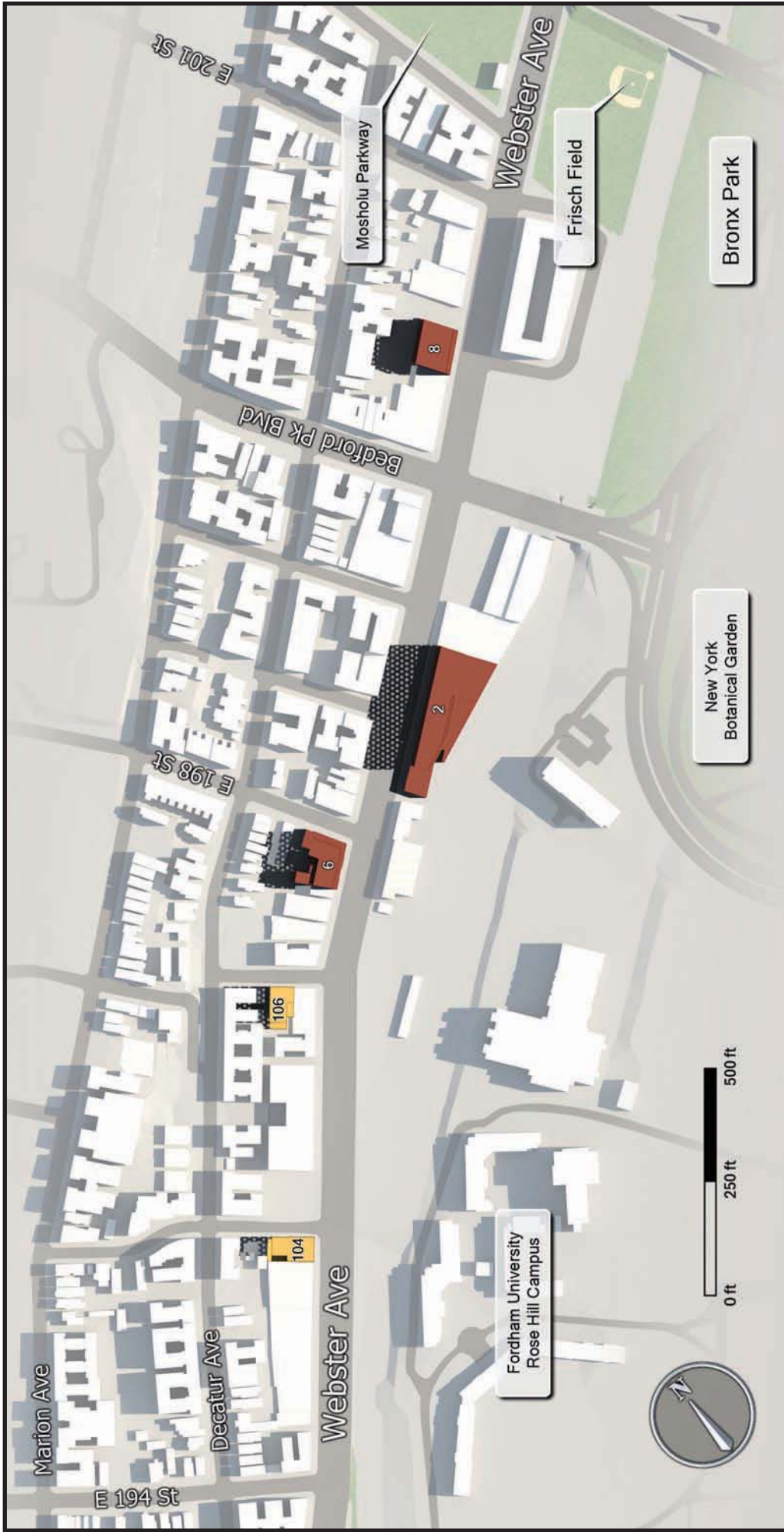


* Only those projected and potential development sites casting shadows on sensitive resources (per NYCDP screening) are illustrated.

Figure 3.5: Shadows
Webster Avenue Rezoning EAS
 NYC Department of City Planning

Webster Avenue (South) – Bedford Park
 March 21st, 8:30 A.M.

- Legend**
- Projected Development Sites*
 - Potential Development Sites*
 - Incremental Shadow with the Proposed Action
 - Incremental Shadow with the Proposed Action on Open Space Resources
- Source: NYC Department of City Planning, 2010; PB Americas, 2010



* Only those projected and potential development sites casting shadows on sensitive resources (per NYCDP screening) are illustrated.

Legend

- Projected Development Sites*
- Potential Development Sites*
- Incremental Shadow with the Proposed Action
- Incremental Shadow with the Proposed Action on Open Space Resources

Webster Avenue (South) – Bedford Park
 March 21st, 10:30 A.M.

Figure 3.5: Shadows
 Webster Avenue Rezoning EAS

NYC Department of City Planning



* Only those projected and potential development sites casting shadows on sensitive resources (per NYCDP screening) are illustrated.

Webster Avenue (South) – Bedford Park
 March 21st, 5:30 P.M.
 Webster Avenue Rezoning EAS
 NYC Department of City Planning

- Legend**
- Projected Development Sites*
 - Potential Development Sites*
 - Incremental Shadow with the Proposed Action
 - Incremental Shadow with the Proposed Action on Open Space Resources



* Only those projected and potential development sites casting shadows on sensitive resources (per NYCDP screening) are illustrated.

Legend

- Projected Development Sites*
- Potential Development Sites*
- Incremental Shadow with the Proposed Action
- Incremental Shadow with the Proposed Action on Open Space Resources

Source: NYC Department of City Planning, 2010; PB Americas, 2010

Webster Avenue (South) – Bedford Park
May 6th, 7:30 A.M.

Figure 3.5: Shadows
Webster Avenue Rezoning EAS

NYC Department of City Planning



* Only those projected and potential development sites casting shadows on sensitive resources (per NYCDP screening) are illustrated.

Webster Avenue (South) – Bedford Park
 May 6th, 4:30 P.M.
 Webster Avenue Rezoning EAS

Legend
 ■ Projected Development Sites*
 ■ Potential Development Sites*
 ■ Incremental Shadow with the Proposed Action
 ■ Incremental Shadow with the Proposed Action on Open Space Resources



* Only those projected and potential development sites casting shadows on sensitive resources (per NYCDP screening) are illustrated.

Legend

- Projected Development Sites*
- Potential Development Sites*
- Incremental Shadow with the Proposed Action
- Incremental Shadow with the Proposed Action on Open Space Resources

Webster Avenue (South) – Bedford Park

May 6th, 6:00 P.M.

Figure 3.5: Shadows

Webster Avenue Rezoning EAS



* Only those projected and potential development sites casting shadows on sensitive resources (per NYCDP screening) are illustrated.

Figure 3.5: Shadows
Webster Avenue Rezoning EAS

Webster Avenue (South) – Bedford Park
 June 21st, 7:00 A.M.

- Legend**
- Projected Development Sites*
 - Potential Development Sites*
 - Incremental Shadow with the Proposed Action
 - Incremental Shadow with the Proposed Action on Open Space Resources



* Only those projected and potential development sites casting shadows on sensitive resources (per NYCDP screening) are illustrated.

Figure 3.5: Shadows
Webster Avenue Rezoning EAS

Webster Avenue (South) – Bedford Park
 June 21st, 11:00 A.M.

- Legend**
- Projected Development Sites*
 - Potential Development Sites*
 - Incremental Shadow with the Proposed Action
 - Incremental Shadow with the Proposed Action on Open Space Resources



* Only those projected and potential development sites casting shadows on sensitive resources (per NYCDP screening) are illustrated.

Figure 3.5: Shadows
Webster Avenue Rezoning EAS
 NYC Department of City Planning

Webster Avenue (South) – Bedford Park
 June 21st, 7:00 P.M.

- Legend**
- Projected Development Sites*
 - Potential Development Sites*
 - Incremental Shadow with the Proposed Action
 - Incremental Shadow with the Proposed Action on Open Space Resources



* Only those projected and potential development sites casting shadows on sensitive resources (per NYCDP screening) are illustrated.

Legend

- Projected Development Sites*
- Potential Development Sites*
- Incremental Shadow with the Proposed Action
- Incremental Shadow with the Proposed Action on Open Space Resources

Webster Avenue (South) – Bedford Park

December 21st, 9:00 A.M.

Figure 3.5: Shadows

Webster Avenue Rezoning EAS



* Only those projected and potential development sites casting shadows on sensitive resources (per NYCDCP screening) are illustrated.

Figure 3.5: Shadows
Webster Avenue Rezoning EAS
 NYC Department of City Planning

Webster Avenue (South) – Bedford Park
 December 21st, 12:00 P.M.

- Legend**
- Projected Development Sites*
 - Potential Development Sites*
 - Incremental Shadow with the Proposed Action
 - Incremental Shadow with the Proposed Action on Open Space Resources
- Source: NYC Department of City Planning, 2010; PB Americas, 2010



* Only those projected and potential development sites casting shadows on sensitive resources (per NYCDP screening) are illustrated.

Webster Avenue (South) – Bedford Park
 December 21st, 3:00 P.M.

Legend

- Projected Development Sites*
- Potential Development Sites*
- Incremental Shadow with the Proposed Action
- Incremental Shadow with the Proposed Action on Open Space Resources

Source: NYC Department of City Planning, 2010; PB Americas, 2010

Figure 3.5: Shadows
 Webster Avenue Rezoning EAS

NYC Department of City Planning

3.6 HISTORIC RESOURCES

INTRODUCTION

The proposed action would not result in significant adverse impacts to archaeological resources, and none of the ten identified historic resources in the vicinity of the proposed rezoning area would be directly or indirectly affected by the proposed action. Potential construction effects on one architectural resource, the Woodlawn Cemetery, would be avoided through application of the City's Technical Policy and Procedure Notice (TPPN) #10/88.

This chapter assesses the potential effects of the proposed action on historic architectural and archaeological resources. The *CEQR Technical Manual* identifies historic resources as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. This includes designated NYC Landmarks; properties calendared for consideration as landmarks by the New York City Landmarks Preservation Commission (LPC); properties listed on the State/National Registers of Historic Places (S/NR) or contained within a district listed on or formally determined to be eligible for S/NR listing; properties recommended by the New York State Board for listing on the S/NR; National Historic Landmarks; and properties not identified by one of the programs listed above, but that meet their eligibility requirements.

Because the proposed action would generate development that could result in new in-ground disturbance and construction of buildings with greater height and bulk than are currently permitted in the affected area, the proposed action has the potential to affect archaeological and architectural resources. Therefore, according to *CEQR Technical Manual* guidelines, impacts on historic resources are considered in this analysis as they relate to projected and potential development sites that have been identified within the rezoning area. The historic resources study area is defined as the area to be rezoned plus the area within an approximate 400-foot radius of the proposed rezoning area. This is the limit to which it is expected that new development could potentially affect physical, visual, and historic relationships of architectural resources. Archaeological resources are considered only in those areas where excavation and new in-ground disturbance are likely as a result of the proposed action; thus, the analysis of archaeological resources is limited to projected and potential development sites, as described in Chapter 2.0, "Project Description."

As discussed below, one S/NR eligible resource is located within the proposed rezoning area, and nine designated and eligible historic resources are located within 400 feet of the proposed rezoning area.

Archaeological Resources

The *CEQR Technical Manual* requires a detailed evaluation of an action's potential effect on archaeological resources if it would result in in-ground disturbance to an area not previously excavated, or includes new excavation that is either deeper and/or wider than previous excavation on the same site.

LPC reviewed the projected and potential development sites to determine the potential for effects on archaeological resources and determined that the impact area is not archaeologically

sensitive for prehistoric and historic archaeological resources, and therefore the proposed action does not have the potential to result in significant adverse archaeological impacts; therefore, no further analysis is necessary (see LPC Archaeological Environmental Review letter attached in Appendix E). Accordingly, this chapter focuses exclusively on the potential for the proposed action to result in significant adverse impacts to architectural resources within the study area.

Background/History

The study area comprises portions of the Norwood and Bedford Park neighborhoods in the northwest Bronx, and is centered on a major north-south thoroughfare, Webster Avenue. Until its demolition in 1973, the Third Avenue elevated line formerly ran above Webster Avenue. While the Webster Avenue corridor is primarily commercial with adjoining residential blocks, the neighborhood has also been shaped by the presence of large regional parks and important institutions, including Fordham University, the New York Botanical Garden in Bronx Park, and Woodlawn Cemetery.

Although industrial activity occurred in the early 19th century in the southernmost portion of the Bronx, the area remained primarily rural from the late 18th to the middle of the 19th century. Farms predominated, interspersed with estates built by wealthy New Yorkers.¹

Settlement of the Bronx generally followed the development of accessible public transportation. The region's first railroad, the New York & Harlem, bridged the Harlem River west of Boston Post Road (present-day Third Avenue), reaching Fordham in 1841 and White Plains in late 1844. In 1851, a new line was completed to Port Morris, which was by then a much promoted would-be entry port north of the Harlem River.²

Irish immigrants moved to the Bronx after 1840, many finding employment in the building of the Croton Aqueduct, the New York & Harlem Railroad, and the Hudson River Railroad. An influx of German farmers followed the German Revolution of 1848, and between 1850 and 1860 the area's population nearly doubled, as urbanization rapidly continued.³

Throughout the years of village ward and borough status, Bronx interests were tied with those of Manhattan. The towns of Morrisania, West Farms and Knightsbridge became the Twenty-third and Twenty-fourth wards of New York City on January 1, 1874, residents of both New York City and the three towns having voted the preceding November for annexation. Reflecting the perception of city residents who viewed the wards as an appendage of Greater New York, the new wards were thereafter referred to as the "Annexed District," though residents of the newly acquired wards preferred the name "North Side."⁴

¹ Federal Writer's Project, *The WPA Guide to New York City*, 1939, reprinted 1982, New York: Pantheon Books, p. 514; "New York City Landmarks Commission, Estey Piano Company Factory, New York City Landmarks Preservation Commission Designation Report," Unpublished Document, 2006, p. 2.

² Gonzales, Evelyn, *The Bronx*, New York: Columbia University Press, 2002, p. 11.

³ WPA Guide, p. 514.

⁴ WPA, p. 514; Gonzales, p. 17.

Originally farmland outside the town of Kingsbridge, Bedford Park was settled in the mid- to late-19th century. The neighborhood's development coincided with the popularity of the nearby Jerome Park Racetrack. The Norwood area first experienced notable growth in the late 19th century. When the Jerome Park Racetrack was demolished in 1890 for the development of the Jerome Park Reservoir, the area became settled with new immigrants, many of Irish descent, who contributed to the reservoir's construction. Bedford Park and Norwood were included within the territory annexed to the City of New York in 1874, along with the nearby towns of Kingsbridge and West Farms.

Owners of land east of the Bronx River called for the annexation of the towns of Westchester and portions of Eastchester and Pelham because, as written in *Record and Guide*, "...these places were practically part of New York City as it is." These demands resulted in annexation in 1895; the subsequent 1897 Charter of Greater New York created the Borough of the Bronx from the former halves of lower Westchester. With the incorporation of the City of Greater New York in 1898, the annexed communities became part of the newly established Borough of the Bronx.⁵

As Manhattan grew from a million residents in 1875 to almost two million in 1900, Bronx interests waged a propaganda campaign to attract residents. Both the North Side Board of Trade and the Taxpayers Alliance published newspaper supplements boosting the borough.⁶

The development and improvement of the New York City mass transit system was strongly responsible for the growth of the Bronx, the exodus of Manhattan residents to the Bronx clearly a result of the expansion of affordable public transit into the Bronx. The Third Avenue elevated train was expanded from Manhattan to the Bronx in the early 20th century, eventually running above Webster Avenue and reaching Bronx Park in 1902. By 1905, half of the borough's population lived in census tracts serviced by the Third Avenue elevated train. The final expansion of this elevated line was completed in 1920, continuing above Webster Avenue until reaching its terminus along Gun Hill Road.

During the following ten years, the first subway spurred a near tripling of the population along the 149th Street-Westchester Avenue-Southern Boulevard route, part of the current No. 2 IRT line. The development of the subway system, and its expansion into the area, also spurred a near tripling of the population along the elevated line.⁷

Another round of subway construction between 1915 and 1930 brought population increases from 200 to 600 percent along the viaduct routes of the Broadway, Jerome Avenue, White Plains Road, and Pelham Bay lines (present 1, 4, 2, and 6 trains) and made the Bronx the fastest growing borough in the city between the years 1910 and 1920. The Jerome Avenue IRT branch, running as an elevated line through most of the Bronx, traversed the western portions of Bedford Park and Norwood. By 1920, the borough had a population of 700,000 persons. Had it been a separate city, the Bronx would have been the nation's ninth largest. Ten years later the borough's population had increased to nearly 1.3 million individuals. With the arrival of the

⁵ WPA: p. 514; Gonzales pp. 80-81.

⁶ Gonzalez p. 82-83.

⁷ Gonzales, p. 83.

“D” train underneath the Grand Concourse, the Bronx continued to gain population, even in the midst of the great Depression.⁸

The expansion of public transportation brought about a population boom for both Bedford Park and Norwood beginning in the early 1900’s and lasting through the 1930’s. Five- to seven- story apartment buildings, often lining whole block fronts, replaced some areas of existing one- and two-family detached homes although pockets of lower-density detached and row houses remained.

Beginning about the turn of the 20th century, large numbers of Italians, Russians and Polish Jews had relocated to the Bronx from crowded Manhattan neighborhoods. By the late 1930s, Jews constituted about half of the borough’s population. A substantial number of blacks moved from Manhattan and settled predominantly in Morrisania.⁹

From the 1920s on, government policies encouraged the building of middle class apartments. By 1924, construction of apartment buildings was “Breaking All Records” and creating new neighborhoods along University, Morris, Bainbridge and Sedgwick avenues, on Pelham and Mosholu parkways and on the Grand Concourse.¹⁰

Since housing was a reflection of social status and standard of living, status conscious New Yorkers and Bronx residents moved from neighborhood to neighborhood and from apartment to apartment. In 1923 social worker Helen Kempton observed, “...as they become more prosperous, borough residents moved to better sections of the Bronx and finally to Riverdale and on out to the country.” Thus, from at least one viewpoint, the aspiring middle class family aimed for the Bronx only until something better became available. Each boom in development made the earlier housing obsolete, the older neighborhoods becoming less desirable and their streets shabbier by comparison. The lower-income tenant had to rely on whatever units were left behind.¹¹

The onset of the Great Depression halted the period of tremendous growth but privately financed apartment buildings continued to be constructed. By 1940, multi-unit communities including Amalgamated Housing, Thomas Gardens, the Shalom Aleichem Houses, the Workers Cooperative Colony, Academy Housing, Hillside Homes and Park Chester had added thousands of middle-income units to the supply of Bronx Apartments.¹²

After World War II, new housing was built and the population makeup changed. Construction ranged from; luxury apartment buildings in Riverdale to public housing in the southern Bronx. Long time residents and returning World War II servicemen moved from older housing and neighborhoods in the southern Bronx into privately built housing in the northern Bronx, to the other boroughs and to the suburbs. In those same years, about 17,000 persons, mostly black and

⁸ Gonzalez, p. 83.

⁹ WPA, p. 514.

¹⁰ Gonzales, p. 87.

¹¹ Gonzalez, p. 87.

¹² Gonzalez, p. 87; Jackson, p. 144-145.

Puerto Rican, moved to Hunts Point and Morrisania as well as to Melrose, Tremont and Highbridge.¹³

The funding provided by the Interstate Highway Act of 1956 in tandem with the leadership of Robert Moses led to the creation of over 600 miles of highway including the Major Deegan Expressway, the Cross Bronx Expressway and the Bruckner Expressway, linking the Bronx with the rest of the city and providing easier access to growing suburban communities—while simultaneously displacing residents and businesses.¹⁴

In the post-World War II era, industrial activity in the Bronx began to decline. By the 1950s, the Bronx and New York City overall rapidly began losing industrial jobs. Between 1969 and 1999, the number of manufacturing jobs in the city fell by two thirds.¹⁵

While other sections of the Bronx, especially the South Bronx, witnessed a near complete disappearance of one- and two-family detached homes earlier in the century, the Bedford Park and Norwood structural landscape changed only partially. Remaining within these neighborhoods were pockets of lower-density detached and row houses, reflecting the character of an earlier era. As the population's ethnic and economic base changed in the second half of the 20th century, the development character of both Bedford Park and Norwood remained intact. It is estimated that post-1950 development accounts for less than 15 percent of the existing development within the study area.

The neighborhoods of Bedford Park and Norwood today contain a mixture of detached one- to two-family homes, and five- to seven-story pre-World War II apartment buildings typically found in the more densely populated areas of the Bronx.

¹³ Jackson, ed., *The Encyclopedia of New York City*, New Haven and London: Yale University Press, 1995, pp. 144-145.

¹⁴ Jackson, p. 145; Jackson, ed., *Empire City*, New York, Columbia University Press, 2002, p. 686.

¹⁵ Estey, p. 3.

3.6.1 EXISTING CONDITIONS

Architectural Resources

In order to assess the potential architectural impacts of the proposed action, a study area was defined by delineating a 400-foot radius around the boundary of the proposed rezoning area (see Figure 3.6-1). The identified historic resources are also shown on this figure.

There is one State and National Register (S/NR)-eligible historic resource located in the proposed rezoning area. This resource, the historic Botanical Garden Arms apartment building, is not part of a projected or potential development site.

Within 400 feet of the proposed rezoning area there are nine historic architectural resources. These include six listed or designated resources, two eligible resources and one potentially eligible resource. (See LPC Architectural Environmental Review letter attached in Appendix D). Eligible resources are those buildings, structures, sites and objects that officially have been determined eligible for listing in the National Register of Historic Places by the New York State Historic Preservation Office (SHPO). Potentially eligible resources include those resources that LPC and/or SHPO indicate may meet National Register criteria.

These resources are listed in Table 3.6-1 and their approximate locations are shown on Figure 3.6-1. Photographs of all designated New York City Landmarks (NYCL) S/NR landmarks and all eligible resources are shown on Figure 3.6-2. When initially referenced in the text, the resources are listed by the number used to identify them in the table, on the figure, and in the photograph captions.

Table 3.6-1: Webster Avenue Study Area Historic Resources

Listed and Eligible Resources Located in the Proposed Action Area					
Resource Number	Resource Name	LPC Designated	S/NR Listed	LPC Eligible	S/NR Eligible
1	Botanical Garden Arms , 2988-2990 Webster Avenue (Block: 3274, Lots: 21 and 27)				Yes
Listed, Eligible and Potentially Eligible Resources in the 400-foot Study Area					
2	Fordham Road Railroad Station, East Fordham Road and Webster Avenue				Yes
3	Fordham University, Rose Hill Campus, (Block: 3273, Lot: 1)				Potential
4	Alumni House, Fordham University, (Block: 3273, Lot: 1)	Yes			
5	Saint John's Hall, Fordham University, (Block: 3273, Lot: 1)	Yes			
6	Saint John's Church, Fordham University, (Block: 3273, Lot: 1)	Yes			
7	New York Botanical Garden, Southern Boulevard/Bedford Park Boulevard, (Block: 3272, Lot:1)		Yes		
8	Botanical Garden Station, Botanical Square and Webster Avenue - S/NR eligible				Yes
9	52 nd Police Precinct Station and Stable, 3016 Webster Avenue (Block: 3325, Lot: 5)	Yes	Yes		
10	Woodlawn Cemetery, East 233 rd Street, Webster Avenue and East 211 th Street, (Block: 3361, Lot: 1)		Yes		

Notes:

LPC Designated - Landmark designation by the NYC Landmarks Preservation Commission

LPC Eligible - Previously determined eligible for designation by the NYC Landmarks Preservation Commission

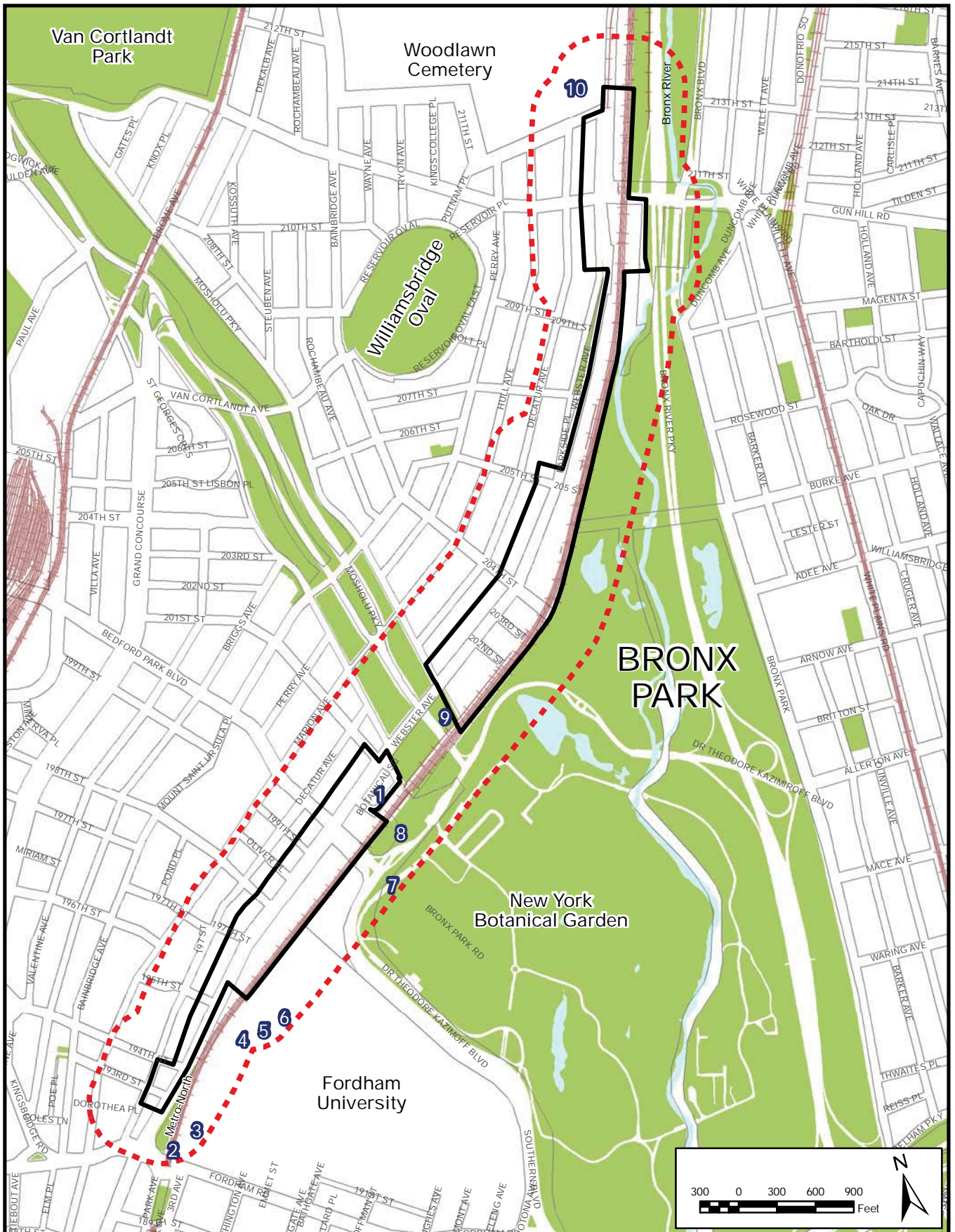
S/NR Listed - Listed in the New York State Register of Historic Places and National Register of Historic Places

S/NR Eligible - Previously determined eligible for listing in New York State Register of Historic Places and National Register of Historic Places

S/NR Potential - Potentially eligible for listing in the New York State Register of Historic Places and National Register of Historic Places

Source: STV Incorporated, 2010.

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Legend

- 1** Historic Resources
- ▭** Webster Avenue Rezoning Area
- ⋯** Historic Resources Study Area (Approximate 400-Foot Radius)

Refer to Table 3.6-1 for key

Source: NYC Department of City Planning MapPLUTO 2009; STV Incorporated

Figure 3.6-1: Historic Resources

Webster Avenue Rezoning

NYC Department of City Planning

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Figure 3.6-2
Listed, Eligible and Potentially Eligible Resources



Resource #1: View looking northeast toward the Botanical Garden Arms, 2988-2990 Webster Avenue.

(Source: STV Incorporated, November 2009)



Resource #2: View looking north toward the Metro-North Railroad Fordham Road Station, East Fordham Road and Webster Avenue.

(Source: STV Incorporated, November 2009).

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Figure 3.6-2
Listed, Eligible and Potentially Eligible Resources (continued)



Resource #3: View of the Fordham University Rose Hill Campus looking east towards Keating Hall.

(Source: Fordham University website accessed March 16, 2010 at <http://www.fordham.edu>).



Resource #4: View looking west toward Alumni Hall on the Rose Hill Campus of Fordham University.

(Source: Fordham University website accessed March 16, 2010 at <http://www.fordham.edu>).

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Figure 3.6-2
Listed, Eligible and Potentially Eligible Resources (continued)



Resource #5: View looking northwest towards Queens Court on the Rose Hill Campus of Fordham University. St John's Residence Hall, the earliest component of Queens Court, is visible to the right of the commemorative statue.

(Source: Fordham University website accessed March 16, 2010 at <http://www.fordham.edu>).



Resource #6: View looking north toward Saint John's Church, the University Chapel on the Rose Hill Campus of Fordham University. Saint John's Residence Hall stands to the left of the church.

(Source: Panoramio accessed March 19, 2010 at <http://www.panoramio.com/photo/4586878>).

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Figure 3.6-2
Listed, Eligible and Potentially Eligible Resources (continued)



Resource #7: View looking southeast toward The New York Botanical Garden, Southern Boulevard/Bedford Park Boulevard. The Garden's western border lies within the 400-foot study area (November 2009).



Resource #8: View looking southeast toward the station and platforms of the Metro North Railroad Botanical Garden Station, Botanical Square and Webster Avenue (November 2009).

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Figure 3.6-2
Listed, Eligible and Potentially Eligible Resources (continued)



Resource #9: View looking east toward the 52nd Police Precinct Station and Stable, 3016 Webster Avenue (December 2009).



Resource #10: View looking southeast towards Woodlawn Cemetery; the cemetery's southeastern corner, a portion of which is shown in this photograph, lies within the 400-foot study area (November 2009).

Resources in the Proposed Rezoning Area

As shown in Table 3.6-1, one State/National Register eligible resource, the Botanical Garden Arms, is located in the rezoning area. The Botanical Garden Arms would not be directly or indirectly affected by the proposed action.

1. **Botanical Garden Arms, 2988-2990 Webster Avenue** (Photograph 1, S/NR eligible). The Botanical Garden Arms Apartment House is fine example of early 20th century multi-family housing. Built in 1924, the Tudor Revival building was designed by J. M. Flesson. The six-story building occupies an entire city block and derives its name from its proximity to the New York Botanical Garden. Mock half-timbering and a gabled and crenellated roofline provide a picturesque quality. Exterior elevations are faced in Flemish bond brick and display symmetrically arranged openings.¹⁶

Resources Within 400 Feet of the Proposed Rezoning Area

Outside the proposed rezoning area but within the 400-foot study area are nine resources that are LPC-listed and/or S/NR listed, or S/NR eligible or potentially eligible. These resources are delineated on Figure 3.6-1 and identified in Table 3.6-1. Resource #10, Woodlawn Cemetery, is located within 90 feet of projected development site No. 24. The remaining resources are not located in close proximity to any projected or potential development site. None of the nine identified historic resources would be directly or indirectly affected by the proposed action.

2. **Fordham Road Railroad Station, East Fordham Road and Webster Avenue** (Photograph 2, S/NR eligible). The Fordham Road Railroad Station is a representative example of the early 20th century railroad station facilities constructed by the New York, Harlem and Hudson Railroad, later the New York Central Railroad and presently operated under the name Metro-North Railroad. The station was built in 1925; its design reflects a free interpretation of elements typically associated with the Classical Revival and Spanish Revival styles. The street face displays patterned brickwork, a tile-roofed hood and cast stone parapet. A stone block incised with the words "New York Central Railroad" is centrally placed above the main entrance.¹⁷
3. **Fordham University, Rose Hill Campus** (Photograph 3, S/NR Potential). A Jesuit institution since 1846, the university began as St. John's College, a school and seminary, in 1841. Founded by the Right Revered John Hughes, who later became the first Catholic archbishop of New York, the school was initially guided by its first president John McCloskey, who would later become the nation's first cardinal. With the arrival of French-born Jesuits, members of an order traditionally associated with intellectual and educational endeavors, Saint John's College was empowered to confer diplomas and degrees. An existing manor house on the "Rose Hill" site provided the

¹⁶ New York State Historic Preservation Office, SHPO Resource Evaluation, Botanical Gardens Arms, 1994.

¹⁷ New York State Historic Preservation Office, SHPO Resource Evaluation, Fordham Road Railroad Station, 1989.

name for the campus. The school was renamed Fordham University in 1905, the name being derived from that of the old manor and later village of Fordham.¹⁸

4. **Alumni House, Fordham University** (Photographs 4, NYCL). Constructed about 1840, this small Greek Revival House was a component of the original college campus. The building has served a variety of campus functions including the parish house and office of the nearby chapel, the college infirmary, the office of the college publications "Fordham Monthly" and "Ram," and the campus housing office; at one-time, a bakery in the structure's basement produced a campus specialty, "Fordham Buns." The design of the structure is attributed to William Rodrigue, who in addition to serving as the college's instructor in mathematics and engineering, was also a successful architect and brother-in-law to College founder, Rev. John Hughes. Presently, the structure houses a café appropriately named Rodrigue's Coffee House.¹⁹
5. **Saint John's Hall, Fordham University** (Photograph 5, NYCL). Now a part of a three-building grouping that forms the Queens Court residential community, Saint John's Residence Hall was designed by William Rodrigue to serve as the college's first dormitory. Completed between the years 1841 and 1845, its Gothic style massing and detailing recalls English collegiate architecture.²⁰
6. **Saint John's Church, Fordham University** (Photograph 6, NYCL). Constructed between 1841 and 1845 according to the design of architect and college instructor William Rodrigue, this Gothic Revival stone church with its tall pinnacled tower has long served as the university church. In 1928-29, in order to increase the building's capacity, a large transept was added. The building is constructed of rough hewn stone; the focal point is the entrance tower whose large stepped buttresses rise above the louvered belfry to terminate in graceful pinnacles decorated with crocket-carved finials.²¹
7. **New York Botanical Gardens, Southern Boulevard/Bedford Park Boulevard** (Photograph 7, S/NR). The Botanical Garden incorporated in 1891. Patterned after the Royal Botanical Gardens in Kew, England, it is one of the world's leading institutions of its kind. The 250-acre garden was planned in 1895-96; construction work began in 1899. Earlier, the land had been a part of the Lorillard Estate; the present-day site preserves the Bronx River gorge, a virgin hemlock forest with historic buildings that predate the garden's founding.²²

¹⁸ Fordham University website, accessed March 19, 2010 at <http://www.fordham.edu/>; White, *AIA Guide to New York City*, p. 570; New York City Landmarks Commission, Alumni House NYC Landmarks Designation Report, 1981.

¹⁹ Alumni House NYC Landmarks Designation Report.

²⁰ Postal, p. 340

²¹ New York City Landmarks Preservation Commission, St. John's Church, NYC Landmarks Designation Report, 1970.

²² Postal, Ed., *New York City Landmarks*, p. 339; White, *AIA Guide to New York City*, New York: Three Rivers Press, 2000, p. 576.

8. **Botanical Garden Station, Botanical Square and Webster Avenue** (Photograph 8, S/NR eligible). The Botanical Garden Station of Metro-North Railroad was constructed about 1900 by the New York and Harlem Railroad to replace an earlier station. The picturesque appearance of the eastbound platform and shelter reflects the then rural quality of this location at the time of the station's construction. The station retains a good amount of architectural integrity and displays exposed roof rafters with notched rafters ends and a high bell cast hip roof.²³
9. **52nd Police Precinct Station and Stable, 3016 Webster Avenue** (Photograph 9, NYCL; S/NR). In response to the location's then quasi-rural setting, architects Stoughton & Stoughton modeled this red brick police station on the Italian Renaissance villas of Tuscany. The structure's notable elements include the square four-faced clock tower, oversized gable end brackets, utilizations of round arched and rectangular openings and exterior wall treatments including brickwork laid in a diaper pattern, terra cotta plaques and blue tile window spandrels.²⁴
10. **Woodlawn Cemetery, East 233rd Street, Webster Avenue, East 211th Street** (Photograph 10, S/NR). Woodlawn Cemetery was established in 1863 at the urging of a group of New Yorkers who desired to develop a burial ground within easy access of Manhattan, thus making it easier for families of the deceased to visit. At the time of the cemetery's establishment, this area of present-day Bronx was a part of Westchester County. The grounds were designed by J. C. Sidney who earlier had provided the site plans for Philadelphia's Fairmount Park and Laurel Hill Cemetery. The cemetery was planned to incorporate elements of the then popular rural cemetery movement, designed to integrate the burial grounds with nature and art. Today the cemetery, one of the city's largest, boasts a lavish array of tombstones, memorials and mausoleums including the grave sites of many notables in a richly planted setting.²⁵ None of these notable mausoleums or landscaped areas are within close proximity to the rezoning area, however, as they are located north and west within the expansive cemetery grounds.

3.6.2 FUTURE WITHOUT THE PROPOSED ACTION

In the future without the proposed action, given the current zoning and commercial and residential housing trends in the area, it is anticipated that the proposed project area will experience moderate growth in commercial uses and modest growth in residential uses along Webster Avenue. A total of 24 sites have been identified as projected development sites, as described in Chapter 2.0, "Project Description." Most of the projected growth is expected to consist of either commercial uses including auto-related services, storage and parking facilities,

²³ New York State Historic Preservation Office, SHPO Resource Evaluation, Botanical Gardens Railroad Station, 1994.

²⁴ Postal, Matthew, Ed. New York City Landmarks, 4th Edition Hoboken: John Wiley & Sons, 2009, p. 340.

²⁵ The Woodlawn Cemetery, accessed February 5, 2010 at <http://www.thewoodlawncemetery.org/>; White, p. 603.

office space, and some retail stores, or housing, with 219 dwelling units projected to be developed on projected development sites.

In the future without the proposed action, no historic resources would be directly affected by No-Action development on identified projected or potential sites.

Known Developments

In addition to development anticipated for projected development sites, four additional properties will be redeveloped in the rezoning area by 2020. McSam Hotel Development will comprise a five-story multi-hotel at 3070 Webster Avenue; a bulk and height typical for apartment buildings in the area. This development will replace two existing vacant lots. The Doe Fund Affordable Housing project will be constructed at 3349/3365 Webster Avenue, replacing an existing parking lot; this eight-story building will be in keeping with the context of other bulky apartment buildings in the area. The third project, a primary intermediate school, will be a five-story building constructed at 3177 Webster Avenue, which will replace an existing parking lot. The fourth project will be the construction of the Peter Jay Sharpe Parking Garage for the New York Botanical Garden on the block north of Bedford Park Boulevard, on the east side of Webster Avenue. The posted completion date of this DDC project is winter 2009-2010, but although the site is cleared, construction was not yet underway as of December 2009.

Five projected development sites associated with the Third Avenue/East Tremont Avenue Rezoning would be located within ¼ mile of the Webster Avenue rezoning area. These five developments would be located around Fordham Plaza, along Third Avenue and Park Avenue, south of East Fordham Road, increasing the development density in this area.

Nine other developments would be anticipated within ¼-mile of the rezoning area, comprising residential development almost exclusively. Three of these projects would be constructed adjacent to the rezoning area. The Webster Avenue Residential Development will entail the construction of the tallest building of the group, at 13 stories, just north of the proposed rezoning area, on the east side of Webster Avenue (3556 Webster Avenue). Though not as tall, the Decatur Terrace Apartments would be constructed just west of the rezoning area at 3322 Decatur Avenue, situated at a notably higher elevation than the rezoning area. A modest six-story building, Decatur Green, would be constructed adjacent to the western edge of the rezoning area at 2668 Decatur Avenue.

3.6.3 FUTURE WITH THE PROPOSED ACTION

In the future with the proposed action, additional mid-rise contextual residential development is expected to occur along Webster Avenue, with a change in the types of commercial uses also expected to take place. According to the *CEQR Technical Manual*, significant adverse impacts to historic resources could potentially result if a proposed action affects those characteristics that make a resource eligible for New York City Landmark designation or National Register listing. The designated historic resources in the study area are significant both for their architectural quality as well as for their historical value as representing part of the city's development. This

section assesses the potential for the proposed action to result in significant adverse impacts on identified architectural resources, including effects resulting from construction of projected or potential developments, project-generated shadows, or other effects on existing historic resources in the study area.

The proposed action was assessed in accordance with guidelines established in the *CEQR Technical Manual* (Chapter 3F, Part 420), to determine whether there would be a physical change to any designated property or its setting as a result of the proposed action and, if so, whether the change would likely diminish the qualities of the resource that make it important (including non-physical changes such as context or visual prominence). While this section focuses specifically on the proposed action's effects on the physical and visual context of architectural historic resources in the study area, an assessment of the proposed action's effect on the visual character of the study area, in general, was conducted separately as part of this EAS, Chapter 3.7, "Urban Design and Visual Resources"; this assessment of urban design and visual resources concluded that there would be no significant adverse impacts to the urban design and visual character of the area.

The potential effects of the proposed action on the identified architectural resources within the proposed rezoning area are discussed below and summarized in Table 3.6-2.

Direct Effects

Historic resources can be directly affected by physical destruction, demolition, damage, alteration, or neglect of all or part of the particular historic resource. For example, alterations such as the addition of a new wing to a historic building could result in significant adverse impacts, depending on the design. Direct effects also may include changes to an architectural resource that cause it to become a different visual entity, such as a new location, design, materials, or architectural features.

As each of the identified historic resources is located outside of projected and potential development sites, no direct effect to historic resources would occur.

Construction Effects

The southeast corner of Resource #10, Woodlawn Cemetery, lies within 90 feet of projected development site 24. Owing to its proximity to a projected development site, that area of Woodlawn Cemetery, which includes retaining walls of rusticated stone, could potentially be affected by construction activities at the projected development site 24.

Resources designated as NYCLs, calendared for LPC designation, or listed in the State and National Register (such as Resource #10, Woodlawn Cemetery) are afforded protection through the implementation of construction protection plans and monitoring procedures, in accordance with the guidelines set forth in TPPN #10/88, which would be required by the New York City Department of Buildings (DOB) for adjacent construction.

**Table 3.6-2:
 Summary of Potential Effects of the Proposed Action on Identified Architectural Resources in the Study Area**

Property Name	Direct Effect	Indirect Effect	Construction Impact	Shadows	Comments
NYC Landmark and National Register Listed and Eligible Resources Located in the Proposed Action Area					
1	Botanical Garden Arms, 2988-2990 Webster Avenue	No	No	No	This resource is not located in close proximity to any projected or potential development sites.
NYC Landmark and National Register Listed, Eligible and Potentially Eligible Resources Located in the 400-Foot Study Area					
2	Fordham Road Railroad Station, East Fordham Avenue and Webster Avenue	No	No	No	This resource is not located in close proximity to any projected or potential development sites.
3	Fordham University, Rose Hill Campus	No	No	No	This resource is not immediately adjacent to any projected or potential development sites.
4	Alumni House, Fordham University	No	No	No	This resource is not located in close proximity to any projected or potential development sites.

Table 3.6-2: Summary of Potential Effects of the Proposed Action on Identified Architectural Resources in the Study Area (continued)

Property Name	Direct Effect	Indirect Effect	Construction Impact	Shadows	Comments
NYC Landmark and National Register Listed, Eligible and Potentially Eligible Resources Located in the 400-Foot Study Area (continued)					
5	No	No	No	No	This resource is not located in close proximity to any projected or potential development sites.
6	No	No	No	No	This resource is not located in close proximity to any projected or potential development sites.
7	No	No	No	No	This resource is not located in close proximity to any projected or potential development sites.
8	No	No	No	No	This resource is not located in close proximity to any projected or potential development sites.
9	No	No	No	No	This resource is not located in close proximity to any projected or potential development sites.
10	No	No	No	No	This southeastern boundary of this resource is located within 90 feet and across Webster Avenue from Projected Development site 24.

All buildings are provided some protection from accidental damage through DOB controls that govern the protection of any adjacent properties from construction activities, under Building Code Section 27-166 (C26-112.4). For all construction work, Building Code Section 27-166 (C26-112.4) serves to protect buildings by requiring that all lots, buildings, and service facilities adjacent to foundation and earthwork areas be protected and supported in accordance with the requirements of Building Construction Subchapter 7 and Building Code Subchapters 11 and 19. New Construction Codes were recently adopted for New York City that also provide revised regulations for protection of adjoining properties during construction activities. This Local Law took effect on July 1, 2008. Under Section BC 3309 of the new law (Protection of Adjoining Property), adjoining public and private property shall be protected from damage during construction or demolition work. Protection must be provided for footings, foundations, party walls, chimneys, skylights and roofs. Provisions shall be made to control water run-off and erosion during construction or demolition activities.

The City also has procedures for avoidance of damage to structures from adjacent construction with added protection for designated historic resources, which would be afforded to the National Register listed resources described above. This set of protective measures, which would apply to Woodlawn Cemetery, is TPPN #10/88, which supplements the standard building protections afforded by Building Code C26-112.4 and the new Local Law, for Landmarks, properties within New York City Historic Districts, and National Register-listed properties. TPPN #10/88 requires a monitoring program to reduce the likelihood of construction damage to adjacent New York City Landmarks and National Register-listed properties (within 90 feet) and to detect at an early stage the beginnings of damage so that construction procedures can be changed if necessary. With the required measures of TPPN #10/88 in place, there would be no significant adverse construction-related impacts resulting from the proposed action.

Shadows

As described in Chapter 3.5, “Shadows,” the projected and potential development that could result from the proposed action could potentially cast new incremental shadows on four historic resources: the 52nd Police Precinct Station House & Stable, the Botanical Garden Arms apartment building, Fordham University Alumni House, and Botanical Garden Station (Metro-North Railroad). As per CEQR guidelines, only historic resources with sunlight-sensitive features have the potential to be adversely affected by incremental new shadows generated by the proposed action. The four historic resources listed above are not considered dependent on sunlight to the extent that any net incremental shadows generated by the proposed action would diminish their significance; therefore, while the proposed action could potentially cast shadows on these four resources, such shadow effects would not be considered significant and would not require a detailed shadows assessment. No shadows cast by the projected or potential development sites would reach the New York Botanical Garden. Therefore, there would be no shadow-related impacts to historic resources as a result of the proposed action.

Indirect Effects

Indirect effects, also referred to as contextual effects, can occur when development results in the isolation of a property from, or alteration of, its setting or visual relationship with the streetscape; introduction of incompatible visual, audible, or atmospheric elements to a resource's setting; replication of aspects of a resource so as to create a false historic appearance; or elimination or screening of publicly accessible views of the resource.

The projected and potential development generated along Webster Avenue by the proposed action is not expected to have significant adverse indirect impacts on existing historic resources in the area. As discussed in Chapter 2.0, "Project Description," and the *Webster Avenue Rezoning EAS* Chapter 3.1, "Land Use, Zoning, and Public Policy," the proposed action would include requirements for streetwalls and setbacks for the upper portion of the buildings above the streetwall in order to relate building height and bulk to the street in a more appropriate and consistent form. Maximum height limits would be introduced for all the proposed new mapped districts ensuring that the overall massing and scale of new development responds to the particular characteristics of the rezoning area and adjacent neighborhoods. These requirements would ensure that the scale and bulk of new buildings are sensitive to, and consistent with, existing developments, including historic properties. Additionally, the significant views of each of the listed and eligible resources are obtained from the adjacent streets and sidewalks within the Webster Avenue rezoning area, and the street network and pattern would be unchanged as a result of the proposed action. Therefore, significant adverse impacts to views of historic resources would not result. To the west of Webster Avenue, in the neighborhood rezoning areas of Bedford Park and Norwood, the proposed action would include contextual neighborhood rezoning mapping actions that would preserve the scale and character of these areas in keeping with the established built fabric of Bedford Park and Norwood.

CONCLUSION

The proposed action would not result in direct or indirect significant adverse impacts to resources. Inadvertent construction-related damage that could potentially occur due to the proximity of projected development site 24 to Woodlawn Cemetery (Resource #10) would be avoided with the protections afforded by the New York City DOB's TPPN #10/88; therefore, significant adverse construction impacts to Woodlawn Cemetery are not expected.

3.7 URBAN DESIGN AND VISUAL RESOURCES

INTRODUCTION

This chapter provides an assessment of the potential effects on urban design and visual resources that could result from the proposed action. The proposed zoning map and text amendments would result in changes in allowable uses and building forms in the rezoning area, and would facilitate new residential development along Webster Avenue. Specifically, the proposed action is expected to result in new above-ground development that would differ in height, bulk, form, setbacks, size, scale, and uses from those which currently exist in the rezoning area, and would also differ in these characteristics from what will otherwise be developed in the future without the proposed action. Therefore, given these conditions and the presence of historic and open space resources in and abutting the rezoning area, an analysis of urban design and visual resources is appropriate, per the guidelines set forth in the *CEQR Technical Manual*.

Urban design components and visual resources contribute to the distinctive identity of a neighborhood. The analysis of urban design called for in the *CEQR Technical Manual* assesses the effects of the proposed action on those attributes that constitute the physical appearance of buildings and streets in the study area. These attributes include building bulk, use, and type; building arrangement; block form and street pattern; streetscape elements; street hierarchy; and, natural features. Bulk is defined by the size of a building and its massing on a site. Height, length, and width define a building's size, while volume, shape, setbacks, lot coverage, and density define its mass. The analysis of visual resources provided in this chapter assesses the effects of the proposed action on the visual resources of the study area, which are its unique or important public view corridors, vistas, or natural or built features. Public parks, landmarked structures, and landmarked districts are all examples of visual resources. Following the guidance of the *CEQR Technical Manual*, only views of visual resources from public and publicly accessible locations are assessed.

Due to its existing zoning being predominantly oriented towards heavy commercial uses, Webster Avenue lacks the development density of the adjoining neighborhoods and is lined with numerous underdeveloped lots and vacant properties. This trend is expected to continue in the future without the proposed action. The proposed mixed-use residential/commercial development generated by the proposed action would maximize the development potential of this northwest Bronx corridor.

By 2020, as a result of the proposed action, higher density residential development and larger scale ground-floor commercial development along portions of Webster Avenue would be expected to occur. Further, as described in Chapter 2.0, "Project Description," and Chapter 3.1, "Land Use, Zoning, and Public Policy," the proposed action would also support the preservation of low density development in the residential neighborhoods of Bedford Park and Norwood west of Webster Avenue. Therefore, the proposed zoning changes would both permit new higher-scale mixed residential/commercial districts along Webster Avenue, and preserve the form and scale of residential development within the Norwood and Bedford Park neighborhood rezoning areas to

address the potential replacement of such housing with larger-scale, higher-density development.

Within the rezoning area, DCP has identified 24 projected development sites where new development or conversions are likely to occur, and 25 potential development sites where new development could occur, though it would be less likely. The projected incremental (net) change that would result on the projected development sites as a result of the proposed action by 2020, compared to the future conditions without the proposed action, is 738 dwelling units, 53,417 square feet (sf) of commercial (retail) and office space, 7,782 sf of community facility space, a net reduction of 78,152 sf of automotive-related uses and storage space, and a net reduction of 27,612 sf of hotel space.

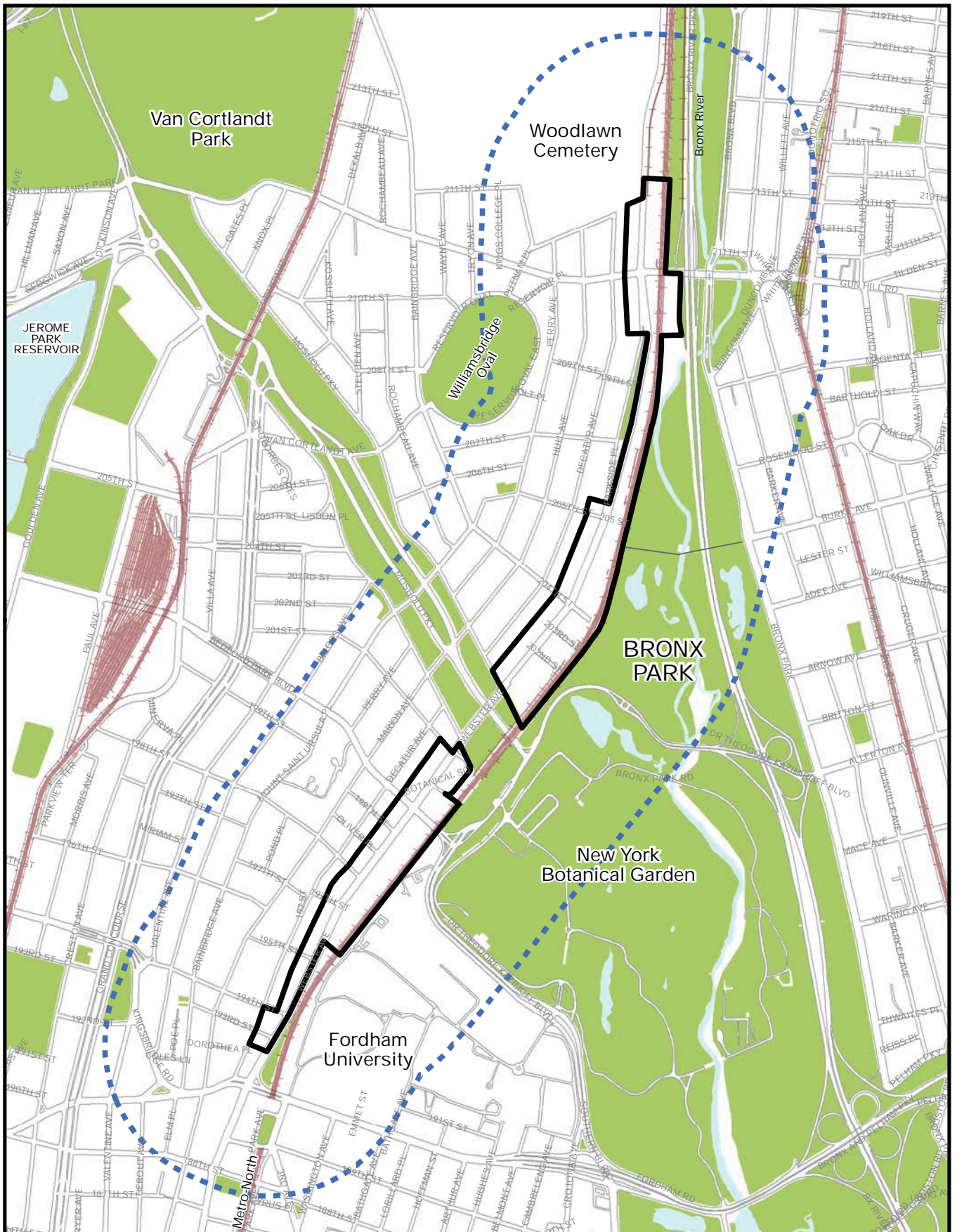
As documented in the following assessment of urban design and visual resources, the proposed action is not expected to result in significant adverse impacts related to urban design and visual resources.

3.7.1 EXISTING CONDITIONS



Study Areas

The urban design and visual resources study areas are the Webster Avenue portion of the proposed rezoning area, itself, and a primary study area comprising the area within a quarter-mile radius of the Webster Avenue portion of the rezoning area. The rezoning area is divided into sections by (and does not include) Mosholu Parkway. The rezoning area contains all identified projected and potential development sites and is the primary focus of the urban design analysis. Consideration of the primary study area provides a context by which to examine and to explain further the existing conditions of the rezoning area, itself; in addition, the primary study area incorporates the maximum area that reasonably may be expected to endure potential adverse impacts to urban design and visual character as a result of the proposed action. The study area boundaries are illustrated on Figure 3.7-1.

The rezoning area is focused on the Webster Avenue corridor, including portions of 24 blocks along Webster Avenue between East 211th Street and East 193rd Street. As described in Chapter 2.0, “Project Description,” and Chapter 3.1, “Land Use, Zoning and Public Policy,” contextual rezoning would also apply to a larger area including the Bedford Park and Norwood neighborhoods (neighborhood rezoning areas), that would encompass all or portions of approximately 80 blocks generally bounded by East Gun Hill Road to the north, East Fordham Road to the south, the Metro-North Railroad Harlem Line to the east, and Valentine Avenue and Rochambeau Avenue to the west. Any potential effects related to this contextual rezoning would be substantially addressed in discussion of the urban design primary study area (i.e., that area within ¼ mile of the Webster Avenue corridor rezoning area). Therefore, for the purposes of this urban design and visual resources analysis, the analysis of the “rezoning area” is limited to the Webster Avenue corridor, as shown on Figure 3.7-1.



Legend

-  Webster Avenue Rezoning Area
-  Primary Study Area (1/4-Mile Radius around Proposed Rezoning Area)



Source: NYC Department of City Planning MapPLUTO 2009; STV Incorporated

Figure 3.7-1: Urban Design Study Area

Webster Avenue Rezoning

NYC Department of City Planning

URBAN DESIGN

Regional development patterns and important natural features are fundamental to the urban form of the northwestern Bronx and manifest in the local urban design and aesthetic characteristics of the rezoning area. The northwestern portion of the Bronx is separated from the northern tip of Manhattan by the Harlem River, approximately 1½ miles to the west, and is approximately five miles south of the New York City – Westchester County border. As such, the development patterns of the Bronx, overall, as well as of Manhattan and Westchester County dictate the layout of regional transportation corridors traversing the Bronx. Routes of these transportation corridors negotiate major topographical features, including the Harlem River and several large parks located in the Bronx.

Among these are the approximately 1,146-acre Van Cortland Park, stretching south from the Westchester County border, its southern end reaching to within ¾ mile west of the northern end of the rezoning area; Pelham Bay Park (approximately 2,766 acres), also located at the Westchester County border, though three miles east of the rezoning area; the approximately 718-acre Bronx Park, with the New York Botanical Garden, Bronx Zoo, and Bronx River and naturalized areas about ½ mile east and north of the rezoning area; the approximate 206-acre Bronx River Parkway, connecting Westchester County to the Bronx; and the approximately 15-acre Tremont Park and approximately 128-acre Crotona Park, which are located together just south of the rezoning area. These parks not only provide exceptional areas of natural beauty and interest, they also relate to the broad network of regional transportation corridors that bypass them; in turn, they also relate to the networks of local streets that are arranged around both the parks and the regional transportation corridors.

Regional transportation corridors networking the larger region together comprise a web of curvilinear roadways that generally do not form the basis of or conform to a rectilinear grid, either among themselves or among local streets. Instead, they lead to strategic Harlem River crossings or circumnavigate large parklands, while grid-like arrangements of local streets are positioned among these more prominent corridors. The local streets are generally lined with residential uses, while the larger, regional corridors may be lined with light industrial uses, local commercial establishments, and institutions (such as hospitals or schools) of regional importance.

The proposed rezoning area is centered on the Webster Avenue corridor, which runs north-south directly west of Bronx Park. At its northern end, Webster Avenue extends north into Westchester County, where it is named “Bronx River Road.” South of the rezoning area, Webster Avenue converges with Third Avenue and Willis Avenue, which connect to Manhattan via the Third Avenue Bridge and Willis Avenue Bridge.

The Webster Avenue corridor within the rezoning area comprises a generally low-density streetscape, with an urban form that is distinct from immediately surrounding areas. Webster Avenue contains a broad mix of light industrial uses, commercial establishments, and some institutional uses. Along Webster Avenue, light industrial uses, including warehouses, light manufacturing, and automotive services operate out

of one- and two-story buildings. In the rezoning area and certain commercial streets within the primary study area local retail can be found in low-rise (one- and two-story) buildings and the ground floors of some mixed-use apartment buildings; however, in the rezoning area, there are automobile-oriented uses, such as gas stations, a supermarket with off-street parking, a McDonald's restaurant with drive-through service and off-street parking, and automotive-related uses, and parking lots. There are several cases, unique to the rezoning area, compared to the primary study area, where single-family detached houses have been converted to commercial uses, their side yards now used for parking. Some single-family style housing remains in residential use, though generally different in appearance from surrounding development. These extant residential uses are often adjacent to commercial or light-industrial uses, and they are distinct from the six-story apartment blocks visible directly behind these smaller houses on the same blocks just outside the rezoning area.

In addition to general urban form, the Webster Avenue corridor, generally, differs from surrounding areas with regard to visual character. The rezoning area lacks many attractive streetscape elements; rather, the quality of its visual character is diminished by some instances of open lots, used for storage, parking, or lying vacant, which are surrounded by unattractive chain-link fencing topped with razor wire in some instances. Among the more notable streetscape elements are signage, which for the most part is simply comprised of awning signage along the ground-floor of commercial uses. It is generally in good condition throughout the study area.

The particular characteristics of the overall urban form may be assessed specifically: building bulk, use and type, street hierarchy, block form and pattern, building arrangement, streetscape elements, and natural features and topography. Following is an overview of the rezoning area according to these urban design aspects, followed by a similar assessment of urban design in the primary study area.

Urban Design - Rezoning Area

The rezoning area includes portions of approximately 22 blocks along Webster Avenue between approximately East 193rd Street on the south and East 213th Street on the north. The rezoning area is centered on the Webster Avenue corridor, with its eastern limit approximating the Metro-North Railroad Harlem Line and its western boundary delineated mid-block between Webster Avenue and Decatur Avenue to the west. There are some deviations, where for example, the eastern border extends past the Metro-North Railroad near the northern end of the rezoning area and where the western boundary coincides with the western edge of Webster Avenue (north of East 205th Street); and at the southern end of the rezoning area where the eastern limit does not extend past the edge of Webster Avenue and the western limit coincides with Decatur Avenue.

Building Bulk, Use and Type

Building “use” in a densely developed urban area may be described according to “land use” terminology such as “residential,” “commercial,” “industrial,” or “vacant lot” land uses. Land uses within the rezoning area generally conform to a few easily recognizable types. For example, industrial land uses generally comprise light industry and warehousing, and commercial uses include local retail and services, as well as the more specialized automotive services. Further, each of these uses, respectively, is housed in a building form with a certain height, massing, and overall bulk and design that may be considered typical for that use in the rezoning area. Thus, with the exception of some intermittent institutional uses the general built form of a particular streetscape in the rezoning area can be inferred from the predominance of known land uses.

Industrial uses in the rezoning area, for example, typically occupy one- and two-story buildings, many with broad lot coverage; they are not typically housed in multi-story brick loft buildings, as may be the case for other areas in the Bronx. (See Figure 3.7-2, Photo 1.) Similarly, the automotive services operate out of buildings that resemble light industrial buildings. These buildings are generally one-story, though these uses also incorporate open lots utilized for parking and outdoor storage. This is the case for the majority of light-industrial uses throughout the rezoning area. (See Figure 3.7-2, Photo 2.)

When housed in exclusively commercial buildings, local retail and service establishments typically are in one- or two-story buildings; otherwise, they may be found in the ground floor of “mixed-use” apartment buildings. (See Figure 3.7-2, Photos 3 and 4.) Commercial and mixed-use buildings generally range from two-to-five stories in height; mixed-use buildings (e.g., apartments with ground-floor commercial uses) in the rezoning area generally do not exceed five stories in height. (See Figure 3.7-2, Photos 4 and 5.)

The intermittent residential land uses within the rezoning area include apartment buildings and two- and three-story attached or detached “single-family” housing. Buildings with few dwelling units, such as one- or two-family houses, do not typically exceed three stories in height. (See Figure 3.7-2, Photo 6.)

Institutional uses are not common within the rezoning area. There are two schools, including the P.S./I.S. 54 at the southern end of the rezoning area, just north of East 195th Street, and P.S./M.S. 20, just north of Mosholu Parkway. These buildings are relatively bulky, compared to surrounding buildings; they each stand five stories in height, and each have a width roughly double or triple the width of the typical apartment block. (See Figure 3.7-2, Photo 7.) One particularly attractive building is the historic 52nd Police Precinct and Stables buildings, which is located just south of P.S./M.S. 20 and on the same block. This building is constructed in the style of an Italian Renaissance villa and includes a square clock tower, and decorative brick work and terra cotta tiles. (See Figure 3.7-2, Photo 8.) The police precinct building and adjacent school are each surrounded with architectural fencing; the P.S./I.S. 54 building to the south, the

construction of which is not as recent as P.S./M.S. 20, is instead built to the sidewalk, forming a wall of its ground floor in a late-twentieth century design typical of many schools throughout the city.

Among the uses within the existing R7-1 district that includes several blocks along the west side of Webster Avenue, between East 197th Street and Mosholu Parkway, are two strips of one- and two-story commercial buildings, some having residential uses above, separated by several blocks of massive, five-story apartment buildings. Directly across Webster Avenue to the east in the same location are a series of open lots used for parking and a mix of light-industry and commercial uses housed in two-story buildings. At the northern end of this strip of industrial buildings is the Pioneer Supermarkets, which is set back from Webster Avenue within a sprawling two-story building resembling those of industrial uses to the south, though with a decorated façade and fenced-in accessory parking. Buildings on both sides of the street are of brick construction, though most of the commercial buildings on the west have been faced in clapboard or, more recently, stucco.

Just south of Mosholu Parkway and north of the Pioneer Supermarkets, on the east side of Webster Avenue, the Botanical Garden Arms apartment building stands six stories tall. (See Figure 3.7-2, Photo 9.) It is built in the Tudor Revival style, further distinguishing it from the low-rise commercial and industrial buildings nearby, as well as the five-story apartment buildings further south and those just to the northwest, which are of a similar bulk. Unlike the more utilitarian buildings of the Webster Avenue streetscape south of Mosholu Parkway, the Botanical Garden Arms apartment building features mock half-timbering and a gabled and crenellated roofline.

The P.S./M.S. 20 building and 52nd Police Precinct and Stable establish an attractive streetscape just north of Mosholu Parkway, on the east side of Webster Avenue. The design of the P.S./M.S. 20 façade, with its vertical components and gabled roofline, is a modern interpretation of the Botanical Garden Arms building to the south. Directly across the street, however, are one- and two-story buildings, like the light industrial buildings to the south—covering the entirety of their lots and built of brick—though housing commercial uses. A recently constructed, single-story gas station is also present.

North of East 202nd Street, Webster Avenue hosts a mix of single-family style housing, standing two and three stories tall. Some are detached and now used for commercial establishments, with side yards serving as accessory parking, while some are attached and still in residential use. (See Figure 3.7-2, Photo 10.) Similar housing, together with another mid-block gas station, five-story apartment buildings, and single-story light-industrial uses and similarly massed commercial uses, comprise much of the remainder of the Webster Avenue to the north. Thus, the effect is a streetscape where the predominance of high-coverage, one- and two-story buildings of uninteresting design, make the many Queen Anne style houses seem more noticeable and somewhat out of place, particularly given the general backdrop of taller, bulky apartment buildings just outside the rezoning area to the west, with their undecorated rear facades, incinerator

chimneys and other utilitarian features visible above the Webster Avenue streetscape, when viewed from public places in the rezoning area. (See Figure 3.7-2, Photos 10 and 11.)

North of approximately East 204th Street, the eastern side of the rezoning area runs adjacent to the Metro-North Railroad Harlem Line right-of-way, and between approximately East 209th Street and East Gun Hill Road a portion of the right-of-way is included in the rezoning area. Along this segment of the Webster Avenue corridor, the streetscape is open, as there is no development on the eastern side except for an area comprising Metro-North Railroad power utility infrastructure. The right-of-way is enclosed with chain-link fence, which though not attractive affords limited views eastward from the rezoning area. Within this same stretch of Webster Avenue, the western edge of the Webster Avenue corridor is defined by a steep rise in elevation westward, with a narrow band of naturalized rock outcropping separating the rezoning area from the higher-elevation properties to the west along Parkside Place.

Apart from a McDonald's restaurant on the northwest corner of East Gun Hill Road and Webster Avenue, which is somewhat similar in bulk to gas stations to the south, though of its own distinctive style, the streetscape is mainly established by the presence of automotive uses in low-rise buildings in combination with parking lots to the very northern end of the rezoning area, at which point there is a grouping of two-story rowhouses.

Additionally, zoning prescribes what can be built and operated, and the resultant building bulk, use, and type, though it may not necessarily reflect the existing urban form, true for various parts of the city. Current zoning within the rezoning area is almost exclusively commercial (C8-2) along both sides of Webster Avenue, mapped due to the former presence of the elevated subway. In two locations along this segment of Webster Avenue, one within the rezoning area, residential R7-1 zoning present west of the rezoning area extends east to include the entire block up to Webster Avenue; in these cases the residential zoning along the streetscape is also subject to commercial overlay zoning (C2-3). Just south of Mosholu Parkway, however, the R7-1 zoning extends across the street to include the Botanical Garden Arms apartment building. (See Figure 3.7-2, Photos 12 and 13.)

Zoning prescribes allowable heights, Built Floor Area Ratios¹ (FAR), and yard or setback requirements for new construction. Many of the buildings in the rezoning area were developed prior to the 1961 *Zoning Resolution*, however, and so existing building bulk is not clearly inferred from zoning designations. For example, none of the projected development sites are developed to the maximum allowable FAR under existing conditions. Most sites lie within C8-2 zoning, with a maximum allowable commercial FAR of 2.0; if they are built, nearly all of these sites are built to an FAR of less than 1.0. Similar under-development characterizes the six projected development sites (4-9), which are within the R7-1 district (with its C2-3 commercial overlay): the allowable FAR

¹ The principal zoning bulk regulation controlling the size of buildings, FAR, is the ratio of total building floor area to the area of its zoning lot.

is 3.44 on these sites, but only two lots on one site (projected development site 6) are developed at an FAR of more than 2.0—one lot built to an FAR of 2.05, one to 2.90, and the other two lots comprising the site being built to FARs of 0.77 and 0.81.

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Figure 3.7-2
Urban Design: Building Bulk, Use and Type



- (1) Two-story industrial building (projected development site 4), looking west across Webster Avenue at approximately East 197th Street.



- (2) Single-story automotive services building (projected development site 11), looking west across Webster Avenue, north of East 202nd Street.

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Figure 3.7-2 (continued)
Urban Design: Building Bulk, Use and Type



- (3) Single-story commercial building (projected development site 15), looking west across Webster Avenue, at approximately East 202nd Street.



- (4) Ground-floor commercial in mixed-use building (projected development site 6), looking west across Webster Avenue, just south of East 198th Street.

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Figure 3.7-2 (continued)
Urban Design: Building Bulk, Use and Type



- (5) Five- and six-story apartment buildings on East 204th Street, east of Webster Avenue; looking northeast across projected development site 13 (single-story automotive repair and parking lot).



- (6) Three-story single-family housing on Webster Avenue, looking southeast at approximately East 203rd Street; projected development site 16 (parking lot) is to the right of apartment building, and potential development site 114 is partially visible at far right in photo.

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Figure 3.7-2 (continued)
Urban Design: Building Bulk, Use and Type



- (7) P.S./M.S. 20, looking southeast across Webster Avenue from approximately East 202nd Street.



- (8) Historic 52nd Police Precinct building (located just south of P.S./M.S. 20 shown in preceding photo), looking east across Webster Avenue, just north of Mosholu Parkway.

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Figure 3.7-2 (continued)
Urban Design: Building Bulk, Use and Type



(9) Six-story Botanical Garden Arms apartment building, looking east across Webster Avenue, just south of Mosholu Parkway.



(10) Two-story single-family detached housing (projected development sites 17, 18, and 19 from right/foreground to left) with commercial ground-floor use in site 17; and side yards used for parking. Looking east across Webster Avenue north of East 204th Street.

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Figure 3.7-2 (continued)
Urban Design: Building Bulk, Use and Type



- (11) Three-story attached housing on west side of Webster Avenue between approximately East 202nd Street and East 203rd Street; a portion of projected development site 15 (live poultry shop) is visible to left, and a portion of potential development site 113 (gas station) is visible to right.



- (12) McDonald's restaurant (projected development site 23) north of East Gun Hill Road, west of Webster Avenue. (Apartment buildings in background are just outside rezoning area to the west, facing onto Decatur Avenue.)

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**Figure 3.7-2 (continued)
Urban Design: Building Bulk, Use and Type**



- (13) Two-story rowhouses on east side of Webster Avenue at approximately East 211th Street, between projected development sites 22 (not visible in photo) and 24 (the vacant lot just beyond the most distant rowhouse).

Building Arrangement

Building arrangement can be discussed both with regard to how individual buildings relate to their respective lots and also how a pattern may result from consistency in building relationships to one another along the streetscape. The arrangements of buildings in the rezoning area vary according to types of building, whether manufacturing, commercial, mixed-use, apartment buildings or detached housing originally constructed for single-family habitation but now partly occupied by commercial tenants. These land uses, and consequently the buildings representing each are generally grouped together along Webster Avenue.

Unlike predominantly residential neighborhoods to the west, the Webster Avenue corridor hosts numerous light industrial and commercial uses, with fewer residential uses. In this respect, the rezoning area differs markedly from the immediately surrounding area. Given the building uses present and the typical form they take, however, building arrangements in the rezoning area are also typical for the northern Bronx. Of note are several automobile-oriented uses, such as a McDonald's restaurant with drive-through, a supermarket with off-street parking, gas stations with convenience stores, various automotive repair shops, and other commercial establishments, each of which feature accessory parking, thus effecting a lower density and more open building arrangement than is found in the surrounding residential areas.

On the west side of Webster Avenue many buildings are arranged with their long sides perpendicular to the street, establishing a consistent pattern of narrow, deep lots lining the west side of the street. The buildings are typically constructed to cover the entirety of the lots, with no setbacks or side yards. On the east side, however, where most of the blocks in the rezoning area are narrower than blocks west, and also irregularly shaped, there are many lots that are nearly square and run the full depth of the block. The commercial, industrial, and residential buildings constructed on these larger lots may be high-coverage and directly reflect the shape of the lots, or in the case of several commercial uses, the buildings may account for approximately half of the lot, set either to the back or the side of the lot, with parking comprising the remainder.

Residential uses present in the rezoning area include apartment buildings, which like many neighboring commercial and manufacturing uses are built to fully cover their respective lots; this building arrangement is common to both smaller three-story apartment buildings taking a row-house form as well as for the larger apartment buildings that stand up to five and six stories in height on wide lots or assemblages of lots. The larger apartment buildings typically are built on a footprint that allows some side setback or are configured to accommodate minor setbacks at the rear of the buildings. One larger apartment building, the Botanical Garden Arms, which comprises the entirety of two large lots east of Webster Avenue just south of Bedford Park Boulevard, is arranged around an interior courtyard; thus its contribution to the streetscape is similar to any other building with no setback or front or side yard area.

Because many buildings throughout the rezoning area are built without side or front yards, a streetwall may be effected in many areas; the streetwall is frequently interrupted by parking lots and vacant lots, however, and is therefore not continuous for most blocks.

Building arrangements within the rezoning area range from high-coverage mid-rise apartment buildings to a group of small, attached two-story rowhouses at the northern end of the rezoning area, on the east side of Webster Avenue, north of East Gun Hill Road. These nine small houses, except for a vacant lot, effect a uniform arrangement, each with a small front garden setback. Other larger single-family houses are also present in the rezoning area, some built with no front setback, while others are built with front, side and rear yards and in several instances have been converted to commercial or mixed-uses, and as a result, the side yards now serve as parking lots.

Other commercial buildings in the area, if not conforming to the typical high-coverage arrangement, reflect types of commercial uses that are not common in the rezoning area. For example, there is one fast-food establishment with a drive-through—a McDonald’s restaurant on the west side of Webster Avenue, just north of East Gun Hill Road that is surrounded by parking and automobile circulation area. A recently constructed gas station/convenience store complex on the west side of Webster Avenue, at approximately East 202nd Street, includes both fuel pumps and automobile circulation and parking areas in addition to its building, as does another gas station further north.

Two institutional uses that are located on the east side of Webster Avenue, just north of Mosholu Parkway represent other unique building arrangements. The historic Police Precinct 52 and Stables building is situated somewhat askew to Webster Avenue, facing more directly perpendicular to Mosholu Parkway, which intersects Webster Avenue just south of the police station, at an obtuse angle. The precinct building is also set back from the Webster Avenue and Mosholu Parkway edges of the block; together with its unique form and design, its placement on the lot affords attractive views of the front façade together with the side tower. Immediately north of the police station, P.S./M.S. 20 comprises the remainder of the same block. This school building is arranged as an agglomeration of distinct building masses; the larger building faces onto, and parallels, Webster Avenue, while the building mass at the northern end of the block parallels East 202nd Street, perpendicular to Webster Avenue.

Block Form and Street Pattern

The rezoning area is centered on the segment of Webster Avenue from a point just south of East 193rd Street, at its southern end, one block north of East Gun Hill Road (approximately East 213th Street) at its northern end. The width of Mosholu Parkway bisects—and is excluded from—the rezoning area. There is only one block along the western side of Webster Avenue that is included in its entirety within the rezoning area: a small, nearly square block near the southern end of the rezoning area, between East 193rd Street and East 194th Street. The western boundary of the rezoning area crosses over three other square blocks between East 198th Street and Bedford Park Boulevard, the long sides of eight rectangular blocks—the predominant block form east of Webster Avenue—and the ends of two other rectangular blocks, one at the far southern end of the rezoning area and one just south of Mosholu Parkway. The rezoning area excludes portions of two rectangular blocks, and a third one entirely, north of East 205th Street west of East Gun Hill Road.

The blocks east of Webster Avenue are, as a group, unique among all blocks within the study area. Sandwiched between Webster Avenue on the west and the Metro-North Railroad Harlem Line on the east, blocks are oriented north-south. They are long and irregularly shaped, except for these blocks near Mosholu Parkway, which are shorter and more rectangular. In addition to East Gun Hill Road and Mosholu Parkway, only a few streets cross Webster Avenue from the east, including Bedford Park Boulevard, East 201st Street, and East 204th Street. Thus, with most local east-west streets west of Webster Avenue terminating into Webster Avenue, there are portions of these blocks west of Webster Avenue that are the focus of street-end views. There are also two streets local only to the eastern side of Webster Avenue, as well: East 202nd Street and East 203rd Street, just north of Mosholu Parkway. (See Figure 3.7-3, Photo 1.)

Street-ends east of Webster Avenue generally have views to the Metro-North Railroad, typically with mature trees blocking views further east, though trains are visible when present on the tracks from approximately East 203rd Street and other east-west streets to the south. East 204th Street, a prominent local commercial corridor like Bedford Park Boulevard to the south and East Gun Hill Road to the north, terminates east of Webster Avenue at a pedestrian overpass, which features a smaller circular park with benches and landscaping and views east, over the Metro-North Railroad to the recreational and natural areas of Bronx Park. (See Figure 3.7-3, Photo 2.)

Figure 3.7-3
Urban Design: Block Form and Street Pattern



- (1) Looking east down East 202nd Street to dead-end at the Metro-North Railroad Harlem Line (passing train visible); projected development site 10 visible at left.



- (2) East end of the East 204th Street dead-end, which features an attractively landscaped pedestrian overpass, providing access over the Metro-North Railroad Harlem Line (greater grade separation here than areas south) into Bronx Park, visible beyond.

Streetscape Elements

Streetscape elements, such as street trees and landscaping, decorative lighting fixtures, architectural fencing, public seating, etc., are relatively scant throughout the rezoning area. Attractive streetscape elements along Webster Avenue are limited primarily to newer signage, a newly constructed glass bus shelter (on Webster Avenue, north of East 204th Street) some benches and landscaping that are part of two street-side public open space areas, some architectural fencing around institutional uses, stone retaining walls, and naturalized areas abutting Webster Avenue, such as the Metro-North Railroad right-of-way and Public Place (park), on the east and west sides of Webster Avenue north of approximately East 205th Street. (See Figure 3.7-4, Photo 1, and previous Figure 3.7-3, Photo 15.)

Signage in the rezoning area is typical of commercial uses. Awnings are the most common and noticeable forms of signage. Window displays are limited, in large part to the type of commercial establishments present, there being very little retail on Webster Avenue. Wall mounted billboards, and billboard style signage painted directly onto the walls, can be found on the sides of buildings visible from Webster Avenue. Typically such signage is for on-site businesses, or nearby businesses. (See Figure 3.7-4, Photos 1, 2, and 3.) Less frequently there are pole mounted signs, primarily associated with the gas stations, the Pioneer Supermarkets, and the McDonald's restaurant on East Gun Hill Road. (See Figure 3.7-4, Photos 3, 4, 5, and 6.) This McDonald's building is constructed in a signature style and color scheme, while the Pioneer Supermarkets features more signage than other commercial uses. The building features a lighted sign and metal awning and is painted in a signature color scheme (and a mural) though set back from the street behind parking; the parking lot is surrounded by a chain-link fence mounted with flag poles and pendant-flag streamers.

Chain-link fencing surrounds the open portions of the light industrial properties as well as parking lots and vacant lots. (See Figure 3.7-4, Photos 7, 8, and 9.) It is also present along the edge of the Metro-North Railroad, visible at property rears and the eastern dead ends of streets such as East 202nd Street. In one case a small area is planted with attractive perennials, inside the chain-fence that separates a small parking area from the sidewalk, but enjoyable from the sidewalk. In some cases it is topped with razor wire and in one case, on the east side of Webster Avenue at approximately East 205th Street, it is also backed with eight-foot tall plywood panels; there is no concentration of such fencing, however, and only in the latter case does it especially detract from the visual quality of the streetscape, due in part to its position at the end of East 205th Street and also due to the extensive length of the fenced section.

Several attractive examples of fencing exist as well, including the ornate brick columns combined with iron that surrounds the historic 52nd Police Precinct and Stables just north of Mosholu Parkway. (See previous Figure 3.7-2, Photo 8.) Just north of the police station, P.S./M.S. 20, though of recent construction, is surrounded with architectural steel fencing that is similarly integrated into its own building design. (See previous Figure 3.7-2, Photo 7.)

Walls constructed of or faced with rough-hewn stone are visible elements of the Webster Avenue streetscape at several locations. Mosholu Parkway (not included in the rezoning area), with its landscaped park areas accessible directly from the sidewalk on the west side of Webster Avenue, includes low walls (seating height) along the sidewalk, combined with simple iron pipe fencing. Retaining and seating walls are visible landscape elements winding through the park area. (See Figure 3.7-4, Photo 10.) Beneath Mosholu Parkway overpass crossing of Webster Avenue, the embankment retaining walls are faced with stone. Further north on the west side of Webster Avenue, between East 204th Street and East 205th Street, a stone wall runs along the sidewalk; topped with concrete block, it precludes views into the parking lot behind it. Between East 205th Street and East Gun Hill Road, Parkside Place runs along the western side of Webster Avenue, just outside the rezoning area; its steeply sloping naturalized area climbs to a higher elevation and is separated from Webster Avenue below by naturalized exposed rock and retaining walls. At the far northern end of the study area, also on the west side of Webster Avenue, a lengthy retaining wall of rough-hewn stone separates the streetscape from Woodlawn Cemetery, which is located to the north and west, above an additional retaining wall of similar appearance, sprawls north and west of the rezoning area at a higher elevation. (See Figure 3.7-4, Photo 11.)

Other attractive streetscape elements include benches and minor landscaping at Rose Hill Park, which although outside of the rezoning area is a component of the Webster Avenue streetscape. This park features benches and a passive recreation area on Webster Avenue, just north of East Fordham Road. Further north, East 204th Street crosses Webster Avenue, and at its eastern end terminates at the edge of a pedestrian overpass. This circular area, constructed at the elevation of East 204th Street at that location, includes benches and views and access down into a playground and ball fields within Bronx Park.

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Figure 3.7-4
Urban Design: Streetscape Elements



- (1) Bus shelter on east side of Webster Avenue, just north of East 204th Street and south of projected development site 17 (not visible in photograph).



- (2) Looking northwest toward the vicinity of projected development sites 4, 5, and 6, north of East 197th Street.

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Figure 3.7-4 (continued)
Urban Design: Streetscape Elements



(3) Looking northeast across Webster Avenue toward projected development site 2.



(4) Gas station and convenience store signage on west side of Webster Avenue, looking north from approximately East 202nd Street.

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Figure 3.7-4 (continued)
Urban Design: Streetscape Elements



- (5) Pole-mounted signage for the Pioneer Supermarkets on the east side of Webster Avenue, just south of Bedford Park Boulevard. Copper dome of Mertz Library in the New York Botanical partially visible beyond the cleared site for the future Peter Jay Sharpe Parking Garage.



- (6) View of the Pioneer Supermarkets building, beyond its off-street parking lot.

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Figure 3.7-4 (continued)
Urban Design: Streetscape Elements



- (7) Projected development site 16, looking west across Webster Avenue at approximately East 203rd Street.



- (8) Projected development site 24, the northernmost portion of the rezoning area; looking northeast across Webster Avenue. Naturalized growth on-site precludes views beyond to the Bronx River Parkway.

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Figure 3.7-4 (continued)
Urban Design: Streetscape Elements



- (9) Example of combined chain-link, razor wire, plywood, and signage in fencing (projected development site 20), on east side of Webster Avenue at approximately East 205th Street.



- (10) View of landscaped area within Mosholu Parkway, looking west from Webster Avenue, just south of Mosholu Parkway South.

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**Figure 3.7-4 (continued)
Urban Design: Streetscape Elements**



(11) Southeastern extent of Woodlawn Cemetery (series of retaining walls and perimeter trees), as viewed from Webster Avenue, looking northwest.

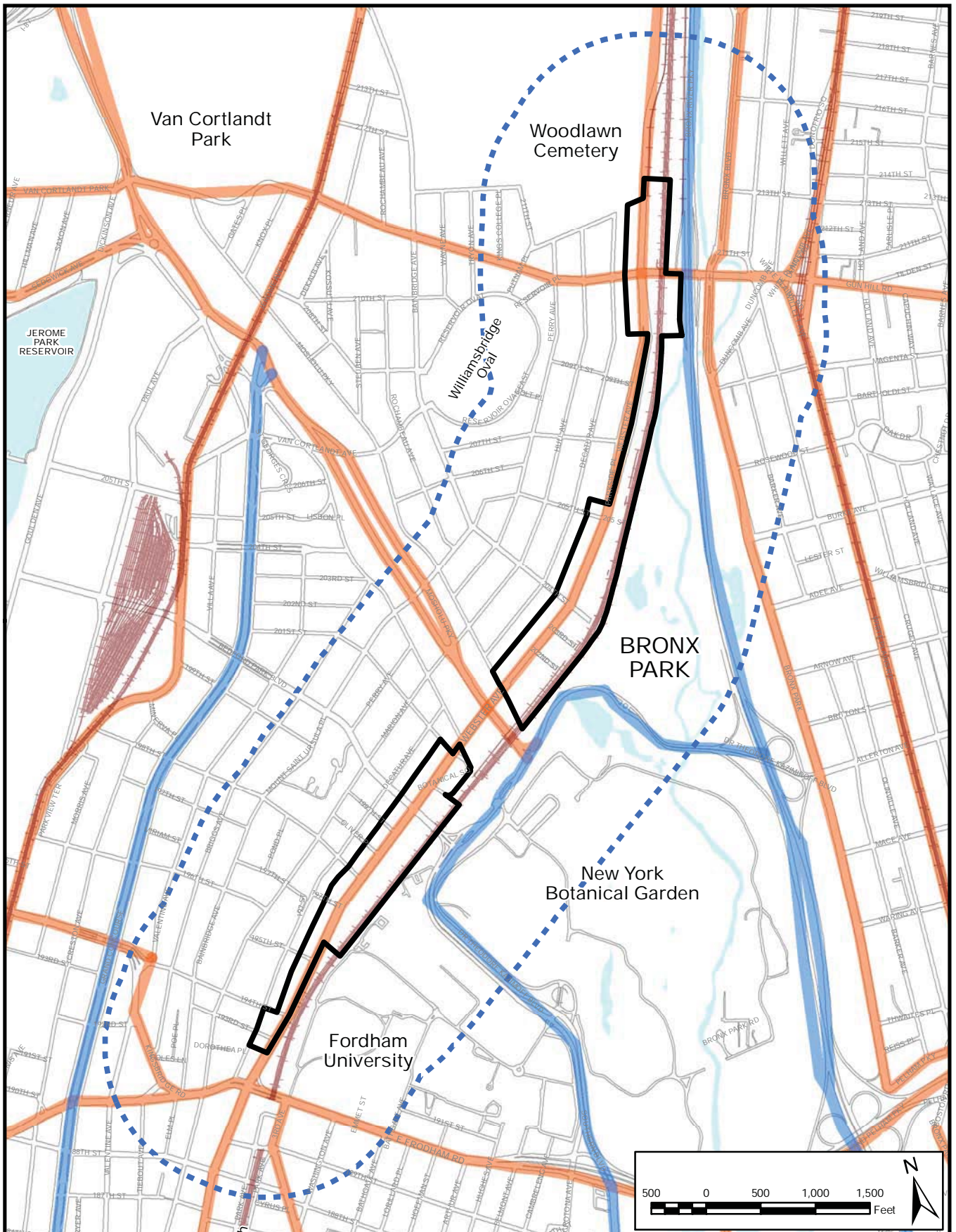
Street Hierarchy

At the top of the street hierarchy illustrated on Figure 3.7-3 are the Cross Bronx Expressway (I-95), an interstate highway that runs east-west approximately 1-½ miles south of the rezoning area, and I-87, which runs north-south approximately 1-¼ miles west of the rezoning area. These two interstates meet approximately two miles southwest of the rezoning area, at which point I-95 crosses the Harlem River via the Washington Bridge into Manhattan before continuing west across the George Washington Bridge and the Hudson River into New Jersey. I-87 runs along the western perimeter of the Bronx, continuing north into Westchester County and south, connecting to I-895 and I-278, which run east and north to Westchester County and south and east into Queens.

The Bronx River Parkway is a north-south arterial that runs alongside the Bronx River to the east of the rezoning area, connecting Westchester County and New York City. As described in Chapter 3.4, “Open Space,” Bronx River Parkway was one of the first examples in the early 20th century of a modern automotive parkway with restricted frontage, limited access, and grade separations. It also serves as a greenway with active and passive recreation facilities.

Mosholu Parkway, which connects into the Henry Hudson Parkway just south of Westchester County northwest of the rezoning area, terminates into Webster Avenue at roughly the north-south midpoint of the rezoning area. (Mosholu Parkway, itself, is not part of the rezoning area.) The parkway characteristics include lanes of traffic separated by wide medians and open spaces near the rezoning area, which are landscaped as parkland provide passive and active recreation space as part of the parkway system.

Webster Avenue, on which the rezoning area is focused, is the only north-south corridor traversing the rezoning area; it is a collector and designated local truck route. East Fordham Road, approximately one block south of the rezoning area, and East Gun Hill Road at the northern end of the rezoning area, are the east-west collectors directly serving the rezoning area, and are designated truck routes connecting into Webster Avenue.



Legend






-  Webster Avenue Rezoning Area
-  Primary Study Area (1/4-Mile Radius around Proposed Rezoning Area)
-  Interstate
-  Arterial Roadways
-  Collector Roadways

Figure 3.7-5: Street Hierarchy

Webster Avenue Rezoning

NYC Department of City Planning

Source: NYC Department of City Planning MapPLUTO 2009; STV Incorporated

Natural Features and Topography

The rezoning study area is urbanized, densely developed, and is within an area of low natural resource sensitivity. Naturalized and vegetated areas are present in a limited way, adjacent to the rezoning area: in the portion of Mosholu Parkway that bisects the rezoning area; the naturalized area along Parkside Place at the edge of the rezoning area north of East 205th Street; and the naturalized areas of the Metro-North Railroad right-of-way adjacent to the east. No surface water bodies or natural forest are located within the rezoning area; the Bronx River is nearest the rezoning area, located within Bronx Park and the Bronx River Parkway.

The approximately 718-acre Bronx Park, which includes the New York Botanical Garden and Bronx Zoo, as well as Bronx River and forest area, is located just east of the rezoning area. However, due both to development along the eastern edge of Webster Avenue and the mature trees at the perimeter of much of Bronx Park, the natural features of the park, including the Bronx River and gorge to the east, do not share visual connectivity with the rezoning area.

The naturalized area within the Metro-North Railroad right-of-way, with its grasses, and woody growth, including trees of varied maturity, is visible from various Bronx Park and Bronx River Parkway to the east. Together with these park areas, however, the Metro-North Railroad forms an extensive vegetated area along the east side of the rezoning area.

The rezoning area contains no parks, the most substantial park that is part of the Webster Avenue streetscape being the portion of Mosholu Parkway that bisects the rezoning area. Within this portion of Mosholu Parkway are Frisch Ballfield and planted areas around and between the lanes of Mosholu Parkway, which include trails and seating as well as playground area, mature trees and lush perennial landscaping.

Urban Design - Primary Study Area

The urban design primary study area is defined as the area contained within a ¼-mile radius from the Webster Avenue corridor portion of the rezoning study area. The primary study area is generally bounded by Woodlawn Cemetery and East 218th Street to the north, East 188th Street to the south, the New York Botanical Garden and Fordham University Rose Hill Campus to the east, and Valentine and Briggs Avenues to the west. The boundaries of the primary study area are shown on Figure 3.7-1.

Building Bulk, Use and Type

The primary study area is generally built up west of the rezoning area, in the Bedford Park and Norwood neighborhoods, and a similar urban form is present in the northeastern portion of the primary study area. However, most of the primary study area east of the rezoning area is comprised of Bronx Park, including the New York Botanical Garden, and the Fordham University Rose Hill Campus, each a campus hosting its own building styles. In the south end of the primary study area, the commercial uses and dense buildings south of East Fordham Road and around Fordham Plaza are generally of a bulk, height and styling not found elsewhere in the primary study area.

Development in the primary study west of the rezoning area is mostly residential, and includes a mix of five- and six-story apartment buildings, and several blocks of three-story single-family rowhouses and also some three-story detached housing. Much of the western boundary of the rezoning area runs midblock between Webster Avenue and Decatur Avenue. The boundary represents a notable distinction in urban form, particularly in the differences between uses, building types and bulk that are found in the rezoning area compared to those found in the primary study area immediately to the west. From within the rezoning area, the appearance of the primary study area is one of a series of apartment buildings, generally six-stories in height, all viewed from the back. Where Decatur Avenue is at a slightly higher grade than Webster Avenue, these apartment buildings appear relatively massive and distinct from the buildings in the rezoning area. (See Figure 3.7-6, Photo 1.)

Apartment buildings are the predominant housing form in the western half of the primary study area. Typically built of brick and standing six stories in height, each is attached to apartment buildings of similar design on either side. Rows of these apartment buildings are common on both sides of residential streets, their continuous bulk and flat streetwall effectively enclosing and clearly defining the streetscape envelope. (See Figure 3.7-6, Photo 2.) Windows are arranged fairly evenly and ornamentation is minimal, with only slight decorative effects at the roofline, where the silhouette of a stylized gable may be repeated in similar fashion at the parapet or cornice of numerous similar apartment buildings.

There are also lower density housing units present. In addition to several scattered single-family residences, there are several notable streetscapes where detached housing predominates or is present among apartment buildings, such as along Decatur Avenue

and Bainbridge Avenue, just south of Mosholu Parkway, or further south along Marion Avenue. These single-family detached houses, frequently Queen Anne style, stand two or three stories tall, and featuring gables, dormers, and even turrets and chimneys with ornamental masonry. (See Figure 3.7-6, Photo 3.) They resemble to some extent the detached housing scattered along Webster Avenue within the rezoning area.

Among the more notable rowhouse streetscapes are Perry Avenue, north of Bedford Park Boulevard, and Briggs Avenue, north of East 194th Street, where two-story brick rowhouses with rounded bays or three-sided bays are separated by small stoops. Rather than having small front gardens, the bays extend down into an open area where a service entrance below the stoop provides secondary access to the building. The repetition of similar bulk and design (e.g., lintels with keystones, rough-hewn sills, and the heavy cornices) establish a consistent streetscape.

The neighborhood arranged around the northern half of the Williamsbridge Oval and the Montefiore Hospital further north has its own particular urban form. In this neighborhood there is a mix of modern buildings ranging in height from ten to 18 stories, brick single-family detached housing, and apartment buildings. Some of the apartment buildings are constructed in a Tudor Revival style; others are unornamented and more typical of the primary study area. Such typical six-story apartment buildings define much of the streetscape surrounding Williamsbridge Oval. (See Figure 3.7-6, Photo 4.) Many of the taller, modern buildings are office buildings and facilities serving Montefiore Hospital; their design sets them apart from their context—they are monumental, modern expressions of their institutional purpose. Not only are these buildings visible for their height, making them visible behind smaller-scale housing and less dense streetscapes surrounding them, but they are built in a modern style, whether in glass curtain walls or brick or that sets them apart stylistically from most other buildings in the area. More intimately scaled housing can be found on Bainbridge Avenue north of Williamsbridge Oval, where quaint brick cottages feature gardens. Saint Brendan’s Roman Catholic Church on Perry Avenue and East 207th Street is not a typical building form for the study area or a common church building typology in general; rather, it represents an interesting melding of modern form with the more traditional red-brick materials of its context. (See Figure 3.7-6, Photo 6.)

Another prominent feature of the primary study area is the Mount Saint Ursula campus, located south of Bedford Park Boulevard, between Bainbridge Avenue and Marion Avenue. This compound of attached buildings, each approximately three stories in height (and each story being of fairly exceptional height) is arranged with the bulkiest building to the eastern side of the campus, the central tower form of this building visible from various points within the rezoning area, such as along East 199th Street. (See Figure 3.7-6, Photo 7.)

Two east-west commercial corridors introduce local commercial and mixed-uses to the predominantly residential neighborhood of the primary study area: East 204th Street, north of Mosholu Parkway, and East Gun Hill Road at the northern end of the primary study area. The commercial uses on these streets are within buildings of bulk and styling that differs from the surrounding residential context. These corridors include

apartment buildings, some with and others without ground-floor commercial uses. Such apartment buildings comprise most of the East Gun Hill Road corridor between Webster Avenue and the Williamsbridge Oval.

Just south of the rezoning area, two major corridors—East Fordham Road and Webster Avenue—intersect to form a vibrant commercial area. The buildings and development pattern comprising this portion the primary study area differ notably from the rezoning area. Some of these buildings in this southern portion of the primary study area are of monumental bulk and individualistic style, most notably One Fordham Plaza, a 16-story office building constructed in 1985. (See Figure 3.7-6, Photo 8.) With its stepped and cylindrical form its two-story base is built to the lot line. Its height and recognizable form and styling, as well as location, make One Fordham Plaza especially visible from within the southern extent of the rezoning area. Across Third Avenue from One Fordham Plaza is Fordham Plaza, itself, a hardscape plaza, distinguished by perimeter column elements, a pavilion at its southern end, and a concession stand building at its northern end. Vendors use the space provided.

Just to the northeast of the intersection of Webster Avenue and East Fordham Road is Fordham University Rose Hill Campus. This attractively landscaped campus hosts monumental institutional buildings of designs in the Gothic Revival and English Collegiate styles, together with buildings styled in modern interpretations of the same. The tower of the Walsh Library, which is the building nearest the Webster Avenue and East Fordham Road intersection, is visible from various points in the surrounding area, including from within the rezoning area; the building is set back from the streetscape, however, and as with many of the campus buildings, its bulk and style are not appreciable from the streetscape outside the campus. (See Figure 3.7-6, Photo 9.)

Among the more architecturally notable buildings visible from the rezoning area are the Enid A. Haupt Conservatory and the Mertz Library, situated near the western edge of the New York Botanical Garden, east of the rezoning area. The Enid A. Haupt Conservatory is the largest Victorian glasshouse in the U.S. and features a central dome that rises to 90 feet in height. (See Figure 3.7-6, Photo 10.) The Mertz Library, also featuring a dome, though clad in copper, is sited northeast of the conservatory, at the end of an alley of trees leading toward it from the Mosholu Gate entrance to the New York Botanical Garden. (See Figure 3.7-6, Photo 11.)

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Figure 3.7-6
Urban Design – Primary Study Area: Building Bulk, Use, and Type



(1) Looking southwest across Webster Avenue from approximately East 197th Street.



(2) Six-story apartment buildings in Norwood neighborhood.

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Figure 3.7-6 (continued)
Urban Design – Primary Study Area: Building Bulk, Use, and Type



- (3) Rowhouses on west side of Perry Avenue, north of Bedford Park Boulevard.



- (4) Apartment buildings surrounding the northern end of Williamsbridge Oval, with taller buildings associated with Montefiore Hospital visible beyond.

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Figure 3.7-6 (continued)
Urban Design – Primary Study Area: Building Bulk, Use, and Type



(5) Modern buildings of Montefiore Hospital northwest of Williamsbridge Oval.



(6) Saint Brendan's Roman Catholic Church (left), with brick apartment building in distance at right and single-family housing in foreground at right; looking north along Perry Avenue.

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Figure 3.7-6 (continued)
Urban Design – Primary Study Area: Building Bulk, Use, and Type



(7) Westerly view from Webster Avenue up East 199th Street toward the Mount Saint Ursula Campus (main building visible in center of photo).



(8) Fordham Plaza, looking southwest across East Fordham Road.

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Figure 3.7-6 (continued)
Urban Design – Primary Study Area: Building Bulk, Use, and Type



- (9) Fordham University Rose Hill Campus Walsh Library, looking north along Third Avenue, across East Fordham Road from entrance of One Fordham Plaza.



- (10) Glass dome of the historic Enid A. Haupt Conservatory in the New York Botanical Garden, visible from Bedford Park Boulevard, at approximately Perry Avenue.

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Figure 3.7-6 (continued)
Urban Design – Primary Study Area: Building Bulk, Use, and Type



- (11) Historic Mertz Library in the New York Botanical Garden visible beyond historic Botanical Garden station of the Metro-North Railroad Harlem Line; both historic resources visible from Webster Avenue, looking across the cleared site for the future Peter Jay Sharpe Parking Garage (serving the New York Botanical Garden).

Building Arrangement

There are three types of land use groupings within the primary study area: high-density commercial, major institutional, and residential neighborhood areas with local commercial mixed in. Patterns of building arrangement follow these three groupings. Aspects of each of these groupings differ markedly from the overall building arrangement patterns found in the rezoning area, as the rezoning area primarily features light industrial and automobile-oriented uses mixed with commercial, and the primary study area is much more prevalently developed with residential uses. The primary study area also contains building types not found elsewhere in the study area, such as the high-density commercial uses that define East Fordham Road and Webster Avenue around Fordham Plaza. There are the unique, low-density, self-ordered arrangements of Fordham University Rose Hill Campus buildings and the New York Botanical Garden buildings, which are arranged in gated grounds that are relatively unrelated to the surrounding urban development pattern. Finally, there is the broader area of established residential neighborhoods, Bedford Park and Norwood, comprising the majority of the primary study area to the west of Webster Avenue.

The primary study area west of the rezoning area is mostly residential, with several commercial corridors running through it, such as East 204th Street and East Gun Hill Road. Similarly, the portion of urban development east of the rezoning area and Bronx River Parkway, in the northeastern portion of the primary study area, also are primarily residential, served by a commercial corridor (White Plains Road) at the perimeter of the study area boundary. Blocks in these areas are generally rectangular, divided lengthwise into two parts, with each long side of the block divided into numerous lots that are of narrow width; similar lots line the block ends, as well. Therefore, buildings are oriented to the access street serving them, whether the street runs east-west or north-south. Lots at block ends may be wider, particularly along the commercial corridors.

Apartment buildings, both elevator buildings and walk-ups, are common throughout the residential areas. Most residential buildings are set at, or near, the front lot line and have no side yards, except for some larger apartment buildings that have minimal green space surrounding them. Lower-density residential buildings, such as single family row houses or similar buildings converted to multi-family apartment buildings typically have back yards and frequently can be found with front yards as well. Where such building typologies exist, they generally are found in groups, such as comprising an entire block length. Further, some streets are lined almost exclusively with apartment buildings of similar massing and construction, arranged together along the street. (See previous Figure 3.7-3, Photo 2.) Thus, most streets in the study area, whether bulkier apartment buildings, rowhouses or commercial uses, effect a strong streetwall.

The Mount Saint Ursula campus consists of a single large block, roughly equivalent in length to surrounding blocks but twice the width. Designed as a campus of interconnected building masses, its building arrangement does not comport with surrounding patterns. Rather, the buildings seem to be oriented more closely to the geography of the site, as they generally run lengthwise north-south, perpendicular to the

rise of the site's slope. They are set in the center of the block, surrounded by landscaped grounds.

The Fordham University campus, also on East Fordham Road, in the southeastern portion of the primary study area, features large buildings arranged along wandering drives and sidewalks amid a park-like setting. The New York Botanical Garden buildings to the north, in Bronx Park east of the rezoning area, are similarly arranged to an internal order that is generally unrelated to and not perceptible from, surrounding areas. Several Fordham University buildings and several New York Botanical Garden buildings are visible from the surrounding streets; however, unlike the other nearby development to the west, there is no streetwall established by these campus buildings, which are set back from East Fordham Road and separated from it by a lawn and wall. The campus the buildings are spaciouly arranged, and include designated landmark structures.

East Fordham Road is lined with dense commercial development. Directly east of Fordham Plaza, just northeast of the rezoning area, are bulkier office buildings, of which One Fordham Plaza is the most prominent, largely for its overall bulk and design style; it is a single large building dominating an entire block, situated at the street line of two sides of the block, with garage parking on the remainder. Its placement also contributes not just to the Third Avenue and East Fordham Road streetwalls but also to the general envelope of Fordham Plaza, which is not well defined otherwise. Fordham Plaza is situated atop the Metro-North Railroad, between south-bound Park Avenue on the west and north- and south-bound Park Avenue and Third Avenue, which converge east of the plaza, thus representing a change in the overall street pattern. The plaza does not include buildings within it, aside from the pavilion and several sheltered vendor stalls, and so like parts of the Fordham University campus, Fordham Plaza also represents low-density relief amid otherwise densely developed streetscapes in this portion of the primary study area. A concession stand building abuts East Fordham Road in this location. The buildings in this southern portion of the primary study area are oriented away from the rezoning area or separated from it by the development along East Fordham Road, the Fordham University Rose Hill Campus, and the Metro-North Railroad.

Block Form and Street Pattern

Within the primary study area, the block forms and street pattern differ markedly east and west of the rezoning area. This difference is the result of the eastern portion of the primary study area comprising large portions of the Fordham University Rose Hill Campus to the south, Bronx Park and the New York Botanical Garden, and the Bronx River Parkway to the north. These areas contain their own roadway patterns that connect into, but are not part of, the surrounding street patterns. Further, being parks and a campus in a park-like setting, these areas are not further divided into blocks. In the northeastern portion of the primary study area, there are a few rectangular blocks, trending north-south, present north and south of East Gun Hill Road, components of a dominant rectilinear grid that continues to the east.

West of Webster Avenue and the rezoning area, blocks are generally rectangular, trending north-south within a fairly regular street grid. There are some irregularly shaped blocks where the street grid is interrupted by Mosholu Parkway, the Williamsbridge Oval to the north, and Mount Saint Ursula to the south. Further, Mosholu Parkway forms a notable physical divide within the street grid, separating areas north and south by a distance approximating the length of a block in the vicinity.

At the northern end of the primary study area, the Woodlawn Cemetery interrupts the street pattern entirely, bordered by Webster Avenue on the east, and the jagged East 211th Street on its south.

In the southern part of the primary study area, there are irregularities in block form and street pattern as well. West of Webster Avenue, East Fordham Road turns slightly toward the southwest, eventually merging into East 188th Street outside the primary study area. The southern portion of the primary study area also includes Fordham Plaza, built between the convergence of Park Avenue (its northern terminus) and Third Avenue, with East Fordham Road; Fordham Plaza is built atop the Metro-North Railroad, which to the south runs in a cut between the north- and south-bound lanes of Park Avenue. To east of Fordham Plaza are the large square blocks, unique within the area, one of which hosts the notably massive and styled One Fordham Plaza.

Streetscape Elements

The primary study area streetscapes are generally attractive. Except for the larger portion that is almost exclusively residential, streetscape elements are limited to street trees and instances of private landscaping and are visible from sidewalks. The apartment buildings found throughout much of the primary study area are generally without any landscaping; set at the streetline, without front or side yards. The contribution of these buildings to the streetscape is in many cases limited to the notable presence of fire escapes. The streets around Williamsbridge Oval include ornamental steel fencing as well as street lighting. Together with the landscaping in the Williamsbridge Oval and common to the lower density residences in the area, the streetscape atmosphere reflects the Bronx's nickname of "the Borough of Parks." Many of the lower density houses in the primary study area, the one- and two-family attached or detached housing, feature front gardens and side yards, which are attractively landscaped. (See Figure 3.7-7, Photo 1.) Otherwise, where private landscaping is not common, street trees (varying levels of maturity) are present on most streetscapes, though in no instance do they define the visual character of the street.

The East 204th Street and East Gun Hill Road commercial corridors feature signage typical of commercial areas, such as awnings and window signage. Similarly, the commercial areas in the southern extent of the primary study area also include signage as well as the unique streetscape elements that are part of Fordham Plaza and Rose Hill Park. Where there is commercial activity, the streetscape features the commercial signage associated with on-site uses. Generally, signage is limited to awnings. In some cases, however, the awnings not only run the length of a façade but also extend out from the front door to the edge of the sidewalk. In addition to typical commercial signage,

East 204th Street also is decorated seasonally for the holidays. (See Figure 3.7-7, Photo 2.) In the southern edge of the study area, are the commercial areas along East Fordham Road around its intersection with Webster Avenue. Retail uses prevail, dominating much of the streetscape with their awning signage, though primarily for the lack of other streetscape elements rather than for any unusually extensive presence of signage. Fordham Plaza is of an especially unified design, and among its attractive streetscape elements are those aimed at improving the pedestrian experience as well as overall visual quality. Street trees are planted and maintained, and the plaza area features sculptural column elements, architectural lighting, bollards and some ornamental trees, as well as benches.

The major area parklands that dominate the eastern half of the primary study area also contribute to the streetscape around the rezoning area, primarily through visible landscaping but also in some cases in the form of seating and passive recreational areas that are enjoyable as part of the surrounding streetscape. Like Bronx Park and New York Botanical Garden, both the Fordham University Rose Hill Campus and the Bronx River Parkway also contribute visual relief to surrounding streetscapes in the primary study area; the parkway can also be credited with being designed to provided advantageous views of the natural areas that surround it. (See Figure 3.7-7, Photo 3.)

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Figure 3.7-7
Urban Design – Primary Study Area: Streetscape Elements



(1) Single-family detached housing with front gardens along Decatur Avenue, north of East 204th Street.



(2) East 204th Street, looking west from Decatur Avenue.

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Figure 3.7-7 (continued)
Urban Design – Primary Study Area: Streetscape Elements



- (3) Edge of Bronx Park and New York Botanical Garden visible across Dr. Theodore Kazimiroff Boulevard, looking east along Bedford Park Boulevard; green street planted area visible in foreground.

Street Hierarchy

The most prominent streets within the primary study area are those roadways of regional importance, which connect other parts of the Bronx, Westchester County to the north, and westward to Harlem River crossings into Manhattan. At the top of the street hierarchy illustrated on Figure 3.7-3 is the Cross Bronx Expressway (I-95), an interstate highway that runs east-west approximately 1- $\frac{1}{4}$ miles south of the primary study area. I-87 runs north-south approximately one mile west of the primary study area. These two interstates meet approximately 1- $\frac{3}{4}$ miles southwest of the primary study area, at which point I-95 crosses the Harlem River via the Washington Bridge into Manhattan before continuing west across the George Washington Bridge and the Hudson River into New Jersey. I-87 runs along the western perimeter of the Bronx, continuing north into Westchester County and south, connecting to I-895 and I-278, which run east and north to Westchester County and south and east into Queens.

Mosholu Parkway, which connects to Henry Hudson Parkway just south of Westchester County northwest of the primary study area, terminates into Webster Avenue at roughly the north-south midpoint of the rezoning area. The parkway's characteristics include lanes of traffic separated by wide medians and open spaces near the rezoning area, which are landscaped as parkland and provide passive and active recreation space as part of the parkway system.

The primary study area also includes the Bronx River Parkway, which runs north-south, to the east of the rezoning area alongside the Bronx River. It runs adjacent to a segment of the northern end of the rezoning area, exiting the primary study area to the southwest, where it continues southward along the eastern edge of Bronx Park. The Bronx River Parkway includes both the roadway and the landscaped park in which it is set. The southern boundary of this designated parkland is coterminous with the northern boundary of Bronx Park, just south of approximately East 205th Street.

Webster Avenue, on which the rezoning area is focused, is the only north-south connector traversing the rezoning area; it is a designated local truck route. East Fordham Road, approximately one block south of the rezoning area, and East Gun Hill Road at the northern end of the rezoning area, are the east-west arterials directly serving the rezoning area, and are designated truck routes connecting into Webster Avenue.

Local streets connect the primary study area with areas to the west. In addition, the prominent Grand Concourse, one of the borough's most notable urban design features, with its art deco style buildings, runs north-south just outside the western perimeter of the primary study area. Several blocks west of the Grand Concourse is Jerome Avenue, the nearest north-south arterial and truck route.

The rezoning area is separated from development to the east by the expansive Bronx Park. Only a few streets cross Bronx Park, including East Fordham Road and East Gun Hill Road. Mosholu Parkway, which runs east from the rezoning area is connected by a local road, Dr. Theodore Kazimiroff Boulevard, to the Bronx River Parkway and areas east. Kazimiroff Boulevard approximates the eastern and northern borders of the New

York Botanical Garden and also separates Bronx Park and the New York Botanical Garden from the Fordham University Rose Hill Campus to the south.

Natural Features

The primary study area is fairly rich in natural features, containing not only parklands and Mosholu Parkway's landscaped areas west of the rezoning area, but segments of the naturalized Metro-North Railroad right-of-way and in portions of the exceptional Bronx Park, New York Botanical Garden, Bronx River Parkway, Bronx River and several small surface water bodies east of the rezoning area. However, much of the designed and natural scenic beauty of Bronx Park, Bronx River Parkway, and New York Botanical Garden is not visible or appreciable from within the rezoning area; these areas generally are visible and enjoyable only from immediately proximate locations within the primary study area. A large portion of the Fordham University Rose Hill Campus, with trees and lawn comprising its vegetation content, is included in the southeastern portion of the primary study area, sharing an adjacency with the rezoning area. As with other manicured, park-like settings in the primary study area, however, the Fordham University Rose Hill Campus, though attractive, does not constitute important or vulnerable natural features. A portion of Woodlawn Cemetery comprises another heavily landscaped area within the primary study area, northwest of the rezoning area; its attractive grounds, however, contribute only modestly to the aesthetic of the surrounding streetscapes within the primary study area, as only perimeter trees are generally visible from surrounding areas.

Bronx Park includes numerous attractive recreation areas, natural areas, especially along the Bronx River, historical landmarks and regional attractions, including the New York Botanical Garden and the Bronx Zoo (southeast of the primary study area), one of the largest wildlife conservation parks in the U.S. The northwestern portion of the park, including a portion of the New York Botanical Garden, lies adjacent to a portion of the rezoning area. (See Figure 3.7-8, Photos 1 and 2.) The Bronx River runs through the Bronx River Parkway and Bronx Park, and at one point, where it coincides with the western edge of the Bronx River Parkway, just north of approximately East 207th Street, it is nearly adjacent to the rezoning area. Separated from Webster Avenue and the built-up areas of the rezoning area by the Metro-North Railroad Harlem Line, there is little visual connectivity between the Bronx River and the rezoning area. There is limited visual connectivity to the Bronx River Parkway, however, from the elevated residential areas just west of the rezoning area, such as just west of Parkside Place. Further south, the Bronx River runs through a gorge, hosting numerous habitats of interest both to scientists and the visiting public.

A portion of the New York Botanical Garden (located within Bronx Park), is located within ¼-mile of the rezoning area. In addition to its research facilities, gardens and other collections, the New York Botanical Garden hosts the only remaining virgin forest preserve in the city; a small portion of the native forest is located within the primary study area, separated from the rezoning area by major buildings, such as the Mertz Library and neighboring research facilities and landscaped gardens and plant and tree collections. The Twin Lakes at the northern tip of the New York Botanical Garden, lie

approximately 200 feet east of the rezoning area, at their nearest point, just south of approximately East 202nd Street. The portion of the Bronx River within the New York Botanical Garden is more than ¼-mile from the rezoning area. The New York Botanical Garden is open to the public for a fee, although free on Wednesdays and Saturday mornings; visitors are not permitted off designated walkways.

The topography of the primary study area includes a difference in elevation, where the areas west and northwest—generally west of Bainbridge Avenue, in the full extent of the study area, and west of Webster Avenue, north of approximately East 205th Street—are at higher elevations than areas to the east, including Webster Avenue and the rezoning area, and the eastern portion of the primary study area. This change in elevation is perceptible along east-west local streets west of the study area, particularly when looking east, downhill. There are a few instances where the topography has informed the massing and placement of private development, including Mount Saint Ursula on Bedford Park Boulevard and Bainbridge Avenue, and residential development just west of Parkside Place (west of Webster Avenue) north of East 205th Street. Most of the primary study area is not developed in a manner that affords distinctive views eastward from public areas, although there are views from streets west of the Webster Avenue corridor, north of approximately East 205th Street, over the Metro-North Railroad right-of-way toward the Bronx River Parkway. Overall, however, while the changes in topography are perceptible, they do not contribute notably to the overall urban design or the aesthetic character of the primary study area.

Figure 3.7-8
Urban Design – Primary Study Area: Natural Features



- (1) Historic Enid A. Haupt Conservatory viewed from within the grounds of the New York Botanical Garden.



- (2) View outward from New York Botanical Garden perimeter parking area, facing west toward the historic 52nd Police Precinct building within the northern portion of Mosholu Parkway.

VISUAL RESOURCES

Based on criteria outlined in the *CEQR Technical Manual*, a number of resources have been defined as having visual significance in the rezoning area and the ¼-mile primary study area. For the proposed rezoning action, these resources include views of significant historic and architectural landmarks and open spaces in and proximate to the rezoning area. Specifically with regard to this assessment, visual resources of concern are those resources sharing visual connectivity with projected development sites in the rezoning area; the projected development sites are identified as the locations where it is reasonable to assume new development would occur as a result of the proposed action. Thus, the new development would represent a change in the visual environs of the projected development sites. Whereas this alteration to the aesthetic character is also considered with regard to urban design, the visual resources assessment is directed at determining potential effects to specific, visually significant elements whose contribution to the aesthetic character of the neighborhood or the enjoyment of which potentially may be affected by changes at projected development sites. To facilitate the identification of visually significant resources and the assessment of potential effects, reference is made to other technical analyses, as noted below.

As described in Chapter 3.4, “Open Space,” there are no open space resources within the rezoning area. One open space resource, Mosholu Parkway, is between the northern and southern segments of the rezoning area, and an additional 18 open spaces, including Fordham Plaza, are located within ¼-mile of the rezoning area. These open spaces consist of parks and playgrounds, including the relatively large Bronx Park, Bronx River Parkway, and Mosholu Parkway, each partially visible from many locations within the study area. Many smaller open spaces are visible only from their immediate surroundings, however, due to their limited size, as well as their being situated within a densely developed area. As described in Chapter 3.4, no direct impacts (i.e., physical changes) to open spaces would occur as a result of the proposed action. However, because open spaces typically provide visual relief and generally enhance the aesthetic character of their immediate environs, the visibility of these open spaces is considered as part of the visual resources assessment.

The three larger open space resources—Bronx River Parkway, Bronx Park, and Mosholu Parkway—share visual connectivity with one or more projected development sites. (Each of two other open space resources located within the ¼-mile primary study area shares visual connectivity, respectively, with a potential development site but no projected development site.)

Chapter 3.6, “Historic Resources,” identifies and describes historic resources located within the rezoning area and a radius of 400 feet around the zoning area. Per the guidance of the *CEQR Technical Manual*, the radius of 400 feet is considered appropriate to assess potential impacts to historic resources, including changes to their visual environs. Identified historic resources include historic buildings, historic campuses and a cemetery—areas resembling districts, though there are no historic districts, per se. As explained in Chapter 3.6, the proposed action would not result in direct effects to the

identified historic resources. However, as with open spaces, historic resources, particularly those resources of architectural significance or interesting form, may enhance the aesthetic character of their immediate environs and imbue the area with a sense of history. Among historic resources in the area are the Fordham University Rose Hill Campus, itself, as well as several of its buildings, which are of individual historic significance (though none of these buildings share visual connectivity with Projected Development sites). Similarly, the New York Botanical Garden is a historic resource that also includes buildings of individual historic significance, notably the Enid A. Haupt Conservatory and the Mertz Library.

The four historic resources that share visual connectivity with projected development sites, together with the three open space resources noted above, comprise the visual resources assessed. These seven visual resources are assessed individually according to their relationships with projected development sites.

In addition, all 28 visual resources identified within the rezoning area and primary study area are assessed to determine the visual relationships shared among them. These instances of visibility between one visual resource and another are identified as “view corridors.” These view corridors are important in providing a sense of connectivity among the numerous open spaces and for providing the public the opportunity to enjoy these publicly accessible visual resources. Where views from historic architectural resources to open spaces or other historic resources are characteristically important to the historic resources, themselves, these view corridors may be subject to specific assessment; otherwise, it is the view of the historic resource from the publicly accessible area that is considered to be of primary importance.

Table 3.7-1 lists both the open space and the historic resources that have been identified within and around the rezoning area. The visual environs of each resource, and their visual relationships with projected and potential development sites, are also noted in Table 3.7-1; descriptions of view corridors to which resources contribute are also provided. Figure 3.7-9 illustrates the location of all visual resources, which are numbered according to the key provided in Table 3.7-1. Images of each of the landmark and important non-landmark buildings (National Register-Eligible) are presented in Chapter 3.6, and selected views of the principal visual resources and sensitive view corridors appear in Figure 3.7-10. Further details about area parks are available in Chapter 3.4, “Open Space,” while additional information on historic and architectural resources can be found in Chapter 3.6, “Historic Resources.”

In total, 19 individual resources are each part of a view corridor, in some cases more than one view corridor. Some visual resources are adjacent to one another or separated only by a street, and that relationship would not change as a result of the proposed action nor would the visual connectivity be impaired. The view corridors that include projected development sites, either directly or proximate within the streetscape, are considered “sensitive” to potential effects of the proposed action.

A portion of the New York Botanical Garden is located within the primary study area east of the rezoning area. It is located entirely within Bronx Park. Its main entrance is

on Kazimiroff Boulevard, just north of the Fordham University Rose Hill Campus. Another entrance to the north (Mosholu Gate) is located at approximately East 201st Street and Dr. Kazimiroff Boulevard and is served by Metro-North Railroad Harlem Line passenger train service to the historic Botanical Garden Station. In addition to its research facilities, gardens and other collections, the New York Botanical Garden hosts the only remaining virgin forest preserve in the city. There are no direct views to projected development sites from the grounds, and limited outward views in general, owing largely to the perimeter landscaping and mature tree growth, which is also present throughout Bronx Park, overall. There are views from its perimeter to the historic 52nd Police Precinct Station, but this view is not proximate to a projected development site and therefore would not be affected by the proposed action. Further, the design of the Garden orients views among its own landscape and architectural features and does not rely on outwardly oriented visual relationships to surrounding areas.

Two important buildings, however, the historic Enid A. Haupt Conservatory and Mertz Library, are visible from points outside Bronx Park (primarily during winter months when the intervening deciduous trees are without foliage). The Enid A. Haupt Conservatory is the largest Victorian glasshouse in the U.S. and at a height of 90 feet its glass dome is visible from points along Bedford Park Boulevard, especially from the higher elevation near Perry Avenue. It is visible facing east down Bedford Park Boulevard and over the top of the building (adjacent to projected development site 7) at the southwest corner of Webster Avenue and Bedford Park Boulevard. (See previous Figure 3.7-6, Photo 10.) Likewise, the historic Mertz Library and the Botanical Garden Station are partially visible from public sidewalks along Webster Avenue. The views of both domes are both proximate to projected development sites 2, 3 and 7, and thus, the New York Botanical Garden—specifically, views of the conservatory and library domes—is part of the only sensitive view corridor identified with regard to the proposed action. Views of these historic structures are more obscured in all but winter months by the foliage of deciduous trees in the area. (See previous Figures and Photos: 3.7-4, Photo 5; 3.7-6, Photos 10 and 11; 3.7-7, Photo 3; 3.7-8, Photos 1 and 2; and 3.7-10, Photo 1.) For additional detail, see Chapter 3.6, “Historic Resources.”)

Table 3.7-1: Visual Resources in the Webster Avenue Study Areas

Visual Resources Located in the Rezoning Area				
Key #	Resource Name	Location	Resource Description	Description of Views
1	Botanical Garden Arms	2988-2990 Webster Avenue	Historic Resource (NR eligible)	<p>Direct views to projected development sites 8 and 9 to the west and 7 to the southwest. Likely partial views from upper floors to projected development sites 4, 5, and 6 in the southwest and 2 and 3 in the south.</p> <p>Direct views to potential development sites 110 and 111 in the northwest, 108 and 109 in the southwest. Likely partial views from upper floors to potential development sites 104 and 107 to the south.</p> <p>Part of a view corridor: Visibility to Mosholu Parkway to the north and Ridge Field to the northeast, to Bronx Park and the historic Botanical Garden Station to the east. Partial visibility to Green Street at East 200th Street and Dr. Kazimiroff Boulevard to the southeast. Visibility to historic New York Botanical Garden to the east and likely partial visibility from upper floors to the historic Enid A. Haupt Conservatory and the Mertz Library.</p>

Table 3.7-1: Visual Resources in the Webster Study Areas (continued)

Visual Resources Located in the Primary Study Area				
Key #	Resource Name	Location	Resource Description	Description of Views
2	52nd Police Precinct Station and Stable	3016 Webster Avenue	Historic Resource (NYCL, NR)	<p>Direct views northwest to projected development site 14.</p> <p>Partial views northwest to potential development site 112.</p> <p>Part of a view corridor: Visibility west to Mosholu Parkway and east to Bronx Park and the historic New York Botanical Garden; partial visibility east to Green Street at Bedford Park Boulevard and Dr. Kazimiroff Boulevard.</p>
3	Mosholu Parkway	Bronx Park to Van Cortlandt Park	80.936 acres (total acreage) NYC DPR Parkway	<p>Direct visibility north to projected development site 4.</p> <p>Partial visibility to upper floors of potential development site 112, beyond projected development site 4.</p> <p>Part of a view corridor: Visibility east to historic 52nd Police Precinct Station; visibility southeast to historic Botanical Garden Arms apartment building. Partial visibility east to Bronx Park and historic New York Botanical Garden, and Green Streets located at Bedford Park Boulevard and Kazimiroff Boulevard.</p>
	Ridge Field (is part of Mosholu Parkway)	Webster Avenue and East 201 st Street	Ball field	<p>No visibility to projected development sites.</p> <p>Partial visibility southwest to potential development sites 110 and 111.</p> <p>Visibility south to the historic Botanical Garden Arms apartment building, and limited visibility east to Bronx Park and historic New York Botanical Garden and southeast to the historic Botanical Garden Station.</p>

Table 3.7-1: Visual Resources in the Webster Study Areas (continued)

Visual Resources Located in the Primary Study Area				
Key #	Resource Name	Location	Resource Description	Description of Views
4	Woodlawn Cemetery	East 233rd St Webster Avenue East 211 Street	Historic Resource (SR/NR)	<p>Direct views east and southeast respectively to projected development sites 24 and 22. Likely partial views to upper floors of new construction that may be built on projected development site 23 to the south.</p> <p>Direct views south to potential development sites 122 and 124 and southeast to potential development site 124. Likely limited views south to potential development site 121. Part of view corridor: Limited visibility east to the Bronx River Parkway, possible, both over and around projected development sites 24 and 22 from the perimeter that is not generally accessible to the public. Visibility southwest along Putnam Place to Williamsbridge Oval.</p>
5	Green Street	East Gun Hill Road and White Plains Road	Green Street	<p>No views to projected development sites or potential development sites.</p> <p>Part of a view corridor: Visibility east to X095 Williamsbridge Square at East Gun Hill Road and White Plains Road. Limited visibility west to portions of the Bronx River Parkway.</p>
6	Williamsbridge Square	White Plains Rd, E 212 St, E Gun Hill Rd	1.395 acres NYC DPR Triangle/Plaza	<p>No views to projected development sites or potential development sites.</p> <p>Part of a view corridor: Visibility west to the Green Street at East Gun Hill Road and White Plains Road. Limited visibility west to portions of the Bronx River Parkway.</p>
7	Magenta Playground	Olinville Ave. and Rosewood St.	0.605 acres NYC DPR Triangle/Plaza	Visible from immediate surroundings

Table 3.7-1: Visual Resources in the Webster Study Areas (continued)

Visual Resources Located in the Primary Study Area				
Key #	Resource Name	Location	Resource Description	Description of Views
8	Bronx River Parkway	Bronx River bet. Burke Ave. and the New York City-Westchester County Line	205.647 acres (total acreage) NYC DPR Parkway	<p>Limited views west to projected development sites 24, 22, 21 and 20 possible.</p> <p>Limited views west to potential development sites 124 possible. Part of a view corridor: Visibility southward into the adjacent Bronx Park.</p> <p>Limited visibility west to the X072 Public Place and east to a Green Street and X095 Williamsbridge Playground, both at East Gun Hill Road and White Plains Road.</p> <p><i>The parkway is designed to provide attractive and safe views from the roadway to the immediate surroundings; thus, particularly where it runs at an elevation lower than its surroundings, views to proximate development sites and the trees at the periphery of the Woodlawn Cemetery are limited if possible.</i></p>
9	“Public Place”	Parkside Place at East 209 th Street	0.403 acres Park NYC DPR / Playground	<p>No views to projected development sites.</p> <p>Limited view north to potential development site 120.</p> <p>Part of a view corridor: Visibility east to Bronx River Parkway.</p>
10	Williams-bridge Oval	Van Cortlandt Ave. East, Reservoir Oval E	19.749 acres NYC DPR Neighborhood Park	<p>No views to projected development sites or potential development sites.</p> <p>Part of a view corridor: Visibility northeast along Putnam Place to the historic Woodlawn Cemetery.</p>
11	Whalen Park	Perry Ave. bet. E. 205 St. and E. 208 St.	0.326 acres NYC DPR Triangle/Plaza	Visible from immediate surroundings
12	Mosholu Playground (PS 8)	Briggs Avenue, E. Mosholu Parkway S., and Bainbridge Avenue	NYC DPR Park / Playground	<p>No views to projected development sites or potential development sites.</p> <p>Part of a view corridor: Visibility east to X197 Mosholu Parkway.</p>

Table 3.7-1: Visual Resources in the Webster Study Areas (continued)

Visual Resources Located in the Primary Study Area				
Key #	Resource Name	Location	Resource Description	Description of Views
13	Green Street	East 200 th Street and Dr. Kazimiroff Boulevard	Green Street	<p>No views to projected development sites.</p> <p>Partial view west to potential development sites 104 and 107.</p> <p>Part of a view corridor: Visibility northeast and east to Bronx Park. Partial visibility northwest to historic Botanical Garden Arms apartment building and east to the New York Botanical Garden.</p>
14	Botanical Garden Station	Botanical Square and Webster Avenue	Historic Resource (SR/NR eligible)	<p>No direct views to projected development sites. Likely partial views southwest to projected development sites 2 and 3.</p> <p>Likely partial views southwest to potential development sites 104, 107, and 125.</p> <p><u>Part of a sensitive view corridor:</u> Partially visible from Webster Avenue sidewalk at Bedford Park Boulevard. Limited visibility west to historic Botanical Garden Arms apartment building, south to Green Street at East 200th Street and Dr. Kazimiroff Boulevard, and east and northeast to Bronx Park and the historic New York Botanical Garden.</p>
15	Green Street	Bedford Park Boulevard and Dr. Kazimiroff Boulevard	Green Street	<p>No views to projected development sites or potential development sites.</p> <p>Part of a view corridor: Visibility north, south, and east to Bronx Park. Limited visibility west to Mosholu Parkway and to the historic 52nd Police Precinct Station and Stable, south to the historic Botanical Garden Station and east to the New York Botanical Garden.</p>
16	Bronx Park	Burke Ave. to E. 180 St. bet. Kazimiroff Blvd – Southern Blvd. and Bronx Park E. – Unionport Rd.	718.100 acres NYC DPR Flagship Park	<p>Direct views west to projected development sites 10, 17, 18, 19, 20 and 21. Partial views west to projected development sites 2, 3, 12 and 13.</p>

Table 3.7-1: Visual Resources in the Webster Study Areas (continued)

Visual Resources Located in the Primary Study Area				
Key #	Resource Name	Location	Resource Description	Description of Views
16 (cont'd)	Bronx Park	Burke Ave. to E. 180 St. bet. Dr. Kazamiroff Blvd – Southern Blvd. and Bronx Park E. – Unionport Rd.	718.100 acres NYC DPR Flagship Park	<p>Direct views west to potential development sites 115, 116, 117, 118, and 119. Partial views west to potential development sites 104 and 107.</p> <p>Part of a view corridor: Visibility north to the adjacent Bronx River Parkway and to and through the New York Botanical Garden that is situated within Bronx Park. Visibility west to the historic 52nd Police Precinct Station and Stable and to the historic Botanical Garden Station. Visibility west to Green Streets located on Dr. Kazimiroff Boulevard and East 201st Street and Bedford Park Boulevard. Limited visibility west to Mosholu Parkway.</p>
17	New York Botanical Garden	Southern Boulevard/Bedford Park Boulevard	Historic Resource (SR/NR)	<p>No views to projected development sites or potential development sites.</p> <p><u>Part of a sensitive view corridor:</u> Partial visibility to some areas of the surrounding Bronx Park, Fordham University Rose Hill Campus to the south, the historic 52nd Police Precinct Station and Stable to the west, and the Botanical Garden Station to the west. Partial visibility to two Green Streets on Dr. Kazimiroff Boulevard, one at Bedford Park Boulevard and one at East 200th Street.</p> <p><i>Views outward from points within the New York Botanical Garden are limited by mature tree growth along its perimeter. However, the tops of some taller structures, such as the dome of the Enid A. Haupt Conservatory, as well as perimeter trees, are visible from points outside the property, such as from Webster Avenue and from Bedford Park Boulevard, past Projected Development Site 7 and Potential Development Sites 104 and 107.</i></p>
18	Fordham Bedford Lot Busters	Bainbridge Avenue at East 193 rd Street	0.137 acre NYC DPR Garden	Visible from immediate surroundings
19	Poe Park	Grand Concourse, E. 192 St.	2.331 acres NYC DPR Playground	Visible from immediate surroundings

Table 3.7-1: Visual Resources in the Webster Study Areas (continued)

Visual Resources Located in the Primary Study Area				
Key #	Resource Name	Location	Resource Description	Description of Views
20	Bryan Park	E. Kingsbridge Rd., E. Fordham Rd.	0.150 acre NYC DPR Triangle/Plaza	Visible from immediate surroundings
21	Rose Hill Park	Webster Avenue, East Fordham Road, East Fordham Road	0.830 acre NYC DPR Triangle Plaza	No views to projected development sites or potential development sites. Part of a view corridor: Visibility south to Fordham Plaza and east to Fordham University Rose Hill Campus.
22	Fordham University, Rose Hill Campus	East Fordham Road and Webster Avenue	Historic Resource - SR/NR Potential	Partial views west to projected development site 1. Partial views northwest to potential development site 125, and partial views likely west to potential development sites 101, 102, 103, and 104. Part of a view corridor: Visibility west to Rose Hill Park and south to Fordham Plaza; extremely limited visibility from Webster Playground to the southwest. Visibility north to Bronx Park and the New York Botanical Garden. <i>Views outward from points within the Fordham University Rose Hill Campus are limited by mature tree growth along the campus perimeter and within the Metro-North Railroad cut. However, the tops of some taller structures such as the Walsh Library, as well as perimeter trees are visible from points outside the property; refer to the descriptions of Rose Hill Park, Webster Avenue Playground and Fordham Plaza.</i>
23	Alumni House	Fordham University	Historic Resource - NYCL	No visual connectivity west beyond other campus buildings to projected development sites or potential development sites.
24	Saint John's Hall	Fordham University	Historic Resource - NYCL	No visual connectivity west beyond other campus buildings to projected development sites or potential development sites.

Table 3.7-1: Visual Resources in the Webster Study Areas (continued)

Visual Resources Located in the Primary Study Area				
Key #	Resource Name	Location	Resource Description	Description of Views
25	Saint John's Church	Fordham University	Historic Resource - NYCL	No visual connectivity west beyond other campus buildings to projected development sites or potential development sites.
26	Fordham Road Railroad Station	East Fordham Avenue and Webster Avenue	Historic Resource (SR/NR eligible)	No views to projected development sites. Direct views west to potential development site 101 and northwest to 102; partial views northwest to potential development sites 103 and 104. Part of a view corridor: Visibility east to Fordham University Rose Hill Campus
27	Fordham Plaza	East Fordham Road, Park Avenue, East 189 th Street, and Third Avenue	0.680 acres	Direct visibility southeast to projected development sites 1, 4, and 5. Partial visibility to projected development site to the southwest. Likely visibility to upper floors of new development may be constructed on projected development site 2 to the southwest, if taller than two floors. Partial visibility southeast to potential development site 101. Part of view corridor: Visibility north to X042 Rose Hill Park and Fordham University Rose Hill Campus, partial visibility southwest past projected development site 3 to X174 Webster Playground, and partial visibility southeast past projected development site 4 to X061 Flood Triangle
28	Webster Playground	E. 188 St. bet. Webster Ave. and Park Ave.	0.744 acres NYC DPR Playground	No views to projected development sites or potential development sites. Part of a view corridor: Partial visibility northeast to Fordham Plaza; extremely limited visibility northeast to Fordham University Rose Hill Campus, including top of Walsh Library and perimeter trees.

NOTE: View corridors are identified as being lines of existing, direct visibility between and among identified visual resources. View corridors that also include or are proximate to projected development sites are considered sensitive view corridors.

Source: STV Incorporated, 2010.

Key to Resource Descriptions:

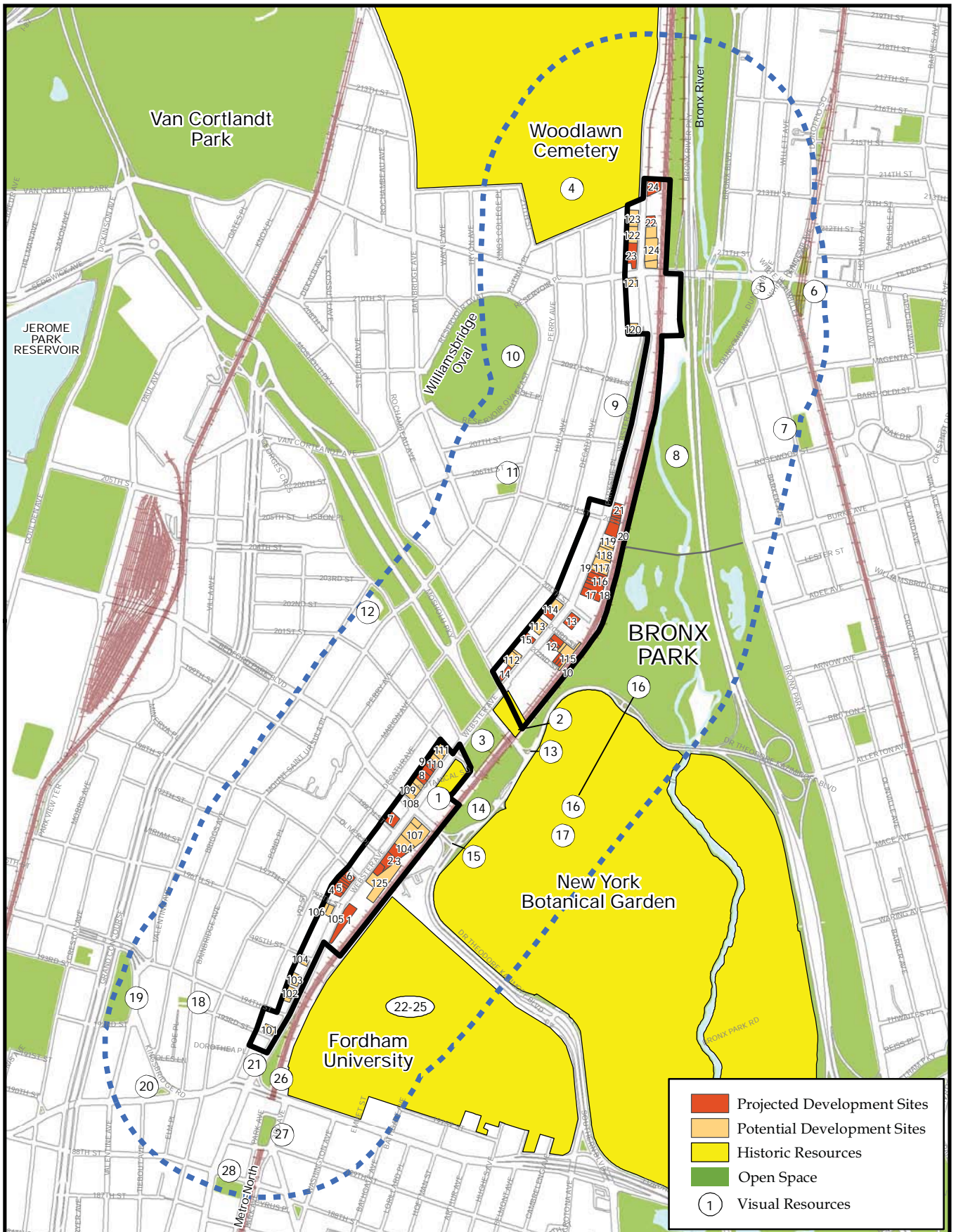
NYC DPR - Resource is under the jurisdiction of the NYC Department of Parks and Recreation.

SR/NR - Listed in the National Register of Historic Places and the New York State Register

NYCL - Landmark designation by the NYC Landmarks Preservation Commission

NR Eligible - Previously determined eligible for listing in National Register of Historic Places

NR Potential - Potentially eligible for listing in the National Register of Historic Places



Legend

- Webster Avenue Rezoning Area
- Primary Study Area (1/4-Mile Radius around Proposed Rezoning Area)



Source: NYC Department of City Planning MapPLUTO 2009; NYC Department of Parks and Recreation; STV Incorporated

Figure 3.7-9: Urban Design Visual Resources

Webster Avenue Rezoning

NYC Department of City Planning

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**Figure 3.7-10
Visual Resources and View Corridors**



- (1) View looking west along Mosholu Parkway from the internal perimeter parking area of the New York Botanical Garden.

3.7.2 FUTURE WITHOUT THE PROPOSED ACTION

In the future without the proposed action, it is anticipated that the zoning regulations in the rezoning area that exist presently will remain in place. As discussed in Chapter 3.1, “Land Use, Zoning and Public Policy,” DCP has identified 24 projected development sites within the rezoning area. In the future without the proposed action, five of these projected development sites (Sites 2, 6, 10, 18, and 19) would be only partially redeveloped, while no change would occur to the remaining buildings on these sites; no change is expected to occur on projected development site 3. In the future without the proposed action, as-of-right development totaling 219 residential dwelling units; 451,694 sf of commercial space (116,737 sf of commercial retail space; 9,941 sf of restaurant space; 27,612 sf of hotel space; 128,405 sf of office space; and 168,999 sf of automotive-related, storage and other space); 40,164 sf of community facility space; and a total of 982 parking spaces would be expected to occur on these sites. As these developments will occur on projected development sites, including open lots, it is anticipated that urban form would be further defined in the future without the future without the proposed action, compared to existing conditions. The construction on lots that are currently vacant and the removal of such detractors as chain-link fencing will also improve the visual character of the rezoning area. (See Figure 3.7-11.)

In addition, some development as a result of new construction of housing, primarily, is expected to occur outside the rezoning area in the future without the proposed action. These new developments would not generally affect the overall urban form or visual character of the rezoning area or the primary study area. The Peter Jay Sharpe Parking Garage constitutes the only anticipated development within the rezoning area; its construction had not begun as of December 2009, though its posted completion date at that time was “winter 2009-2010.” When complete by 2020, this garage will change the visual character of the rezoning area to some extent, as due to its position at the corner of Bedford Park Boulevard and Webster Avenue, it will alter views of the New York Botanical Garden currently available from Webster Avenue; it will also precludes views of the Mertz Library dome from Webster Avenue.

Park improvements are also anticipated in the future without the proposed action, as described in Chapter 3.4, “Open Space.” An ongoing DPR project to reconstruct the Williamsbridge Oval Playground is scheduled to be completed in spring 2011, including playground improvements, a new basketball court complex with benches and bleachers, and landscaping features. In addition, the East 211th Street entrance to the Bronx River Parkway is undergoing construction of a formal entrance to the northern section of Bronx Park at East 211th Street, linking two disconnected segments of the Bronx River Greenway. The project will also provide seating and plantings, and is expected to be completed in spring 2010.² These park improvements would be expected to improve the quality of facilities in, and access to, open space resources by 2020.

² New York City Department of Parks and Recreation Website, accessed March 3, 2010 at <http://www.nycgovparks.org/parks/X004/>.

Urban Design - Rezoning Study Area

Of the 24 sites, 23 will be developed in the future without the proposed action, while projected development site 3 will remain unchanged from existing conditions. The 25-foot tall two-story commercial parking garage on projected development site 3 will remain.

For the other 23 projected development sites, future conditions without the action are anticipated to differ from existing conditions as a result of new development that will occur on these sites. All 23 projected development sites will be developed in a manner that differs markedly from existing conditions: five projected development sites, which are open in existing conditions, and five sites that are developed but also include open lots under existing conditions, will be redeveloped in the future; building bulk and height will increase on these 10 sites and every other of the 23 projected development sites for which future development is anticipated.

According to the RWCDS, in most cases (19 sites) the built FAR will range between 2.00 and 4.00, consistent with zoning. Projected development sites 10 and 18 will be developed at FARs of 1.54 and 1.79, respectively, while projected development site 12 will be developed with an FAR of 4.8.

There are, in addition, six instances where an existing building (or buildings), that is component to a projected development site will remain as in existing conditions, while the remainder of the site will be redeveloped with new construction. The extant buildings will all be two- or three-stories in height; two of them are currently residences, and will remain so in the future without the proposed action. A summary of projected developments in the future without the proposed action is provide in Table 3.7-2, detailing total developed area of each type of use on the lots comprising the projected development sites.

Table 3.7-2: Projected Developments in the Future Without the Proposed Action

Projected Site #	Block / Lot	DUs*	Comm. Retail SF	Restaurant SF	Hotel SF	Office SF	Auto-Rel., Storage & Other SF	Comm. Facility SF	Parking Spaces
1	3273 / 85	0	16,711	0	0	33,241	0	0	125
2	3273 / 105, 109	0	5,400	0	0	16,665	11,265	0	27
3	3273 / 114	0	0	0	0	0	28,200	0	94
4	3278 / 88	23	3,596	0	0	0	0	0	7
5	3278 / 84, 85	32	1,661	0	0	0	0	3,448	7
6	3278 / 80, 81, 82, 83	20	3,225	5,941	0	3,780	0	0	0
7	3279 / 50	45	6,072	0	0	0	0	0	23
8	3280 / 52, 55	40	6,606	0	0	0	0	0	12
9	3280 / 45, 46, 48, 49	47	9,733	0	0	0	0	0	6
10	3330 / 40, 42, 43	6	0	0	0	0	5,000	0	0
11	3330 / 50, 51	0	0	0	0	7,333	3,667	0	28

Table 3.7-2: Projected Developments in the Future Without the Proposed Action

Projected Site #	Block / Lot	DUs*	Comm. Retail SF	Restaurant SF	Hotel SF	Office SF	Auto-Rel., Storage & Other SF	Comm. Facility SF	Parking Spaces
12	3330 / 52	0	5,280	0	0	0	0	21,120	53
13	3330 / 68	0	12,500	0	0	12,500	0	0	63
14	3331 / 80	0	6,377	0	0	6,377	0	0	32
15	3331 / 64	0	0	0	0	0	12,000	0	27
16	3331 / 53	0	0	4,000	0	8,000	0	0	30
17	3357 / 7	0	0	0	27,612	0	0	0	7
18	3357 / 12, 15	2	6,009	0	0	12,017	0	0	45
19	3357 / 16, 18, 21	4	2,722	0	0	0	21,778	0	64
20	3357 / 37, 52, 53, 54	0	0	0	0	0	37,276	0	46
21	3357 / 55	0	0	0	0	11,611	5,805	0	44
22	3360 / 50	0	5,567	0	0	16,700	0	0	56
23	3356 / 214	0	15,596	0	0	0	24,642	15,596	121
24	3356 / 62	0	9,683	0	0	0	19,367	0	65
Total		219	116,737	9,941	27,612	128,405	168,999	40,164	982

* new DUs do not include affordable housing

Source: NYC Department of City Planning, 2009; STV Incorporated, 2010.

Changes in building bulk and height between existing and future no-action conditions are summarized below for each of the 24 projected development sites.

- Site 1: A three-story (35-foot tall) commercial building will replace a commercial parking lot.
- Site 2: Lot 105 will be developed with a two-story (25-foot tall) commercial building, replacing an existing parking lot. The existing two-story (30-foot tall) building on Lot 109 will remain.
- Site 3: No change is expected to occur on this site in the future without the proposed action. An existing two-story (30-foot tall) commercial parking garage is currently on site and will remain.
- Site 4: A seven-story (75-foot tall) mixed-use building will replace a two-story (25-foot tall) industrial building.
- Site 5: A seven-story (75-foot tall) mixed-use building with 32 DUs, 1,661 sf of retail space, and 3,448 sf of community facility space will replace an existing three-story (35-foot tall) community facility and an existing two-story (25-foot tall) commercial building.
- Site 6: Lot 81 will be redeveloped with a six-story (65-foot tall) mixed-use building, replacing an existing one-story (15-foot tall) commercial building. Lot 83 would be redeveloped with a six-story (65-foot tall) mixed-use building with restaurant space, replacing an existing one-story (15-foot tall) restaurant. The existing two- and three-story (25- and 35-foot tall) buildings on Lots 80 and 82, respectively, will remain.
- Site 7: A seven-story (75-foot tall) mixed-use building will replace an existing two-story (25-foot tall) commercial building.
- Site 8: A seven-story (75-foot tall) mixed-use building will replace an existing one-story commercial building and an existing parking lot.
- Site 9: Lots 45, 46, and 48 will be redeveloped with a six-story (65-foot tall), mixed-use building and Lot 49 will be developed with a seven-story (75-foot tall), mixed-use building. These new developments will replace a series of one-story (15-foot tall) commercial buildings and a parking lot.
- Site 10: Lot 42 will be redeveloped with a three-story (35-foot tall) storage building, replacing an existing one-story (15-foot tall) shed/garage and parking lot. The two existing two-story (25-foot tall) residences on Lots 40 and 43 will remain.
- Site 11: A three-story (35-foot tall) commercial building will replace two existing one-story (15-foot tall) commercial buildings.

- Site 12: A five-story (55-foot tall) mixed-use building will replace a parking lot.
- Site 13: A two-story (25-foot tall) commercial building will replace an existing one-story (15-foot tall) commercial building and parking.
- Site 14: A two-story (25-foot tall) commercial building will replace an existing one-story (15-foot tall) commercial building.
- Site 15: A three-story (35-foot tall) automotive-related facility and parking garage will replace an automotive storage lot and an existing one-story (15-foot tall) commercial building.
- Site 16: A three-story (35-foot tall) commercial building will replace an existing commercial parking lot.
- Site 17: A three-story (35-foot tall) commercial building with hotel space will replace a parking lot and an existing three-story (35-foot tall) mixed-use building.
- Site 18: Lot 12 will be developed with a three-story (35-foot tall) commercial building, replacing a parking lot. An existing three-story (30-foot tall) two-family home will remain on Lot 15.
- Site 19: Lot 18 will be redeveloped with a three-story (35-foot tall), commercial parking garage, replacing an existing parking lot and two one-story (15-foot tall), storage buildings. Lot 21 will be redeveloped with a three-story (35-foot tall) mixed-use building, replacing an existing two-story (25-foot tall), commercial building. An existing four-story (45-foot tall) single-family home will remain on Lot 16.
- Site 20: A three-story (35-foot tall) self-storage facility will replace four vacant lots.
- Site 21: A three-story (35-foot tall) commercial building with parking will replace an existing one-story (15-foot tall) commercial building and an automotive storage lot.
- Site 22: A three-story (35-foot tall) commercial building will replace an existing one-story (15-foot tall) McDonald's restaurant.
- Site 23: A four-story (45-foot tall) mixed-use building with community facility space and parking garage will replace an existing one-story (15-foot tall) commercial building and a vacant automotive sales lot.
- Site 24: A three-story (35-foot tall) commercial building with supermarket space and a parking garage will replace a vacant lot.

In the future without the proposed action there will be no changes to street hierarchy and block form, or to natural features and topography. There will be changes to building bulk, use, and type, as well as to building arrangement, for all identified new

development on each of the 23 affected projected development sites. New uses introduced throughout most of the rezoning area will not be unusual or novel types of uses, as they will comprise common commercial, mixed-use, and light industrial uses. These uses will be new to their respective sites, however, which is notable, considering the number of open sites that will be redeveloped.

It is anticipated that these uses generally will be housed in buildings typical of respective uses as found currently throughout the rezoning area, without unusual design features. Therefore, changes in building use and type, between existing and future conditions without the proposed action, will not affect the fundamental aspects of urban design in the rezoning area overall.

In some cases the new development anticipated in the future without the proposed action will be an improvement over existing conditions, for example, with regard to building bulk and arrangement. Many open lots will no longer be “gaps” in the streetwall. Generally, the 23 projected development sites—including those comprising open lots—either do not contribute to the streetscape or due to their conditions, fencing, signage, etc., detract from the streetscape. Therefore, the anticipated changes on the projected development sites will likely contribute to the improved appearance of the streetscape overall, by removing certain detractive elements, such as chain-link fencing, though the new development is not anticipated to introduce positive streetscape elements, except perhaps for new street trees.

Five sites will be developed with new buildings seven stories in height, which is slightly taller than the common maximum building height of six stories—primarily residential buildings. All five sites will be on Webster Avenue, south of Mosholu Parkway. Taken individually, these new developments will be of noticeably greater bulk than what typifies and unifies the streetscape, though not greatly different from the five- and six-story apartment buildings that are present in the area.

Most sites—17 sites—will be developed with two- and three-story buildings, in keeping with the height and bulk typical of the rezoning area. As such, the combined effect of all developments anticipated in the future without the proposed action will serve to reinforce existing development patterns and urban form.

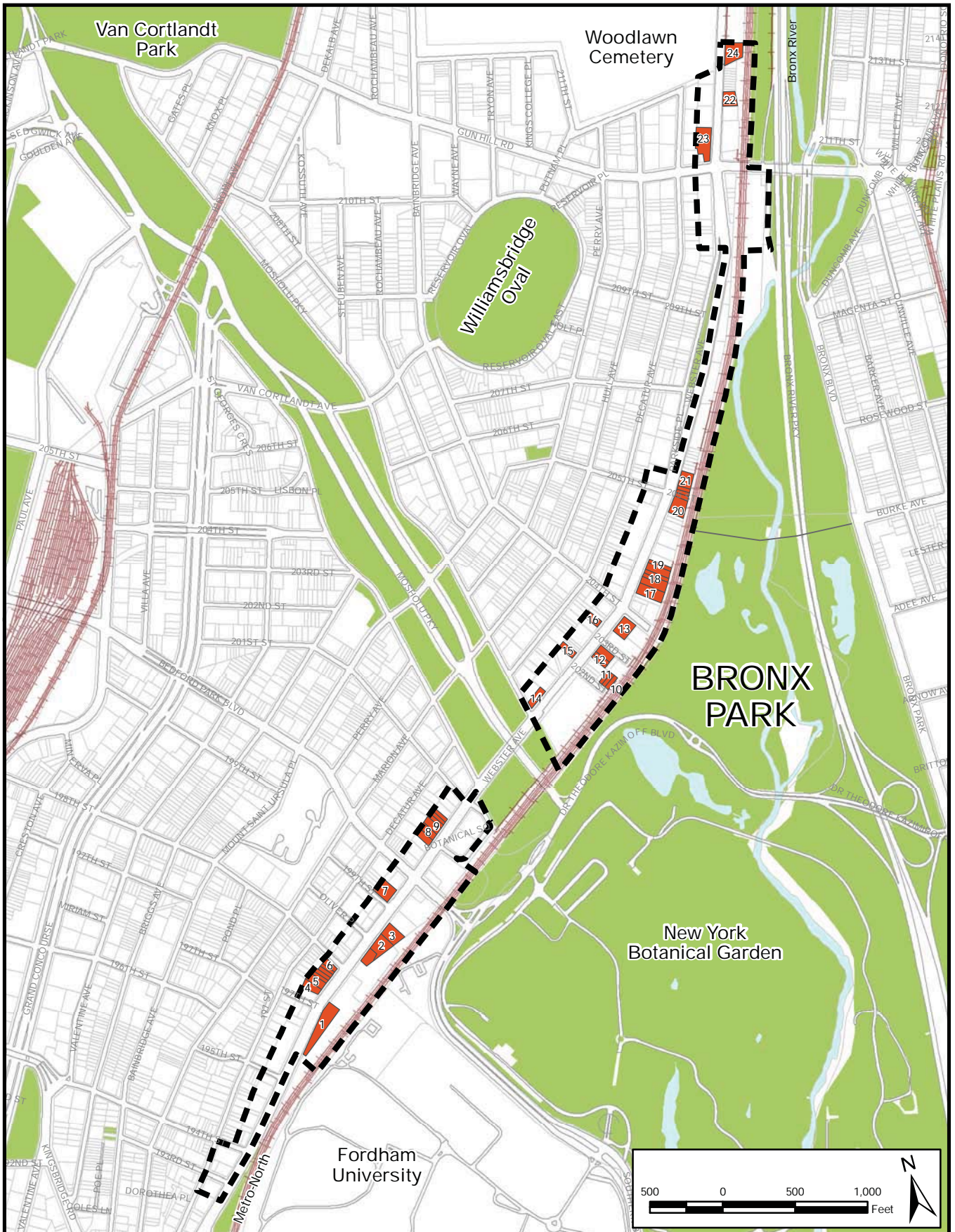
The arrangement of the new buildings will be expected to conform to existing patterns, with current zoning in place in the future without the proposed action. It is reasonable to assume that buildings will be built out to the lot lines, and all will be built to the front lot line, thereby matching the existing streetwall into which these new buildings will be set. As many of the sites are open in existing conditions, the introduction of buildings to these sites will fill in existing gaps within their respective streetwalls.

With regard to streetscape elements, there will likely be little addition of positive elements that are currently lacking in the streetscape, except for street trees that may be planted in conjunction with new construction. There likely will be no introduction of new street furniture, particularly as there are no identified instances of new parklands or publicly accessible open space to be developed or modified. However, the existing

conditions of many of the projected development sites detract from the visual quality of their environment, and so the new construction will replace unattractive visual conditions at the 19 sites that include open lots.

In summary, a slightly denser built environment will result from anticipated growth without the action, and some vacant space in the rezoning study area will likely be reused, benefitting the surrounding streetscape by activating vacant and underutilized buildings with office or industrial tenants. However, development that will occur in the future without the proposed action will not be part of an overall zoning strategy that seeks to create incentives for new mixed-use development or tie the rezoning area to the surrounding neighborhoods, and will reflect the existing, outdated zoning of the Webster Avenue corridor.

In addition to development anticipated for projected development sites, four additional properties will be redeveloped in the rezoning area by 2020. (See Figure 3.7-12.) McSam Hotel Development will comprise a five-story hotel building at 3070 Webster Avenue a bulk and height typical for apartment buildings in the area; this development will replace two existing vacant lots. The Doe Fund Affordable Housing will be constructed at 3349/3365 Webster Avenue, replacing an existing parking lot; this eight-story building will be in keeping with—though slightly bulkier than—the other apartment buildings in the area. The third project, a primary intermediate school, will be a five-story building constructed at 3177 Webster Avenue, which will replace an existing parking lot. The fourth project will be the construction of the Peter Jay Sharpe Parking Garage for the New York Botanical Garden on the block north of Bedford Park Boulevard, on the east side of Webster Avenue. The posted completion date of this DDC project is winter 2009-2010, but although the site is cleared, construction is not yet underway as of December 2009.



Legend



-  Webster Avenue Rezoning Area
-  Projected Development Sites

Figure 3.7-11: Projected Development Sites in the Future without the Proposed Action

Webster Avenue Rezoning

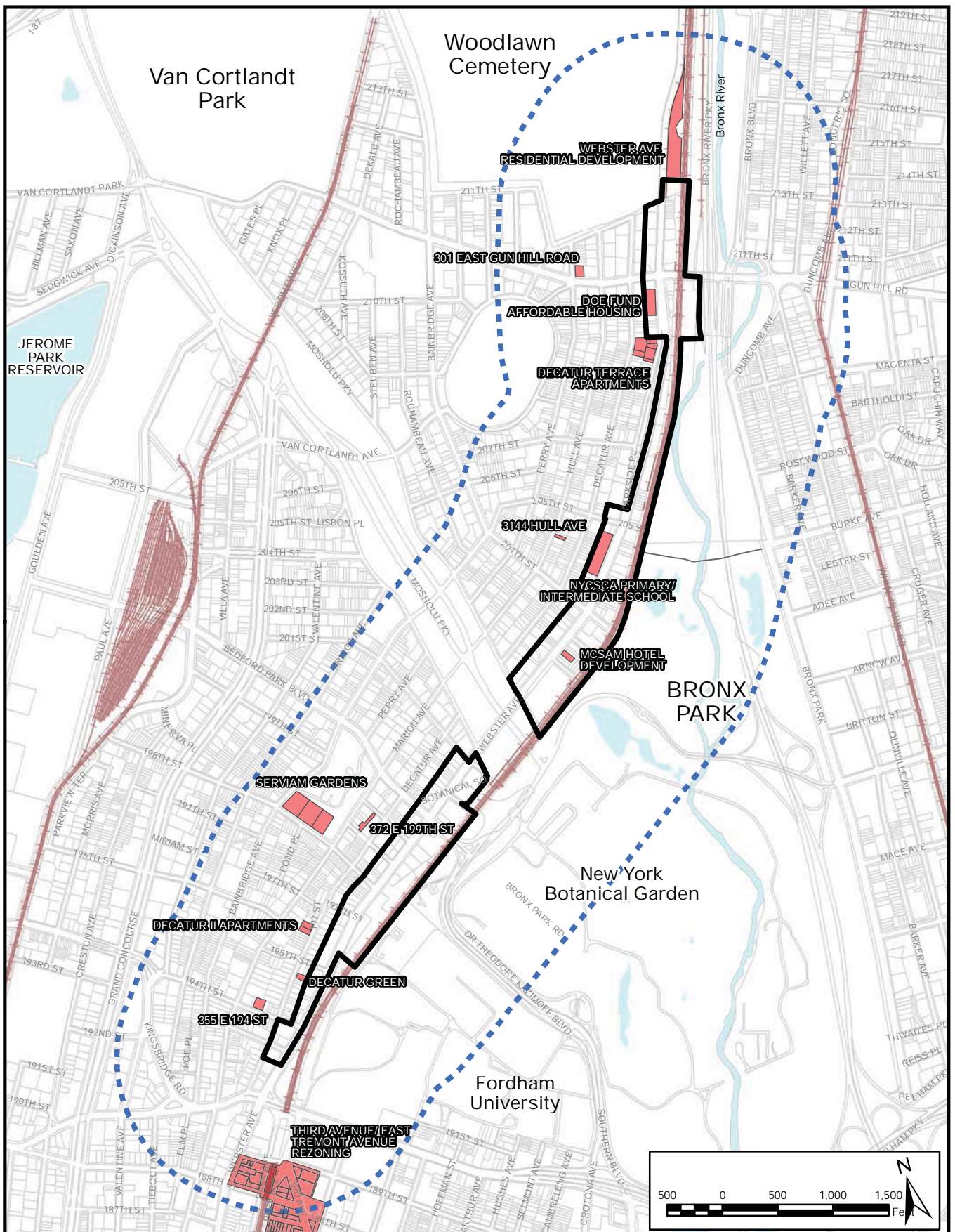
Urban Design - Primary Study Area

Nine other developments will be anticipated within $\frac{1}{4}$ mile of the rezoning area, comprising residential development almost exclusively. Most of these new buildings will provide new housing targeted at low-, moderate- and middle-income families, seniors, and formerly homeless, though three buildings will provide market-rate housing. Most of these will be six stories or less in height, typical for many apartment buildings in the area.

Three of these projects would be constructed adjacent to the rezoning area. Webster Avenue Residential Development will entail the construction of the tallest building of the group, at 13 stories, just north of the proposed rezoning area, on the east side of Webster Avenue (3556 Webster Avenue). Though not as tall, the Decatur Terrace Apartments would be constructed just west of the rezoning area at 3322 Decatur Avenue, situated at the notably higher elevation than the rezoning area. A modest six-story building, Decatur Green, would be constructed adjacent to the western edge of the rezoning area at 2668 Decatur Avenue.

Though including relatively tall buildings, compared to the existing context, these new developments are not numerous enough or arranged in a manner that will affect the urban form or visual character of the primary study area; therefore, future conditions without the proposed action in the primary study area will generally resemble existing conditions. Some upgrading of area parks is expected, including at the 211th Street entrance of Bronx River Parkway, and in the southwest portion of Williamsbridge Oval, as described in Chapter 3.4, "Open Space."

By 2020, the Third Avenue/East Tremont Avenue Rezoning would also be expected to result in changes south of the proposed Webster Avenue rezoning area. The northernmost portion of the Third Avenue/East Tremont Avenue rezoning area would extend to within $\frac{1}{4}$ mile of the Webster Avenue rezoning area and include within it five projected development sites, which would increase the built density around Fordham Plaza, along Third Avenue and Park Avenue, south of East Fordham Road.



Legend

- Future Development Site
- Webster Avenue Rezoning Area
- Primary Study Area (1/4-Mile Radius around Proposed Rezoning Area)

Figure 3.7-12: Developments in the Study Area in the Future without the Proposed Action

Webster Avenue Rezoning

NYC Department of City Planning

VISUAL RESOURCES

Development in the future without the proposed action is expected to enhance visual conditions in the rezoning area, replacing land now used for parking and underutilized sites with new, commercial, residential and mixed-use development. However, the Peter Jay Sharpe Parking Garage that will be constructed on the block north of Bedford Park Boulevard, on the east side of Webster Avenue, will interrupt existing views of the Mertz Library dome from Webster Avenue sidewalks in the vicinity. Thus, only the views to the Enid A. Haupt Conservatory dome from upland Bedford Park Boulevard sidewalk will remain a sensitive view corridor.

Rezoning Study Area

Not all of the 23 projected development sites where new development is anticipated in the future without the proposed action share visual connectivity with an identified visual resource. Among most that do, the change from existing conditions to the built conditions will not represent a detriment to the public visibility of identified visual resources, and will instead represent an improvement to the viewing context.

The view corridor between the historic Mertz Library dome and the Webster Avenue sidewalk near Bedford Park Boulevard will be almost entirely disrupted by the parking structure that will be built by the New York Botanical Garden on Webster Avenue and Bedford Park Boulevard. Consequently, in the future without the proposed action this sensitive view corridor will no longer exist.

With regard to the view of the Enid A. Haupt Conservatory dome from Bedford Park Boulevard, only projected development site 7 is component this sensitive view corridor. It is unlikely that development on site 7 would affect views down Bedford Park Boulevard and over the building on the southwest corner of Bedford Park Boulevard and Webster Avenue. (See previous Figure 3.7-6, Photo 10.) Were the seven-story (75-foot tall) commercial building that will be constructed on projected development site 7 in the future without the proposed action to obscure the view of the dome due to the height of the new building, it is not anticipated that all views possible along Bedford Park Boulevard would be precluded. Further, although the dome is an attractive landmark visible in the distance during the winter, the foliage on the deciduous trees of the New York Botanical Garden and Bronx Park will likely further obscure this view corridor, as is the case under existing conditions. Therefore, any sense of diminished visibility of the dome as a result of new construction on projected development site 7 would likely be imperceptible.

No new visual resources or sensitive view corridors will be introduced to the rezoning area in the future without the proposed action. (See Chapter 3.6, "Historic Resources.") No historic resources are slated for review and there are no plans for new parks or capital improvements to existing parks. (See Chapter 3.4, "Open Space Resources.")

Primary Study Area

The primary study area developments under future conditions without the action will include site-specific visual improvements, but are not anticipated to have substantial negative effects on views of visual resources. Visual resources will not be significantly altered in the rezoning study area under future without the proposed action.

Only three other developments are anticipated near a projected development site in the future without the proposed action. The Webster Avenue Residential Development, which will entail the construction of the tallest building of the group, at 13 stories, just north of the proposed rezoning area, on the east side of Webster Avenue (3556 Webster Avenue), adjacent to and north of projected development site 24. The McSam Hotel Development will comprise a five-story hotel building at 3070 Webster Avenue next to projected development site 10. A primary intermediate school, will be a five-story building constructed at 3177 Webster Avenue, which will replace an existing parking lot, across Webster Avenue from projected development sites 17, 18, and 19. None of these projected development sites are components of sensitive view corridors, and this new development in their proximity would not result in any effects to visual resources or the public environs from which visual resources may be appreciated. Therefore, the visual resources within the primary study area would be unaffected by the development anticipated in the future without the proposed action, and such development would not result in any changes to the visual resources enjoyed within or from the rezoning area.

3.7.3 FUTURE WITH THE PROPOSED ACTION

In the future with the proposed action, as described in Chapter 3.0, “Land Use, Zoning, and Public Policy,” development in the future without the proposed action is expected to consist of primarily automotive-related facilities, market-rate residential development, commercial retail, office, and community facility space, and parking facilities. With the proposed action, however, much of the rezoning area would be occupied by higher density contextual residential development and with commercial development on the ground floor. The elimination of most of the existing C8-2 district, and mapping of the proposed new R7D, C4-4, and C4-5D districts, would permit new, higher density mixed residential and commercial development on Webster Avenue that would maximize the development potential of this important transportation corridor.

If all of the 24 projected development sites were to be redeveloped, the following would be developed by 2020: a total of approximately 957 residential dwelling units, including 191 affordable dwelling units; 434,141 square feet (sf) of commercial space (153,581 sf of commercial retail space; 10,625 sf of FRESH supermarket space; 34,110 sf of restaurant space; 144,978 sf of office space; and 90,847 sf of automotive-related, storage and other space); 47,946 sf of community facility space; and a total of 756 parking spaces. (See Figure 3.7-13.)

Compared to the conditions in the future without the proposed action, the proposed action is expected to generate a net change in uses of approximately 738 residential dwelling units (including 191 affordable dwelling units), 36,844 sf of commercial retail space, 10,625 sf of FRESH supermarket space, 24,169 sf of restaurant space, 16,573 sf of office space, and 7,782 sf of community facility space, and net decreases of 27,612 sf of hotel space and 78,152 sf of automotive-related, storage and other space. (See Table 3.7-3.)

Table 3.7-3: Summary of Projected Development Increment

	2020 No-Action	2020 With-Action	Increment
Residential Dwelling Units	219	957 (incl. 191 affordable units)	738 (incl. 191 affordable units)
Commercial Retail SF	116,737	153,581	36,844
FRESH Supermarket SF	0	10,625	10,625
Restaurant SF	9,941	34,110	24,169
Hotel SF	27,612	0	- 27,612
Office SF	128,405	144,978	16,573
Auto-Rel., Storage & Other SF	168,999	90,847	- 78,152
Community Facility SF	40,164	47,946	7,782
Parking Spaces	982	756	- 226

Note: Information provided as increment is a net decrease of 198 parking spaces; however, the net difference between 982 and 756 is a decrease of 226 parking spaces.

Source: New York City Department of City Planning, 2009.

The proposed action would introduce building height and bulk that are greater than what currently exists or would otherwise be developed on the projected development sites in the future without the proposed action. Further, in almost all cases the heights of buildings on the projected development sites with the proposed action would be greater than the surrounding maximum height of five- to six-stories (55 to 65 feet). These buildings of greater height (up to 95 feet tall), however, would all be introduced along the Webster Avenue corridor, which currently is developed at a low intensity and with many uses that serve automobiles rather than the surrounding neighborhoods. With the introduction of new residential and commercial uses, the respective introduction of greater building height and bulk along Webster Avenue would result in a positive change to overall urban form concurrent with the positive change in land use.

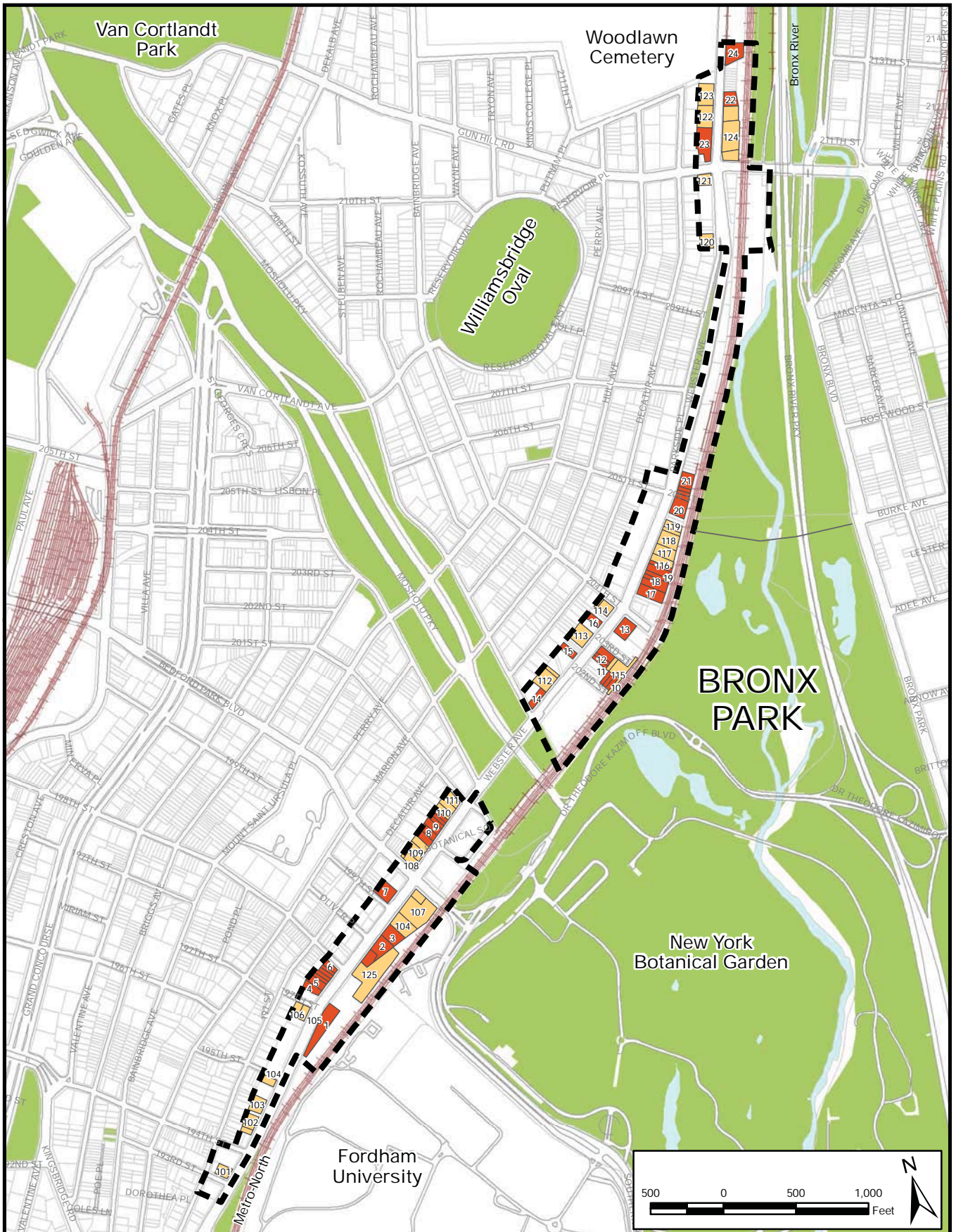
As shown in Table 3.7-3, the Webster Avenue rezoning area would experience a significant increase in residential development (including affordable units) as a result of the proposed action. As noted above, substantial new residential and commercial retail uses are projected to be built in the future with the proposed action, which illustrates how the proposed zoning would facilitate new mixed-use residential and commercial development. FRESH supermarket, restaurant, office and community facility uses would also increase as a result of the proposed action. Hotel, automotive-related, storage and other uses, and parking would decrease as a result of the proposed action in comparison to the No-Action condition.

Table 3.7-4 presents each projected development site with its expected development program under conditions with the proposed action.




Table 3.7-4: Summary of No-Build and Build Development on Projected Development Sites

Development Sites	Future No-Action										Future With-Action (Inclusionary Housing)									
	Comm'l SF+	Restaurant tSF	Hotel SF	Office SF	Auto Rel., Storage & Other SF++	C Fac SF	Total DU's	Prop. Zoning	Prop. Overlay	Comm'l SF++	Restaurant tSF	Office SF	Auto Rel., Storage & Other SF+	C Fac SF	Total DU's	Affordable DU's				
01	16,711	0	0	33,421	0	0	C4-5D		16,278	8,000	80,993	0	0	0	0	0				
02	5,400	0	0	16,665	11,265	0	C4-5D		18,040	4,000	0	0	0	0	66	13				
03	0	0	0	0	28,200	0	C4-5D		12,122	0	41,427	0	0	0	0	0				
04	3,596	0	0	0	0	23	R7D	C2-4	3,913	0	0	0	0	0	34	7				
05	1,661	0	0	0	0	3,448	R7D	C2-4	0	0	0	0	0	5,550	47	9				
06	3,225	5,941	0	3,780	0	0	R7D	C2-4	0	6,160	0	0	0	0	52	10				
07	6,072	0	0	0	0	45	R7D	C2-4	7,900	0	0	0	15,800	49	10					
08	6,606	0	0	0	0	40	R7D	C2-4	7,170	0	0	0	0	60	12					
09	9,733	0	0	0	0	47	R7D	C2-4	8,969	0	0	0	0	75	15					
10	0	0	0	0	5,000	6	R7D		0	0	0	0	0	43	9					
11	0	0	0	7,333	3,667	0	R7D	C2-4	3,825	0	0	0	0	26	5					
12	5,280	0	0	0	21,120	0	R7D	C2-4	4,675	0	0	0	11,000	15	3					
13	12,500	0	0	12,500	0	0	R7D	C2-4	0	0	0	0	0	69	14					
14	6,377	0	0	6,377	0	0	R7D	C2-4	5,421	0	0	0	0	30	6					
15	0	0	0	0	12,000	0	R7D	C2-4	4,250	0	0	0	0	29	6					
16	0	4,000	0	8,000	0	0	R7D	C2-4	0	4,250	0	0	0	29	6					
17	0	0	27,612	0	0	0	R7D	C2-4	0	7,700	0	0	0	69	14					
18	6,009	0	0	12,017	0	2	R7D	C2-4	6,579	0	0	0	0	57	11					
19	2,722	0	0	0	21,778	4	R7D	C2-4	8,356	0	0	0	0	72	14					
20	0	0	0	0	37,276	0	R7D	C2-4	7,723	4,000	0	0	0	92	18					
21	0	0	0	11,611	5,805	0	R7D	C2-4	0	0	5,524	0	0	43	9					
22	5,567	0	0	16,700	0	0	C4-4		11,356	0	17,034	0	0	0	0					
23	15,596	0	0	0	24,642	0	C4-4		15,596	0	0	52,870	15,596	0	0					
24	9,683	0	0	0	19,367	0	C4-4		11,408	0	0	37,977	0	0	0					
TOTALS	116,738	9,941	27,612	128,405	168,999	40,164			153,581	34,110	144,978	90,847	48,903	957	191					

Source: NYC Department of City Planning, 2009; STV Incorporated, 2010



Legend

-  Webster Avenue Rezoning Area
-  Projected Development Sites
-  Potential Development Sites

Source: NYC Department of City Planning MapPLUTO 2009; STV Incorporated

Figure 3.7-13: Projected and Potential Development Sites

Webster Avenue Rezoning

NYC Department of City Planning

URBAN DESIGN

Urban Design – Rezoning Area

DCP identified 24 projected development sites where development is likely to occur by 2020. Twenty-three sites would be developed as part of the future with the proposed action, compared to the future without the proposed action, where projected development site 3 would remain the same as under existing conditions. Thus the proposed action would result in new development not otherwise anticipated in the future without the proposed action: a nine-story (95-foot tall) commercial building consisting of retail space and office space will replace an existing two-story parking garage. The development on site 3 would not be atypical of other development resulting with the proposed action, nor would the net change on the site, with regard to height and bulk, be unusual compared to future conditions without the proposed action.

A nine-story (95-foot) building height would be expected for projected development on 16 of the sites. The nine-story height (95 feet) would be the maximum height resulting with the proposed action. Nineteen sites would be developed with buildings between 85 and 95 feet tall, while the remaining five sites would be developed with buildings of five or six stories (55-65 feet in height). In ten cases, the net increase in height with the proposed action would be 10-30 feet, while in nine cases the proposed action would result in an increase of 60-70 feet over future conditions without the proposed action. (See Figure 3.7-14.)

Buildings on all nine projected development sites (sites 1-9) would be nine stories in height (95-feet tall). Of the 12 projected development sites (sites 10-21) north of Mosholu Parkway but south of approximately East 205th Street, seven would be nine stories (95 feet) tall; three would be eight stories (85 feet) tall; and two will be six-stories (65 feet) tall. The three projected development sites at the far northern end of the rezoning area (sites 22, 23, and 24) would be five, six, and five stories in height, respectively. By comparison, however, the Webster Avenue Residential Development that will be constructed just north of the rezoning area, adjacent to projected development site 24 in the future without the proposed action, will stand 13-stories tall (135-feet).

Buildings surrounding the projected development sites generally do not exceed six stories in height. The anticipated development on projected development sites in the future without action would include 19 new buildings taller than this common maximum height, 16 of which would reach the maximum height for the proposed action of nine stories. Together with an overall increase in bulk, this height increase that would occur throughout much of the Webster Avenue corridor within the rezoning area would further define the streetscape envelope and strengthen the urban design character of the Bedford Park and Norwood neighborhoods.

For all 24 projected development sites, the proposed action would result in a built FAR greater than would otherwise be built the future without the proposed action. In most cases (18 cases) the built FAR would be 5.60, compared to new development on most of these same sites that would have an FAR between 2.00 and 4.00 in the future without the proposed action. Of the five sites (1, 3, 22, 23, and 24) that would be built with an FAR of less than 5.60,

all represent a slight increase in FAR over future conditions without the proposed action. The one site (projected development site 13) that would be developed with an FAR greater than 5.60 in the future with the proposed action, would be built at an FAR of 6.45, due to a FRESH FAR bonus. (See Chapter 3.1, “Land Use, Zoning, and Public Policy.”)

Changes in building bulk and height between future conditions with and without the proposed action are summarized below for each of the 24 projected development sites.

- Site 1: Under existing conditions, the site is a 25,066 sf commercial parking lot. In the future without the proposed action, Site 1 will have 16,711 sf of retail space and 33,421 sf of office space. With the proposed action, it is expected that Site 1 would be developed with a nine-story commercial building consisting of 16,278 sf of retail space, 8,000 sf of restaurant space, and 80,993 sf of office space. This site would be within the proposed C4-5D zone with a maximum commercial FAR of 4.2.
- Site 2: Under existing conditions, the site consists of a 5,400 sf parking lot and a 22,530 sf commercial building occupied by 11,265 sf of warehouse space and 11,265 sf of office space. In the future without the proposed action, Site 2 will have 5,400 sf of retail space and 5,400 sf of office space on Lot 105; no change will occur to the current building on Lot 109. With the proposed action, it is expected that Site 2 would be developed with a nine-story mixed-use building consisting of 66 DUs (including 13 affordable DUs), 18,040 sf of retail space, and 4,000 sf of restaurant space. This site would be within the proposed C4-5D zone with a maximum residential FAR of 5.6 and a maximum commercial FAR of 4.2.
- Site 3: Under existing conditions, the site consists of a 28,200 sf commercial parking garage. In the future without the proposed action, this site will remain unchanged. With the proposed action, it is expected that Site 3 would be developed with a nine-story commercial building consisting of 12,122 sf of retail space and 41,427 sf of office space. This site would be within the proposed C4-5D zone with a maximum commercial FAR of 4.2.
- Site 4: Under existing conditions, the site consists of a 5,700 sf industrial building used for private storage. In the future without the proposed action, Site 4 will have 23 DUs and 3,596 sf of retail space. With the proposed action, it is expected that Site 4 would be developed with a nine-story mixed-use building consisting of 34 DUs (including seven affordable DUs) and 3,913 sf of retail space. This site would be within the proposed R7D/C2-4 zone with a maximum residential FAR of 5.6 and a maximum commercial FAR of 2.0.
- Site 5: Under existing conditions, the site has 3,000 sf of community facility space, 5,000 sf of retail space, and 5,000 sf of storage space. In the future without the proposed action, Site 5 will have 32 DUs, 1,661 sf of retail space, and 3,448 sf of community facility space. With the proposed action, it is expected that Site 5 would be developed with a nine-story mixed-use building consisting of 47 DUs (including nine affordable DUs) and 5,550 sf of community facility space. This site would be within the proposed R7D/C2-4 zone with a maximum residential FAR of 5.6 and a maximum community facility FAR of 4.2.
- Site 6: Under existing conditions, the site has two DUs, 9,285 sf of commercial space, and

4,990 sf of storage space. In the future without the proposed action, Site 6 will have 17 DUs, 1,598 sf of retail space, and 2,161 sf of restaurant space on Lots 81 and 83; no change will occur to the current buildings on Lots 80 and 82. With the proposed action, it is expected that Site 6 would be developed with a nine-story mixed-use building consisting of 52 DUs (including 10 affordable DUs) and 6,160 sf of restaurant space. This site would be within the proposed R7D/C2-4 zone with a maximum residential FAR of 5.6 and a maximum commercial FAR of 2.0.

- Site 7: Under existing conditions, the site has 12,851 sf of retail space and 12,851 sf of storage space. In the future without the proposed action, Site 7 will have 45 DUs and 6,072 sf of retail space. With the proposed action, it is expected that Site 7 would be developed with a nine-story mixed-use building consisting of 49 DUs (including 10 affordable DUs), 7,900 sf of retail space, and 15,800 sf of community facility space. This site would be within the proposed R7D/C2-4 zone with a maximum residential FAR of 5.6, maximum commercial FAR of 2.0, and a maximum community facility FAR of 4.2.
- Site 8: Under existing conditions, the site consists of 1,000 sf of office space, 5,000 sf of retail space, and a 6,038 sf parking lot. In the future without the proposed action, Site 8 will have 40 DUs and 6,606 sf of retail space. With the proposed action, it is expected that Site 8 would be developed with a nine-story mixed-use building consisting of 60 DUs (including 12 affordable DUs) and 7,170 sf of retail space. This site would be within the proposed R7D/C2-4 zone with a maximum residential FAR of 5.6 and a maximum commercial FAR of 2.0.
- Site 9: Under existing conditions, the site consists of 5,734 sf of commercial space, a 3,000 sf storage shed/garage, and a 6,049 sf parking lot. In the future without the proposed action, Site 9 will have 47 DUs and 9,733 sf of retail space. With the proposed action, it is expected that Site 9 would be developed with a nine-story mixed-use building consisting of 75 DUs (including 15 affordable DUs) and 8,969 sf of retail space. This site would be within the proposed R7D/C2-4 zone with a maximum residential FAR of 5.6 and a maximum commercial FAR of 2.0.
- Site 10: Under existing conditions, the site consists of four DUs, 2,800 sf of commercial space, and a 2,500 sf parking lot. In the future without the proposed action, Site 10 will have 5,000 sf storage space on Lot 42; no change will occur to the current buildings on Lots 40 and 43. With the proposed action, it is expected that Site 10 would be developed with a nine-story residential building consisting of 43 DUs (including nine affordable DUs). This site would be within the proposed R7D zone with a maximum residential FAR of 5.6.
- Site 11: Under existing conditions, the site has 4,125 sf of commercial (automotive repair) space. In the future without the proposed action, Site 11 will have 7,333 sf of office space and 3,667 sf of automotive repair space. With the proposed action, it is expected that Site 11 would be developed with an eight-story mixed-use building consisting of 26 DUs (including five affordable DUs) and 3,825 sf of retail space. This site would be within the proposed R7D/C2-4 zone with a maximum residential FAR of 5.6 and a maximum commercial FAR of 2.0.

- Site 12: Under existing conditions, the site is a 5,500 sf parking lot. In the future without the proposed action, Site 12 will have 5,280 sf of retail space and 21,120 sf of community facility space (health-care related). With the proposed action, it is expected that Site 12 would be developed with a six-story mixed-use building consisting of 15 DUs (including three affordable DUs), 4,675 sf of retail space, and 11,000 sf of community facility space. This site would be within the proposed R7D/C2-4 zone with a maximum residential FAR of 5.6, a maximum commercial FAR of 2.0, and a maximum community facility FAR of 4.2.
- Site 13: Under existing conditions, the site consists of 2,500 sf of commercial (automotive repair) space and a surrounding parking lot. In the future without the proposed action, Site 13 will have 12,500 sf of retail space and 12,500 sf of office space. With the proposed action, it is expected that Site 13 would be developed with a 10-story mixed-use building consisting of 69 DUs (including 14 affordable DUs) and 10,625 sf of FRESH supermarket space. This site would be within the proposed R7D/C2-4 zone with a maximum residential FAR of 5.6 and a maximum commercial FAR of 2.0.
- Site 14: Under existing conditions, the site has 6,376 sf of commercial retail space. In the future without the proposed action, Site 14 will have 6,377 sf of retail space and 6,377 sf of office space. With the proposed action, it is expected that Site 14 would be developed with a six-story mixed-use building consisting of 30 DUs (including six affordable DUs) and 5,421 sf of retail space. This site would be within the proposed R7D/C2-4 zone with a maximum residential FAR of 5.6 and a maximum commercial FAR of 2.0.
- Site 15: Under existing conditions, the 6,000 sf site consists of an automotive storage lot and a 480 sf commercial building. In the future without the proposed action, Site 15 will have 4,000 sf of automotive repair space and an 8,000 sf parking garage. With the proposed action, it is expected that Site 15 would be developed with an eight-story mixed-use building consisting of 29 DUs (including six affordable DUs) and 4,250 sf of retail space. This site would be within the proposed R7D/C2-4 zone with a maximum residential FAR of 5.6 and a maximum commercial FAR of 2.0.
- Site 16: Under existing conditions, the site is a 6,000 sf commercial parking lot. In the future without the proposed action, Site 16 will have 4,000 sf of restaurant space and 8,000 sf of office space. With the proposed action, it is expected that Site 16 would be developed with an eight-story mixed-use building consisting of 29 DUs (including six affordable DUs) and 4,250 sf of restaurant space. This site would be within the proposed R7D/C2-4 zone with a maximum residential FAR of 5.6 and a maximum commercial FAR of 2.0.
- Site 17: Under existing conditions, the site consists of a mixed-use building with one DU and 880 sf of vacant commercial space, and a surrounding parking lot. In the future without the proposed action, Site 17 will have 27,612 sf of hotel space. With the proposed action, it is expected that Site 17 would be developed with a nine-story mixed-use building consisting of 69 DUs (including 14 affordable DUs) and 7,700 sf of restaurant

space. This site would be within the proposed R7D/C2-4 zone with a maximum residential FAR of 5.6 and a maximum commercial FAR of 2.0.

- Site 18: Under existing conditions, the site consists of two DUs and a 9,013 sf parking lot. In the future without the proposed action, Site 18 will have 6,009 sf of retail space and 12,017 sf of office space on Lot 12; no change would occur to the current building on Lot 15. With the proposed action, it is expected that Site 18 would be developed with a nine-story mixed-use building consisting of 57 DUs (including 11 affordable DUs) and 6,579 sf of retail space. This site would be within the proposed R7D/C2-4 zone with a maximum residential FAR of 5.6 and a maximum commercial FAR of 2.0.
- Site 19: Under existing conditions, the site consists of one DU, 1,096 sf of storage space, and 1,600 sf of commercial space. In the future without the proposed action, Site 19 will have 2,722 sf of retail space, 5,444 sf of storage space, and a 16,334 sf commercial parking garage; no change would occur to the current building on Lot 16. With the proposed action, it is expected that Site 19 would be developed with a nine-story mixed-use building consisting of 72 DUs (including 14 affordable DUs) and 8,356 sf of retail space. This site would be within the proposed R7D/C2-4 zone with a maximum residential FAR of 5.6 and a maximum commercial FAR of 2.0.
- Site 20: Under existing conditions, the site is a 18,638 sf vacant lot (a future development site currently up for sale). In the future without the proposed action, Site 20 will have a 37,276 sf self-storage facility. With the proposed action, it is expected that Site 20 would be developed with a nine-story mixed-use building consisting of 92 DUs (including 18 affordable DUs), 7,723 sf of retail space, and 4,000 sf of restaurant space. This site would be within the proposed R7D/C2-4 zone with a maximum residential FAR of 5.6 and a maximum commercial FAR of 2.0.
- Site 21: Under existing conditions, the site consists of 1,456 sf of commercial (automotive repair) space and an automotive storage lot. In the future without the proposed action, Site 21 will have 11,611 sf of office space and 5,805 sf of commercial (automotive repair) space and parking. With the proposed action, it is expected that Site 21 would be developed with a nine-story mixed-use building consisting of 43 DUs (including nine affordable DUs) and 5,524 sf of office space. This site would be within the proposed R7D/C2-4 zone with a maximum residential FAR of 5.6 and a maximum commercial FAR of 2.0.
- Site 22: Under existing conditions, the site consists of 1,975 sf of commercial (automotive repair) space and a vacant automotive sales lot. In the future without the proposed action, Site 22 will have 5,567 sf of retail space and 16,700 sf of office space. With the proposed action, it is expected that Site 22 would be developed with a five-story commercial building consisting of 11,356 sf of retail space and 17,034 sf of office space. This site would be within the proposed C4-4 zone with a maximum commercial FAR of 3.4.
- Site 23: Under existing conditions, the site has 2,500 sf of commercial space. In the future without the proposed action, Site 23 will have 15,596 sf of retail space, 15,596 sf of

community facility space, and a 24,642 sf parking garage. With the proposed action, it is expected that Site 23 would be developed with a six-story mixed-use building consisting of 15,596 sf of retail space, 15,596 sf of community facility space (medical facility), and a 52,870 sf parking garage. This site would be within the proposed C4-4 zone with a maximum commercial FAR of 3.4 and a maximum community facility FAR of 6.5.

- Site 24: Under existing conditions, the site is a 14,525 sf vacant lot. In the future without the proposed action, Site 24 will have 9,683 sf of supermarket space and a 19,367 sf parking garage. With the proposed action, it is expected that Site 24 would be developed with a five-story commercial building consisting of a 11,408 sf supermarket and a 37,977 sf parking garage. This site would be within the proposed C4-4 zone with a maximum commercial FAR of 3.4.

In the future with the proposed action there would be no changes to street hierarchy and block form, or to natural features and topography. Compared to the future without the proposed action, there would be changes to building bulk, use, and type, as well as to building arrangement, for all identified new development on each of the 24 affected projected development sites. Generally, new uses introduced throughout most of the rezoning area would not be unusual or novel types of uses, as they would comprise common commercial, mixed-use, and light industrial uses found in the northwest Bronx.

Uses that would appear as part of new development on the projected development sites in the future without the proposed action but not with the proposed action include automotive and storage related uses on eight sites. This change in uses that would be present in the corridor effectively represents a removal of such uses as a result of the proposed action compared to future development without the proposed action; the effect with regard to urban form would be positive by comparison, as automotive and storage related uses typically do not contribute positively to the streetscape. Changes in other uses between the future conditions with the proposed action and conditions without the proposed action effectively represent a change in balance of uses and overall density. Community facility space would be reduced on one site, by comparison, and increased on two others. The balance of commercial (retail) and office area would change on all sites, except for sites 10, 17, and 23, where there would be no such uses with or without the proposed action.

Much of the new land use represented in conditions in the future with the proposed action, compared to the future without the proposed action, is mixed-use, with retail ground floors (one restaurant ground floor) and offices or residential uses above. Mixed-use buildings exist within the rezoning area and so are not unusual building types. These buildings would differ from similar types of buildings in massing and height, however; they would likely differ in design and finishing as well, representing contemporary architectural styles and trends rather than mimicking the appearances of older buildings in the area.

Streetscape revitalization could be attributed to the mixed-used development, most of which incorporates ground-floor retail, at all other sites except projected development site 10, where an exclusively residential building would be constructed. While the future residential and storage space uses of site 10 without the proposed action may fit into the existing and historical context of uses and building types, the nine-story residential buildings that would

be constructed there in the future with the proposed action would be in keeping with other future changes to the built context—either with or without the proposed action—as there would be more residential uses overall.

There would be little distinction with regard to building arrangement and streetwall effect attributable to conditions either with or without the proposed action. Under future conditions with the proposed action, the arrangement of the new buildings would be expected to conform to existing patterns established in the rezoning area. Most buildings would be built to the front lot line, thereby matching the existing streetwall into which these new buildings would be set. Regardless of differences in height or FAR, it is anticipated that the arrangement of buildings in the future with the proposed action would be roughly equivalent to the building patterns of buildings on the same sites without the proposed action.

Many of the detractive streetscape elements that are present under existing conditions—fences of chain-link, razor wire and other materials surrounding open lots—would be replaced, even in the future without the proposed action; in the future with the proposed action, the effect would be similar, as such streetscape elements would no longer be present. New street trees may be planted in concert with the new development with the proposed action, but there likely would be no introduction of new street furniture, particularly as there are no identified instances of new parklands or publicly accessible open space. Therefore, no substantial area improvement resulting from new streetscape elements is anticipated in the future with the proposed action, compared to future conditions without the proposed action.

As would also be the case in the future without the proposed action, four additional properties (not otherwise identified as projected or potential development sites) will be redeveloped in the rezoning area by 2020 independent of the proposed action as described previously. These developments will continue an established development pattern and would not be in conflict with the new development resulting with the proposed action.

In summary, a slightly denser built environment would result from anticipated growth with the action. Mixed-use development would be contextual in most cases and would enliven the streetscape in many locations that would be redeveloped in the future without the proposed action. Although most new construction resulting from the proposed action would result in buildings noticeably taller than neighboring buildings, they would be subject to building base and maximum height restrictions; therefore, these building forms would contribute positively to the urban design of the rezoning area. Further, development that would occur in the future with the proposed action would be part of an overall zoning strategy that seeks to create incentives for new mixed-use development and to tie the rezoning area to surrounding neighborhoods.

Urban Design – Primary Study Area

The proposed action is not anticipated to result in substantial changes to urban design in areas outside the Webster Avenue corridor portion of the rezoning area. The urban design effects of the proposed action in the neighborhood rezoning areas would predominantly be to reinforce the existing scale and character of the Bedford Park South and Norwood

neighborhoods. Contextual R4A, R5A, R5B, R6B and R7A zoning mapping actions would impose restrictions on future development to ensure that future development better matches the existing housing forms of particular blocks in these neighborhoods. These range from the low density R4A district that only allows detached, one- and two-family home residential construction with a maximum FAR of 0.9, to the R7A District, which allows bulky, six- to eight-story apartment houses that are compatible with existing form of development found in large sections of these two neighborhoods. As such, there would be no significant adverse impact to the urban design of the primary study area as a result of the proposed action; rather, the proposed action would ensure continued development within the contextual rezoning areas would be compatible with existing development.

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Figure 3.7-14: Massing Diagrams of Urban Design³



- (1) Conceptual massing diagram in area of projected sites 1 – 9, looking north along Webster Avenue from near East 197th Street.

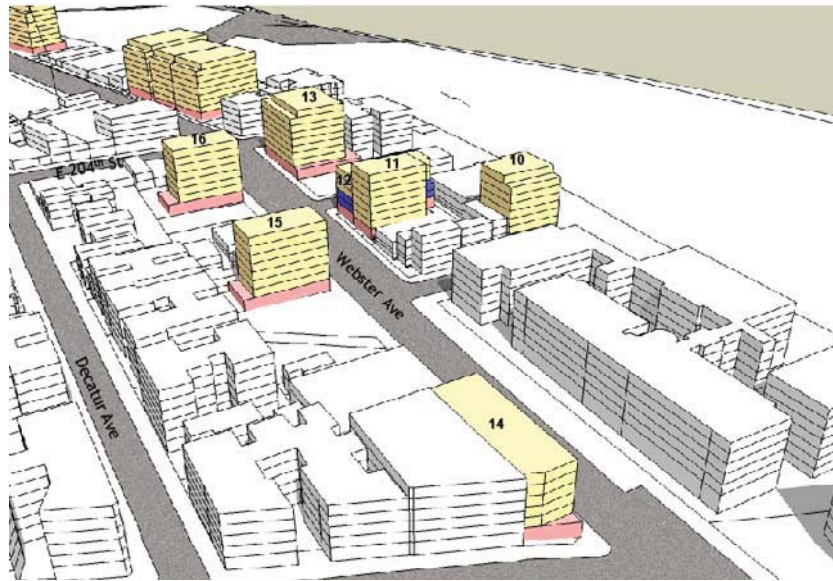


- (2) Conceptual massing diagram in the area of projected sites 4, 5, 6, 2, and 3 (from far left), 7, 8, and 9, looking west from above the New York Botanical Garden near Mosholu Parkway;

³ Source: NYC Department of City Planning, 2009.

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Figure 3.7-14: Massing Diagrams of Urban Design (continued)



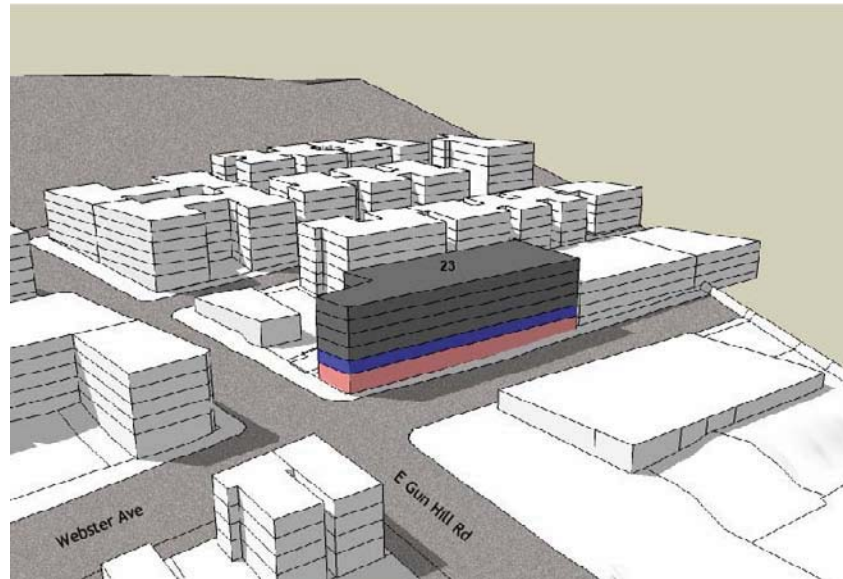
- (3) Conceptual massing diagram of projected sites 14 – 20, looking north along Webster Avenue near Mosholu Parkway.



- (4) Conceptual massing diagram of projected sites 16, 13, and 17 – 21, looking northeast along Webster Avenue near East 202nd Street.

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Figure 3.7-14: Massing Diagrams of Urban Design (continued)



- (5) Conceptual massing diagram of projected site 23, looking northwest across East Gun Hill Road and Webster Avenue.

VISUAL RESOURCES

The proposed action is not expected to have significant adverse impacts on visual resources within the rezoning or primary study areas, which include ten designated landmarks and numerous open space resources. The conditions of visual resources with proposed action would not be significantly different from conditions in the future without the proposed action. A slight improvement over existing conditions would occur in the future with or without the proposed action, though the proposed action would introduce more ground-floor retail activity in lieu of automotive-related or storage uses, compared to conditions without the proposed action, likely contributing a greater visual interest and sense of vitality to the streetscape.

This assessment is concerned with public views of visual resources. The projected development sites do not, themselves, contain visual resources or areas from which the public may enjoy other resources; nor do any of the projected development sites contribute to a particularly attractive visual environment within which a visual resource may be appreciated. Rather, as noted, the visual character of the rezoning area would be improved in the future, as new construction on the projected development sites would, in many instances, replace underutilized sites or open lots surrounded by fencing comprised of chain-link, razor wire, and other materials.

Nine visual resources have been identified as having visual connectivity with one or more projected development sites, including four parks and five historic resources. An additional 15 open space resources were identified within the rezoning area and primary study area, but these visual resources do not share visual connectivity with projected development sites. As noted in the assessment of urban design, the changes to the urban form of the area are anticipated to be limited to projected development sites, though an improvement to visual character is anticipated: unattractive fencing and open lots that currently detract from the visual character of the area would be developed, and whereas this new development would include automotive-related and storage uses in the future without the proposed action, such uses would not result under conditions with the proposed action. Therefore, it is reasonable to conclude that the 15 open spaces lacking visual connectivity with projected development sites would not be affected by the proposed action, and the general enhancement to the overall visual character of the area would facilitate public enjoyment of all visual resources.

As noted previously, there are existing, partial views of the Mertz Library and Botanical Garden Station and of the Enid A. Haupt Conservatory from sidewalks on Webster Avenue and Bedford Park Boulevard, respectively. In the future without the proposed action, the construction of the Peter Jay Sharpe Parking Garage at the corner of Webster Avenue and Bedford Park Boulevard will virtually preclude views to the library and train station.

Views of the Enid A. Haupt Conservatory dome from points along Bedford Park Boulevard are available during winter months when deciduous trees are without foliage. These views eastward and down Bedford Park Boulevard and overtop the existing building on the southwest corner of Bedford Park Boulevard and Webster Avenue would not likely be affected by anticipated development on the nearby projected development site 7. Therefore,

no significant adverse impacts to visual resources, including changes to sensitive view corridors, would result from the proposed action.

Shadow Effects on the Rezoning Study Area

An assessment of shadow impacts resulting from the projected and potential development sites indicates that the proposed action would not result in significant adverse shadow impacts in the rezoning area or the primary study area that would substantially affect visual character; therefore, no shadow-related impacts to visual character would result from the proposed action.

3.8 NEIGHBORHOOD CHARACTER

As defined in the *CEQR Technical Manual*, neighborhood character is considered to be an amalgam of the various elements that give a neighborhood its distinct personality. These elements can include land use, urban design, visual resources, historic resources, socioeconomic conditions, traffic, and noise, as well as any other physical or social characteristics that help to distinguish the community in question from another. The proposed action would be expected to integrate the rezoning area with the surrounding neighborhoods by facilitating changes in land use patterns, as new residential development, in particular, would be introduced to the rezoning area, which is predominately commercial and industrial in nature. Development facilitated by the proposed action would bring new activity, increases in traffic, and increases in the built density of the area. Because a comprehensive assessment of neighborhood character relies on information that will be available as part of the targeted EIS, the neighborhood character assessment will be provided as part of the targeted EIS as well.

3.9 NATURAL RESOURCES

INTRODUCTION

As defined in the *CEQR Technical Manual*, a natural resource is a plant, animal species or any area capable of providing habitat for plant and animal species. An area capable of functioning to support environmental systems and maintain the City's environmental balance may also be considered a natural resource. Such resources include surface and groundwater, soils, drainage systems, wetlands, dunes, beaches, grasslands, woodlands, landscaped areas, gardens, parks and built structures used by wildlife. As indicated in the *CEQR Technical Manual*, an assessment of natural resources is appropriate if that natural resource exists on, or near the site of the proposed action, or if an action involves disturbance of that resource. The proposed action would modify the current zoning designations within the area to reflect planning objectives for a segment of Webster Avenue and surrounding neighborhoods of Bedford Park and Norwood in the Bronx. The potential for the resulting redevelopment to significantly affect natural resources is addressed in this chapter.

The sites where rezoning would occur are largely paved and developed. The proposed zoning modifications would result in a change in permitted uses. As indicated in the RWCDS the rezoning would likely facilitate new commercial and/or residential development along the corridor. The area to be rezoned does not include any of the following natural resources: state-regulated freshwater wetlands, tidal wetlands, beaches, dunes, bluffs, thickets, significant grasslands, meadows, woodlands, forests or areas identified in the *CEQR Technical Manual* as having a special natural resource designation.

A portion of the Webster Avenue area that would be subject to this rezoning action is within the limits of the designated coastal zone. An evaluation of the consistency of the rezoning with coastal zone policies is found in Chapter 3.11, Waterfront Revitalization.

As documented in the following evaluation, the proposed action would not result in a significant adverse impact to natural resources.

3.9.1 EXISTING CONDITIONS

This section describes existing conditions relative to the natural resources within the proposed rezoning area. The description of existing conditions was based on field reconnaissance undertaken by trained environmental personnel, and information contained in a number of applicable secondary sources. Potential areas of concern as identified by the *CEQR Technical Manual* include surface water, groundwater, floodplains, coastal resources, wildlife, wetlands, upland resources, built resources, and significant, sensitive, or designated resources. Figure 3.9-1 depicts the natural resources located within or adjacent to the rezoning area.



Legend

- Webster_Ave_Study_Area_rev
- 100-Year Flood Hazard
- Park/Parkway
- 500-Year Flood Hazard
- Other Open Space



Figure 3.9-1:
Natural Resources

Surface Water

There are no surface waters in the vicinity of the area proposed for rezoning.

Groundwater

The study area is located in the borough of the Bronx in New York City. This area is not part of a designated Sole Source Aquifer, nor is it used as a drinking water supply. Due to the largely permeable surface of the study area, there is likely limited connection to groundwater. However, past industrial usage may have affected groundwater quality. Groundwater in this area tends to be shallow and flows east towards the Bronx River. Groundwater is not considered to be a potable source of water within the Bronx.

Floodplains

Floodplains are defined as areas low enough in elevation to hold flood waters during significant storm events. The Federal Emergency Management Agency (FEMA) defines regulated floodplains to include areas that flood during storms that have a one percent chance of occurring in any given year. This is equivalent to the likelihood of a storm occurring once every 100 years (100-year storm). FEMA defines 500-year floodplains but these areas are not regulated. New York City Local Law 33 of 1988 regulates construction in the 100-year floodplain. Regulations require structures to be flood proof or above the 100-year flood elevation.

None of the proposed rezoning area is located within a 100-year floodplain.

Coastal Resources

As described by the *CEQR Technical Manual*, all of New York City's coastal resources are considered important and are protected by the NYS Coastal Management Program which is administered by the New York State Department of State (NYSDOS). In addition, New York City has a Local Waterfront Revitalization Plan (LWRP) that guides utilization and rezoning of the city's shoreline.

The NYSDOS and New York State Department of Environmental Conservation (NYSDEC) have designated coastal habitats as Significant Coastal Fish and Wildlife Habitat. There are no designated Significant Coastal Fish and Wildlife Habitats in the study area.

An analysis of the consistency of the proposed action with applicable coastal zone policies is found in Chapter 3.11, Waterfront Revitalization.

Wildlife

Wildlife species within the study area primarily consist of avian species found in and around the Bronx River and vegetated areas in local parks. Since New York City is part of an important avian migration corridor, it provides habitat for migrating birds.

The proposed Webster Avenue rezoning area contains some street trees and a large rock outcropping with several tree species that may support not only avian species but also additional plant or amphibian species.

The NYSDEC Natural Heritage Program was contacted to determine the recorded presence of rare species or ecological communities within the study. Several vascular plant species were reported by Natural Heritage as being historically documented within the Bronx Park and the New York Botanical Garden. However, none of the species were documented in recent times, the last in 1962. One animal species was identified, a Dragonfly (the Arrowhead Spiketail) recorded in the Bronx Park in 1913. According to habitat requirements for these species, there is little to no habitat available within the rezoning area since nearly the entire area is paved.

Wetlands

According to NYSDEC freshwater wetland maps and field reconnaissance, no New York State or federally regulated freshwater wetlands are present within the proposed rezoning area. No tidal wetlands exist within the rezoning area.

Aquatic Biota

There are no aquatic biota within or in the vicinity of the rezoning area.

Upland Resources

Upland resources include natural areas that are not water or wetland resources. The proposed rezoning area is urbanized, densely developed, and does not include any original natural upland areas. Parkland is the only open space with significant vegetation. While no parks are located within the rezoning area, parks are located adjacent to the rezoning area. These include the Bronx Park which contains the New York Botanical Garden, which hosts some of the last remaining original forests in New York City.

Significant, Sensitive, or Designated Resources

The NYSDEC Natural Heritage Program was contacted to determine the recorded presence of rare species or ecological communities within the study. Several vascular plant species were reported by Natural Heritage as being historically documented within the Bronx Park and the New York Botanical Garden. However, none of the species were documented in recent times, the last in 1962. One Animal species was identified, a Dragonfly (the Arrowhead Spiketail) recorded in the Bronx Park in 1913.

According to habitat requirements for this species, there is little to no habitat available within the rezoning area as noted above.

3.9.2 FUTURE WITHOUT THE PROPOSED ACTION

The rezoning area is urbanized and largely devoid of natural resources. In the future without the proposed action conditions within the study area would not change from existing conditions with respect to its natural resources attributes. Development considered likely to occur in the future without the proposed action is not expected to alter natural resources; conditions would be similar to those described for existing conditions.

3.9.3 FUTURE WITH THE PROPOSED ACTION

The proposed action would allow development at a higher density along Webster Avenue. As detailed in the RWCDS, the proposed zoning is anticipated to provide an incentive for the development of a number of parcels within this area. The rezoning is predicted to occur on previously disturbed and developed sites within an area of low natural resource sensitivity. Significant impacts to the natural environment are not anticipated to occur. The following discussion documents the anticipated effects of the proposed rezoning on Natural Resources.

Surface Water

The proposed zoning amendment would occur on developed sites within a former industrial area having low natural resource sensitivity.

As indicated in Chapter 3.12, Infrastructure, the rezoning of these sites would not substantially change the permeability of the area, and would, therefore, neither increase storm water discharges to the river, nor increase the frequency or duration of Combined Sewer Overflow (CSO) events. The sanitary flows that would be associated with the rezoning would be within the capacity of the existing treatment plant serving the area. The proposed action therefore, would not result in significant adverse impacts on surface water resources in the study area.

Groundwater

The proposed rezoning would result in the redevelopment of sites within the rezoning area. Property developers within this area will be required to address any site contamination issues prior to being issued a work permit from the Department of Buildings (DOB). With these provisions in place, no significant impacts to groundwater are anticipated to occur.

Floodplains

Significant adverse impacts related to development within the floodplain would not occur as a result of the proposed zoning amendments since the rezoning area is outside of the 100-year floodplain. Impacts to floodplains would not occur.

Coastal Resources

There are no designated Significant Coastal Fish and Wildlife Habitats in the study area. The proposed action therefore, would not result in significant adverse impacts on the condition of coastal resources in the study area. The proposed rezoning along the shoreline of the Bronx River would require a coastal zone consistency determination as part of project review and permitting. An evaluation of the consistency with established policies is included in Chapter 3.11, Waterfront Revitalization.

Wildlife

No significant adverse impacts to wildlife would occur as a result of the proposed zoning amendments since projected or potential development that would result from the RWCDS would occur on already developed parcels and as such there would be no infringement on sites utilized by wildlife. The utilization of the rezoning area by transient avian species is expected to continue to occur as in the future without the proposed action.

Since potential or projected development within the rezoning would not exceed 105 feet in height, significant impacts related to tall structures and the potential to conflict with migratory birds is not anticipated since this height is lower than the altitude at which birds generally migrate.

Wetlands

Significant adverse impacts to wetlands would not occur as a result of the proposed zoning amendment since no wetland resources were identified within the area of the proposed rezoning.

Aquatic Biota

Significant adverse impacts to aquatic biota would not occur as a result of the proposed zoning amendments since no aquatic resources were identified within the area of the proposed rezoning.

Upland Resources

Significant adverse impacts to upland resources would not occur as a result of the proposed rezoning since there are no significant upland resources in the rezoning area.

Threatened and Endangered Species

All of the species that were identified as having had a historic presence in the area are associated with the Bronx Park/New York Botanical Garden, which is adjacent to the area proposed for rezoning. Of these species, nine were vascular plants, which have no habitat in the rezoning area, and one Dragonfly (recorded in 1913) which would likely have been associated with the lacustrine zones within the park. Communication with the NYSDEC Natural Heritage Program indicates the proposed rezoning would not jeopardize these species. Significant impacts to Threatened and Endangered species would therefore not occur.

3.10 HAZARDOUS MATERIALS

INTRODUCTION

This chapter provides an assessment of the potential for impacts from an increased exposure to hazardous materials and/or contaminants that could be encountered in the soil and/or groundwater during construction on the sites included within the rezoning area, and identifies measures that could be employed to minimize the potential for exposure to such materials. Potential effects from hazardous materials could result when on-site contaminants at concentrations above regulatory standards or guidance values are disturbed during construction activities, or when a new use is introduced that would increase the risk of human exposure to hazardous materials or contaminants.

The assessment includes the potential for the presence of hazardous and/or contaminated materials in soil and/or groundwater at both the projected and potential development sites identified in the Reasonable Worst Case Development Scenario (RWCDS) under the proposed action. The proposed action would allow residential use to locate as-of-right within portions of the rezoning area where industrial uses have historically been located. The proposed action would also enable both conversion of existing non-residential floor area, and the redevelopment of former industrial sites for residential use.

An additional consideration for the development sites included determining whether an (E) designation is necessary at eligible sites that are projected or potential development sites under the proposed action. An (E) is designated on the appropriate Zoning Map (by block and lot) to indicate that, on that site, no change of use or development requiring a New York City Department of Buildings (NYCDOB) permit may be issued without approval of the New York City Department of Environmental Protection (NYCDEP). These sites require the NYCDEP's review to ensure protection of human health and the environment from any known or suspected hazardous materials associated with the site.

As documented in the following evaluation, the proposed action would not result in significant adverse impacts due to increased exposure to hazardous materials. The application of (E) designations on projected and potential sites would provide regulatory oversight so that any potential environmental impacts and/or exposures can be mitigated where past use has indicated a potential for contamination. This oversight would preclude the possibility of significant adverse impacts as development within the rezoning area progresses.

Methodology

As described in the *CEQR Technical Manual*, the goal of a hazardous materials assessment is to determine whether a proposed action could lead to potential increased human exposure to hazardous materials and whether the increased exposure could lead to significant public health impacts or environmental impacts. The objective of this analysis is to determine which, if any, of the projected and potential development sites identified as part of the RWCDS may have been adversely affected by current or historical uses involving hazardous materials on-site or

adjacent to the sites, such that the properties may be impacted by hazardous material with the proposed action, and thus require an (E) designation.

Hazardous materials, as defined in the *CEQR Technical Manual*, are substances that pose a threat to human health and the environment including, but not limited to, heavy metals, volatile organic compounds (VOCs), semivolatile organic compounds (SVOCs), methane, polychlorinated biphenyls (PCBs), pesticides, polychlorinated dibenzodioxins, and dibenzofurans (commonly referred to as dioxins), and other hazardous wastes. Hazardous wastes are defined under the regulations promulgated by the Resource Conservation and Recovery Act (RCRA) as solid waste that meets at least one of the four characteristics: ignitability, corrosivity, reactivity, and/or toxicity, or as identified in NYCRR Part 371.4. For the study area, 61 developed sites on 80 tax lots were identified as either potential or projected development sites. All of the lots are identified as likely to be developed as a result of the proposed rezoning.

Lots in the study area were evaluated pursuant to the preliminary screening criteria contained in Title 15, rules of the City of New York, Chapter 24, Section 4, Appendix A, and the Hazardous Materials Appendix 1 of the *CEQR Technical Manual*. In accordance with these procedures, a land use survey and site history investigation were undertaken to determine past and current uses. Based on guidance from NYCDCP, on sites where the proposed action resulted in one of the following conditions, an evaluation was completed to determine whether the site would be eligible for consideration of (E) designation: (1) rezoning of a manufacturing zone to a commercial or residential zone; (2) development adjacent to a manufacturing zone or existing manufacturing or commercial facilities (including nonconforming uses) listed in Appendix A of the *CEQR Technical Manual*; (3) rezoning from commercial to residential, including mixed-use zones, if the rezoned area would have allowed a use that may have stored, used, disposed of, or generated hazardous materials (e.g., C8 districts); and (4) rezoning from residential to residential where the site is or had been, or is adjacent to, a gasoline service station.

The sites were evaluated for potential impacts due to hazardous materials by reviewing: (1) the 1938 and 1950 Bromley Atlas and the 1972 Sanborn Fire Insurance Map; (2) an environmental regulatory database summary for the project area; (3) aerial images; and (4) Department of Buildings Certificates of Occupancy records.

Atlas and Fire Insurance Maps

The 1938 and 1950 Bromley Atlas and the 1972 Sanborn Fire Insurance Map were reviewed to assess prior site activities and operations. For projected and potential development sites and adjacent or nearby lots, the historic land use was investigated to determine if activities at these sites may have potentially released chemicals to the environment. The review consisted of identifying the name(s) of the occupant(s) and the type of business conducted. Facilities listed in the *CEQR Technical Manual* with respect to hazardous materials were identified, including lots with a prior land use such as automobile service stations, gasoline service stations, filling stations, electric power substations, machine shops, etc. that make use of, potentially generate, or dispose of chemicals that may have a deleterious effect on the environment.

Database Review

In preparing this analysis, a number of databases of potential sources of hazardous materials, as compiled by Environmental Data Resources, Inc.,¹ were reviewed including:

- The Department of Environmental Conservation's Petroleum Bulk Storage (PBS) database, last updated January 6, 2010. The PBS database contains registered liquid petroleum bulk aboveground storage tanks (ASTs) and underground storage tanks (USTs);
- The New York State Chemical Bulk Storage Tank (CBS) database, last updated January 1, 2002. The CBS tanks database is an inventory of registered facilities that store regulated hazardous substances in aboveground and underground storage tanks (ASTs/USTs);
- New York State Leaking Storage Tank Incident Reports (LTANKS), last updated November 23, 2009. The reports provide information on petroleum related releases associated with ASTs and USTs;
- New York State Spills (NY Spills) Information, last updated November 23, 2009. The New York Spills database provides information on petroleum related releases by ASTs and USTs;
- Resource Conservation and Recovery Act (RCRA) information, last updated December 11, 2009. RCRAInfo is the Environmental Protection Agency's database, which includes information on sites that generate, transport, store, treat and/or dispose of hazardous waste as defined by the RCRA; and,
- The Solid Waste Facilities/ Landfill Sites (SWF/LF) database, last updated October 14, 2009. The SWF/LF records typically contain an inventory of solid waste disposal facilities or landfills in a state.

Other Sources Consulted

Where past use of the site was not evident from the above sources, additional information was sought from data of the Department of Buildings as well as existing and historical photo documentation, such as aerial images. Building Certificates of Occupancy were reviewed to determine whether there was specific information regarding a prior occupant of the building.

3.10.1 EXISTING CONDITIONS

The results of the land use survey and site history investigations indicate that portions of the study area were developed as residential and industrial uses, and that a number of the sites within the study area continue to be used by industrial and manufacturing businesses in recent years. Based on the methodology described above, of the 80 tax lots examined, 61 have existing

¹ *Data Map Area Study, Bronx Rezoning*, Environmental Data Resources Inc., February 3, 2010.

or past land uses that would qualify for (E) designations. The federal database of RCRA generators and New York State databases of spill events and underground and aboveground storage tanks indicate that 17 of the 61 lots would also qualify for (E) designation based on existing records.

Appendix E presents the detailed list of 61 tax lots (comprising 24 projected development sites and 25 potential development sites) that would be developed under the proposed action, along with the reason(s) for (E) designation recommendation.

3.10.2 FUTURE WITHOUT THE PROPOSED ACTION

Based on the RWCDS projection, in the future without the proposed actions, 40 of the 61 lots that warrant an (E) designation are expected to incur new development. In this case, development of the sites would occur without the restrictions of the (E) designation, and the risks for potential exposure to hazardous and/or contaminated materials at these sites may increase without the proposed action.

3.10.3 FUTURE WITH THE PROPOSED ACTION

In the future with the proposed action, under the RWCDS projection, all of the 61 lots that qualify for (E) designation are expected to be redeveloped. The environmental impacts due to potential presence of hazardous material at the projected and potential sites relate to the potential for impacts to the health and safety of workers during demolition of existing structures and construction, transportation of contaminated soil, or impacts to future residents or employees of individual buildings on these sites. These adverse impacts are principally associated with the following uses and concerns:

- Former or current gasoline filling stations or automotive service centers on a development site or an adjacent site;
- Auto-related or “transportation” uses on the development site or an adjacent site (e.g., garage, filling station, auto repair, service or painting);
- Records of underground storage tanks or leaking underground storage tanks on the development site or an adjacent site;
- Records of aboveground storage tanks on the development site or an adjacent site
- Records of spills of petroleum or chemicals on the development site or an adjacent site; and,
- Records of dry cleaners or industrial/ manufacturing activities on the development site or adjacent site

As listed in Appendix E, (E) designations are recommended for all 61 of the 80 tax lots in the proposed action. The eligible sites recommended for (E) designations are based on whether the sites may have been adversely affected by existing or historical uses at, or adjacent to, these sites. By placing (E) designations on sites where there is a known or suspected environmental concern and the potential for an adverse impact to human health and the environment resulting from the proposed action may be avoided. The (E) designation provides the City with a mechanism for oversight of environmental conditions so that significant adverse impacts do not occur as a result of site development.

An (E) designation requires that pre-development activities at each site include a Phase 1 environmental site assessment, and, if necessary, a sampling protocol and remediation to the satisfaction of the NYCDEP before the issuance of a building permit (pursuant to Section 11-15 of the Zoning Resolution—Environmental Requirements). The (E) designation also requires mandatory construction-related health and safety plans, which must also be approved by DEP.

Of the 80 projected and potential tax lots, 61 would have hazardous materials (E) designations placed on the sites as part of the proposed action. This measure would eliminate the potential for significant adverse impacts from hazardous materials due to development on these sites under the proposed action by placing regulatory oversight so that any potential environmental impacts and/or exposures can be mitigated.

CONCLUSION

The conditions in the future with and without the proposed action would be the same with regard to development of sites qualifying for (E) designation. Within the proposed rezoning area, 61 potential and projected development lots have the potential to be affected by contamination as a result of historical and/or current industrial activity, the presence of fuel storage tanks, or some other land use identified in the *CEQR Technical Manual*. As such, these locations would receive an (E) designation pursuant to the proposed project.

With these provisions in place, no significant adverse impacts due to hazardous materials are expected as the result of the proposed action.

3.11 WATERFRONT REVITALIZATION PROGRAM

A portion of the rezoning area lies within New York City's Coastal Zone, as defined by the NYCDP. As a consequence, an assessment is required to determine whether the proposed action is consistent with the requirements of the New York City Waterfront Revitalization Program (WRP).

The federal Coastal Zone Management Act (CZMA) of 1972 (and reauthorized in 1990) was enacted to encourage states to preserve, protect, develop, and where possible, restore or enhance valuable natural coastal resources. The CZMA emphasizes the primacy of State regulation of the Coastal Zone, delegating federal authority to the states and directing states to prepare plans that address local waterfront needs. In response to the CZMA, New York State adopted a Coastal Management Program (CMP) that was designed to balance economic development and preservation with the Coastal Zone by promoting waterfront revitalization and waterfront-oriented uses while protecting fish and wildlife, open space, scenic areas and public access to the shoreline. In addition, the CMP sought to minimize adverse changes to ecological systems, erosion and flood hazards.

The New York State CMP provides for a municipality to adopt a local waterfront revitalization program capable of addressing local waterfront issues, as is the case in New York City. The WRP is the City's principal tool to manage the resources of the Coastal Zone. The WRP was originally adopted in 1982 and approved by the New York State Department of State (NYSDOS) for inclusion in the New York State CMP and subsequently revised and approved by the City Council in October 1999. In August 2002, NYSDOS and federal entities, including the United States Army Corps of Engineers (USACE) and the United States Fish and Wildlife Service (USFWS), adopted the City's ten WRP policies for the majority of the properties located within its boundaries.

The ten waterfront policies of the current Local Waterfront Revitalization Program (LWRP) are designed to effectively realize the City's waterfront planning goals for these areas within the Coastal Zone, addressing the following issues: (1) residential and commercial redevelopment, (2) water-dependent and industrial uses, (3) commercial and recreational boating, (4) coastal ecological systems, (5) water quality, (6) flooding and erosion, (7) solid waste and hazardous substances, (8) public access, (9) scenic resources, and (10) historical and cultural resources. These new policies simplified and clarified the consistency review process without eliminating any policy element required by state and federal law.

Some information on which the LWRP assessment relies, such as information regarding potential infrastructure impacts, will be provided as part of the targeted EIS; therefore the Waterfront Revitalization Program assessment will also be provided as part of the targeted EIS. Specifically, the evaluation will consider the policies noted above that relate to protection of ecological systems, scenic resources and visual quality, and the historical and cultural legacy of the New York City coastal area.

3.12 INFRASTRUCTURE

Infrastructure comprises the physical systems that support populations. It includes water mains and sewers, bridges and tunnels, roadways, and electrical substations. These structures have defined capacities that may be affected by population growth and development in a particular area. The assessment of infrastructure considers whether the proposed action would adversely affect the City's water distribution or sewer system, and if so, to determine whether there would be significant impacts. The recently revised *CEQR Technical Manual* states that projects that would result in an incremental increase of up to 400 residential units or 150,000 square feet of commercial space in the Bronx require a preliminary analysis of Water and Sewer Infrastructure. Accordingly, because the proposed project would result in an incremental increase of 738 residential units, a preliminary analysis is warranted and will be prepared for the Draft Environmental Impact Statement (also refer to the Draft Scope of Work).

3.13 SOLID WASTE AND SANITATION SERVICES

INTRODUCTION

This chapter assesses the potential effects that the proposed action would have on municipal solid waste and sanitation services, and identifies the anticipated changes in solid waste generation that would occur in the future (2020) both with and without the proposed action.

According to the *CEQR Technical Manual*, actions involving establishment of housing or other developments generally do not require a detailed evaluation for solid waste impacts unless they would result in solid waste generation greater than 10,000 pounds per week. The solid waste that would be generated with the proposed action would exceed this threshold level. In accordance with these guidelines, this chapter therefore analyzes the effects of the proposed action on solid waste and sanitation services.

As discussed in Chapter 2.0, "Project Description," the Reasonable Worst Case Development Scenario (RWCDS) associated with the proposed action at the 24 projected development sites was developed for the year 2020. The RWCDS results in net increases of 738 DUs, including 191 units of affordable housing; 77,586 square feet (sf) of commercial (retail and restaurant) and office space; 7,782 sf of community facility space; and 10,625 sf of Food Retail Expansion to Support Health (FRESH) space.

A quantitative assessment was conducted to determine whether the increase in residential, commercial/office, community facility, FRESH and restaurant space due to the proposed action would conform to the City's Solid Waste Management Plan (SWMP) and therefore not constitute a significant impact per CEQR. The first step was the calculation of existing solid waste generation at the projected development sites. Then, the amounts of municipal solid waste that would be generated in the future at the project development sites both with and without the proposed action were calculated and compared.

As documented in the following assessment, the results indicate that the proposed action would not result in significant adverse impacts to solid waste and sanitation services. The solid waste generated by residential facilities associated with the proposed action is not expected to burden New York City's solid waste and sanitation services to a significant degree. It is also expected that the small increase in office and commercial, community facilities, and FRESH waste that would result from the proposed action could be handled by private solid waste management services. The proposed action would result in a substantial decrease in manufacturing waste and small decreases in hotel and parking facility waste since these uses are predicted to relocate from the rezoning area. In addition, the proposed action would not conflict with, or require any amendments to, the City's program for solid waste management as implemented through the SWMP.

3.13.1 EXISTING CONDITIONS

Description of Current Sanitation Services

The New York City Department of Sanitation (DSNY) is the agency responsible for the collection and disposal of municipal solid waste and recyclable materials generated by residences, some nonprofit institutions, tax exempt properties, and City agencies. DSNY also collects waste from street litter baskets and handles street-sweeping operations and lot cleaning activities. Commercial operations handle solid waste from other uses, (e.g., commercial retail, office, and industrial operations). Fresh Kills Landfill, which was New York City's last operating landfill, was officially closed in March 2001. DSNY continues to collect residential and institutional solid waste and recyclables (the municipal waste stream), which are now transported out of the City. Currently, most of the City's municipal solid waste is collected and delivered to transfer stations for sorting and transfer to larger transfer vehicles, and then transported out of the City. Commercial and industrial solid waste from the project area is collected and trucked via private transfer stations to out-of-city disposal sites. Private carters may also consolidate solid waste from commercial and industrial operations and haul it to waste transfer facilities both inside and outside New York City, where it is then transported to out-of-city disposal facilities. It is estimated that DSNY collects over 12,000 tons of residential and institutional refuse and recyclables (solid waste) per day. It is also estimated that the non-residential (commercial/industrial) waste stream is about 13,000 tons per day (tpd). The total solid waste generated in the city therefore averages approximately 25,000 tpd.¹

The City's solid waste management services conform to the program outlined in the SWMP, developed in July 2006. The SWMP addresses the city's existing and future demands for solid waste management, and recognizes the interdependency of the systems for managing recycling, residential waste, and commercial waste.

The SWMP also outlines a transition from an entirely truck-dependent export system to one that includes barge and/or rail. The SWMP includes a Long-Term Export Program for residential waste, including the waste generated within the rezoning area, by the year 2020. Within the rezoning area, waste is currently transported to Harlem River Yard Transfer station, a privately owned truck-to-rail facility in the Bronx. This will continue to be the case under the Long-Term Export Program.

Local Law 19 (1989) requires that DSNY and private carters collect recyclable materials and deliver them to material recovery facilities. New York City residents are required to separate aluminum foil, glass, plastic and metal containers, and newspapers and other paper wastes from household waste for separate collection. The SWMP also mandates that commercial and industrial establishments are subject to recycling requirements. Businesses must source-separate certain types of paper wastes, cardboard, metal items, and construction wastes. Food and beverage establishments must recycle metal, glass,

¹ DSNY website: <http://www.nyc.gov/html/dsny/html/about/about.shtml>, 2010.

plastic containers, and aluminum foil, in addition to meeting the commercial recycling requirements.

Solid Waste Generated in the Study Area Under Existing Conditions

The assessment of solid waste/sanitation services considers the incremental changes in solid waste generation only at those developments identified as projected development sites in the RWCDS. The estimates include solid waste that would require the disposal services of both DSNY and private carters. The 24 projected development sites currently include both active uses and vacant land and structures. The vacant properties do not factor into the existing solid waste generation calculations for the area, as they generate no solid waste.

Estimates of the current amount of solid waste generated by use on the projected development sites is provided in Table 3.13-1. As shown in the table, existing uses currently generate approximately 23,000 pounds of solid waste per week, of which approximately 22,000 pounds is collected by private carters.

**Table 3.13-1:
Estimated Weekly Solid Waste Generation on
Projected Development Sites Under Existing Conditions**

Use	Existing	
	Square Feet or Number of Dwelling Units	Solid Waste Generated* (pounds per week)
Residential	10	410
Office/Commercial	59,891	3,114
Community Facility	3,000	90
Storage/Manufacturing/Parking Garage	84,238	19,269
FRESH	0	0
Hotel	0	0
Accessory Surface Parking	0	0
TOTAL		22,884

*Based on the following assumptions:
 Residential: assume 41 lbs per DU (utilize rate for “household” in CEQR Technical Manual Table 3M-1).
 Office/Commercial: assume 1 employee for 250 sf (based on Lower Concourse Rezoning and Related Actions EIS) and 13 lbs of solid waste per week per employee (utilize rate for “office building” in CEQR Technical Manual Table 3M-1). Restaurant space is included under Office/Commercial.
 Community Facility: assume 0.03 lbs per square foot per week (utilize rate for “government office” in CEQR Technical Manual Table 3M-1).
 Storage/Manufacturing/Parking Garage: assume 1 employee for 800 sf (based on Lower Concourse Rezoning and Related Actions EIS) and 183 lbs of solid waste per week per employee (utilize average rates for the two industrial categories listed in CEQR Technical Manual Table 3M-1).
 FRESH: assume 1 employee for 300 sf (based on data provided by NYC Department of City Planning for the Webster Avenue Rezoning) and 284 pounds of solid waste per week per employee (utilize rate for ‘food stores’ in CEQR Technical Manual Table 3M-1).
 Hotel: assume 1 employee for 2000 sf (based on Renaissance Plaza Expansion EAS, 2002) and 75 lbs of solid waste per week per employee (utilize rate for “hotels” in CEQR Technical Manual Table 3M-1).
 Accessory Surface Parking: assume 1 employee for 800 sf (based on Lower Concourse Rezoning and Related Actions EIS) and 183 lbs of solid waste per week per employee (utilize average rates for the two industrial categories listed in CEQR Technical Manual Table 3M-1). Assume a typical parking space is 8’ by 22’ for a square footage of 176 sf/parking space (based on Figure 4-31 2004 AASHTO Green Book).

3.13.2 FUTURE WITHOUT THE PROPOSED ACTION

If the proposed action is not implemented, the existing zoning controls would remain in place. It is expected that the rezoning area would experience growth primarily in commercial uses. In the future without the proposed action, the RWCDs indicates that as-of-right development would be expected to occur on some of the 24 projected development sites. The new development in the rezoning area is expected to generate a greater volume of solid waste than estimated under existing conditions.

Development on the 24 projected development sites is expected to include 219 DUs; 255,083 sf of commercial (retail and restaurant) and office space; 40,164 sf of community facility space; 168,999 sf of storage, manufacturing and parking garage uses; 27,612 sf of hotel space, and 147,695 sf of accessory surface parking spaces.

The solid waste generation by land use type in the future without the proposed action is presented in Table 3.13-2. The same assumptions regarding solid waste generation rates that were utilized for existing conditions were applied in calculating solid waste generation on the projected development sites in the future without the proposed action. As shown in Table 3.13-2, it is estimated that the 24 projected development sites would generate approximately 97,000 pounds of solid waste per week in the future without the proposed action. This is approximately 74,000 pounds per week more than under existing conditions. Approximately 87,000 pounds of the solid waste produced would be removed by private carters.

**Table 3.13-2:
Estimated Weekly Solid Waste Generation on
Projected Development Sites in the Future (2020) Without the Proposed Action**

Use	Future (2020) Without the Proposed Action	
	Square Feet or Number of Dwelling Units	Solid Waste Generated* (pounds per week)
Residential	219	8,979
Office/Commercial	255,083	13,264
Community Facility	40,164	1,205
Storage/Manufacturing/Parking Garage	168,999	38,659
FRESH	0	0
Hotel	27,612	1,035
Accessory Surface Parking	147,695	33,785
TOTAL		96,927

**Refer to Table 3.13-1 for generation rate assumptions.*

3.13.3 FUTURE WITH THE PROPOSED ACTION

As described in Chapter 2.0, "Project Description," it is expected that the proposed action would result in new development on the 24 projected development sites. The projected development sites would consist of 957 DUs (191 of which would be affordable housing units); 332,669 sf of commercial and office space; 47,946 sf of community facility space; 90,847 sf of storage, manufacturing and parking garage uses; 10,625 sf of FRESH space; and 112,882 sf of accessory surface parking uses. This development would result in a net increase of 738 DUs, including 191 units of affordable housing; 77,586 sf of commercial and office space; 7,782 sf of community facility space; and 10,625 sf of FRESH space.

Based on the same assumptions concerning the rates at which solid waste is generated under existing conditions and conditions in the future without the proposed action, it is estimated that the 24 projected and potential development sites would generate approximately 115,000 pounds of solid waste per week in the future with the proposed

action. This would represent a net weekly increase of approximately 18,000 pounds of solid waste compared to conditions in the future without the proposed action (See Table 3.13-3).

**Table 3.13-3:
Estimated Weekly Solid Waste Generated on Projected Development Sites
in the Future (2020) Without the Proposed Action and in the Future (2020) With the
Proposed Action**

Use	Future (2020) Without the Proposed Action		Future (2020) With the Proposed Action		Change in Solid Waste Generated in the Future (2020) With the Proposed Action Compared to in the Future (2020) Without the Proposed Action	
	Square Feet or Number of Dwelling Units	Solid Waste Generated* (pounds per week)	Square Feet or Number of Dwelling Units	Solid Waste Generated* (pounds per week)	Square Feet or Number of Dwelling Units	Solid Waste Generated* (pounds per week)
Residential	219	8,979	957	39,237	738	30,258
Office/Commercial	255,083	13,264	332,669	17,299	77,586	4,034
Community Facility	40,164	1,205	47,946	1,438	7,782	233
Storage/Manufacturing/Parking Garage	168,999	38,659	90,847	20,781	-78,152	-17,877
FRESH	0	0	10,625	10,058	10,625	10,058
Hotel	27,612	1,035	0	0	-27,612	-1,035
Accessory Surface Parking	147,695	33,785	112,882	25,822	-34,813	-7,963
TOTAL		96,927		114,636		17,708

*Refer to Table 13.3-1 for generation rate assumptions.

The proposed action would therefore be expected to generate a net solid waste equivalent of approximately 8.9 tons per week (one ton is equivalent to 2,000 pounds) which would be handled by both DSNY and private carters. Waste serviced by private carters would decrease by about 6.4 tons per week, while waste serviced by DSNY would increase by about 15.2 tons per week. Based on data included in the *CEQR Technical Manual*, the typical DSNY collection truck for residential refuse carries approximately 12.5 tons of waste material. The projected increase in solid waste generated by the proposed action would, therefore, require the equivalent of less than two additional sanitation trucks per week. This demand, however, would not burden the DSNY's solid waste handling services. Therefore proposed action would not have a significant adverse impact on the City's solid waste and sanitation services.

In addition, it is expected that the net increase in office and commercial waste (4,034 pounds per week) could be handled by the private solid waste management industry.

The per-week increase is less than one ton per day. This represents an increase of less than 0.1 percent of the city's commercial waste stream, a small increase that can be accommodated by private solid waste management services that already service the area.

CONCLUSION

The proposed action would not result in a significant adverse impact on municipal solid waste services. Development pursuant to the proposed action would occur in an area that is currently served by DSNY residential trash and recycling pick-ups. The proposed action would not affect the delivery of these services, or place a significant burden on the City's solid waste management system. The resulting net increase in solid waste to be managed by DSNY is very small (about two tons per day) when compared to the estimated 12,000 tons of residential and institutional refuse and recyclables collected by DSNY in New York City per day.

It is concluded that in the future with the proposed action, there would be no significant adverse impacts on residential or commercial solid waste collection and disposal services, nor would the proposed action conflict with, or require any amendments to, the City's solid waste management objectives as stated in the SWMP.

3.14 ENERGY

INTRODUCTION

Included in this chapter is an assessment of the potential effects that the proposed action would have on energy consumption. Included is a description of the existing energy systems supplying electrical power to the study area, identification of recent directives focused on reducing energy demand in New York State and the City, and estimates of current energy demand in the study area, and future energy demand with and without the proposed action. As discussed in Chapter 2.0, “Project Description,” the assessment is based on a reasonable worst-case development scenario (RWCDS) for development associated with the proposed action at the 24 projected development sites by 2020. The RWCDS results in net increases of 738 dwelling units (DUs), including 191 units of affordable housing; 53,417 square feet (sf) of commercial (retail) and office space; 10,625 sf of Food Retail Expansion to Support Health (FRESH) space; 24,169 sf of restaurant space and 7,782 sf of community facilities space. The following evaluates the RWCDS to determine the increase in energy demand, and compares it to the *CEQR Technical Manual* measures of significance.

The proposed action would rezone an area in the Bronx along Webster Avenue to provide incentive for the redevelopment of underutilized properties. Since all of the redevelopment would occur on established development lots, no physical conflict with energy supply or generation infrastructure would occur with the proposed action.

As documented in the following assessment, although the proposed action would result in overall increased demand for energy to this area, based on the criteria established in the *CEQR Technical Manual*, this additional demand would not be large enough to constitute a significant adverse impact on energy services. The proposed action would not result in significant direct impacts to energy infrastructure, nor would the additional energy demand with the proposed action result in a significant adverse impact to the energy supply services to the City.

3.14.1 EXISTING CONDITIONS

The Energy System

Consolidated Edison (Con Edison), along with other transmission companies and a number of independent power companies, including Keyspan Energy, generates, transmits and distributes electricity to New York City and almost all of Westchester County. In the Bronx, Con Edison supplies both electricity and natural gas.

The New York Power Authority (NYPA) is the governing authority responsible for overseeing power distribution across the state. The recent deregulation of the energy market across New York State has led to the transition of formerly government-regulated utilities to independently owned energy generators. Con Edison has sold many of its power generating facilities and is now primarily involved in energy distribution.

Electrical energy is created from non-renewable sources such as oil, natural gas, coal, nuclear fuel, and renewable sources like hydroelectric, biomass fuels, solar, and wind. New York City's energy is produced within the City, and at sites across the Northeast U.S. and as far as Canada. Once electrical energy is generated in the form of high voltage electrical power, a transmission grid provides high voltage electrical power to, and within, New York City. The interconnected power grid, extending across New York State and the Northeast, allows for power to be imported from other regions as the demand requires. Substations located throughout New York City convert high-voltage electrical power to low-voltage electrical power for distribution to end users.

According to the New York Independent System Operator (NYISO) *2009 Load & Capacity Data* report, which forecasts electric demands for New York through 2019, the peak electrical demand for New York City during the Summer of 2011 is forecasted at 12,065 MW.¹ Typically, the electricity generated within the City is sufficient to satisfy the demand. However, during the peak summer demand period, the required electricity must be supplemented by the transmission grid. Con Edison's distribution grid has a finite capacity, and during heavy demand periods the transmission grid is strained. There is an ongoing service and distribution improvement program for Con Edison infrastructure that upgrades localized areas that are continually high demand zones. Electricity required for these local "hot" zones are supplied by other regions of New York City or from sources elsewhere within the larger grid, if necessary.

Con Edison is able to serve local lower voltage power requirements using a series of substations. Transmission substations receive electricity from the generating stations through the transmission system and reduce the voltage to a level that can be delivered to area substations. Area substations receive electricity from a transmission substation and reduce the voltage to a level that can be delivered into the distribution system or "grid" in the streets. In the distribution system, the electricity's voltage is reduced further to be delivered to customers. Each area substation serves one or more distinct geographic areas, called networks, which are isolated from the rest of the local distribution system. The purpose of the networks is to isolate portions of the system so that if one substation goes out of service, the problem would be localized to that network area and would not spread to other parts of the city. Substations are designed to have sufficient capacity for the network to grow.

A number of power plants are located in the five boroughs, providing electric generation resources to New York City. According to NYISO's *Locational Installed Capacity Requirements Study* for the 2009-2010 capability year, the minimum installed capacity requirements for New York City are forecasted at 12,050 MW.²

¹ New York Independent System Operator *2008 Load & Capacity Data*, revised 06/26/08 (see website at www.nyiso.com/public/services/planning/index.jsp).

² NYISO *Locational Installed Capacity Requirements Study Covering the New York Control Area for the 2009-2010 Capability Year*, January 15, 2009.

Recent Energy Conservation Directives

In 2001, New York State began taking measures to address the increasing capacity needs of the metropolitan New York City region. NYISO implemented the Emergency Demand Response and the Day-Ahead Demand Bidding programs to reduce utility electrical power demand during peak load periods. New York State Governor's Executive Order No. 111 (EO 111) was introduced in June 2001, and directed state agencies, state authorities, and other affected entities to address energy efficiency, renewable energy, green building practices, and alternate fuel vehicles. EO 111 identified the New York State Energy Research and Development Authority (NYSERDA) as the organization responsible for coordinating and assisting agencies and other affected entities with their responsibilities. The NYSERDA and other utilities have implemented programs to encourage businesses to reduce energy usage and increase energy efficiency. The NYPA has purchased and/or constructed 11 new 44-MW, natural gas-fired, simple cycle turbine generating units (ten of which are located within New York City). Additionally, NYPA has focused on reducing energy consumption at public facilities throughout New York City.

The independent, non-profit New York State Reliability Council (NYSRC) has determined that a minimum of 80 percent of the City's peak load must be provided by generating sources within the City to maintain compliance with the criteria established by the regional and national reliability councils. Presently, there is sufficient capacity within the City to meet this 80 percent local energy generation requirement. As the energy demand increases over time, additional in-city generation would be needed to satisfy this requirement.

The NYISO, which manages the safety and reliability of the state's electric transmission system, developed and implemented the Comprehensive Reliability Planning Process (CRPP). The first step of the CRPP is the preparation of a Reliability Needs Assessment (RNA), which determines the reliability needs over a ten-year planning period based on the forecast of the demand for electricity and the projected system conditions. The second step begins with the request for solutions, with the expectation that Market-Based Solutions will come forward to meet the identified needs. In the event that Market-Based Solutions are not sufficient, the process provides for the identification of Regulated Backstop Solutions proposed by designated transmission owners, and of Alternative Regulated Solutions proposed by any market participant. The NYISO then evaluates all proposed solutions to determine whether or not they meet the identified needs. The NYISO determined that, based on the 2008 RNA, additional resources would be needed over the ten-year study covering the period 2008-2017 in order for the New York Control Area (NYCA) to comply with all applicable reliability criteria. However, the NYISO has determined that no action needs to be taken at this time to address the reliability needs identified in the 2008 RNA, and the proposed system upgrades will maintain the reliability of the power system.³

³ NYISO, *The Comprehensive Reliability Plan 2008: A Long-term Reliability Assessment of New York's Power System*, July 15th, 2008.

Existing Demand

An estimate of existing annual energy consumption at the 24 projected development sites was completed based on demand rates by land use provided in Table 3N-1 of the *CEQR Technical Manual*. The measure of energy used in the analysis is BTUs per year. One BTU, or British Thermal Unit, is the quantity of heat required to raise the temperature of one pound of water one Fahrenheit degree. This unit of measure can be used to compare consumption of energy from different sources (e.g., gasoline, hydroelectric power, etc.), taking into consideration how efficiently those sources are converted to energy. Its use avoids the confusion inherent in comparing different measures of output (e.g., horsepower, kilowatt hours, etc.) and consumption (e.g., tons per day, cubic feet per minute, etc.). In general, one kilowatt (KW) is equivalent to 3,413 BTUs per hour. As shown in Table 3.14-1, current annual energy use on the 24 projected development sites is approximately 11.2 billion BTUs per year for all heating, cooling, and electric power.

**Table 3.14-1:
Estimated Annual Energy Consumption on Projected
Development Sites Under Existing Conditions**

			Existing
Use	Consumption Rates (BTUs/sf/year)	SF	Annual Energy Use (million BTUs/ year*)
Residential	145,500	17,463	2,541
Office/Commercial	77,900	59,891	4,666
Community Facility	76,400	3,000	229
Storage/Manufacturing/Parking Garage	44,100	84,238	3,715
FRESH	159,300	0	0
Restaurant	113,800	0	0
Hotel	145,500	0	0
Accessory Surface Parking	27,400	0	0
TOTAL		164,592	11,150

Notes: *Based on the following assumptions per 2001 *CEQR Technical Manual* Table 3N-1:
 Residential: rate for "lodging." Assume 900-square feet/DU average size of existing dwelling unit.
 Office/Commercial: rate for "office"
 Community Facility: rate for "education"
 Storage/Manufacturing/ Parking Garage: rate for "warehouse and storage." This category includes automotive-related uses.
 FRESH: rate for "food sales"
 Restaurant: rate for "food service"
 Hotel: rate for "lodging"
 Accessory Surface Parking: rate for "parking garage." Assume a typical parking space is 8' by 22', or 176 sf,(based on Figure 4-31 2004 AASHTO Green Book). This category includes parking related to housing, commercial, FRESH, hotel, community facilities and parking garage development.

3.14.2 FUTURE WITHOUT THE PROPOSED ACTION

In the future without the proposed action, the NYISO 2009 *Load & Capacity Data* report forecasts energy requirements through 2019 and estimates the summer peak load for New York City to be approximately 12,886 MW in 2019. The 2019 annual energy requirements are forecasted to be approximately 56,793 gigawatt hours (GWH).⁴ Based on these trends, the summer peak load for New York City is forecasted to be approximately 13,000 MW in the future build year of 2020.

In the future without the proposed action, the existing zoning controls would remain in place. It is expected that the rezoning area would experience growth in primarily commercial and residential uses. In the future without the proposed action, as-of-right development would be expected to occur on some of the 24 projected development sites. In the future without the proposed action, it is expected that energy consumption on the projected development sites would be greater than under existing conditions. Development on the 24 projected development sites is expected to consist of 219 DU's; 245,142 sf of commercial (retail) and office space; 40,164 sf of community facility space; 168,999 sf of storage/manufacturing uses; 9,941 sf of restaurant space; 27,612 sf of hotel; and 147,695 sf of accessory surface parking uses.

It is expected that the incremental difference between existing conditions and the future without the proposed action would total 212,225 sf of residential space; 185,251 sf of office and commercial space; 37,164 sf of community facility space; 84,761 sf of storage/manufacturing/parking garage uses; 9,941 sf of restaurant space; 27,612 sf of hotel; and 147,695 sf of accessory surface parking uses.

Table 3.14-2 summarizes the annual energy consumption for each use in the future without the proposed action. The same assumptions utilized for existing conditions were applied in calculating energy consumption on the 24 projected development sites in the future without the proposed action. As shown in Table 3.14-2, it is estimated that the 24 projected development sites would use approximately 72.2 billion BTUs of energy annually in 2020 without the proposed action. This is more than a 500 percent increase in energy demand over the existing condition.

⁴ New York Independent System Operator 2008 *Load & Capacity Data*, revised 04/01/07 (see website at www.nyiso.com/public/services/planning/index.jsp).

**Table 3.14-2:
Estimated Annual Energy Consumption on Projected Development Sites in the
Future (2020) Without the Proposed Action**

Use	Consumption Rates (BTUs/sf/year)	No-Action	
		SF	Annual Energy Use (million BTUs/ year*)
Residential	145,500	229,688	33,420
Office/Commercial	77,900	245,142	19,097
Community Facility	76,400	40,164	3,069
Storage/Manufacturing/Parking Garage	44,100	168,999	7,453
FRESH	159,300	0	0
Restaurant	113,800	9,941	1,131
Hotel	145,500	27,612	4,018
Accessory Surface Parking	27,400	147,695	4,047
TOTAL		869,241	72,233

* Refer to Table 3.14-1 for consumption rate assumptions.

3.14.3 FUTURE WITH THE PROPOSED ACTION

As described in Chapter 2.0, "Project Description," it is expected that under conditions with the proposed action, the projected development sites would consist of 957 DUs (191 of which would be affordable housing units); 298,559 sf of commercial and office space; 47,946 sf of community facility space; 90,847 sf of storage/manufacturing/parking garage space; 10,625 sf of FRESH space; 34,110 sf of restaurant space, and 112,882 sf of accessory surface parking uses.

This represents a net increase above the future without the proposed action of 738 DUs, including 191 units of affordable housing; 53,417 sf of commercial and office space; 10,625 sf of FRESH space; 24,169 sf of restaurant space; 7,782 sf of community facility space; and a decrease of 78,152 sf of storage/manufacturing/parking garage space; 27,612 sf of hotel space; and 34,813 sf of accessory surface parking uses. The incremental difference between energy demand in the future without the proposed action and energy demand in the future with the proposed action serves as the basis for the impact analyses.

Projected development resulting from the proposed action would be required to comply with the New York State Conservation Construction Code, which governs performance requirements of heating, ventilation, and air conditioning systems, as well as the exterior building envelope of new buildings. In compliance with the Code, the buildings to be constructed on the projected development sites would incorporate all required energy

conservation measures, including meeting the Code’s requirements relating to energy efficiency and combined thermal transmittance.

The same assumptions utilized for the various uses under the future without the proposed action conditions were applied in calculating estimated annual energy consumption on the 24 projected development sites in the future with the proposed action. Table 3.14-3 shows the energy expected to be consumed by the projected development sites in the future with the proposed action, compared to energy demand in the future without the proposed action, and identifies the incremental change in energy consumption that would occur with the proposed action.

**Table 3.14-3:
Estimated Annual Energy Consumption on Projected Development Sites
in the Future (2020) Without the Proposed Action Compared to Annual Energy
Consumption in the Future (2020) With the Proposed Action**

Use	Future (2020) Without the Proposed Action		Future (2020) With the Proposed Action		Incremental	
	SF	Annual Energy Use (million BTUs*)	SF	Annual Energy Use (million BTUs*)	SF	Annual Energy Use (million BTUs*)
Residential	229,688	33,420	966,484	140,623	736,796	107,204
Office/Commercial	245,142	19,097	298,559	23,258	53,417	4,161
Community Facility	40,164	3,069	47,946	3,663	7,782	595
Storage/Manufacturing/Parking Garage	168,999	7,453	90,847	4,006	-78,152	-3,446
Fresh	0	0	10,625	1,693	10,625	1,693
Restaurant	9,941	1,131	34,110	3,882	24,169	2,750
Hotel	27,612	4,018	0	0	-27,612	-4,018
Parking	147,695	4,047	112,882	3,093	-34,813	-954
TOTAL	869,241	72,233	1,561,453	180,218	692,212	107,985

*Refer to Table 3.14-1 and Table 3.14-2 for notes.

Based on the above assumptions, it is estimated that the 24 projected development sites would generate the demand for approximately 180.2 billion BTUs of energy annually in the future with the proposed action. Therefore, the proposed action would result in an incremental increase of approximately 108 billion BTUs in annual energy use compared to conditions in the future without the proposed action. This annual incremental demand on an hourly basis would represent a small fraction of the City’s forecasted peak summer load of 13,000 MW in 2020, as well as an infinitesimal amount of the City’s forecasted annual energy requirements for 2020, and is therefore not expected to be a significant additional load. As such, the operational energy demand from the proposed action would not have significant adverse impacts.

CONCLUSION

The proposed action is not anticipated to result in significant adverse energy impacts. Consumption of energy on the projected development sites would experience a net increase of approximately 108 billion BTUs in annual energy use compared to the future without the proposed action. This annual incremental demand on an hourly basis would represent a small fraction of the City's forecasted peak summer load of 13,000 MW in 2020, and an infinitesimal amount of the City's forecasted annual energy requirements for 2020. This incremental increase in demand would not be large enough to significantly impact the ability of the City's energy system to deliver electricity and would not constitute a significant adverse impact.

3.15 TRAFFIC AND PARKING

INTRODUCTION

The objective of the traffic and parking analyses is to determine whether a proposed action could be expected to have a significant impact on street and roadway operations and parking conditions in the study area. A screening analysis is first presented of the determination of whether detailed traffic and parking analyses are required for the proposed action based upon *CEQR Technical Manual* guidelines. This chapter then describes existing traffic and parking characteristics of the study area and provides an assessment of future conditions at study intersections, first without the proposed action and then following implementation of the proposed action, including determination of the likelihood of any associated significant impacts.

The proposed action includes zoning map and zoning text amendments proposed by the New York City Department of City Planning (DCP). The rezoning area is located in the Bedford Park and Norwood neighborhoods in the Bronx. Typically, CEQR assessments of large area-wide zoning proposals not associated with specific development projects assume a 10-year build period. This is the time frame that could be reasonably predicted into the foreseeable future without engaging in highly speculative projections. Thus, with a base year of 2010, the traffic and parking analyses in this document address a development program that could reasonably be constructed by 2020 as described in the reasonable worst-case development scenario (RWCDS). The traffic and parking analyses considered auto, taxi and truck trips, as well as parking demand and changes in supply related to “projected” development sites.

The findings of the analysis disclosed herein for the Webster Avenue Rezoning action indicate that a detailed traffic and parking study is required due to both the development levels defined in the RWCDS for the projected development sites in the rezoning area and also from the resulting level of incremental vehicle trips identified in the screening analysis in comparison to No-Action conditions. Seven intersections were identified for detailed analysis based upon the project generated trip assignments. It was determined, using the traffic analysis methodology and CEQR impact criteria described herein, that significant traffic impacts could result at two intersections under the With-Action conditions in comparison to conditions in the future without the proposed action during the weekday AM, midday, PM and Saturday peak hours, as detailed in Section 3.15.4. The parking analysis indicated that a projected parking supply shortfall in the parking study area under No-Action conditions would worsen under the proposed action. Please refer to the Draft Scope of Work for a targeted environmental impact statement for the proposed Webster Avenue Rezoning.

3.15.1 METHODOLOGY

The *City Environmental Quality Review (CEQR) Technical Manual* provides guidelines to determine whether detailed traffic and parking analyses are required for a proposed action, as well as guidelines for use in the traffic and parking analyses to identify whether significant impacts would likely occur. This chapter first provides a comparison

of the proposed Webster Avenue Rezoning action at the analysis horizon year to those CEQR *Technical Manual* guidelines to determine if traffic and parking analyses are required, both based upon projected development levels and changes to trip generation and projected traffic volumes.

Level One Screening

A total of 24 projected development sites within the rezoning area have been identified in the RWCDS as most likely to be developed by 2020 due to the proposed action. Table 3.15-1 shows the total incremental net change in development on these sites that would result from the proposed action compared to the No-Action condition. As shown in Table 3.15-1, it is estimated that the proposed rezoning would result in a net increase of 738 dwelling units (du), 35,119 gross square feet (gsf) of local retail uses, 16,573 gsf of office space, 10,625 gsf of FRESH market space, 24,169 gsf of restaurant uses, 1,725 gsf of supermarket space, 5,680 gsf of medical offices and 2,102 gsf of community facilities. It is also estimated that the proposed rezoning would result in a net decrease of 58,985 gsf of mini-warehouse space, 13,372 gsf of auto repair uses, 55 hotel rooms and 19 public parking spaces. Based upon the Table 3O-1 of the CEQR *Technical Manual*, the proposed action would result in increases in development levels by 2020 that exceed Level One screening threshold criteria, thus requiring a trip generation analysis to determine whether a detailed traffic analysis is required.

Table 3.15-1: Net Change in Land Uses on Projected Development Sites

Land Use	Incremental Net Change
Residential	736,796 gsf / 738 du
Local Retail	35,119 gsf
Office	16,573 gsf
FRESH Market	10,625 gsf
Restaurant	24,169 gsf
Supermarket	1,725 gsf
Community Facility (Medical Office)	5,680 gsf
Community Center	2,102 gsf
Hotel*	(27,612 gsf / 55 rooms)
Mini-Warehouse	(58,985 gsf)
Auto Repair	(13,372 gsf)
Public Parking	(5795 gsf / 19 spaces)

* Assumes 500 gsf per hotel room
Source: NYC Department of City Planning

Level Two Screening

A trip generation analysis indicated that the proposed action would generate approximately 110, 190, 170, and 150 incremental vehicle trips above No-Action levels, consisting of autos, taxis, and trucks, for the weekday AM, midday, PM, and Saturday midday peak hours, respectively, as indicated in Table 3.15-11. Details of the trip-generation estimation process are provided in the *Transportation Planning Factors Memorandum* for the Webster Avenue Rezoning (see Appendix H). Therefore, the need for a detailed traffic analysis is required as per CEQR *Technical Manual* screening criteria.

Level Three Screening

A traffic study area was selected to reflect that area within which the level of incremental vehicle trips generated by the proposed action would be the highest based upon vehicle trip assignments. Within the traffic study area, 18 intersections were selected for Level Three screening in order to focus analysis on those intersections where the likelihood of significant adverse impacts would be the greatest.

Assignments of incremental vehicle trips to specific roadways entering and leaving the project area that would be generated by the projected development sites, relative to No-Action conditions, were developed for the AM, weekday midday, PM, and Saturday midday peak hours. These assignments were developed based upon the projected net change in vehicle trips generated by the development sites relative to the No-Action condition, the vehicle trip distributions derived for the study area, the characteristics of the roadway network and the location and type of land use of each development site. Generally, the vehicle trip assignments reflect the roadway network characteristics in the area, particularly related to corridors leading to and from the Bronx River Parkway and Major Deegan Expressway, the linear distribution of projected development sites along Webster Avenue and the predominate pattern of vehicle trips to and from the south of the rezoning area. The greatest net changes in vehicle trips are projected to occur on Webster Avenue south of Mosholu Parkway and along Dr. Theodore Kazimiroff Boulevard.

Detailed incremental project generated vehicle trip assignments are provided on Figures 3.15-1 through 3.15-4.

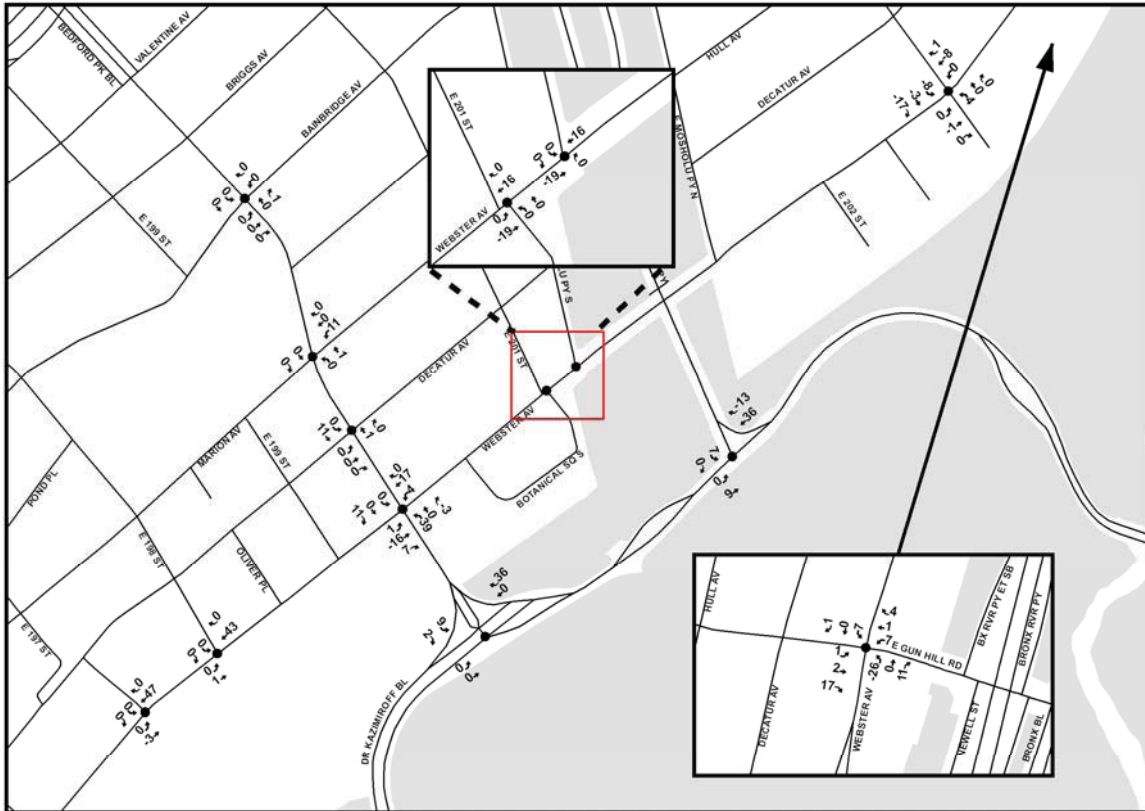


Figure 3.15 - 1

Build Increment
 Weekday AM Peak Hour

Webster Avenue Rezoning
 NYC Department of City Planning



Source: NYC Department of City Planning SF 2016 of the RUCAPP 2016

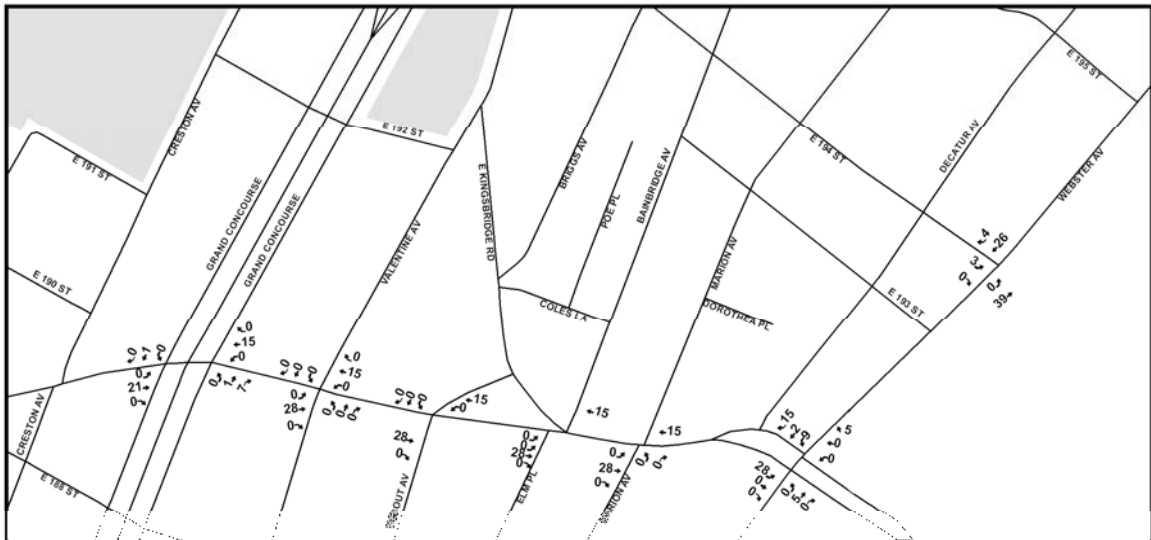
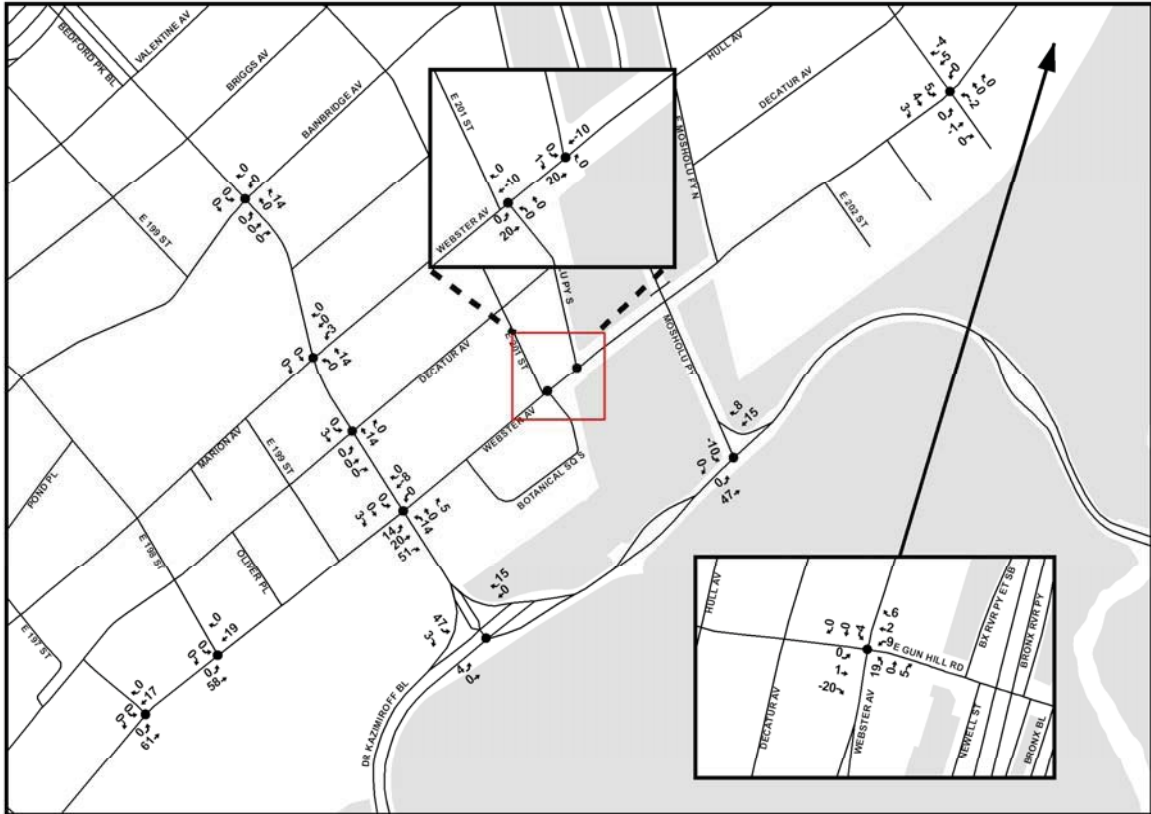


Figure 3.15-3

Build Increment
 Weekday PM Peak Hour



Source: NYC Department of City Planning, NY DOT and the US Census Bureau, 2005

Webster Avenue Rezoning
 NYC Department of City Planning

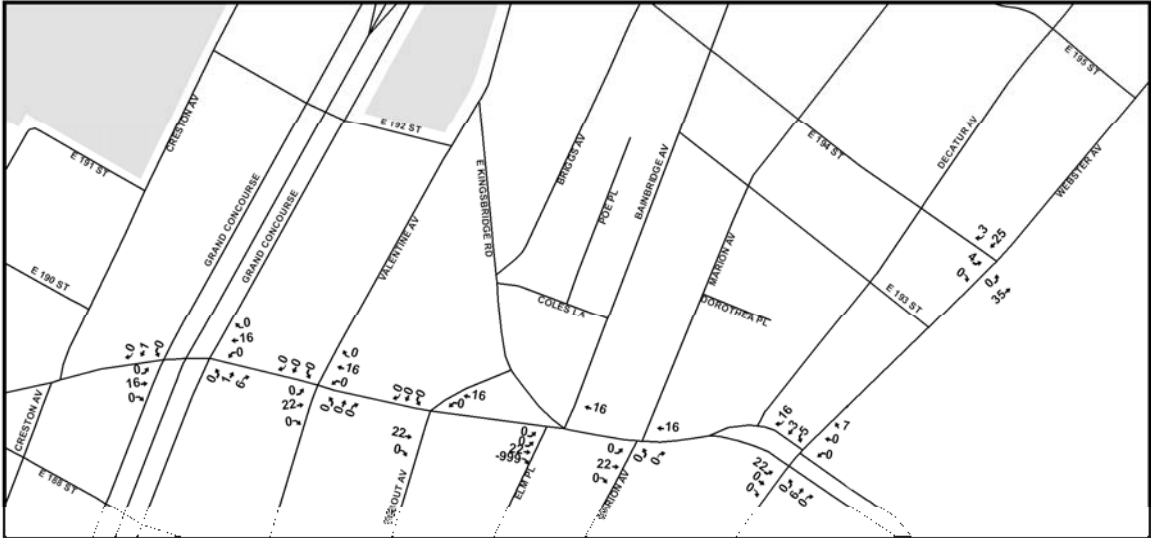
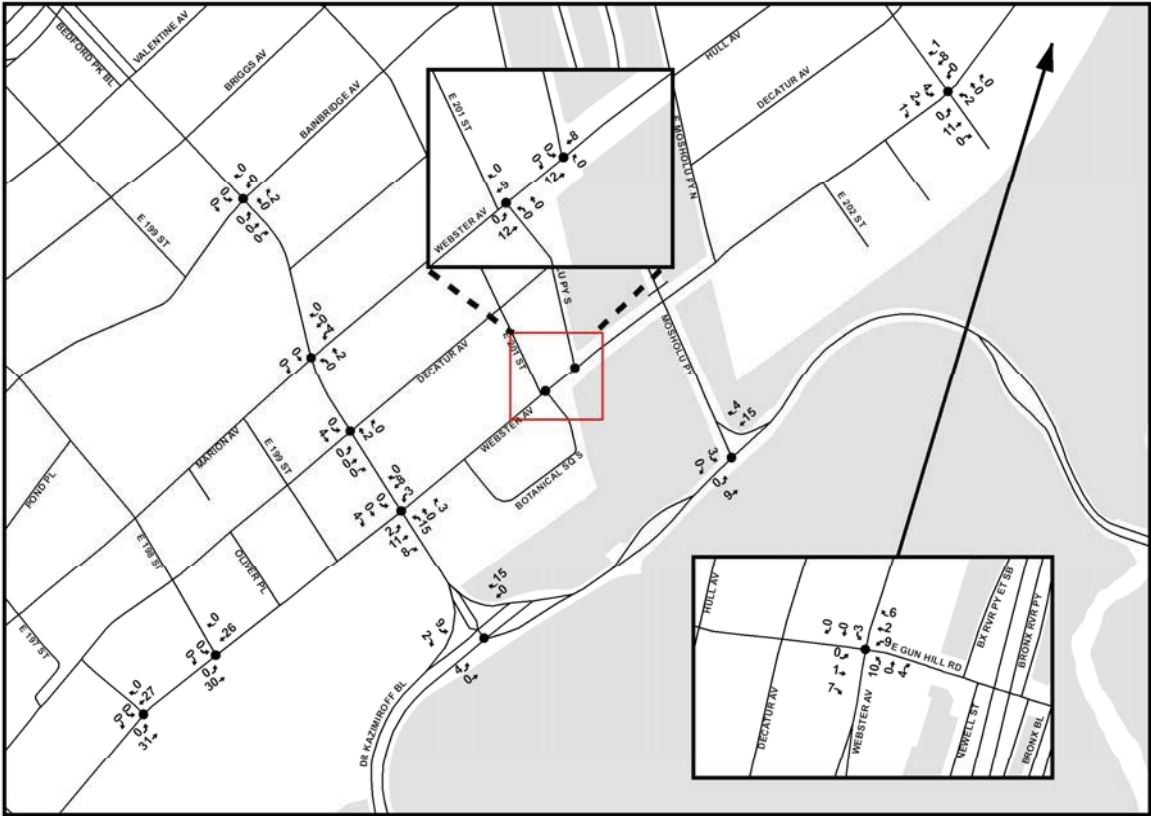


Figure 3.15-4

Build Increment
 Saturday Midday Peak Hour



Source: NYC Department of City Planning, NY DOT and the US Census Bureau, 2008

Webster Avenue Rezoning
 NYC Department of City Planning

Table 3.15-2 indicates those intersections that would experience more than 50 project generated incremental vehicle trips during the specific peak hour as indicated. Based upon this analysis, seven intersections were selected for AM, midday, PM and Saturday peak hour traffic analysis, consisting of the intersections of Webster Avenue with Bedford Park Boulevard, East 198th Street, East 197th Street, East 194th Street and East Fordham Road, plus the intersections of Dr. Kazimiroff Boulevard with Bedford Park Boulevard and Mosholu Parkway.

Table 3.15-2: Level Three Screening

Intersection	Peak Hour Exceeded			
	AM	Midday	PM	Saturday
East Gun Hill Road and Webster Avenue				
East 204th Street and Webster Avenue				
Mosholu Parkway and Dr. Kazimiroff Boulevard		X	X	
East Mosholu Parkway South and Webster Avenue				
East 201st Street and Webster Avenue				
Bedford Park Boulevard and Bainbridge Avenue				
Bedford Park Boulevard and Marion Avenue				
Bedford Park Boulevard and Dr. Kazimiroff Boulevard		X	X	
Bedford Park Boulevard and Webster Avenue	X	X	X	X
East 198th Street and Webster Avenue		X	X	X
East 197th Street and Webster Avenue		X	X	X
East 194th Street and Webster Avenue		X	X	X
East Fordham Road and Grand Concourse				
East Fordham Road and Valentine Avenue				
East Fordham Road and Tiebout Avenue				
East Fordham Road and East Kingsbridge Road/ Bainbridge Road/Elm Place				
East Fordham Road and Marion Avenue				
East Fordham Road and Webster Avenue		X	X	X

Source: Parsons Brinckerhoff, 2010

Traffic Analysis Methodology

The intersection operations analyses performed in this study were based on the methodology presented in the *Highway Capacity Manual (HCM) using HCS+ software*, incorporating the latest updates.

The HCM methodology expresses quality of flow in terms of level of service (LOS), which is based for intersection analysis on the amount of delay that a driver typically experiences in traveling through an intersection. LOS measures for signalized intersections are reported using letter designations and range from LOS A, with minimal

delay (10 seconds or less per vehicle), to LOS F, which represents long delays (80 seconds or greater per vehicle). The HCM methodology also provides a volume-to-capacity (v/c) ratio for each signalized intersection approach or lane group. The v/c ratio represents the ratio of the traffic volume on an approach/lane group to its traffic capacity. At a v/c ratio of between 0.95 and 1.0, near-capacity conditions are reached and delays could become substantial. Ratios of greater than 1.05 indicate oversaturated conditions. For unsignalized intersections (e.g., controlled by stop signs on the minor street), the HCM methodology generally assumes that major street traffic is not affected by minor street flows. Left turns from the major street are assumed to be affected by the opposing, or oncoming, major street flow. Minor street traffic is obviously affected by all conflicting movements. Similar to signalized intersections, the HCM methodology expresses the quality of flow at unsignalized intersections in terms of LOS measures based on the amount of delay that a driver experiences. This relationship differs somewhat from the criteria used for signalized intersections, primarily because drivers expect different levels of delay at the two different types of intersections. For unsignalized intersections, these measures range from LOS A (10 seconds or less of delay per vehicle) to LOS F (50 seconds or more of delay per vehicle).

Table 3.15-3 indicates the LOS/delay relationship for signalized and unsignalized intersections using the HCM methodology. Levels of service A, B, and C generally represent extremely favorable to fair levels of traffic flow; at LOS D, the influence of congestion becomes noticeable; LOS E is considered to be the limit of acceptable delay; and LOS F is considered to be unacceptable to most drivers.

Table 3.15-3: Intersection Level of Service (LOS) Criteria

Level of Service	Average Delay per Vehicle (seconds)	
	Signalized Intersections	Unsignalized Intersections
A	less than 10.1	less than 10.1
B	10.1 to 20.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 80.0	35.1 to 50.0
F	greater than 80.0	greater than 50.0

Source: Transportation Research Board, 2000 Highway Capacity Manual

For this traffic analysis, each intersection was evaluated by overall intersection delay, approach delay and, where appropriate, by lane group or movement delay (e.g., through, left turn, right turn, and de facto turn, if a lane is not exclusively designated for turns but becomes an exclusive turn lane based upon its operational characteristics).

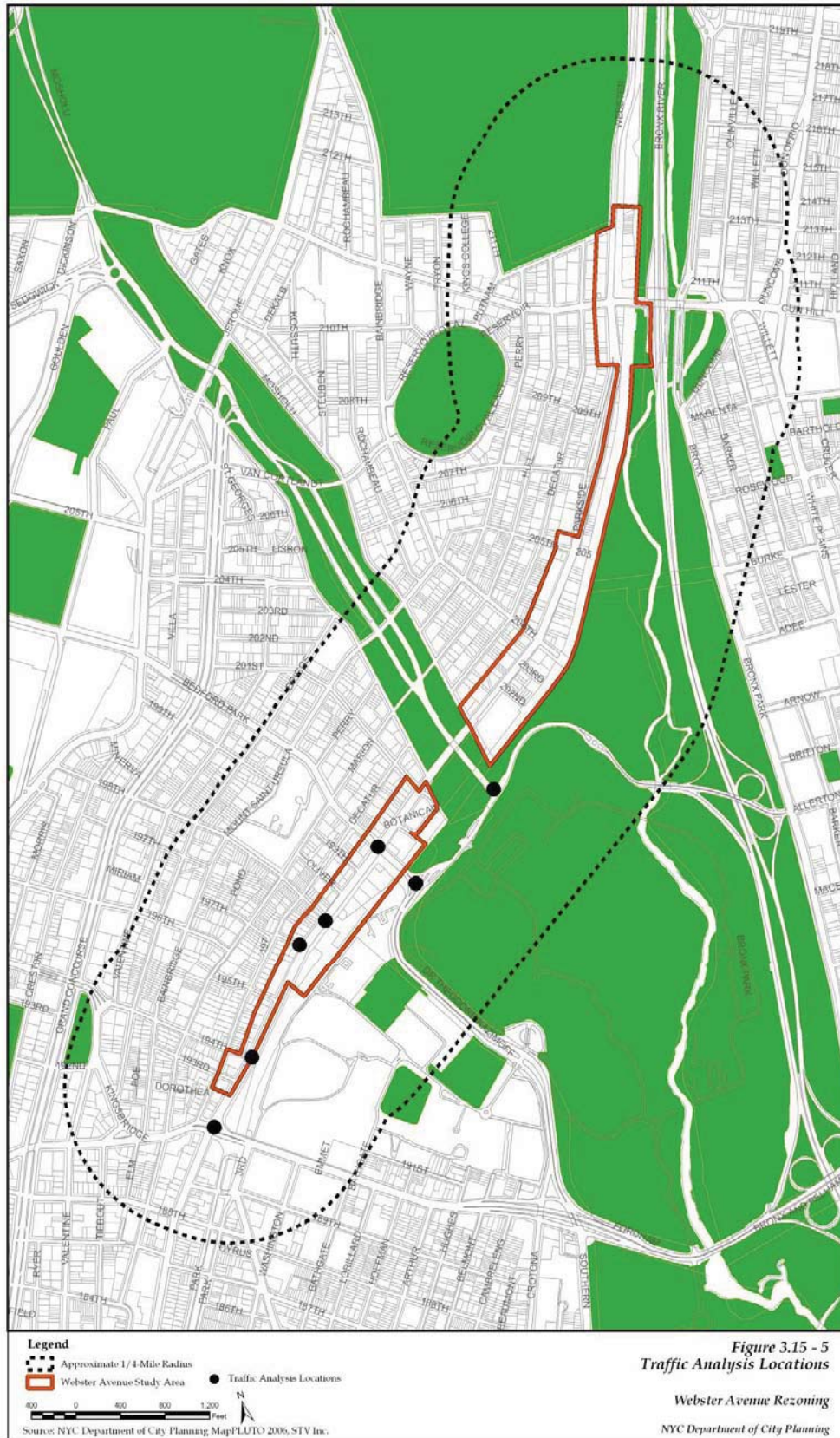
3.15.2 EXISTING CONDITIONS

The seven study intersections indicated on Figure 3.15-5 were analyzed for weekday 8:00–9:00 AM, 12:00–1:00 PM midday, and 5:00–6:00 PM peak hours, as well as 2:00 to 3:00 PM Saturday peak hour conditions, the periods when the combination of demand generated by projected development sites and background traffic levels would be heaviest.

Street Network

The street network in the study area includes local streets and arterials plus an adjacent limited access state parkway. Webster Avenue is the focus of the traffic study network in that all projected development sites are located along this arterial and the limited number of intersecting arterials along this corridor generally funnel traffic north-south along Webster Avenue. The key roadways traversing the study area are described below.

- Webster Avenue is a north-south arterial extending throughout most of the Bronx from the Westchester County border to the north to East 161st Street in the south. Within the study area, Webster Avenue provides two traffic lanes in both directions, except in the vicinity of Mosholu Parkway where angle parking is provided, and also provides exclusive left turn lanes at certain intersections. Webster Avenue borders on Bronx Park to the east, basically limiting travel to and from the east to East Gun Hill Road, Mosholu Parkway, which overpasses Webster Avenue, Bedford Park Boulevard and East Fordham Road.
- Bedford Park Boulevard is an east-west arterial that bisects the study area, extending approximately one mile west to Goulden Avenue and connecting east to Dr. Kazimiroff Boulevard in Bronx Park. It varies along its length from one to two lanes in each direction.
- Dr. Kazimiroff Boulevard intersects with Bedford Park Boulevard east of Webster Avenue, extending east to its interchange with the Bronx River Parkway and Allerton Avenue and looping the western perimeter of Bronx Park and transitioning into Southern Boulevard. It varies along its length from one to two lanes in each direction.
- East Fordham Road, a major Bronx east-west four-lane arterial and commercial corridor, is located on the southern border of the study area. It extends west to the Major Deegan Expressway (I-87), connecting beyond to Manhattan across the 207th Street Bridge and east to Pelham Parkway. East Fordham Road has exclusive bus lanes in-place along much of its length operating weekdays 7:00 AM to 7:00 PM.
- East Gun Hill Road, a four-lane east-west arterial, is located on the northern border of the study area. It extends west approximately one mile to Mosholu Parkway and east approximately 2.5 miles to the New England Thruway (I-95).



- An interchange with Bronx River Parkway is located just east of Webster Avenue.
- Mosholu Parkway begins at Dr. Kazimiroff Boulevard and extends north approximately three miles to the Saw Mill River and Henry Hudson Parkways, passing over Webster Avenue. Generally, Mosholu Parkway provides two or more travel lanes in each direction.

Other roadways that intersect with Webster Avenue and provide connection to and from the west and northwest include Mosholu Parkway North and Mosholu Parkway South, which parallel Mosholu Parkway, East 194th Street, East 198th Street and East 204th Street. All are two-way two-lane roadways, except for Mosholu Parkway North and Mosholu Parkway South, which are one-way roadways providing one travel lane in each direction.

Bicycle Facilities

A Class 1 bicycle path is in place running parallel to Mosholu Parkway and Dr. Kazimiroff Boulevard within Bronx Park.

Data Collection

Manual turning movement counts, vehicle classification counts, ATR (automatic traffic recorder) counts, travel time and delay surveys and intersection physical inventories were conducted in the study area during October and November, 2009. Traffic signal timing plans were obtained from the New York City Department of Transportation (NYCDOT). On-street parking regulations were obtained from the NYCDOT parking regulations STATUS database and field verified. On-street and off-street parking utilization surveys were conducted in March and April, 2010.

Traffic Volumes

The traffic data compiled for this project were summarized, adjusted to average typical weekday (Tuesday through Thursday) and Saturday levels and balanced on a network-wide basis for the weekday AM, midday, PM and Saturday peak hours. Figures 3.15-6 through 3.15-9 illustrate the balanced existing traffic volumes for the seven analyzed intersections. Traffic levels in the study area are generally highest overall during the PM peak hour, followed by the AM peak hour, and the Saturday peak hour.

Two-way PM peak-hour traffic volumes on Webster Avenue range from approximately 1,200 vehicles per hour (vph) north of Bedford Park Boulevard to 1,640 vph north of East 198th Street. Directional traffic volumes are generally higher southbound during the AM peak hour but more directionally balanced during the other analysis hours. Peak directional traffic volumes along Webster Avenue of between 800 vph and 850 vph occur during the PM peak hour. Two-way traffic volumes on Bedford Park Boulevard at its intersection with Webster Avenue are also highest during the PM peak hour at over 1,600 vph east of Webster Avenue.

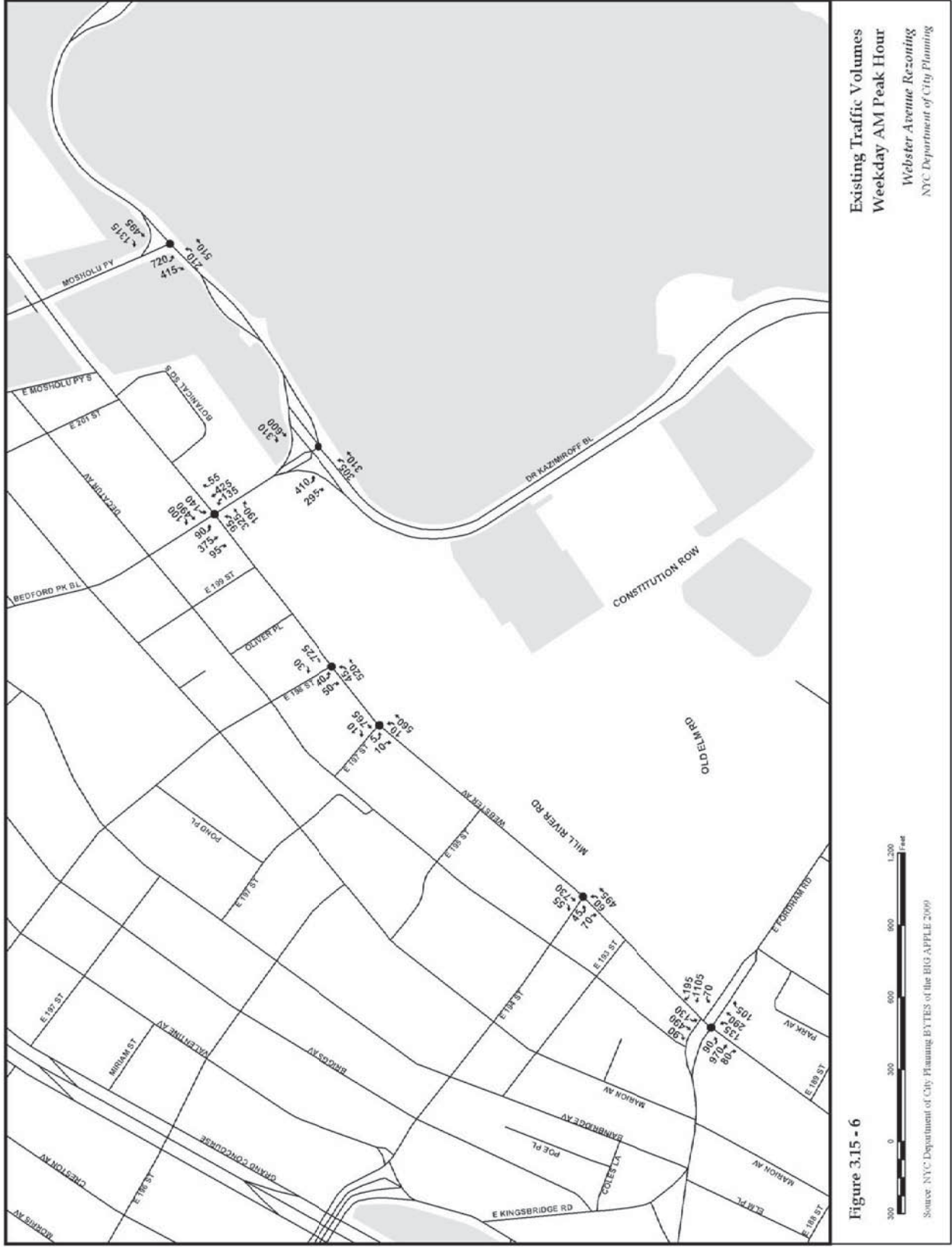
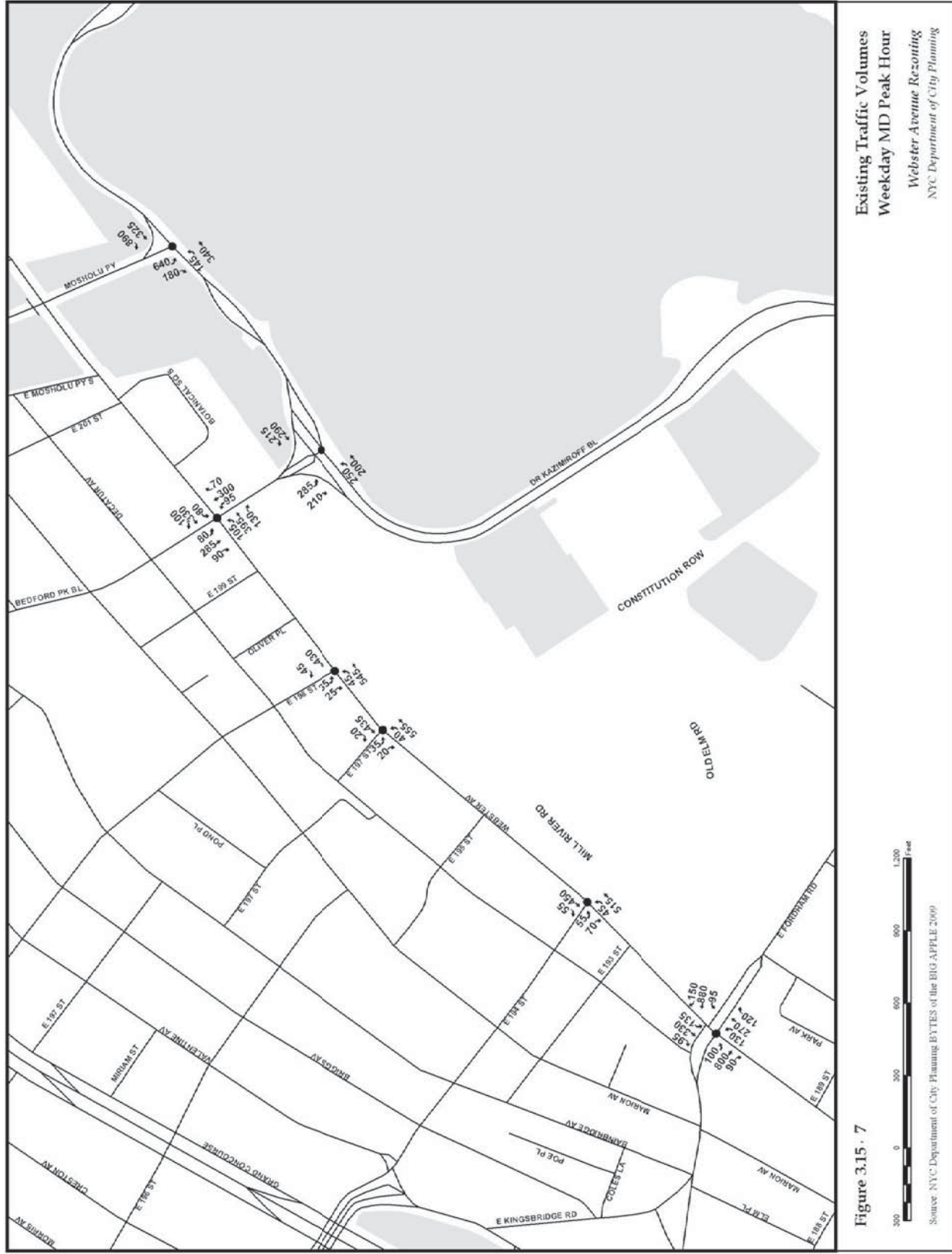
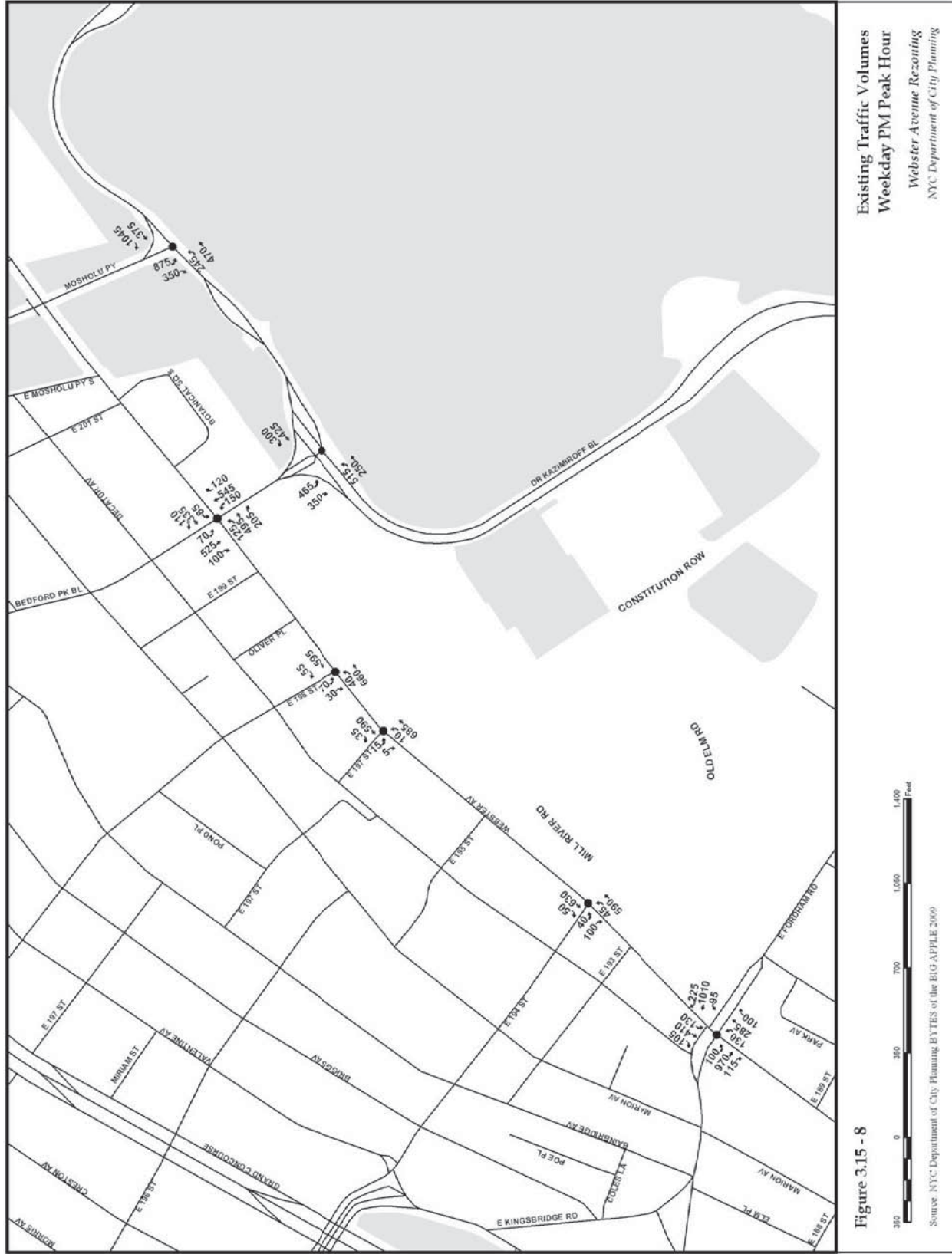


Figure 3.15 - 6

Existing Traffic Volumes
Weekday AM Peak Hour
Webster Avenue Rezoning
NYC Department of City Planning





Two-way traffic volumes on East Fordham Road at Webster Avenue are high and range between approximately 2,000 vph and 2,500 vph during the four peak analysis hours with a maximum of 2,575 vph east of Webster Avenue during the AM peak hour. Traffic levels are also significant on Dr. Kazimiroff Boulevard and Mosholu Parkway. Two-way traffic volumes on Mosholu Parkway range from approximately 1,850 vph to 2,660 vph and the highest overall two-way traffic volumes on the traffic study network of 3,040 vph occur on Dr. Kazimiroff Boulevard north of Mosholu Parkway. In contrast, traffic volumes on other study area roadways are significantly lower. Peak two-way traffic volumes of 270 vph occur on East 194th Street during the PM peak hour and two-way traffic volumes on East 198th Street and East 197th Street are approximately 200 vph or less during all analysis hours.

Levels of Service

Table 13.15-4 indicates the results of the capacity analysis at the seven study area intersections for the three peak hours analyzed for weekday conditions and for Saturday existing conditions. The table highlights those intersection movements that operate at LOS E or F and/or have a high v/c ratio (above 0.90). Conditions at those intersections where poor levels of service and/or high v/c ratios were identified for each specific analysis period are described below.

AM Peak Hour

- Mosholu Parkway with Dr. Kazimiroff Boulevard: The northbound Dr. Kazimiroff Boulevard left turn lane operates at LOS E with 69.2 average seconds of delay and a v/c ratio of 0.91.
- Dr. Kazimiroff Boulevard with Bedford Park Boulevard: The northbound Dr. Kazimiroff Boulevard de facto left turn lane operates at LOS E with 63.1 average seconds of delay and a v/c ratio of 1.00.
- Webster Avenue with East Fordham Road: The northbound Webster Avenue left turn lane operates at LOS F with 108.8 average seconds of delay and a v/c ratio of 0.95. The southbound Webster Avenue left turn lane operates at LOS E with 56.4 average seconds of delay. The southbound Webster Avenue through and right turn lane group operates at LOS F with 97.6 average seconds of delay and a v/c ratio of 1.04.

PM Peak Hour

- Dr. Kazimiroff Boulevard with Bedford Park Boulevard: The northbound Dr. Kazimiroff Boulevard de facto left turn lane operates at LOS E with 63.0 average seconds of delay and a v/c ratio of 1.03.
- Webster Avenue with Bedford Park Boulevard: The eastbound Bedford Park Boulevard approach operates at a v/c ratio of 0.90 and the westbound Bedford Park Boulevard approach operates at a v/c ratio of 0.94.
- Webster Avenue with East Fordham Road: The eastbound through and right-turn lane group operates at a v/c ratio of 0.90. The southbound Webster Avenue

Table 3.15-4: Existing Conditions Level of Service Analysis

Signalized Intersection	Approach ¹	AM Peak Hour				MD Peak Hour				PM Peak Hour				SAT Peak Hour			
		Lane Group ²	V/C Ratio	Delay (sec.)	LOS	Lane Group ²	V/C Ratio	Delay (sec.)	LOS	Lane Group ²	V/C Ratio	Delay (sec.)	LOS	Lane Group ²	V/C Ratio	Delay (sec.)	LOS
Moshulu Parkway (E-W) @ Dr. Kazimiroff Boulevard (N-S)	EB	L	0.62	30.4	C	L	0.49	27.6	C	L	0.66	31.1	C	L	0.53	28.4	C
		R	0.75	38.3	D	R	0.33	25.6	C	R	0.58	31.3	C	R	0.49	28.8	C
	NB	L	0.91	69.2	E	L	0.46	22.6	C	L	0.81	49.3	D	L	0.74	42.7	D
		T	0.78	30.8	C	T	0.37	19.0	B	T	0.61	24.0	C	T	0.66	25.6	C
	SB	L	0.74	37.4	D	L	0.58	31.4	C	L	0.56	31.0	C	L	0.56	30.9	C
		Intersection		36.9	D			26.1	C			31.5	C			29.8	C
Bedford Park Boulevard (E-W) @ Dr. Kazimiroff Boulevard (N-S)	EB	L	0.44	17.6	B	L	0.30	16.2	B	L	0.45	17.7	B	L	0.37	16.9	B
		DefL	1.00	63.1	E	DefL	0.53	13.7	B	DefL	1.03	63.0	E	DefL	0.69	18.9	B
	NB	T	0.33	9.3	A	T	0.19	8.2	A	T	0.23	8.5	A	T	0.42	10.1	B
		T	0.39	9.5	A	T	0.18	8.0	A	T	0.29	8.6	A	T	0.22	8.2	A
	SB	L				L				L				L			
		Intersection		21.6	C			11.7	B			27.3	C			13.2	B
Bedford Park Boulevard (E-W) @ Webster Avenue (N-S)	EB	LTR	0.81	38.8	D	LTR	0.84	38.9	D	LTR	0.90	47.1	D	LTR	0.96	56.5	E
		WB	LTR	0.81	37.0	D	LTR	0.70	29.7	C	LTR	0.94	51.4	D	LTR	0.83	36.8
	NB	L	0.56	31.3	C	L	0.41	16.0	B	L	0.48	26.2	C	L	0.28	13.4	B
		TR	0.48	22.2	C	TR	0.37	12.9	B	TR	0.58	24.2	C	TR	0.42	13.5	B
	SB	L	0.73	40.9	D	L	0.35	14.9	B	L	0.46	28.2	C	L	0.38	15.6	B
		TR	0.50	22.4	C	TR	0.37	12.9	B	TR	0.41	21.0	C	TR	0.32	12.4	B
Intersection			31.0	C			22.8	C			36.7	D			29.3	C	
East 198th Street (E-W) @ Webster Avenue (N-S)	EB	LR	0.33	31.5	C	LR	0.24	25.3	C	LR	0.34	31.7	C	LR	0.26	25.6	C
		NB	L	0.24	14.6	B	L	0.14	9.0	A	L	0.15	12.8	B	L	0.10	8.7
	SB	T	0.34	14.1	B	T	0.35	10.2	B	T	0.40	14.8	B	T	0.42	10.9	B
		TR	0.51	16.4	B	TR	0.33	10.0	A	TR	0.42	15.2	B	TR	0.44	11.1	B
	Intersection			16.8	B			11.1	B			16.4	B			11.8	B
East 197th Street (E-W) @ Webster Avenue (N-S)	EB	LR	0.08	27.2	C	LR	0.21	24.6	C	LR	0.07	26.9	C	LR	0.13	23.8	C
		NB	L	0.10	12.4	B	L	0.16	9.3	A	L	0.04	11.4	B	L	0.05	8.1
	SB	T	0.36	14.3	B	T	0.36	10.2	B	T	0.44	15.2	B	T	0.43	11.0	B
		TR	0.51	16.4	B	TR	0.31	9.8	A	TR	0.40	14.8	B	TR	0.40	10.6	B
	Intersection			15.7	B			11.0	B			15.3	B			11.2	B
East 194th Street (E-W) @ Webster Avenue (N-S)	EB	LR	0.36	32.1	C	LR	0.48	30.1	C	LR	0.41	33.3	C	LR	0.19	28.7	C
		NB	L	0.29	15.8	B	L	0.16	9.2	A	L	0.18	13.3	B	L	0.17	13.2
	SB	T	0.34	14.0	B	T	0.32	9.9	A	T	0.37	14.4	B	T	0.42	15.0	B
		TR	0.57	17.7	B	TR	0.36	10.3	B	TR	0.48	16.0	B	TR	0.53	16.8	B
	Intersection			17.7	B			12.6	B			17.1	B			16.6	B
East Fordham Road (E-W) @ Webster Avenue (N-S)	EB	L	0.50	24.5	C	L	0.53	22.8	C	L	0.57	26.2	C	L	0.52	23.9	C
		TR	0.88	36.2	D	TR	0.87	34.2	C	TR	0.90	38.5	D	TR	0.73	28.3	C
	WB	L	0.41	21.5	C	L	0.54	22.7	C	L	0.51	25.2	C	L	0.64	26.5	C
		T	0.82	31.7	C	T	0.84	31.0	C	T	0.78	29.9	C	T	0.76	29.2	C
	NB	L	0.95	108.8	F	L	0.69	43.2	D	L	0.73	53.8	D	L	0.78	63.2	E
		TR	0.76	54.7	D	TR	0.79	44.7	D	TR	0.71	51.8	D	TR	0.83	58.6	E
SB	L	0.69	56.4	E	L	0.65	35.7	D	L	0.61	43.1	D	L	0.90	84.4	F	
	TR	1.04	97.6	F	TR	0.86	50.4	D	TR	1.01	88.6	F	TR	0.83	58.6	E	
Intersection			49.4	D			36.5	D			44.6	D			40.7	D	

Source: Parsons Brinckerhoff 2010

- Notes
1. EB - Eastbound, WB - Westbound, NB - Northbound, SB - Southbound
2. L - Left, T - Through, R - Right, DefL - De Facto Left Turn
Congested intersections are designated by shading

through and right turn lane group operates at LOS F with 88.6 average seconds of delay and a v/c ratio of 1.01.

Saturday Peak Hour

- Webster Avenue with Bedford Park Boulevard: The eastbound Bedford Park Boulevard approach operates at LOS E with 56.5 average seconds of delay and a v/c ratio of 0.96.
- Webster Avenue with East Fordham Road: The northbound Webster Avenue left turn lane operates at LOS E with 63.2 average seconds of delay and the northbound Webster Avenue through and right turn lane group operates at LOS E with 58.6 average seconds of delay. The southbound Webster Avenue left turn lane operates at LOS F with 84.4 average seconds of delay and a v/c ratio of 0.90. The southbound Webster Avenue through and right turn lane group operates at LOS E with 58.6 average seconds of delay.

Parking

A parking study area was delineated within a ¼-mile radius of the 24 projected development sites identified in the RWCDS, and is illustrated on Figure 3.15-10A. Within this parking study area, existing on-street parking regulations and parking supply were inventoried. Public off-street parking facilities were also inventoried within the parking study area and their locations are also indicated on Figure 3.15-10A. On-street parking regulations within the parking study area are illustrated on Figure 3.15-10B and the parking regulations legend is provided on Figure 3.15-10C.

Indicated in Table 3.15-5 is the address, license number (where available), licensed capacity, weekday midday and overnight demand, utilization rate and available capacities for the seven off-street parking facilities within the parking study area, with the corresponding facility number indicated on Figure 3.15-10A. There are approximately 460 off-street parking spaces in the area, of which approximately 80 spaces (Facilities No. 5 through 7) are reserved for monthly parking. At midday, the smaller facilities are fully utilized, and overall, 86 percent of the study area off-street parking supply is utilized with 65 spaces available, all available to daily parkers. Overnight, overall off-street parking utilization is similar to midday.

Table 3.15-5: Existing Off-Street Parking Supply and Utilization

No.	Address	License Number	Licensed Capacity	Weekday Midday			Weekday Overnight		
				Utilization Rate	Demand	Available Capacity	Utilization Rate	Demand	Available Capacity
1	2740 Webster Avenue	1188922	118	83%	98	20	90%	106	12
2	2768 Webster Avenue	897188	140	82%	115	25	90%	126	14
3	2846 Webster Avenue	992413	94	79%	74	20	90%	85	9
4	3071 Webster Avenue	N/A	27	100%	27	0	90%	24	3
5	3095 Webster Avenue	973925	20	100%	20	0	85%	17	3
6	3118 Webster Avenue	40740677	20	100%	20	0	100%	20	0
7	3124 Webster Avenue	973926	40	100%	40	0	53%	21	19
Total			459	86%	394	65	87%	399	60

Source: Parsons Brinckerhoff, 2010

Within the parking study area, there is a total of approximately 3,840 legal on-street parking spaces at midday, which was derived through an assumption of 20 linear feet of legal parking curb length per space with adjustments made for fire hydrants and driveways, and of which 345 spaces are metered. Parking regulations for street cleaning reduce the number of spaces available for short periods on specific blocks on all weekdays except Wednesday. Overnight, the on-street parking supply increases slightly to approximately 3,930 spaces as certain daytime parking prohibitions are not in effect, although parking is prohibited overnight on portions of several blocks in the study area.

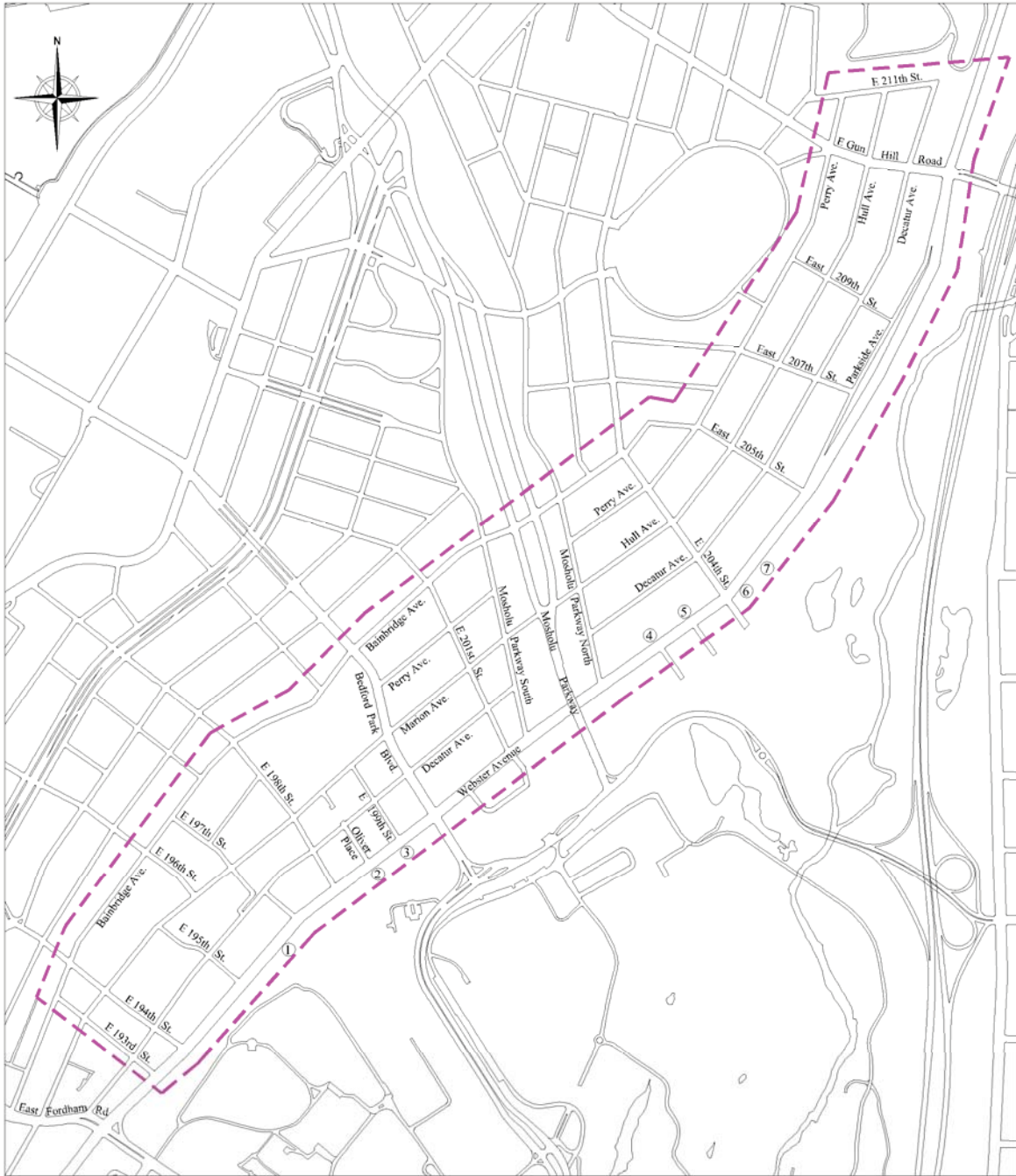


Figure 3.15-10A

Parking Study Area and
 Off-Street Parking Facilities

Legend

- Parking Area Study Boundary
- ⑦ Off-Street Parking Facility

Webster Avenue Rezoning
 NYC Department of City Planning



Figure 3.15-10B

Parking Regulations - North
 of Mosholu Parkway

Legend

- ⑦ Parking Regulation

Webster Avenue Rezoning

NYC Department of City Planning



Figure 3.15-10B Parking Regulations - South of Mosholu Parkway

Legend

⑦ Parking Regulation

Webster Avenue Rezoning
 NYC Department of City Planning

- B No Standing Bus Stop
- 1 No Standing Anytime
- 2 No Standing 7 AM - 7 PM Including Sun
- 3 No Standing 7 AM - 10 AM Noon - 7 PM Mon - Fri
- 4 No Standing 7 AM - 4 PM School Days
- 5 No Standing 10 PM - 5 AM Including Sunday
- 6 No Standing Anytime Except Authorized Vehicles
- 7 No Standing Except Authorized Vehicles
- 8 No Standing Except Trucks Loading & Unloading 7 AM - 7 PM Mon - Fri
- 9 No Standing Except Trucks Loading & Unloading 8 AM - 3 PM Mon - Fri
- 10 No Standing Except Trucks Loading & Unloading 10 AM - Noon Mon - Fri
- 11 No Standing Anytime (Hard Hat Symbol) Temporary Construction Regulation
- 12 No Parking Anytime
- 13 No Parking 7 - 9 AM 4 - 7 PM Except Sun
- 14 No Parking 7 AM - 4 PM School Days
- 15 No Parking 7:30 - 8 AM Except Sun
- 16 No Parking 7:30 - 8 AM Mon Thur Fri
- 17 No Parking 7:30 - 8 AM Sat
- 18 No Parking 8 - 8:30 AM Except Sun
- 19 No Parking 8 AM - 6 PM Mon - Fri
- 20 No Parking 8 - 8:30 AM Mon & Thur
- 21 No Parking 8 - 8:30 AM Tue & Fri
- 22 No Parking 8 - 9 AM Mon & Thur
- 23 No Parking 8 - 9 AM Tue & Fri
- 24 No Parking 8 AM - 6 PM Mon Wed Fri
- 25 No Parking 8 AM - 6 PM Tue Thur Sat
- 26 No Parking 8:30 - 9 AM Except Sun
- 27 No Parking 8:30 - 9 AM Mon & Thur
- 28 No Parking 8:30 - 10 AM Mon & Thur
- 29 No Parking 8:30 - 10 AM Tue & Fri
- 30 No Parking 9:30 - 11 AM Mon & Thur
- 31 No Parking 9:30 - 11 AM Tue & Fri
- 32 No Parking 11:30 AM - 1 PM Mon & Thur
- 33 No Parking 11:30 AM - 1 PM Tue & Fri
- 34 Two Hour Parking 8 AM - 7 PM Except Sun (Muni-meter)
- 35 Two Hour Parking 8:30 AM - 7 PM Except Sun
- 36 Two Hour Parking 9 AM - 7 PM Except Sun
- 37 Two Hour Parking 9 AM - 4 PM Except Sun
- 38 One Hour Parking 8 AM - 7 PM Except Sun
- 39 One Hour Parking 8 AM - 7 PM Sat (Muni-meter)
- 40 One Hour Parking 9 AM - 7 PM Except Sunday (Muni-meter)

Figure 3.15-10C

On-Street Parking Regulations Legend

Webster Avenue Rezoning

NYC Department of City Planning

Table 3-15.6 provides the on-street parking utilization for the weekday midday and overnight periods. Both the non-metered and metered spaces are heavily utilized during the midday with 93 per cent and 90 percent utilization, respectively, with a total of 287 on-street spaces available. Overnight, the on-street parking utilization increases to 97 percent with 125 spaces available when the on-street parking demand generated by the primarily residential character of the study area is highest.

Table 3.15-6: Existing On-Street Parking Supply and Utilization

Analysis Period	Capacity	Demand	Utilization Rate	Available Capacity
Weekday Midday	3,492 Free	3,240	93%	251
	345 Metered	309	90%	36
Weekday Overnight	3,927	3,802	97%	125

Source: Parsons Brinckerhoff, 2010

Safety

Accident data for intersections within the study area were obtained from the NYCDOT and New York State Department of Transportation (NYSDOT). This information provides the most recent three years of available accident data, from January 1, 2006, to December 31, 2008 and is presented in Table 3.15-7. The table provides by intersection the total number of reportable accidents (involving fatality, injury or more than \$1,000 in property damage), the number of fatalities, and injuries during the study period, as well as a yearly breakdown of pedestrian- and bicycle-related accidents at each intersection.

A total of 421 reportable accidents occurred in the study area during the three-year period. There were 3 fatalities, 498 injuries, and 123 pedestrian- and 19 bicycle-related accidents reported. Over 25 accidents were reported at four intersections in the study area over the three-year period, the highest at approximately 60 accidents each at the intersections of Webster Avenue with East Gun Hill Road and Webster Avenue with East Fordham Road.

According to the *CEQR Technical Manual*, a high accident location is one where five or more combined pedestrian and/or bicycle-related accidents occurred in any year over the most recent three-year period. Two intersections in the study area experienced pedestrian-related accidents at this level—Webster Avenue with East Fordham Road where 17 combined pedestrian/bicycle related accidents occurred in 2008, and East Fordham Road with Marion Avenue, where five combined pedestrian/bicycle related accidents occurred also in 2008. Both intersections are signalized and are located within the active commercial area along East Fordham Road.

Table 3.15-7: Study Area Accident History

Intersection		2006, 2007, 2008 Overall Accidents				Accidents by Year							
Main Street	Cross Street	Reportable Accidents	Fatalities	Injuries	2006	2007	2008	2006	2007	2008	2006	2007	2008
Webster Ave	East Gun Hill Rd	59	1	69	4	1	3	0	0	1	4	1	4
Webster Ave	East 209 St	1	0	0	0	0	0	0	0	0	0	0	0
Parkside Place	East 207 St	2	0	2	0	0	0	0	0	0	0	0	0
Webster Ave	East 205 St	12	0	17	0	0	1	1	0	0	1	0	1
Webster Ave	East 204 St	9	0	9	3	0	1	0	0	0	3	0	1
Webster Ave	East 203 St	3	0	4	0	0	0	0	0	0	0	0	0
Webster Ave	East 202 St	1	0	4	0	0	0	0	0	0	0	0	0
Webster Ave	Mosholu Pkwy N	6	0	4	0	0	1	0	0	0	0	0	1
Webster Ave	Mosholu Pkwy S	0	0	0	0	0	0	0	0	0	0	0	0
Webster Ave	East 201 St	4	0	5	0	0	0	0	0	1	0	0	1
Webster Ave	Bedford Park Blvd	16	0	18	3	2	1	0	0	0	3	2	1
Webster Ave	East 199 St	4	0	2	0	0	1	0	0	0	0	0	1
Webster Ave	Oliver Pl	6	0	9	1	0	1	0	0	0	1	0	1
Webster Ave	East 198 St	13	1	15	1	1	3	0	0	1	1	1	4
Webster Ave	East 197 St	4	0	1	0	0	0	0	0	0	0	0	0
Webster Ave	East 195 St	7	0	10	1	0	0	0	0	0	1	0	0
Webster Ave	East 194 St	10	0	8	1	0	2	0	0	1	1	0	3
Webster Ave	East 193 St	6	0	18	0	0	0	0	0	0	0	0	0
East Fordham Rd	Webster Ave	62	0	65	14	3	15	1	1	2	15	4	17
East Fordham Rd	Marion Ave	21	0	26	3	1	5	0	0	0	3	1	5
East Fordham Rd	Elm Pl	2	0	2	1	1	0	0	0	0	1	1	0
East Fordham Rd	Tiebout Ave	8	0	10	2	0	2	0	0	2	2	0	4
East Fordham Rd	Valentine Ave	29	0	37	1	3	0	0	1	1	1	4	1
East Fordham Rd	Grand Coucourse	28	0	31	3	0	1	1	0	1	4	0	2
Dr. Kazimiroff Blvd	Bedford Park Blvd	14	0	15	0	0	0	0	0	1	0	0	1
Dr. Kazimiroff Blvd	Mosholu Pkwy	1	0	1	0	0	0	0	0	0	0	0	0
Bedford Park Blvd	Decatur Ave	5	0	7	1	0	0	0	0	0	1	0	0
Bedford Park Blvd	Marion Ave	7	0	9	1	2	1	0	0	1	1	2	2
Bedford Park Blvd	Bainbridge Ave	4	0	4	1	0	0	1	0	0	2	0	0
Bedford Park Blvd	Briggs Ave	6	0	9	1	0	0	0	0	0	1	0	0
Bedford Park Blvd	Valentine Ave	9	0	12	0	0	1	0	0	0	0	0	1
Mosholu Pkwy	Marion Ave	0	0	0	0	0	0	0	0	0	0	0	0
Mosholu Pkwy	Bainbridge Ave	4	1	4	2	0	0	0	0	0	2	0	0
East 204 St	Decatur Ave	6	0	4	0	1	1	0	0	0	0	1	1
East 204 St	Hull Ave	8	0	8	2	2	1	0	0	0	2	2	1
East 204 St	Perry Ave	8	0	4	0	0	2	0	0	0	0	0	2
East 198 St	Bainbridge Ave	3	0	3	0	1	1	0	0	0	0	1	1
East 198 St	Decatur Ave	1	0	2	0	0	0	0	0	0	0	0	0
East 198 St	Marion Ave	5	0	11	1	0	1	0	0	0	1	0	1
East 198 St	Bainbridge Ave	2	0	2	0	0	0	0	0	0	0	0	0
East 198 St	Briggs Ave	6	0	11	0	1	1	0	0	0	0	1	1
East 198 St	Valentine Ave	3	0	3	1	1	1	0	0	0	1	1	1
East 194 St	Decatur Ave	4	0	4	2	1	1	0	0	0	2	1	1
East 194 St	Marion Ave	5	0	12	0	0	1	0	0	0	0	0	1
East 194 St	Bainbridge Ave	4	0	5	2	0	0	1	0	0	3	0	0
East 194 St	Briggs Ave	3	0	2	0	0	1	0	0	0	0	0	1
Total		421	3	488	52	21	50	5	2	12	57	23	62

Source: NYCDOT/NYS DOT

3.15.3 FUTURE WITHOUT THE PROPOSED ACTION

Traffic and parking conditions in the future without the proposed action are assessed to establish the No-Action condition, against which to evaluate With-Action conditions and identify potential project impacts. The No-Action analysis presented in this section focuses on conditions in 2020, the year by which the 24 projected development sites that comprise the RWCDs are assumed to be fully developed.

Future Development

Within the rezoning study area, it is expected that the current land use trends and general development patterns would continue without implementation of the proposed action. It is projected that such development on projected development sites would result in an increase of approximately 212,225 gross square feet (gsf) of residential space consisting of 209 dwelling units, 116,140 gsf of office space, 64,827 gsf of local retail, 9,683 gsf of supermarket space, 9,941 gsf of restaurant space, 37,164 gsf of community facilities, 13,483 gsf of mini-warehouse space, 3,316 gsf of auto repair facilities, a 55 room hotel and 3 public parking spaces. Additionally, both within the rezoning area and outside the rezoning area, but within a ½-mile radius, several projects are under construction or projected to be completed by 2020 encompassing 1,570 residential dwelling units, a 612 seat primary/intermediate school and a 48 room hotel. Lastly, another rezoning is proposed by DCP south of the study area, as described below.

Traffic Volumes

Future 2020 traffic levels on study area roadways absent the proposed action are expected to increase due to the future development both within and outside the study area, as noted above, as well as due to overall growth. The development of No-Action traffic volumes in the study area involved several steps as described below.

First, a background growth of 0.50 percent per year (as recommended by the *CEQR Technical Manual*) was applied to existing traffic volumes. Next, traffic projected to be generated by the changes in land use expected to be in-place on projected development sites was derived and assigned to the study area street network. Likewise, traffic expected to be generated by other new development within the rezoning area was assigned to the traffic network. Also, traffic expected to be generated by other development within ½ mile of the rezoning area that would use study area roadways was also assigned to the study area network. Lastly, DCP is proposing enacting zoning map amendments south of the study area, designated as the East Tremont/Third Avenue Rezoning. It was assumed that the rezoning action would be enacted and the incremental traffic estimated to be generated by the 27 projected development sites considered for the proposed action has been included in the No-Action traffic volumes for this study.

Trip generation estimates for No-Action developments were based upon information provided in approved studies, standard references, such as the *CEQR Technical Manual*, and the 2010 U.S. Census, as described in the *Transportation Planning Factors Memorandum* for the Webster Avenue Rezoning and in Section 3.15.4. The resulting 2020

No-Action traffic volume networks for the weekday AM, midday, PM and Saturday peak hours are provided on Figures 3.15-11 through 3.15-14.

Roadway Modifications

Information regarding proposed physical roadway modifications or changes in operations was requested from the NYCDOT. The information provided and modifications applied in future year traffic analysis, if appropriate, are described below.

- As part of NYCDOT's School Safety Engineering Project, a safety study was completed for Our Lady of Mercy School located at 2512 Marion Avenue south of East Fordham Road. The study recommended eliminating the channelized westbound right turn lane on East Fordham Road to Webster Avenue northbound. This proposed modification was incorporated in all future year analyses for the intersection of Webster Avenue with East Fordham Road.
- Within NYCDOT's bicycle program, future bicycle routes are proposed on East Fordham Road, and Dr. Kazimiroff Boulevard. Final configurations have not been determined and no changes to existing conditions were assumed along these corridors.
- NYCDOT has identified over 30 potential future Bus Rapid Transit (BRT) corridors, including Webster Avenue. NYCDOT will work with other agencies and the communities to select a group of these corridors to move forward into an implementation phase over the next ten years. However, no definite projects or implementation schedule have been developed at this time, and therefore, no changes to existing conditions were assumed along Webster Avenue.
- A conceptual design study has been developed by the Mayor's Office for Fordham Plaza, the plaza and bus terminal bounded by East Fordham Road, Third Avenue and East 189th Street just south of the study area. Besides reconfiguring the plaza public space and bus loading/unloading areas, the concept would limit use of Third Avenue between East 189th Street and East Fordham Road to buses only. This modification would alter traffic patterns at the project study intersection of Webster Avenue with East Fordham Road. According to NYCDOT, the plan is still conceptual, has neither been reviewed environmentally nor funded or scheduled for implementation. Therefore, its implementation was not assumed in this study and its potential effect upon traffic patterns was not incorporated in future year conditions.



2020 No-Action Traffic Volumes
 Weekday AM Peak Hour
 Webster Avenue Rezoning
 NYC Department of City Planning

Figure 3.15 - 11
 Source: NYC Department of City Planning BYTES of the BIG APPLE 2009



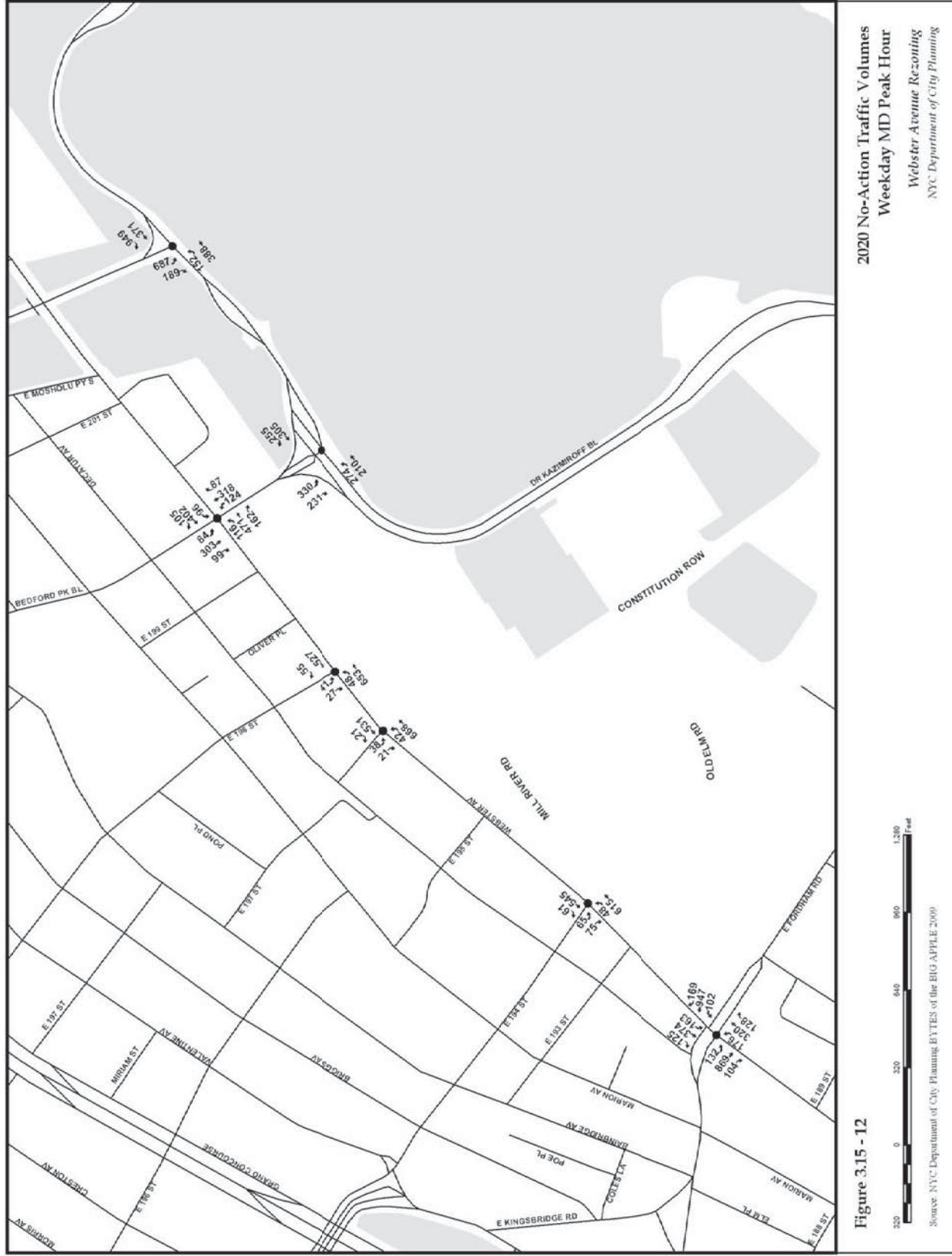




Figure 3.15 - 13



Source: NYC Department of City Planning, BYTES of the BIG APPLE 2009

2020 No-Action Traffic Volumes
 Weekday PM Peak Hour
 Webster Avenue Rezoning
 NYC Department of City Planning



2020 No-Action Traffic Volumes
 Saturday Peak Hour
 Webster Avenue Rezoning
 NYC Department of City Planning

Figure 3.15 - 14
 Source: NYC Department of City Planning, BYTES of the BIG APPLE 2009

Levels of Service

Table 3.15-8 presents a comparison of the existing and No-Action LOS for the study area intersections under weekday and Saturday peak hour conditions. Notable deteriorations in LOS, compared to existing conditions, are discussed below.

AM Peak Hour

- Mosholu Parkway with Dr. Kazimiroff Boulevard: The northbound Dr. Kazimiroff Boulevard left turn lane would deteriorate to LOS F with 98.3 average seconds of delay and a v/c ratio of 1.02.
- Dr. Kazimiroff Boulevard with Bedford Park Boulevard: The northbound Dr. Kazimiroff Boulevard de facto left turn lane would deteriorate to LOS F with 120.4 average seconds of delay and a v/c ratio of 1.17.
- Webster Avenue with Bedford Park Boulevard: The eastbound Bedford Park Boulevard approach would operate at a v/c ratio of 0.94. The westbound Bedford Park Boulevard approach would operate at a v/c ratio of 0.95. The southbound left turn lane would deteriorate to LOS F with 132.3 average seconds of delay and a v/c ratio of 1.13.
- Webster Avenue with East Fordham Road: The eastbound left turn lane would deteriorate to LOS E with 73.7 average seconds of delay and a v/c ratio of 0.93. The eastbound through and right turn lane group would operate at a v/c ratio of 0.96. The northbound Webster Avenue left turn lane would deteriorate in LOS F with 143.2 average seconds of delay and a v/c ratio of 1.08. The northbound Webster Avenue through and right turn lane group would deteriorate to LOS E with 62.2 average seconds of delay. The southbound Webster Avenue left turn lane would deteriorate to LOS F with 88.7 average seconds of delay and a v/c ratio of 0.90. The southbound Webster Avenue through and right turn lane group would deteriorate in LOS F with 161.4 average seconds of delay and a v/c ratio of 1.22.

Midday Peak Hour

- Webster Avenue with Bedford Park Boulevard: The eastbound Bedford Park Boulevard approach would deteriorate to LOS E with 62.6 average seconds of delay and a v/c ratio of 0.99.
- Webster Avenue with East Fordham Road: The eastbound through and right turn lane group would operate at a v/c ratio of 0.96. The westbound through lane group would operate at a v/c ratio of 0.90. The northbound Webster Avenue left turn lane would deteriorate to LOS F with 108.5 average seconds of delay and a v/c ratio of 1.04. The northbound Webster Avenue through and right turn lane group would operate at a v/c ratio of 0.90. The southbound Webster Avenue left turn lane would deteriorate to LOS E with 67.6 average seconds of delay. The southbound Webster Avenue through and right turn lane group would deteriorate to LOS E with 70.0 average seconds of delay and a v/c ratio of 0.98.

Table 3.15-8: 2020 No-Action Conditions Level of Service Analysis

Signalized Intersection Moshulu Parkway (E-W) @ Dr. Kazimiroff Boulevard (N-S)	AM Peak Hour						MD Peak Hour						PM Peak Hour						SAT Peak Hour						
	EXISTING			NO BUILD			EXISTING			NO BUILD			EXISTING			NO BUILD			EXISTING			NO BUILD			
	Lane Group ¹	V/C Ratio	Delay (sec.)	LOS	V/C Ratio	Delay (sec.)	Lane Group ²	V/C Ratio	Delay (sec.)	LOS	V/C Ratio	Delay (sec.)	LOS	Lane Group ²	V/C Ratio	Delay (sec.)	LOS	V/C Ratio	Delay (sec.)	LOS	Lane Group ²	V/C Ratio	Delay (sec.)	LOS	
EB	L	0.62	30.4	C	0.66	31.4	C	0.53	28.3	C	0.66	31.1	C	0.71	32.3	C	0.53	28.4	C	0.57	29.1	C	0.53	28.4	C
	R	0.75	38.3	D	0.79	40.7	D	0.34	25.9	C	0.81	39.3	D	0.94	74.7	E	0.49	28.8	C	0.51	29.5	C	0.49	28.8	C
	L	0.91	69.2	E	1.02	98.3	F	0.52	25.0	C	0.81	39.3	D	0.64	32.5	C	0.74	42.7	D	0.83	54.0	D	0.74	42.7	D
	T	0.78	30.8	C	0.89	40.0	D	0.37	19.0	B	0.61	24.0	C	0.66	26.4	C	0.66	25.6	C	0.72	28.0	C	0.66	25.6	C
SB	T	0.74	37.4	D	0.80	41.1	D	0.66	34.0	C	0.56	31.0	C	0.66	34.1	C	0.56	30.9	C	0.62	32.9	C	0.56	30.9	C
	Intersection		36.9	D		43.2	D		26.1	C		27.4	C		35.8	D		29.8	C		32.3	C		29.8	C
	L	0.44	17.6	B	0.51	18.5	B	0.34	16.6	B	0.45	17.7	B	0.51	18.4	B	0.37	16.9	B	0.42	17.4	B	0.37	16.9	B
	DefL	1.00	63.1	E	1.12	104.4	F	0.59	15.2	B	0.63	63.0	E	1.11	86.1	F	0.62	18.9	B	0.76	22.8	C	0.62	18.9	B
NB	T	0.33	9.3	A	0.35	9.5	A	0.20	8.2	A	0.23	8.5	A	0.25	8.6	A	0.22	8.2	A	0.44	10.4	B	0.42	10.1	B
	T	0.39	9.5	A	0.41	9.6	A	0.19	8.0	A	0.29	8.6	A	0.30	8.7	A	0.22	8.2	A	0.23	8.3	A	0.22	8.2	A
	Intersection		21.6	C		33.3	C		11.7	B		27.3	C		34.4	C		13.2	B		14.4	B		13.2	B
	L	0.81	38.8	D	0.94	54.5	D	0.99	62.6	E	0.84	38.9	D	0.99	62.6	E	0.84	38.9	D	0.96	56.5	E	0.92	47.1	D
WB	L	0.81	37.0	D	0.95	53.1	D	0.88	41.2	D	0.70	29.7	C	0.88	41.2	D	0.70	29.7	C	0.83	36.8	D	0.83	36.8	D
	DefL																								
	TR																								
	L	0.56	31.3	C	0.68	40.5	D	0.41	16.0	B	0.53	20.0	B	0.48	26.2	C	0.61	32.7	C	0.28	13.4	B	0.28	13.4	B
NB	L	0.48	22.2	C	0.62	25.2	C	0.37	12.9	B	0.46	13.9	B	0.58	24.2	C	0.68	26.7	C	0.42	13.5	B	0.42	13.5	B
	L	0.73	40.9	D	1.13	132.3	F	0.35	14.9	B	0.49	19.5	B	0.46	28.2	C	0.69	46.0	D	0.38	15.6	B	0.38	15.6	B
	TR	0.50	22.4	C	0.56	23.7	C	0.37	12.9	B	0.44	13.8	B	0.41	21.0	C	0.48	22.3	C	0.32	12.4	B	0.32	12.4	B
	Intersection		31.0	C		44.9	D		22.8	C		30.7	C		36.7	D		59.2	E		29.3	C		29.3	C
EB	L	0.33	31.5	C	0.40	33.1	C	0.27	25.8	C	0.34	31.7	C	0.39	32.8	C	0.26	25.6	C	0.30	26.3	C	0.26	25.6	C
	L	0.24	14.6	B	0.30	16.3	B	0.14	9.0	A	0.18	9.6	A	0.15	12.8	B	0.20	13.9	B	0.10	8.7	A	0.10	8.7	A
	T	0.34	14.0	B	0.43	15.3	B	0.35	10.2	B	0.42	10.9	B	0.40	14.8	B	0.47	15.7	B	0.42	10.9	B	0.42	10.9	B
	TR	0.51	16.4	B	0.57	17.6	B	0.33	10.0	A	0.41	10.8	B	0.42	15.2	B	0.51	16.4	B	0.44	11.1	B	0.44	11.1	B
NB	L	0.08	27.2	C	0.12	27.7	C	0.21	24.6	C	0.23	24.9	C	0.07	27.0	C	0.07	27.0	C	0.13	23.8	C	0.13	23.8	C
	L	0.10	12.4	B	0.13	13.1	B	0.16	9.5	A	0.19	9.8	A	0.04	11.4	B	0.06	11.6	B	0.06	8.2	A	0.06	8.2	A
	T	0.36	14.3	B	0.45	15.4	B	0.36	10.2	B	0.43	11.0	B	0.44	15.2	B	0.51	16.4	B	0.43	11.0	B	0.43	11.0	B
	TR	0.51	16.4	B	0.57	17.5	B	0.31	9.8	A	0.37	10.4	B	0.44	15.2	B	0.46	15.7	B	0.46	11.3	B	0.46	11.3	B
EB	L	0.50	24.5	C	0.93	73.7	E	0.53	22.8	C	0.76	39.3	D	0.57	26.2	C	0.77	43.1	D	0.52	23.9	C	0.52	23.9	C
	TR	0.88	36.2	D	0.96	47.2	D	0.87	34.2	C	0.96	44.9	D	0.90	38.5	D	0.96	43.1	D	0.73	28.3	C	0.73	28.3	C
	L	0.41	21.5	C	0.49	26.2	C	0.54	22.7	C	0.64	29.6	C	0.51	25.2	C	0.60	31.8	C	0.64	26.5	C	0.64	26.5	C
	T	0.82	31.7	C	0.89	36.1	D	0.84	31.0	C	0.90	36.0	D	0.78	29.9	C	0.83	32.8	C	0.76	29.2	C	0.76	29.2	C
WB	L	0.95	108.8	F	1.08	143.2	F	0.69	43.2	D	1.04	108.5	F	0.73	53.8	D	1.13	156.8	F	0.78	63.2	E	0.96	100.7	F
	L	0.76	54.7	D	0.86	62.2	E	0.79	44.7	D	0.90	54.4	D	0.71	51.8	D	0.81	57.0	E	0.83	58.6	E	0.91	67.5	E
	L	0.69	56.4	E	0.90	88.7	F	0.65	35.7	D	0.87	67.6	E	0.61	43.1	D	0.79	66.7	E	0.90	84.4	F	0.90	84.4	F
	TR	1.04	97.6	F	1.22	161.4	F	0.86	50.4	D	0.98	70.0	E	1.01	88.6	E	1.19	150.2	F	0.83	58.6	E	0.94	71.8	E
Intersection			49.4	D		67.3	E		36.5	D		49.6	D		44.6	D		62.8	E		40.7	D		48.7	D

Source: Parsons Brinckerhoff, 2010

- Notes:
 1. EB - Eastbound, WB - Westbound, NB - Northbound, SB - Southbound
 2. L - Left, T - Through, R - Right, DefL - De Facto Left Turn
 Congested intersections are designated by shading.

PM Peak Hour

- Mosholu Parkway with Dr. Kazimiroff Boulevard: The northbound Dr. Kazimiroff Boulevard left turn lane would deteriorate to LOS E with 74.7 average seconds of delay and a v/c ratio of 0.94.
- Dr. Kazimiroff Boulevard with Bedford Park Boulevard: The northbound Dr. Kazimiroff Boulevard de facto left turn lane would deteriorate to LOS F with 86.1 average seconds of delay and a v/c ratio of 1.11.
- Webster Avenue with Bedford Park Boulevard: The eastbound Bedford Park Boulevard approach would deteriorate to LOS E with 76.2 average seconds of delay and a v/c ratio of 1.03. The westbound Bedford Park Boulevard approach would deteriorate to LOS F with 105.1 average second of delay and a v/c ratio of 1.12.
- Webster Avenue with East Fordham Road: The eastbound through and right turn lane group would operate at a v/c ratio of 0.96. The northbound Webster Avenue left turn lane would deteriorate to LOS F with 156.8 average seconds of delay and a v/c ratio of 1.13. The northbound Webster Avenue through and right turn lane group would deteriorate to LOS E with 57.0 average seconds of delay. The southbound Webster Avenue left turn lane would deteriorate to LOS E with 66.7 average seconds of delay. The southbound Webster Avenue through and right turn lane group would deteriorate in LOS F with 150.2 average seconds of delay and a v/c ratio of 1.19.

Saturday Peak Hour

- Webster Avenue with Bedford Park Boulevard: The eastbound Bedford Park Boulevard approach would operate at a v/c ratio of 0.92. The westbound Bedford Park Boulevard de facto left turn lane would operate at LOS F with 116.3 average seconds of delay and a v/c ratio of 1.08.
- Webster Avenue with East Fordham Road: The northbound Webster Avenue left turn lane would deteriorate to LOS F with 100.7 average seconds of delay and a v/c ratio of 0.96. The northbound Webster Avenue through and right turn lane group would deteriorate in LOS E with 67.5 average seconds of delay and a v/c ratio of 0.91. The southbound Webster Avenue left turn lane would deteriorate in LOS F with 136.1 average seconds of delay and a v/c ratio of 1.09. The southbound Webster Avenue through and right turn lane group would deteriorate in LOS E with 71.8 average seconds of delay and a v/c ratio of 0.94.

Parking

In the future without the proposed action, the utilization of both off- and on-street parking facilities in the study area would increase due to the area's background growth. Additionally, the as-of-right residential, retail and office related development projected to occur on the projected development sites that comprise the RWCDS, as well as other development expected to occur in and adjacent to the study area, would further increase

parking demand. It is projected that a net increase relative to existing conditions of 547 parking spaces would be implemented under existing zoning on the 24 projected development sites, of which nearly all would be accessory spaces.

Table 3.15-9 provides the projected 2020 parking demand and available capacity for combined on-street spaces and off-street public parking facilities in the study area under No-Action conditions. A net increase of three off-street public parking spaces is anticipated in the study area by 2020 and an increase in midday public parking demand of 353 spaces and overnight public parking demand of 411 spaces is projected, which includes overflow from some of the 24 projected development sites both with and without available accessory parking, parking demand generated by other development in and adjacent to the study area and background growth. As shown, the parking demand analysis indicates that available on- and off-street parking in the parking study area will be effectively fully utilized during the midday by 2020 and a shortfall of approximately 220 spaces would occur overnight under No-Action conditions.

Table 3.15-9: No-Action Parking Conditions

Time Period	Existing Parking Supply	Existing Utilization	2020 No-Action Parking Supply Change	2020 No-Action Demand Increment	2020 No-Action Available Capacity
Midday	4,296	3,944	3	353	2
Overnight	4,386	4,201	3	411	-223

Source: Parsons Brinckerhoff, 2010

3.15.4 PROBABLE IMPACTS OF THE PROPOSED ACTION

The assessment of potential adverse impacts associated with the proposed action begins with and is based upon the future No-Action conditions described in the preceding section. As with the future No-Action evaluation, 2020 is used as the analysis year for assessing project impacts, which is the year when all projected developments defined in the RWCDs are assumed to be completed.

Projected Development

If the proposed action is implemented, it is projected that 24 development sites within the rezoning area would be redeveloped. The assessment of the potential impacts of the proposed action is measured in relation to the No-Action development level expected to occur on these 24 development sites. Compared to the No-Action condition, by 2020 the proposed action is expected to generate a net change in development of approximately 738 residential dwelling units, 35,119 gsf of local retail uses, 16,573 gsf of office uses, 10,625 gsf of FRESH market space, 24,169 gsf of restaurant uses, 1,725 gsf of supermarket space, 5,680 gsf of medical offices and 2,102 gsf of community facilities, as indicated previously in Table 3.15-1. It is also estimated that the proposed rezoning would result in a net decrease of 58,985 gsf of mini-warehouse space, 13,372 gsf of auto repair uses, 55 hotel rooms and 19 public parking spaces.

Trip Generation

The projection of future trips was developed based on trip generation and travel characteristics of the existing land uses that would be displaced within the rezoning area and those projected to be developed under No-Action and With-Action conditions. The trip generation rates, temporal distributions and mode splits applied were based on accepted *CEQR Technical Manual* criteria, standard professional references, and studies that have been performed for similar uses in the Bronx and other outer New York City boroughs with similar levels of transit access, supplemented by 2000 U.S. Census journey-to-work and reverse journey-to-work data for census tracts in the study area, as detailed in the *Transportation Planning Factors Memorandum* for the Webster Avenue Rezoning and illustrated below in Table 3.15-10.

Table 3.15-10: Transportation Planning Factors

Land Use:	Residential		Local Retail		Office		Community Facility (Medical Office)				Auto Repair			
	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday		
Trip Generation:	(1)		(1)		(1)		(4)		(5)		(1)			
Daily Person Trips	8.075	7.678	82.56	82.56	18.0	1.6	10.0	4.3	33.6	14.5	19.42	19.42		
Net Daily Person Trips	8.075	7.678	82.56	82.56	18.0	1.6	10.0	4.3	33.6	14.5	19.42	19.42		
	per dwelling unit		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf			
Temporal Distribution:	(1)		(1)		(1)		(4,5)		(4,5)		(1)			
AM	9.1%		3.1%		11.8%		24.0%		6.0%		13.2%			
MD	4.7%		19.0%		15.0%		17.0%		9.0%		11.0%			
PM	10.7%		9.6%		13.7%		24.0%		5.0%		14.2%			
SAT MD	8.2%		9.5%		15.0%		17.0%		9.0%		11.0%			
In/Out Splits:	(1)		(1)		(1)		(4,5)		(4,5)		(1)			
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out		
AM	15%	85%	50%	50%	96%	4%	100%	0%	92%	8%	65%	35%		
MD	50%	50%	50%	50%	39%	61%	50%	50%	50%	50%	50%	50%		
PM	70%	30%	50%	50%	5%	95%	0%	100%	31%	69%	50%	50%		
SAT MD	50%	50%	50%	50%	60%	40%	50%	50%	50%	50%	50%	50%		
Modal Splits:	(2)		(1)		(3)		(4)		(4)		(1)			
	ALL		ALL		ALL		AM/PM	MD	ALL		ALL			
Auto	28.8%		3%		47.5%		65.2%	2%	25%		85%			
Taxi	0.7%		2%		2.0%		0.9%	1%	15%		5%			
Bus	13.3%		10%		15.1%		16.8%	7%	19%		1%			
Subway	40.9%		5%		15.2%		8.8%	7%	21%		1%			
Railroad	3.6%		0%		1.8%		0.4%	0%	0%		0%			
Walk	12.6%		80%		18.5%		7.9%	83%	20%		8%			
Other	0.0%		0%		0.0%		0.0%	0%	0%		0%			
	100.0%		100%		100.0%		100.0%	100%	100%		100%			
Vehicle Occupancy:	(1,2)		(1)		(1,3)		(4)		(4)		(1)			
Auto	1.55		1.60		1.37		1.00		1.65		1.30			
Taxi	1.40		1.20		1.40		1.40		1.20		1.30			
Truck Trip Generation:	(1)		(1)		(6)		(4)		(6)		(1)		(5)	
	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday
	0.07	0.01	0.45	0.02	0.15	0.01	0.45	0.02	0.45	0.02	0.89	0.05	0.89	0.05
	per dwelling unit		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf	
	(13,7)		(1)		(1,7)		(4,7)		(1,7)		(1,7)		(1,7)	
AM	12.2%		9.7%		9.6%		9.7%		14.0%		9.0%		14.0%	
MD	8.7%		7.8%		11.0%		7.8%		9.0%		9.0%		9.0%	
PM	1.0%		5.1%		1.0%		5.1%		1.0%		1.0%		1.0%	
SAT MD	8.7%		11.0%		11.0%		7.8%		9.0%		9.0%		9.0%	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Sources:														
1	Lower Concourse Rezoning FEIS, 2009.													
2	2000 US Census Journey-to-Work "Residence of Worker" data for Census Tracts 397, 405, 407.02, 415, 425, 429.01, and 431													
3	2000 US Census Journey-to-Work "Place of Work" data for Census Tracts 397, 405, 407.02, 415, 425, 429.01, and 431													
4	Meirose Commons Urban Renewal Amendments DEIS, 2007.													
5	Jamaica Plan FEIS, 2007.													
6	Assumes 5% of weekday trip generation rate.													
7	Assumes weekday MD pattern for SAT MD.													
8	2001 CEQR Technical Manual, Restaurant Land Use													
9	Net trips assumes 25% linked trips as per CEQR Technical Manual, 30-23													
10	Saturday rates, distributions and in/out splits based on Saturday data for Land Use Code 931: Quality Restaurant in ITE Trip Generation, 8th Edition, 2008.													
11	Brooklyn Bridge Park FEIS, 2005													
12	Hunts Point Rezoning EAS, 2007.													
13	FHWA, "Curbside Pickup and Delivery and Arterial Traffic Impacts", 1981													
14	2001 CEQR Technical Manual, 25% linked trips was applied to Neighborhood Grocery Store person trip rate													
15	The Food Retail Expansion to Support Health Program CEQR 09DCP078Y, August 2009													
16	Taxi Travel Survey													

Source: Parsons Brinckerhoff, 2010

Table 3.15-10: Transportation Planning Factors (Con't)

Land Use:	Hotel		FRESH		Mini-Warehouse		Restaurant		Supermarket		Community Center	
Trip Generation:	(1)		(14)		(1)		(8,9) (9,10)		(1)		(5) (5)	
	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday
Daily Person Trips	5.82	8.61	205	205	4.0	3.8	173	181	97.5	98.25	48.0	19.0
Net Daily Person Trips	5.82	8.61	154	154	4.0	3.8	130	136	97.5	98.25	48.0	19.0
	per room		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf	
Temporal Distribution:	(1)		(15)		(1)		(8,10)		(1)		(5)	
AM	6.6%		3.1%		10.7%		1.0%		3.7%		7.1%	
MD	8.3%		12.0%		11.0%		17.2%		6.4%		10.0%	
PM	7.7%		9.6%		11.2%		7.7%		6.8%		7.2%	
SAT MD	8.5%		9.8%		11.4%		11.5%		9.8%		14.2%	
In/Out Splits:	(1)		(15)		(1)		(8,11)		(1)		(5)	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM	41%	59%	45%	55%	59%	41%	94%	6%	50%	50%	61%	39%
MD	68%	32%	46%	54%	50%	50%	65%	35%	50%	50%	55%	45%
PM	59%	41%	47%	53%	51%	49%	65%	35%	50%	50%	29%	71%
SAT MD	56%	44%	50%	50%	50%	50%	59%	41%	50%	50%	49%	51%
Modal Splits:	(1)		(15)		(1)		(12)		(1)		(5)	
	ALL		ALL		ALL		ALL		ALL		ALL	
Auto	70%		4%		95%		40%		70%		5.0%	
Taxi	15%		3%		0%		5%		2%		1.0%	
Bus	5%		5%		0%		5%		4%		6.0%	
Subway	5%		5%		0%		5%		1%		3.0%	
Railroad	0%		0%		0%		0%		0%		0.0%	
Walk	5%		83%		5%		45%		23%		85.0%	
Other	0%		0%		0%		0%		0%		0%	
	100%		100%		100%		100%		100%		100.0%	
Vehicle Occupancy:	(1)		(15,16)		(1)		(11)		(1)		(5)	
Auto	1.60		1.65		1.55		2.20		1.30		1.65	
Taxi	1.40		1.40		n/a		2.30		1.40		1.40	
Truck Trip Generation:	(1) (6)		(13) (6)		(1)		(11) (6)		(1) (6)		(13) (6)	
	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday
	0.10	0.01	0.35	0.02	n/a	n/a	3.6	0.18	0.52	0.03	0.29	0.01
	per room		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf	
	(1)		(7,13)		(1)		(7,11)		(1,7)		(13,7)	
AM	14.0%		9.7%		n/a		6.0%		14.0%		9.6%	
MD	8.6%		7.8%		n/a		6.0%		8.6%		11.0%	
PM	1.0%		5.1%		n/a		1.0%		1.0%		1.0%	
SAT MD	9.0%		7.8%		n/a		6.0%		8.6%		11.0%	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
	50%	50%	50%	50%	n/a	n/a	50%	50%	50%	50%	50%	50%

Sources:

- 1 Lower Concourse Rezoning FEIS, 2009.
- 2 2000 US Census Journey-to-Work "Residence of Worker" data for Census Tracts 397, 405, 407.02, 415, 425, 429.01, and 431
- 3 2000 US Census Journey-to-Work "Place of Work" data for Census Tracts 397, 405, 407.02, 415, 425, 429.01, and 431
- 4 Melrose Commons Urban Renewal Amendments DEIS, 2007.
- 5 Jamaica Plan FEIS, 2007.
- 6 Assumes 5% of weekday trip generation rate.
- 7 Assumes weekday MD pattern for SAT MD.
- 8 2001 CEQR Technical Manual, Restaurant Land Use
- 9 Net trips assumes 25% linked trips as per CEQR Technical Manual, 30-23
- 10 Saturday rates, distributions and in/out splits based on Saturday data for Land Use Code 931: Quality Restaurant in ITE Trip Generation, 8th Edition, 2008.
- 11 Brooklyn Bridge Park FEIS, 2005
- 12 Hunts Point Rezoning EAS, 2007.
- 13 FHWA, "Curbside Pickup and Delivery and Arterial Traffic Impacts", 1981
- 14 2001 CEQR Technical Manual, 25% linked trips was applied to Neighborhood Grocery Store person trip rate
- 15 The Food Retail Expansion to Support Health Program CEQR 09DCP078Y, August 2009
- 16 Taxi Travel Survey

Source: Parsons Brinckerhoff, 2010

The incremental difference in person trips by mode and vehicle trips expected to result from the proposed action by the 2020 study year was derived. Table 3.15-11 provides the estimated incremental net change in peak hour person and vehicle trips (versus the No-Action condition) that would occur in 2020 with the implementation of the proposed action. This forecast represents the net difference of the trips generated on each of the 24 projected development sites less the trips generated by the land use displaced on each site. In total, the number of additional peak hour person trips that would be generated in 2020 by the proposed action ranges from a minimum of approximately 700 during the AM peak hour to nearly 1,600 during the midday peak hour. The maximum increment of approximately 190 vehicle trips would occur during the midday peak hour.

Table 3.15-11: 2020 With-Action Trip Generation Increment

Peak Hour Person Trips															
Analysis Time Period	Auto		Taxi		Bus		Subway		Railroad		Walk		Total		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
AM Peak Hour	25	108	5	2	26	65	45	191	4	17	89	118	194	501	695
Midday Peak Hour	170	116	25	19	74	67	98	91	5	5	483	425	855	723	1,578
PM Peak Hour	164	91	13	9	85	55	202	100	16	8	300	253	780	516	1,296
Saturday Peak Hour	131	105	15	12	60	57	117	114	8	8	314	284	645	580	1,225
Peak Hour Vehicle Trips															
Analysis Time Period	Auto		Taxi		Truck/Bus		Total								
	In	Out	In	Out	In	Out	In	Out	Total						
AM Peak Hour	17	70	4	4	6	6	27	80	107						
Midday Peak Hour	82	59	18	18	5	5	105	82	187						
PM Peak Hour	94	56	10	10	0	0	104	66	170						
Saturday Peak Hour	68	55	12	12	0	0	80	67	147						

Source: Parsons Brinckerhoff, 2010

Trip Distribution and Assignment

Specific vehicle trip distributions were derived for residential, office and local retail uses, representing the primary existing and projected land uses on the projected development sites. The residential auto trip distribution was derived from 2000 U.S. Census journey-to-work patterns for residential land uses in the study area and the office auto trip distribution was derived from the 2000 U.S. Census reverse journey-to-work patterns for trips into the study area. The retail distribution was based upon the relative distribution of households in the Bronx in proximity to the study area.

Assignments of the incremental net change in vehicle trips were developed for the weekday AM, midday, PM and Saturday peak hours based upon the projected net change in vehicle trips generated by the development sites relative to the No-Action condition, the vehicle trip distributions derived for the study area, the characteristics of the roadway network and the location and type of land use of each development site, and were illustrated previously on Figure 3.15-1 through Figure 3.15-4.

Generally, the vehicle trip assignments reflect the roadway network characteristics in the area, particularly related to corridors leading to and from the Bronx River Parkway and Major Deegan Expressway, the linear distribution of projected development sites along Webster Avenue and the predominate pattern of vehicle trips to and from south of the rezoning area. The greatest net changes in vehicle trips are projected to occur on Webster Avenue south of Mosholu Parkway and along Dr. Theodore Kazimiroff Boulevard.

Traffic Volumes

The 2020 With-Action condition traffic volumes for weekday and Saturday peak hours were derived by applying the project increment traffic assignments to the No-Action traffic volumes described in Section 3.15-3. The 2020 With-Action condition weekday AM, midday, PM and Saturday traffic volumes are illustrated on Figure 3.15-15 through Figure 3.15-18.

Levels of Service

Capacity and level of service analyses were performed for the study area intersections using the future With-Action condition peak hour traffic volumes. Table 3.15-12 compares the No-Action and With-Action service levels for these intersections under weekday peak hour conditions. Roadway modifications assumed for No-Action conditions analyses were also assumed for With-Action conditions analysis.

Significant Impacts

According to the criteria presented in the *CEQR Technical Manual*, impacts are considered significant and require mitigation if they result in an increase of 5 or more seconds of delay in a lane group over No-Action levels beyond mid-LOS D. For No-Action LOS E, a 4-second increase in delay is considered significant. For No-Action LOS F, a 3-second increase in delay is considered significant. Also, if the No-Action LOS F condition already corresponds with a delay in excess of 120 seconds, an increase of 1.0 or more seconds of delay is considered significant, unless a proposed action generates fewer than five vehicle trips through that lane group. In addition, impacts are considered significant if the LOS for a movement deteriorates from acceptable LOS A, B, or C in the No-Action condition to marginally unacceptable LOS D (a delay in excess of 45 seconds, the midpoint of the LOS D range of delay), or unacceptable LOS E or F in the future With-Action condition.

Based on the above CEQR criteria, significant impacts were identified at two intersections and summarized by peak analysis period as follows: during the AM peak hour the proposed action would result in four significantly impacted lane groups; in the midday, PM and Saturday peak hours, five lane groups would experience significant adverse impacts. Significant impacts are identified in Table 3.15-12 and are described below by analysis hour with increases in average delay per vehicle shown in parentheses.



2020 Traffic Volume
 Webster Avenue
 NYC Department of City Planning

Figure 3.15-13
 Source: NYC Department of City Planning, 2018. Data as of 12/15/2018.



Figure 3.15-16
 2000 Webster Avenue (West of Webster Avenue)
 Webster Avenue Rezoning
 New York City Department of City Planning



Figure 3.15 - 17
 2020 With-Action Traffic Volumes
 Weekday PM Peak Hour
 Source: Census Bureau
 NYC Department of City Planning



Table 3.15-12: 2020 With-Action Conditions Level of Service Analysis

Signalized Intersection	AM Peak Hour						MD Peak Hour						PM Peak Hour						SAT Peak Hour										
	NO BUID			BUID			NO BUID			BUID			NO BUID			BUID			NO BUID			BUID							
	Lane Group	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS							
Signalized Intersection Mosholu Parkway (E-W) @ Dr. Kazimiroff Boulevard (N-S)	Approach ¹																												
	EB	L	0.66	31.4	C	0.67	31.6	C	0.53	28.3	C	0.34	25.2	C	0.71	32.3	C	0.70	32.3	C	0.57	29.1	C	0.57	29.2	C			
		R	0.79	40.7	D	0.79	40.7	D	0.34	25.9	C	0.33	25.9	C	R	0.61	32.3	C	0.61	32.3	C	R	0.51	29.5	C	0.51	29.5	C	
		L	1.02	98.3	F	1.07	115.9	F	0.55	25.0	C	0.55	26.4	C	L	0.94	74.7	E	0.97	81.2	F	0.83	54.0	D	0.83	57.5	E		
		T	0.89	40.0	D	0.91	41.6	F	0.46	20.5	C	0.46	20.5	C	T	0.69	26.4	C	0.75	28.0	C	T	0.72	28.0	C	0.73	28.4	C	
		SB	T	0.80	41.1	D	0.86	45.5	D	0.71	36.0	D	0.71	36.0	D	T	0.66	34.1	C	0.69	35.0	D	T	0.62	32.9	C	0.65	33.6	C
		Intersection		43.2	D		46.1	D		27.4	C		28.1	C		35.8	D		37.0	D		32.3	C		33.9	C			
		EB	L	0.51	18.5	B	0.52	18.6	B	0.34	16.6	B	0.38	16.9	B	L	0.51	18.4	B	0.56	19.0	B	L	0.42	17.4	B	0.43	17.5	B
			Defl.	1.17	120.4	F	1.17	120.4	F	0.59	15.2	B	0.61	15.8	B	Defl.	1.11	86.1	F	1.11	86.1	F	Defl.	0.76	22.8	C	0.77	23.5	C
			T	0.35	9.5	A	0.35	9.5	A	T	0.20	8.2	A	T	0.20	8.2	A	T	0.25	8.6	A	T	0.25	8.6	A	T	0.44	10.4	B
	SB	T	0.41	9.6	A	0.41	9.6	A	T	0.19	8.0	A	T	0.19	8.0	A	T	0.30	8.7	A	T	0.30	8.7	A	T	0.23	8.3	A	
	Intersection		33.3	C		33.3	C		12.4	B		12.7	B		34.4	C		35.1	D		35.1	D		14.4	B		14.6	B	
	EB	L	0.94	54.5	D	0.99	66.2	E	1.08	91.0	F	1.08	91.0	F	L	1.03	76.2	E	1.07	86.2	F	L	0.92	47.1	D	0.95	52.5	D	
		L	0.95	53.1	D	1.04	74.4	E	0.99	61.4	E	0.99	61.4	E	L	1.12	105.1	F	1.18	127.1	F	L	0.95	47.1	D	0.95	52.5	D	
		Defl.							0.88	41.2	D	0.88	41.2	D	Defl.				1.18	127.1	F	Defl.	1.08	116.3	F	1.22	166.0	F	
		TR	0.68	40.5	D	0.72	44.4	D	L	0.53	20.0	B	0.59	22.8	C	TR	0.61	32.7	C	0.68	37.8	D	TR	0.75	33.4	C	0.77	34.3	C
	NB	L	0.62	25.2	C	0.62	25.2	C	TR	0.46	13.9	B	0.51	14.6	B	TR	0.46	13.9	B	0.51	14.6	B	TR	0.48	14.3	B	0.49	14.5	B
		L	1.13	132.3	F	1.14	138.3	F	L	0.49	19.5	B	0.56	22.7	C	L	0.69	46.0	D	0.80	63.8	E	L	0.49	19.0	B	0.51	20.1	C
		TR	0.56	23.7	C	0.58	24.1	C	TR	0.44	13.8	B	0.45	13.9	B	TR	0.48	22.3	C	0.49	22.4	C	TR	0.36	12.8	B	0.37	12.9	B
	Intersection		44.9	D		53.4	D		30.7	C		41.6	D		59.2	E		59.2	E		68.5	E		32.5	C		38.2	D	
	EB	L	0.40	33.1	C	0.41	33.5	C	TR	0.27	25.8	C	0.27	25.8	C	L	0.39	32.8	C	0.39	32.8	C	L	0.30	26.3	C	0.30	26.4	C
		L	0.30	16.3	B	0.33	17.1	B	L	0.18	9.6	A	0.19	9.8	A	L	0.20	13.9	B	0.20	14.0	B	L	0.13	9.2	A	0.14	9.3	A
		T	0.43	15.3	B	0.43	15.3	B	T	0.42	10.9	B	0.46	11.1	B	T	0.47	15.7	B	0.50	16.3	B	T	0.47	11.5	B	0.49	11.7	B
	SB	TR	0.57	17.6	B	0.60	18.2	B	TR	0.41	10.8	B	0.44	11.1	B	TR	0.51	16.4	B	0.52	16.6	B	TR	0.50	11.9	B	0.52	12.1	B
	Intersection		18.1	B		18.4	B		11.8	B		12.0	B		17.5	B		17.5	B		17.8	B		12.5	B		12.7	B	
	EB	L	0.12	27.7	C	0.12	27.7	C	L	0.23	24.9	C	0.23	24.9	C	L	0.07	27.0	C	0.07	27.0	C	L	0.16	24.1	C	0.15	24.0	C
		L	0.13	13.1	B	0.14	13.4	B	L	0.19	9.8	A	0.20	10.1	B	L	0.06	11.6	B	0.06	11.6	B	L	0.06	8.3	A	0.06	8.3	A
		T	0.45	13.4	B	0.44	13.4	B	T	0.43	11.0	B	0.47	11.4	B	T	0.51	16.4	B	0.55	17.1	B	T	0.49	11.7	B	0.51	11.9	B
	SB	TR	0.57	17.5	B	0.60	18.1	B	TR	0.37	10.4	B	0.40	10.7	B	TR	0.46	15.7	B	0.47	15.8	B	TR	0.44	11.1	B	0.46	11.3	B
	Intersection		16.8	B		17.2	B		11.5	B		11.8	B		16.2	B		16.2	B		16.7	B		11.8	B		12.0	B	
	EB	L	0.44	34.1	C	0.46	34.6	C	L	0.54	31.9	C	0.56	32.0	C	L	0.46	34.6	C	0.47	34.9	C	L	0.23	29.4	C	0.23	29.5	C
		L	0.35	18.0	B	0.37	18.8	B	L	0.19	9.8	A	0.20	10.0	A	L	0.23	14.4	B	0.24	14.7	B	L	0.21	14.2	B	0.22	14.5	B
		T	0.42	15.1	B	0.43	15.2	B	T	0.38	10.5	B	0.41	10.8	B	T	0.43	15.2	B	0.45	15.5	B	T	0.47	15.8	B	0.50	16.2	B
	SB	TR	0.64	19.1	B	0.66	19.6	B	TR	0.43	11.1	B	0.46	11.4	B	TR	0.55	17.3	B	0.57	17.7	B	TR	0.59	18.0	B	0.61	18.4	B
	Intersection		19.0	B		19.4	B		13.3	B		13.6	B		18.2	B		18.2	B		18.5	B		17.6	B		18.0	B	
	EB	L	0.93	73.7	E	0.96	81.1	F	L	0.76	39.3	D	0.91	61.4	E	L	0.77	43.1	D	0.95	72.2	E	L	0.69	34.5	C	0.82	46.8	D
		TR	0.96	47.2	D	0.96	47.2	D	TR	0.96	44.9	D	0.96	44.9	D	TR	0.96	47.8	D	0.96	47.8	D	TR	0.77	30.1	C	0.77	30.1	C
	WB	L	0.49	26.2	C	0.49	26.2	C	L	0.64	29.6	C	0.64	29.6	C	L	0.60	31.8	C	0.60	31.8	C	L	0.73	33.1	C	0.73	33.1	C
		T	0.89	36.1	D	0.89	36.1	D	T	0.90	36.0	D	0.90	36.0	D	T	0.83	32.8	C	0.83	32.8	C	T	0.80	31.1	C	0.80	31.1	C
		R	0.48	23.7	C	0.49	24.0	C	R	0.47	23.4	C	0.51	24.2	C	R	0.58	27.5	C	0.59	27.9	C	R	0.58	27.3	C	0.60	27.9	C
	NB	L	1.08	143.2	F	1.08	141.4	F	L	1.04	108.5	F	1.10	127.8	F	L	1.13	156.8	F	1.13	153.1	F	L	0.96	100.7	F	0.99	108.7	F
		T	0.86	62.2	E	0.86	61.8	E	TR	0.90	54.4	D	0.91	56.7	E	TR	0.81	57.0	E	0.82	57.7	E	TR	0.91	67.5	E	0.92	68.8	E
	SB	L	0.90	88.7	F	0.91	91.0	F	L	0.87	67.6	E	0.94	82.1	F	L	0.79	66.7	E	0.85	76.1	F	L	0.99	136.1	F	1.14	152.5	F
		TR	1.22	161.4	F	1.28	186.8	F	TR	0.98	70.0	E	1.10	105.3	F	TR	1.19	150.2	F	1.24	170.3	F	TR	0.94	71.8	E	0.99	82.7	F
	Intersection		67.3	E		72.0	E		49.6	D		57.7	E		62.8	E		62.8	E		67.3	E		48.7	D		52.2	D	

Source: Parsons Brinckerhoff, 2010

Notes:
 1. EB - Eastbound, WB - Westbound, NB - Northbound, SB - Southbound
 2. L - Left Turn, R - Right, Defl. - De Facto Left Turn
 Congested intersections are designated by shading.
 & - Significant impact
 † - Not a significant impact (fewer than 5 incremental vehicles in lane group)
 ‡ - Not a significant impact (no project-generated vehicles in lane group)

AM Peak Hour

- Webster Avenue with Bedford Park Boulevard: The eastbound Bedford Park Boulevard approach would deteriorate from LOS D to LOS E and increase in average delay from 54.5 seconds per vehicle to 66.2 seconds per vehicle (11.7). The westbound Bedford Park Boulevard approach would deteriorate from LOS D to LOS E and increase in average delay from 53.1 seconds per vehicle to 74.4 seconds per vehicle (21.3).
- Webster Avenue with East Fordham Road: The eastbound left turn lane would deteriorate from LOS E to LOS F and increase in average delay from 73.7 seconds per vehicle to 81.1 seconds per vehicle (7.4). The southbound Webster Avenue through and right turn lane group would deteriorate in LOS F and increase in average delay from 161.4 seconds per vehicle to 186.8 seconds per vehicle (25.4).

Midday Peak Hour

- Webster Avenue with Bedford Park Boulevard: The eastbound Bedford Park Boulevard approach would deteriorate from LOS E to LOS F and increase in average delay from 62.6 seconds per vehicle to 91.0 seconds per vehicle (28.4). The westbound Bedford Park Boulevard approach would deteriorate from LOS D to LOS E and increase in average delay from 41.2 seconds per vehicle to 61.4 seconds per vehicle (20.2).
- Webster Avenue with East Fordham Road: The eastbound left turn lane would deteriorate from LOS D to LOS E and increase in average delay from 39.3 seconds per vehicle to 61.4 seconds per vehicle (22.1). The southbound Webster Avenue left turn lane would deteriorate from LOS E to LOS F and increase in average delay from 67.6 seconds per vehicle to 82.1 seconds per vehicle (14.5). The southbound Webster Avenue through and right turn lane group would deteriorate from LOS E to LOS F and increase in average delay from 70.0 seconds per vehicle to 105.3 seconds per vehicle (35.3).

PM Peak Hour

- Webster Avenue with Bedford Park Boulevard: The eastbound Bedford Park Boulevard approach would deteriorate from LOS E to LOS F and increase in average delay from 76.2 seconds per vehicle to 86.2 seconds per vehicle (10.0). The westbound Bedford Park Boulevard approach would deteriorate within LOS F and increase in average delay from 105.1 seconds per vehicle to 127.1 seconds per vehicle (22.0).
- Webster Avenue with East Fordham Road: The eastbound left turn lane would deteriorate from LOS D to LOS E and increase in average delay from 43.1 seconds per vehicle to 72.2 seconds per vehicle (29.1). The southbound Webster Avenue left turn lane would deteriorate within LOS E and increase in average delay from 66.7 seconds per vehicle to 76.1 seconds per vehicle (9.4). The southbound Webster Avenue through and right turn lane group would

deteriorate within LOS F and increase in average delay from 150.2 seconds per vehicle to 170.3 seconds per vehicle (20.1).

Saturday Peak Hour

- Webster Avenue with Bedford Park Boulevard: The eastbound Bedford Park Boulevard approach would deteriorate within LOS D and increase in average delay from 47.1 seconds per vehicle to 52.5 seconds per vehicle (5.4). The westbound Bedford Park Boulevard de facto left turn lane would deteriorate within LOS F and increase in average delay from 116.3 seconds per vehicle to 166.0 seconds per vehicle (49.7).

- Webster Avenue with East Fordham Road: The eastbound left turn lane would deteriorate from LOS C to LOS D and increase in average delay from 34.5 seconds per vehicle to 46.8 seconds per vehicle (12.3). The southbound Webster Avenue left turn lane would deteriorate within LOS F and increase in average delay from 136.1 seconds per vehicle to 152.5 seconds per vehicle (16.4). The southbound Webster Avenue through and right turn lane group would deteriorate from LOS E to LOS F and increase in average delay from 71.8 seconds per vehicle to 82.7 seconds per vehicle (10.9).

Parking

Implementation of the proposed action would, in comparison to the No-Action condition, primarily generate additional residential and retail development in place of warehouse and auto service related land uses. It is estimated as part of the RWCDs that 239 accessory parking spaces would be provided as part of the projected residential development by 2020. Although development of 156 public parking spaces is also projected as part of the RWCDs, public parking supply in the parking study area would decrease by 19 spaces in comparison to No-Action conditions. In addition, it is indicated in the RWCDs that 358 fewer commercial accessory parking spaces would be provided on projected development sites in comparison to No-Action conditions.

Table 3.15-13 provides the projected 2020 combined parking demand and available capacity for on-street and off-street public parking facilities in the study area under With-Action conditions. As indicated above, relative to the No-Action, 19 fewer public parking spaces would be provided and public parking demand would increase by 165 spaces during the midday and 23 spaces overnight, also relative to No-Action conditions, which would result from overflow from some of the 24 projected development sites both with and without available accessory parking. It is thus projected that a net shortfall of 182 parking spaces would occur midday and 265 parking spaces overnight in the parking study area.

Table 3.15-13: With-Action Parking Conditions

Time Period	Existing Parking	Existing Utilization	2020 No-Action Available Capacity	2020 With-Action Parking Supply	2020 With-Action Demand Increment	2020 With-Action Available Capacity
Midday	4,296	3,944	2	-19	165	-182
Overnight	4,386	4,201	-223	-19	23	-265

Source: Parsons Brinckerhoff, 2010

According to the *CEQR Technical Manual*, for residential areas outside the Manhattan Central Business District (CBD), a parking shortfall that exceeds the number of off-street spaces and more than half the available on-street spaces in the study area may be considered significant. Although the proposed project would create a parking shortfall during the midday and increase the parking shortfall during the overnight, these are not considered to be significant impacts because in each instance the shortfall of spaces does not exceed the combined capacity of the public off-street parking facilities (440 spaces in total).

Safety

As discussed above in Section 3.15.2, four intersections in the study area experienced over 25 total accidents over the most recent three year summary data period and two intersections experienced over five combined pedestrian and bicycle related accidents. Both of the high pedestrian/bicycle related accident locations and three of the four locations that experienced over 25 total accidents over the period are located within the active East Fordham Road commercial area. As noted in Section 3.15.3, a pedestrian safety improvement is proposed at the high accident intersection of Webster Avenue with East Fordham Road with the elimination of the westbound channelized right turn.

The proposed action would generate relatively minimal additional pedestrian and vehicular traffic at the high accident locations along East Fordham Road, and therefore, would not be expected to adversely impact safety at these locations. Likewise, the proposed action would generate relatively minimal additional vehicular traffic at the intersection of Webster Avenue with East Gun Hill Road, the fourth intersection that experienced over 25 total accidents over the three year period. Thus, the proposed action should have no adverse effect upon safety in the study area.

3.16 TRANSIT AND PEDESTRIANS

INTRODUCTION

An assessment of potential transit and pedestrian impacts associated with the proposed action was prepared for the reasonable worst case development scenario (RWCDs), a development program that could reasonably be completed by 2020. As noted in Chapter 3.15, CEQR assessments of large area-wide zoning proposals not associated with specific development projects assume a ten-year build period. This is the timeframe that can be reasonably predicted into the foreseeable future without engaging in highly speculative projections. The proposed action includes zoning map and zoning text amendments proposed by the New York City Department of City Planning (DCP). The rezoning area is located in the Bedford Park and Norwood neighborhoods in the Bronx.

As demonstrated below, based upon a comparison with criteria specified in the 2001 *City Environmental Quality Review (CEQR) Technical Manual*, the proposed action would not generate sufficient additional subway and transit bus ridership by 2020 relative to the No-Action condition to warrant detailed analysis. It was determined, however, that the estimated incremental pedestrian volumes that would use sidewalks and crosswalks at three locations would exceed *CEQR Technical Manual* thresholds for detailed analysis. This chapter identifies those locations selected for analysis, provides an analysis of existing conditions, No-Action conditions and conditions with the proposed action. It was determined that no significant adverse street level pedestrian impacts would occur under With-Action conditions.

3.16.1 METHODOLOGY

Based upon the criteria specified in the *CEQR Technical Manual*, detailed transit and pedestrian analysis may be required if the proposed action is projected to generate 200 or more additional peak hour transit and pedestrian trips. This methodology begins with deriving travel demand projections and identifying the available transit and pedestrian facilities where these trips would be made. If the projected incremental peak hour trips would not exceed 200 trips on any pedestrian element, at any subway station or on any bus transit route, no detailed analyses would be required.

Level One Screening

As described in Chapter 3.15 and indicated in Table 3.15-1, based upon the Table 3O-1 of the *CEQR Technical Manual*, the proposed action would result in increases in development levels by 2020 that exceed Level One screening threshold criteria, thus requiring a preliminary trip generation analysis to determine whether detailed pedestrian, subway and bus transit analyses are required.

Level Two Screening

The trip generation analysis indicated that the proposed action would generate up to approximately 1,600 incremental total person trips, 300 subway trips and 140 bus trips during peak hours, as indicated in Table 3.15-7. Details of the trip generation estimation process are provided in the *Transportation Planning Factors Memorandum* for the Webster

Avenue Rezoning (See Appendix F). Although the projected development sites are spread linearly along Webster Avenue, given the total volume of incremental person trips generated, it was considered likely that one or more street level pedestrian elements would exceed *CEQR Technical Manual* threshold criteria for detailed analysis. Therefore, a Level Three screening analysis was conducted considering the incremental pedestrian trip generation characteristics of projected development sites, both individually and grouped by area, plus access routes to subway stations and the locations of bus stops in the area.

Although incremental project generated subway trips exceed *CEQR Technical Manual* threshold criteria for detailed analysis, several subway stations serve the study area. Nevertheless, a Level Three screening analysis was conducted with assignment of incremental subway trips to each station to determine if incremental passenger volumes due to the proposed action would exceed *CEQR Technical Manual* threshold criteria at any one station. Lastly, although the total incremental bus transit passengers expected due to the proposed action are less than the *CEQR Technical Manual* threshold criteria of 200 additional peak hour trips for a detailed analysis of bus transit conditions, transfers between bus and subway would be expected, given the distance of the area's subway stations from the projected development sites, as well as transfers between bus routes. Therefore, a Level Three screening analysis was also conducted for bus transit to determine if any route would attract 200 or more peak hour incremental project-generated trips.

Level Three Screening - New York City Transit Subway Station

Three subway stations are located within a ½-mile radius of the projected development sites: Norwood/205th Street (D), Bedford Park Boulevard (B, D) and Gun Hill Road (2, 5). Additionally, the Bedford Park Boulevard station, as well as the Allerton Avenue (2, 5) and Kingsbridge Road (B, D) stations are accessible by connecting bus transit.

A Level Three screening analysis was undertaken to determine if any station would attract 200 or more incremental project-generated trips during the AM and PM peak hours and require a quantitative analysis based on the threshold established in the *CEQR Technical Manual*. As indicated on Table 3.16-1, the Norwood/205th Street station, which is within walking distance of the projected development sites along Webster Avenue in the vicinity of East 204th and East 205th Streets, would attract 183 incremental project-generated trips in a peak hour. Few subway trips would be generated by the projected development sites in the vicinity of the Gun Hill Road station, also within walking distance of projected development sites. Of the other three stations in the area, the proposed action would generate less than 100 incremental project-generated trips at the Bedford Park Boulevard and Allerton Avenue stations (all involving a bus transfer). No additional passengers are anticipated at the Kingsbridge Road station because the Bedford Park Boulevard station is more accessible from the closest projected development sites. Therefore, based upon Level Three screening, no quantitative subway station element analysis is required due to the proposed action.

**Table 3.16-1:
Subway Station Incremental Trips**

Subway Station	AM Peak Hour	PM Peak Hour
Bedford Park Blvd (B/D Line)	39	47
Norwood/205th St (B/D Line)	139	183
Allerton Ave (2/5 Line)	58	70
Gun Hill Rd (2/5 Line)	0	2
Total Riders	236	302

Source: Parsons Brinckerhoff, 2010

Level Three Screening - New York City Transit Bus Line Haul

Line haul capacities are evaluated when a proposed action is anticipated to generate a perceptible increase in number of passengers on a specific bus route. The *CEQR Technical Manual* recommends a threshold of 200 additional peak hour bus passengers on a bus route as when bus line haul analysis should be considered. Several local bus routes serve the project area. The Bx41 and Bx55 run north-south along Webster Avenue, the Bx25/Bx26 runs along Bedford Park Boulevard and Dr. Kazimiroff Boulevard, providing transfer connections in close proximity to most of the larger projected development sites with the Bedford Park Boulevard and Allerton Avenue subway stations, and the Bx28 and Bx30 run along East Gun Hill Road. The Bx9, Bx12 (Local Service), Bx12 (Select Bus Service), Bx17 and Bx22 routes run along East Fordham Road just south of the rezoning area, with a major bus transfer terminal located at Fordham Plaza.

As indicated on Table 3.16-2, the Bx25/Bx26 would attract up to 131 project-generated incremental trips in a peak hour, mostly due to bus-subway transfers. The Bx41 (Local Service), Bx41 (Limited-Stop Service) and Bx55, which run north-south along Webster Avenue would attract 135 peak hour additional project-generated trips in aggregate. Therefore, based upon Level Three screening analysis, no quantitative analysis of bus transit conditions is required due to the proposed action.

Level Three Screening - Street Level Pedestrian

As noted above, an analysis was conducted to determine if any surface street pedestrian elements would exceed *CEQR Technical Manual* threshold criteria for detailed analysis, considering the incremental pedestrian trip generation characteristics of projected development sites, both individually and grouped by area, plus access routes to subway stations and the locations of bus stops in the area. Pedestrian volumes considered include walk-only trips, subway and bus transit trips as well as auto trips in cases where parking off a projected development site is anticipated and a walk trip between the parking location and the projected development site would occur.

**Table 3.16-2:
Bus Transit Incremental Trips**

Bus Route	AM Peak Hour			PM Peak Hour		
	Bus Only	Bus - Subway	Total	Bus Only	Bus - Subway	Total
Bx9	9	0	9	14	0	14
Bx12	8	0	8	11	0	11
Bx12 (Select Bus Service)	8	0	8	11	0	11
Bx17	9	0	9	14	0	14
Bx22	9	0	9	14	0	14
Bx25/Bx26	9	97	106	14	117	131
Bx28	2	0	2	3	1	4
Bx30	2	0	2	3	1	4
Bx41	62	0	62	93	0	93
Bx41 (Limited)	9	0	9	14	0	14
Bx55	19	0	19	28	0	28
Total Riders	146	97	243	219	119	338

Source: Parsons Brinckerhoff, 2010

First considering walk trips to and from the Norwood/205th Street and Gun Hill Road subway stations, it was determined that the incremental person trips generated in aggregate by the projected development sites in the vicinity of East Gun Hill Road would not be sufficient to exceed *CEQR Technical Manual* threshold criteria. The primary walk corridors to the Norwood/205th Street station are along East 204th and East 205th Streets. Given the volume of person trips that would be generated by the projected development sites between Mosholu Parkway North and East 205th Street, it was determined that incremental pedestrian volumes on one or more street level pedestrian elements at the intersections of Webster Avenue with East 204th Street and Webster Avenue with East 205th Street would exceed *CEQR Technical Manual* threshold criteria during the weekday midday and PM peak hours.

Another likely concentration of pedestrian volumes generated by the proposed action would occur at the intersection of Webster Avenue with Bedford Park Boulevard, given the Bx25/Bx26 bus transit routes along Bedford Park Boulevard that also provide transfers to and from the Bedford Park Boulevard and Allerton Avenue subway stations as well as the location of projected development sites south of Bedford Park Boulevard that would generate higher levels of With-Action incremental person trips. It was thus determined that one or more street level pedestrian elements at the intersection of Webster Avenue with Bedford Park Boulevard would also exceed *CEQR Technical Manual* threshold criteria during the weekday midday and PM peak hours.

The pedestrian elements selected for analysis at these three intersections are illustrated on Figure 3.16-1.



Street Level Pedestrian Analysis Methodology

The adequacy of the study area's sidewalks, corner reservoirs, and crosswalks in relation to demand was assessed using the methodologies presented in the *2000 Highway Capacity Manual* (HCM). Sidewalks were analyzed in terms of pedestrian flow. For sidewalks, conditions are measured in terms of pedestrian flow rate per foot of width per minute (PFM) for that portion of the sidewalk that can be effectively used for pedestrian flow. The sidewalk analyses determine both the average flow rate's level of service as well as the platoon-adjusted level of service, which more accurately estimates the dynamics of walking. "Platooning" is the tendency of pedestrians to move in bunched groups or " platoons" once they cross a street where traffic control devices require them to wait.

Crosswalks and street corners are not easily measured in terms of free pedestrian flow, as they are influenced by the effects of traffic signals. Street corners must be able to provide sufficient space for a mix of standing pedestrians (queued to cross a street) and circulating pedestrians (crossing the street or moving around in the corner). The HCM methodologies apply a measure of time and space availability based on the area of the corner, the timing of the intersection signal, and the estimated space used by circulating pedestrians. The total "time-space" available for these activities is the net area of the corner in square feet (sf), multiplied by the cycle length and expressed in square feet per minute. The analysis then determines the total circulation time for all pedestrian movements at the corner (expressed as pedestrians per minute). The ratio of net time-space divided by pedestrian circulation time provides the level of service measurement of square feet per pedestrian (SFP).

Crosswalk level of service is also a function of time and space. Similar to the street corner analysis, crosswalk conditions are first expressed as a measurement of the available area (the crosswalk width multiplied by the width of the street) and the permitted crossing time. This measure is expressed in square feet per minute. The average time required for a pedestrian to cross the street is calculated based on the width of the street and an assumed walking speed. The ratio of time-space available in the crosswalk to the average crossing time is the level of service measurement of available square feet per pedestrian. Similar to the methodology used for sidewalks with the representation of " platooning," the evaluation of crosswalks also considers the effect of maximum surge conditions. This is the point in which the maximum number of pedestrians is in the crosswalk and usually occurs when the lead pedestrians reach the opposite corner of the street. The level of service analysis also accounts for vehicular turning movements that traverse the crosswalk.

Table 3.16-3 indicates the level of service standards for sidewalks, corner reservoirs, and crosswalks. For street level pedestrian elements operating at LOS A and B, there is sufficient area to allow pedestrians to freely select their walking speed and bypass slower pedestrians. When cross and reverse flow movement exists, only minor conflicts may occur. At LOS C, movement is fluid although somewhat restricted. At LOS D, walking speed is restricted and reduced. At LOS E and F, walking speed is restricted. There is also insufficient area to bypass others, and opposing movement is difficult. Often, forward progress is achievable only through shuffling, with queues forming.

The *CEQR Technical Manual* specifies that a mid-LOS D condition or better is considered reasonable for sidewalks, corner reservoirs, and crosswalks outside of the Manhattan Central Business District (CBD). For crosswalks and corner reservoirs, a mid-LOS D condition requires a minimum of 20 SFP, while for sidewalks, a mid-LOS D condition requires a maximum of 13 PFM.

Table 3.16-3: Street Level Pedestrian Elements Level of Service (LOS) Criteria

Level of Service	Sidewalks	Corner Reservoirs and Crosswalks
A	5 PFM or less	60 SFP or More
B	5 to 7 PFM	40 to 60 SFP
C	7 to 10 PFM	24 to 40 SFP
D	10 to 15 PFM	15 to 24 SFP
E	15 to 23 PFM	8 to 15 SFP
F	More than 23 PFM	Less than 8 SFP
Notes: PFM = pedestrians per foot per minute; SFP = square feet per pedestrian Source: Transportation Research Board. <i>Highway Capacity Manual</i> , 2000.		

The *CEQR Technical Manual* defines a significant impact for sidewalks outside the Manhattan CBD and downtown Brooklyn as an increase in the pedestrian flow rate of 2 PFM in comparison to the No-Action condition when the No-Action exhibits flow rates are 13 PFM or more (mid-LOS D). For corner reservoirs and crosswalks, impacts may be considered significant for decreases of one SFP when the No-Action condition has occupancies under 20 SFP (mid-LOS D).

3.16.2 EXISTING CONDITIONS

Existing operating conditions were analyzed for the sidewalk and crosswalk pedestrian elements specified above for the peak weekday hours of 12:00-1:00 PM and 5:00-6:00 PM when, as noted above, the incremental pedestrian volumes generated by the proposed action exceed *CEQR Technical Manual* analysis thresholds, plus the weekday 8:00-9:00 AM peak hour. The findings of the existing conditions analysis pedestrian operations are presented in Table 3.16-4.

Existing street level pedestrian operations were analyzed at the 22 sidewalks, 11 crosswalks and 10 street corners indicated on Figure 3.16-1. The analysis was based upon field surveys conducted in October and November, 2010. As shown in Table 3.16-4, all sidewalks, street corners and crosswalks are operating at LOS A, reflecting the low to moderate existing pedestrian volumes and ample sidewalk widths along Webster Avenue.

Table 3.16-4: Existing Street Level Pedestrian Operations

SIDEWALK ANALYSIS														
Blockface	Side of Street	Effective Sidewalk Width ¹ (ft)	Peak 15 Minute Volume			Persons per Foot per Minute (PFM)			Average Level of Service			Platoon Conditions Level of Service		
			AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
East 205th Street (west of Webster Avenue)	North	9.3	16	11	17	0.1	0.1	0.1	A	A	A	A	A	A
	South	10.5	43	25	31	0.3	0.2	0.2	A	A	A	A	A	A
Webster Avenue (north of East 205th Street)	East	13.4	9	10	13	0.0	0.0	0.1	A	A	A	A	A	A
	West	6.5	27	12	28	0.3	0.1	0.3	A	A	A	A	A	A
Webster Avenue (south of East 205th Street)	East	7.9	12	14	12	0.1	0.1	0.1	A	A	A	A	A	A
	West	14	34	18	21	0.2	0.1	0.1	A	A	A	A	A	A
East 204th Street (east of Webster Avenue)	North	16.6	12	7	13	0.0	0.0	0.1	A	A	A	A	A	A
	South	15.5	13	12	8	0.1	0.1	0.0	A	A	A	A	A	A
East 204th Street (west of Webster Avenue)	North	13.6	50	32	38	0.2	0.2	0.2	A	A	A	A	A	A
	South	14.1	39	40	46	0.2	0.2	0.2	A	A	A	A	A	A
Webster Avenue (north of East 204th Street)	East	13	27	32	29	0.1	0.2	0.1	A	A	A	A	A	A
	West	12.4	52	52	52	0.3	0.3	0.3	A	A	A	A	A	A
Webster Avenue (south of East 204th Street)	East	13.7	21	12	16	0.1	0.1	0.1	A	A	A	A	A	A
	West	13.6	45	46	47	0.2	0.2	0.2	A	A	A	A	A	A
Bedford Park Blvd (east of Webster Avenue)	North	16.6	12	10	13	0.0	0.0	0.1	A	A	A	A	A	A
	South	16.6	36	19	26	0.1	0.1	0.1	A	A	A	A	A	A
Bedford Park Blvd (west of Webster Avenue)	North	16.6	73	32	63	0.3	0.1	0.3	A	A	A	A	A	A
	South	16.3	35	30	50	0.1	0.1	0.2	A	A	A	A	A	A
Webster Avenue (north of Bedford Park Blvd)	East	6.7	17	11	12	0.2	0.1	0.1	A	A	A	A	A	A
	West	12.5	69	40	35	0.4	0.2	0.2	A	A	A	A	A	A
Webster Avenue (south of Bedford Park Blvd)	East	10.7	36	43	64	0.2	0.3	0.4	A	A	A	A	A	A
	West	13	53	43	58	0.3	0.2	0.3	A	A	A	A	A	A

STREET CORNER ANALYSIS									
Intersection	Corner	Sidewalk Dimensions (ft)	Curb Radii (ft)	Average Pedestrian Space (SF/ped)			Level of Service		
				AM	MD	PM	AM	MD	PM
East 205th Street (E-W) @ Webster Avenue (N-S)	NW	12 x 12.6	7	1,849	2,100	1,429	A	A	A
	SW	16.1 x 14.8	8.3	1,861	2,953	2,507	A	A	A
East 204th Street (E-W) @ Webster Avenue (N-S)	NE	15.7 x 19	8	1,725	1,478	1,249	A	A	A
	NW	16 x 18.6	8	726	676	456	A	A	A
	SE	18.9 x 16.2	8	1,535	1,195	1,221	A	A	A
	SW	15.6 x 19.1	7.4	824	759	536	A	A	A
Bedford Park Blvd (E-W) @ Webster Avenue (N-S)	NE	9.7 x 20	3	612	763	646	A	A	A
	NW	16 x 20	10	516	673	515	A	A	A
	SE	18.3 x 13.7	7	419	446	371	A	A	A
	SW	14.8 x 19	7.3	395	416	338	A	A	A

CROSSWALK ANALYSIS									
Intersection	Crosswalk	Length (ft)	Width (ft)	Maximum Surge Pedestrian Space (SF/ped)			Maximum Surge Level of Service		
				AM	MD	PM	AM	MD	PM
East 205th Street (E-W) @ Webster Avenue (N-S)	West	30	14.1	3,032	3,032	3,032	A	A	A
	North	75	20.5	1,907	2,670	1,483	A	A	A
	South	70	16.5	2,542	1,695	924	A	A	A
East 204th Street (E-W) @ Webster Avenue (N-S)	East	45	15.5	550	471	508	A	A	A
	West	45	14	129	138	77	A	A	A
	North	70	15	553	508	385	A	A	A
	South	70	16	970	522	798	A	A	A
Bedford Park Blvd (E-W) @ Webster Avenue (N-S)	East	61	13.5	269	245	253	A	A	A
	West	61	13.7	156	148	130	A	A	A
	North	68.4	14.4	290	522	326	A	A	A
	South	68.4	15	226	253	172	A	A	A

Source: Parsons Brinckerhoff, 2010

Note:

1. Total sidewalk width minus the sum of widths and shy distances from obstructions.

3.16.3 FUTURE WITHOUT THE PROPOSED ACTION

Pedestrian conditions in the future without the proposed action were assessed to establish a baseline No-Action condition against which to evaluate the potential impacts of the proposed action. The 2020 No-Action analysis year incorporates general background growth and trip generating effects of nearby No-Action developments. No future transportation improvements were identified that may affect pedestrian movements at the analysis locations.

Pedestrian Projections

Future 2020 No-Action peak hour pedestrian levels were based on volume projections developed using a process similar to that described in Chapter 3.15 for traffic volume projections. Basically, the 2020 No-Action pedestrian projections include the application of a 0.50-percent annual background growth rate on existing volumes, as recommended in the *CEQR Technical Manual* for the Bronx, projected over 10 years, plus the pedestrian trips projected to be generated by nearby No-Action developments, less any trips generated by displaced uses at those development sites.

No-Action Conditions Analysis

Sidewalk, corner and crosswalk analyses for future conditions without the proposed action are presented in Table 3.16-5. Most sidewalks analyzed would continue to operate at LOS A with one or two sidewalks at each analysis location dropping to LOS B. All street corners and all crosswalks except one would also continue to operate at LOS A.

Table 3.16-5: No-Action Street Level Pedestrian Operations

SIDEWALK ANALYSIS														
Blockface	Side of Street	Effective Sidewalk Width ¹ (ft)	Peak 15 Minute Volume			Persons per Foot per Minute (PFM)			Average Level of Service			Platoon Conditions Level of Service		
			AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
			East 205th Street (west of Webster Avenue)	North	9.3	29	29	27	0.2	0.2	0.2	A	A	A
	South	10.5	132	45	43	0.8	0.3	0.3	A	A	A	B	A	A
Webster Avenue (north of East 205th Street)	East	13.4	33	14	16	0.2	0.1	0.1	A	A	A	A	A	A
	West	6.5	48	24	36	0.5	0.2	0.4	A	A	A	A	A	A
Webster Avenue (south of East 205th Street)	East	7.9	21	39	27	0.2	0.3	0.2	A	A	A	A	A	A
	West	14	173	44	35	0.8	0.2	0.2	A	A	A	B	A	A
East 204th Street (east of Webster Avenue)	North	16.6	19	8	14	0.1	0.0	0.1	A	A	A	A	A	A
	South	15.5	20	13	9	0.1	0.1	0.0	A	A	A	A	A	A
East 204th Street (west of Webster Avenue)	North	13.6	71	62	57	0.3	0.3	0.3	A	A	A	A	A	A
	South	14.1	58	67	62	0.3	0.3	0.3	A	A	A	A	A	A
Webster Avenue (north of East 204th Street)	East	13	46	74	55	0.2	0.4	0.3	A	A	A	A	A	A
	West	12.4	96	79	67	0.5	0.4	0.4	A	A	A	B	A	A
Webster Avenue (south of East 204th Street)	East	13.7	51	88	60	0.2	0.4	0.3	A	A	A	A	A	A
	West	13.6	59	76	69	0.3	0.4	0.3	A	A	A	A	A	A
Bedford Park Blvd (east of Webster Avenue)	North	16.6	15	11	16	0.1	0.0	0.1	A	A	A	A	A	A
	South	16.6	56	36	48	0.2	0.1	0.2	A	A	A	A	A	A
Bedford Park Blvd (west of Webster Avenue)	North	16.6	97	63	93	0.4	0.3	0.4	A	A	A	A	A	A
	South	16.3	54	74	83	0.2	0.3	0.3	A	A	A	A	A	A
Webster Avenue (north of Bedford Park Blvd)	East	6.7	27	57	35	0.3	0.6	0.3	A	A	A	A	B	A
	West	12.5	88	65	60	0.5	0.3	0.3	A	A	A	A	A	A
Webster Avenue (south of Bedford Park Blvd)	East	10.7	56	84	96	0.3	0.5	0.6	A	A	A	A	B	B
	West	13	89	90	105	0.5	0.5	0.5	A	A	A	A	A	B

STREET CORNER ANALYSIS									
Intersection	Corner	Sidewalk Dimensions. (ft)	Curb Radii (ft)	Average Pedestrian Space (SF/ped)			Level of Service		
				AM	MD	PM	AM	MD	PM
				East 205th Street (E-W) @ Webster Avenue (N-S)	NW	12 x 12.6	7	436	710
	SW	16.1 x 14.8	8.3	289	627	916	A	A	A
East 204th Street (E-W) @ Webster Avenue (N-S)	NE	15.7 x 19	8	909	759	824	A	A	A
	NW	16 x 18.6	8	428	374	341	A	A	A
	SE	18.9 x 16.2	8	771	432	596	A	A	A
	SW	15.6 x 19.1	7.4	459	295	326	A	A	A
Bedford Park Blvd (E-W) @ Webster Avenue (N-S)	NE	9.7 x 20	3	429	343	391	A	A	A
	NW	16 x 20	10	363	306	311	A	A	A
	SE	18.3 x 13.7	7	305	290	262	A	A	A
	SW	14.8 x 19	7.3	277	240	223	A	A	A

CROSSWALK ANALYSIS									
Intersection	Crosswalk	Length (ft)	Width (ft)	Maximum Surge Pedestrian Space (SF/ped)			Maximum Surge Level of Service		
				AM	MD	PM	AM	MD	PM
				East 205th Street (E-W) @ Webster Avenue (N-S)	West	30	14.1	133	200
	North	75	20.5	710	2,097	1,252	A	A	A
	South	70	16.5	474	346	396	A	A	A
East 204th Street (E-W) @ Webster Avenue (N-S)	East	45	15.5	238	182	251	A	A	A
	West	45	14	73	60	54	A	B	B
	North	70	15	302	283	266	A	A	A
	South	70	16	327	133	223	A	A	A
Bedford Park Blvd (E-W) @ Webster Avenue (N-S)	East	61	13.5	206	175	190	A	A	A
	West	61	13.7	106	77	80	A	A	A
	North	68.4	14.4	190	143	166	A	A	A
	South	68.4	15	148	146	111	A	A	A

Source: Parsons Brinckerhoff, 2010

Note:

- Total sidewalk width minus the sum of widths and shy distances from obstructions.

3.16.4 PROBABLE IMPACTS OF THE PROPOSED ACTION

The future with the proposed action would result in an increase in pedestrian trips as compared to the No-Action condition. This section describes the development of projected incremental pedestrian volumes that would be generated by the proposed action by 2020 and the assessment of their potential impacts on the surface street sidewalks, corners and crosswalks analyzed under existing and No-Action conditions as described above.

Projected Development and Trip Generation

As described in Chapter 3.15 it is anticipated that 24 projected development sites within the rezoning area would be developed as defined in this document, primarily consisting of residential, commercial and community facility space. This development would displace existing or anticipated development (in the absence of implementing the proposed action) primarily consisting of warehouse and auto related businesses. The projected trip generation characteristics of the proposed action are described in the *Transportation Planning Factors Memorandum* for the Webster Avenue Rezoning. Auto, walk, bus and subway person trips projected to be generated by the proposed action in 2020, relative to the No-Action condition, are provided in Table 3.15-7.

Trip Distribution and Assignment

Pedestrian volumes used for With-Action condition analysis were derived as peak 15 minute volumes based upon the trip generation characteristics of each projected development site that would potentially contribute incremental pedestrian volumes to the street level pedestrian elements analyzed, and assigned as walk only trips, trips to and from subway stations including bus transfers, and trips to and from bus transit routes. Pedestrian assignments also included the walk portion of an auto trip that would involve off-site parking. The incremental With- Action pedestrian volumes assigned to the street level pedestrian elements analyzed are provided on Figure 3.16-2.

With-Action Conditions Analysis

Sidewalk, corner and crosswalk analysis for future conditions with the proposed action are presented in Table 3.16-6. In comparison to No-Action conditions, additional sidewalks would operate at LOS B, but most would continue to operate at LOS A. All street corners would continue to operate at LOS A and all crosswalks would operate at LOS A or LOS B. In conclusion, it was therefore determined that no significant adverse street level pedestrian impacts would occur under With-Action conditions.

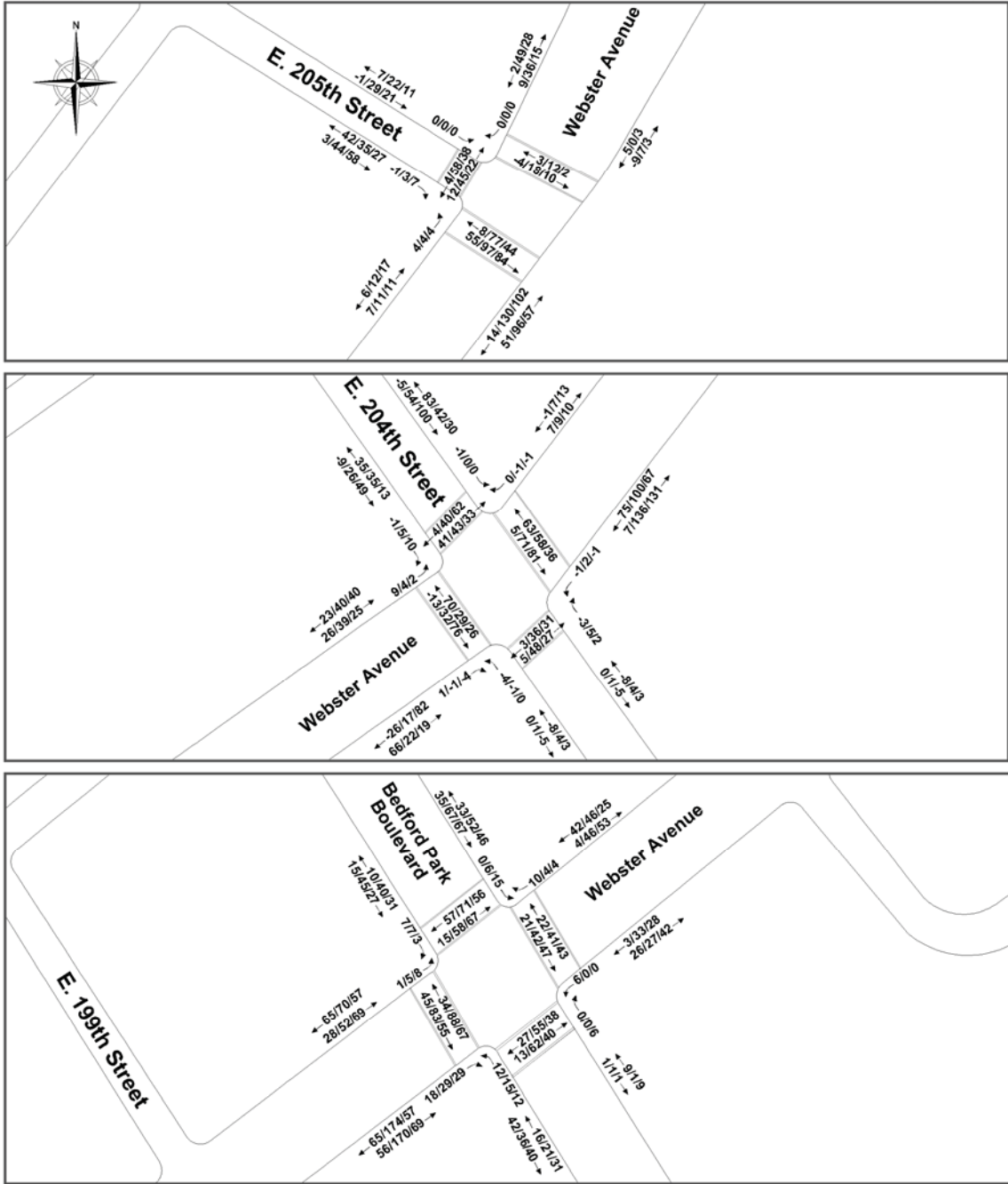


Figure 3.16-2

Legend

Volumes: AM / Midday / PM

**Build Increment
 Peak Hour Pedestrians**

*Webster Avenue Rezoning
 NYC Department of City Planning*

Table 3.16-6: With-Action Street Level Pedestrian Operations

SIDEWALK ANALYSIS														
Blockface	Side of Street	Effective Sidewalk Width ¹ (ft)	Peak 15 Minute Volume			Persons per Foot per Minute (PFM)			Average Level of Service			Platoon Conditions Level of Service		
			AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
			East 205th Street (west of Webster Avenue)	North	9.3	31	45	37	0.2	0.3	0.3	A	A	A
Webster Avenue (north of East 205th Street)	East	13.4	31	16	18	0.2	0.1	0.1	A	A	A	A	A	A
Webster Avenue (south of East 205th Street)	West	6.5	52	51	49	0.5	0.5	0.5	A	A	A	B	B	A
East 204th Street (east of Webster Avenue)	East	7.9	41	110	77	0.3	0.9	0.6	A	A	A	A	B	B
East 204th Street (west of Webster Avenue)	West	14	177	51	44	0.8	0.2	0.2	A	A	A	B	A	A
Webster Avenue (north of East 204th Street)	North	16.6	17	10	13	0.1	0.0	0.1	A	A	A	A	A	A
Webster Avenue (south of East 204th Street)	South	15.5	18	15	8	0.1	0.1	0.0	A	A	A	A	A	A
Bedford Park Blvd (east of Webster Avenue)	North	13.6	95	92	98	0.5	0.5	0.5	A	A	A	A	A	A
Bedford Park Blvd (west of Webster Avenue)	South	14.1	66	86	81	0.3	0.4	0.4	A	A	A	A	A	A
Webster Avenue (north of Bedford Park Blvd)	East	13	71	148	117	0.4	0.8	0.6	A	A	A	A	B	B
Webster Avenue (south of Bedford Park Blvd)	West	12.4	98	84	74	0.5	0.5	0.4	A	A	A	B	A	A
Bedford Park Blvd (east of Webster Avenue)	East	13.7	63	100	91	0.3	0.5	0.4	A	A	A	A	A	A
Bedford Park Blvd (west of Webster Avenue)	West	13.6	74	101	89	0.4	0.5	0.4	A	A	A	A	A	A
Webster Avenue (north of Bedford Park Blvd)	North	16.6	18	12	20	0.1	0.0	0.1	A	A	A	A	A	A
Webster Avenue (south of Bedford Park Blvd)	South	16.6	74	54	69	0.3	0.2	0.3	A	A	A	A	A	A
Bedford Park Blvd (east of Webster Avenue)	North	16.6	118	100	129	0.5	0.4	0.5	A	A	A	A	A	B
Bedford Park Blvd (west of Webster Avenue)	South	16.3	62	101	101	0.3	0.4	0.4	A	A	A	A	A	A
Webster Avenue (north of Bedford Park Blvd)	East	6.7	36	76	57	0.4	0.8	0.6	A	A	A	A	B	B
Webster Avenue (south of Bedford Park Blvd)	West	12.5	102	94	85	0.5	0.5	0.5	A	A	A	B	A	A
Bedford Park Blvd (east of Webster Avenue)	East	10.7	94	191	167	0.6	1.2	1.0	A	A	A	B	B	B
Bedford Park Blvd (west of Webster Avenue)	West	13	118	128	144	0.6	0.7	0.7	A	A	A	B	B	B

STREET CORNER ANALYSIS									
Intersection	Corner	Sidewalk Dimensions (ft)	Curb Radii (ft)	Average Pedestrian Space (SF/ped)			Level of Service		
				AM	MD	PM	AM	MD	PM
				East 205th Street (E-W) @ Webster Avenue (N-S)	NW	12 x 12.6	7	410	359
East 204th Street (E-W) @ Webster Avenue (N-S)	SW	16.1 x 14.8	8.3	251	288	417	A	A	A
Bedford Park Blvd (E-W) @ Webster Avenue (N-S)	NE	15.7 x 19	8	690	410	476	A	A	A
	NW	16 x 18.6	8	345	266	258	A	A	A
	SE	18.9 x 16.2	8	609	324	396	A	A	A
	SW	15.6 x 19.1	7.4	368	238	249	A	A	A
Bedford Park Blvd (E-W) @ Webster Avenue (N-S)	NE	9.7 x 20	3	331	223	257	A	A	A
	NW	16 x 20	10	296	227	229	A	A	A
	SE	18.3 x 13.7	7	246	188	195	A	A	A
	SW	14.8 x 19	7.3	221	168	169	A	A	A

CROSSWALK ANALYSIS									
Intersection	Crosswalk	Length (ft)	Width (ft)	Maximum Surge Pedestrian Space (SF/ped)			Maximum Surge Level of Service		
				AM	MD	PM	AM	MD	PM
				East 205th Street (E-W) @ Webster Avenue (N-S)	West	30	14.1	120	95
	North	75	20.5	724	826	915	A	A	A
	South	70	16.5	244	118	151	A	A	A
East 204th Street (E-W) @ Webster Avenue (N-S)	East	45	15.5	218	104	147	A	A	A
	West	45	14	62	47	45	A	B	B
	North	70	15	199	146	148	A	A	A
	South	70	16	225	111	143	A	A	A
Bedford Park Blvd (E-W) @ Webster Avenue (N-S)	East	61	13.5	157	99	122	A	A	A
	West	61	13.7	82	56	59	A	B	B
	North	68.4	14.4	152	105	114	A	A	A
	South	68.4	15	110	85	80	A	A	A

Source: Parsons Brinckerhoff, 2010

Note:

- Total sidewalk width minus the sum of widths and shy distances from obstructions.

Safety

As indicated in Chapter 3.15, accident data for intersections within the study area were obtained from the New York City Department of Transportation (NYCDOT) and New York State Department of Transportation (NYSDOT). This information provides the most recent three years of available accident data, from January 1, 2006, to December 31, 2008. Table 3.16-6 lists those intersections where crashes involving vehicles with pedestrians or bicyclists occurred in the study area and indicates the number of such accidents that occurred at each intersection. Overall, 123 vehicular/pedestrian related accidents and 19 vehicular/bicycle related accidents occurred in the study area over the three year period. Two intersections in the traffic study area experienced five pedestrian related accidents in one or more years during the most recent three-year period, including the intersections of Webster Avenue with East Fordham Road where 32 pedestrian related accidents occurred over the three-year period, and East Fordham Road with Marion Avenue. Both intersections are signalized and are located within the active commercial area along East Fordham Road. However, these intersections are well outside the area where most significant increases in pedestrian levels of activity would be expected to occur under the proposed action, and hence pedestrian exposure to conditions at these two intersections would not be expected to increase significantly. Ten of the 19 reported vehicular/bicycle related accidents occurred along East Fordham Road, with four reported at the intersection of East Fordham Road with Webster Avenue, and the rest dispersed throughout the study area. With the exception of several intersections along East Fordham Road, no one intersection experienced more than one vehicle/bicycle related accident during the three year period. In conclusion, no significant increase in pedestrian activity at high pedestrian accident locations would result from the proposed action.

Table 3.16-7: Vehicle/Pedestrian and Vehicle/Bicycle Accident History

Intersection		Accidents by Year								
		Pedestrian			Bicycle			Combined Pedestrian and Bicycle		
Main Street	Cross Street	2006	2007	2008	2006	2007	2008	2006	2007	2008
Webster Ave	East Gun Hill Rd	4	1	3	0	0	1	4	1	4
Webster Ave	East 205 St	0	0	1	1	0	0	1	0	1
Webster Ave	East 204 St	3	0	1	0	0	0	3	0	1
Webster Ave	Mosholu Pkwy N	0	0	1	0	0	0	0	0	1
Webster Ave	East 201 St	0	0	0	0	0	1	0	0	1
Webster Ave	Bedford Park Blvd	3	2	1	0	0	0	3	2	1
Webster Ave	East 199 St	0	0	1	0	0	0	0	0	1
Webster Ave	Oliver Pl	1	0	1	0	0	0	1	0	1
Webster Ave	East 198 St	1	1	3	0	0	1	1	1	4
Webster Ave	East 195 St	1	0	0	0	0	0	1	0	0
Webster Ave	East 194 St	1	0	2	0	0	1	1	0	3
East Fordham Rd	Webster Ave	14	3	15	1	1	2	15	4	17
East Fordham Rd	Marion Ave	3	1	5	0	0	0	3	1	5
East Fordham Rd	Elm Pl	1	1	0	0	0	0	1	1	0
East Fordham Rd	Tiebout Ave	2	0	2	0	0	2	2	0	4
East Fordham Rd	Valentine Ave	1	3	0	0	1	1	1	4	1
East Fordham Rd	Grand Coucourse	3	0	1	1	0	1	4	0	2
Dr. Kazimiroff Blvd	Bedford Park Blvd	0	0	0	0	0	1	0	0	1
Bedford Park Blvd	Decatur Ave	1	0	0	0	0	0	1	0	0
Bedford Park Blvd	Marion Ave	1	2	1	0	0	1	1	2	2
Bedford Park Blvd	Bainbridge Ave	1	0	0	1	0	0	2	0	0
Bedford Park Blvd	Briggs Ave	1	0	0	0	0	0	1	0	0
Bedford Park Blvd	Valentine Ave	0	0	1	0	0	0	0	0	1
Mosholu Pkwy	Bainbridge Ave	2	0	0	0	0	0	2	0	0
East 204 St	Decatur Ave	0	1	1	0	0	0	0	1	1
East 204 St	Hull Ave	2	2	1	0	0	0	2	2	1
East 204 St	Perry Ave	0	0	2	0	0	0	0	0	2
East 198 St	Bainbridge Ave	0	1	1	0	0	0	0	1	1
East 198 St	Marion Ave	1	0	1	0	0	0	1	0	1
East 198 St	Briggs Ave	0	1	1	0	0	0	0	1	1
East 198 St	Valentine Ave	1	1	1	0	0	0	1	1	1
East 194 St	Decatur Ave	2	1	1	0	0	0	2	1	1
East 194 St	Marion Ave	0	0	1	0	0	0	0	0	1
East 194 St	Bainbridge Ave	2	0	0	1	0	0	3	0	0
East 194 St	Briggs Ave	0	0	1	0	0	0	0	0	1
Total		52	21	50	5	2	12	57	23	62

Source: NYCDOT/NYS DOT

3.17 AIR QUALITY

INTRODUCTION

As discussed in Chapter 2.0, “Project Description,” the net increment the proposed action is expected to generate is approximately 957 dwelling units, 434,141 square feet of commercial space, and 47,946 square feet of community facility space. The commercial space is expected to include 153,581 square feet of primarily retail commercial development, 34,100 square feet of restaurant development, 144,978 square feet of office space, and 90,847 square feet of parking garage area. In addition, DCP has identified 25 potential development sites in the rezoning area. Figure 3.17-1 show the projected and potential development sites together with the block and lot numbers for these sites. If development does not occur on the projected development sites, the same overall amount of development could occur instead on some or all of the potential development sites. Although considered possible sites for future development, based on the soft site criteria described above, these sites are considered less likely to be developed over the ten-year analysis period. Site conditions, location, and market demand are among the factors contributing to the more limited likelihood for redevelopment of potential development sites.

Air quality issues associated with the proposed action relate to:

1. The potential for changes in vehicular travel associated with proposed development activities to result in significant mobile source (vehicular related) air quality impacts;
2. Potential impacts from the exhaust of parking garages associated with the proposed developments onto nearby sensitive receptors;
3. The potential for emissions from the heating, ventilation and air conditioning (HVAC) systems of projected and potential development sites to significantly impact other proposed development sites (project-on-project impacts);
4. The potential for emissions from the HVAC systems of projected and potential development sites to significantly impact existing sensitive land uses;
5. The potential combined impacts from HVAC emissions of projected and potential developments that are located in close enough proximity to one another (clusters) to significantly impact existing sensitive land uses and other proposed developments;
6. The potential for significant air quality impacts from the emissions of “major” existing emission sources (i.e., HVAC systems with 20 or more million Btu/hr heat input) on the proposed residential developments; and
7. The potential for significant air quality impacts from air toxic emissions generated by nearby existing industrial sources on the proposed development sites.

Air quality analyses were conducted, following the procedures outlined in the 2001 New York City Environmental Quality Review (CEQR) *Technical Manual*, to determine whether the proposed action under the RWCDs would result in violations of ambient air quality standards or health-related guideline values. The methodologies and procedures utilized in these analyses are described below.

Pollutants of Concern

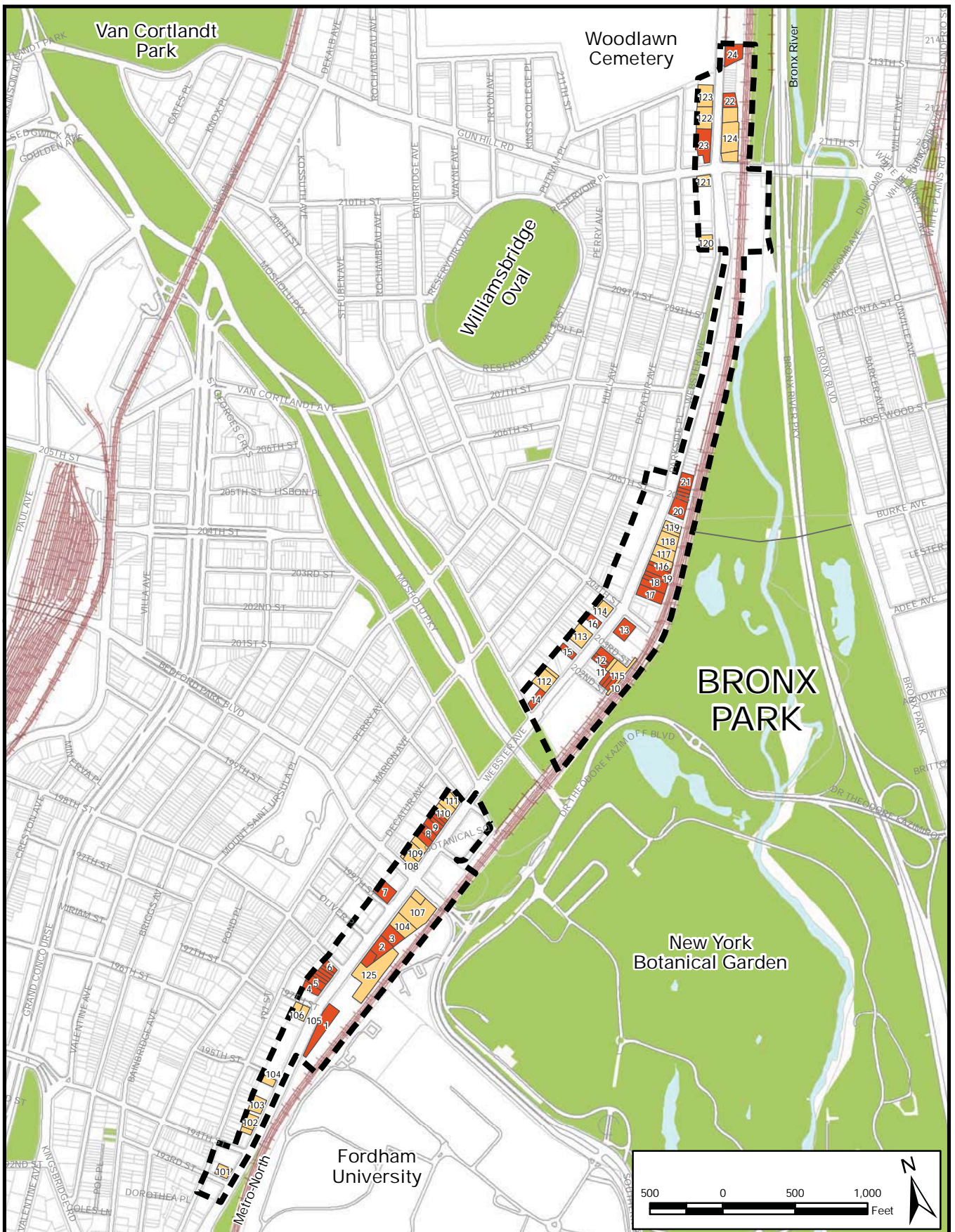
Criteria Pollutants

The following air pollutants have been identified by the U.S. Environmental Protection Agency (USEPA) as being of concern nationwide: carbon monoxide (CO); nitrogen oxides (NO_x); photochemical oxidants; particulate matter; sulfur dioxide (SO₂); and lead (Pb). In New York City, ambient concentrations of CO, and photochemical oxidants are predominantly influenced by motor vehicle activity; NO_x are emitted from both mobile and stationary sources; emissions of SO₂ are associated mainly with stationary sources; and emissions of particulate matter are associated with stationary sources, and to a lesser extent, diesel-fueled mobile sources (heavy trucks and buses). Lead emissions, which historically are influenced principally by motor vehicle activity, have been substantially reduced due to the elimination of lead from gasoline.




Carbon Monoxide. Carbon monoxide is a colorless, odorless, and toxic gas that results primarily from the incomplete combustion of fossil fuels. Particularly sensitive to its effects are infants and elderly persons, as well as other individuals who may suffer from respiratory diseases. In New York, more than eighty percent of all CO emissions are the result of motor vehicle exhaust. Roadways that experience high vehicular volumes, low travel speeds and traffic congestion are usually associated with high CO concentrations. The implementation of the proposed project within the Third/East Tremont Avenue rezoning area could exacerbate traffic conditions near existing streets, which are already heavily congested. In addition, significant incremental increases in traffic may also affect other streets where there is little existing traffic. As a result, CO is a pollutant of concern for this project.

Nitrogen Oxides and Photochemical Oxidants. Nitrogen dioxide (NO₂) is formed from the burning of fossil fuels and is considered a highly reactive gas that is also linked to the production of acid rain. NO₂ and photochemical oxidants such as ozone (O₃) are linked in that the production of NO₂ is a precursor to the formation of O₃. Because the chemical reactions that form O₃ occur slowly and ordinarily take place far downwind from the site of actual pollutant emission, the effects of the pollutants involved are usually analyzed on a regional level. The NY/NJ/CT-Long Island Metropolitan area (of which Bronx County is a part) is designated as a moderate non-attainment zone for the 8-hour ozone standard. Typically, an analysis of these pollutants is not warranted since the projected and potential developments would not significantly affect the amounts of these pollutants generated within the region. However, because nitrogen oxides could be emitted from heating systems associated with the proposed residential developments, on a microscale basis, NO₂ is a pollutant of concern.

Particulate Matter. Inhalable particulate matter is a respiratory irritant and is of most concern when classified as being less than 10 microns in diameter (PM₁₀). Particulate matter is primarily generated by stationary sources, such as industrial facilities and power plants however, the



Legend

-  Webster Avenue Rezoning Area
-  Projected Development Sites
-  Potential Development Sites

Source: NYC Department of City Planning MapPLUTO 2009; STV Incorporated

Figure 3.17-1: Projected and Potential Development Sites

Webster Avenue Rezoning

NYC Department of City Planning

proposed project could also produce PM by the combustion of diesel fuel used in some buses and trucks as well as residential and commercial HVAC systems using oil as fuel. Particulate matter also develops from the mechanical breakdown of coarse particulate matter (e.g., from building demolition or roadway surface wear as well as other construction-related activities).

The USEPA has also promulgated standards for PM less than 2.5 microns in diameter (PM_{2.5}). While PM_{2.5} and PM₁₀ both emanate from similar sources, PM_{2.5} or “fine particulates” are considered the most damaging to human health because they penetrate and remain in the deepest passages of the lungs. In addition to health effects, it has been shown that fine particles are the major cause of visibility impairment within major urban landscapes. At the present time, New York City is recognized as a non-attainment area for this pollutant. To assist in the prediction of potential impacts, NYSDEC and NYCDEP have developed interim guidelines (March 3, 2008) for the screening and assessment of potential project-related PM_{2.5} emissions. The mobile source screening portion of the guidelines requires that if a proposed action would generate fewer heavy duty diesel vehicles (HDDV) per hour (or its equivalent in vehicular emissions) than listed below, the need for a detailed PM_{2.5} analysis would be unlikely:

- 12 HDDV: for paved roads with < 5000 veh/day
- 19 HDDV: for collector type roads
- 23 HDDV: for principal and minor arterials
- 23 HDDV: for expressways and limited access roads

As the proposed project could generate HDDV's, PM_{2.5} and PM₁₀ are pollutants of particular concern.

Sulfur Oxides. Oxides of sulfur (SO₂) are respiratory irritants associated with the combustion of sulfur-containing fuels (such as heating oil and coal). SO₂ is a precursor to acid rain and to PM_{2.5}, both of which create damage to individual health and the environment. This pollutant is typically associated with large industrial operations but can also result from much smaller sources. In urban areas, especially in the winter, smaller stationary sources such as HVAC systems contribute to elevated SO₂ levels. However, all NYSDEC SO₂ monitoring sites have remained in compliance with the New York State/Federal annual mean standard for over 20 consecutive years. As the proposed heating systems of anticipated new mixed-use residential and commercial developments would potentially use oil as fuel, SO₂ is a pollutant of concern.

Lead. Lead emissions are associated principally with industrial sources and motor vehicles using gasoline containing lead additives. As the availability of leaded gasoline has decreased, motor vehicle-related lead emissions have decreased resulting in a significant decline of concentrations of lead. Although the USEPA has recently (as of October 2008) strengthened the national standards for lead, atmospheric lead concentrations in New York City are still well below the NAAQS. Lead concentrations are expected to continually decrease; and as a result lead is not a pollutant of concern for the proposed project.

Air Toxic Pollutants

In addition to criteria pollutants, small quantities of a wide range of the non-criteria air pollutants, known as toxic air pollutants, which are emitted from nearby industrial and commercial facilities, are also of concern. These pollutants can be grouped into two categories: carcinogenic air pollutants, and non-carcinogenic air pollutants. These include hundreds of pollutants, ranging from high to low toxicity. No federal standards have been promulgated for toxic air pollutants. However, the USEPA and the NYSDEC have issued guidelines that establish acceptable ambient levels for these pollutants based on human exposure criteria.

In summary, the air pollutants identified as being of concern are considered as follows:

- CO is considered as the pollutant of concern for the mobile source analysis because of the additions and/or changes in local vehicular traffic that are anticipated as a result of the proposed action;
- NO₂, PM₁₀, and SO₂ are the pollutants of concern for the air quality analysis of emissions from the heating systems of project-related developments; and
- Air toxic emissions from existing industrial/manufacturing land uses are considered to determine the potential for significant impacts on projected and potential development sites.

Based on future traffic projections, the proposed action would not have a significant effect on the number of heavy duty and/or diesel fueled vehicles in the study area. As a result, PM_{2.5} and PM₁₀ were not considered for the mobile source detailed analysis. However, a screening assessment based on the NYCDEP interim guidelines was performed and appears later in this chapter.

Air Quality Standards and Guidelines

Air Quality Standards

National and New York State ambient air quality standards (NAAQS) are pollutant concentrations for each of the criteria pollutants specified by the USEPA that have been developed primarily to protect human health. The secondary goal is to protect the nation's welfare and account for the effect of air pollution on soil, water, vegetation and other aspects of general welfare. Time frames, based on how these pollutants adversely affect health, have also been established for these pollutants. These standards, together with their health-related averaging periods, are presented in Table 3.17-1.

Table 3.17-1: National Ambient Air Quality Standards (NAAQS)

Pollutant	Standard Value		Standard Type
Carbon Monoxide (CO)			
8-hour Average ¹	9 ppm	(10 µg/m ³)	Primary
1-hour Average ¹	35 ppm	(40 µg/m ³)	Primary
Nitrogen Dioxide (NO₂)			
Annual Arithmetic Mean	.053 ppm	(100 µg/m ³)	Primary & Secondary
Ozone (O₃)			
8-hour Average ⁵	.075 ppm	(147 µg/m ³)	Primary & Secondary
Lead (Pb)			
Quarterly Average	0.15 µg/m ³		Primary & Secondary
Particulate (PM₁₀)			
Annual Arithmetic Mean	(Revoked) ²		Primary & Secondary
24-hour Average ¹	(150 µg/m ³)		Primary & Secondary
Particulate (PM_{2.5})			
Annual Arithmetic Mean ³	(15 µg/m ³)		Primary & Secondary
24-hour Average ⁴	(35 µg/m ³)		Primary & Secondary
Sulfur Dioxide (SO₂)			
Annual Arithmetic Mean	.03 ppm	(80 µg/m ³)	Primary
24-hour Average ¹	.14 ppm	(365 µg/m ³)	Primary
3-hour Average ¹	.50 ppm	(1300 µg/m ³)	Secondary

Notes:

1 - Not to be exceeded more than once per year

2 - As of December 17, 2006, the USEPA revoked the annual PM₁₀ standard

3 - 3 year average of annual mean within an area must not exceed 15 µg/m³

4 - 3 year average of 98th percentile of 24-hour concentrations at each monitor within an area must not exceed 35 µg/m³

5 - Former NYS Standard for ozone of 0.08 ppm was not officially revised via regulatory process to coincide with the Federal standard of 0.12 ppm which is currently being applied by NYS to determine compliance status. Compliance with the Federal 8 hour standards is determined by using the average of the 4th highest daily value during the past three years - which cannot exceed 0.084 ppm or 0.075 ppm, effective May 27, 2008.

6 - As of June 15, 2005, the USEPA revoked the 1-hour ozone standard in all areas except the fourteen 8-hour ozone non-attainment Early Action Compact (EAC) Areas.

Significant Impact Thresholds

In addition to the Federal and State standards, under New York City's CEQR guidelines, incremental impact criteria, known as *de minimis* criteria, have been established to measure the impact significance of estimated increments.

CO Thresholds

Significant CO increments are characterized as:

- An increase of 0.5 parts per million (ppm) or more for the 8-hour period, when baseline concentrations are above 8.0 ppm; or

- An increase of one-half the difference between the baseline and the standard concentration (9 ppm) for the 8-hour period when baseline concentrations are below 8 ppm.

Project-related impacts less than these values are not considered to be significant.

Non-Criteria Air Toxics Pollutant Thresholds

In order to evaluate short-term and annual impacts of non-carcinogenic toxic air pollutants, NYSDEC has established short-term guideline concentrations (SGCs) and annual guideline concentrations (AGCs) for exposure limits. These are maximum allowable one-hour and annual guideline concentrations, respectively, that are considered acceptable concentrations below which there should be no adverse effects on the health of the general public.

When cumulative impacts of multiple air toxics from multiple sources could pose a potential health risk to proposed development, a cumulative impact analysis for industrial sources would be performed. Potential cumulative impacts are determined based on the USEPA's Hazard Index Approach for non-carcinogenic compounds and using the USEPA's Unit Risk Factors for carcinogenic compounds. These methods are based on equations that use the USEPA health risk information (established for individual compounds with known health effects) to determine the level of health risk posed by an expected ambient concentration of that compound at a potentially sensitive receptor. The derived values of health risk are additive and can be used to determine the total risk posed by multiple air contaminants. For carcinogens, the public health risk would be based on calculations of the incremental risk associated with each toxic pollutant. These incremental values would then be summed to arrive at the total risk. If the total risk is predicted to be less than or equal to one in one million (1×10^{-6}), the carcinogenic risk is considered negligible. For non-carcinogens, the public health risk would be based on estimates for inhalation of non-carcinogenic pollutants (i.e., the Hazard Index). Once the hazard index of each compound is established, they are summed together. If the total hazard index is less than or equal to one, then the non-carcinogenic risk is considered negligible.

The detailed equations used to calculate incremental risk for carcinogenic pollutants and the hazard index for non-carcinogenic pollutants are described later in this chapter.

3.17.1 EXISTING POLLUTANT LEVELS AND REGULATORY SETTING

Monitored Data

Representative monitored ambient air quality data for the area are shown in Table 3.17-2. These data were compiled by NYSDEC for the year 2008, the latest calendar years for which data are currently available. Monitored levels for pollutants that are considered for this analysis (i.e., SO₂, NO₂, and PM₁₀) do not exceed national or state ambient air quality standards. Monitored values indicate that current PM_{2.5} annual levels exceed the NAAQS.

Table 3.17-2: Representative Monitored Ambient Air Quality Data

Pollutant	Monitor	Averaging Time	Value	NAAQS
CO	Botanical Gardens (Bronx) (Background Site Monitor)	8-hour	2.3 ppm	9 ppm
		1-hour	1.8 ppm	35 ppm
NO ₂	Botanical Gardens (Bronx)	Annual	.023 ppm	0.053 ppm (100 µg/m ³)
Ozone	IS 52 (Bronx)	8-hour	0.076 ppm	0.075 ppm (157 µg/m ³)
		1-hour	0.1241	0.12 ppm
PM ₁₀	IS 52 (Bronx)	Annual (revoked)	-	50 µg/m ³
		24-hour	60 µg/m ³	150 µg/m ³
PM _{2.5}	Morrisania (Bronx)	Annual	14.6 µg/m ³	15 µg/m ³
		24-hour	36.0 µg/m³	35 µg/m ³
SO ₂	IS 52 (Bronx)	3-hour	.048 ppm	0.50 ppm (1300 µg/m ³)
		24-hour	.025 ppm	0.14 ppm (365 µg/m ³)
		Annual	.007 ppm	0.03 ppm (80 µg/m ³)

Source: NYSDEC 2008 Data.

Note: Values are the highest pollutant levels recorded during the latest available calendar years. **Bold values indicate violation of NAAQS.**

1. One hour ozone standard of 0.12 ppm is not applicable in New York State

Regulatory Setting

Attainment Status/State Implementation Plan (SIP). The Clean Air Act (CAA), as amended in 1990, defines non-attainment areas as geographic regions that have not meet one or more of the NAAQS. When an area within a state is designated as non-attainment by the USEPA, the state is required to develop and implement a State Implementation Plan (SIP), which would describes how it will meet the NAAQS under deadlines established by the CAA. New York City has been designated as non-attainment area for ozone and PM_{2.5} but as an attainment area for CO. Violations of the CO standard have not been recorded at the NYSDEC monitoring sites for several years. As part of its ongoing effort to maintain its attainment designation for CO, New York State has committed to the implementation of area-wide and site-specific control measures to continue to reduce CO levels.

On February 13, 2004, New York State formally recommended that the USEPA designate New York City (NYC) as non-attainment for PM_{2.5}; the USEPA made their final non-attainment designation for PM_{2.5} on December 17, 2004. On September 8, 2005, the USEPA proposed specific requirements that state and local governments have to meet as they implement the national ambient air quality standards for PM_{2.5}. On September 21, 2006, the USEPA tightened the 24-hour fine particle standard from 65 micrograms per cubic meter (µg/m³) to 35 µg/m³, but retained the current annual fine particle standard at 15 µg/m³. In addition, effective

September 17, 2006, the USEPA has revoked the current annual PM₁₀ standard based on a lack of evidence that links health problems to long-term exposure to coarse particle pollution. On October 2009, USEPA issued a final Federal Register notice designating areas of “nonattainment” and “unclassifiable/attainment” of the 24-hour NAAQS for PM_{2.5}. These designations went into effect on December 14, 2009; 30 days after publication in the Federal Register on November 13, 2009. The NY-NJ-CT metropolitan area (22 counties across 3 states...population 19 million) was formally designated as a “nonattainment” area for the PM_{2.5} NAAQS on January 6, 2010. Each state is required to submit its PM_{2.5} SIP within three years of the effective designation date which would be December 14, 2012. A state must demonstrate attainment of the NAAQS within 5 years of the effective designation date (December 14, 2014) unless it applies for a 5 year extension.

Ozone SIP revisions have been submitted to the USEPA over the past several years. A November 1992 NYSDEC submission to the USEPA provided SIP revisions which addressed the minimum air quality control requirements that were established by the CAA. In November 1993, a revision was submitted which documented how a 15% reduction in ozone precursors would be achieved by the end of 1996. Subsequent SIP revisions took into consideration the need to incorporate alternative procedures in order to reach a final ozone attainment status. On April 15, 2004, the USEPA officially designated the New York City portion of the NY/NJ/CT-Long Island area as moderate non-attainment for the new 8-hour ozone standard (effective June 15, 2004). The USEPA revoked the 1-hour standard on June 15, 2005, so that New York State can focus attention on attaining the stricter 8-hour standard. However, the very specific control measures for the 1-hour standard included in the SIP will be required to stay in place until the 8-hour standard is attained. A new SIP for ozone was to be adopted by the state no later than June 15, 2007, with a target attainment deadline of June 15, 2010. However, on June 20, 2007, the USEPA proposed to strengthen the national ambient air quality standards for ground-level ozone. The proposed revisions reflect new scientific evidence about ozone and its effects on people and public welfare. The USEPA was to issue final standards by March 12, 2008 with the following estimated implementation schedule (this is offered for information, as the schedule has been delayed):

- By June 2009: States make recommendations for areas to be designated attainment and nonattainment.
- By June 2010: the USEPA makes final designations of attainment and nonattainment areas. Those designations would become effective 60 days after publication in the Federal Register.
- 2013: State Implementation Plans, outlining how states will reduce pollution to meet the standards, are due to the USEPA (three years after designations).
- 2013 to 2030: States are required to meet the standard, with deadlines depending on the severity of the problem.

On April 29, 2009, the USEPA signed seven *Federal Register (FR)* notices taking two separate types of action on the state’s 1997 8-hour ozone nonattainment planning requirements. In six separate notices, USEPA is proposing to disapprove seven ozone attainment demonstrations

and, in one additional notice, USEPA is making two findings of failure to submit ozone attainment demonstrations. The NY-NJ-CT Metropolitan area is included on this disapproval list, but the State of New York is not included on the disapproval list because they requested a higher nonattainment classification for the New York City nonattainment area. A higher reclassification would change the attainment date to June 2013. The state concluded that the air quality data and the modeling in their SIP did not show attainment by the June 2010 attainment date. At this time, the multi-state New York City ozone nonattainment area cannot be reclassified until Connecticut and New Jersey also request the higher classification.

On January 2010, the USEPA extended the deadline to promulgate Ozone designations by 1 year to March 12, 2011.

In January 2010, USEPA has proposed strengthening the national ambient air quality standards for ground-level ozone. Ground-level ozone is a primary component of smog. The proposed revisions are based on scientific evidence about ozone and its effects on people and sensitive trees and plants. EPA will accept comments for 60 days following publication of the proposal in the Federal Register.

The USEPA proposes that the level of the 8-hour primary standard, which was set at 0.075 ppm in the 2008 final rule, should instead be set at a lower level within the range of 0.060 to 0.070 parts per million (ppm).

3.17.2 MOBILE SOURCE ANALYSIS

Mobile Source Screening Assessment

Carbon Monoxide

As outlined in the NYC 2001 CEQR Technical Manual, actions that would result in the generation of 100 or more peak-hour vehicle trips at an intersection may cause adverse air quality impacts and require a detailed air quality analysis for CO. Based on the data obtained from the traffic studies associated with this project, the number of project-generated vehicles would exceed 100 vehicles at only one intersection. As shown in Table 3.17-3, at the intersection of Bedford Park Boulevard and Webster Avenue, the number of project generated trips would be approximately 105 for the Midday weekday peak-hour. Therefore, a detailed assessment of mobile source CO was conducted at this intersection.

PM10

With respect to PM10, the overwhelming majority of the project generated vehicle trips would be from gasoline-powered vehicles. As a result, no adverse air quality impacts from PM₁₀ are expected to occur due to mobile sources generated from the proposed rezoning action.

Table 3.17-3: Project Generated Vehicles at Selected Intersections

Intersection	AM	MID	PM
E. Gun Hill Road (E-W) @ Webster Avenue (N-S)	24	21	27
E. 204th Street (E-W) @ Webster Avenue (N-S)	-31	15	10
Mosholu Parkway (E-W) @ Dr. Kazimiroff Boulevard (N-S)	38	58	59
E. Mosholu Parkway South (E-W) @ Webster Avenue (N-S)	-3	18	11
E. 201st Street (E-W) @ Webster Avenue (N-S)	1	9	14
Bedford Park Boulevard (E-W) @ Bainbridge Avenue (N-S)	1	9	14
Bedford Park Boulevard (E-W) @ Marion Avenue (N-S)	11	18	17
Bedford Park Boulevard (E-W) @ Decatur Avenue (N-S)	11	18	17
Bedford Park Boulevard (E-W) @ Webster Avenue (N-S)	59	105	98
Bedford Park Boulevard (E-W) @ Dr. Kazimiroff Boulevard (N-S)	47	72	69
E. 198th Street (E-W) @ Webster Avenue (N-S)	44	97	78
E. 197th Street (E-W) @ Webster Avenue (N-S)	44	98	78
E. 194th Street (E-W) @ Webster Avenue (N-S)	34	96	71
E. Fordham Road (E-W) @ Grand Concourse (N-S)	26	48	44
E. Fordham Road (E-W) @ Valentine Avenue (N-S)	24	46	43
E. Fordham Road (E-W) @ Tiebout Avenue (N-S)	24	46	43
E. Fordham Road (E-W) @ E.Kingsbridge Road (N-S)	24	46	43
E. Fordham Road (E-W) @ Bainbridge Road/Elm Place (N-S)	0	0	0
E. Kingsbridge Road (E-W) @ Bainbridge Road (N-S)	0	0	0
E. Fordham Road (E-W) @ Marion Avenue (N-S)	24	46	43
E. Fordham Road (E-W) @ Webster Avenue (N-S)	31	86	65
E. Gun Hill Road (E-W) @ Bronx River Parkway (N-S)	30	35	43
Mosholu Parkway (E-W) @ Bronx River Parkway (N-S)	47	62	69
Mosholu Parkway (E-W) @ Bainbridge Avenue (N-S)	-13	18	18
Mosholu Parkway (E-W) @ Marion Avenue/Hull Avenue (N-S)	7	5	-9

Fine Particulate Matter

Project traffic data indicate the proposed project would induce a small number of heavy duty vehicles (less than twelve throughout the entire study area during any of the peak hours). The current NYCDEP/NYSDEC protocol for analyzing the effects of PM_{2.5} establishes a threshold below which mobile source impacts from particulate matter is highly unlikely. This protocol establishes an emission threshold equivalent to 23 heavy duty diesel vehicles (based on 2010 Mobile 6.2 emissions). As a result, the established threshold was estimated to be 3.673 gram/mile for the proposed project. These emissions were then compared to the expected 2020 PM_{2.5} emissions burden of the proposed project as a result of both HDDV traffic and other contributions from gas powered autos. If the expected emission rate of the proposed project is less than the applicable threshold, then the likelihood of an impact from PM_{2.5} is not considered to be significant and no further analysis would be required.

In the future 2020 build year, the future emissions from the combination of HDDV's and autos throughout the project study area was calculated to be 1.187 gram/mile. As a result, the emissions burden of the project would not surpass the NYCDEP/NYSDEC screening threshold and the proposed project is not expected to cause any adverse traffic-related PM_{2.5} impacts.

Detailed Air Quality Analysis

Background Data

Receptors

The exact locations at which pollutant concentrations are estimated are known as “receptors.” Following guidelines established by the USEPA, receptors are typically located where the maximum concentration is likely to occur and where the general public is likely to have access. For this analysis, receptors were distributed along sidewalks near the intersection selected for analysis and surrounding each analysis site.

Traffic Data

Traffic inputs for the air quality analysis were derived from traffic counts and other information developed as part of the traffic study analysis. Traffic periods considered in the analysis were the same periods selected for the traffic analysis. They consisted of the AM, MD and PM weekday peak. These are the periods when the maximum changes in pollutant concentrations are expected based on overall traffic volumes and anticipated changes in traffic patterns due to the proposed action. Future proposed action traffic data utilized in the mobile source air-quality analysis was based on unmitigated traffic conditions. This represents a conservative approach since traffic mitigation is usually employed to improve traffic flow at an intersection (i.e., by decreasing traffic delays or improving the Level of Service). Improvements in an intersections LOS will typically result in improvements to traffic-related air quality conditions at that intersection.

The *2000 Highway Capacity Manual* and HCS 2000 software were used to develop the traffic data necessary for the air quality analysis. The vehicle classification was determined through field data collection. Existing vehicle speeds were obtained from field measurements for the area, and adjusted to estimate future free flow speeds.

Vehicle Classification Data

Vehicle classification percentages required to determine composite emission factors were based on traffic survey data for the following categories: light duty gasoline vehicles (LDGVs), sport utility vehicles (SUVs), medallion taxis, light-duty trucks, heavy-duty trucks, and buses. Where appropriate, the six collected vehicle classification categories were expanded into eight categories. The eight expanded categories were based on NYSDEC’s downstate registration data contained in the MOBILE CO emissions model for each appropriate analysis year. Light duty gasoline trucks were divided into two sub-groups (LDGT12, and LDGT34). Heavy-duty trucks were divided into heavy duty gas vehicles (HDGVs) and heavy-duty diesel vehicles (HDDVs). All buses, regardless of fuel source, were analyzed as heavy-duty diesel vehicles (HDDVs).

Vehicular Emissions

CO emission factors were estimated using the USEPA MOBILE6 mobile emission factor algorithm model released by the USEPA on January 29, 2002. This version includes the effects of the new vehicle standards, and includes vehicle turnover. MOBILE6.2 (the most current

version), which includes emission factors for particulate matter, was released May 2004 and is used in this analysis.

The following assumptions were applied in using MOBILE6.2:

- NYSDEC input files with engine operating start and distribution parameters and vehicle miles traveled (VMT) for Bronx County were used to estimate baseline conditions;
- 2007 New York State registration and diesel sales fraction data;
- 100 percent hot-stabilized LDGV emission factors were used for medallion taxis
- All inbound project-generated trips were assumed to consist of 100% hot start trips. All outbound project-generated trips were assumed to consist of 100% cold start trips
- SUVs were assumed to be LDGTs that have the same engine operating parameters as automobiles;
- A 24-hour average temperature distribution was used.

Dispersion Analysis

Mobile source dispersion models are the basic analytical tools used to estimate pollutant concentrations from the emissions generated by motor vehicles as expected under given conditions of traffic, roadway geometry, and meteorology. CAL3QHC Version 2 is a line-source dispersion model that predicts pollutant concentrations near congested intersection and heavily traveled roadways. CAL3QHC input variables include free flow and calculated idle emission factors, roadway geometries, traffic volumes, site characteristics, background pollutant concentrations, signal timing, and meteorological conditions. CAL3QHC predicts inert pollutant concentrations, averaged over a one-hour period near roadways. This model was used to predict concentrations at affected study-area intersections.

CAL3QHC predicts peak one-hour pollutant concentrations using assumed meteorology and peak-period traffic conditions. Different emission rates occur when vehicles are stopped (idling), accelerating, decelerating, and moving at different average speeds. CAL3QHC simplifies these different emission rates into the following two components:

- Emissions when vehicles are stopped (idling) during the red phase of a signalized intersection.
- Emissions when vehicles are in motion during the green phase of a signalized intersection.

The analyses followed the USEPA's Intersection Modeling Guidelines (USEPA-454/R-92-005) for CO modeling methodology and receptor placement. All major roadway segments (links) within approximately 1,000 feet from each analysis site (i.e., congested intersection) were

considered. A mixing height of 1,000 meters and a surface roughness factor of 321 centimeters were included in all calculations.

A conservative analysis, which assumes that peak period vehicular emissions, traffic volumes, and intersection operating parameters occur every hour of each analysis year, was conducted. The use of peak hour baseline and project-generated traffic conditions would also result in conservative predictions of pollutant levels and project impacts.

Background Pollutant Concentration Values

To properly represent the total impact of the proposed action in the analysis, it is necessary to consider representative background levels for each of the analyzed pollutants. The background level is the component of the total concentration not accounted for through the microscale modeling analysis. Applicable background concentrations were added to the modeling results to obtain total pollutant concentrations at each receptor site for each analysis year. Background concentrations were based either on monitored values collected by NYSDEC or values obtained from NYCDEP. The CO background values were provided by NYCDEP using the latest NYSDEC procedures based on the most recent ambient monitoring data and future decreases in vehicular emissions. PM_{2.5}, NO₂ and SO₂ background values were also obtained from NYCDEP. These values were added to the modeling results as appropriate to obtain total pollutant concentrations at each receptor site for each analysis year. The background values used in the air quality analyses are provided in Table 3.17-4.

Table 3.17-4: Background Concentrations

Pollutant	Averaging Time	Value
CO	8-hour	2.0 ppm
NO ₂	Annual	51 µg/m ³
PM ₁₀	24-hour	64 µg/m ³
SO ₂	3-hour	176 µg/m ³
	24-hour	110 µg/m ³
	Annual	24 µg/m ³

* CO values are representative of 2009 data. NO₂ and SO₂ values are based on data collected for the years 2005 – 2009. PM₁₀ values are based on data collected for the years 2007-2009. The monitoring station for NO₂ and SO₂ and PM₁₀ was located at IS 52 in the Bronx.

Existing Conditions

The results of the mobile source air quality modeling analysis under existing (2010) conditions are provided in Table 3.17-5. The values shown are the maximum CO concentrations estimated near each analysis site under the time frames that correspond to the NAAQS.

**Table 3.17-5: Existing Conditions – Maximum
Predicted 8-Hour CO Levels (2010)**

Site #	Analysis Site	8-hr CO Level (ppm)		
		AM	MD	PM
1	Bedford Park Blvd & Webster Avenue	2.4	2.4	2.4

Notes:

- 1 All values include appropriate background concentration; 8-hour CO background concentration is 2.0 ppm.
- 2 Time Periods: AM peak period (7:00-9:00 AM); Midday peak period (12:00-2:00 PM); PM peak period (4:00-7:00 PM)

The results are summarized as follows:

- Carbon monoxide levels do not exceed the 8-hour CO standard of 9 ppm. The highest estimated concentration (2.4 ppm) occurs during the AM and PM peak period.

Future Without the Proposed Action

A summary of the results of the mobile source air quality modeling analysis for the future without the proposed action in 2018 are provided in Table 3.17-6. The values shown are the maximum CO concentrations estimated near each analysis site under the time frames that correspond to the NAAQS.

**Table 3.17-6: 2020 Future Without the Proposed Action Maximum
Predicted 8-Hour CO Levels**

Site #	Analysis Site	8-hr CO Level (ppm)		
		AM	MD	PM
1	Bedford Park Blvd & Webster Avenue	2.3	2.3	2.4

Notes:

- 1 All values include appropriate background concentration; 8-hour CO background concentration is 2.0 ppm.
- 2 Time Periods: AM peak period (7:00-9:00 AM); Midday peak period (12:00-2:00 PM); PM peak period (4:00-6:00 PM); SAT – PM weekend peak period (2:00-3:00 PM)

The results are:

- CO levels would not exceed the 8-hour standard of 9 ppm at any of the analysis sites. The highest estimated concentration (2.4 ppm) would occur during the PM peak period.

These results assume that the future year CO emission rates would be affected by decreases in future year emission factors due to increasing stringent emission control requirements and increases in traffic volumes due to anticipated increases in travel demand.

Future With the Proposed Action

A summary of the results of the mobile source air quality modeling analysis for the Future with the Proposed Action in 2018 is provided in Table 3.17-7. The values shown are the maximum CO concentrations increments estimated near each analysis site with the proposed action.

**Table 3.17-7: 2020 Future With the Proposed Action Maximum
Predicted 8-Hour CO Levels**

Site #	Analysis Site	8-hr CO Level (ppm)		
		AM	MD	PM
1	Bedford Park Blvd & Webster Avenue	2.4	2.3	2.4

Notes:

- 1 All values include appropriate background concentration; 8-hour CO background concentration is 2.0 ppm.
- 2 Time Periods: AM peak period (7:00-9:00 AM); Midday peak period (12:00-2:00 PM); PM peak period (4:00-6:00 PM); SAT - PM weekend peak period (2:00-3:00 PM)

The results of this analysis are summarized as follows:

- CO levels would not exceed the 8-hour standard of 9 ppm at any of the analysis sites. The highest estimated 8-hour concentration (2.4 ppm) would occur during the PM peak period.

The highest project-generated CO increment would occur during the AM peak period (increase of 0.1 ppm). Therefore, the NYCDEP CO *de minimis* value of 0.5 ppm would not be exceeded at this site, indicating that the proposed action does not have the potential to cause CO impacts that are considered to be significant.

3.17.3 ANALYSIS OF HEATING SYSTEM EMISSIONS

Emission Sources Considered

Emissions from the HVAC systems of the projected and potential developments may affect air quality levels at nearby existing land uses as well as the other affected developments. The impacts of these emissions would be a function of fuel type, stack height, building size (gross floor area), and location of each emission source relative to a nearby sensitive receptor site. Data to conduct this analysis were obtained as follows:

- The size (gross floor area and height) and location (block and lot number) for each projected and potential development site under the proposed action were provided by the NYCDPC; and
- The size and location of each existing building were determined using the New York City Open Accessible Space Information System Cooperative (OASIS) data base.

The *CEQR Technical Manual* includes a screening methodology to estimate the potential impacts of HVAC system emissions from a single building that is at least 30 feet from the nearest building of similar or greater height. A detailed dispersion analysis is required for buildings that are less than 30 feet from a taller building. However, when a building-on-building analysis involves multiple buildings, situations may occur where one (or more) of the buildings is located less than 30 feet from a nearby building but more than 30 feet from another nearby building. In these cases, each building's impact on each nearby building was estimated individually—using either screening level or detailed analysis, as appropriate. As such, each RWCD building was placed in one or both of the following groups:

- Group 1 Development Sites – projected and potential sites that are more than 30 feet apart from a taller building. The CEQR screening methodology was used to estimate the potential impacts of these buildings.
- Group 2 Development Sites – projected and potential sites that are closer than 30 feet from a taller building. A detailed dispersion analysis was used to estimate the potential impacts of these buildings.

Screening-Level Analysis of Development Sites

Building-on-Building Impact Analysis

A screening analysis was conducted for Group 1 development sites, using *CEQR Technical Manual* nomographic procedures, to determine whether the HVAC emissions of any of the projected and potential development sites would have the potential to significantly affect air quality levels at any of the other nearby projected and potential development sites (i.e., project-on-project impacts).

Each projected and potential development site was evaluated and all nearby projected or potential developments of similar or greater height were considered as potential sensitive receptor sites. If more than one taller building is located near a shorter building, the potential impacts from the HVAC emissions of the shorter building on the closest taller building were considered. If the distance from a projected and/or potential development to the nearest development of similar or greater height is less than the threshold distance provided in the CEQR nomographs, the potential exists for significant air quality impacts, and a detailed dispersion modeling analysis was conducted. Otherwise, the development site passes the screening, and no further analysis is required.

The maximum floor area of each projected and/or potential development site was used as input for the screening. It was conservatively assumed that the HVAC system of each development site would utilize a single stack with a height 3 feet above roof height (as per *CEQR Technical Manual* guidance). If a development site did not pass this screening-level procedure, detailed atmospheric dispersion analyses, using the USEPA's AERMOD model, were conducted.

Impacts on Existing Land Uses

The same screening-level analysis was conducted, using CEQR nomographic procedures, to determine the potential impacts of the HVAC emissions of any of the projected and potential development sites on existing sensitive land uses.

A survey of existing land uses within 400 feet of the proposed development sites was conducted using the New York City OASIS mapping network system and GIS shape files to identify residential land uses and other sensitive receptor sites. The survey identified numerous existing residential buildings within and near the proposed development sites.

Methodology

The following CEQR procedures were conducted:

- Figures 3Q-5, 3Q-7 and 3Q-9 of the *CEQR Technical Appendix* were used to determine potential for significant SO₂ (i.e., the critical pollutant for fuel oil) and NO₂ (i.e., the critical pollutant for natural gas) impacts.
- The estimated maximum size of each building was plotted on the nomograph against the distance to a potentially affected nearby taller building.
- The threshold distance at which a potentially significant impact is likely to occur was estimated and compared to the actual distance between the shorter building and the nearest taller building.
- If the distance between buildings was greater than the threshold distance indicated on the nomograph, no potentially significant impact is anticipated, and no detailed was conducted.

- If the distance was less than the threshold distance indicated on the nomograph, a potentially significant impact is possible, and a detailed dispersion modeling analysis was conducted.

Pollutants Considered

Screening-level analyses were conducted using fuel oil (No. 2 and No. 4) and natural gas for the buildings' HVAC systems, with the critical pollutant for fuel oil being SO₂ and the critical pollutant for natural gas being NO₂.

Development Sites Considered

Projected and potential developments sites under the RWCDs that were evaluated using either screening-level or detailed analyses are presented in Table 3.17-8 and 3.17-9, respectively.

Table 3.17-8: Projected Development Sites and Level of Analysis Required

Site	Block	Lot	Total Square Feet	Bldg Height (feet)	Distance to Nearest Building of Similar or Greater Height (feet)	Level of Analysis Required	
01	a	3273	85	105,271	95	> 30 ft (from 4, 105, 106, and 125)	Screening
02	a, b	3273	105109	89,036	95	< 30 ft (from 125)	Detailed
						> 30 ft (from 6)	Screening
03	a	3273	114	53,549	95	< 30 ft (from 2, 107, and 125)	Detailed
						> 30 ft (from 7)	Screening
04	a	3278	88	37,995	95	< 30 ft (from 5)	Detailed
						> 30 ft (from 1 and 105 and 106)	Screening
05	a, b	3278	84, 85	52,687	95	< 30 ft (from 4 and 6)	Detailed
						> 30 ft (from 1 and 125)	Screening
06	a, b, c, d	3278	80, 81, 82, 83	58,276	95	< 30 ft (from 5)	Detailed
						> 30 ft (from 1, 2, and 125)	Screening
07	a	3279	50	72,792	95	> 30 ft (from 3, 107, and 108)	Screening
08	a, b	3280	52, 55	67,618	95	< 30 ft (from 9 and 109)	Detailed
09	a, b, c, d	3280	45, 46, 48, 49	84,591	95	< 30 ft (from 8 and 110)	Detailed
10	a, b, c	3330	40, 42, 43	43,677	95	< 30 ft (from 115)	Detailed
11	a, b	3330	50, 51	30,800	85	> 30 ft (from 15 and 113)	Screening
						< 30 ft (from 12 and 115)	Detailed
12	a	3330	52	30,800	65	< 30 ft (from 11 and 115)	Detailed
						> 30 ft (from 13, 15, and 113)	Screening
13	a	3330	68	80,619	95	> 30 ft (from 12, 16, 17, and 114)	Screening
14	a	3331	80	35,711	65	< 30 ft (from 112)	Detailed
15	a	3331	64	33,600	85	> 30 ft (from 11, 112, and 113)	Screening
16	a	3331	53	33,600	85	> 30 ft (from 13, 113, and 114)	Screening
17	a	3357	7	77,310	95	< 30 ft (from 18)	Detailed
						> 30 ft (from 13)	Screening
18	ab	3357	1215	64,469	95	< 30 ft (from 17 and 19)	Detailed
19	a, b, c	3357	16, 18, 21	81,204	95	< 30 ft (from 18 and 116)	Detailed
20	a, b, c, d	3357	37, 52, 53, 54	104,365	95	< 30 ft (from 21)	Detailed
						> 30 ft (from 119)	Screening
21	a	3357	55	48,764	95	< 30 ft (from 20)	Detailed
22	a	3360	50	28,390	55	> 30 ft (from 24, 122, and 123)	Screening
						< 30 ft (from 124)	Detailed
23	a	3356	214	84,062	65	> 30 ft (from 121 and 124)	Screening
						< 30 ft (from 122)	Detailed
24	a	3360	62	49,385	55	> 30 ft (from 22 and 123)	Screening

Source: PB, 2010

Table 3.17-9: Potential Development Sites and Level of Analysis Required

Site	Block	Lot	Total Square Feet	Bldg Height (feet)	Distance to Nearest Building of Similar or Greater Height (feet)	Level of Analysis Required	
101	a	3276	1	39,537	95	> 30 ft (from 102)	Screening
102	a	3277	41, 45	62,756	95	< 30 ft (from 103)	Detailed
						> 30 ft (from 101)	Screening
103	a, b	3277	36, 40	71,668	95	> 30 ft (from 104)	Screening
						< 30 ft (from 102)	Detailed
104	a	3277	28	28,000	65	> 30 ft (from 103)	Screening
105	a	3278	33	28,020	95	< 30 ft (from 106)	Detailed
						> 30 ft (from 1 and 4)	Screening
106	a	3278	31	29,098	85	> 30 ft (from 4)	Screening
						< 30 ft (from 105)	Detailed
107	a, b, c	3273	118, 122, 128	316,429	105	< 30 ft (from 3)	Detailed
						> 30 ft (from 7 and 108)	Screening
108	a, b	3280	65, 67	40,871	95	< 30 ft (from 109)	Detailed
						> 30 ft (from 7)	Screening
109	a, b	3280	58, 61	74,934	95	< 30 ft (from 8 and 108)	Detailed
110	a	3280	42	33,813	85	< 30 ft (from 9 and 111)	Detailed
111	a, b	3280	37, 39	59,761	95	< 30 ft (from 110)	Detailed
112	a, b	3331	74, 75	99,450	95	> 30 ft (from 15)	Screening
						< 30 ft (from 14)	Detailed
113	a	3331	57	83,997	95	> 30 ft (from 15 and 16)	Screening
114	a, b	3331	45, 48	48,299	95	> 30 ft (from 13 and 16)	Screening
115	a, b	3330	55, 57	93,882	95	< 30 ft (from 10, 11, and 12)	Detailed
						> 30 ft (from 13)	Screening
116	a	3357	23	42,678	95	< 30 ft (from 19 and 117)	Detailed
117	a	3357	25	61,740	95	< 30 ft (from 116 and 118)	Detailed
118	a	3357	28	79,047	95	< 30 ft (from 117 and 119)	Detailed
119	a, b	3357	3233	51,831	95	< 30 ft (from 118)	Detailed
						> 30 ft (from 20)	Screening
120	a	3355	136	35,995	75	> 30 ft (from 121)	Screening
121	a	3355	116	40,950	75	> 30 ft (from 23, 120, and 124)	Screening
122	a	3356	206	51,000	55	< 30 ft (from 23 and 123)	Detailed
						> 30 ft (from 22 and 124)	Screening
123	a	3356	200	74,700	75	> 30 ft (from 22 and 24)	Screening
						< 30 ft (from 122)	Detailed
124	a, b, c	3360	33, 38, 44	236,743	85	< 30 ft (from 22)	Detailed
						> 30 ft (from 23 and 122)	Screening
125	a	3273	100	177,383	55	< 30 ft (from 2 and 3)	Detailed
						> 30 ft (from 1 and 6)	Screening

Source: PB, 2010

Results

CEQR Screening-Level Analysis for Building-on-Building Impacts. If the HVAC emissions of a building can affect several nearby buildings, only the highest impacts on the nearest building were considered. These highest values using the screening-level analysis are presented in Table 3.17-4. If a building passed this screening analysis, the other surrounding buildings (located further from the building being considered) are also assumed to pass the screening analysis. The results of the screening-level analyses for building-on-building impacts for Group 1 development sites (as well as the critical distance parameters used in these analyses), which are presented in Tables 3.17-10 and 3.17-11, are as follows:

- The development sites that passed the screening-level analysis for building-on-building impacts (Table 3.17-10) using fuel oil and natural gas are Projected Development Sites 1, 2, 4, 7, 13, 15, 16, 22, 23, and 24, and Potential Development Sites 102, 104, 106, 121, 122, and 125 (125 on 1).
- The development sites that did not pass the screening-level analysis for building-on-building impacts (Table 3.17-11) using either fuel oil or natural gas are Projected Development Site 20 and Potential Development Sites 107 and 125 (125 on 6).

CEQR Screening-Level Analyses for Impacts on Existing Land Uses. The following are the results of the screening-level analyses, following *CEQR Technical Manual* procedures, used to estimate the potential impacts on existing land uses:

- Projected Development Site 2 (Block 3273, Lot 106 and 109; 95 feet tall) is located near a nine-story building on Block 3272, Lot 2. However, the distance between these buildings exceeds the estimated screening threshold distances and no further analysis is required.
- Projected Development Site 3 (Block 3273, Lot 114; 95 feet tall) is located near a nine-story building on Block 3272, Lot 2. However, the distance between these buildings exceeds the estimated screening threshold distances and no further analysis is required.
- Projected Development Site 14 (Block 3331, Lot 80; 65 feet tall) is located near a six-story building on Block 3331, Lot 82. HVAC emissions of the projected building may affect this existing building. Because the distance between Site 14 and the six-story building is less than the estimated screening threshold distance, further analysis is required to evaluate potential impacts of Site 14 on the six-story existing building.

Table 3.17-10: Group 1 Development Sites That Passed CEQR Screening-Level Analysis

Site ID	Size (sq. ft.)	RWCDS Building Height (feet)	CEQR Threshold Distance for No. 4 Fuel Oil (feet)	CEQR Threshold Distance for Natural Gas (feet)	Measured Distance to Nearest Site (feet)	Source and Receptor Sites	CEQR Screening-Level Results for No. 4 Fuel Oil	CEQR Screening-Level Results for Natural Gas
Projected on Projected Developments								
Site 2	89,036	95	82	56	165	2 on 6	Pass	Pass
Site 7	72,792	95	70	50	128	7 on 3	Pass	Pass
Site 13	80,619	95	80	52	92	13 on 16	Pass	Pass
Site 15	33,600	85	48	30	99	15 on 11	Pass	Pass
Site 24	49,385	55	60	35	172	24 on 22	Pass	Pass
Projected on Potential Developments								
Site 1	105,271	95	85	60	108	1 on 105	Pass	Pass
Site 4	37,995	95	58	37	116	4 on 105	Pass	Pass
Site 7	72,792	95	70	50	130	7 on 107	Pass	Pass
Site 13	80,619	95	80	52	92	13 on 114	Pass	Pass
Site 15	33,600	85	48	30	51	15 on 113	Pass	Pass
Site 16	33,600	85	48	30	49	16 on 113	Pass	Pass
Site 22	28,390	55	60	35	140	22 on 123	Pass	Pass
Site 23	84,062	65	83	50	95	23 on 121	Pass	Pass
Site 24	49,385	55	60	35	141	23 on 124	Pass	Pass
					290	24 on 123	Pass	Pass
Potential on Projected Developments								
Site 106	29,098	85	56	38	116	106 on 4	Pass	Pass
Site 125	177,383	55	123	76	234	125 on 1	Pass	Pass
Potential on Potential Developments								
Site 102	62,756	95	65	48	269	102 on 101	Pass	Pass
Site 104	28,000	65	60	35	93	104 on 103	Pass	Pass
Site 121	40,950	75	52	30	325	121 on 120	Pass	Pass
Site 122	51,000	55	61	36	140	122 on 124	Pass	Pass

Source: PB, 2010

Table 3.17-11: Group 1 Development Sites That Did Not Pass CEQR Screening-Level Analysis for Building-on-Building Impacts

Site ID	Size (sq. feet)	RWCDS Building Height (feet)	CEQR Threshold Distance for No. 4 Fuel Oil (feet)	CEQR Threshold Distance for Natural Gas (feet)	Measured Distance to Nearest Site (feet)	Source and Receptor Sites	CEQR Screening-Level Results for No. 4 Fuel Oil	CEQR Screening-Level Results for Natural Gas
Projected on Potential Developments								
Site 20	104,365	95	108	66	51	20 on 119	Fail	Fail
Potential on Projected Developments								
Site 107	316,429	105	148	100	130	107 on 7	Fail	Pass
Site 125	177,383	55	123	76	123	125 on 6	Fail	Pass

Source: PB, 2010

- Projected Development Site 23 (Block 3356, Lot 214; 65 feet tall) is located near a six-story building on Block 3356, Lot 178. HVAC emissions of the projected building may affect this existing building. Because the distance between Site 23 and the six-story building is less than the estimated screening threshold distance, further analysis is required to evaluate potential impacts of Site 23 on the six-story existing building.
- Potential Development Site 122 (Block 3356, Lot 206; 55 feet tall) is located near six-story building on Block 3356, Lot 180. HVAC emissions of the projected building may affect this existing building. Because the distance between Site 122 and the six-story building is less than the estimated screening threshold distance, further analysis is required to evaluate potential impacts of Site 122 on the six-story existing building.
- Potential Development Site 125 (Block 3273, Lot 100; 55 feet tall) is located near nine-story building on Block 3272, Lot 2. HVAC emissions of the projected building may affect this existing building. Because the distance between Site 125 and the nine-story building is less than the estimated screening threshold distance, further analysis is required to evaluate potential impacts of Site 125 on the nine-story existing building.

The result of the screening-level analysis indicates that potential air quality impacts of the HVAC emissions from two projected and two potential development sites on existing land uses may occur and, therefore, detailed analyses are required for these buildings.

Detailed Analysis

Detailed dispersion analyses, using the USEPA AERMOD model, were conducted for development sites that did not pass the screening-level analysis either for building-on-building impacts or impacts on existing buildings or for which a screening-level analysis was not applicable.

Pollutants Considered

The maximum 24-hour SO₂ and the annual NO₂ impacts represent the critical pollutants and time periods for determining potential project impacts—SO₂ is the critical pollutant for fuel oil and NO₂ is the critical pollutant for natural gas. As SO₂ emission factors are basically the same for No. 4 or No. 2 fuel oil (see USEPA AP-42, Table 1.3-1), one set of analyses was conducted, and the results were applied to both types of fuel.

Methodology

Dispersion Model. AERMOD is a steady-state plume model that is applicable to rural and urban areas, flat and complex terrain, surface and elevated releases, and multiple sources (including point, area, and volume sources). It can be used to calculate pollutant concentrations from one or more points (e.g., exhaust stacks) based on hourly meteorological data, and has the capability of calculating pollutant concentrations in a cavity region and at locations when the plume from the exhaust stack is affected by the aerodynamic wakes and eddies (downwash) produced by nearby structures.

Regulatory default options of the AERMOD model were used. Following CEQR guidelines, analyses were conducted assuming stack tip downwash, urban dispersion and surface roughness length, with and without building downwash, and the elimination of calms. The AERMOD downwash algorithm was used to estimate the potential effects of the multiple building structures on plume dispersion.

Emission Rates. Emission factors for the pollutants of concern were obtained from USEPA's "Compilation of Air Pollutant Emission Factors" (AP-42) for fuel oil (with sulfur content of 0.2 percent) and natural gas. Emission rates were estimated as follows:

- A fuel consumption rate for each site was estimated using fuel factors presented in the *CEQR Technical Manual*, Appendix 7.
- These fuel factors (0.36 gallons per square feet for No. 4 fuel oil, 0.38 for No. 2 fuel oil, and 52.8 cubic feet per square feet for natural gas for New York City) were multiplied by the square footage of each site to estimate the total gallons (or cubic feet) of fuel consumed by that building annually.
- It was assumed that all fuel is consumed in a 100-day (2,400 hour) heating season.
- Average annual peak period pollutant emission rates were estimated, as recommended in the *CEQR Technical Manual*, by dividing the total amount of pollution estimated to be emitted in a year by 8,760 hours.

Stack Parameters. Stack heights, building sizes (square footages and heights), fuel consumption rates, and estimated pollutant emission rates used in these analyses are provided in the backup documentation for this analysis. It was assumed that emissions from each development site would be released through a single stack located at the edge of the roof closest to the nearest taller building. The minimum distance between sites was estimated from lot line to lot line.

The following stack parameters, which were developed using the NYCDEP "CA Permit" database and the rated heat input (in million BTUs [MMBtus] per hour) of the heating systems, were used:

- Boilers from 1 to 5 MMBtu/hour = 0.5-foot diameter, exit velocity 3.9 m/sec
- Boilers from 5.1 to 10 MMBtu/hour = 1.0-foot diameter, exit velocity 5.8 m/sec
- Boilers from 10.1 to 15 MMBtu/hour = 2.0-foot diameter, exit velocity 10.2 m/sec

All stack exit temperatures were assumed to be 300°F (423°K).

Meteorological Data. Analyses were conducted using five consecutive years of meteorological data. Surface data were obtained from La Guardia Airport and upper air data were obtained from Brookhaven station, New York. These meteorological data provide hour-by-hour wind speeds and directions, stability states, and temperature inversion elevations over the 5-year

period. Data were developed using the USEPA AERMET processor. The land use around the site was classified using defined categories to determine surface parameters used by the AERMET program.

Receptor Locations. Source-receptor configurations (stack diameters, plume rise and dispersion, and stack proximity to the receptors) were considered in selecting receptor sites. In order to determine receptor locations where maximum impacts would occur, a test was conducted where receptors were placed on the façade of the nearest impacted development sites along the plume centerline at height of the exhaust stack—and then above and below this height in 0.1 meter increments. It was determined that the highest impacts occur at a height 0.3 meter greater than stack height.

For the analysis of existing land uses, receptors were placed on the nearby existing buildings at the levels of the stacks of the projected and potential development sites (i.e., where the greatest impacts are likely to occur). If a stack on a proposed development site was taller than an existing building, receptors were placed at the top floor of the existing building.

Background Values. Background concentrations (i.e., pollutant levels from other sources in the study area) for the pollutants of concern were obtained from monitoring data collected by the NYSDEC in 2008, the latest year of compiled data. Background data for SO₂ and NO_x from Bronx monitoring station IS 52 were used. The first highest 24-hr SO₂ background concentration of 123 µg/m³ was added to the 1st highest AERMOD-predicted SO₂ impact and resulting total 24-hr SO₂ concentrations were compared with appropriate 24-hr SO₂ NAAQS of 365 µg/m³. An annual background NO₂ concentration of 56 µg/m³ from the same monitoring station was used as well.

Results

Group 1 Development Sites That Did Not Pass the Screening-Level Analysis for Building-on-Building Impacts

Sites that did not pass the screening-level analysis for building-on-building impacts are Projected Development Sites 20 (20 on 119); 107 (107 on 7), and 125 (125 on 6).

As shown in Tables 3.17-12 and 3.17-13, the result of detailed dispersion analyses for these buildings is that no exceedances of either the 24-hour SO₂ or annual NO₂ NAAQS are predicted.

Table 3.17-12: Group 1 Development Sites That Passed the Detailed Analysis for Building-on-Building Impacts with Fuel Oil

Site No.	Total Floor Area (sq. feet)	Stack Height (feet)	Source and Receptor Sites	24-hr SO ₂ Emission Rates (gm/sec)	Maximum Estimated 24-hr SO ₂ Conc.* (µg/m ³)	24-hr SO ₂ NAAQS (µg/m ³)
Site 20	104,365	95	20 on 119	0.059	202	365
Site 107	316,429	105	107 on 7	0.179	150	
Site 125	177,383	55	125 on 6	0.100	135	

Source: PB, 2010

* Total estimated 24-hr SO₂ concentrations include a background of 123 µg/m³

Table 3.17-13 Group 1 Development Sites That Passed the Detailed Analysis for Building-on-Building Impacts with Natural Gas

Site No.	Total Floor Area (sq. feet)	Stack Height (feet)	Source and Receptor Sites	Annual NO ₂ Emission Rate (gm/sec)	Maximum Estimated Annual NO ₂ Conc.* (µg/m ³)	Annual NO ₂ NAAQS (µg/m ³)
Site 20	104,365	95	20 on 119	0.0079	58	100

Source: PB, 2010

* Total estimated annual NO₂ concentrations include a background of 56 µg/m³

Development Sites That Did Not Pass the Screening-Level Analysis for Impacts on Existing Buildings

Sites that did not pass the screening-level analysis for impacts on an existing building (EB) are Projected Development Site 14 (on Block 3331, Lot 80), Site 23 (on Block 3356, Lot 214), and Potential Development Sites 122 (on Block 3356, Lot 206) and 125 (on Block 3273, Lot 100).

The results of the detailed dispersion analyses, as shown in Tables 3.17-14 and 3.17-15 for these buildings are that Site 125 passed the detailed analysis with fuel oil and Sites 14, 23, 122, and 125 passed the detailed analysis with natural gas. Additional analyses (with stack setbacks), therefore, are required for Sites 14, 23, and 122 with fuel oil.

Table 3.17-14: Development Sites That Passed the Detailed Analysis for Impacts on Existing Buildings with Fuel Oil

Site No.	Total Floor Area (sq. feet)	Stack Height (feet)	Source and Receptor Sites	24-hr SO ₂ Emission Rates (gm/sec)	Maximum Estimated 24-hr SO ₂ Conc.* (µg/m ³)	24-hr SO ₂ NAAQS (µg/m ³)
Site 125	177,383	55	125 on nine-story EB	0.100	300	365

Source: PB, 2010

Note: Sites 14, 23, and 125 failed this analysis, and additional stack setbacks are required for these sites (see Table 3.17-11).

* Total estimated 24-hr SO₂ concentrations include a background of 123 µg/m³

Table 3.17-15: Development Sites That Passed the Detailed Analysis for Impacts on Existing Buildings with Natural Gas

Site No.	Total Floor Area (sq. feet)	Stack Height (feet)	Source and Receptor Sites	Annual NO ₂ Emission Rate (gm/sec)	Maximum Estimated Annual NO ₂ Conc.* (µg/m ³)	Annual NO ₂ NAAQS (µg/m ³)
Site 14	35,711	65	14 on six-story EB	0.0027	64	100
Site 23	84,062	65	23 on six-story EB	0.0064	66	
Site 122	51,000	55	122 on six-story EB	0.0039	64	
Site 125	177,383	55	125 on nine-story EB	0.0135	59	

Source: PB, 2010

* Total estimated annual NO₂ concentrations include a background of 56 µg/m³

Building-on-Building Impacts of Group 2 Development Sites

Group 2 development sites, which require detailed analyses, are Projected Development Sites 2 (2 on 3), 3 (3 on 2 and 107), 4 (4 on 5), 5 (5 on 4 and 6), 6 (6 on 5), 8 (8 on 9 and 109), 9 (9 on 8), 10 (10 on 115), 11 (11 on 10 and 115), 14 (14 on 112), 17 (17 on 18), 18 (18 on 17 and 19), 19 (19 on 18 and 116), 20 (20 on 21), 21 (21 on 20), and 22 (22 on 124), and Potential Development Sites 102 (102 on 103), 103 (103 on 102), 106 (106 on 105), 108 (108 on 109), 109 (109 on 8 and 108), 110 (110 on 9 and 111), 112 (112 on 14), 115 (115 on 10), 116 (116 on 19 and 117), 117 (117 on 116 and 118), 118 (117 on 119), 119 (119 on 118), 122 (122 on 23 and 123), and 125 (125 on 2 and 3).

The New York City Building Code (Building Code) requires that a rooftop stack be at least 10 feet away from a taller building (highest obstacle). As such, the HVAC stack on each projected and potential development site located closer than 30 feet or immediately adjacent to another projected or potential development site were initially placed 10 feet from the lot line to account

for conditions that may occur should a taller abutting building be built, and potential impacts were estimated using detailed dispersion analyses. If exceedances of the NAAQS were predicted, setback distances were increased in one-foot increments until the threshold distance at which no exceedances of the NAAQS were predicted.

NO₂ Analysis for Natural Gas Systems

All Group 2 development sites with natural gas passed the detailed analysis with a 10-foot distance between the HVAC exhaust stack and the nearest taller building. It was assumed that 100 percent of NO_x emitted from the HVAC systems would be in form of NO₂ at the receptor sites. The results provided in Table 3.17-16 show that total estimated NO₂ concentrations are below the NAAQS of 100 µg/m³. Therefore, no significant adverse NO₂ impacts for all Group 2 development sites are predicted when using natural gas in HVAC system of proposed development sites.

Table 3.17-16: Group 2 Development Sites that Passed the Detailed Analysis for Building-on-Building Impacts with Natural Gas

Site No.	Total Floor Area (sq. feet)	Stack Height (feet)	Source and Receptor Sites	Annual NO ₂ Emission Rate (grams/sec)	Total Estimated Annual NO ₂ Conc.* (µg/m ³)	Annual NO ₂ NAAQS (µg/m ³)
Projected Development Sites						
2	89,036	95	2 on 3	0.0068	78	100
3	53,549	95	3 on 2	0.0041	73	
			3 on 107		72	
4	37,995	95	4 on 5	0.0029	67	
5	52,687	95	5 on 4	0.0040	68	
			5 on 6		69	
6	58,276	95	6 on 5	0.0044	68	
8	67,618	95	8 on 109	0.0051	81	
			8 on 9		75	
9	84,591	95	9 on 8	0.0064	88	
10	43,677	95	10 on 115	0.0033	68	
11	30,800	85	11 on 115	0.0023	63	
			11 on 10		57	
12	30,800	65	12 on 115	0.0023	66	
			12 on 11		66	
17	77,310	95	17 on 18	0.0059	81	
18	64,469	95	18 on 17	0.0049	74	
			18 on 19		77	
19	81,204	95	19 on 18	0.0062	79	
			19 on 116		76	
20	104,365	95	20 on 21	0.0079	82	

Table 3.17-16: Group 2 Development Sites that Passed the Detailed Analysis for Building-on-Building Impacts with Natural Gas (continued)

Site No.	Total Floor Area (sq. ft.)	Stack Height (feet)	Source and Receptor Sites	Annual NO ₂ Emission Rate (grams/sec)	Total Estimated Annual NO ₂ Conc.* (µg/m ³)	Annual NO ₂ NAAQS (µg/m ³)
21	48,764	95	21 on 20	0.0037	70	
22	28,390	55	22 on 124	0.0022	65	
Potential Development Sites						
102	62,756	95	102 on 103	0.0048	77	100
103	71,668	95	103 on 102	0.0054	72	
106	29,098	85	106 on 105	0.0022	64	
108	40,871	95	108 on 109	0.0031	66	
109	74,934	95	109 on 108	0.0057	73	
			109 on 8		77	
110	33,813	85	110 on 9	0.0026	66	
			110 on 111		63	
115	93,882	95	115 on 10	0.0071	87	
116	42,678	95	116 on 19	0.0032	68	
			116 on 117		72	
117	61,740	95	117 on 116	0.0047	75	
			117 on 118		76	
118	79,047	95	118 on 117	0.0060	70	
			118 on 119		80	
119	51,831	95	119 on 118	0.0039	70	
122	51,000	55	122 on 23	0.0039	66	
			122 on 123		66	
125	177,383	55	125 on 2	0.0135	94	
			125 on 3		68	

Source: PB, 2010

* Total estimated annual NO₂ concentrations include a background value of 56 µg/m³

SO₂ Analysis for Oil Burning Systems

The results of analyses for Group 2 development sites using fuel oil (No. 2 and No. 4) are as follows:

- **Table 3.17-17** shows the results of analyses that were conducted for development sites that did not pass the analysis for impacts on existing land uses, and the stack setback distances that are required to comply with the NAAQS.
- **Table 3.17-18** shows the results of analyses that were conducted for the Group 2 development sites that did not pass the building-on-building analysis, and the stack setback distances that are required to comply with the NAAQS.

Table 3.17-17: Development Sites That Did Not Pass the 10-Foot Threshold Distance for Impacts on Existing Buildings and Required Stack Setback Distances Beyond the Building Code Minimum

Site No.	Total Floor Area (sq. ft.)	Stack Height (feet)	Source and Receptor Sites	Stack Distances from Nearest Taller Building (feet)	24-hr SO ₂ Emission Rates (gm/sec)	Total Estimated 24-hr SO ₂ Conc.* (µg/m ³)	24-hr SO ₂ NAAQS (µg/m ³)
Projected Developments							
Site 14	35,711	65	14 on six-story EB	15	0.020	320	365
Site 23	84,062	65	23 on six-story EB	20	0.048	361	
Potential Developments							
Site 122	51,000	55	122 on six-story EB	16	0.029	344	365

Source: PB, 2010

* Total estimated 24-hr SO₂ concentrations include a background value of 123 µg/m³

Table 3.17-18: Group 2 Sites That Did Not Pass the 10-Foot Threshold Distance with Fuel Oil for Building-on-Building Impacts and Required Stack Setback Distances Beyond the Building Code Minimum

Site No.	Total Floor Area (sq. ft.)	Stack Height (feet)	Source and Receptor Sites	Stack Distances from Nearest Taller Building (feet)	24-hr SO ₂ Emission Rates (gm/sec)	Total Estimated 24-hr SO ₂ Conc.* (µg/m ³)	24-hr SO ₂ NAAQS (µg/m ³)
Projected Development Sites							
2	89,036	95	2 on 3	28	0.050	359	365
3	53,549	95	3 on 2	22	0.030	355	
			3 on 107	20		358	
4	37,995	95	4 on 5	18	0.022	360	
5	52,687	95	5 on 4	17	0.030	358	
			5 on 6	23		328	
6	58,276	95	6 on 5	22	0.033	358	
8	67,618	95	8 on 109	24	0.038	364	
			8 on 9	24		358	
9	84,591	95	9 on 8	28	0.048	347	
10	43,677	95	10 on 115	18	0.025	364	
11	30,800	85	11 on 115	14	0.017	316	
12	30,800	65	12 on 115	13	0.017	362	
			12 on 11	17		338	
14	48,299	95	14 on 112	22	0.027	328	
17	77,310	95	17 on 18	26	0.044	355	

Table 3.17-18: Group 2 Sites That Did Not Pass the 10-Foot Threshold Distance with Fuel Oil for Building-on-Building Impacts and Required Stack Setback Distances Beyond the Building Code Minimum (continued)

Site No.	Total Floor Area (sq. ft.)	Stack Height (feet)	Source and Receptor Sites	Stack Distances from Nearest Taller Building (feet)	24-hr SO ₂ Emission Rates (gm/sec)	Total Estimated 24-hr SO ₂ Conc.* (µg/m ³)	24-hr SO ₂ NAAQS (µg/m ³)	
18	64,469	95	18 on 17	20	0.037	362		
			18 on 19	23		361		
19	81,204	95	19 on 18	24	0.046	363		
			19 on 116	25		354		
20	104,365	95	20 on 21	30	0.059	348		
21	48,764	95	21 on 20	17	0.028	343		
22	28,390	55	22 on 124	12	0.016	323		
Potential Development Sites								
102	62,756	95	102 on 103	25	0.036	354		
103	71,668	95	103 on 102	24	0.041	360		
106	29,098	85	106 on 105	16	0.016	356		
108	40,871	95	108 on 109	20	0.023	348		
109	74,934	95	109 on 108	26	0.042	352		
			109 on 8	23		358		
110	33,813	85	110 on 9	17	0.019	349		
		85	110 on 111	12		361		
115	93,882	95	115 on 10	29	0.053	347		
116	42,678	95	116 on 19	15	0.024	361		
			116 on 117	18		345		
117	61,740	95	117 on 116	19	0.035	359		
			117 on 118	22		348		
118	79,047	95	118 on 117	27	0.045	353		
			118 on 119	26		341		
119	51,831	95	119 on 118	17	0.029	350		
122	51,000	55	122 on 23	16	0.029	358		
			122 on 123	16		343		
125	177,383	55	125 on 2	33	0.100	353		
			125 on 3	35		360		

Source: PB, 2010

* Total estimated 24-hr SO₂ concentrations include a background value of 123 µg/m³

As such, (E) designations would be required on some development sites to ensure that there would be no significant air quality impacts on adjacent sites – either on other development sites or on existing buildings. Since the HVAC emissions of these development sites did not exceed the applicable air quality standard using natural gas, (E) designation would be required that would specify either:

- That natural gas would be used exclusively; or
- The distance that the stack on the building roof must be from the edge of an adjacent site.

The result of these analyses is that with the use of (E) designations to ensure adequate distance between HVAC exhaust point and nearby taller buildings or the use of natural gas, the potential impacts from the heating systems of the projected and potential development sites would not cause violations of the NAAQS and would therefore have no significant adverse air quality impacts.

Required Setback Distances

To preclude the potential for significant adverse air quality impacts, the (E) designations shown on Table 3.17-19 would be required on the Projected and Potential Group 2 development sites. These (E) designations would specify the required stack setback distance for fuel oil or the exclusive use of natural gas.

Table 3.17-19: Minimum Stack Setback Requirements for Group 2 Development Sites

Site Number	Block Number	Lot Number(s)	Setback Requirement
Projected Development Sites			
Site 2	3273	105, 109	28 feet from Development Site 3
Site 3	3273	114	22 feet from Development Site 2; 20 feet from Development Site 107
Site 4	3278	88	18 feet from Development Site 5
Site 5	3278	84, 85	17 feet from Development Site 4; 23 feet from Development Site 6
Site 6	3278	80, 81, 82, 83	22 feet from Development Site 5
Site 8	3280	52, 55	24 feet from Development Site 9; 24 feet from Development Site 109
Site 9	3280	45, 46, 48, 49	28 feet from Development Site 8
Site 10	3330	40, 42, 43	18 feet from Development Site 115
Site 11	3330	50, 51	14 feet from Development Site 115
Site 12	3330	52	17 feet from Development Site 11; 13 feet from Development Site 115
Site 14	3331	80	22 feet from Development Site 112; 15 feet from existing six-story Building on Block 3331, Lot 82
Site 17	3357	7	26 feet from Development Site 18
Site 18	3357	12	20 feet from Development Site 17; 23 feet from Development Site 19
Site 19	3357	16, 18, 21	24 feet from Development Site 18; 25 feet from Development Site 116
Site 20	3357	37, 52, 53, 54	30 feet from Development Site 21
Site 21	3357	55	17 feet from Development Site 20

**Table 3.17-19: Minimum Stack Setback Requirements for Group 2 Development Sites
(continued)**

Site Number	Block Number	Lot Number(s)	Setback Requirement
Site 23	3356	214	20 feet from existing six-story Building on Block 3356, Lot 178
Site 22	3360	50	12 feet from Development Site 124
Potential Development Sites			
102	3277	41, 45	25 feet from Development Site 103
103	3277	36, 40	24 feet from Development Site 102
106	3278	31	16 feet from Development Site 105
108	3280	65, 67	20 feet from Development Site 109
109	3280	58, 61	23 feet from Development Site 8; 26 feet from Development Site 108
110	3280	42	17 feet from Development Site 9; 12 feet from Development Site 111
115	3330	55, 57	29 feet from Development Site 10
116	3357	23	15 feet from Development Site 19; 18 feet from Development Site 117
117	3357	25	19 feet from Development Site 116; 22 feet from Development Site 118
118	3357	28	27 feet from Development Site 117; 26 feet from Development Site 119
119	3357	32, 33	17 feet from Development Site 118
122	3356	206	16 feet from Development Site 23; 16 feet from Development Site 123; 16 feet from existing six-story Building on Block 3356, Lot 180
125	3273	100	33 feet from Development Site 2; 35 feet from Development Site 3

Source: PB, 2010

The HVAC analysis was performed to determine whether the proposed action would result in any potential significant adverse air quality impacts. The analysis determined that certain sites would require (E) designations that would specify the type of fuel to be used or the distance that the vent stack on the building roof must be from the edge of a lot line. The proposed (E) designations for the applicable projected and potential development sites with respect to HVAC systems are presented in Appendix I, Air Quality (E) Designations Backup Technical Appendix.

With these (E) designations, the potential impacts from the heating systems of the projected and potential development sites would not exceed the applicable NAAQS and, therefore, would not have potential significant adverse environmental impacts on air quality.

Cluster Analysis

The proposed action could result in projected and potential development sites with the same building heights (or approximately the same heights) that are located in close proximity to one another. Therefore, in addition to estimating the potential impacts of the HVAC emissions of these development sites individually, emissions from these development sites were also considered as “clusters” of emission sources.

As the potential impacts of these development sites clusters could not be evaluated using *CEQR Technical Manual* screening-level procedures, the impacts of the HVAC systems emissions of these clusters were estimated using detailed analyses. This analysis was performed in the same manner described for the Group 2 development sites, except that this analysis was conducted using a single representative stack located in the approximate geographic center of each cluster as the emission source. SO₂ from fuel oil heating systems were considered as the critical pollutant for determining whether the potential impacts of the cluster impacts would be significant.

The following three emission clusters were selected for analysis based on the heights, sizes, and locations (with no streets in between) of these buildings:

- Cluster #1: Projected Site 17 (Block 3357, Lot 7), 18 (Block 3357, Lot 12), 19 (Block 3357, Lots 16, 18, 21), 20 (Block 3357, Lots 37, 52, 53, 54), and 21 (Block 3357, Lot 55) and Potential Development Sites 116 (Block 3357, Lot 23), 117 (Block 3357, Lot 25), 118 (Block 3357, Lot 28), and 119 (Block 3357, Lots 32, 33), with a total area of 611,408 square feet and a representative stack height of 95 feet.
- Cluster #2: Projected Development Site 2 (Block 3273, Lots 105, 109), 3 (Block 3273, Lot 114) and Potential Development Site 107 (Block 3273, Lots 118, 122, 128), with a total area of 459,014 square feet and a representative stack height of 95 feet.
- Cluster #3: Projected Development Sites 8 (Block 3280, Lots 50, 52, 55) and 9 (Block 3280, Lots 45, 46, 48, 49), and Potential Development Sites 108 (Block 3280, Lots 65, 67), 109 (Block 3280, Lots 58, 61), 110 (Block 3280, Lot 42), and 111 (Block 3280, Lots 37, 39), with a total area of with a total area of 361,588 square feet and a representative stack height of 95 feet.

The potential impacts of the HVAC emissions of these clusters on other nearby development sites were evaluated. The result of this analysis is that the maximum 24-hour SO₂ impacts of combined emissions from these clusters (using fuel oil), as well as annual NO₂ impacts, would not cause an exceedance of a NAAQS at any nearby development site. The result of this analysis, which is provided in Tables 3.17-20 and 3.17-21, is that there would be no exceedances of the NAAQS for all applicable pollutants.

Table 3.17-20: Cluster Analysis Results with Fuel Oil

Cluster No.	Total Floor Area (sq. ft.)	Total Cluster 24-hr SO ₂ Emission Rate (gm/sec)	Max Estimated Impacts (µg/m ³)	Maximum Estimated 24-hr SO ₂ Conc.* (µg/m ³)	24-hr SO ₂ NAAQS (µg/m ³)
Cluster 1	611,408	0.346	4	127	365
Cluster 2	459,014	0.260	45	168	
Cluster 3	361,588	0.205	4	127	

Source: PB, 2010

* Includes a 24-hour SO₂ background concentration of 123 µg/m³

Table 3.17-21: Cluster Analysis Results with Natural Gas

Cluster No.	Total Floor Area (sq. ft.)	Total Cluster NO ₂ Emission Rate (gm/sec)	Max Estimated Impacts (µg/m ³)	Maximum Estimated Annual NO ₂ Conc.* (µg/m ³)	Annual NO ₂ NAAQS (µg/m ³)
Cluster 1	611,408	0.0464	0.1	56	100
Cluster 2	459,014	0.0349	1.1	57	
Cluster 3	361,588	0.0275	0.08	56	

Source: PB, 2010

* Includes an annual NO₂ background concentration of 56 µg/m³

Impacts from “Major” Existing Emission Sources

Following *CEQR Technical Manual* guidance, a survey of land uses and building heights was conducted to determine whether there are any existing “major” sources of boiler emissions (i.e., emissions from boiler facilities with heat inputs 20 MMBtu per hour or greater) located within 1,000 feet of the proposed residential development sites. As a result of this survey, no major HVAC emission sources were identified and, therefore, no further analysis is required.

An additional examination was conducted to determine if there was any “large” combustion emission source (e.g., power plant, co-generation facility, etc.) located within 1,000 feet and beyond any of the proposed development sites. The result of this survey is that no “large” combustion emission sources were identified and, therefore, no further analysis is required.

Based on these results, potential impacts from “major” or “large” combustion emission sources on proposed developments are not considered to be significant and further analysis is not required.

3.17.4 HEALTH RISK ASSESSMENT OF TOXIC AIR EMISSIONS FROM EXISTING INDUSTRIAL SOURCES

Introduction

Emissions of toxic pollutants from the operation of existing industrial emission sources could affect the projected and potential residential development sites.

An analysis was therefore conducted to determine whether the impacts of these emissions would be significant. Data necessary to perform this analysis, which include facility type, source identification and location, pollutant emission rates, and exhaust stack parameters, were obtained from regulatory agencies (e.g., from existing air permits) and/or developed using information for prototypical facilities. All existing industrial facilities located within 400 feet of the development sites that are permitted to exhaust toxic pollutants, together with non-permitted facilities that currently operate within 400 feet of the development sites, were considered in this analysis.

Data Sources

Information regarding emissions of toxic air pollutants from existing industrial sources was developed using the following procedure:

- The rezoning area boundaries were used to identify the extent of the study area for determining the toxic air quality impacts associated with the proposed action.
- This study area includes all air toxic emission sources located within 400 feet of all of the affected development sites.
- A search was performed to identify NYSDEC Title V permits and permits listed in the EPA Envirofacts database in this study area.
- The OASIS mapping and data analysis application was used to identify existing industrial uses within the study area and develop buildings parameters for the emission sources;
- Air permits for active permitted industrial facilities within the analysis area that are included in the NYCDEP Clean Air Tracking System database or permit applications were acquired and reviewed to obtain the necessary information to conduct toxic air analysis. The data on these permits or permit applications, which include facility source type and locations, stack parameters, pollutant type and its emission rates, etc., are considered the most current and served as the primary basis of data for this analysis.
- Field observations were conducted within the study area to identify and validate the existence of the permitted facilities and determine if there are any non-permitted facilities currently operating within the boundary of rezoning area. Emission rates and stack parameters for the non-permitted emission sources were developed based on

prototypical facility types, and emission data contained in NYSDEC's database and the DAR-1 software.

Health Risk Assessment Methodology

Toxic air pollutants can be grouped into two categories: carcinogenic air pollutants, and non-carcinogenic air pollutants. These include hundreds of pollutants, ranging from high to low toxicity. While no federal standards have been promulgated for toxic air pollutants, the USEPA and NYSDEC have issued guidelines that establish acceptable ambient levels for these pollutants based on human exposure criteria.

The USEPA developed short-term acute (1-hour) and long-term (annual) inhalation exposure thresholds for toxic pollutants that are defined as AIECs (acute inhalation exposure concentrations) and RfCs (reference dose concentrations) for the non-carcinogenic pollutants, and cancer risk thresholds based on compound-specific inhalation unit risk factors (URFs) for carcinogenic pollutants. These data are contained in the USEPA IRIS (Integrated Risk Information System) database.

In order to evaluate short-term and annual impacts of non-carcinogenic and carcinogenic toxic air pollutants, the NYSDEC, follows USEPA guidelines, has also established short-term guideline concentrations (SGCs) and annual guideline concentrations (AGCs) for exposure limits. AGCs for the carcinogenic pollutants is based on cancer risk threshold of one per million. These are maximum allowable guideline concentrations that are considered acceptable concentrations below which there should be no adverse effects on the health of the public. This value could be increased to ten-in-one million, as per New York State Department of Environment Conservation's Guidelines for the Control of Toxic Ambient Air Contaminants (DAR-1) with NYCDEP concurrence, if the emissions from the facility or facilities causing this increase are controlled using Best Available Control Technology (BACT).

Once the hazard index of each non-carcinogenic compound is established, the results for all of applicable toxic pollutants are summed together. If the total hazard index is less than or equal to one, then the non-carcinogenic risk is considered to be insignificant. Once the incremental risk of each carcinogenic compound is estimated, they are summed together. If the total risk is less than or equal to one in one million (1.0 E-06), the carcinogenic risk due to all pollutant releases is considered to be insignificant.

The procedures to estimate inhalation exposure concentration, hazard index, and cancer risk of toxic pollutants are outlined in the USEPA Human Health Risk Assessment Protocol (HHRAP). The HHRAP is a guideline that can be used to perform health risk assessment for individual compounds with known health effects to determine the level of health risk posed by an increased ambient concentration of that compound at a potentially sensitive receptor. The derived health risk values from the HHRAP are used in this analysis to determine the total risk posed by the release of multiple air toxic contaminants.

Non-Carcinogens

Non-cancer chronic inhalation hazard index is estimated using the following equation (HHRAP, Table B-5-1 and C-2-2):

$$\text{Non-Cancer Hazard Index} = \text{EC} \times 0.001/\text{RfC} \text{ and } \text{EC} = C_a \times \text{EF} \times \text{ED}/\text{AT} \times 365 \text{ days/year}$$

Where:

EC = exposure concentrations of compound, $\mu\text{g}/\text{m}^3$

C_a = total ambient air concentration of specific pollutant (estimated by the dispersion model), $\mu\text{g}/\text{m}^3$

RfC = reference dose concentration, established by the EPA, mg/m^3

EF = exposure frequency, days/year (EPA recommends to use 350)

ED = exposure duration, yr (EPA recommends value of 30 for adult resident)

AT = averaging time, yr (EPA recommends value of 30 for non-carcinogens)

0.001 = units conversion factor, $\text{mg}/\mu\text{g}$

Acute short-term inhalation hazard index is estimated using the following equation (HHRAP, Table C-2-3):

$$\text{Acute Hazard Index} = C_{\text{acute}} \times 0.001/\text{AIEC}$$

Where:

C_{acute} = 1-hr air concentration, (estimated by the dispersion model), $\mu\text{g}/\text{m}^3$

AIEC = 1-hr acute inhalation exposure guideline value, mg/m^3

0.001 = units conversion factor, $\text{mg}/\mu\text{g}$

Once the hazard index of each compound is established, they are summed together. If the total hazard index is less than or equal to one, then the non-carcinogenic risk is not considered to be significant.

Carcinogens

Individual lifetime cancer risk through direct inhalation of carcinogen is estimated using the following equation (HHRAP, Table B-5-1 and C-2-1):

$$\text{Cancer Risk} = \text{EC} \times \text{URF} \text{ and } \text{EC} = C_a \times \text{EF} \times \text{ED} / \text{AT} \times 365 \text{ days/year}$$

Where:

EC = annual exposure concentrations of compound, $\mu\text{g}/\text{m}^3$

C_a = annual ambient air concentration of specific pollutant (estimated by the dispersion model), $\mu\text{g}/\text{m}^3$

URF = compound-specific inhalation unit risk factor in $(\mu\text{g}/\text{m}^3)^{-1}$

EF = exposure frequency, days/year (USEPA recommends to use 350)

ED = exposure duration, yr (USEPA recommends value of 30 for adult resident)

AT = averaging time, yr (USEPA assumes 70 years of lifetime exposure)

Once the individual risk of each compound is established, they are summed together to estimate the total cancer risk of all carcinogens. If the total risk is less than or equal to one in one million ($1.0 \text{ E-}06$), the carcinogenic risk is not considered to be significant.

Dispersion Analyses

A dispersion modeling analysis of toxic pollutants that may affect the proposed developments was conducted using the current version of the USEPA AERMOD dispersion model. The exposure concentrations produced from the AERMOD model are then used to estimate inhalation non-cancer chronic and acute indexes and cancer risk for each pollutant utilizing guideline values (thresholds).

The methodology to conduct dispersion analysis is similar to those used for the detailed HVAC building analysis. Input data for AERMOD (stack parameters, pollutant emission rates, source location and elevation) are those that are contained in the DEP permits or permit applications. Emission sources for the dispersion analysis were located using geographical information system (GIS) shape files with the Universal Transverse Mercator coordinate projected system information (Datum NAD83, UTM Zone 18).

A receptor grid that includes both elevated and ground level receptors was developed where elevated receptors were placed on the affected development sites located near each emission source at multiple elevations depending on the location and height of the emission sources. Preliminary tests were conducted for each source-receptor configuration, with receptors placed at multiple elevations on the faces of the proposed buildings, to evaluate the locations and

elevations where the highest impacts would occur. A set of 158 elevated receptors were considered in this analysis.

Dispersion analyses were conducted with and without building downwash effects on plume dispersion, and the highest resulting concentration values found at any receptors were used in the health risk assessment. Five consecutive years of meteorological data from the LaGuardia Airport were used.

Emissions from all toxic emission sources were modeled in one modeling run to estimate the cumulative effect of the all toxic pollutants from the existing industrial facilities combined.

Emission Data and Stack Parameters

Emission data and stack parameters for the facilities included in the analysis were obtained and/or developed as follows:

- Directly from the permit for each facility;
- When emission data were not included in a permit listed in the NYCDEP database, the necessary data were obtained from the permit application for this facility that is on file at NYCDEP; and
- When data were not available from either the permit itself or the permit application, emission rates for each type of facility were conservatively estimated using USEPA's "Compilation of Air Pollutant Emission Factors (AP-42)."
- Industrial Facilities and Air Toxic Emissions Evaluated

Twenty permits were identified from the NYCDEP database for facilities located within 400 feet of the development sites. Of these, six are active and 14 were cancelled. In addition, a field survey of the study area found that eight non-permitted facilities (all auto body shops) were identified as currently operating within 400 feet of the development sites. Two of these non-permitted facilities, however, are located on future projected development sites (3074 Webster Avenue and 3530 Webster Avenue) and were omitted from analysis. The following six remaining non-permitted facilities were included in the analysis:

- Atlas Auto at 3345 Webster Avenue
- Victor's Auto Body at 3210 Webster Avenue
- Auto Body at 3204 Webster Avenue
- Auto Repair at 2801 Webster Avenue
- Auto Parts at 2809 Webster Avenue, and

- John Joes Auto Repair at 3136 Webster Avenue

Twelve facilities – six active permitted and six non-permitted – were included in the analysis.

The active permitted and non-permitted facilities identified are basically engaged in two types of operations that release toxic air pollutants into the ambient air—spray booth and dry cleaning operations. Also included are emissions from the one permitted emergency generator located within the 400 feet of development sites at 2703 Webster Avenue (NYC School Construction Authority [SCA], Permit PA009699).

Even though emergency generators emit small amounts of a number of high-toxicity carcinogenic compounds, such as benzene, propylene, or acetaldehyde, and/or non-carcinogenic compounds, such as toluene or acrolein, these units are usually considered as combustion sources that emit criteria pollutants (e.g., CO, NO_x, and PM₁₀). Depending on the duration of operations, the emissions may be minimal. However, for the purpose of this analysis, it was conservatively assumed that generator would emit benzene as a representative carcinogenic pollutant. Because no permit or the permit applications for the SCA facility contain emission data or stack parameters (i.e., only heat inputs, firing rates, and horsepower are provided), emission rates of benzene were estimated based on heat inputs and AP-42 (i.e., EPA's Compilation of Air Pollutant Emission Factors) emission factors for uncontrolled stationary diesel-fueled engines (AP-42, Table 3.3-2).

In several of the other permits, air toxic contaminants are identified as compound groups (e.g., total hydrocarbons or VOCs). Because no guideline concentrations were developed for compound groups, it was necessary to use a substitute contaminant that was representative of the compound group so that a comparison to the guidelines concentrations could be made for this analysis. In these instances, the type of source operation was considered in making these assumptions, as follows:

- Pollutants and emission rates for the six non-permitted auto repair body shops were conservatively estimated using data obtained from prototypical auto-body repair facilities listed in the NYSDEC DAR-1 database. It was conservatively assumed that all of the shops have spray booth operations. Based on the type of process, seven pollutants typically associated with spray booth operations (i.e., acetone, butyl and ethyl acetates, isobutyl acetate, toluene, methyl ethyl ketone, and particulate matter) were evaluated.
- The three permitted dry cleaning facilities emit one carcinogenic pollutant—trichloroethylene (PERC). As required by the New York State's PERC Dry Cleaning Facilities Regulation (Part 232), all dry cleaning facilities are to be equipped with 3rd-4th generation emission control system, with built-in carbon absorber and refrigeration units. Because these facilities will be totally enclosed, they are considered non-vented outside systems with, presumably, no emissions. However, according to the permits for these facilities, the efficiency of these control systems is listed as 98 percent, which indicates that 2 percent of the PERC may still be released into the atmosphere—as fugitive emissions. Therefore, for the conservative purpose of this analysis, 98 percent control efficiency was applied to estimate PERC emissions from the dry cleaning facilities.

In summary, 12 emission sources (6 permitted and 6 non-permitted) sources were included in the analysis, and a detailed analysis was conducted to estimate the potential impact of the air toxic emissions of these facilities on the projected and potential development sites. These 12 emission sources release multiple pollutants, three of which are carcinogens—PERC (tetrachloroethylene), benzene, and butyl benzyl phthalate.

Results of the Cancer Risk and Hazard Index Evaluation

Tables 3.17-22 and 3.17-23 provide permit information for the existing permitted and non-permitted industrial sources included in the analysis, including type and location of each facility, its permit number, emission point(s), assigned emission source number, contaminant name, CAS registry number, and hourly and annual emission rates for each pollutant.

Table 3.17-24 provides estimated annual (long-term) exposure concentrations, annual hazard indexes, and cancer risks for each pollutant for each source. Annual hazard indexes are also estimated for the carcinogenic pollutants where they have an appropriate guideline values (e.g., *RfC*). The values shown in table are the maximum values estimated at any of receptor locations. The full set of hazard index and cancer risk values estimated at all 158 receptor locations considered in this analysis for each pollutant and source group are provided in the backup documentation for this analysis. Also provided are the assumptions and parameters used in estimating these values.

As shown in Table 3.17-24, while the maximum individual cancer risk caused by two of the identified facilities is below the 1×10^{-6} threshold, the maximum cancer risk of one facility, the Allen Cleaners that emits PERC, is above this threshold at 5.50×10^{-6} .

Allen Cleaners, located on Block 3280, Lot 5, is immediately adjacent to the proposed Potential Development Site 108. In order to simulate worst-case conditions for PERC dispersion that will result in maximum PERC impacts on nearby residences, the following two scenarios were evaluated:

1. The exhaust stack of this facility is located on the roof of the building; and
2. The emissions generated within this facility are exhausted into the ambient air through the front entrance door.

The receptors considered for the first scenario are located on the nearby building (approximately 15 feet from the stack) at the same height of the stack. For the second scenario, emissions are assumed to be released from a height of 4 feet (i.e., the mid-point height of the front door) and receptors were placed at the height of the first floor windows of the adjacent building (at a height of 12 feet). The highest PERC concentration (2.27 ug/m^3), which occurs under the first scenario, was then used in the cancer risk estimates.

Since the emissions from the facility or facilities causing this increase (i.e., Allen Cleaners) are controlled using Best Available Control Technology (BACT), the cancer risk threshold value could be increased to ten-in-one million, as per New York State Department of Environment Conservation's Guidelines for the Control of Toxic Ambient Air Contaminants (DAR-1) Permitting Guidance, Page 23-24, with NYCDEP concurrence. As the maximum total cancer risk

from the emissions of all facilities combined (5.51×10^{-6}), which is primarily associated with Allen Cleaner emissions, is below this threshold value, the cancer risk is considered acceptable to both NYSDEC and NYCDEP.

As also shown in Table 3.17-24, the maximum total non-cancer chronic hazard index caused by all the non-carcinogenic pollutants emitted from all of sources combined is estimated to be 0.796. This value is below the level (1) that is considered by the EPA to be significant.

Table 3.17-25 provides estimated 1-hour (short-term) exposure concentrations and acute non-cancer hazard indexes for each pollutant for each source. As shown in this table, the total non-cancer acute hazard index caused by the all pollutants emitted from all of sources combined is estimated to be 0.63. This value is below the level (1) that is considered by the EPA to be significant.

Summary of Results

The result of this analysis is that no exceedances of USEPA/NYSDEC/NYCDEP guideline thresholds values for both carcinogenic and non-carcinogenic pollutants are predicted under the Proposed Action.

Table 3.17-22: Existing Active Industrial Source Permit Information

Facility Name	Facility Location			Permit Information							
	Block	Lot	Address	Permit #	Source ID	Assigned Source ID	Facility Type	Pollutant	CAS No.	Hourly Rate (g/sec)	Annual Rate (g/sec)
Ultra Auto Towing Inc.	3356	196	3551 Webster Avenue	PA013389	X0UM	1	Spray Booth	Particulates	NY075-00-0	0.000630	0.000014
								BBP	00085-68-7	0.001260	0.000029
								MEK	00078-93-3	0.010080	0.000230
Allen Cleaners	3280	5	387 Bedford Park Boulevard	PA037795	X2A1	2	Dry Cleaning	PERC	00127-18-4	0.004007	0.000685
ENF. 10/23/92	3352	39	332 East Gun Hill Road	PA012990	X2G3	3	Dry Cleaning	PERC	00127-18-4	0.003226	0.000466
Lasorsa Auto Group	3356	206	3545 Webster Avenue	PB029902	X6EJ	4	Auto Body Shop	NO ₂	010544-72-6	0.039311	0.063853
								CO	000630-08-0	1.511471	2.456188
								SO ₂	00000-01-76	0.002016	0.003291
								Particulates	NY075-00-0	0.002394	0.003917
								CO	124-38-9	3.712402	6.032742
Clean City Cleaners LLC	3273	118	2856 Webster Avenue	PB060803	Y13353	5	Dry Cleaning	PERC	00127-18-4	0.000151	0.000023
NYC School Construction.	3278	14	2703 Webster Avenue	PA009699	X6VD	6	EG	Benzene	00071-43-2	0.000294	0.000001

Source: PB, 2010

Notes:

EG = Emergency Generator
IBAC = Isobutyl Acetate
PERC= Tetrachloroethylene
GA = Glutaraldehyde
MEK= Methyl Ethyl Ketone
BA = Butyl Acetate
BBP = Butyl Benzyl Phthalate
EA = Ethyl Acetate

Table 3.17-23: Information on the Non-Permitted Industrial Sources

Facility Name	Facility Location		Permit #	Source ID	Assigned Source ID	Facility Type	Permit Information			
	Block	Lot					Address	Pollutant	CAS No.	Hourly Rate (g/sec)
Atlas Auto	3355	132			7	Auto Body Shop	Acetone	00067-64-1	0.007560	0.001079
							MEK	00078-93-3	0.007560	0.001079
							Toluene	00108-88-3	0.010584	0.001510
							IBAC	00110-19-0	0.002520	0.000108
							BA	00123-86-4	0.056699	0.008098
							EA	00141-78-6	0.007560	0.001079
							Xylene	01330-20-7	0.001134	0.000158
Victor's Auto Body	3357	66			8	Auto Body Shop	Particulates	NY075-00-0	0.000126	0.000309
							Acetone	00067-64-1	0.007560	0.001079
							MEK	00078-93-3	0.007560	0.001079
							Toluene	00108-88-3	0.010584	0.001510
							IBAC	00110-19-0	0.002520	0.000108
							BA	00123-86-4	0.056699	0.008098
							EA	00141-78-6	0.007560	0.001079
Auto Body	3357	65			9	Auto Body Shop	Xylene	01330-20-7	0.001134	0.000158
							Particulates	NY075-00-0	0.000126	0.000309
							Acetone	00067-64-1	0.007560	0.001079
							MEK	00078-93-3	0.007560	0.001079
							Toluene	00108-88-3	0.010584	0.001510
							IBAC	00110-19-0	0.002520	0.000108
							BA	00123-86-4	0.056699	0.008098

Source: PB, 2010

Notes:

EG = Emergency Generator

IBAC = Isobutyl Acetate

PERC= Tetrachloroethylene

GA = Glutaraldehyde

MEK= Methyl Ethyl Ketone

BA = Butyl Acetate

BBP = Butyl Benzyl Phthalate

EA = Ethyl Acetate

Table 3.17-23: Information on the Non-Permitted Industrial Sources (continued)

Facility Name	Facility Location			Permit #	Source ID	Assigned Source ID	Facility Type	Permit Information			
	Block	Lot	Address					Pollutant	CAS No.	Hourly Rate (g/sec)	Annual Rate (g/sec)
Auto Repair	3279	37	2801 Webster Avenue			10	Auto Body Shop	Acetone	00067-64-1	0.007560	0.001079
								MEK	00078-93-3	0.007560	0.001079
								Toluene	00108-88-3	0.010584	0.001510
								IBAC	00110-19-0	0.002520	0.000108
								BA	00123-86-4	0.056699	0.008098
								EA	00141-78-6	0.007560	0.001079
								Xylene	01330-20-7	0.001134	0.000158
Auto Parts	3279	37	2809 Webster Avenue			11	Auto Body Shop	Particulates	NY075-00-0	0.000126	0.000309
								Acetone	00067-64-1	0.007560	0.001079
								MEK	00078-93-3	0.007560	0.001079
								Toluene	00108-88-3	0.010584	0.001510
								IBAC	00110-19-0	0.002520	0.000108
								BA	00123-86-4	0.056699	0.008098
								EA	00141-78-6	0.007560	0.001079
John Joes Auto Repair	3357	23	3136 Webster Avenue			12	Auto Body Shop	Xylene	01330-20-7	0.001134	0.000158
								Particulates	NY075-00-0	0.000126	0.000309
								Acetone	00067-64-1	0.007560	0.001079
								MEK	00078-93-3	0.007560	0.001079
								Toluene	00108-88-3	0.010584	0.001510
								IBAC	00110-19-0	0.002520	0.000108
								BA	00123-86-4	0.056699	0.008098
EA	00141-78-6	0.007560	0.001079								
Xylene	01330-20-7	0.001134	0.000158								
Particulates	NY075-00-0	0.000126	0.000309								

Source: PB, 2010

Notes:

EG = Emergency Generator
IBAC = Isobutyl Acetate

PERC= Tetrachloroethylene
GA = Glutaraldehyde

MEK= Methyl Ethyl Ketone
BA = Butyl Acetate

BBP = Butyl Benzyl Phthalate
EA = Ethyl Acetate

Table 3.17-24: Cancer Risk and Non-Cancer Chronic Hazard Indexes of the Toxic Pollutants

CAS No.	Chemical Name	Estimated Concentrations	URF ($\mu\text{g}/\text{m}^3$) ¹⁽¹⁾	Source	Estimated Cancer Risk	RfC (mg/m^3) ⁽²⁾	Reference Source	Hazard Indexes
67-64-1	Acetone	5.2E-01				0.35	EPA IRIS ⁽³⁾	1.33E-02
71-43-2	Benzene	3.0E-05	7.8E-06	EPA IRIS ⁽³⁾	9.47E-11	0.03	EPA IRIS ⁽³⁾	1.45E-05
123-86-4	Butyl Acetate	3.7E+00				17	DAR-1 ⁽⁴⁾	3.48E-04
85-68-7	Butyl Benzyl Phthalate	9.3E-03	1.4E-06	DAR-1 ⁽⁴⁾	5.35E-09	0.7	EPA IRIS ⁽³⁾	5.51E-05
141-78-6	Ethyl Acetate	5.2E-01				3.4	DAR-1 ⁽⁴⁾	1.37E-03
111-30-8	Glutaraldehyde	2.9E-01				0.1	DAR-1 ⁽⁴⁾	3.19E-02
110-19-0	Isobutyl Acetate	5.2E-02				17	DAR-1 ⁽⁴⁾	2.73E-05
78-93-3	Methyl Ethyl Ketone	5.2E-01				5	EPA IRIS ⁽³⁾	9.93E-04
75-00-0	Particular Matter	4.2E-01				0.015	DAR-1 ⁽⁴⁾	3.94E-01
127-18-4	Tetrachloroethylene (PERC)	2.27E+00	5.9E-06	EPA IRIS ⁽³⁾	5.50E-06	0.4	EPA IRIS ⁽³⁾	5.44E-03
108-88-3	Toluene	1.2E+01				0.4	EPA IRIS ⁽³⁾	3.47E-01
108-38-3	Xylene, meta-	7.6E-02				0.1	EPA IRIS ⁽³⁾	6.80E-03
Total Cancer Risk					5.51E-06			
Total Non-Cancer Chronic Hazard Index					7.96E-01			

Source: PB, 2010

Notes:

1. URF = compound specific inhalation unit risk factor in $(\mu\text{g}/\text{m}^3)^{-1}$
2. RfC = reference dose concentration, established by the EPA, mg/m^3
3. EPA IRIS = Integrated Risk Information System
4. DAR-1 = Policy DAR-1 "Guidelines for the Control of Toxic Ambient Air Contaminants"

Table 3.17-25: Acute Non-Cancer Hazard Indexes of the Toxic Pollutants

CAS No.	Chemical Name	Estimated Concentrations	AIEC (mg/m ³) ⁽¹⁾	Source	Acute Hazard Indexes
67-64-1	Acetone	3.8E+01	475	EPA IRIS ⁽²⁾	7.31E-04
71-43-2	Benzene	6.6E-02	1.3	EPA IRIS ⁽²⁾	7.97E-04
123-86-4	Butyl Acetate	2.7E+02	95	DAR-1 ⁽³⁾	1.45E-01
85-68-7	Butyl Benzyl Phthalate	3.8E+00	15	EPA IRIS ⁽²⁾	1.36E-03
111-30-8	Glutaraldehyde	2.4E+00	20	DAR-1 ⁽³⁾	1.47E-03
78-93-3	Methyl Ethyl Ketone	3.8E+01	13	EPA IRIS ⁽²⁾	4.00E-02
75-00-0	Particular Matter	3.7E+00	0.16	DAR-1 ⁽³⁾	3.73E-01
127-18-4	Tetrachloroethylene	9.3E+00	20	EPA IRIS ⁽²⁾	7.38E-03
108-88-3	Toluene	1.2E+02	37	EPA IRIS ⁽²⁾	6.26E-02
108-38-3	Xylene, meta-	5.8E+00	22	EPA IRIS ⁽²⁾	2.37E-03
Total Non-Cancer Acute Hazard Index					6.3E-01

Source: PB, 2010

Notes:

1. AIEC = Acute Inhalation Exposure Concentrations, mg/ m³
2. EPA IRIS = Integrated Risk Information System
3. DAR-1 = Policy DAR-1 “Guidelines for the Control of Toxic Ambient Air Contaminants”

Green House Gas Emissions (GHGs)

The recently revised *CEQR Technical Manual* provides guidance for the preparation of a greenhouse gas consistency assessment. New York City has established a citywide greenhouse gas (GHG) reduction goal – targeting the reduction of GHG emissions to 30 percent below 2005 levels by 2030 – through Local Law 22 of 2008. According to the *2010 CEQR Technical Manual*, under certain circumstances, a GHG consistency assessment should analyze expected future GHG emissions with respect to this goal. However, the *CEQR Technical Manual* only recommends that a GHG consistency assessment be prepared for “those projects that have the greatest potential to produce GHG emissions that may result in inconsistencies with the GHG reduction goal to a degree considered significant and, correspondingly, have the greatest potential to reduce those emissions through the adoption of project measures and conditions.” These criteria do not apply to the Webster Avenue Rezoning, where the applicant, NYC Department of City Planning, does not control or own the affected sites. For this type of proposal, the *CEQR Technical Manual* instead recommends preparing an analysis of the proposal in relation to the City’s GHG reduction goal. This is done by both disclosing the estimated GHG emissions for the project, and assessing the project goals qualitatively.

The new *CEQR Technical Manual* provides guidance on how to approximate the operational and mobile source emissions likely to be generated from development induced by a rezoning. Operational emissions are estimated by using the values provided in table 18-3, “Carbon Intensity of New York City Buildings” in the *CEQR Manual*. Specifically, 9.43 kg CO₂e per square foot of commercial space and 6.59 kgCO₂e per square foot of residential space were assumed. Given that the proposed action would result in an incremental increase of 60,599 square feet of commercial space and 736,796 square feet of residential space, the proposed action would result in operational emissions of 571,449 kg CO₂e from the commercial development and 4,855,485 kg CO₂e from the residential development, for a total of 5,426,934 kg CO₂e. The mobile source emissions projected to occur from the project are provided in Table 3.17-26.

As described in section 2.0, Project Description, the proposed Webster Avenue Rezoning would encourage mixed-use, transportation-oriented development. Specifically, the proposed action is intended to shape Webster Avenue into a vibrant, inviting, and walkable residential and commercial corridor that would support the surrounding community in Bedford Park and Norwood. The proposed action is also intended to preserve low density development in the residential areas of Bedford Park and Norwood by shifting new development from the neighborhoods to the Webster Avenue corridor. By allowing a wider range of use and requiring active ground-floor uses with ample windows and street trees, the proposed action will allow redevelopment of the corridor into a more inviting pedestrian-friendly corridor with a greater array of services for residents, workers and visitors, to better connect surrounding institutions, parks and neighborhoods. This area is also well-served by transit. The Bronx is expected to grow by more than 124,000 residents by 2030. The Webster Avenue corridor is one area that can sustainably accommodate increasing residential population, with safe and healthy housing that is transit-accessible and supported by pedestrian-friendly retail. Based on the information above, the proposed action would provide opportunity for sustainable

development that would be both pedestrian-friendly and transit-accessible, and the proposed actions are considered consistent with the City's GHG reduction goal.

Table 3.17-26: Annual Carbon Dioxide Equivalent (CO₂e) Emissions

Manhattan					
Road type		Passenger Vehicle	Taxi	Truck	TOTAL
Local	CO ₂ e (metric tons)	-	-	-	-
Arterial	CO ₂ e (metric tons)	-	-	-	-
Int/Exp	CO ₂ e (metric tons)	-	-	-	-
TOTAL	CO ₂ e (metric tons)	-	-	-	-
Bronx, Brooklyn, Queens, Staten Island					
Road type		Passenger Vehicle	Taxi	Truck	TOTAL
Local	CO ₂ e (metric tons)	6.84	1.01	10.89	18.74
Arterial	CO ₂ e (metric tons)	10.61	1.56	17.95	30.12
Int/Exp	CO ₂ e (metric tons)	7.13	1.03	11.64	19.80
TOTAL	CO ₂ e (metric tons)	24.58	3.61	40.48	68.67

3.18 NOISE

INTRODUCTION

The proposed action would not result in significant adverse impacts related to noise. As described in Chapter 2.0, "Project Description," it would generate new, medium-to-high density residential and commercial uses along the existing Webster Avenue corridor. As part of the proposed action, (E) designations would be placed on the zoning map for select projected and potential development sites where there would be the potential for significant adverse noise impacts. Residential, commercial and community facility development on lots mapped with an (E) designation would be required to provide sufficient noise attenuation to maintain interior noise levels of 45 dBA or lower. The (E) designations on the projected and potential development sites would preclude the potential for the proposed action to result in significant adverse noise impacts.

This analysis was prepared to evaluate the potential effect of the proposed action on noise levels at existing and potential future noise sensitive locations in the surrounding area. Existing noise levels are predominantly the result of local vehicular traffic along Webster Avenue and to a lesser extent East Gun Hill Road. Also contributing to existing noise levels is the Metro-North Railroad, which runs east of Webster Avenue along the entire length of the study area. Future noise-sensitive locations include areas that may be redeveloped for residential, commercial or community facility uses.

In order to assess the potential for significant adverse noise impacts, an analysis was conducted that considers changes in noise due to increases in traffic and the introduction of sensitive receptors into an area with existing ambient noise levels that are classified as "Marginally Unacceptable" and "Clearly Unacceptable," as defined in the *2001 New York City CEQR Technical Manual*. The noise analysis addresses two factors: 1) the change in noise levels from the existing condition in the area as a result of the proposed action; and 2) the introduction of new sensitive receptors and the degree to which window-wall attenuation would provide acceptable interior noise levels.

No significant stationary sources of noise, industrial or otherwise, that would exist in the future Action year were identified within the project corridor. As a result, further analysis of stationary source noise was not conducted.

3.18.1 NOISE FUNDAMENTALS

Noise is "unwanted sound" and, by this definition, the perception of noise is a subjective process. Noise in the environment can be described by using three distinguishing characteristics: loudness, pitch, and time variation.

- The loudness or magnitude of noise is a measure of its intensity, and it is measured in units called decibels (dB). The decibel unit is based on a logarithmic scale, and it compresses a large range of sound pressures into manageable numbers. For

example, on the decibel scale, environmental noise ranges from 40 dB from the rustling of leaves to over 80 dB from a truck passage and up to 100 dB at the front rows of a rock concert. The louder the sound, the greater is its decibel value.

- Pitch describes the character and frequency content of noise. Measured in Hertz (Hz), the pitch is used to identify annoying characteristics of noise and help in determining appropriate mitigation to minimize annoyance. The human ear is sensitive to noise frequencies between 20 Hz (low-pitched noise) and 20,000 Hz (high-pitched noise). For example, a noise may be characterized as a low-pitched “rumble” from stereo sub-woofers or a high-pitched “whine” from a train whistle or a train wheel squeal.
- Time variation describes the pattern of the sound over the observation period. Time variation of environmental noise can be characterized as: 1) continuous, such as noise from a building ventilation fan; 2) intermittent, such as noise from a train passage; or 3) impulsive, like noise from a car backfire. Time variation is used in combination with loudness and pitch to determine the sound energy exposure from a particular noise during a period of time, such as a 24-hour day.

3.18.2 HUMAN PERCEPTION OF NOISE AND NOISE DESCRIPTORS

Since the human ear does not respond equally to all frequencies, measured sound levels (in decibel units at standard frequency bands) are often adjusted or weighted to correspond to the frequency response of human hearing. The weighted sound level is expressed in units called “A”-weighted decibels (dBA) and is measured with a calibrated noise meter. A ten dBA increase in noise level is generally perceived as a doubling of loudness, while a three dBA increase in noise is just barely perceptible to the human ear. Except in carefully controlled laboratory experiments, a change of one dBA cannot be perceived. A change in sound level of five dBA is subjectively noticeable. Typical A-weighted noise levels in the environment lie in the range of zero dBA (approximate threshold of hearing) to 120 dBA (jet aircraft at 500 feet).

The following A-weighted noise descriptors (noise metrics) are typically used to determine impacts from noise sources.

- L_{eq} represents the level of a constant noise containing the same acoustical energy as a fluctuating noise (e.g., highway traffic) observed during a given interval, typically one hour. The L_{eq} is commonly used to describe energy average levels at places with primarily daytime uses such as offices, schools, and churches. L_{eq} (1 ha) represents the cumulative noise exposure from all events averaged over one hour.
- L_{90} : Noise level in dBA exceeded 90 percent of the observation time. L_{90} is often considered to represent the “background” noise in a community.
- L_{10} : Noise level in dBA exceeded ten percent of the observation time. This unit is used in NYC CEQR regulations and establishes threshold levels for acceptable noise exposure.

Outdoor A-weighted sound levels were used in the measurements and analysis of the noise effects from the proposed action, as dBA correlates well with the human perception of noise. Noise descriptors selected for this analysis were the one-hour equivalent continuous noise level ($L_{eq(1hr)}$ in dBA), and the noise level exceeded ten percent of the time (L_{10} in dBA).

Criteria

The New York City Department of Environmental Protection (NYCDEP) Division of Noise Abatement sets standards for external noise exposure. These standards are classified into four main categories: “Acceptable”; “Marginally Acceptable”; “Marginally Unacceptable”; and “Clearly Unacceptable” (see Table 3.18-1). The 2001 *CEQR Technical Manual* provides guidance for assessing project-generated noise impacts at sensitive receptors based on the category of external noise exposure at these receptor sites. These guidelines are used in this analysis to determine the applicable interior noise levels of sensitive uses, including potential future residential sites based on external noise exposure. For example, at a potential residential site located within areas with “Marginally Unacceptable” external noise levels, a minimum of 30 to 35 dBA reduction below daytime external noise level would be required according to CEQR guidelines to satisfy the interior noise level criteria.

Under the *CEQR Technical Manual*, increases in daytime noise levels as a result of the proposed action are not considered significant unless the resulting noise levels exceed 65 dBA. At night and during the day where the noise levels in the future without the proposed action exceed 65 dBA, a three dBA increase is considered a significant adverse impact. In addition, the introduction of sensitive uses such as residences into an area with noise levels above 70 dBA constitutes a significant adverse impact unless interior noise levels for the buildings are attenuated to 45 dBA.

**Table 3.18-1
Noise Exposure Standards for Use in City Environmental Impact Reviews**

Receptor type	Time period	Acceptable General External Exposure	Airport Exposure ³	Marginally Acceptable General External Exposure	Airport Exposure ³	Marginally Unacceptable General External Exposure	Airport Exposure ³	Clearly Unacceptable General External Exposure	Airport Exposure ³
1. Outdoor area requiring serenity and quiet ²		$L_{10} \leq 55$ dBA	----- $L_{dn} \leq 60$ dBA -----						
2. Hospital, Nursing Home		$L_{10} \leq 55$ dBA		$55 < L_{10} \leq 65$ dBA	$65 < L_{10} \leq 80$ dBA	----- $60 < L_{dn} \leq 65$ dBA -----	-- (I) $65 < L_{dn} \leq 70$ dBA, (II) 70 dBA $\leq L_{dn}$ -----	$L_{10} > 80$ dBA	----- $L_{dn} \leq 75$ dBA -----
3. Residence, residential hotel or motel	7 AM - 10 PM	$L_{10} \leq 65$ dBA		$65 < L_{10} \leq 70$ dBA	$70 < L_{10} \leq 80$ dBA			$L_{10} > 80$ dBA	
	10 PM - 7 AM	$L_{10} \leq 55$ dBA		$55 < L_{10} \leq 70$ dBA	$70 < L_{10} \leq 80$ dBA			$L_{10} > 80$ dBA	
4. School, museum, library, court, house of worship, transient hotel or motel, public meeting room, auditorium, out-patient health facility		Same as Residential Day (7 AM - 10 PM)		Same as Residential Day (7 AM - 10 PM)	Same as Residential Day (7 AM - 10 PM)			Same as Residential Day (7 AM - 10 PM)	
5. Commercial or office		Same as Residential Day (7 AM - 10 PM)		Same as Residential Day (7 AM - 10 PM)	Same as Residential Day (7 AM - 10 PM)			Same as Residential Day (7 AM - 10 PM)	
6. Industrial, public areas only ⁴	Note 4	Note 4	Note 4	Note 4	Note 4				

Source:

New York City Department of Environmental Protection (adopted by DEP for use in CEQR-1983)

Notes:

- (I) In addition, any new activity shall not increase the ambient noise level by three dBA or more:
 1. Measurements and projections of noise exposures are to be made at appropriate heights above site boundaries as given by ANSI Standards; all values are for the worst hour in the time period.
 2. Tracts of land where serenity and quiet are extraordinarily important and serve an important public need and where the preservation of these qualities is essential of the area to serve its intended purpose. Such areas could include amphitheatres, particular parks or portions of parks or open spaces dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet. Examples are grounds for ambulatory hospital patients and patients and residents of sanitariums and old-age homes.
 3. One may use FAA-approved Land contours supplied by the Port Authority, or the noise contours may be computed from the federally approved INM Computer Model using flight data supplied by the Port Authority of New York and New Jersey.
 4. External Noise Exposure standards for industrial areas of sounds produced by industrial operations other than operating motor vehicles or other transportation facilities are spelled out in the New York City Zoning Resolution, Sections 42-20 and 42-21. The referenced standards apply to M1, M2, and M3 manufacturing districts and to adjoining residence districts (performance standards are octave band standards).

3.18.3 TRAFFIC NOISE ASSESSMENT

EXISTING CONDITIONS

Short-Term Noise Monitoring Locations

Information about land use in the proposed rezoning area and trip assignments for potential future uses were reviewed to select monitoring sites and assess future noise impacts on sensitive sites. The eight monitoring sites depicted on Figure 3.18-1 are representative of the existing and future noise sensitive land uses in the area and of locations where project induced vehicle trips are expected, and could result in an increase in noise. Measured noise levels represent the existing noise exposure conditions at these locations. Noise monitoring was performed in November 2009. For the purposes of analyzing the proposed action, the time periods chosen for noise monitoring included AM peak (7 to 10 AM), Midday Peak (11 AM to 2 PM) and PM peak (4 to 7 PM). These time periods are the peak hours when the majority of existing and future project-generated traffic, would be passing by these locations. The AM and PM monitoring takes into account the peak work week and school traffic, while Midday monitoring takes into account potential increases in retail traffic. The duration of the measurements was 20 minutes and simultaneous traffic counts were taken. In addition to $L_{eq}(h)$ and L_{10} noise levels, other statistical noise descriptors (L_1 , L_{50} , L_{90} , L_{max} and L_{min}) were also sampled at all locations for all time periods. For the proposed action, the analysis of potential noise impacts utilized the L_{10} and $L_{eq}(h)$ descriptors. Other noise descriptors collected during the monitoring program were collected to assist in the characterization of the existing noise environment.

The monitored noise levels are summarized in Table 3.18-2.

24-Hour Noise Monitoring Locations

In addition to the short-term noise measurements, 24-hour noise measurements were taken at two selected representative locations. These measurements take into account all existing noise, not only during the peak-hour periods but during off-peak periods. The measured noise levels represent existing traffic noise along neighborhood streets as well as other ambient noise sources such as overhead flights, Metro-North Railroad trains and other random local off-peak noise sources. The *CEQR Technical Manual* identifies 45 dBA as the acceptable limit for interior noise levels. As a result, when monitored noise levels would result in the 45 dBA interior noise limit being exceeded, appropriate attenuation at the project site must be considered. Measurements were taken at the LaSorsa Automobile Dealership (3510 Webster Avenue) and Pioneer Supermarkets (410 Bedford Park Boulevard). The sites were chosen primarily due to their proximity to Metro-North Railroad train operations. These train operations contribute substantially to neighborhood noise levels, particularly during peak hours. The locations are also representative of some of the proposed project's sensitive land uses and thus they are locations that could experience some of the worst noise conditions.

Equipment Used in Noise Monitoring

Noise measurements were taken with a Larson & Davis Model 820 Type I sound level meter. A windscreen was placed over the microphone for all measurements. The meter was properly calibrated for all measurements using a Larson & Davis Model Cal250 calibrator. There were no significant variances between the beginning and ending calibration measurements. Weather conditions during all measurements consisted of sunny skies and temperatures of approximately 40 - 45 degrees Fahrenheit.

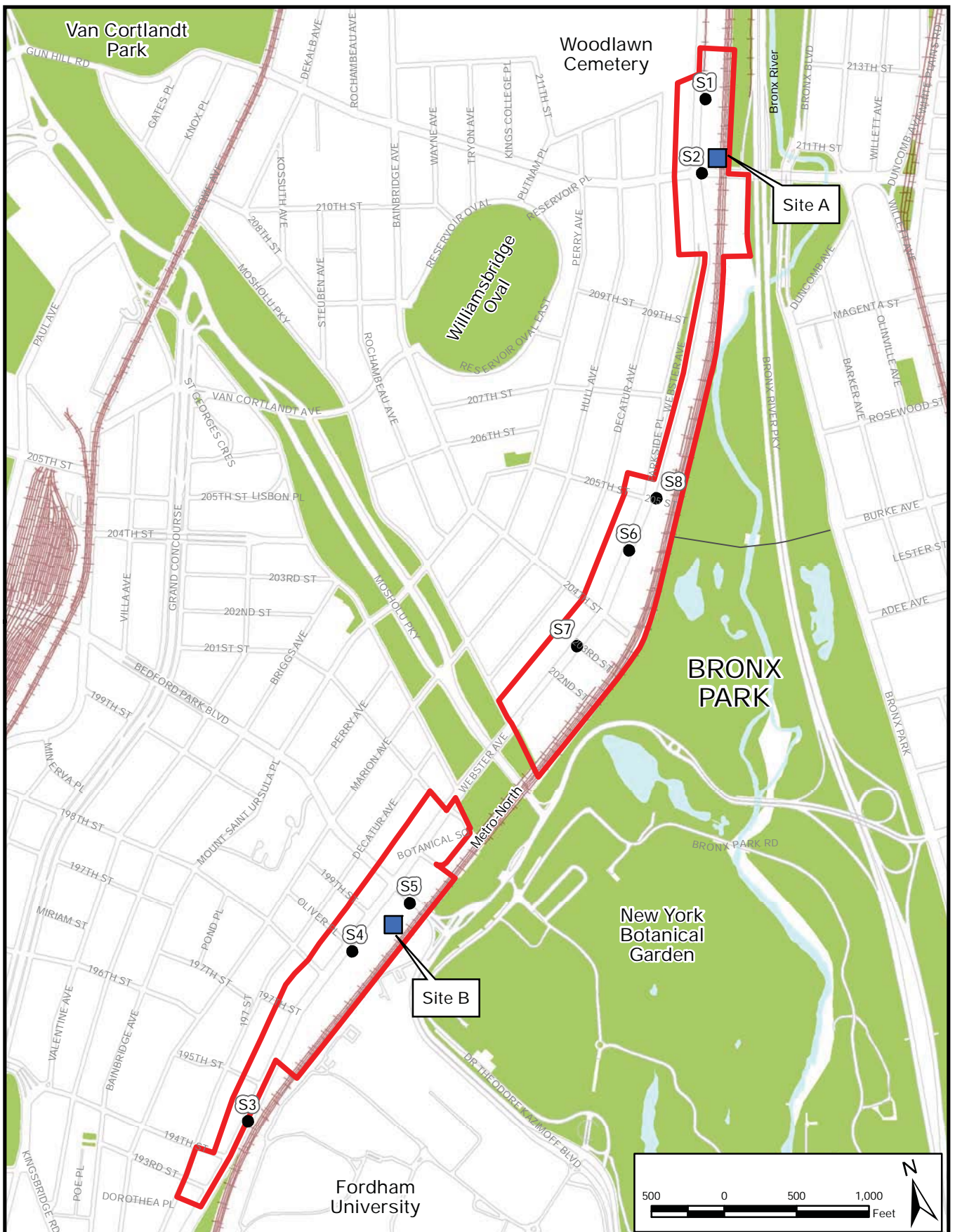
**Table 3.18-2:
Existing Short-term Noise Levels at Monitoring Sites S1 through S8 ^{1,2}**

Site #	Location	Measurement Times ³	Existing Noise Level					CEQR Noise Exposure Category
			LEQ1	L1	L10	L50	L90	
S1	3540 Webster Avenue between East Gun Hill Road and East 211 th Street	AM	69.4	79.7	72.7	65.9	61.3	Marginally Unacceptable
		MD	68.2	77.4	71.6	64.9	60.1	
		PM	71.3	78.4	74.1	69.9	63.8	
S2	3510 Webster Avenue @ East Gun Hill Road & Webster Avenue	AM	74.7	84.2	75.9	71.2	66.4	Marginally Unacceptable
		MD	72.7	80.9	75.6	70.8	66.6	
		PM	73.5	82.5	75.9	71.4	67.8	
S3	2657 Webster Avenue between East 194 th Street & East 195 th Street	AM	74.8	84.1	78.6	70.8	62.5	Marginally Unacceptable
		MD	71.3	79.6	74.4	69.3	63.5	
		PM	74.7	82.5	75.2	69.0	62.5	
S4	2996 Webster Avenue between East 198 th Street & Olive Place	AM	72.3	81.3	75.7	69.5	61.3	Marginally Unacceptable
		MD	71.7	79.9	74.9	70.3	65.7	
		PM	72.8	79.4	74.5	69.0	60.4	
S5	447 Bedford Park Boulevard between Webster Avenue & Dr Theodore Kazimiroff Boulevard	AM	77.2	89.0	80.6	68.1	62.0	Clearly Unacceptable
		MD	71.4	82.8	73.5	68.0	63.7	
		PM	72.8	84.3	74.3	69.2	64.7	
S6	3130 Webster Avenue between East 204 th Street & East 205 th Street	AM	73.4	82.3	75.7	69.8	63.5	Marginally Unacceptable
		MD	71.2	78.8	74.9	69.0	62.2	
		PM	72.1	81.1	75.6	69.1	64.7	
S7	3092 Webster Avenue between East 203 rd Street & East 204 th Street	AM	71.5	82.1	74.1	68.0	61.5	Marginally Unacceptable
		MD	69.4	79.2	72.2	67.0	60.2	
		PM	69.7	78.8	72.0	67.5	60.7	
S8	3168 Webster Avenue @ East 205 th Street	AM	71.4	79.2	74.7	69.6	62.5	Marginally Unacceptable
		MD	72.0	79.4	75.7	70.2	61.3	
		PM	74.1	82.6	76.8	72.1	68.2	

¹ Noise exposure category classification was based on the highest noise level measured during any of the three time periods

² Monitoring conducted November 2009.

³ Noise measurements were conducted for 20 minutes during the applicable periods



Legend

- Noise Monitoring Sites
- 24-Hour Sites
- ▭ Webster Avenue Rezoning Area

Figure 3.18-1: Noise Monitoring Locations

Webster Avenue Rezoning

NYC Department of City Planning

Results of Baseline Noise Measurements

Short-Term

As noted, the baseline noise measurements are presented above in Table 3.18-2. In this table, the categorization of the monitoring sites is based on *CEQR Technical Manual* noise exposure standards (refer to Table 3.18-1). Daytime noise levels at all of the receptor sites are fairly typical of noise levels in the study area. A steady background noise exists at all locations, due to consistent traffic movement on streets in and around the proposed action area. Areas of the study area to the east of Webster Avenue are also affected by residual noise from the Metro-North Railroad train. The full impact of the train noise was captured by 24-hour monitoring described below. The background noise level L_{90} (lowest average minimum level) is in the range of 60.1 to 68.2 dBA. The highest L_{10} monitored noise level was measured during the AM peak period at site S5 (a location which is adjacent to the Metro-North Railroad rail line) where the L_{10} noise level was 80.6 dBA. This level of exposure places this site, in the CEQR defined “Clearly Unacceptable” category. The remaining noise sites are within the CEQR defined “Marginally Unacceptable” category.

24-Hour

The monitoring results at two 24-hour sites show high levels of existing noise. Peak noise levels are comparable to levels recorded during peak-traffic hours for the short-term monitoring program. As shown in Table 3.18-3, a maximum noise level (L_{10}) of 77.7 dBA was recorded at Site A - the LaSorsa Automobile Dealership, between 6 PM and 7 PM. This noise level falls within the CEQR threshold range of “marginally unacceptable” noise exposure. Ten additional time periods during the 24-hour period were also categorized as “marginally unacceptable.” The remaining monitored noise levels, during the 24-hour period, all fall within the CEQR “marginally acceptable” range.

The second 24-hour noise measurement, taken at Site B, the Pioneer Supermarkets, resulted in a maximum noise level (L_{10}) of 76.6 dBA, recorded between 6 and 7 PM. This noise level also falls within the CEQR threshold range of “marginally unacceptable” noise exposure. The remaining monitored noise levels, during the 24-hour period, all fall below within either the CEQR “marginally acceptable” or “marginally unacceptable” ranges.

**Table 3.18-3:
Monitored 24-hour Noise Measurements**

Site A LaSorsa Automobile Dealership (3510 Webster Avenue)			Site B Pioneer Supermarkets (410 Bedford Park Boulevard)		
Start Hour	L _{eq}	L ₁₀	Start Hour	L _{eq}	L ₁₀
1:00 PM	70.3	68.0	2:00 PM	68.4	71.2
2:00 PM	69.2	68.5	3:00 PM	69.3	72.4
3:00 PM	71.0	72.5	4:00 PM	70.4	73.7
4:00 PM	72.8	74.9	5:00 PM	71.8	75.8
5:00 PM	73.5	75.9	6:00 PM	72.2	76.6
6:00 PM	74.0	77.7	7:00 PM	70.5	74.7
7:00 PM	73.7	76.2	8:00 PM	68.9	71.9
8:00 PM	68.9	70.4	9:00 PM	67.7	70.0
9:00 PM	69.9	68.2	10:00 PM	68.1	69.9
10:00 PM	68.7	68.2	11:00 PM	64.2	67.1
11:00 PM	65.8	64.5	12:00 AM	65.3	66.5
12:00 AM	65.3	63.4	1:00 AM	69.6	72.4
1:00 AM	63.5	61.0	2:00 AM	60.4	63.1
2:00 AM	62.0	60.9	3:00 AM	57.8	59.2
3:00 AM	58.3	59.3	4:00 AM	58.8	59.9
4:00 AM	58.2	60.9	5:00 AM	64.5	67.6
5:00 AM	65.9	64.0	6:00 AM	68.8	71.8
6:00 AM	70.5	70.5	7:00 AM	72.2	76.1
7:00 AM	74.3	77.4	8:00 AM	72.1	76.5
8:00 AM	74.2	77.6	9:00 AM	71.5	75.0
9:00 AM	72.5	74.3	10:00 AM	69.0	71.9
10:00 AM	71.8	74.5	11:00 AM	68.4	71.4
11:00 AM	67.6	67.4	12:00 PM	67.5	70.1
12:00 PM	68.8	69.1	1:00 PM	68.2	70.9

3.18.4 FUTURE WITHOUT THE PROPOSED ACTION

As per *CEQR Technical Manual* guidelines, in order to predict the noise levels in the future without the proposed action, monitored noise levels were projected to the 2020 year levels by using a proportional modeling technique, which takes into account the increases in traffic associated with area growth. First, future traffic volumes were obtained by adding 2020 traffic volumes absent the proposed action to the existing baseline conditions. Then, vehicular traffic volumes under the existing and future without the proposed action conditions were converted into Passenger Car Equivalent (PCE) values. For this conversion, one medium truck is estimated to generate the noise equivalent of 13 cars, one bus is estimated to generate the noise equivalent of 18 cars, and one heavy truck generated the noise equivalent of 47 cars. Noise levels in the future without the proposed action are calculated using the following equation:

$$\text{Future No Action Noise Level} = 10 * \log \left(\frac{\text{NoAction PCE}}{\text{Existing PCE}} \right) + \text{Existing Noise Level}$$

In the existing condition (refer again to Table 3.18-2), peak hour L_{10} noise levels range from the “Marginally Acceptable” to the “Clearly Unacceptable” category at all monitored sites. Future noise levels absent the proposed action, as shown in Table 3.18-4, would be higher than the existing noise levels at all monitoring sites, with increases in the range of 0.5 to 0.9 dBA. As a result, all eight sites would experience minor noise increases which are well below the threshold of human perception.

3.18.5 FUTURE WITH THE PROPOSED ACTION

In order to predict noise levels in the future with the proposed action, the additional increase in traffic noise associated with the proposed action was added to the existing traffic noise condition. Traffic volumes utilized in the mobile source noise analyses, for the future with the proposed action were based on unmitigated traffic conditions. Using the methodology previously used to calculate future traffic noise absent the proposed action, there would be no perceptible increases in traffic noise levels at the Projected and Potential Development Sites as a result of increases in traffic associated with the proposed action (see Table 3.18-4). At all eight sites, the increase in noise level conditions in the future with the proposed action compared to noise levels absent the proposed action is predicted to be no more than 0.2 dB. The level of noise increase at these locations would be considered insignificant and imperceptible. Therefore, as result of the proposed action, the increase in the proposed action noise level over the No Action noise level would not exceed the three dBA CEQR threshold at any of the receptor sites. Significant adverse noise impacts from mobile sources are not predicted to occur.

**Table 3.18-4:
Existing and Future Traffic Noise Levels (L_{eq}) at Monitored Sites ¹**

Noise Site #	Site Description	Peak Traffic Time Period	Existing PCEs ¹	Future No Action PCEs ¹	Future Proposed Action PCEs ¹	Existing Noise Level (dBA)	Predicted Future No Action Noise Level Leq (dBA)	Proposed Action Leq Noise Level (dBA)	Future Proposed Action Minus Future No Action (dBA)	Impact (Yes/No)
1	3540 Webster Avenue between East Gun Hill Road and East 211 th Street	PM	968	1,197	1,232	71.3	72.2	72.3	0.1	No
2	3510 Webster Avenue @ East Gun Hill Road & Webster Avenue	AM	7,592	8,666	8,727	74.7	75.3	75.3	0.0	No
3	2657 Webster Avenue between East 194 th Street & East 195 th Street	AM	5,051	5,875	5,999	74.8	75.5	75.5	0.0	No
4	2996 Webster Avenue between East 198 th Street & Olive Place	AM	2,633	3,085	3,230	72.3	73.5	73.7	0.2	No
5	447 Bedford Park Boulevard between Webster Avenue & Dr Theodore Kazimiroff Boulevard	AM	4,199	4,718	4,867	77.2	77.7	77.8	0.1	No
6	3130 Webster Avenue between East 204 th Street & East 205 th Street	AM	3,243	3,948	3,909	73.4	74.3	74.2	-0.1	No
7	3092 Webster Avenue between East 203 rd Street & East 204 th Street	AM	3,701	4,380	4,319	71.5	72.2	72.2	0.0	No
8	3168 Webster Avenue @ East 205 th Street	PM	3,146	3,659	3,670	74.1	74.8	74.8	0.0	No

¹ For impact assessment, the highest measured hourly level for the entire day, AM Peak (7 AM to 10 AM), Midday Peak (12 PM to 2 PM) and PM Peak (4 PM to 7 PM), was used for each location to calculate change in noise level from calculated PCEs for the existing, the no-build and the build conditions.

3.18.6 SENSITIVE RECEPTOR ASSESSMENT

Based on the Reasonable Worst Case Development Scenario (RWCDs) the proposed action would allow for the introduction of new sensitive receptors into an area with high existing ambient noise levels. As indicated in Table 3.18-1, the existing noise levels range from "Marginally Unacceptable" to "Clearly Unacceptable" at the sites where residential, commercial or community facility use is part of the projected development.

The existing L_{10} noise levels at 6 of the 8 monitoring sites and the future L_{10} noise levels at 40 of the 49 projected and potential development sites exceed 75 dBA. The proposed action would include projected and potential sites requiring window-wall attenuation ranging from 35 dBA to 40 dBA for the exterior facades of the affected developments in order to achieve a 45 dBA interior noise level (Table 3.18-5). An (E) designation for these sites would preclude the potential for significant adverse noise impacts.

**Table 3.18-5:
Required Attenuation Values to Achieve Acceptable Interior Noise Levels**

	Marginally Acceptable	Marginally Unacceptable		Clearly Unacceptable		
Noise level with proposed action	$65 < L_{10} \leq 70$	$70 < L_{10} \leq 75$	$75 < L_{10} \leq 80$	$80 < L_{10} \leq 85$	$85 < L_{10} \leq 90$	$90 < L_{10} \leq 95$
Attenuation	25 dBA	30 dBA	35 dBA	40 dBA	45 dBA	50 dBA

Source: New York City Department of Environmental Protection

Window-wall attenuation requirements based on future Action L_{10} noise levels are shown in Table 3.18-6 for the 8 noise monitoring sites. Also provided in Table 3.18-6 are L_{10} noise levels for the future without the proposed action. L_{10} noise levels for the future both with and without the proposed action were derived from their corresponding L_{eq} noise levels, also shown in Table 3.18-6, by adding to the L_{eq} noise levels the difference between the existing L_{10} and L_{eq} . This methodology assumes that while traffic volumes may increase in future years for individual traffic segments, the relationship between the L_{eq} and L_{10} noise levels monitored for the existing condition will remain consistent in future years. To properly assess potential impacts on the development sites, the attenuation requirements predicted for the monitoring sites were used and applied as shown in Tables 3.18-7 and 3.18-8. The corresponding required (E) designations for the projected and potential development sites are described below and also shown in Tables 3.18-7 and 3.18-8. The closed window condition at these sites can be maintained only by providing an alternate means of ventilation for the interior spaces. Details of window insulation include:

- Sound attenuation of 35 dBA would be required for sites where future noise levels would be between 75 dBA and 80 dBA, and for all residential sites in

mixed-use districts. This can be achieved through installing double-glazed windows on a heavy frame in masonry structures or windows consisting of laminated glass.

- Sound attenuation of 40 dBA would be required where future noise levels would be between 80 dBA and 85 dBA. This requires the use of noise attenuation measures that typically exceed standard practice for new construction. Achieving the 40 dBA attenuation would require the placement of acoustically well-sealed 0.25" laminated storm sash 1.5" to 3" from single glazed window on wood or metal frame.

**Table 3.18-6:
Required Window Attenuation Values for Monitored sites S1 through S8 ***

Noise Site	Leq No Action Noise Levels (dBA)	L10 No Action Noise Levels (dBA) ^{1,3}	Change in noise level due to change in Traffic PCEs (dBA)	Leq Action Noise Levels (dBA)	L10 Action Noise Levels (dBA) ³	Required Window Attenuation (dBA)
S1	72.2	75.0	0.1	72.3	75.1	35
S2	75.3	76.5	0.0	75.3	76.5	35
S3	75.5	79.3	0.0	75.5	79.3	35
S4	73.5	75.2	0.2	73.7	75.4	35
S5	77.7	81.1	0.1	77.8	81.2	40
S6	74.3	76.6	-0.1	74.2	76.5	35
S7	72.2	74.8	0.0	72.2	74.8	35 ²
S8	74.8	77.5	0.0	74.8	77.5	35

* An (E) designation associated with these build L₁₀ noise levels would preclude the potential for adverse noise impacts.
¹ The CEQR Technical Manual states "L₁₀ values can be calculated by adding the difference between the L₁₀ and Leq descriptors found to exist in the measurement program to the calculated No Action Leq noise level." For example, for S1 the difference between L₁₀ and Leq in the measurement program is 74.1-71.3=2.8. Future calculated no-action L₁₀ is 72.2+2.8=75.0.
² The required window attenuation for monitoring S7 was conservatively increased since the Build L₁₀ noise level was close to the next attenuation category.
³ Both No Action and Action L₁₀ noise levels were derived from their corresponding No Action and Action Leq noise levels, by adding to the Leq noise levels the difference between the existing monitored L₁₀ and Leq. Please see narrative above this Table for details.

For projected and potential development site locations including block and lot numbers and attenuation requirements, see Table 3.18-7 (Projected Development Sites) and 3.18-8 (Potential Development Sites).

**Table 3.18-7:
Required Attenuation Values for Projected Development Sites ¹**

<i>Dev. Site Number</i>	<i>Address</i>	<i>Governing Monitoring Sites</i>	<i>Block</i>	<i>Lot</i>	<i>Proposed Zoning</i>	<i>Build Condition Max L₁₀ (dBA)</i>	<i>Attenuation Required (dB)</i>
01	a WEBSTER AVENUE	S4, Site B	3273	85	C4-5D	75.4 / 76.6	35
02	a WEBSTER AVENUE	S4, Site B	3273	105	C4-5D	75.4 / 76.6	35
	b 2800 WEBSTER AVENUE	S4, Site B	3273	109		75.4 / 76.6	35
03	a 2846 WEBSTER AVENUE	S4, Site B	3273	114	C4-5D	75.4 / 76.6	35
10	a 417 EAST 202 STREET	S7, Site B	3330	40	R7D	74.8 / 76.6	35
	b 415 EAST 202 STREET	S7, Site B	3330	42		74.8 / 76.6	35
	c 413 EAST 202 STREET	S7, Site B	3330	43		74.8 / 76.6	35
11	a 3074 WEBSTER AVENUE	S7	3330	50	R7D	74.8	35
	b 3076 WEBSTER AVENUE	S7	3330	51		74.8	35
12	a 3084 WEBSTER AVENUE	S7	3330	52	R7D	74.8	35
13	a 3100 WEBSTER AVENUE	S7	3330	68	R7D	74.8	35
14	a 3021 WEBSTER AVENUE	S7	3331	80	R7D	74.8	35
15	a 3071 WEBSTER AVENUE	S7	3331	64	R7D	74.8	35
16	a 3095 WEBSTER AVENUE	S7	3331	53	R7D	74.8	35
17	a 3118 WEBSTER AVENUE	S6, Site A	3357	7	R7D	76.5 / 77.7	35
18	a WEBSTER AVENUE	S6, Site A	3357	12	R7D	76.5 / 77.7	35
	b 3124 WEBSTER AVENUE	S6	3357	15		76.5	35
19	a 3126 WEBSTER AVENUE	S6, Site A	3357	16	R7D	76.5 / 77.7	35
	b 3128 WEBSTER AVENUE	S6, Site A	3357	18		76.5 / 77.7	35
	c 3132 WEBSTER AVENUE	S6, Site A	3357	21		76.5 / 77.7	35
20	a WEBSTER AVENUE	S8, Site A	3357	37	R7D	77.5 / 77.7	35
	b WEBSTER AVENUE	S8, Site A	3357	52		77.5 / 77.7	35
	c WEBSTER AVENUE	S8, Site A	3357	53		77.5 / 77.7	35
	d WEBSTER AVENUE	S8, Site A	3357	54		77.5 / 77.7	35
21	a 3184 WEBSTER AVENUE	S8, Site A	3357	55	R7D	77.5 / 77.7	35
22	a 3530 WEBSTER AVENUE	S1, Site A	3360	50	C4-4	75.1 / 77.7	35
23	a 3509 WEBSTER AVENUE	S1, S2	3356	214	C4-4	75.1 / 76.5	35
24	a 3556 WEBSTER AVENUE	S1, Site A	3360	62	C4-4	75.1 / 77.7	35

¹ The representative monitoring sites are shown next to the address

² When the existing monitored 24-hour L₁₀ noise level affecting the proposed development site would be greater than the predicted Project Action L₁₀ noise level, the attenuation value was based on the existing 24-hour L₁₀ noise level. Note that since the 24-hour noise level is only slightly higher than the peak hour representative site noise level, the resulting attenuation for both would be the same.

**Table 3.18-8:
Required Attenuation Values for Potential Development Sites¹**

<i>Dev. Site Number</i>	<i>Address</i>	<i>Governing Monitoring Sites</i>	<i>Block</i>	<i>Lot</i>	<i>Proposed Zoning</i>	<i>Build Condition Max L₁₀ (dBA)</i>	<i>Attenuation Required (dB)</i>	
102	a	2637 WEBSTER AVENUE	S3	3277	41	R7D	79.3	35
	b	2633 WEBSTER AVENUE	S3	3277	45		79.3	35
103	a	2651 WEBSTER AVENUE	S3	3277	36	R7D	79.3	35
	b	2649 WEBSTER AVENUE	S3	3277	40		79.3	35
104	a	2669 WEBSTER AVENUE	S3	3277	28	R7D	79.3	35
105	a	2737 WEBSTER AVENUE	S4	3278	33	R7D	75.4	35
106	a	390 EAST 197 STREET	S4	3278	31	R7D	75.4	35
107 ³	a	2856 WEBSTER AVENUE	S4, Site B	3273	118	C4-5D	75.4 / 76.6	35
	b	410 BEDFORD PARK BLVD	S4, S5, Site B	3273	122		75.4/81.2/76.6	37.2 on north facade, 35 on all others
	c	2870 WEBSTER AVENUE	S4, S5	3273	128		75.4 / 81.2	37.2 on north facade, 35 on all others
112	a	3055 WEBSTER AVENUE	S7	3331	74	R7D	74.8	35
	b	3041 WEBSTER AVENUE	S7	3331	75		74.8	35
113	a	3087 WEBSTER AVENUE	S7	3331	57	R7D	74.8	35
115	a	410 EAST 203 STREET	S7, Site A	3330	55	R7D	74.8 / 77.7	35
	b	414 EAST 203 STREET	S7, Site A	3330	57		74.8 / 77.7	35
116	a	3136 WEBSTER AVENUE	S6, Site A	3357	23	R7D	76.5 / 77.7	35
117	a	3138 WEBSTER AVENUE	S6, Site A	3357	25	R7D	76.5 / 77.7	35
118	a	3150 WEBSTER AVENUE	S6, Site A	3357	28	R7D	76.5 / 77.7	35
119	a	3158 WEBSTER AVENUE	S6, Site A	3357	32	R7D	76.5 / 77.7	35
	b	3160 WEBSTER AVENUE	S6, Site A	3357	33		76.5 / 77.7	35
120	a	WEBSTER AVENUE	S2	3355	136	R7A	77.5	35
121	a	370 EAST GUN HILL ROAD	S2	3355	116	C4-4	76.5	35
122	a	3525 WEBSTER AVENUE	S1	3356	206	C4-4	75.1	35
123	a	3547 WEBSTER AVENUE	S1	3356	200	C4-4	75.1	35
124	a	3500 WEBSTER AVENUE	S2, Site A	3360	33	C4-4	76.5 / 77.7	35
	b	3510 WEBSTER AVENUE	S2, Site A	3360	38		76.5 / 77.7	35
	c	3522 WEBSTER AVENUE	S1, Site A	3360	44		75.1 / 77.7	35
125	a	2768 WEBSTER AVENUE	S4, Site B	3273	100	C4-5D	76.6 / 75.4	35

¹ The representative monitoring sites are shown next to the address.

² When the existing monitored 24-hour L₁₀ noise level affecting the proposed development site would be greater than the predicted Project Action L₁₀ noise level, the attenuation value was based on the existing 24-hour L₁₀ noise level. Note that since the 24-hour noise level is only slightly higher than the peak hour representative site noise level, the resulting attenuation for both would be the same.

³ The analysis for this site has been done in accordance with the 2010 New York City CEQR Technical Manual

The following sites require 37.2 dBA of noise attenuation on façades that front on Bedford Park Boulevard, and 35 dBA on other façades, in order to avoid the potential for significant adverse impacts related to noise. The proposed action includes (E) designations as shown in Table 3.18-9, on the following properties:

**Table 3.18-9:
Sites Requiring (E) Designation with 37.2 dBA Noise
Attenuation ¹**

Potential Development Sites		
Development Site	Block	Lot(s)
107	3273	122, 128

¹ Window-wall attenuation of 37.2 dBA would be required for the building façade which fronts on Bedford Park Boulevard, where as all other facades would require 35 dBA window-wall attenuation

The text of the (E) designation for noise for the above properties would be as follows:

In order to ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 37.2 dB(A) window-wall attenuation on any building façade which fronts Bedford Park Boulevard as well as a minimum of 35 dB(A) window-wall attenuation on any other building façade, in order to maintain an interior noise level of 45 dB(A). In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning or air conditioning sleeves containing air conditioners or HUD-approved fans.

The following sites require 35 dBA of noise attenuation in order to avoid the potential for significant adverse impacts related to noise. The proposed action includes (E) designations, as shown in Table 3.18-10, on the following properties:

Table 3.18-10:		
Sites Requiring (E) Designation with 35 dBA Noise Attenuation		
Projected Development Sites		
Development Site	Block	Lot(s)
01	3273	85
02	3273	105, 109
03	3273	114
04	3278	88
05	3278	84, 85
06	3278	80, 81, 82, 83
07	3279	50
08	3280	52, 55
09	3280	45, 46, 48, 49
10	3330	40, 42, 43
11	3330	50, 51
12	3330	52
13	3330	68
14	3331	80
15	3331	64
16	3331	53
17	3357	7
18	3357	12, 15
19	3357	16, 18, 21
20	3357	37, 52, 53, 54
21	3357	55
22	3360	50
23	3356	214
24	3360	62
Potential Development Sites		
101	3276	1
102	3277	41, 45
103	3277	36, 40
104	3277	28
105	3278	33
106	3278	31
107	3273	118
108	3280	65, 67
109	3280	58, 61
110	3280	42
111	3280	37, 39
112	3331	74, 75
113	3331	57

**Table 3.18-10 (continued):
Sites Requiring (E) Designation with 35 dBA Noise Attenuation**

114	3331	45, 48,
115	3330	55, 57
116	3357	23
117	3357	25
118	3357	28
119	3357	32, 33
120	3355	136
121	3355	116
122	3356	206
123	3356	200
124	3360	33, 38, 44
125	3273	100

The text of the (E) designation for noise for the above properties is as follows:

In order to ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 35 dB(A) window-wall attenuation in all façades in order to maintain an interior noise level of 45 dB(A). In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning or air conditioning sleeves containing air conditioners or HUD-approved fans.

With the attenuation measures specified above, the proposed rezoning would not result in any significant adverse noise impacts, and would meet CEQR guidelines.

CONCLUSION

The proposed action would not result in significant adverse impacts related to noise. The proposed action would generate new residential, commercial and community facility uses in an area that is currently characterized by low- to medium-density residential and commercial development. As discussed above, as part of the proposed action, (E) designations would be placed on the zoning map for select projected and potential development sites to avoid the potential for significant adverse noise impacts. Residential, commercial and community facility development on lots mapped with an (E) designation would be required to provide sufficient noise attenuation to maintain interior noise levels of 45 dBA or lower, and the proposed action would not result in significant adverse noise impacts. As part of the proposed action, mixed use zoning districts would be created within the project boundaries. These mixed use districts would require at least a 35 dBA level of attenuation and therefore, properties within these mixed use districts would not be subject to any (E) designations.

3.19 CONSTRUCTION IMPACTS

INTRODUCTION

Construction impacts, although temporary, can have a disruptive and noticeable effect on the adjacent community and passing pedestrians. This chapter assesses the potential impacts of the construction of buildings expected to result from the proposed action.

As discussed below, construction-related activities resulting from the proposed action are not expected to have any significant adverse impacts on any impact categories.

METHODOLOGY

This EAS provides an assessment of the existing and future conditions with and without the proposed action. The following is a discussion of the potential effects associated with construction-related activities, including traffic, air quality, noise, archaeological resources, historic resources, natural resources, and hazardous materials.

FUTURE CONDITION WITH THE PROPOSED ACTION

The proposed action would result in the construction of new residential and commercial buildings. As described in Chapter 2.0, "Project Description," the anticipated developments are expected to be medium to high density, with buildings ranging between 95 feet in height along Webster Avenue at the southern end of the rezoning area, and 55 feet in height along Webster Avenue at the northern end of the rezoning area.

Construction on the 24 projected development sites is assumed to be completed in the ten years following the adoption of the proposed action. In addition, there are 25 potential development sites considered less likely to be developed over the ten-year analysis period, but which are considered potential sites for future development.

The sections below discuss the potential impacts resulting from the construction of the projected development sites as described in the Reasonable Worst Case Development Scenario (RWCDs) presented in Chapter 2.0, "Project Description."

3.19.1 CONSTRUCTION SCHEDULE AND ACTIVITIES

The RWCDs presented in Chapter 2.0, "Project Description," does not describe which of the sites would be developed first or assume a particular sequence of development. However, it is assumed that construction of all projected development sites would likely be completed by 2020. While market considerations will determine the demand for new residential and commercial development, it is reasonable to assume that a number of projected development sites may be under construction at the same time. However, given the wide geographic distribution of the projected development sites along the linear Webster Avenue corridor, this is not expected to result in a clustering of

construction activities at any given location at any one time within the proposed action area.

Construction activities would normally take place Monday through Friday, although the delivery/installation of certain critical equipment could occur on weekend days. Construction staging would most likely occur on the projected and potential development sites themselves and may, in some cases, extend within portions of sidewalks, and curb and travel lanes of public streets adjacent to the construction sites. Any sidewalk or street closures require the approval of the New York City Department of Transportation's Office of Construction Management and Coordination (NYCDOT-OCMC), the entity that ensures that critical arteries are not interrupted, especially during peak travel periods.

Builders would be required to plan and carry out noise and dust control measures during construction. In addition, there would be requirements for street crossing and entrance barriers, protective scaffolding, and strict compliance with all applicable construction safety measures.

Following is a general outline of typical scheduling for the projected development sites. It should be noted, however, that the duration and extent of new construction activities would vary based on which site is being developed.

- *Months 1-4:* Site clearance, excavation, and foundation. The first four months of construction would entail site clearance; digging, pile driving, pile capping, and excavation for the foundation; dewatering (to the extent required), and reinforcing and pouring of the foundation. Typical equipment used for these activities would include excavators, backhoes, tractors, pile drivers, hammers, and cranes. Trucks would arrive at the site with pre-mixed concrete and other building materials, and would remove any excavated material and construction debris.
- *Months 5-10:* Erection of the superstructure and underground parking foundation, where applicable. Once the foundations have been completed, the construction of the building's steel framework, parking lots, ramps and decking would take place. This process involves the installation of beams, columns and decking, and would require the use of cranes, derricks, hoists, and welding equipment.
- *Months 11-24:* Façade and roof construction, mechanical installation, interior and finishing work. This would include the assembly of exterior walls and cladding; installation of heating, ventilation and air conditioning (HVAC) equipment and ductwork; installation and checking of elevator, utility, and life safety systems; and work on interior walls and finishes. During these activities, hoists and cranes would continue to be used, and trucks would remain in use for material supply and construction waste removal.

3.19.2 POTENTIAL IMPACTS DURING CONSTRUCTION

Historic Resources

Archeological Resources

As described in Chapter 3.6, “Historic Resources,” the NYC Landmarks Preservation Commission (LPC) reviewed the proposed action area to determine the potential archaeological sensitivity of the area. This was done to determine if the projected and potential developments could affect archaeological resources, as construction activities could result in excavation or other in-ground disturbance. LPC determined that the development sites are not archaeologically sensitive and therefore the proposed action would have no construction-related significant adverse impact on archaeological resources.

Architectural Resources

One designated resource is located within 90 feet of projected or potential development sites: Woodlawn Cemetery, bounded by East 233rd Street, East 211th Street, Webster Avenue, and Jerome Avenue/Bainbridge Avenue (Historic Resource #10, State/National Register listed), which is within 90 feet of, and across the street from, projected development site 24 (see Chapter 3.6, “Historic Resources” for more information). As the southeast corner of Woodlawn Cemetery (which includes retaining walls of rusticated stone) is within 90 feet of a projected or potential development site, there would be potential for it to be adversely affected by construction activities at the development site without preventative measures in place. The City has procedures for avoidance of damage to structures from adjacent construction with added protection for designated historic resources, which would be afforded to Woodlawn Cemetery, as it is listed on the State and National Registers.

Building Code section 27-166 (C26-112.4) serves to protect buildings by requiring that all lots, buildings, and service facilities adjacent to foundation and earthwork areas be protected and supported in accordance with the requirements of Building Construction Subchapter 7 and Building Code Subchapters 11 and 19. In addition, the New York City Department of Buildings’ *Technical Policy and Procedure Notice (TPPN) #10/88*, supplements these procedures by requiring a monitoring program to reduce the likelihood of construction damage to adjacent NYCLPC-designated or S/NR-listed historic structures (within 90 feet). This monitoring program will detect at an early stage the beginnings of damage so that construction procedures can be changed. With these measures, significant, adverse construction-related impacts are not expected to Woodlawn Cemetery.

As none of the eligible or potentially eligible resources are located within 90 feet of projected or potential development sites, they would not be subject to potential inadvertent construction-related damage. Therefore, no significant adverse

construction-related impacts to eligible or potentially eligible resources would occur as a result of the proposed action.

Natural Resources

As discussed in Chapter 3.9, “Natural Resources,” the projected developments would occur on sites that have been previously disturbed and developed. Accordingly, as the locations affected by action-generated construction do not contain any important natural resources, the proposed action is not expected to result in any significant adverse construction impacts related to natural resources.

As discussed in Chapter 3.11, “Waterfront Revitalization Program,” a portion of the proposed action area, located east of Webster Avenue and north of Mosholu Parkway, is within the designated boundaries of the NYC Coastal Zone. Therefore, this portion of the rezoning area within the Coastal Zone was evaluated to determine the consistency of the proposed action with the policies of the NYC Local Waterfront Revitalization Program (LWRP). Based on the assessment, the proposed action was determined to be consistent with the policies of the LWRP.

Hazardous Materials

As described in Chapter 3.10, “Hazardous Materials,” for 61 out of 80 tax lots examined (comprising 40 projected and potential development sites), (E) designations are recommended as part of the proposed zoning. The (E) designation requires that pre-development activities at each site include a Phase 1 Environmental Site Assessment and, if necessary, a sampling protocol and remediation to the satisfaction of the New York City Department of Environmental Protection (NYCDEP) before the issuance of a building permit. Recommendations for (E) designations are based on whether the projected and potential development sites may have been adversely affected by current or historical uses at, adjacent to, or within 400 feet of these sites. By placing (E) designations on sites where there is a known or suspect environmental concern, the potential for an adverse impact to human health and the environment resulting from the proposed action is avoided. The (E) designation provides the City with the mechanism for addressing environmental conditions so that significant adverse impacts do not occur as a result of site development.

Demolition of interiors, portions of buildings or entire buildings are regulated by the NYC Buildings Department requiring abatement of asbestos prior to any intrusive construction activities including demolition. OSHA regulates construction activities to prevent excessive exposure of workers to contaminants in the building materials including lead in paint. New York State Solid Waste regulations control where demolition debris and contaminated materials associated with construction are handled and disposed of. Adherence to these existing regulations would prevent impacts from development activities at any of the projected and potential development sites in the proposed action area.

With the requirements of the (E) designation on development sites, there would be no construction-related significant adverse impacts from the potential presence of contaminated materials.

Traffic and Parking

The proposed action would result in higher density residential and commercial development on 24 projected development sites in the ten years following the adoption of the proposed action. These developments would replace existing uses on the development sites, including automotive-related and storage, commercial retail, office, parking facilities, and vacant lots. Construction of the projected developments anticipated to result from the proposed action would generate trips resulting from arriving and departing construction workers, movement of materials and equipment, and removal of construction waste. Construction would likely occur between 7:00 AM and 4:00 PM. Construction workers would typically arrive before the AM peak commuter period and depart before the PM peak hour, and therefore would not represent a substantial increment during the area's peak travel periods. Truck movements typically would be spread throughout the day on weekdays, and would generally occur between the hours of 7:00 AM and 4:30 PM. Wherever possible, the scheduling of deliveries and other construction activities would take place during off-peak travel hours.

Construction activities may result in short-term disruption of both traffic and pedestrian movements at the development sites. This would occur primarily due to the temporary loss of curbside lanes from the staging of equipment and the movement of materials to and from the site. Additionally, construction at times would result in temporary closings of sidewalks adjacent to the sites.

These conditions would be temporary and not result in significant adverse impacts on traffic and transportation conditions. NYCDOT-OCMC issues permits for any street/sidewalk closures after evaluation of traffic and pedestrian conditions.

Construction workers would use either public transportation or private automobile to travel to and from the development sites. As with other workers in the area, parking demand may be accommodated either on-street or at public off-street parking facilities available in the area. However, as discussed in Chapter 3.15, "Traffic and Parking," the parking analysis indicated that a high utilization of existing parking supply is evident in the study area and that off-street availability is limited and expected to become more so in the future. Therefore, it may be necessary for construction workers to seek parking beyond the parking study area radius of a ¼-mile from any construction site within the rezoning area.

Overall, no construction-related significant adverse impacts to traffic and/or parking would be expected to occur as a result of the proposed action.

Air Quality

Construction activity has the potential to impact local air quality due to fugitive dust (particulate) emissions from land clearing operations and mobile source emissions (hydrocarbons, nitrogen oxide, and carbon monoxide).

Fugitive Emissions

Fugitive dust emissions could occur from land clearing, excavation, hauling, dumping, spreading, grading, compaction, wind erosion, and traffic over unpaved areas. Actual quantities of emissions depend on the extent and nature of the land clearing operations, the type of equipment employed, the physical characteristics of the underlying soil, the speed at which construction vehicles are operated, and the type of fugitive dust control methods employed. The United States Environmental Protection Agency (USEPA) has suggested, in general, an overall emission rate of about 1.2 tons of particulate matter per acre per month of active construction from all phases of land clearing operations with no fugitive dust control measures. However, this is a national estimate and actual emissions would vary widely depending on many factors, including the intensity and type of land clearing operations. Much of the fugitive dust generated by construction activities consists of relatively large-size particles, which are expected to settle within a short distance from the construction site and to not significantly impact nearby buildings or people. All appropriate fugitive dust control measures—including watering of exposed areas and dust covers for trucks—would be employed during construction of the development sites. Therefore, the fugitive source emissions generated by the proposed action would not be significant.

Mobile Source Emissions

Mobile source emissions may result from the operation of construction equipment, trucks delivering materials and removing debris, workers' private vehicles, or occasional disruptions in traffic near the construction site. Localized increases in mobile source emissions would be minimized by following standard traffic maintenance requirements, such as:

- Construction requiring temporary street closings would be performed during off-peak hours wherever possible;
- The existing number of traffic lanes would be maintained to the maximum extent possible; and
- Idling of delivery trucks or other equipment would not be permitted during unloading or other inactive times.

The number of construction-related vehicle trips generated by the proposed action would be relatively small. Additionally, the emissions from such vehicles as well as from construction equipment would occur over the ten years following the adoption of the proposed action and be dispersed throughout the proposed action area and vicinity. Therefore, there would be no construction-related significant adverse impacts from potential mobile source emissions.

Noise

The operation of construction equipment on the projected development sites, as well as construction and delivery vehicles traveling to and from the sites, could temporarily impact noise and vibration levels in the community during the construction period. The severity of impacts from these noise sources would depend on the noise characteristics of the equipment and activities involved, the construction schedule, and the distance to potentially sensitive noise receptors.

Noise and vibration levels at a given location are dependent on the kind and number of pieces of construction equipment being operated, as well as the distance from the construction site (refer to Table 3.19-1). Noise caused by construction activities would vary widely, depending on the phase of construction—land clearing and excavations, foundation and capping, erection of structural steel, construction of exterior walls, etc.—and the specific task being undertaken.

Construction noise associated with the proposed action is expected to be similar to noise generated by other residential and commercial construction projects in the city. Increased noise levels caused by construction activities can be expected to be most significant during the early phases of construction. The most significant noise source associated with the construction equipment would be the use of pile drivers. This intrusive noise would be heard by the employees at surrounding businesses and the residents who live nearby the development sites; however, this construction noise would be temporary in nature.

Increases in noise levels caused by delivery trucks and other construction vehicles would not be significant. Small increases in noise levels are expected to be found near a few defined truck routes and the streets in the immediate vicinity of the development sites.

**Table 3.19-1:
Noise Emission Reference Levels
(A-weighted decibels with RMS "slow" time constant)**

Equipment Description	Usage Factor (%)	L _{max} @ 50 Feet
All Other Equipment > 5 HP	50	85
Auger Drill Rig	20	85
Backhoe	40	80
Bar Bender	20	80
Blasting	N/A	94
Boring Jack Power Unit	50	80
Chain Saw	20	85
Clam Shovel (dropping)	20	93
Compactor (ground)	20	80
Compressor (air, less than or equal to 350 cfm)	40	53
Compressor (air, greater than 350 cfm)	40	58
Concrete Batch Plant	15	83
Concrete Mixer Truck	40	85
Concrete Pump Truck	20	82
Concrete Saw	20	90
Crane	16	85
Dozer	40	85
Drill Rig Truck	20	84
Drum Mixer	50	80
Dump Truck	40	84
Dumpster/Rubbish Removal	20	78
Excavator	40	85
Flat Bed Truck	40	84
Front End Loader	40	80
Generator	50	82
Generator (< 25 KVA, VMS signs)	50	70
Gradall	40	85
Grader	40	85
Grapple (on Backhoe)	40	85
Horizontal Boring Hydr. Jack	25	80
Hydra Break Ram	10	90
Impact Pile Driver	20	95
Jackhammer	20	73
Man Lift	20	85
Mounted Impact Hammer (Hoe Ram)	20	90
Pavement Scarafier	20	85
Paver	50	85
Pickup Truck	40	55
Pneumatic Tools	50	85
Pumps	50	77
Refrigerator Unit	100	82
Rivet Buster / Chipping Gun	20	85
Rock Drill	20	85
Roller	20	85
Sand Blasting	20	85
Scraper	40	85
Shears (on Backhoe)	40	85
Slurry Plant	100	78
Slurry Trenching Machine	50	82

**Table 3.19-1 (cont'd):
Noise Emission Reference Levels
(A-weighted decibels with RMS "slow" time constant)**

Equipment Description	Usage Factor (%)	L _{max} @ 50 Feet
Soil Mix Drill Rig	50	80
Tractor	40	84
Vacuum Excavator (Vac-truck)	40	85
Vacuum Street Sweeper	10	80
Ventilation Fan	100	85
Vibrating Hopper	50	85
Vibratory Concrete Mixer	20	80
Vibratory Pile Driver	20	95
Warning Horn	5	85
Water Jet Deleading	20	85
Welder / Torch	40	73

Notes: As per Local Law 113 §24-228(a)(1) *Construction, Exhausts, and other Devices*, "Sound, other than impulsive sound, attributable to the source or sources, that exceeds 85 dBA as measured 50 or more feet from the source or sources at a point outside the property line where the source or sources are located or as measured 50 or more feet from the source or sources on a public right-of-way" is prohibited.

^A Indicates the value is from Local Law 113; other values are from Chapter §28-109, Appendix.

^B Impact Device

Sources: Local Law 113 and the New York City Department of Environmental Protection Notice of Adoption of Rules for Citywide Construction Noise Mitigation: Chapter §28-109, Appendix.

Construction noise is regulated by the New York City Noise Control Code and by USEPA noise emission standards for construction equipment. These local and federal requirements mandate that certain classifications of construction equipment and motor vehicles meet specified noise emissions standards; that, except under exceptional circumstances, construction activities be limited to weekdays between the hours of 7:00 AM and 6:00 PM; and that construction material be handled and transported in such a manner as not to create unnecessary noise. These regulations would be followed. In addition, appropriate low-noise emission level equipment and operational procedures would be used. Compliance with noise control measures would be ensured by directives to the construction contractor.

Thus, while there may be short periods of time when noise is greater than the Noise Control Code, these regulations would be followed in such a manner that no significant adverse impacts would be expected to result from the proposed action.

CONCLUSION

Construction-related activities resulting from the proposed action are not expected to result in any significant adverse impacts.

3.20 PUBLIC HEALTH

INTRODUCTION

The proposed action would not result in significant adverse impacts to public health.

METHODOLOGY

The *CEQR Technical Manual* states that a public health assessment may not be necessary for many proposed actions, but a thorough consideration of health issues should be documented. In determining whether a public health assessment is appropriate, the following impact categories are considered in the assessment below: air quality, hazardous materials, solid waste and sanitation, and noise.

AIR QUALITY

Whether increased vehicular traffic or emissions from stationary sources would result in significant adverse air quality impacts.

The potential for these impacts was examined in Chapter 3.17, "Air Quality." With the attenuation measures specified in Chapter 3.17, the proposed action would not have any significant adverse air quality impacts from mobile sources, and would meet regulatory guidelines.

No exceedances of the NAAQS are predicted as a result of emissions from projected development site HVAC systems (project-on-project impacts and impacts on existing land uses), with the implementation of (E) designations on several of the projected and potential development sites. These (E) designations would require a specific fuel type and/or a minimum offset distance for stack locations. The result of analysis provided in Chapter 3.17, "Air Quality," is that, with the proposed (E) designations, the heating emissions of these developments do not have the potential to significantly impact existing or future anticipated nearby land uses. In addition, the analysis determined that heating emissions from existing land uses do not have the potential to result in significant adverse air quality impacts on projected and potential developments.

An analysis of the cumulative impacts of industrial sources on projected development sites was also performed, as detailed in Chapter 3.17. The result of the screening level air toxics analysis is that no exceedance of a New York State Department of Environmental Conservation (NYSDEC) short-term guideline concentrations (SGC) or an annual guideline concentration (AGC) acceptable limit was predicted, and that the total hazard index impact of the non-carcinogenic toxics pollutants emitted from all of the sources combined is well below the level of 1.0 that is considered by the United States Environmental Protection Agency (USEPA) to be significant. In addition, the total estimated cancer risk increase from all carcinogens emitted by the identified facilities combined is below the significant threshold level acceptable to USEPA, NYSDEC, and NYCDEP. Therefore, no significant adverse impacts are expected related to air quality.

Potentially significant adverse impacts to sensitive receptors from odors.

No new odor sources would be created as a result of the proposed action. Therefore, the proposed action would not have significant adverse impacts to sensitive receptors from odors.

HAZARDOUS MATERIALS

If there is an increased potential for exposure to contaminants in soil or dust or vapor infiltration from contaminants within a building or underlying soil that may result in significant adverse hazardous materials or air quality impacts.

As described in detail in Chapter 3.10, “Hazardous Materials,” the proposed action has the potential to result in an increased human exposure to potential contaminants in soil or dust during construction and potentially during occupancy at a number of projected and potential development sites. Prior to construction, further investigation would be performed on each development site to determine the presence and nature of contamination of concern and the proper remedial and/or health and safety measures that would be employed during redevelopment.

As listed in Appendix E Table 1 “Hazardous Materials Screening,” (E) designations are recommended for all 61 of the 80 tax lots in the proposed action. The eligible sites recommended for (E) designations are based on whether the sites may have been adversely affected by existing or historical uses at, or adjacent to, these sites. By placing (E) designations on sites where there is a known or suspected environmental concern and the potential for an adverse impact to human health and the environment resulting from the proposed action may be avoided. The (E) designation provides the City with a mechanism for oversight of environmental conditions so that significant adverse impacts do not occur as a result of site development.

An (E) designation requires that pre-development activities at each site include a Phase 1 environmental site assessment, and, if necessary, a sampling protocol and remediation to the satisfaction of the NYCDEP before the issuance of a building permit (pursuant to Section 11-15 of the Zoning Resolution—Environmental Requirements). The (E) designation also requires mandatory construction-related health and safety plans, which must also be approved by DEP.

SOLID WASTE AND SANITATION

Solid waste management practices that could attract vermin and result in an increase in pest populations.

No solid waste management practices are proposed beyond those which occur at most residential and commercial uses found in the City. These practices would include all contemporary solid waste collection and containment practices and conformance with the laws of the New York City Board of Health. Development pursuant to the proposed action would occur in an area which is currently served by the New York City Department of Sanitation residential trash and recycling pickups. As discussed in Chapter 3.13, “Solid Waste and Sanitation Services,” the proposed action would not affect the delivery of these services, or

place a significant burden on the City's solid waste management system. No significant adverse impacts are expected.

NOISE

Potentially significant adverse impacts to sensitive receptors from noise.

The proposed action would facilitate residential and commercial development in an area with high ambient noise levels, due to the presence of manufacturing, commercial, and transportation and utility land uses, and proximity to major transportation infrastructure. The potential for noise impacts was examined in Chapter 3.18, "Noise." As such, the results show that the development of the projected development sites with residential and commercial uses would exceed 70 dBA. These sites would be suitable for residential and commercial uses only by providing window-wall attenuation for the exterior façade of the affected developments in order to achieve a 45 dBA interior noise level or lower. An (E) designation for these sites would preclude the potential for significant adverse noise impacts. The closed window condition at these sites can be maintained only by providing an alternate means of ventilation for the interior spaces. With the attenuation measures specified in Chapter 3.18, the proposed action would not have any significant adverse noise impacts, and would meet CEQR guidelines.

CONCLUSION

No activities are proposed that would exceed accepted City, State, or federal standards with respect to public health or result in activities which result in significant public health concerns. For the reasons stated above, a full assessment of potential impacts on public health is not necessary and no significant adverse impacts are expected as a result of the proposed action.

APPENDICES
to the
ENVIRONMENTAL ASSESSMENT STATEMENT
for the
WEBSTER AVENUE REZONING

JULY 2010

PREPARED BY:
STV Incorporated
PB Americas
HDR Incorporated

Appendix A
Proposed Zoning Text Amendment

Webster-Norwood-Bedford Park

Rezoning TEXT

DRAFT 2 – 2010.04.14

Matter in underline is new, to be added;

Matter in ~~strikeout~~ is to be deleted;

Matter with ## is defined in Section 12-10;

* * * indicates where unchanged text appears in the Zoning Resolution

Article II

Residence District Regulations

* * *

Chapter 3

Bulk Regulations for Residential Buildings in Residence Districts

* * *

23-144

In designated areas where the Inclusionary Housing Program is applicable

In #Inclusionary Housing designated areas#, as listed in the following table, the maximum permitted #floor area ratios# shall be as set forth in Section 23-942 (In Inclusionary Housing designated areas). The locations of such districts are specified in Section 23-922 (Inclusionary Housing designated areas).

Community District	Zoning District
Community District 1, Bronx	R6A R7-2 R7A R7X R8A
Community District 4, Bronx	R8A R9D
<u>Community District 7, Bronx</u>	<u>R7D</u>
Community District 1, Brooklyn	R6 R6A R6B R7A R7-3
Community District 2, Brooklyn	R7A R8A R9A
Community District 3, Brooklyn	R7D
Community District 6, Brooklyn	R7-2
Community District 7, Brooklyn	R7A R8A
Community District 14, Brooklyn	R7A
Community District 3, Manhattan	R7A R8A R9A
Community District 6, Manhattan	R10
Community District 7, Manhattan	R9A
Community District 2, Queens	R7X

* * *

APPENDIX F: Inclusionary Housing Designated Areas

* * *

The Bronx

* * *

The Bronx Community District 4

In the R7D Districts within the areas shown on the following Maps 1, 2 and 3:

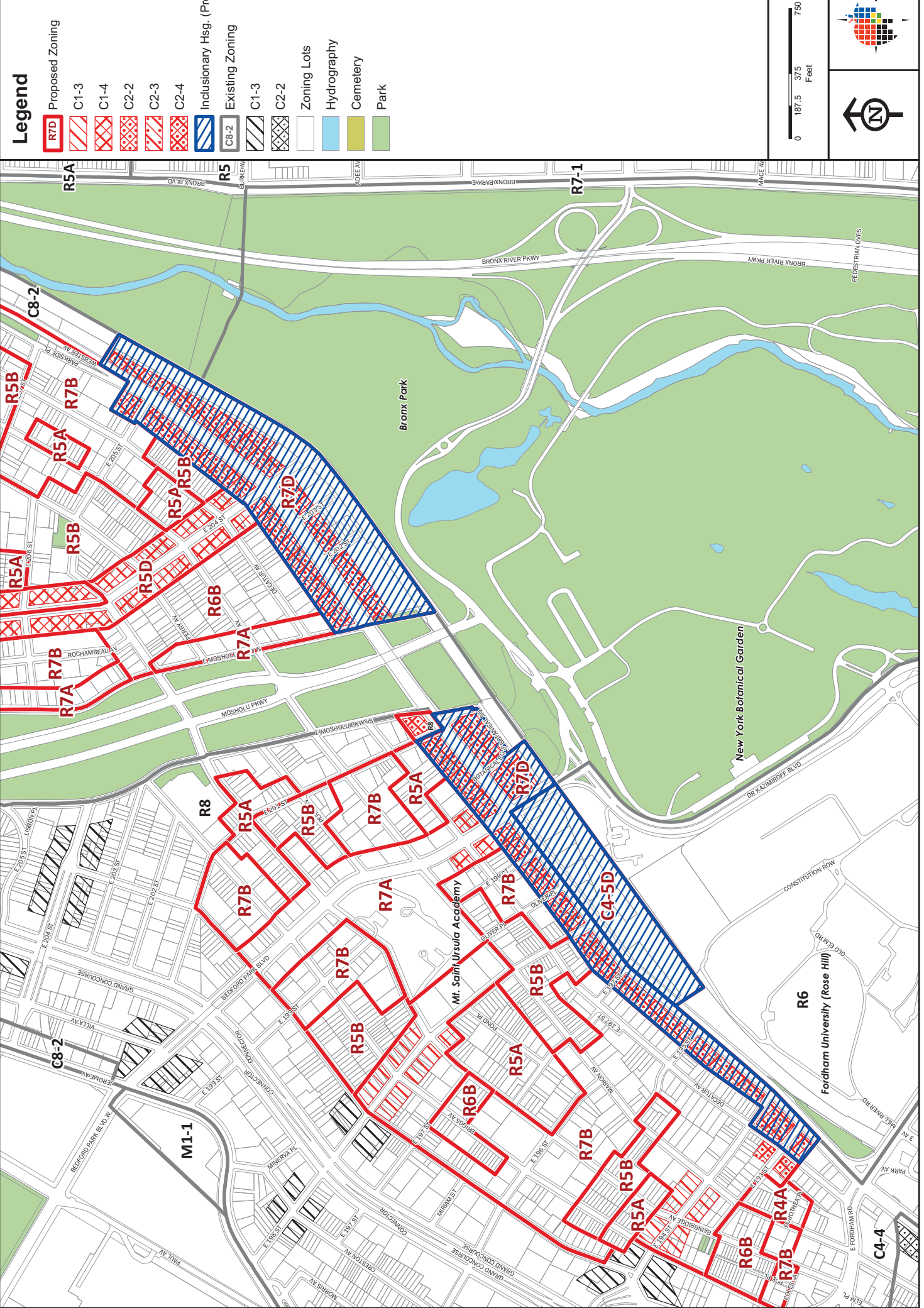
PROPOSED INCLUSIONARY HOUSING DISTRICT

Webster Avenue/Bedford Park/Norwood Zoning Study

July 2010

COMMUNITY DISTRICT 7 & 12 • THE BRONX

- Legend**
- Proposed Zoning
 - C1-3
 - C1-4
 - C2-2
 - C2-3
 - C2-4
 - Inclusionary Hsg. (Prop.)
 - Existing Zoning
 - C1-3
 - C2-2
 - Zoning Lots
 - Hydrography
 - Cemetery
 - Park



Appendix B
RWCDS Tables

Appendix C
Agency Correspondence



STV Incorporated

225 Park Avenue South
New York, New York 10003
(212)777-4400 fax:(212)529-5237

March 1, 2010

Commanding Officer – Deputy Inspector John D’Adamo
52nd Precinct
3016 Webster Avenue
Bronx, NY 10467

Attention: Deputy Inspector John D’Adamo

Reference: Proposed Webster Avenue Rezoning

Subject: Police Protection Services for the proposed Webster Avenue Rezoning Project, which is located in Bronx Community District 7, generally bounded by the Metro-North Harlem Railroad to the east, Fordham and East Kingsbridge Road to the south, East 213th Street to the north, and a line approximately midway between Webster Avenue and Decatur Avenue to the west.

Dear Deputy Inspector D’Adamo:

The New York City Department of City Planning has contracted STV Incorporated to perform an environmental assessment for the proposed rezoning and redevelopment of approximately 25 blocks in Bronx Community District 7. The proposed project is expected to result in new development including 738 dwelling units, and approximately 97,000 square feet of new commercial, industrial and community facility space.

As part of the environmental assessment, we seek the opinion of the New York City Police Department as to whether or not the proposed project will adversely impact the ability of the New York City Police Department to provide police protection to its service area. The attached map shows the project site..

Should you have any questions, please contact me at (646) 602.5874. Thank you for your assistance in this matter.

Very truly yours,

STV Incorporated

Christina Alexiou-Hidalgo, Senior Planner



STV Incorporated

225 Park Avenue South
New York, New York 10003
(212)777-4400 fax:(212)529-5237

March 1, 2010

Mr. Robert Sweeney, Chief of Operations
New York City Fire Department
Bureau of Operations
9 Metrotech Center
Brooklyn, NY 11201

Attention: Robert Sweeney, Chief of Operations

Reference: Proposed Webster Avenue Rezoning

Subject: **Fire Protection Services for the proposed Webster Avenue Rezoning Project, which is located in Bronx Community District 7, generally bounded by the Metro-North Harlem Railroad to the east, Fordham and East Kingsbridge Road to the south, East 213th Street to the north, and a line approximately midway between Webster Avenue and Decatur Avenue to the west.**

Dear Chief Sweeney:

The New York City Department of City Planning has contracted STV Incorporated to perform an environmental assessment for the proposed rezoning and redevelopment of approximately 25 blocks in Bronx Community District 7. The proposed project is expected to result in new development including 738 dwelling units, and approximately 96,000 square feet of new commercial, industrial and community facility space.

As part of the environmental assessment, we seek the opinion of the New York City Fire Department as to whether or not the proposed project will adversely impact the ability of the New York City Fire Department to provide fire protection to its service area. The attached map shows the project site located in the western Bronx.

Should you have any questions, please contact me at (646) 602.5874. Thank you for your assistance in this matter.

Very truly yours,

STV Incorporated

Christina Alexiou-Hidalgo, Senior Planner

New York State Dept. Of Environmental Conservation
Division of Fish, Wildlife & Marine Resources
New York Natural Heritage Program
625 Broadway, Albany, New York 12233-4757
Phone: (518) 402-8935 • **FAX:** (518) 402-8925
www.dec.state.ny.us



March 4, 2010

Shannon Bonifacio
H D R
500 7th Avenue
New York City, NY 10018-4502

Dear Ms. Bonifacio:

In response to your recent request, we have reviewed the New York Natural Heritage Program database with respect to an Environmental Assessment for the proposed Rezoning of an area within the Bronx - Webster Ave/Bedford Park/Norwood - as indicated on the map you provided, located in Bronx Borough.

Enclosed is a report of rare or state-listed animals and plants, significant natural communities, and other significant habitats, which our databases indicate occur, or may occur, on your site or in the immediate vicinity of your site. For most sites, comprehensive field surveys have not been conducted; the enclosed report only includes records from our databases. We cannot provide a definitive statement as to the presence or absence of all rare or state-listed species or natural communities. This information should not be substituted for on-site surveys that may be required for environmental impact assessment.

The enclosed report may be included in documents that will be available to the public. However, any enclosed maps displaying locations of rare species are considered sensitive information, and are intended only for the internal use of the recipient; they should not be included in any document that will be made available to the public, without permission from the New York Natural Heritage Program.

The presence of the plants and animals identified in the enclosed report may result in this project requiring additional review or permit conditions. For further guidance, and for information regarding other permits that may be required under state law for regulated areas or activities (e.g. regulated wetlands), please contact the appropriate NYS DEC Regional Office, Division of Environmental Permits, as listed at www.dec.ny.gov/about/39381.html.

Our databases are continually growing as records are added and updated. If this proposed project is still under development one year from now, we recommend that you contact us again so that we may update this response with the most current information.

Sincerely,


Tara Salerno, Environmental Review Specialist
New York Natural Heritage Program 

Enc.

cc: Reg. 2, Wildlife Mgr.

Natural Heritage Report on Rare Species and Ecological Communities



NY Natural Heritage Program, NYS DEC, 625 Broadway, 5th Floor,
Albany, NY 12233-4757
(518) 402-8935

HISTORICAL RECORDS

The following plants and animals were documented in the vicinity of the project site at one time, but have not been documented there since 1979 or earlier.

There is no recent information on these plants and animals in the vicinity of the project site and their current status there is unknown. In most cases the precise location of the plant or animal in this vicinity at the time it was last documented is also unknown and therefore location maps are generally not provided.

If appropriate habitat for these plants or animals is present in the vicinity of the project site, it is possible that they may still occur there.

Natural Heritage Report on Rare Species and Ecological Communities



DRAGONFLIES and DAMSELFLIES

Cordulegaster obliqua

Arrowhead Spiketail	NY Legal Status: Unlisted	NYS Rank: S2S3 - Imperiled	Office Use 12582
	Federal Listing:	Global Rank: G4 - Apparently secure	
	Last Report: 1913-pre	EO Rank: Historical, no recent information	
	County: Bronx, Westchester		
	Town: New York City (Bronx County), Yonkers - City		
	Location: Van Cortlandt Park and Bronx Park		
	Directions: From Interstate 95, take exit 4B and travel north on the Bronx River Parkway. Follow the parkway north for approximately 0.5 mi to the Brox Park. Continue north for approximately 2.5 mi and turn left onto Gun Hill Road. Follow the Gun Hill Road west for 0.75 mi and Van Cortlandt Park which is on the north side of the road.		
	General Quality and Habitat: The dragonflies were collected in two city parks. The location in Bronx park was near a bear den that was later discovered.		

VASCULAR PLANTS

Agastache nepetoides

Yellow Giant-hyssop	NY Legal Status: Threatened	NYS Rank: S2S3 - Imperiled	Office Use 3415
	Federal Listing:	Global Rank: G5 - Secure	
	Last Report: 1901-09-26	EO Rank: Historical, no recent information	
	County: Bronx		
	Town: New York City (Bronx County)		
	Location: Bronx Park		
	Directions: Specimen label: Bronx Park, New York City.		
	General Quality and Habitat:		



Agrimonia rostellata

Woodland Agrimony	NY Legal Status: Threatened	NYS Rank: S2 - Imperiled	Office Use 1016
	Federal Listing:	Global Rank: G5 - Secure	
	Last Report: 1899-09-01	EO Rank: Historical, no recent information	
	County: Bronx		M
	Town: New York City (Bronx County)		
	Location: Bronx Park		
	Directions: Specimen label: Bronx Park.		
	General Quality and Habitat: Specimen label: Park.		

Crotalaria sagittalis

Rattlebox	NY Legal Status: Endangered	NYS Rank: S1 - Critically imperiled	Office Use 8912
	Federal Listing:	Global Rank: G5 - Secure	
	Last Report: 1896-08-19	EO Rank: Failed to find but search more	
	County: Bronx		
	Town: New York City (Bronx County)		
	Location: Bronx Park		
	Directions: Specimen label: Bronx Park, New York City.		
	General Quality and Habitat: No plants were found. The search area included the natural areas of approximately 25 acres along a one-mile stretch of the Bronx River bounded by Westchester Avenue to the south, East Tremont Avenue to the north, the Sheridan Expressway to the west and the railroad and Bronx River Avenue to the east.		

Dichanthelium scoparium

Velvet Panic Grass	NY Legal Status: Endangered	NYS Rank: S1 - Critically imperiled	Office Use 9907
	Federal Listing:	Global Rank: G5 - Secure	
	Last Report: 1953-07-23	EO Rank: Historical, no recent information	
	County: Bronx		M
	Town: New York City (Bronx County)		
	Location: Bronx Park		
	Directions: Bronx Park, New York City.		
	General Quality and Habitat:		

Digitaria filiformis

Slender Crabgrass	NY Legal Status: Threatened	NYS Rank: S1 - Critically imperiled	Office Use 5404
	Federal Listing:	Global Rank: G5 - Secure	
	Last Report: 1896-09-03	EO Rank: Historical, no recent information	
	County: Bronx		M
	Town: New York City (Bronx County)		
	Location: Bronx Park		
	Directions: Bronx Park.		
	General Quality and Habitat:		



Geum virginianum

Rough Avens	NY Legal Status: Endangered Federal Listing: Last Report: 1896-06-27 County: Bronx Town: New York City (Bronx County) Location: Bronx Park Directions: Bronx Park, New York City. General Quality and Habitat:	NYS Rank: S2 - Imperiled Global Rank: G5 - Secure EO Rank: Historical, no recent information	Office Use 2404 M
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Oenothera laciniata

Cut-leaved Evening-primrose	NY Legal Status: Endangered Federal Listing: Last Report: 1940-06-18 County: Bronx Town: New York City (Bronx County) Location: New York Botanical Garden Directions: New York Botanical Garden, Bronx Park. General Quality and Habitat:	NYS Rank: S1 - Critically imperiled Global Rank: G5 - Secure EO Rank: Historical, no recent information	Office Use 2838 M
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Panicum rigidulum var. elongatum

Tall Flat Panic Grass	NY Legal Status: Endangered Federal Listing: Last Report: 1906-09-20 County: Bronx Town: New York City (Bronx County) Location: Bronx Park Directions: Bronx Park, Bronx County. General Quality and Habitat:	NYS Rank: SH - Historical Global Rank: G5T4T5 - Apparently secure EO Rank: Historical, no recent information	Office Use 795 M
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Paspalum laeve

Field Beadgrass	NY Legal Status: Endangered Federal Listing: Last Report: 1962-06-25 County: Bronx Town: New York City (Bronx County) Location: Bronx Park Directions: Specimen label: 1896: Bronx Park. 1937: NYBG [New York Botanical Garden], very common in a wide area centering along the stream south of the new rock garden. General Quality and Habitat: No plants were found. The search area included the natural areas of approximately 25 acres along a one-mile stretch of the Bronx River bounded by Westchester Avenue to the south, East Tremont Avenue to the north, the Sheridan Expressway to the west and the railroad and Bronx River Avenue to the east. Specimen label: Along stream.	NYS Rank: S1 - Critically imperiled Global Rank: G4G5 - Apparently secure EO Rank: Failed to find but search more	Office Use 7623 M
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USERS GUIDE TO NY NATURAL HERITAGE DATA

New York Natural Heritage Program, 625 Broadway, 5th Floor, Albany, NY 12233-4757 phone: (518) 402-8935



NATURAL HERITAGE PROGRAM: The NY Natural Heritage Program is a partnership between the NYS Department of Environmental Conservation (NYS DEC) and The Nature Conservancy. Our Mission is to facilitate the conservation of New York's biodiversity by providing comprehensive information and scientific expertise on rare species and natural ecosystems to resource managers and other conservation partners. We accomplish this mission by combining thorough field inventories, scientific analyses, expert interpretation, and the most comprehensive database on New York's distinctive biodiversity to deliver the highest quality information for natural resource planning, protection, and management.

DATA SENSITIVITY: The data provided in the report are ecologically sensitive and should be treated in a sensitive manner. The report is for your in-house use and should not be released, distributed or incorporated in a public document without prior permission from the Natural Heritage Program.

EO RANK: A letter code for the quality of the occurrence of the rare species or significant natural community, based on population size or area, condition, and landscape context.

- A-E = Extant: A=Excellent, B=Good, C=Fair, D=Poor, E=Extant but with insufficient data to assign a rank of A-D.
- F = Failed to find. Did not locate species during a limited search, but habitat is still there and further field work is justified.
- H = Historical. Historical occurrence without any recent field information.
- X = Extirpated. Field/other data indicates element/habitat is destroyed and the element no longer exists at this location.
- U = Extant/Historical status uncertain.
- Blank = Not assigned.

LAST REPORT: The date that the rare species or significant natural community was last observed at this location, as documented in the Natural Heritage databases. The format is most often YYYY-MM-DD.

NY LEGAL STATUS – Animals:

Categories of Endangered and Threatened species are defined in New York State Environmental Conservation Law section 11-0535. Animals listed as Endangered, Threatened, or Special Concern are protected against taking, importation, transportation, possession, or sale without a permit. Endangered, Threatened, and Special Concern species are listed in regulation 6NYCRR 182.5.

- E - Endangered Species:** any species which meet one of the following criteria:
 - Any native species in imminent danger of extirpation or extinction in New York.
 - Any species listed as endangered by the United States Department of the Interior, as enumerated in the Code of Federal Regulations 50 CFR 17.11.
- T - Threatened Species:** any species which meet one of the following criteria:
 - Any native species likely to become an endangered species within the foreseeable future in NY.
 - Any species listed as threatened by the U.S. Department of the Interior, as enumerated in the Code of the Federal Regulations 50 CFR 17.11.
- SC - Special Concern Species:** those species which are not yet recognized as endangered or threatened, but for which documented concern exists for their continued welfare in New York.
- P - Protected Wildlife** (defined in Environmental Conservation Law section 11-0103): wild game, protected wild birds, and endangered species of wildlife.
- U - Unprotected** (defined in Environmental Conservation Law section 11-0103): the species may be taken at any time without limit; however a license to take may be required.
- G - Game** (defined in Environmental Conservation Law section 11-0103): any of a variety of big game or small game species as stated in the Environmental Conservation Law; many normally have an open season for at least part of the year, and are protected at other times.

NY LEGAL STATUS – Plants:

The following categories are defined in regulation 6NYCRR part 193.3 and apply to NYS Environmental Conservation Law section 9-1503.

- E - Endangered Species:** listed species are those with:
 - 5 or fewer extant sites, or
 - fewer than 1,000 individuals, or
 - restricted to fewer than 4 U.S.G.S. 7 ½ minute topographical maps, or
 - species listed as endangered by U.S. Dept. of Interior, as enumerated in Code of Federal Regulations 50 CFR 17.11.
- T - Threatened:** listed species are those with:
 - 6 to fewer than 20 extant sites, or
 - 1,000 to fewer than 3,000 individuals, or
 - restricted to not less than 4 or more than 7 U.S.G.S. 7 and ½ minute topographical maps, or
 - listed as threatened by U.S. Department of Interior, as enumerated in Code of Federal Regulations 50 CFR 17.11.

Appendix D
LPC Correspondence

THE CITY OF NEW YORK LANDMARKS PRESERVATION COMMISSION
1 Centre Street, 9N, New York, NY 10007 (212) 669-7700 www.nyc.gov/landmarks

ENVIRONMENTAL REVIEW

DEPARTMENT OF CITY PLANNING/LA-CEQR-X

3/11/2010

Project number

Date received

Project: WEBSTER AVE REZONING

Archaeology review only. Architectural review is pending upon receipt of photographs of the projected and potential sites.

Properties with no archaeological significance:

2595 WEBSTER AVENUE, BBL 2032760001
WEBSTER AVENUE, BBL 2032730085
WEBSTER AVENUE, BBL 2032730105
2800 WEBSTER AVENUE, BBL 2032730109
2846 WEBSTER AVENUE, BBL 2032730114
2755 WEBSTER AVENUE, BBL 2032780088
2761 WEBSTER AVENUE, BBL 2032780085
2763 WEBSTER AVENUE, BBL 2032780084
2771 WEBSTER AVENUE, BBL 2032780080
2769 WEBSTER AVENUE, BBL 2032780081
2767 WEBSTER AVENUE, BBL 2032780082
2765 WEBSTER AVENUE, BBL 2032780083
2863 WEBSTER AVENUE, BBL 2032790050
2971 WEBSTER AVENUE, BBL 2032800052
2969 WEBSTER AVENUE, BBL 2032800055
2989 WEBSTER AVENUE, BBL 2032800045
2987 WEBSTER AVENUE, BBL 2032800046
2985 WEBSTER AVENUE, BBL 2032800048
2977 WEBSTER AVENUE, BBL 2032800049
417 EAST 202 STREET, BBL 2033300040
415 EAST 202 STREET, BBL 2033300042
413 EAST 202 STREET, BBL 2033300043
3074 WEBSTER AVENUE, BBL 2033300050
3076 WEBSTER AVENUE, BBL 2033300051
3084 WEBSTER AVENUE, BBL 2033300052
3100 WEBSTER AVENUE, BBL 2033300068
3021 WEBSTER AVENUE, BBL 2033310080
3071 WEBSTER AVENUE, BBL 2033310064
3095 WEBSTER AVENUE, BBL 2033310053
3118 WEBSTER AVENUE, BBL 2033570007
WEBSTER AVENUE, BBL 2033570012
3124 WEBSTER AVENUE, BBL 2033570015
3126 WEBSTER AVENUE, BBL 2033570016
3128 WEBSTER AVENUE, BBL 2033570018
3132 WEBSTER AVENUE, BBL 2033570021
WEBSTER AVENUE, BBL 2033570037
WEBSTER AVENUE, BBL 2033570052

WEBSTER AVENUE, BBL 2033570053
WEBSTER AVENUE, BBL 2033570054
3184 WEBSTER AVENUE, BBL 2033570055
3530 WEBSTER AVENUE, BBL 2033600050
3556 WEBSTER AVENUE, BBL 2033600062
3509 WEBSTER AVENUE, BBL 2033560214
2637 WEBSTER AVENUE, BBL 2032770041
2633 WEBSTER AVENUE, BBL 2032770045
2651 WEBSTER AVENUE, BBL 2032770036
2649 WEBSTER AVENUE, BBL 2032770040
2669 WEBSTER AVENUE, BBL 2032770028
2737 WEBSTER AVENUE, BBL 2032780033
390 EAST 197 STREET, BBL 2032780031
2856 WEBSTER AVENUE, BBL 2032730118
410 BEDFORD PARK BLVD, BBL 2032730122
2870 WEBSTER AVENUE, BBL 2032730128
2875 WEBSTER AVENUE, BBL 2032800065
391 BEDFORD PARK BLVD, BBL 2032800067
2961 WEBSTER AVENUE, BBL 2032800058
2955 WEBSTER AVENUE, BBL 2032800061
2991 WEBSTER AVENUE, BBL 2032800042
3001 WEBSTER AVENUE, BBL 2032800037
2997 WEBSTER AVENUE, BBL 2032800039
3055 WEBSTER AVENUE, BBL 2033310074
3041 WEBSTER AVENUE, BBL 2033310075
3087 WEBSTER AVENUE, BBL 2033310057
372 EAST 204 STREET, BBL 2033310045
380 EAST 204 STREET, BBL 2033310048
410 EAST 203 STREET, BBL 2033300055
414 EAST 203 STREET, BBL 2033300057
3136 WEBSTER AVENUE, BBL 2033570023
3138 WEBSTER AVENUE, BBL 2033570025
3150 WEBSTER AVENUE, BBL 2033570028
3158 WEBSTER AVENUE, BBL 2033570032
3160 WEBSTER AVENUE, BBL 2033570033
WEBSTER AVENUE, BBL 2033550136
370 EAST GUN HILL ROAD, BBL 2033550116
3525 WEBSTER AVENUE, BBL 2033560206
3547 WEBSTER AVENUE, BBL 2033560200
3500 WEBSTER AVENUE, BBL 2033600033
3510 WEBSTER AVENUE, BBL 2033600038
3522 WEBSTER AVENUE, BBL 2033600044
2768 WEBSTER AVENUE, BBL 2032730100

Gene Santucci

3/25/2010

SIGNATURE

DATE

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Appendix E
Hazardous Materials (E) Designations

HAZARDOUS MATERIALS

Introduction

As described in Section 3.10, "Hazardous Materials," all the privately-owned lots within the proposed rezoning area as shown in Table E-1 (following) will have an (E) designation for hazardous materials mapped on them to avoid any potential impacts associated with hazardous materials. Development of a site with an (E) designation would require that a Phase I Environmental Site Assessment in accordance with the American Society of Testing Materials (ASTM) E1527-05 be conducted, and if necessary, a sampling and remediation protocol be developed and implemented to the satisfaction of New York City Department of Environmental Protection (DEP) prior to issuance of a building permit (pursuant to Section 11-15 of the City's *Zoning Resolution*). Such designation would eliminate the potential for significant adverse impacts from hazardous materials due to implementation of the proposed project.

The applicable text for the (E) designations would be as follows:

Task 1

The fee owner(s) of the lot(s) restricted by this (E) designation will be required to prepare a scope of work for any soil, gas, or groundwater sampling and testing needed to determine if contamination exists, the extent of the contamination, and to what extent remediation may be required. The scope of work will include all relevant supporting documentation, including site plans and sampling locations. This scope of work will be submitted to DEP for review and approval prior to implementation. It will be reviewed to ensure that an adequate number of samples will be collected and that appropriate parameters are selected for laboratory analysis.

No sampling program may begin until written approval of a work plan and sampling protocol is received from DEP. The number and location of sample sites should be selected to adequately characterize the type and extent of the contamination, and the condition of the remainder of the site. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of the sampling data. Guidelines and criteria for choosing sampling sites and performing sampling will be provided by DEP upon request.

Task 2

A written report with findings and a summary of the data must be presented to DEP after completion of the testing phase and laboratory analysis for review and approval. After receiving such test results, a determination will be provided by DEP if the results indicate that remediation is necessary. If DEP determines that no remediation is necessary, written notice shall be given by DEP. If remediation is necessary according to test results, a proposed remediation plan must be submitted to DEP for review and approval. The fee owner(s) of the lot(s) restricted by this (E) designation must perform such remediation as determined necessary by DEP. After completing the remediation, the fee owner(s) of the lot restricted by this (E) designation should provide proof that the work has been satisfactorily completed. A DEP-

approved construction-related health and safety plan would be implemented during excavation and construction activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil and/or groundwater. This Plan would be submitted to DEP for review and approval prior to implementation.

**TABLE E-1
PROPOSED (E) DESIGNATIONS**

Site No.	Block	Lot	Address	Existing Land Use	Contaminants of Concern ¹	Facilities, Activities or Conditions Requiring Assessment in Accordance with CEQR Appendix A ²	Hazardous Materials Conditions Identified in Database Review ³	(E) Designation Warranted ⁴
Projected Development Sites								
02	a	3273	105 WEBSTER AVENUE	Parking Facilities	V, S, PCB, M, P	Adjacent to historic automobile service station and laboratory-manufacturing establishment (Site No. 125a)	None Listed	Yes
	b	3273	109 2800 WEBSTER AVENUE	Commercial & Office	V, S, PCB, M, P	Adjacent to railroad right-of-way and automobile service station (Site No. 3a), historic railroad freight yard, automobile service station and laboratory-manufacturing establishment (Site No. 125a)	None Listed	Yes
03	a	3273	114 2846 WEBSTER AVENUE	Parking Facilities	V, S, PCB, M, P	Historic automobile service station and metals manufacture Adjacent to railroad right-of-way, historic railroad freight yard, historic automobile service station, machine shop, metals manufacture and dry cleaner (Site No. 107a)	None Listed	Yes
	a	3279	50 2863 WEBSTER AVENUE	Commercial & Office	V, S, PCB, M	Historic automobile service station, gasoline service station and automobile and other laundries	Unknown UST/ AST	Yes
09	a	3280	45 2989 WEBSTER AVENUE	Commercial & Office	V, S, PCB, M	Adjacent to automobile service station (Site No. 110a) and historic automobile service station (Site No. 9b)	Adjacent to active AST and historic RCRA-NonGen (Site No. 110a)	Yes
	b	3280	46 2987 WEBSTER AVENUE	Commercial & Office	V, S, PCB, M	Historic automobile service station	None Listed	Yes
	c	3280	48 2985 WEBSTER AVENUE	Industrial & Manuf.	V, S, PCB, M	Adjacent to historic automobile service station (Site No. 9b)	None Listed	Yes

**TABLE E-1
PROPOSED (E) DESIGNATIONS**

Site No.	Block	Lot	Address	Existing Land Use	Contaminants of Concern ¹	Facilities, Activities or Conditions Requiring Assessment in Accordance with CEQR Appendix A ²	Hazardous Materials Conditions Identified in Database Review ³	(E) Designation Warranted ⁴
10	3330	40	417 EAST 202 STREET	One & Two Family	V, S, PCB, M	Adjacent to railroad right-of-way	None Listed	Yes
11	3330	50	3074 WEBSTER AVENUE	Commercial & Office	V, S, PCB, M	Automobile service station Adjacent to automobile service station (Site No. 11b)	Active AST	Yes
12	3330	51	3076 WEBSTER AVENUE	Transportation & Utility	V, S, PCB, M	Automobile service station Adjacent to automobile service station (Site No. 11a)	Adjacent to active AST (Site No. 11a)	Yes
13	3330	52	3084 WEBSTER AVENUE	Parking Facilities	V, S, PCB, M	Adjacent to automobile service station (Site No. 11b)	None Listed	Yes
14	3331	80	3100 WEBSTER AVENUE	Commercial & Office	V, S, M	Historic gasoline service station	UST Closed - Removed Open petroleum spill location	Yes
17	3357	7	3021 WEBSTER AVENUE	Commercial & Office	V, S, PCB, M, P	Adjacent to carpet manufacture and historic automobile service station (Site No. 112b)	None Listed	Yes
18	3357	12	3118 WEBSTER AVENUE	Parking Facilities	V, S, PCB, M	Adjacent to railroad right-of-way	None Listed	Yes
19	3357	16	3126 WEBSTER AVENUE	One & Two Family	V, S, PCB, M	Adjacent to railroad right-of-way	None Listed	Yes
19	3357	18	3128 WEBSTER AVENUE	Parking Facilities	V, S, PCB, M	Adjacent to automobile service station (Site No. 19c) and railroad right-of-way	None Listed	Yes

**TABLE E-1
PROPOSED (E) DESIGNATIONS**

Site No.	Block	Lot	Address	Existing Land Use	Contaminants of Concern ¹	Facilities, Activities or Conditions Requiring Assessment in Accordance with CEQR Appendix A ²	Hazardous Materials Conditions Identified in Database Review ³	(E) Designation Warranted ⁴	
20	c	21	3132 WEBSTER AVENUE	Commercial & Office	V, S, PCB, M	Automobile service station Adjacent to historic automobile service station (Site No. 116a) and railroad right-of-way	None Listed	Yes	
						Adjacent to railroad right-of-way	None Listed	Yes	
						Adjacent to railroad right-of-way	None Listed	Yes	
						Adjacent to railroad right-of-way	None Listed	Yes	
21	a	53	WEBSTER AVENUE	Vacant Land	V, S, PCB, M	Historic gasoline service station Adjacent to railroad right-of-way	Adjacent to unknown UST/ AST (Site No. 21a)	Yes	
						Historic gasoline service station Adjacent to railroad right-of-way	Unknown UST/ AST	Yes	
						Historic gasoline service station Adjacent to railroad right-of-way	Active AST	Yes	
						Historic gasoline service station Adjacent to railroad right-of-way	Historic RCRA-SQG Closed petroleum spill location	Yes	
22	a	50	3530 WEBSTER AVENUE	Commercial & Office	V, S, PCB, M	Historic gasoline service station Adjacent to railroad right-of-way	Closed petroleum spill on roadway	Yes	
						Historic gasoline service station Adjacent to railroad right-of-way	None Listed	Yes	
						Historic gasoline service station Adjacent to railroad right-of-way	None Listed	Yes	
						Historic gasoline service station Adjacent to railroad right-of-way	None Listed	Yes	
23	a	214	3509 WEBSTER AVENUE	Commercial & Office	V, S, PCB, M	Automobile service station (Site No. 122a)	None Listed	Yes	
						Automobile service station (Site No. 122a)	None Listed	Yes	
						Automobile service station (Site No. 122a)	None Listed	Yes	
						Automobile service station (Site No. 122a)	None Listed	Yes	
24	a	62	3556 WEBSTER AVENUE	Vacant Land	V, S, PCB, M	Automobile service station (Site No. 124c)	None Listed	Yes	
						Automobile service station (Site No. 124c)	None Listed	Yes	
						Automobile service station (Site No. 124c)	None Listed	Yes	
						Automobile service station (Site No. 124c)	None Listed	Yes	
Potential Development Sites									
101	a	3276	1	2595 WEBSTER AVENUE	Commercial & Office	V, S, PCB, M	Historic automobile service station and laundry establishment	None Listed	Yes

**TABLE E-1
PROPOSED (E) DESIGNATIONS**

Site No.	Block	Lot	Address	Existing Land Use	Contaminants of Concern ¹	Facilities, Activities or Conditions Requiring Assessment in Accordance with CEQR Appendix A ²	Hazardous Materials Conditions Identified in Database Review ³	(E) Designation Warranted ⁴
102	3277	a	2637 WEBSTER AVENUE	Commercial & Office	V, S, PCB, M, P	Adjacent to historic machine shop, historic clothing manufacture and automobile and other laundries (Site No. 102b & 103b)	None Listed	Yes
		b	2633 WEBSTER AVENUE	Public Facilities & Inst.	V, S, PCB, M, P	Historic machine shop and clothing manufacture	None Listed	Yes
103	3277	a	2651 WEBSTER AVENUE	Commercial & Office	V, S, PCB, M	Historic automobile service station Adjacent to historic machine shop and automobile laundry (103b)	None Listed	Yes
		b	2649 WEBSTER AVENUE	Commercial & Office	V, S, PCB, M	Historic machine shop and automobile laundry Adjacent to historic automobile service station (Site No. 103a)	None Listed	Yes
104	3277	28	2669 WEBSTER AVENUE	Commercial & Office	V, S, PCB, M, P	Automobile and other laundries Historic tool, die and pattern making machine shop and furniture manufacture	None Listed	Yes
105	3278	33	2737 WEBSTER AVENUE	Commercial & Office	V, S, PCB, M	Historic laundry establishment Adjacent to historic automobile service station (Site No. 106a)	None Listed	Yes
106	3278	31	390 EAST 197 STREET	Commercial & Office	V, S, PCB, M	Historic automobile service station Adjacent to historic laundry establishment (Site No. 105a)	None Listed	Yes

**TABLE E-1
PROPOSED (E) DESIGNATIONS**

Site No.	Block	Lot	Address	Existing Land Use	Contaminants of Concern ¹	Facilities, Activities or Conditions Requiring Assessment in Accordance with CEQR Appendix A ²	Hazardous Materials Conditions Identified in Database Review ³	(E) Designation Warranted ⁴
107	a	118	2856 WEBSTER AVENUE	Commercial & Office	V, S, PCB, M	Historic automobile service station, machine shop, metals manufacture and dry cleaner Adjacent to railroad right-of-way, historic automobile service station (Site No. 3a & 107b), automobile rental establishment (Site No. 107b) and metals manufacture (Site No. 3a)	None Listed	Yes
	b	122	410 BEDFORD PARK BLVD	Commercial & Office	V, S, PCB, M	Historic automobile service station and automobile rental establishment Adjacent to railroad right-of-way, historic automobile service station, machine shop, metals manufacture dry cleaner (Site No. 107a), and historic gasoline service station (Site No. 107c)	None Listed	Yes
108	c	128	2870 WEBSTER AVENUE	Vacant Land	V, S, PCB, M	Historic gasoline service station Adjacent to historic automobile service station and automobile rental establishment (Site No. 107b)	Unknown UST / AST	Yes
	a	65	2875 WEBSTER AVENUE	Commercial & Office	V, S, P, M	Adjacent to historic lumber processing (Site No. 109b)	None Listed	Yes
109	b	67	391 BEDFORD PARK BLVD	Mixed Res. & Comml.	V, S, P, M	Adjacent to historic lumber processing (Site No. 109b)	None Listed	Yes
	a	58	2961 WEBSTER AVENUE	Commercial & Office	V, S, P, M	Adjacent to historic lumber processing (Site No. 109b)	None Listed	Yes

**TABLE E-1
PROPOSED (E) DESIGNATIONS**

Site No.	Block	Lot	Address	Existing Land Use	Contaminants of Concern ¹	Facilities, Activities or Conditions Requiring Assessment in Accordance with CEQR Appendix A ²	Hazardous Materials Conditions Identified in Database Review ³	(E) Designation Warranted ⁴
110	b	61	2955 WEBSTER AVENUE	Commercial & Office	V, S, P, M	Historic lumber processing	None Listed	Yes
	a	42	2991 WEBSTER AVENUE	Commercial & Office	V, S, PCB, M	Automobile service station	Active AST and UST PBS Historic RCRA-NonGen	Yes
111	a	37	3001 WEBSTER AVENUE	Mixed Res. & Comml.	V, S, M	Laundry establishment	None Listed	Yes
	b	39	2997 WEBSTER AVENUE	Commercial & Office	V, S, PCB, M	Adjacent to automobile service station (Site No. 110a) and laundry establishment (Site No. 111a)	Adjacent to active AST and historic RCRA-NonGen (Site No. 110a)	Yes
112	a	74	3055 WEBSTER AVENUE	One & Two Family	V, S, PCB, M, P	Carpet manufacture Adjacent to carpet manufacture and historic automobile service station (Site No. 112b)	None Listed	Yes
	b	75	3041 WEBSTER AVENUE	Commercial & Office	V, S, PCB, M, P	Carpet manufacture Historic automobile service station	None Listed	Yes
113	a	57	3087 WEBSTER AVENUE	Commercial & Office	V, S, M	Gasoline service station	Unknown UST/ AST	Yes
115	a	55	410 EAST 203 STREET	Parking Facilities	V, S, PCB, M	Adjacent to automobile service station (Site No. 11a & 11b)	Adjacent to active AST (Site No. 11a)	Yes
	b	57	414 EAST 203 STREET	Industrial & Manuf.	V, S, PCB, M	Adjacent to automobile service station (Site No. 11a & 11b)	Adjacent to active AST (Site No. 11a)	Yes
116	a	23	3136 WEBSTER AVENUE	Commercial & Office	V, S, PCB, M	Automobile service station Adjacent to historic automobile service station (Site No. 117a) and railroad right-of-way	Adjacent to historic RCRA-NonGen (Site No. 117a)	Yes

**TABLE E-1
PROPOSED (E) DESIGNATIONS**

Site No.	Block	Lot	Address	Existing Land Use	Contaminants of Concern ¹	Facilities, Activities or Conditions Requiring Assessment in Accordance with CEQR Appendix A ²	Hazardous Materials Conditions Identified in Database Review ³	(E) Designation Warranted ⁴
117	3357	25	3138 WEBSTER AVENUE	Public Facilities & Inst.	V, S, PCB, M	Historic automobile service station	Historic RCRA-NonGen	Yes
						Adjacent to automobile service station (Site No. 116a), historic automobile service station (Site No. 118a) and railroad right-of-way		
118	3357	28	3150 WEBSTER AVENUE	Industrial & Manuf.	V, S, PCB, M	Historic automobile service station	Adjacent to historic RCRA-NonGen (Site No. 117a)	Yes
						Adjacent to historic automobile service station (Site No. 116a & 117a) and railroad right-of-way		
119	3357	32	3158 WEBSTER AVENUE	Public Facilities & Inst.	V, S, PCB, M	Adjacent to historic automobile service station (Site No. 118a & 119b) and railroad right-of-way	None Listed	Yes
						Historic automobile service station		
121	3355	116	370 EAST GUN HILL ROAD	Commercial & Office	V, S, PCB, M, P	Historic clothing manufacture	None Listed	Yes
						Adjacent to railroad right-of-way		
122	3356	206	3525 WEBSTER AVENUE	Commercial & Office	V, S, PCB, M	Automobile service station	Adjacent to closed petroleum spill on roadway (Site No. 23a) and active AST and historic UST (Site No. 123a)	Yes
						Adjacent to historic automobile service station (Site No. 123a)		
123	3356	200	3547 WEBSTER AVENUE	Public Facilities & Inst.	V, S, PCB, M	Historic automobile service station	Active AST Historic UST	Yes
						Adjacent to automobile service station (Site No. 122a)		

**TABLE E-1
PROPOSED (E) DESIGNATIONS**

Site No.	Block	Lot	Address	Existing Land Use	Contaminants of Concern ¹	Facilities, Activities or Assessment in Accordance with CEQR Appendix A ²	Hazardous Materials Conditions Identified in Database Review ³	(E) Designation Warranted ⁴
124	a	3360	3500 WEBSTER AVENUE	Parking Facilities	V, S, PCB, M, P	Historic lumber processing Adjacent to historic automobile service station (Site No. 124b) and railroad right-of-way	Adjacent to active AST, historic RCRA-NonGen, RCRA-CESQG and AST (Site No. 124b)	Yes
	b	3360	3510 WEBSTER AVENUE	Commercial & Office	V, S, PCB, M, P	Historic automobile service station Adjacent to historic lumber processing (Site No. 124a), historic automobile service station (Site No. 124c) and railroad right-of-way	Active AST Historic RCRA-NonGen, RCRA-CESQG, and AST	Yes
	c	3360	3522 WEBSTER AVENUE	Commercial & Office	V, S, PCB, M	Historic automobile service station Adjacent to historic automobile service station (Site No. 124b), historic gasoline service station (Site No. 22a) and railroad right-of-way	UST Closed - In Place Adjacent to active AST, Historic RCRA-SQG, and closed petroleum spill location (Site No. 22a)	Yes
125	a	3273	2768 WEBSTER AVENUE	Commercial & Office	V, S, PCB, M, P	Historic automobile service station and laboratory-manufacturing establishment	None Listed	Yes

Notes:

¹ Contaminants of concern were identified based on land use assessment and database review conditions

V - Volatile Organic Compounds

S - Semi-Volatile Organic Compounds

PCB - Poly-chlorinated biphenyl

M - Heavy Metals/Inorganics

P - Pesticides

² Land use conditions were assessed based on the procedures set forth in the New York City Environmental Quality Review (CEQR) Technical Manual

³ Hazardous materials conditions were identified based on database compiled by Environmental Data Resources, Inc. (Data Map Area Study, Bronx Rezoning, Environmental Data Resources Inc., February 3, 2010)

**TABLE E-1
PROPOSED (E) DESIGNATIONS**

- * Underground storage tanks (UST) and aboveground storage tanks (AST) are classified as either active, closed in place, or closed removed
- * RCRA-NonGen not presently generates hazardous waste.
- * RCRA-SQG are small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.
- * RCRA-CESQG are conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

4

Phase I and if warranted Phase II and remediation would be completed for sites which warrant an (E) designation

Appendix F

Traffic and Transportation Planning Factors Memorandum



DRAFT

To: Files
From: Joseph Setteducato, P.E.
Date: April 8, 2010
Subject: Webster Avenue Rezoning Study Transportation Planning Factors

This memorandum summarizes the transportation planning factors to be used for the analysis of traffic, parking, transit, and pedestrian conditions for the Webster Avenue rezoning study. It also includes estimates of the proposed action's projected incremental travel demand during the weekday AM, midday, PM and Saturday midday peak hours.

PROJECTED DEVELOPMENT SCENARIO

The proposed action would involve zoning map amendments in the Bedford Park and Norwood neighborhoods in the Bronx. The areas affected by the proposed action include all or portions of 80 blocks, generally bound by the Harlem Line of the Metro-North Railroad to the southeast, East Fordham Road and East Kingsbridge Road to the southwest, the Grand Concourse and Jerome Avenue to the northwest, and East Gun Hill Road to the northeast, as shown in Figure 1.

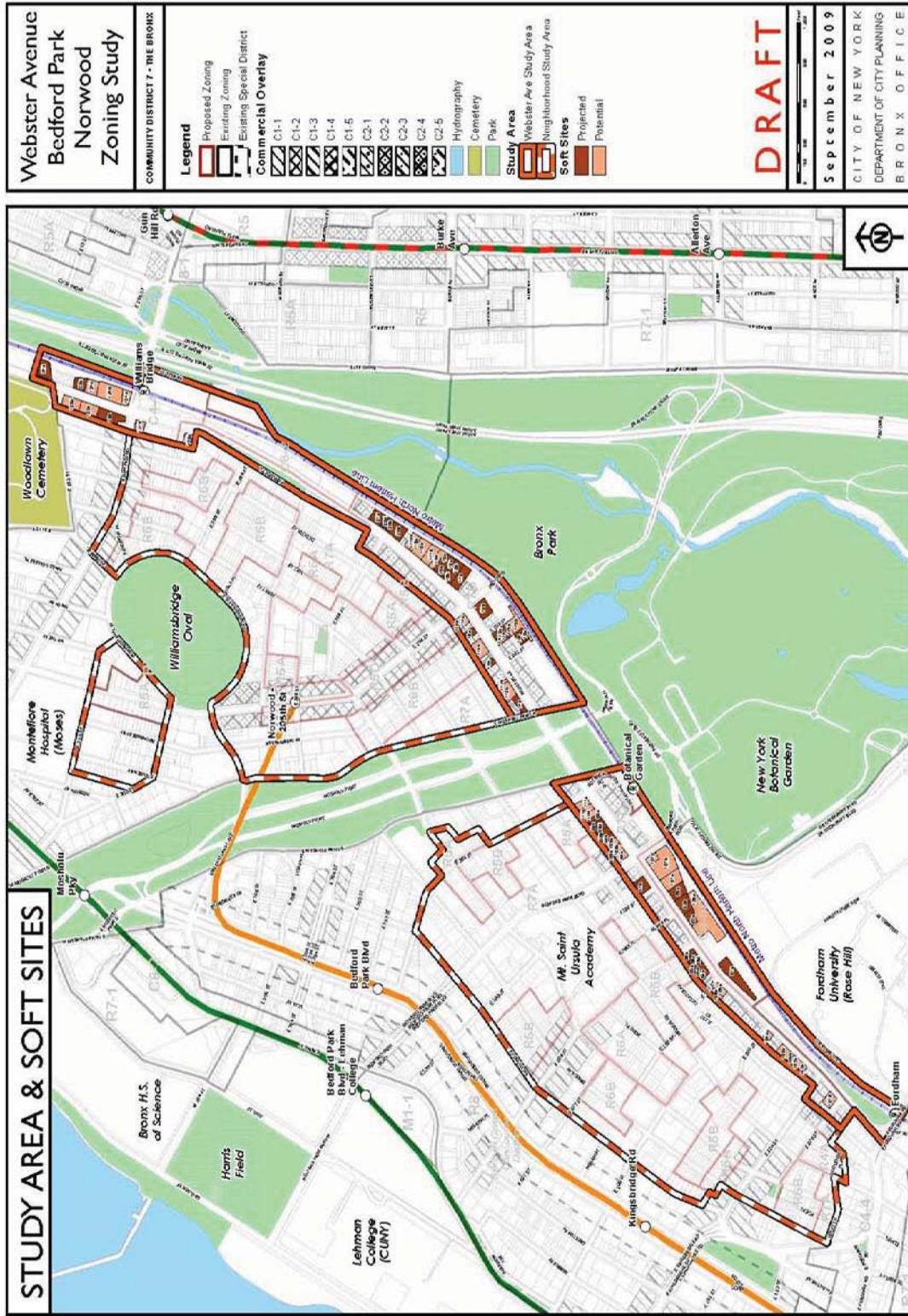
The proposed action is intended to achieve two primary objectives:

- to shape Webster Avenue into a vibrant, inviting, and walkable residential and commercial corridor;
- to preserve low density development in the residential areas of Bedford Park and Norwood; and,
- to shift new development from the neighborhoods to Webster Avenue.

All of the projected development sites in the primary rezoning area are located along the Webster Avenue corridor and the residential areas to the west of the primary rezoning area would be rezoned for lower density development.

In order to assess the potential environmental impacts of the proposed rezoning action, a reasonable worst-case development scenario (RWCDs) will be evaluated for both the future "No-Action" and future "With-Action" conditions for the 2020 analysis year (a build period of ten years is typically analyzed for area-wide rezonings not associated with a specific development proposal). The RWCDs identifies projected development sites that, for analysis purposes, are assumed to be

Figure 1:
Proposed Zoning and Projected Development Sites



developed under the proposed action, i.e. the With-Action scenario by 2020. The No-Action scenario identifies similar development projections for 2020 absent the proposed action. The analysis of potential transportation impacts is based on the incremental difference in travel demand between the With-Action and No-Action scenarios.

A total of 24 projected development sites within the rezoning area have been identified in the RWCDs as most likely to be developed by 2020 as a result of the proposed action. Table 1 shows the total incremental net change in development on the projected development sites that would result from the proposed action. As shown in Table 1, compared to the No-Action condition, it is estimated that the proposed rezoning would result in a net increase of 738 dwelling units (du), 35,119 gross square feet (gsf) of local retail uses, 16,573 gsf of office uses, 10,625 gsf of FRESH market space, 24,169 gsf of restaurant uses, 1,725 gsf of supermarket space, 5,680 gsf of medical offices and 2,102 gsf of community facilities. It is also estimated that the proposed rezoning would result in a net decrease of 58,985 gsf of mini-warehouse space, 13,372 gsf of auto repair uses, 55 hotel rooms and 19 public parking spaces.

Table 1: Net Change in Land Uses on Projected Development Sites

Land Use	Incremental Net Change
Residential	736,796 gsf/738 du
Local Retail	35,119 gsf
Office	16,573 gsf
FRESH	10,625 gsf
Restaurant	24,169 gsf
Supermarket	1,725 gsf
Community Facility (Medical Office)	5,680 gsf
Community Center	2,102 gsf
Hotel*	(27,612 gsf/55 rooms)
Mini-Warehouse	(58,985 gsf)
Auto Repair	(13,372 gsf)
Public Parking	(5,795 gsf/19 spaces)

* Assumes 500 gsf per hotel room

TRANSPORTATION PLANNING FACTORS

The transportation planning factors proposed for use in forecasting travel demand for the No-Action and With-Action scenarios are summarized in Table 2A and 2B and discussed below. The trip generation rates, temporal distributions, and mode splits for each of the land use categories were based on accepted *CEQR Technical Manual* criteria, standard professional references, and studies that have been done for similar projects in the Bronx and other outer New York City boroughs with similar levels of transit access, supplemented by data from the 2000 Census for census tracts in the rezoning area.

**Table 2A:
Transportation Planning Factors**

Land Use:	Community Facility (Medical Office)										Auto Repair	
	Residential		Local Retail		Office		Staff		Visitors			
Trip Generation:	(1)		(1)		(1)		(4)	(5)	(4)	(5)	(1)	
Daily Person Trips	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday
Net Daily Person Trips	8.075	7.678	82.56	82.56	18.0	1.6	10.0	4.3	33.6	14.5	19.42	19.42
	per dwelling unit		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf	
Temporal Distribution:	(1)		(1)		(1)		(4,5)		(4,5)		(1)	
AM	9.1%		3.1%		11.8%		24.0%		6.0%		13.2%	
MD	4.7%		19.0%		15.0%		17.0%		9.0%		11.0%	
PM	10.7%		9.6%		13.7%		24.0%		5.0%		14.2%	
SAT MD	8.2%		9.5%		15.0%		17.0%		9.0%		11.0%	
In/Out Splits:	(1)		(1)		(1)		(4,5)		(4,5)		(1)	
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
MD	15%	85%	50%	50%	96%	4%	100%	0%	92%	8%	65%	35%
PM	50%	50%	50%	50%	39%	61%	50%	50%	50%	50%	50%	50%
SAT MD	70%	30%	50%	50%	5%	95%	0%	100%	31%	69%	50%	50%
	50%	50%	50%	50%	60%	40%	50%	50%	50%	50%	50%	50%
Modal Splits:	(2)		(1)		(3)		(4)	(4)	(4)	(1)		
Auto	ALL		ALL		ALL		AM/PM	MD	ALL	ALL		
Taxi	28.8%		3%		47.5%		65.2%	2%	25%	85%		
Bus	0.7%		2%		2.0%		0.9%	1%	15%	5%		
Subway	13.3%		10%		15.1%		16.8%	7%	19%	1%		
Railroad	40.9%		5%		15.2%		8.8%	7%	21%	1%		
Walk	3.6%		0%		1.8%		0.4%	0%	0%	0%		
Other	12.6%		80%		18.5%		7.9%	83%	20%	8%		
	0.0%		0%		0.0%		0.0%	0%	0%	0%		
	100.0%		100%		100.0%		100.0%	100%	100%	100%		
Vehicle Occupancy:	(1,2)		(1)		(1,3)		(4)	(4)	(1)			
Auto	1.55		1.60		1.37		1.00	1.65	1.30			
Taxi	1.40		1.20		1.40		1.40	1.20	1.30			
Truck Trip Generation:	(1)		(1)		(6)		(1)	(6)	(4)	(6)	(1)	(5)
Weekday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday
0.07	0.01	0.45	0.02	0.15	0.01	0.45	0.02	0.89	0.05			
per dwelling unit		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		
AM	(13.7)		(1)		(1.7)		(4.7)		(1.7)			
MD	12.2%		9.7%		9.6%		9.7%		14.0%			
PM	8.7%		7.8%		11.0%		7.8%		9.0%			
SAT MD	1.0%		5.1%		1.0%		5.1%		1.0%			
	8.7%		11.0%		11.0%		7.8%		9.0%			
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%

Sources:

- 1 Lower Concourse Rezoning FEIS, 2009.
- 2 2000 US Census Journey-to-Work "Residence of Worker" data for Census Tracts 397, 405, 407.02, 415, 425, 429.01, and 431
- 3 2000 US Census Journey-to-Work "Place of Work" data for Census Tracts 397, 405, 407.02, 415, 425, 429.01, and 431
- 4 Melrose Commons Urban Renewal Amendments DEIS, 2007.
- 5 Jamaica Plan FEIS, 2007.
- 6 Assumes 5% of weekday trip generation rate.
- 7 Assumes weekday MD pattern for SAT MD.
- 8 2001 CEQR Technical Manual, Restaurant Land Use
- 9 Net trips assumes 25% linked trips as per CEQR Technical Manual, 30-23
- 10 Saturday rates, distributions and in/out splits based on Saturday data for Land Use Code 931: Quality Restaurant in ITE Trip Generation, 8th Edition, 2008.
- 11 Brooklyn Bridge Park FEIS, 2005
- 12 Hunts Point Rezoning EAS, 2007.
- 13 FHWA, "Curbside Pickup and Delivery and Arterial Traffic Impacts", 1981
- 14 2001 CEQR Technical Manual, 25% linked trips was applied to Neighborhood Grocery Store person trip rate
- 15 The Food Retail Expansion to Support Health Program CEQR 09DCP078Y, August 2009

**Table 2B:
Transportation Planning Factors**

Land Use:	Hotel		FRESH		Mini-Warehouse		Restaurant		Supermarket		Community Center	
Trip Generation:	(1)		(14)		(1)		(8,9) (9,10)		(1)		(5) (5)	
	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday
Daily Person Trips	5.82	8.61	205	205	4.0	3.8	173	181	97.5	98.25	48.0	19.0
Net Daily Person Trips	5.82	8.61	154	154	4.0	3.8	130	136	97.5	98.25	48.0	19.0
	per room		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf	
Temporal Distribution:	(1)		(15)		(1)		(8,10)		(1)		(5)	
AM	6.6%		3.1%		10.7%		1.0%		3.7%		7.1%	
MD	8.3%		12.0%		11.0%		17.2%		6.4%		10.0%	
PM	7.7%		9.6%		11.2%		7.7%		6.8%		7.2%	
SAT MD	8.5%		9.8%		11.4%		11.5%		9.8%		14.2%	
In/Out Splits:	(1)		(15)		(1)		(8,10)		(1)		(5)	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM	41%	59%	45%	55%	59%	41%	94%	6%	50%	50%	61%	39%
MD	68%	32%	46%	54%	50%	50%	65%	35%	50%	50%	55%	45%
PM	59%	41%	47%	53%	51%	49%	65%	35%	50%	50%	29%	71%
SAT MD	56%	44%	50%	50%	50%	50%	59%	41%	50%	50%	49%	51%
Modal Splits:	(1)		(15)		(1)		(12)		(1)		(5)	
	ALL		ALL		ALL		ALL		ALL		ALL	
Auto	70%		4%		95%		40%		70%		5.0%	
Taxi	15%		3%		0%		5%		2%		1.0%	
Bus	5%		5%		0%		5%		4%		6.0%	
Subway	5%		5%		0%		5%		1%		3.0%	
Railroad	0%		0%		0%		0%		0%		0.0%	
Walk	5%		83%		5%		45%		23%		85.0%	
Other	0%		0%		0%		0%		0%		0%	
	100%		100%		100%		100%		100%		100.0%	
Vehicle Occupancy:	(1)		(15)		(1)		(11)		(1)		(5)	
Auto	1.60		1.65		1.55		2.20		1.30		1.65	
Taxi	1.40		1.40		n/a		2.30		1.40		1.40	
Truck Trip Generation:	(1) (6)		(13) (6)		(1)		(11) (6)		(1) (6)		(13) (6)	
	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday
	0.10	0.01	0.35	0.02	n/a		3.6	0.18	0.52	0.03	0.29	0.01
	per room		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf	
	(1)		(7,13)		(1)		(7,11)		(1,7)		(13,7)	
AM	14.0%		9.7%		n/a		6.0%		14.0%		9.6%	
MD	8.6%		7.8%		n/a		6.0%		8.6%		11.0%	
PM	1.0%		5.1%		n/a		1.0%		1.0%		1.0%	
SAT MD	9.0%		7.8%		n/a		6.0%		8.6%		11.0%	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
	50%	50%	50%	50%	n/a	n/a	50%	50%	50%	50%	50%	50%

Sources:

- 1 Lower Concourse Rezoning FEIS, 2009.
- 2 2000 US Census Journey-to-Work "Residence of Worker" data for Census Tracts 397, 405, 407.02, 415, 425, 429.01, and 431
- 3 2000 US Census Journey-to-Work "Place of Work" data for Census Tracts 397, 405, 407.02, 415, 425, 429.01, and 431
- 4 Melrose Commons Urban Renewal Amendments DEIS, 2007.
- 5 Jamaica Plan FEIS, 2007.
- 6 Assumes 5% of weekday trip generation rate.
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- 8 2001 CEQR Technical Manual, Restaurant Land Use
- 9 Net trips assumes 25% linked trips as per CEQR Technical Manual, 3O-23
- 10 Saturday rates, distributions and in/out splits based on Saturday data for Land Use Code 931: Quality Restaurant in ITE Trip Generation, 8th Edition, 2008.
- 11 Brooklyn Bridge Park FEIS, 2005
- 12 Hunts Point Rezoning EAS, 2007.
- 13 FHWA, "Curbside Pickup and Delivery and Arterial Traffic Impacts", 1981
- 14 2001 CEQR Technical Manual, 25% linked trips was applied to Neighborhood Grocery Store person trip rate
- 15 The Food Retail Expansion to Support Health Program CEQR 09DCP078Y, August 2009

Residential

The forecast of travel demand from projected residential development were based on the trip generation rates and temporal distributions in the May 2009 *Lower Concourse Rezoning FEIS*. The modal splits and auto vehicle occupancy rate reflect journey-to-work data from the 2000 US Census for residents residing in census tracts in the rezoning area. Although residential-based trips in the midday peak hours would likely be more local in nature than in the peak commuter hours (and therefore have a higher walk share, for example), the modal split based on the Census journey-to-work data is conservatively assumed for all peak periods.

Local Retail

It is anticipated that the retail uses developed under both the No-Action and With-Action scenarios would be local (or “neighborhood”) retail, attracting trips primarily from the residential and worker populations in surrounding neighborhoods. It is therefore anticipated that the majority of these trips would be via the walk mode and that many would be “linked” trips (e.g., a trip with multiple purposes, such as stopping at a retail store while commuting to or from work) and would therefore not represent the addition of new discrete trips to the study area transportation network. Transportation planning factors for the local retail land use were derived from the *Lower Concourse Rezoning FEIS*.

Office

Forecasts of travel demand from projected office development has been based on the trip generation rates and temporal distributions in the *Lower Concourse Rezoning FEIS*. The modal splits and auto vehicle occupancy rate reflect journey-to-work data from the 2000 US Census for workers in census tracts in the rezoning area.

Community Facility (Medical Office)

The community facility use developed under both the No-Action and With-Action scenarios were assumed to be medical office. The transportation planning factors for a medical office are differentiated into staff (e.g., doctors and nurses) and visitors (e.g., patients). The transportation planning factors for the medical office land use were derived from the January 2007 *Melrose Commons Urban Renewal Amendments DEIS* and the 2007 *Jamaica Plan FEIS*.

Auto Repair

The transportation planning factors used for the auto repair land use were derived from the *Lower Concourse Rezoning FEIS*.

Hotel

The transportation planning factors used for the hotel land use were derived from the *Lower Concourse Rezoning FEIS*.

FRESH Market

The Food Retail Expansion to Support Health (FRESH) zoning incentives were adopted by New York City to facilitate the development of stores selling a full range of food products with an emphasis on fresh fruits and vegetables, meats and other

perishable goods in primarily pedestrian-oriented, local shopping districts. The trip generation rates were derived from local retail trip generation rates as provided in the 2001 *CEQR Technical Manual*. The modal splits, temporal distributions, in/out splits and auto occupancy rates used were derived from the FRESH zoning application, CEQR 09DCP078Y.

Mini-Warehouse

The transportation planning factors used for the mini-warehouse land use (i.e., self storage facilities) were derived from the *Lower Concourse Rezoning FEIS*.

Restaurant

The weekday trip generation, temporal distributions and in/out splits were derived from values provided in the 2001 *CEQR Technical Manual* and Saturday trip generation rates, temporal distributions and in/out splits were based on Saturday data for Land Use Code 931: Quality Restaurant in ITE Trip Generation, 8th Edition, 2008. Saturday trip generation rates were specifically calculated based upon the ratio of weekday and Saturday ITE trip generation rates applied to the weekday rate. Modal splits were derived from the 2007 *Hunts Point Rezoning EAS* and vehicle occupancy rates from the 2005 *Brooklyn Bridge Park FEIS*.

Supermarket

All of the transportation planning factors for the supermarket land use were derived from the *Lower Concourse Rezoning FEIS*.

Community Center

The transportation planning factors used for the community center land use were derived from the 2007 *Jamaica Plan FEIS*.

In addition, vehicle in/out rates per parking space for the weekday AM, midday, PM and Saturday midday analysis hours were derived through field surveys of vehicle trips into and out of existing public off-street facilities in the study area.

TRIP GENERATION

Table 3 provides an estimate of the incremental change in person trips between the No-Action and With-Action scenarios. As shown in Table 3, the proposed action would generate an increase of approximately 700 total person trips in the weekday AM peak hour, 1,580 total person trips in the midday peak hour, 1,300 total person trips in the PM peak hour and 1,230 total person trips in the Saturday midday peak hour. Person trips by auto and taxi modes would increase by a net total of 140, 330, 277 and 263 in the weekday AM, midday, PM and Saturday midday peak hours, respectively. Peak hour subway trips would increase by a net total of 236, 189, 302 and 231 in the weekday AM, midday, PM and Saturday midday peak hours, respectively. Peak hour bus trips would increase by a net total of 91, 141, 140 and 117 in these same peak hours, respectively. Given the distance of subway stations to certain parts of the rezoning area, some of the project-generated subway trips would be expected to include transfers to connecting bus routes, resulting in additional project-generated bus trips. Trips solely made by the walk mode would

increase by a net total of 207, 908, 553 and 598 in the weekday AM, midday, PM and Saturday midday peak hours, respectively.

Table 4 provides an estimate of the incremental net change in peak hour vehicle trips (auto, taxi and truck) that would occur in 2020 with implementation of the proposed action. Overall, as shown in Table 4, total vehicle trips en route to and from the rezoning area would increase by 107 in the AM peak hour, 187 in the midday peak hour, 170 in the PM peak hour and 147 in the Saturday midday peak hour. In the AM peak hour there would be a net increase of 87 auto trips (inbound and outbound combined) and a net increase of 8 taxi trips. (All taxi trips have been balanced to reflect that a proportion of taxis dropping off inbound passengers would be available to accommodate outbound trips.) In the midday peak hour, auto and taxi trips would increase by 141 and 36, respectively; in the PM peak hour, auto trips and taxi trips would increase by 150 and 20, respectively; and, in the Saturday midday peak hour auto trips and taxi trips would increase by 123 and 24, respectively. Truck trips would increase by 12 in the AM peak hour, 10 in the midday peak hour and would not increase in the PM or Saturday midday peak hours.

**Table 4:
Net Change in Vehicle Trips**

LAND USE		AM					MD					PM					SAT				
		Auto	Truck	Taxi	Balanced Taxi (1)	Total	Auto	Truck	Taxi	Balanced Taxi (1)	Total	Auto	Truck	Taxi	Balanced Taxi (1)	Total	Auto	Truck	Taxi	Balanced Taxi (1)	Total
Residential 738 dwelling units	In	15	3	0	---	18	26	2	1	---	29	83	0	2	---	85	43	0	1	---	44
	Out	86	3	2	---	91	26	2	1	---	29	36	0	1	---	37	43	0	1	---	44
	Total	101	6	2	---	109	52	4	2	---	58	119	0	3	---	122	86	0	2	---	88
Local Retail 35119 gsf	In	1	1	1	---	3	5	1	5	---	11	3	0	2	---	5	3	0	2	---	5
	Out	1	1	1	---	3	5	1	5	---	11	3	0	2	---	5	3	0	2	---	5
	Total	2	2	2	---	6	10	2	10	---	22	6	0	4	---	10	6	0	4	---	10
Office 16573 gsf	In	12	0	0	---	12	6	0	0	---	6	1	0	0	---	1	1	0	0	---	1
	Out	0	0	0	---	0	9	0	0	---	9	13	0	1	---	14	1	0	0	---	1
	Total	12	0	0	---	12	15	0	0	---	15	14	0	1	---	15	2	0	0	---	2
Medical Office (Staff) 5680 gsf	In	9	0	0	---	9	0	0	0	---	0	0	0	0	---	0	0	0	0	---	0
	Out	0	0	0	---	0	0	0	0	---	0	9	0	0	---	9	0	0	0	---	0
	Total	9	0	0	---	9	0	0	0	---	0	9	0	0	---	9	0	0	0	---	0
Medical Office (Visitors) 5680 gsf	In	2	0	1	---	3	1	0	1	---	2	0	0	0	---	0	1	0	0	---	1
	Out	0	0	0	---	0	1	0	1	---	2	1	0	1	---	2	1	0	0	---	1
	Total	2	0	1	---	3	2	0	2	---	4	1	0	1	---	2	2	0	0	---	2
Auto Repair -13372 gsf	In	-15	-1	-1	---	-17	-9	-1	-1	---	-11	-12	0	-1	---	-13	-9	0	-1	---	-10
	Out	-8	-1	0	---	-9	-9	-1	-1	---	-11	-12	0	-1	---	-13	-9	0	-1	---	-10
	Total	-23	-2	-1	---	-26	-18	-2	-2	---	-22	-24	0	-2	---	-26	-18	0	-2	---	-20
Hotel -55 rooms	In	-4	0	-1	---	-5	-8	0	-2	---	-10	-6	0	-2	---	-8	-10	0	-2	---	-12
	Out	-5	0	-1	---	-6	-4	0	-1	---	-5	-4	0	-1	---	-5	-8	0	-2	---	-10
	Total	-9	0	-2	---	-11	-12	0	-3	---	-15	-10	0	-3	---	-13	-18	0	-4	---	-22
FRESH 10625 gsf	In	1	0	0	---	1	2	0	2	---	4	2	0	2	---	4	2	0	2	---	4
	Out	1	0	1	---	2	3	0	2	---	5	2	0	2	---	4	2	0	2	---	4
	Total	2	0	1	---	3	5	0	4	---	9	4	0	4	---	8	4	0	4	---	8
Mini-Warehouse -58985 gsf	In	-9	0	0	---	-9	-8	0	0	---	-8	-8	0	0	---	-8	-8	0	0	---	-8
	Out	-6	0	0	---	-6	-8	0	0	---	-8	-8	0	0	---	-8	-8	0	0	---	-8
	Total	-15	0	0	---	-15	-16	0	0	---	-16	-16	0	0	---	-16	-16	0	0	---	-16
Restaurant 24169 gsf	In	5	3	1	---	9	64	3	8	---	75	29	0	3	---	32	41	0	5	---	46
	Out	0	3	0	---	3	34	3	4	---	41	15	0	2	---	17	28	0	3	---	31
	Total	5	6	1	---	12	98	6	12	---	116	44	0	5	---	49	69	0	8	---	77
Supermarket 1725 gsf	In	2	0	0	---	2	3	0	0	---	3	3	0	0	---	3	4	0	0	---	4
	Out	2	0	0	---	2	3	0	0	---	3	3	0	0	---	3	4	0	0	---	4
	Total	4	0	0	---	4	6	0	0	---	6	6	0	0	---	6	8	0	0	---	8
Community Center 2102 gsf	In	0	0	0	---	0	0	0	0	---	0	0	0	0	---	0	0	0	1	---	1
	Out	0	0	0	---	0	0	0	0	---	0	0	0	0	---	0	0	0	3	---	3
	Total	0	0	0	---	0	0	0	0	---	0	0	0	0	---	0	0	0	4	---	4
Parking -19 spaces	In	-2	0	0	---	-2	0	0	0	---	0	-1	0	0	---	-1	0	0	0	---	0
	Out	-1	0	0	---	-1	-1	0	0	---	-1	-2	0	0	---	-2	-2	0	0	---	-2
	Total	-3	0	0	---	-3	-1	0	0	---	-1	-3	0	0	---	-3	-2	0	0	---	-2
TOTAL TRIPS	In	17	6	1	4	27	82	5	14	18	105	94	0	6	10	104	68	0	8	12	80
	Out	70	6	3	4	80	59	5	11	18	82	56	0	7	10	66	55	0	8	12	67
	Total	87	12	4	8	107	141	10	25	36	187	150	0	13	20	170	123	0	16	24	147

Note:
(1) Balanced taxi trips assume that 50% of taxis arriving with passengers are available to accommodate outbound riders.

TRIP DISTRIBUTION

Specific vehicle trip distributions were derived for residents who live inside the rezoning area and work outside the area, i.e. the residential trip distribution, and workers who work inside the rezoning area but reside outside the area, i.e. the office/staff trip distribution. The residential distribution was derived from 2000 Census journey-to-work patterns for residential land uses in the rezoning area. The office/staff distribution was derived from 2000 Census reverse journey-to-work patterns for work trips into the rezoning area. The distributions are provided below in Table 5.

**Table 5:
Trip Distribution**

Trip Destinations Area Residents Who Work Outside the Study Area				Trip Origins Workers Who Live Outside and Work Inside Study Area			
New York City		Other		New York City		Other	
Bronx	35%	New Jersey	12%	Bronx	28%	New Jersey	9%
<i>Northeast</i>	9%	Connecticut	1%	<i>Northeast</i>	8%	Connecticut	4%
<i>Southeast</i>	3%	Long Island	4%	<i>Southeast</i>	6%	Long Island	6%
<i>South</i>	10%	<i>Nassau County</i>	3%	<i>South</i>	5%	<i>Nassau County</i>	5%
<i>West</i>	13%	<i>Suffolk County</i>	1%	<i>West</i>	9%	<i>Suffolk County</i>	1%
Brooklyn	5%	Westchester County	12%	Brooklyn	4%	Westchester County	15%
<i>East</i>	3%	<i>East</i>	4%	<i>East</i>	3%	<i>East</i>	4%
<i>West</i>	2%	<i>West</i>	8%	<i>West</i>	1%	<i>West</i>	11%
Manhattan	19%	Upstate New York	1%	Manhattan	7%	Upstate New York	15%
<i>North</i>	4%			<i>North</i>	5%		
<i>South</i>	15%			<i>South</i>	2%		
Queens	10%			Queens	11%		
Staten Island	1%			Staten Island	1%		

Source: 2000 Census

The retail, including local retail, restaurant, FRESH, mini-warehouse and other similar land use vehicle trip distributions were based upon the relative distribution of population in the Bronx relative to the project area, since such land uses are expected to primarily serve the local population.

Trip distributions were also developed for taxi and truck trips. Taxi trips were assumed to reflect the general short trip distribution of local retail trips and truck trips were distributed based upon New York City Department of Transportation (NYCDOT) designated truck routes in the project area, which is limited to East Gun Hill Road, Webster Avenue and East Fordham Road.

TRAFFIC ASSIGNMENT

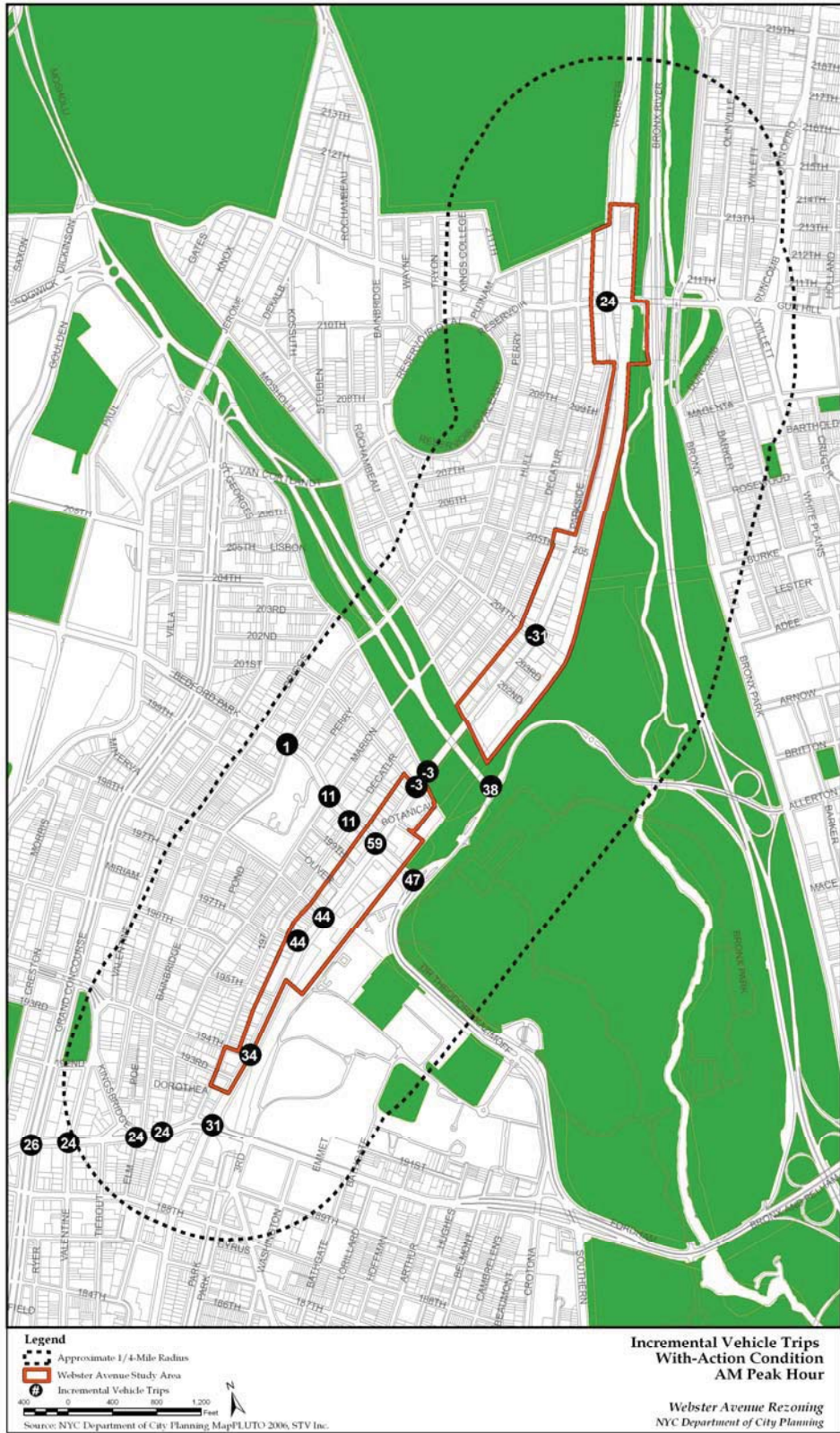
Assignments of With-Action incremental vehicle trips to specific roadways entering and leaving the project area that would be generated by the projected development sites were developed for the weekday AM, midday, PM and Saturday midday peak hours. These assignments were developed based upon the projected net change in vehicle trips generated by the development sites relative to the No-Action condition indicated in Table 4, the vehicle trip distributions presented above, the characteristics of the roadway network and the location and type of land use of each development site. Generally, the vehicle trip assignments reflect the roadway network characteristics in the area, particularly related to

corridors leading to and from the Bronx River Parkway and Major Deegan Expressway, the linear distribution of projected development sites along Webster Avenue and the predominate pattern of vehicle trips to and from south of the rezoning area. The greatest net changes in vehicle trips are projected to occur on Webster Avenue south of Mosholu Parkway and along Dr. Theodore Kazimiroff Boulevard.

TRAFFIC ANALYSIS LOCATIONS

According to the *CEQR Technical Manual*, if a proposed action would result in increases in development levels above that of the No-Action that would exceed Level 1 screening threshold criteria, as is demonstrated by Table 1, and generate more than 50 peak hour vehicle trip ends in this area of the Bronx (Level 2 screening), which is likewise demonstrated by Table 4, there is likely a need for further traffic analysis. A Level 3 screening analysis was conducted based upon the traffic assignments of With-Action incremental vehicle trips to identify intersections through which 50 or more incremental vehicle trips would pass due to the proposed action. Illustrated on Figures 2 through 5 are the numbers of incremental vehicle trips that are projected to pass through key intersections in the area due to the proposed action in comparison to conditions in 2020 without the proposed action during each of the peak hours. Figure 6 indicates those intersections through which 50 or more incremental vehicle trips are projected to pass in one or more analysis periods. Based upon the information presented, seven intersections were selected for traffic analysis, as indicated by the red circles on Figure 6, consisting of the intersections of Webster Avenue with Bedford Park Boulevard, Webster Avenue with East 198th Street, Webster Avenue with East 197th Street, Webster Avenue with East 194th Street and Webster Avenue with East Fordham Road, plus the intersections of Dr. Kazimiroff Boulevard with Bedford Park Boulevard and Dr. Kazimiroff Boulevard with Mosholu Parkway.

**Figure 2:
Incremental Vehicle Trips- AM Peak Hour**



**Figure 3:
Incremental Vehicle Trips- Midday Peak Hour**

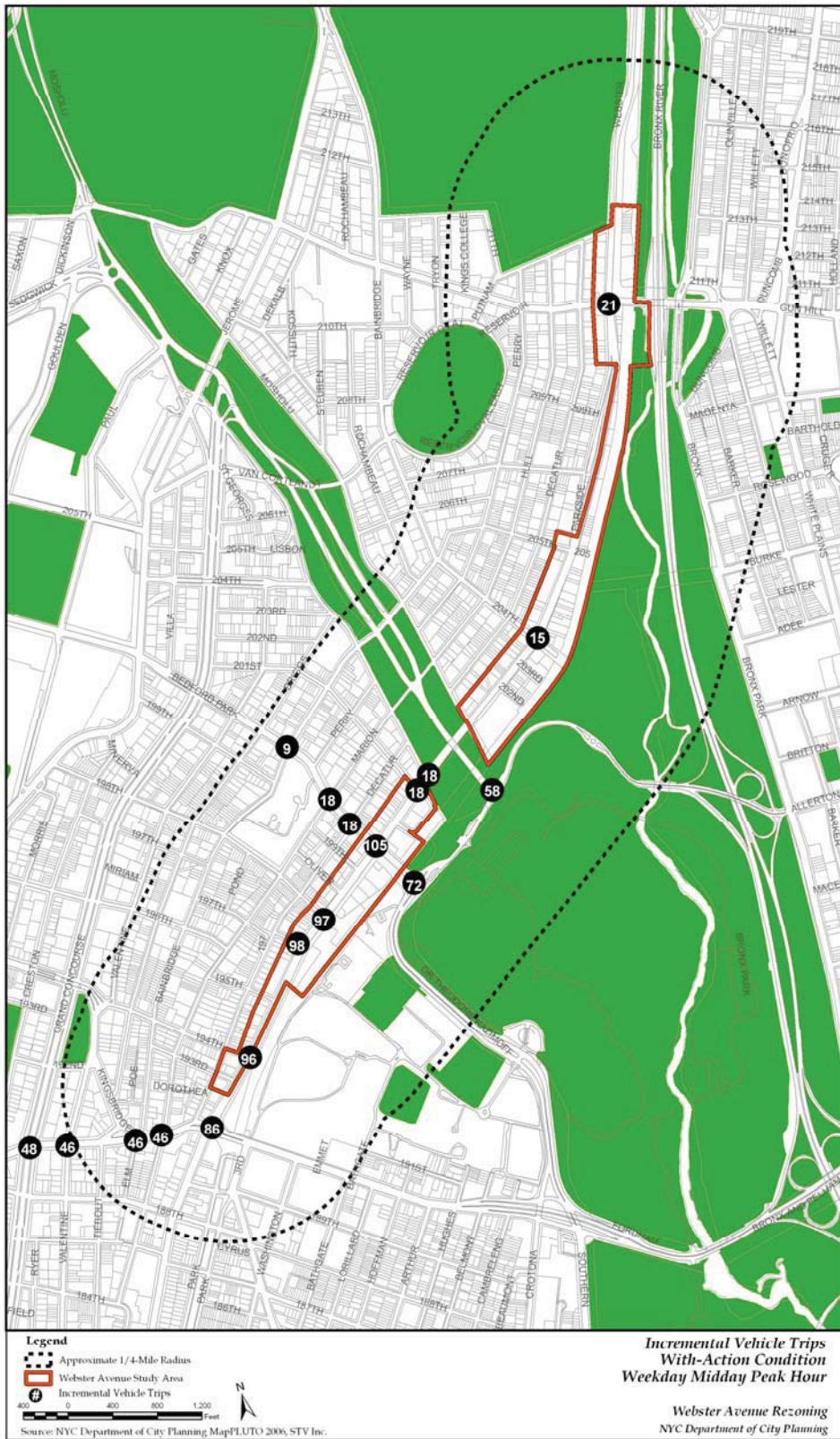
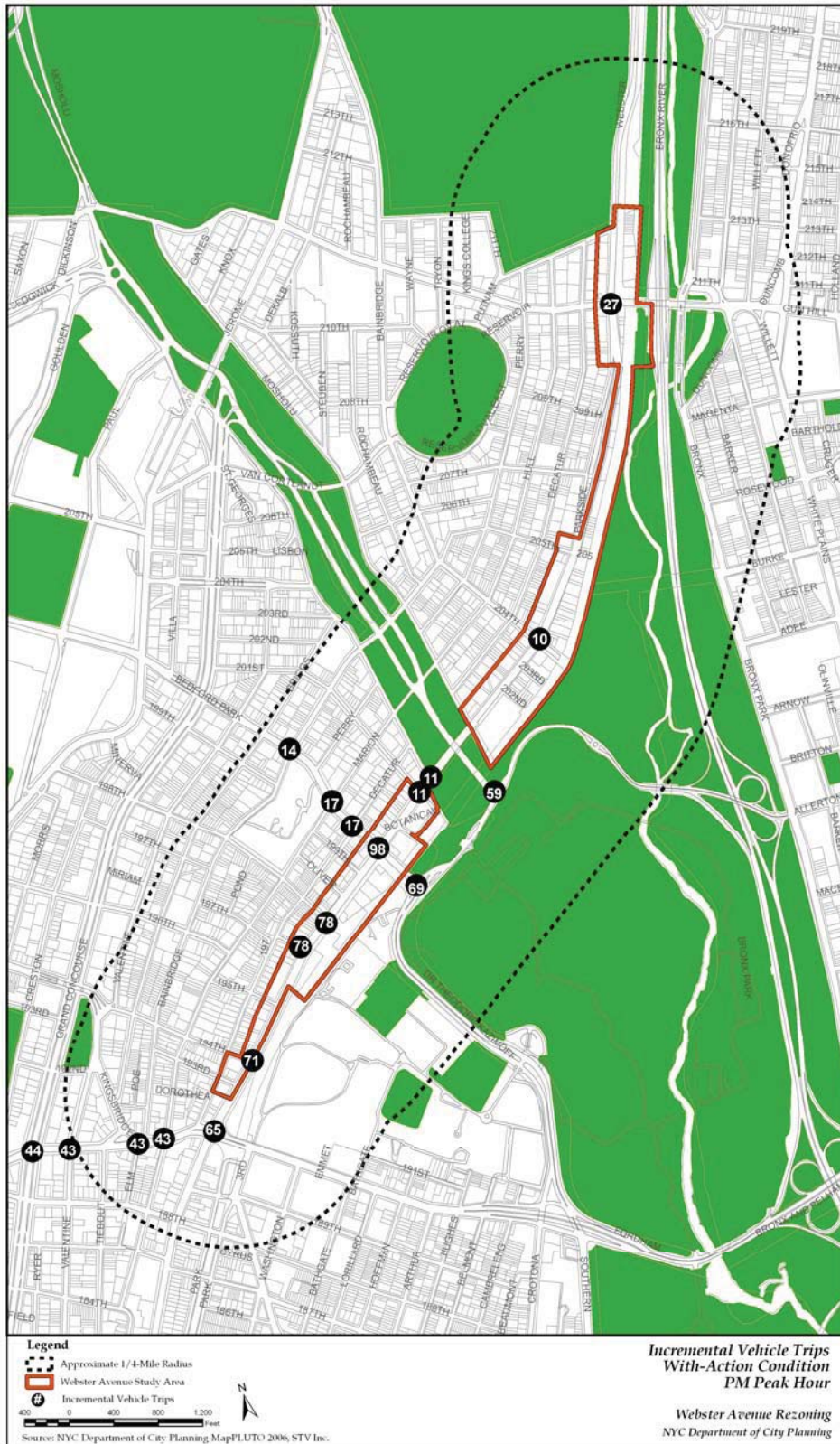


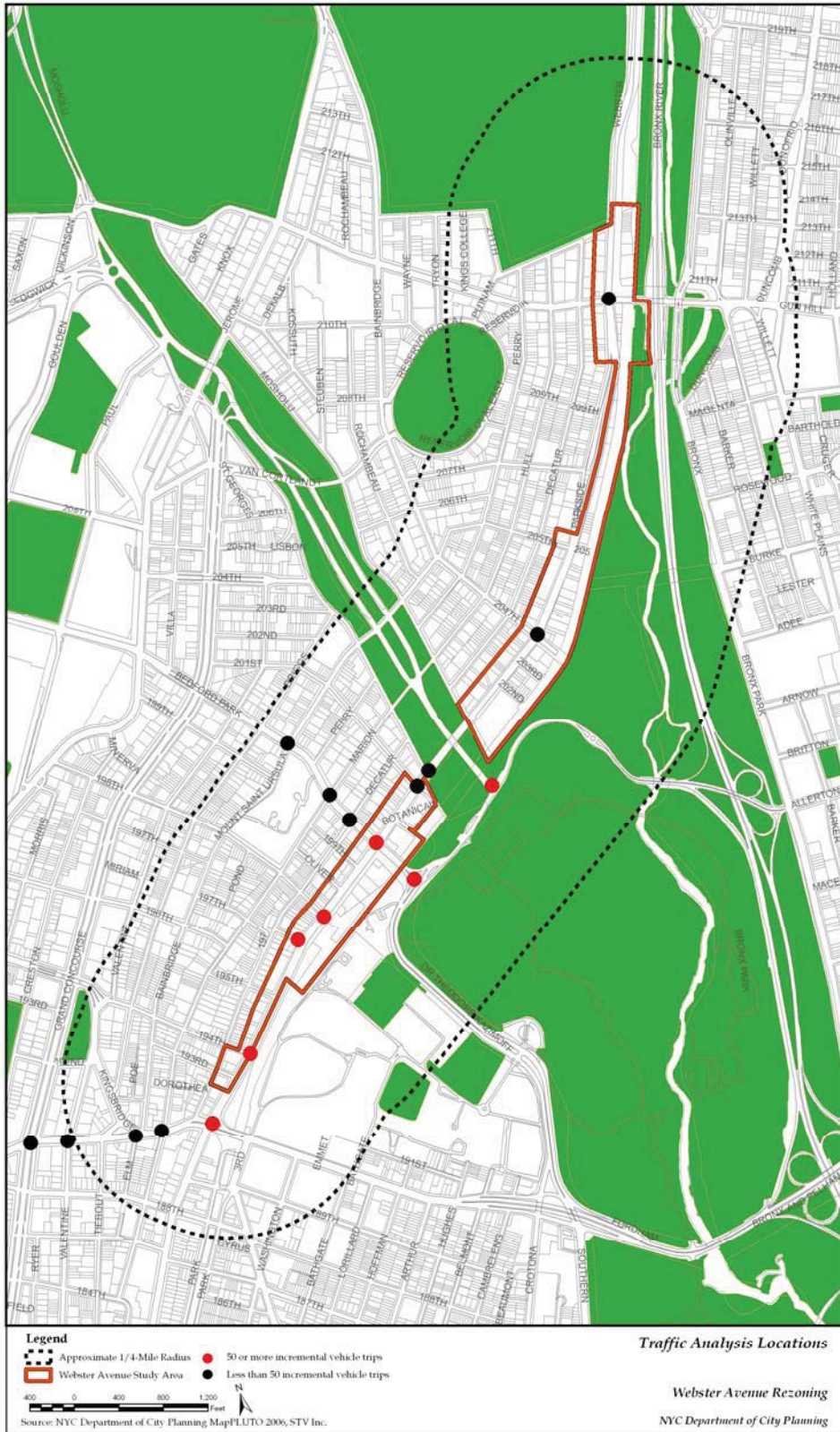
Figure 4:
Incremental Vehicle Trips- PM Peak Hour



**Figure 5:
Incremental Vehicle Trips- Saturday MIDDAY Peak Hour**



**Figure 6:
Traffic Analysis Locations**



PARKING

Parking demand from retail and office land uses typically peaks during the weekday midday period whereas parking demand from residential land uses typically peaks during the overnight period. A total net increase of 239 residential accessory parking spaces, a reduction of 358 accessory commercial parking spaces and a reduction of 19 public parking spaces will be assumed in the With-Action condition on projected development sites relative to the No Action, consistent with the RWCDs. Overnight parking demand for residential land uses will be forecasted based on auto ownership data from the 2000 Census for comparable areas in the Bronx. Parking demand for other land uses will be derived based on the trip generation forecasts of daily auto trips.

Existing on-street parking regulations and off-street public parking facilities will be documented within a ¼-mile radius of the projected development sites. A parking analysis will be conducted for the No-Action and With-Action conditions during the weekday midday and weekday overnight periods that will assess changes in the capacity and utilization of on- and off-street parking spaces. On- and off-street parking conditions will be assessed for No-Action and With-Action conditions within a ¼-mile radius of projected development sites where development is expected to generate parking demand exceeding the level of accessory parking supply to be provided.

TRANSIT ANALYSIS

Four subway stations are located within walking distance of the rezoning area: Norwood/205th Street (D), Bedford Park Boulevard (B, D), Kingsbridge Road (B, D) and Gun Hill Road (2, 5). However, only the Bedford Park Boulevard, Norwood/205th Street and Gun Hill Road stations are within ½ mile of any of the projected development sites. Both the Bedford Park Boulevard and Kingsbridge Road stations, as well as the Allerton Avenue (2, 5) station are accessible by connecting bus transit. As noted above, Level 1 screening based upon projected incremental development threshold criteria is exceeded. As shown in Table 3, subway trips to and from the projected development sites would increase by 236 in the AM peak hour and 302 in the PM peak hour, exceeding the *CEQR Technical Manual* 200-trip Level 2 screening threshold. Therefore a Level 3 screening analysis was undertaken to determine if any station would attract 200 or more incremental project-generated trips during the AM and PM peak hours and require a quantitative analysis.

As indicated on Table 6, the Norwood/205th Street station, which is within walking distance of the projected development sites along Webster Avenue in the vicinity of East 204th and East 205th Streets, would attract at most 183 incremental project-generated trips. Few subway trips would be generated by the projected development sites in the vicinity of the Gun Hill Road station, also within walking distance of projected development sites. Of the other three stations in the area, the proposed action would generate less than 100 incremental project-generated trips at the Bedford Park Boulevard and Allerton Avenue stations (all involving a bus transfer). No additional passengers are anticipated at the Kingsbridge Road station because the Bedford Park Boulevard station is more accessible from its closest projected development sites. Therefore, based upon the above screening, no quantitative analysis of subway stations is required due to the proposed action.

**Table 6:
Subway Station Incremental Trips**

Subway Station	AM Peak Hour	PM Peak Hour
Bedford Park Blvd (B/D Line)	39	47
Norwood/205th St (B/D Line)	139	183
Allerton Ave (2/5 Line)	58	70
Gun Hill Rd (2/5 Line)	0	2
Total Riders	236	302

Three Metro-North Railroad stations, Williams Bridge, Botanical Garden and Fordham, are in close proximity to projected development sites. However, as indicated in Table 3, the project generated projected increment in railroad usage is less than 25 trips during each peak analysis hour.

Several local bus routes serve the project area. The Bx41 and Bx55 run north-south along Webster Avenue, the Bx25/Bx26 runs along Bedford Park Boulevard and Dr. Kazimiroff Boulevard, providing transfer connections in close proximity to most of the larger projected development sites with the Bedford Park Boulevard and Allerton Avenue subway stations, and the Bx28 and Bx30 run along East Gun Hill Road. The Bx9, Bx12 (Local Service), Bx12 (Select Bus Service), Bx17 and Bx22 routes run along East Fordham Road just south of the rezoning area, with a major bus transfer terminal located at Fordham Plaza.

As shown in Table 3, bus trips to and from the projected development sites would increase by 91 in the AM peak hour and 140 in the PM peak hour. Although the projected incremental bus only trips do not exceed the 200-trip Level 2 screening threshold established by the *CEQR Technical Manual* for a detailed analysis of bus transit conditions, transfers between bus and subway are projected given the distance of the area's subway stations from the projected development sites, as well as bus to bus transfers. Therefore a Level 3 screening analysis was also conducted for bus transit to determine if any route would attract 200 or more incremental project-generated trips during the AM and PM peak hours, including transfers between bus and subway and bus to bus. As indicated on Table 7, the Bx25/Bx26 would attract up to 131 project-generated incremental trips, mostly due to bus-subway transfers. The Bx41 (Local Service), Bx41 (Limited Stop Service) and Bx55, which run north-south along Webster Avenue would attract, at most, 135 additional project-generated trips in aggregate. Therefore, based upon the above screening, no quantitative analysis of bus transit conditions is required due to the proposed action.

**Table 7:
Bus Transit Incremental Trips**

Bus Route	AM Peak Hour			PM Peak Hour		
	Bus Only	Bus - Subway	Total	Bus Only	Bus - Subway	Total
Bx9	9	0	9	14	0	14
Bx12	8	0	8	11	0	11
Bx12 (Select Bus Service)	8	0	8	11	0	11
Bx17	9	0	9	14	0	14
Bx22	9	0	9	14	0	14
Bx25/Bx26	9	97	106	14	117	131
Bx28	2	0	2	3	1	4
Bx30	2	0	2	3	1	4
Bx41	62	0	62	93	0	93
Bx41 (Limited)	9	0	9	14	0	14
Bx55	19	0	19	28	0	28
Total Riders	146	97	243	219	119	338

PEDESTRIAN ANALYSIS

The analysis of pedestrian conditions will focus on sidewalks, crosswalks and corners that are expected to have 200 or more project-generated trips during any peak hour, as per Level 3 *CEQR Technical Manual* screening criteria. New pedestrian trips resulting from the proposed action would be most heavily concentrated adjacent to projected development sites and become more dispersed farther away from the sites. A Level 3 screening analysis was conducted based upon the incremental pedestrian trip generation characteristics of projected development sites, both individually and grouped by area, considering walk trips plus access routes to subway stations for subway trips, the locations of bus stops in the area for bus trips and auto person trips due to off-site parking use. Based on this analysis, one or more pedestrian elements, consisting of sidewalks, crosswalks and corners, would exceed Level 3 screening criteria at the intersections of Webster Avenue with Bedford Park Boulevard, Webster Avenue with East 204th Street and Webster Avenue with East 205th Street.

Appendix G
Air Quality (E) Designations

Appendix G
Air Quality (E) Designations
Backup Technical Appendix

The HVAC analysis was performed to determine whether the proposed action would result in any potential significant adverse air quality impacts. The analysis determined that certain sites would require (E) designations that would specify the type of fuel to be used or the distance that the vent stack on the building roof must be from the edge of a lot line. The proposed (E) designations for the applicable projected and potential development sites with respect to HVAC systems are presented below.

Air Quality (E) Designations for Development Sites - HVAC Restrictions

The following language specifying these designations would be required:

- Block 3273, Lots 105, 109 (Projected Development Site 2): Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 28 feet for oil No.4/2 from the lot line facing Bedford Park Blvd for fuel oil or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.
- Block 3273, Lot 114 (Projected Development Site 3): Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 22 feet for oil No.4/2 from the lot line facing Oliver Place and at least 20 feet from the lot line facing Bedford Park Blvd for fuel oil or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.
- Block 3278, Lot 88 (Projected Development Site 4): Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 18 feet for oil No.4/2 from the lot line facing E 198 Street for fuel oil or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.
- Block 3278, Lots 84, 85 (Projected Development Site 5): Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 17 feet for oil No.4/2 from the lot line facing E 197 Street for fuel oil and at least 23 feet from the lot line facing E 198 Street or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.
- Block 3278, Lots 80, 81, 82, 83 (Projected Development Site 6): Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 22 feet for oil

No.4/2 from the lot line facing E 197 Street for fuel oil or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

- Block 3280, Lots 52, 55 (Projected Development Site 8): Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 24 feet for oil No.4/2 from the lot line facing E 201 Street and 24 feet from the lot line facing Bedford Park Blvd for fuel oil or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.
- Block 3280, Lots 45, 46, 48, 49 (Projected Development Site 9): Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 28 feet for oil No.4/2 from the lot line facing Bedford Park Blvd for fuel oil or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.
- Block 3330, Lots 40, 42, 43 (Projected Development Site 10): Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 18 feet for oil No.4/2 from the lot line facing E 203 Street for fuel oil or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.
- Block 3330, Lots 50, 51 (Projected Development Site 11): Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 11 feet for oil No.4/2 from the lot line facing E 202 Street and at least 18 feet from the lot line facing Metro-North Railroad for fuel oil or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.
- Block 3330, Lot 52 (Projected Development Site 12): Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 17 feet for oil No.4/2 from the lot line facing E 202 Street for fuel oil and at least 13 feet from the lot line facing Metro-North Railroad or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.
- Block 3331, Lot 80 (Projected Development Site 14): Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 22 feet for oil No.4/2 from the lot line facing E 204 Street for fuel oil and at least 15 feet from lot line facing Decatur Avenue or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

- Block 3357, Lot 7 (Projected Development Site 17): Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 26 feet for oil No.4/2 from the lot line facing E 205 Street and Webster Avenue for fuel oil or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.
- Block 3357, Lot 12 (Projected Development Site 18): Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 20 feet for oil No.4/2 from the lot line facing E 204 Street for fuel oil and at least 25 feet from the lot line facing E 205 Street and Webster Avenue or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.
- Block 3357, Lot 16, 18, 21 (Projected Development Site 19): Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 24 feet for oil No.4/2 from the lot line facing E 204 Street for fuel oil and at least 23 feet from the lot line facing E 205 Street and Webster Avenue or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.
- Block 3357, Lots 37, 52, 53, 54 (Projected Development Site 20): Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 30 feet for oil No.4/2 from the lot line facing E 205 Street for fuel oil and or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.
- Block 3357, Lot 55 (Projected Development Site 21): Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 17 feet for oil No.4/2 from the lot line facing E 204 Street for fuel oil and or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.
- Block 3360, Lot 50 (Projected Development Site 22): Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 12 feet for oil No.4/2 from the lot line facing E Gun Hill Road for fuel oil and or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.
- Block 3356, Lot 214 (Projected Development Site 23): Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 20 feet for oil

No.4/2 from the lot line facing Decatur Avenue for fuel oil and or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

- Block 3277, Lots 41, 45 (Potential Development Site 102): Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 25 feet for oil No.4/2 from the lot line facing E 195 Street for fuel oil or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.
- Block 3277, Lots 36, 40 (Potential Development Site 103): Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 24 feet for oil No.4/2 from the lot line facing E 194 Street for fuel oil or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.
- Block 3278, Lot 31 (Potential Development Site 106): Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 16 feet for oil No.4/2 from the lot line facing Webster Avenue for fuel oil or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.
- Block 3280, Lots 65, 67 (Potential Development Site 108): Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 20 feet for oil No.4/2 from the lot line facing E 201 Street for fuel oil or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.
- Block 3280, Lots 58, 61 (Potential Development Site 109): Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 23 feet for oil No.4/2 from the lot line facing E 201 Street for fuel oil and at least 26 feet from the lot line facing Bedford Park Blvd or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.
- Block 3280, Lot 42 (Potential Development Site 110): Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 17 feet for oil No.4/2 from the lot line facing Bedford Park Blvd for fuel oil and at least 12 feet from the lot line facing E 201 Street or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

- Block 3330, Lots 55, 57 (Potential Development Site 115): Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 29 feet for oil No.4/2 from the lot line facing E 202 Street for fuel oil or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.
- Block 3357, Lot 23 (Potential Development Site 116): Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 15 feet for oil No.4/2 from the lot line facing E 204 Street for fuel oil and at least 18 feet from the lot line facing E 205 Street and Webster Avenue or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.
- Block 3357, Lot 25 (Potential Development Site 117): Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 19 feet for oil No.4/2 from the lot line facing E 204 Street for fuel oil and at least 22 feet from the lot line facing E 205 Street and Webster Avenue or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.
- Block 3357, Lot 28 (Potential Development Site 118): Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 27 feet for oil No.4/2 from the lot line facing E 204 Street for fuel oil and at least 26 feet from the lot line facing E 205 Street and Webster Avenue or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.
- Block 3357, Lots 32, 33 (Potential Development Site 119): Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 17 feet for oil No.4/2 from the lot line facing E 204 Street for fuel oil or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.
- Block 3356, Lot 206 (Potential Development Site 122): Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 16 feet for oil No.4/2 from the lot line facing E Gun Hill Road for fuel oil and at least 16 feet from the lot line facing E 211 Street or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.
- Block 3273 Lot 100 (Potential Development Site 125): Any new residential and/or

commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 35 feet for oil No.4/2 from the lot line facing Webster Avenue for fuel oil and at least 16 ft feet from the lot line facing Decatur Avenue or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

With (E) designations, the potential impacts from the projected and potential development sites heating systems would not exceed the applicable NAAQS and would therefore not have potential significant adverse environmental impacts on air quality.

Environmental Assessment Statement

Errata

Two errors affecting the designation of potential development sites appear on three figures included in the *Webster Avenue EAS*. Specifically, the errors included: (1) a portion of potential development site 107 was incorrectly labeled as potential development site 104, and (2) a narrow lot component to potential development site 103 was not appropriately filled with color to designate it as part of that potential development site. Neither error in mapping substantively affects analyses conducted or conclusions drawn in the EAS. The designated potential development site 104, at Webster Avenue and East 199th Street, was correctly labeled. Where in this EIS the potential development sites are illustrated, they are illustrated with these corrections made. Please refer to Figure 3.1-1, “Coastal Zone,” in Chapter 3.1, “Land Use, Zoning, and Public Policy” in the EIS.

The revised and corrected map of projected and potential development sites should be referenced in place of the following figures included in the EAS:

- Figure 2.0-5, “Projected and Potential Development Sites,” on page 2.0-43 of Chapter 2.0, “Project Description.”
- Figure 3.1-6, “Projected and Potential Development Sites in the Future with the Proposed Action,” on page 3.1-39 of Chapter 3.0, “Land Use, Zoning, and Public Policy.”
- Figure 3.7-9, “Urban Design and Visual Resources,” on page 3.7-83 of Chapter 3.7, “Urban Design and Visual Resources.”

The following revisions should be noted to Table 3.7-1, “Visual Resources in the Webster Avenue Study Area,” beginning on page 3.7-75 of Chapter 3.1, “Urban Design and Visual Resources” in the EAS:

- Regarding Green Street (Resource #13), the sentence, “Partial view west to potential development sites 104 and 107” should read, “Partial view west to potential development site 107.”
- Regarding Botanical Garden Station (Resource #14), the sentence, “Likely partial views southwest to potential development sites 104, 107, and 125” should read, “Likely partial views southwest to potential development sites 107 and 125.”
- Regarding Bronx Park (Resource #16), the sentence, “Partial view west to potential development sites 104 and 107” should read, “Partial view west to potential development site 107.”
- Regarding New York Botanical Garden (Resource #17), the sentence, “However, the tops of some taller structures...past projected development site 7 and potential development sites 104 and 107” should read, “However, the tops of some taller structures...past projected development site 7 and potential development site 107.”

Appendix D

New York City Landmarks Preservation Commission

Correspondence

THE CITY OF NEW YORK LANDMARKS PRESERVATION COMMISSION
1 Centre Street, 9N, New York, NY 10007 (212) 669-7700 www.nyc.gov/landmarks

ENVIRONMENTAL REVIEW

DEPARTMENT OF CITY PLANNING/10DCP035X

8/6/2010

Project number

Date received

Project: WEBSTER AVENUE REZONING

Comments: The LPC is in receipt of the revised EAS and revised Scope of Work for EIS dated 7/30/10. The documents are acceptable for historic and cultural resources.

Gina Santucci

8/6/2010

SIGNATURE

DATE

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Appendix E
Public Comment Letters on
Draft Environmental Impact Statement

3274 Hull Avenue
Bronx, NY 10467

December 2, 2010

Honorable Amanda Burden
Chair, City Planning Commission
22 Reade Street
New York, NY 10007

Dear Chair Burden:

As an urban planner and member of Bronx Community Board 7 (CB7), I am writing regarding the Draft Environmental Impact Statement for the Webster Avenue Rezoning (DEIS). It is my view that the community has been very well served by the collaborative efforts of the staff in the Bronx office, and the proposal requested by the CB7 has grown stronger through the back and forth of this partnership. I was glad to vote in favor of these constructive zoning changes, but I also want to submit a few comments on the DEIS so that the few remaining rough edges can be refined as the proposal proceeds through the public review process. The comments are grouped below by chapter.

Socioeconomic Conditions

There were questions during the Public Scoping Hearing about the potential impacts to existing businesses, and this has been a topic of public discussion and concern since. The EAS did not seem to fully answer these questions, and has not addressed the topic in terms easily understood by community members. The Bronx Office of the Department of City Planning has discussed this issue with members of the Community Board to fully understand the concern, and they have provided useful information that clarifies how the rezoning would relate to existing business strips nearby. I would request that this explanation be documented as part of the record as a response to this question in the Final EIS. You may also consider including similar information in future EAS/EIS documents to ensure communities really understand the issues that concern them.

Transportation

The maps on pages 3.3-15 and 3.3-16 are illegible, and should be revised.

The sources of the trip generation rates and mode splits are not properly cited on page 3.3-31. The lack of primary sources make it very difficult and time consuming for anyone reviewing the EIS to determine how suitable the assumptions are for the particular land uses in their local context. Moreover, this practice can be misleading by creating the impression that the assumptions are more accurate than they actually are. Finally, the practice of referring to certified EIS documents, instead of using primary sources, introduces additional risks.

Transcription mistakes that are not caught during review can be repeated in subsequent EIS documents. Likewise, assumptions that were appropriate for one EIS may not be relevant in another context, but may not be apparent without referring to the original source. That is the case in this EIS, where mode split assumptions for hotels developed for Downtown Jamaica, with direct access to JFK Airport, are not relevant to Webster Avenue.

It is important to note that citation of primary sources for trip generation rates was specifically requested during the Public Scoping Hearing. I highly recommend that these practices be reviewed in general, beyond the specifics of this EIS, to strengthen the quality of environmental reviews.

This DEIS cites the *Lower Concourse Rezoning FEIS*, 2009 as the source of many of the trip generation assumptions. However, a review of the *Lower Concourse Rezoning FEIS* shows that there was no data collection or new analytical work conducted as part of that rezoning project to develop trip generation assumptions for any of these land uses. The table below shows the sources cited by the DEIS, and the actual original sources – to the extent it was possible to locate the original documents.

Land Use	DEIS Citation	Chain to Original Source	Issues
Residential (weekday)	<i>Lower Concourse Rezoning FEIS</i> , 2009	Pushkarev and Zupan, Urban Space for Pedestrians, 1975	The modal split is based on current residents. This may skew away from rail due to relatively low incomes in the existing housing.
Residential (Saturday)	<i>Lower Concourse Rezoning FEIS</i> , 2009	The Jamaica Plan FEIS, 2007 → ITE Land Use Code (220)	
Local retail (weekday)	<i>Lower Concourse Rezoning FEIS</i> , 2009	Melrose Commons Urban Renewal Amendments DEIS, 2007 → Retail and Industrial Zoning Text Amendments FGEIS (October 1996) and Characteristics of Urban Transportation Demand – unavailable, original source unknown	
Local retail (Saturday)	<i>Lower Concourse Rezoning FEIS</i> , 2009	Weekday trip generation rate assumed for Saturday as per Jamaica Plan FEIS, 2007 → 2001 CEQR Technical Manual. 70% linked trip are applied in the demand forecast summary based on survey within Bronxchester Retail Technical Memorandum, February 2004 –	

		unavailable, original source unknown	
Office	<i>Lower Concourse Rezoning FEIS, 2009</i>	Hunts Point Rezoning EAS, 2007 – unavailable, original source unknown	<p>The modal split was based on current Census Place of Work data for the actual Webster locations. The locations in the area that actually have significant offices were not included.</p> <p>Fordham University was included (Census Tract 397), but the CTs for Montefiore (CT 421), Botanical Garden (CT 334), and Fordham Plaza (CTs 385 and 387) were not used.</p> <p>The commuting patterns of offices at these institutions would be more representative of anticipated development than the employment locations used for the DEIS.</p>
Community facility – medical office (weekday)	<i>Melrose Commons Urban Renewal Amendments DEIS, 2007</i>	506 East 76th Street Rezoning FEIS – unavailable, original source unknown	
Community facility medical office (Saturday)	Jamaica Plan FEIS, 2007	ITE Land Use Code (630)	
Auto repair	<i>Lower Concourse Rezoning FEIS, 2009</i>	“Auto Care Center” – Greenpoint-Williamsburg Rezoning FEIS, 2005 → ITE Trip Generation Handbook, 6th Edition, Land Use Code 840 (Automobile Care Center)	
Hotel	<i>Lower Concourse Rezoning FEIS, 2009</i>	Jamaica Plan FEIS, 2007 → Marriot Hotel Transportation Survey, AKRF, August 1999 –	Use of JFK AirTrain is included in subway mode. This is not appropriate for the conditions on

		unavailable, original source unknown	Webster Avenue.
FRESH	2001 CEQR Technical Manual	-	
Mini-warehouse	<i>Lower Concourse Rezoning FEIS, 2009</i>	ITE Trip Generation, 7th Edition, Land Use Code 151: Mini-Warehouse.	
Restaurant	2001 CEQR Technical Manual	-	
Supermarket (weekday)	<i>Lower Concourse Rezoning FEIS, 2009</i>	Via Hunts Point Rezoning EAS, 2007 – unavailable, original source unknown	The mode split from Hunts Point is probably not appropriate on Webster Ave. due to differences in walkability and transit access.
Supermarket (Saturday)		<p>“Assumes 25% pass by trips as per Dutch Kills Rezoning Transportation Planning Assumptions”</p> <p>“The forecast of travel demand from the development of destination retail on this site was based on trip rates and a temporal distribution derived from survey data at an Edwards Supermarket and cited in the <i>Hunts Point Rezoning EAS</i>, and data on modal splits and vehicle occupancy from the <i>Northern Boulevard Stores FTEIS</i> (September 1995). A linked-trip rate of 25 percent was conservatively assumed for this destination retail use in consultation with NYCDOT.”</p>	The mode split and linked trips in Hunts Point is probably not appropriate for Webster Ave. due to differences in walkability and transit access.

Community center	Jamaica Plan FEIS, 2007	ITE Land Use code (495) Recreational Community Center	
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While this rezoning appropriately concentrates new development around areas that are highly accessible to transit, the trip generation assumptions do not appear to accurately reflect these local conditions. Table 3.3-8 on p. 3.3-33 shows a very low share of incremental trips via Metro North: less than 2% for the pm peak. This should be checked. It appears that part of this low utilization rate is due to the assumptions for office land uses, which drew on census tracts that currently have little office use and likely have substantially different employment bases than anticipated development. The census tracts containing the more relevant office locations of the major local institutions should be included.

These specific concerns noted above about individual trip generation assumptions should be reviewed and revised where appropriate in the Final EIS. The original source for all assumptions should be reviewed for appropriateness for Webster Avenue, and then properly cited.

Another omission in the DEIS is an explanation of the pedestrian volumes assumed for the HCS intersection analyses. This was also specifically requested during Scoping. Pedestrian volume is an important factor, because high volumes of pedestrians reduce the level of service of an intersection due to friction with turning vehicles. Fordham Road is already a busy pedestrian street, and pedestrian activity would be anticipated to increase with the redevelopment of Webster Avenue, as well as the improvements proposed for Fordham Plaza. Prior to completing the Final EIS, the pedestrian assumptions should be reviewed and revised as necessary. Any necessary changes in mitigation should also be developed and described.

There is a lack of detail in the DEIS about the analysis of the intersection of Fordham Road and Webster Avenue. Without the detail, it does not appear that the dedicated bus lanes or the unsignalized right-turn movement from westbound Fordham Road onto Webster Avenue were adequately addressed.

The analysis in the DEIS shows only two lane groups in the eastbound direction: 1) left turns (L), and 2) through traffic (T) and right turns (R). However, through traffic is not allowed in the dedicated bus lane, while turning vehicles may use the lane. Therefore, the through traffic volumes (T) should be separated from the bus lane (TR) in the analysis. Likewise, in the westbound direction, the DEIS appears to combine the general traffic with the bus lane as a single lane group. The volumes of these two different lanes need to be separated for accurate results. The right turn from westbound Fordham Road, which is separated from the signalized intersection, must also be analyzed. It is critical to understand if new development on Webster Avenue will result in a poor level of service for this approach, which would need mitigation.

Neighborhood Character

There are a handful of properties on through lots between Perry Avenue and Reservoir Oval East proposed to be down-zoned to R5B that need some additional study. This issue was raised during Scoping.

The existing houses are currently in fair condition, but there may be a risk of further deterioration with the rezoning. The lot line on Reservoir Oval East consists of a tall retaining wall, which supports the street above these properties. It is unclear whether New York City or the adjacent property owners are responsible for maintaining the retaining wall. Additionally, there are no sidewalks on Reservoir Oval East, and the Department of Transportation (DOT) has previously indicated it would be the responsibility of the property owners to install sidewalks. It is difficult to make an informed decision about the appropriate zoning for these lots without better information about these responsibilities.

If the property owners are responsible for maintaining the retaining wall, the financial burden may result in a long-term deterioration of all the houses along this stretch. Such a stretch of deteriorated housing would negatively impact the entire surrounding neighborhood.

If the property owners bear responsibility for constructing the sidewalks, it is unlikely this improvement will be made if the scale of the allowed buildings is limited. While a higher zoning allowance would not guarantee construction of the sidewalks, it would improve the chances the needed sidewalks will be constructed.

It should also be noted that bulkier buildings would not have the same negative impact on this small portion of the area as it would on other blocks. The retaining wall and some nearby apartment buildings already limit the light and air in the area. Neither existing buildings nor new buildings built to an R5B zoning would have views of the Williamsbridge Oval Park. Instead, their windows would face the retaining wall. Larger buildings could provide better housing conditions for residents and could provide a streetscape that was an appropriate complement to the existing buildings around Reservoir Oval West.

With the existing information, it is not possible to determine if the community would be better served by protecting the existing housing or allowing moderately larger development. Therefore, I suggest you request additional information from DOT to adequately understand these issues before finalizing a decision about the most appropriate zoning for this handful of lots.

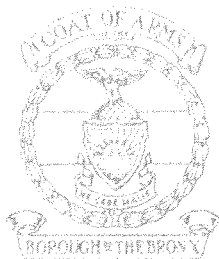
Conclusion

I have enjoyed working with the Department of City Planning staff and my fellow board members, who initiated this rezoning proposal. With all the land use decisions that have become divisive and contentious, it has been refreshing to see the community come together with a City agency to craft a positive solution in a true collaboration. I am confident that your staff can review and address these remaining concerns about the DEIS to further improve what is already a great proposal.

Respectfully,

o/s/b

Jay W. Shuffield



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BRONX BOROUGH PRESIDENT'S TESTIMONY
ULURP APPLICATION NOS: C 110085 ZMX N 110086 ZRX
WEBSTER AVENUE-BEDFORD PARK-NORWOOD REZONING
1/5/2011

I welcome the rezoning of one of my borough's most diverse and economically viable collection of neighborhoods. The Webster Avenue-Bedford Park-Norwood rezoning will allow for the vitalization of a dormant, and sometimes dangerous, stretch of Webster Avenue, turning it into a destination point for living and local shopping that will enhance usage of the three Metro-North stations running alongside it. Also, this rezoning will preserve unique low-rise side streets scattered throughout what is otherwise two dense neighborhoods. I am especially pleased at the downzoning of Bainbridge Avenue between East 208th and 210th Streets, with its collection of stately, architecturally important homes that echo a time when Norwood was just burgeoning as a neighborhood.

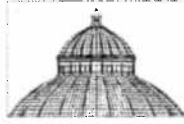
I applaud and specifically note the efforts of the Bronx Borough Office of the New York City Department of City Planning for closely working with the community and my office on this rezoning. I want to especially thank them for including our recommendations to establish R5D and R6B zones in Norwood's core. This truly was a collaborative effort.

I do want to address three things. First, I request the study of adding a planted median along Webster Avenue. Webster Avenue has historically been notorious for drag racing that has resulted in the deaths of a number of young people. Introducing such a great number of people living along the corridor creates a grave risk without any traffic calming measures. The proposed rezoning as a whole projects 738 new units, most housed along Webster Avenue. It is critical that this potentially dangerous situation be addressed.

Second, I am concerned about overcrowding conditions in one of the City's most overcrowded school districts. The FEIS identified no significant adverse impact. That reasoning is flawed, as the basis of solely using the student increase as allowed by the CEQR manual to determine impact is flawed. The FEIS identifies that 26 of the 33 elementary schools and annexes are over 100 percent capacity. I do not blame the New York Department of City Planning for their analysis, as they followed procedure, but the CEQR manual needs to be re-written to address real life school and day care needs throughout the City. I strongly call upon the Department of Education to seriously evaluate Bedford Park and Norwood for additional schools.

Finally, I would like to address the inclusionary housing provision. Inclusionary housing gives neighborhoods the opportunity to maintain a level of affordability for all New Yorkers, yet it must be tailored to address the needs of different communities. Bedford Park and Norwood are diverse communities that range from low-income to upper middle-income households. Recent applications in the Lower Concourse rezoning have called for development of low-income housing developments that receive the inclusionary FAR bonus, without any provision of middle-income or market rate housing. In other boroughs there is a dire need to maintain low-income units in increasingly gentrifying neighborhoods. The Bronx has seen little of this gentrification at the middle and upper-income strata, while receiving the bulk of low-income units built throughout the City. Allowing low-income developments to attain a FAR bonus without providing middle-income or market rate housing expands the stereotype of The Bronx as a borough of low income housing without opportunities for advancement, and encourages residents to move to where such opportunities exist. I seriously request that the New York City Departments of City Planning, and Housing Preservation and Development revisit inclusionary housing to allow bonuses in situations where both low-income, and middle-income or market rate housing is provided, to assure the diversity and stability of our neighborhoods.

I recommend approval of this application.



THE NEW YORK BOTANICAL GARDEN

TESTIMONY OF THE NEW YORK BOTANICAL GARDEN

City Planning Commission Hearing

on the proposed

WEBSTER AVENUE/ NORWOOD/ BEDFORD PARK REZONING

January 5, 2011

10:00 am

Good morning. My name is Carrie Laney, Vice President for Community and Government Relations for The New York Botanical Garden. I am joined by my colleagues Roberto Garcia, Senior Director, Office of Community & Governmental Relations for Montefiore Medical Center and Rosemary DeLuca, Assistant Director of City and State Affairs for the Wildlife Conservation Society/Bronx Zoo. I am here this morning to testify on behalf of the Four Bronx Institution Alliance (FBIA) regarding the proposed Webster Avenue/ Norwood/ Bedford Park rezoning.

As you know, the Four Bronx Institutions Alliance (FBIA) is a partnership between the four major, private, not-for-profit institutions in the north central Bronx. FBIA consists of The New York Botanical Garden, The Bronx Zoo, Fordham University, and Montefiore Medical Center.

FBIA has been working together for the past five years to propose, in partnership with the City, a large-scale urban improvement plan for this three and a half square mile district where we live and do business. Webster Avenue is a vital component of that District.

The Webster Avenue/Bedford Park/Norwood rezoning proposal aims to revitalize a 1.75-mile stretch of Webster Avenue encompassing 80 blocks in the Northwest Bronx with residential and commercial development, while protecting the lower scale communities of Norwood and Bedford Park.

In order to create a pedestrian friendly corridor that better serves the neighborhood and visitors, the Webster Avenue/Bedford Park/Norwood proposal would change antiquated restrictive zoning along Webster Avenue that dates to the time of the Third Avenue elevated train, demolished in 1973, to permit residential, commercial and community facility uses in 8 to 10-story buildings.

It would also apply contextual height limitations to reinforce the character of the residential areas of Bedford Park and Norwood immediately to the west of Webster Avenue. The proposed zoning would create opportunities for residential

development and incentivize permanently affordable housing, shift incentive of development from the neighborhood area to the Webster Ave corridor, preserve the neighborhood character of Bedford Park and Norwood, unify urban design and provide height limits, encourage commercial office and business development and limit unwanted uses, and provide a variety of development options to spark revitalization of Webster Avenue.

This proposed zoning would be a major step forward in revitalizing this community and will serve as an economic engine for the Bronx.

This area is home to some of New York City's most recognizable and much frequented cultural, medical, and educational institutions, many of which are within walking distance to the proposed area. Many of our visitors often take advantage of the close proximity to the Belmont shopping district and Arthur Avenue. The Webster Avenue rezoning has all of the elements needed to produce a similar experience for the community and visitors alike.

Future development of commercial space and the development of permanent affordable housing will help to stimulate the economy of the community while preserving the esthetics and character of this beautiful area.

The New York Botanical Garden and our partners in the Four Bronx Institution Alliance support the proposed rezoning of the Webster Avenue/Norwood/ Bedford Park communities. We look forward to continuing to strengthen our existing relations with the community and to forge new relationships and partnerships in the future.

Thank you again for this opportunity to testify today.

Contact Information:

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To: Robert Dobruskin, Director
Environmental Assessment and Review Division
Department of City Planning

From: Naim Rasheed, Director
Traffic Planning

Re: Webster Avenue Rezoning, Bronx
Final Environmental Impact Statement
CEQR No.: 10DCP035X

Date: February 4, 2010

We have completed our review of the above referenced project. The Department of City Planning (DCP), as lead agency on behalf of the City Planning Commission, is proposing zoning map amendments along Webster Avenue to permit contextual residential development and medium density commercial uses where current zoning is oriented to low-scale auto-related commercial uses. In total along Webster Avenue, the proposed action is projected to result in new development of approximately 738 dwelling units (DUs) and 47,469 square feet (sf) of commercial space. Other new development resulting from the proposed action is projected to include 24,169 sf of restaurant space, 16,573 sf of office space, and 7,782 sf of community facility space. The proposed rezoning area is generally bounded by 215th Street to the north, the Metro North Railroad Harlem Line to the east, Dorothea Place to the south and Decatur Avenue to the west. The action is located in Community District 7 and the Build year is 2020.

The traffic analysis assessed the vehicle delay and levels of service (LOS) at seven intersections for the weekday AM, midday, PM and the Saturday Midday peak hours. As a result, in 2020 significant traffic impacts were identified at Webster Avenue at East Fordham Road and Webster Avenue at Bedford Park Boulevard. The proposed mitigation measures include changes in signal timing, parking regulations and restriping. However, with the proposed measures at East Fordham Road and Webster Avenue the eastbound (weekday AM, midday, PM) and southbound (weekday midday, PM and Saturday midday) left turn lanes would be partially mitigated. A pedestrian LOS analysis was not conducted for this project.

The proposed mitigation measures appear reasonable and feasible. NYCDOT will investigate the need for implementing these measures or similar measures when the project is built and occupied in 2020. The applicant should advise NYCDOT six months prior to completion and occupancy of the proposed project.

If you should have any questions, please feel free to call me at (212) 839-7710 or Henry Colon at (212) 839-7749.

C: A/C Russo, B/C C. Moran, R. Kulikowski (OEC), E. Athanailos, S. Barkho,
J. Benson, T. Gurung, S. Ahmed, H. Colon, File

e:\docs\Henry C\Webster Avenue Rezoning FEIS sign-off

NYC Department of Transportation

Division of Traffic Operations

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