FINAL SCOPE OF WORK FOR THE
WEBSTER AVENUE REZONING
ENVIRONMENTAL IMPACT STATEMENT

CEQR NO. 10DCP035X
ULURP NO. 110085ZMX
N 110086ZRX

SEPTEMBER 2010

A. INTRODUCTION

This final scoping document outlines the issues to be analyzed in the preparation of an Environmental Impact Statement (EIS) for the proposed Webster Avenue Rezoning ("the proposed action"). The proposed action includes zoning map changes and a zoning text amendment proposed by the New York City Department of City Planning (NYCDCP). This document provides a description of the proposed action and includes task categories for all technical areas to be analyzed in the EIS.

The rezoning area is located in Bronx Community District 7 and Community District 12 and is comprised of the Webster Avenue corridor rezoning area and rezoning areas to the west in the Bedford Park and Norwood neighborhoods, as shown on Figure 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 automotive-related commercial uses. These 25 blocks or block portions are located adjacent to and west of the Metro-North Railroad Harlem Line along 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. 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. Rezonings 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.

An Environmental Assessment Statement (EAS) was submitted on April 16th, 2010. A Draft Scope of Work for the EIS for the proposed action was issued on April 16, 2010, and a public scoping hearing on the proposed action was held at the Bedford Park Senior Center, 243 East 204th Street, Bronx, New York, on May 19th at 4:00 p.m. 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 Avenue and East 198th Street, to R7B instead of R5A.

The Draft Scope of Work and the Environmental Assessment Statement were revised to incorporate these changes, and to include updated analyses per the 2010 *City Environmental Quality Review (CEQR) Technical Manual,* which updates the methodologies and criteria set forth in the 2001 *CEQR Technical Manual*. Furthermore, the Draft Scope of Work and Environmental Assessment Statement (EAS) were revised to indicate that a small portion of the proposed rezoning area is located in Community District 12 and that a blockfront along Webster Avenue currently zoned R8/C2-3 would be rezoned to R8/C2-4. The new EAS for the proposed action and the new Draft Scope of Work for the EIS were issued July 30, 2010. To reflect these proposed changes to the proposed action and accommodate public comment in the environmental review process, DCP held a second public scoping hearing at Spector Hall at the Department of City Planning, 22 Reade Street, New York, New York on Wednesday, September 1, 2010 at 10:00 a.m. The period for the public to submit written comments on the Draft Scope of Work for the DEIS remained open until Monday, September 13, 2010.

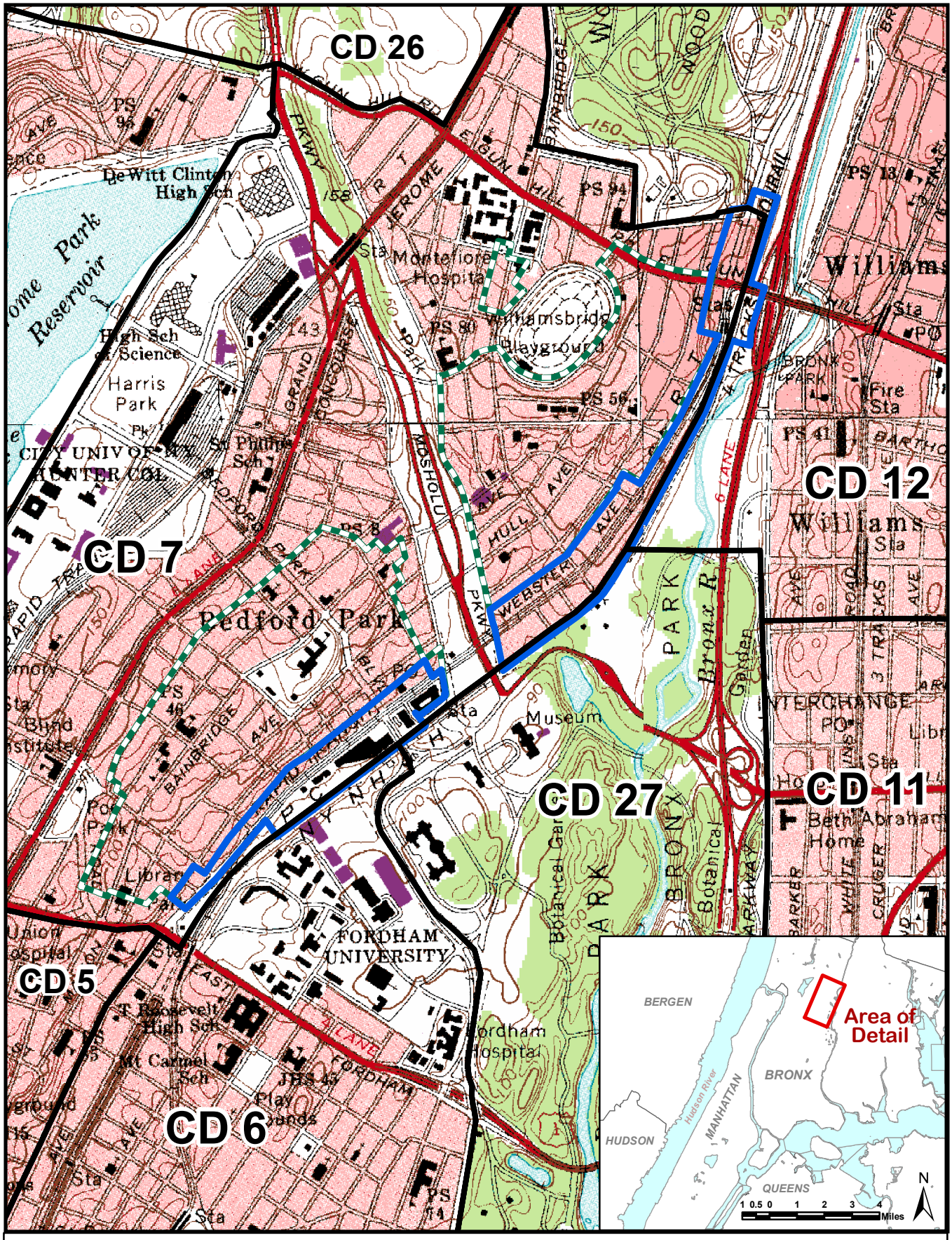
This Final Scope of Work for the DEIS incorporates comments received on the Draft Scope of Work. NYCDCP, acting as lead agency on behalf of the City Planning Commission (CPC), has determined that the proposed action would have the potential for significant adverse impacts in four of the impact categories outlined in the *CEQR Technical Manual*. Therefore, a detailed assessment of likely effects in those areas of concern will be prepared and disclosed in the Draft EIS (DEIS).

B. REQUIRED APPROVALS AND REVIEW PROCEDURES

The EIS will be prepared in conformity with all applicable laws and regulations, including Executive Order No. 91, New York City Environmental Quality Review (CEQR) regulations, dated August 24, 1977, and will follow the guidelines of the *CEQR Technical Manual*. The EIS will contain:

- A description of the proposed action and its environmental setting
- A description of the purpose and need for the proposed action.
- A statement of the environmental impacts of the proposed action, including its short-and long-term effects, and typical associated environmental effects.
- An identification of any adverse environmental effects that cannot be avoided if the proposed action is implemented.
- A discussion of alternatives to the proposed action.
- A discussion of any irreversible and irretrievable commitments of resources that would be involved in the proposed action should it be implemented.
- A description of mitigation measures proposed to minimize adverse environmental impacts.

The environmental analyses in the EIS will assume a development period of ten years for the reasonable worst-case development scenario (RWCDS) for the project (build year 2020), and identify the cumulative impacts of other projects in areas affected by the proposed action. NYCDCP, as lead agency, will coordinate the review of the proposed action among the involved and interested agencies and the public.



Legend

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

500 250 0 500 1,000 Feet

N

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

Figure 1: Project Location

Webster Avenue Rezoning

NYC Department of City Planning

The proposed action requires CPC and City Council approvals through the Uniform Land Use Review Procedure (ULURP), and includes zoning map and text amendments (described in detail below).

This scoping document sets forth the analyses and methodologies proposed for the EIS. The public; interested agencies; Bronx Community Boards 7 and 12 (wherein the proposed rezoning actions would be located); adjacent Bronx Community Boards 5, 6, and 8; and elected officials were afforded the opportunity comment on the Draft Scope of Work at scoping meetings held at 4:00 PM on May 19th, 2010 at the Bedford Park Senior Center, 243 East 204th Street, Bronx, NY, and at a second meeting held on September 1, 2010, at 10:00 AM at the New York City Department of City Planning, Spector Hall, 22 Reade Street, New York, NY. Comments received during the draft scope's public hearing, and written comments received up September 13th, 2010 (10 days after the close of the second hearing) were considered and incorporated as appropriate, into the Scope of Work for this DEIS. This final scoping document has been used as a framework for preparing the DEIS for the proposed action.

Once the lead agency (NYCDCP) is satisfied that the DEIS is complete, the document will be made available for public review and comment. The DEIS will accompany the ULURP application through the public hearings at Community Board 7, Community Board 12, and the CPC. The CPC will hold a public hearing on the DEIS in conjunction with its hearing on the ULURP application to afford all interested parties the opportunity to submit oral and written comments. The record will remain open for ten days after the public hearing to allow additional written comments on the DEIS. At the close of the public review period, a Final EIS (FEIS) will be prepared that will incorporate all substantive comments made on the DEIS, along with any revisions to the technical analysis necessary to respond to those comments. The FEIS will then be used by the decision makers to evaluate CEQR findings, which address project impacts and proposed mitigation measures, before deciding whether to approve the requested discretionary actions.

C. DESCRIPTION OF THE PROPOSED ACTION

NYCDCP is proposing zoning map changes and a zoning text amendment affecting the Bedford Park and Norwood communities in the Bronx, Community District 7 and Community District 12. The areas affected by the proposed action include all or portions of 80 blocks, generally bound 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.

Zoning map amendments are proposed along Webster Avenue between approximately East 213th Street and and East 193rd Street to permit contextual residential development and medium density commercial uses where current zoning is oriented to low-scale automotive-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 & 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, and 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.

The proposed zoning map amendments are shown on Figure 2.

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, NYCDCP 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, and R8. With the proposed zoning map changes, NYCDCP 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 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.

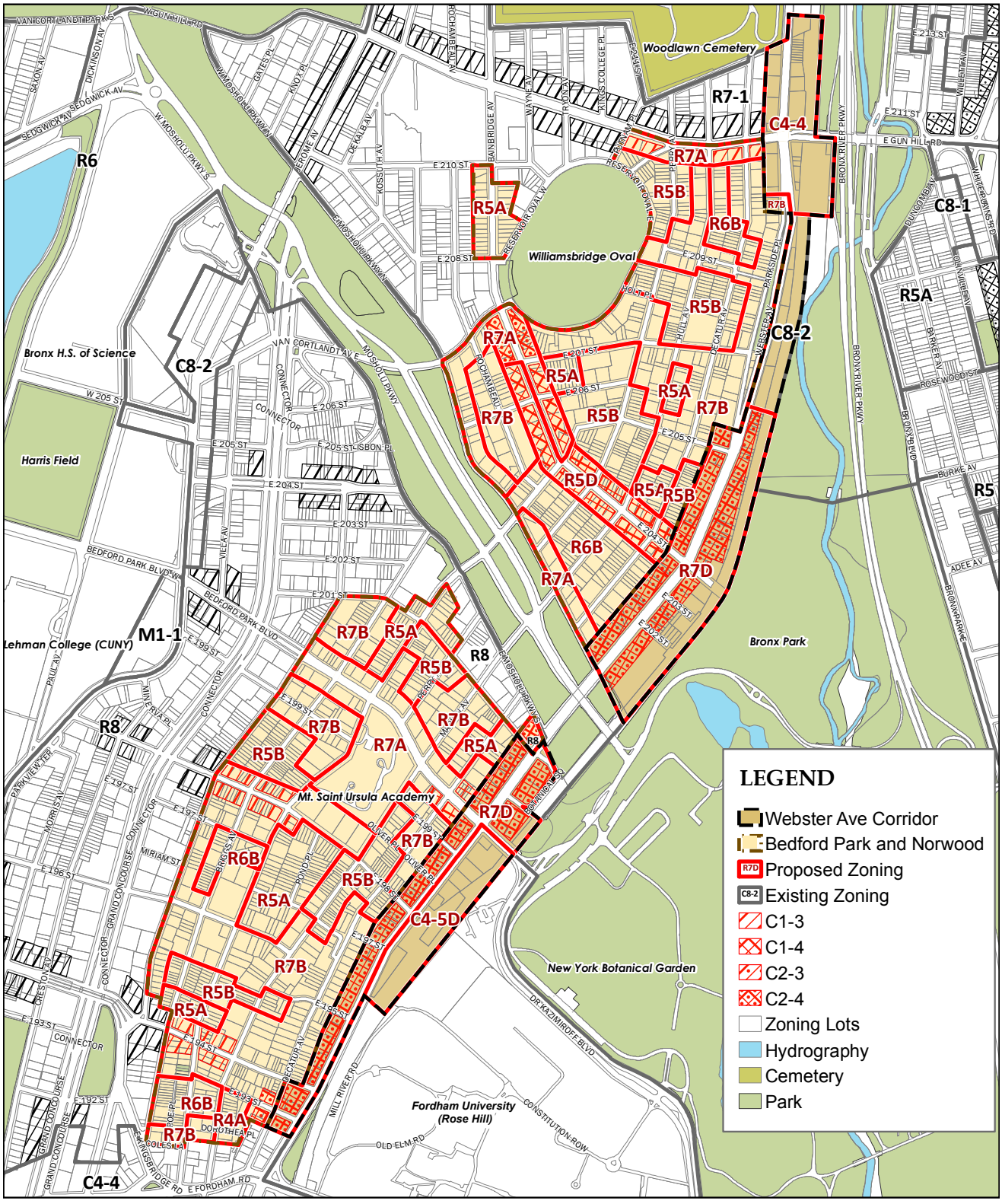
Zoning changes would result in a change in permitted uses and would facilitate new commercial and/or residential development along the corridor. This area is characterized by multiple unbuilt lots and a few 1 to 2 story structures. The unbuilt lots are utilized for parking, while the existing structures 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.

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 automotive repair shops, some retail or neighborhood services and a detached McDonalds. A small row of residential buildings exists north of the automobile 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.

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 below).



Major Zoning Classifications

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

Figure 2: Proposed Zoning

Webster Avenue Rezoning

Source: NYC Department of City Planning 2010; STV Incorporated

NYC Department of City Planning

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

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 1.

Table 1: 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, and R7A,** 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 multi-family residences must

provide one off-street parking space for 50% of dwelling units, which may be waived if five 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 East Gun Hill Road between Putnam Place and Parkside Place. 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 Avenue.

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- to 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:

Table 2: 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 3:

Table 3:
Inclusionary Housing Base and Bonus Floor Area Ratios in 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.

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 NYCDCP *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.

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]

The Future Without The Proposed Action Conditions (No-Build Scenario)

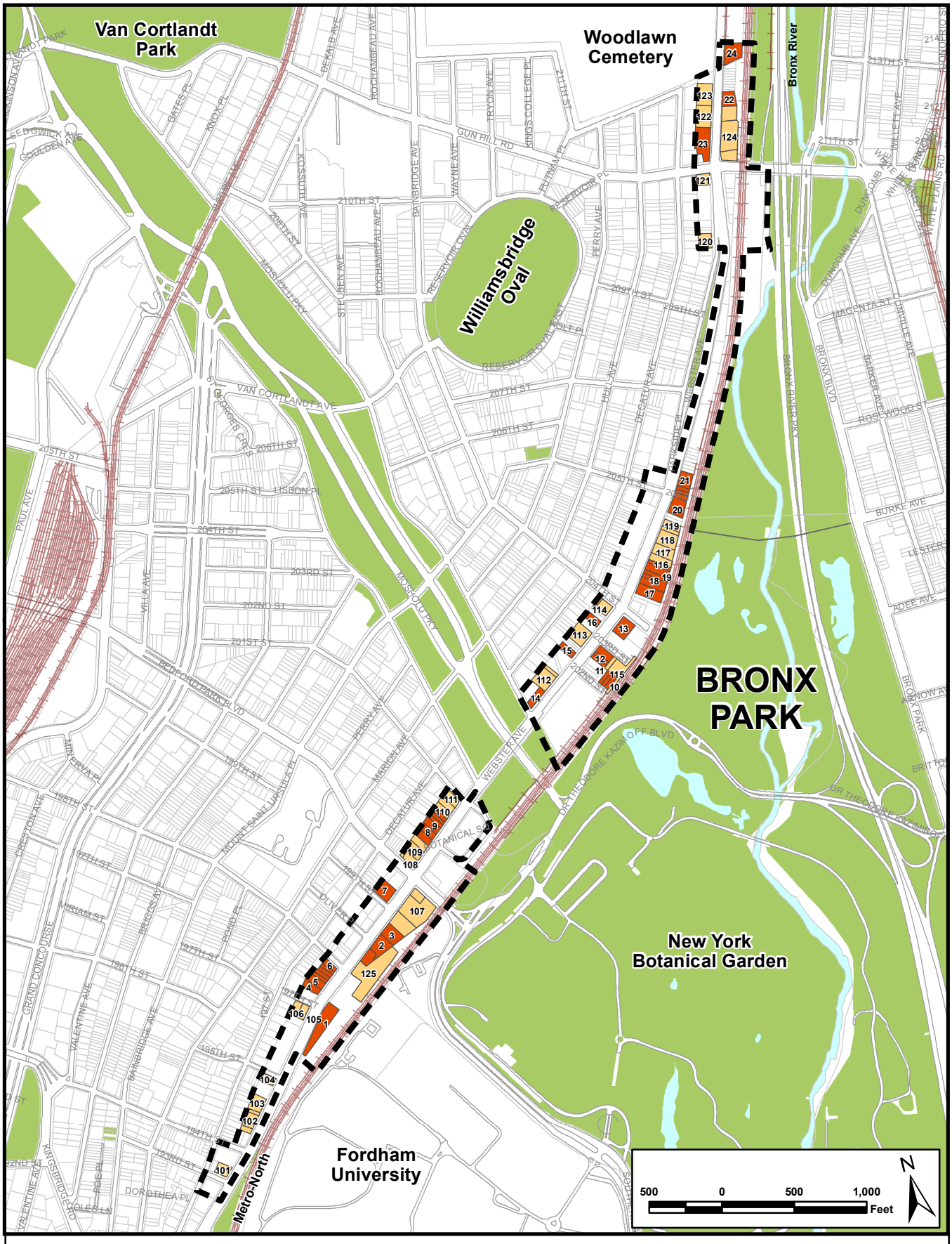
In the future without the proposed action, given the current zoning and commercial and residential housing trends in the area, it is anticipated that the proposed project area would experience moderate growth in commercial uses and modest growth in residential uses along Webster Avenue. A total of 24 sites were identified to be projected development sites (see Figure 4). Most of the projected growth is expected to represent a range of commercial uses including automotive-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.

The Future With the Proposed Action Conditions (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.

NYCDCP identified 24 projected development sites likely to be developed by 2020 (see Figure 3, Table 4 and Appendix 1). 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 (see Figure 3, Table 4 and Appendix 1).

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 Avenue between Mosholu Parkway and East 201st Street) does not meet the soft site criteria because it is currently developed with multi-family use with ground floor commercial and the only proposed change is the change of commercial overlay from C1-3 to C2-4.



Legend

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

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

Figure 3: Projected and Potential Development Sites

Webster Avenue Rezoning

NYC Department of City Planning

The 24 projected development sites currently have ten dwelling units, 144,129 sf of commercial uses (of which 84,238 sf are primarily automotive-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 automotive-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 square feet 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, 10,625 sf of FRESH supermarket space, 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 will 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 3. 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 3 and Table 4, respectively.

Table 4:
Projected Soft Site Development Under No-Action and With-Action Scenarios

Site Information				Existing Conditions								Future No-Action							Future With-Action (Inclusionary Housing)									Increment								
Development Sites	*Tax Block*	*Tax Lot*	*Lot Area (SF)*	*Existing Zone*	*Existing Overlay*	*Maximum FAR*	*Comml. SF+*	*Auto Rel. Storage & Other SF++*	*Office SF*	*C Fac SF*	*Total DU's*	*Comml SF+*	*Restaurant SF*	*Hotel SF*	*Office SF*	*Auto Rel., Storage & Other SF++*	*C Fac SF*	*Total DU's*	*Prop. Zoning*	*Prop. Overlay*	*Comml SF++*	*Restaurant SF*	*Office SF*	*Auto Rel., Storage & Other SF+*	*C Fac SF*	*Total DU's*	*Affordable DU's*	*Comml SF+*	*FRESH SF*	*Restaurant SF*	*Hotel SF*	*Office SF*	*Auto Rel., Storage & Other SF++*	*C Fac SF*	*Total DU's*	*Affordable DU's*
01	3273	85	25,066	C8-2		2.00	0	0	0	0	0	16,711	0	0	33,421	0	0	0	C4-5D		16,278	8,000	80,993	0	0	0	0	(433)	0	8,000	0	47,572	0	0	0	0
02	3273	105	5,400	C8-2		2.00	0	0	0	0	0	5,400	0	0	16,665	11,265	0	0	C4-5D		18,040	4,000	0	0	0	66	13	12,640	0	4,000	0	(16,665)	(11,265)	0	66	13
	3273	109	10,500	C8-2		2.00	0	11,265	11,265	0	0																								
03	3273	114	12,750	C8-2		2.00	0	28,200	0	0	0	0	0	0	0	28,200	0	0	C4-5D		12,122	0	41,427	0	0	0	0	12,122	0	0	0	41,427	(28,200)	0	0	0
04	3278	88	6,785	R7-1	C2-3	4.00	0	5,700	0	0	0	3,596	0	0	0	0	0	23	R7D	C2-4	3,913	0	0	0	0	34	7	317	0	0	0	0	0	0	11	7
05	3278	84	3,042	R7-1	C2-3	4.00	0	0	0	3,000	0	1,661	0	0	0	0	3,448	32	R7D	C2-4	0	0	0	0	5,550	47	9	(1,661)	0	0	0	0	0	2,102	15	9
	3278	85	6,367	R7-1	C2-3	4.00	5,000	5,000	0	0	0																								
06	3278	80	2,607	R7-1	C2-3	4.00	3,790	3,770	0	0	0	3,225	5,941	0	3,780	0	0	20	R7D	C2-4	0	6,160	0	0	0	52	10	(3,225)	0	219	0	(3,780)	0	0	32	10
	3278	81	2,379	R7-1	C2-3	4.00	1,825	0	0	0	0																								
	3278	82	2,379	R7-1	C2-3	4.00	1,220	1,220	0	0	2																								
	3278	83	3,042	R7-1	C2-3	4.00	2,450	0	0	0	0																								
07	3279	50	13,000	R7-1	C2-3	4.00	12,851	12,851	0	0	0	6,072	0	0	0	0	0	45	R7D	C2-4	7,900	0	0	0	15,800	49	10	1,828	0	0	0	0	0	15,800	4	10
08	3280	52	6,038	R7-1	C2-3	4.00	5,000	0	1,000	0	0	6,606	0	0	0	0	0	40	R7D	C2-4	7,170	0	0	0	0	60	12	564	0	0	0	0	0	0	20	12
	3280	55	6,038	R7-1	C2-3	4.00	0	0	0	0	0																								
09	3280	45	3,019	R7-1	C2-3	4.00	2,715	0	0	0	0	9,733	0	0	0	0	0	47	R7D	C2-4	8,969	0	0	0	0	75	15	(764)	0	0	0	0	0	0	28	15
	3280	46	3,019	R7-1	C2-3	4.00	3,019	0	0	0	0																								
	3280	48	3,019	R7-1	C2-3	4.00	0	3,000	0	0	0																								
	3280	49	6,049	R7-1	C2-3	4.00	0	0	0	0	0																								
10	3330	40	2,800	C8-2		2.00	0	0	0	0	2	0	0	0	0	5,000	0	6	R7D		0	0	0	0	0	43	9	0	0	0	0	0	(5,000)	0	37	9
	3330	42	2,500	C8-2		2.00	0	0	0	0	0																								
	3330	43	2,500	C8-2		2.00	0	0	0	0	2																								
11	3330	50	2,750	C8-2		2.00	0	1,500	0	0	0	0	0	0	7,333	3,667	0	0	R7D	C2-4	3,825	0	0	0	0	26	5	3,825	0	0	0	(7,333)	(3,667)	0	26	5
	3330	51	2,750	C8-2		2.00	0	2,625	0	0	0																								
12	3330	52	5,500	C8-2		2.00	0	0	0	0	0	5,280	0	0	0	0	21,120	0	R7D	C2-4	4,675	0	0	0	11,000	15	3	(605)	0	0	0	0	0	(10,120)	15	3
13	3330	68	12,500	C8-2		2.00	0	2,500	0	0	0	12,500	0	0	12,500	0	0	0	R7D	C2-4	0	0	0	0	0	69	14	(12,500)	10,625	0	0	(12,500)	0	0	69	14
14	3331	80	6,377	C8-2		2.00	6,376	0	0	0	0	6,377	0	0	6,377	0	0	0	R7D	C2-4	5,421	0	0	0	0	30	6	(956)	0	0	0	(6,377)	0	0	30	6
15	3331	64	6,000	C8-2		2.00	0	480	0	0	0	0	0	0	0	12,000	0	0	R7D	C2-4	4,250	0	0	0	0	29	6	4,250	0	0	0	0	(12,000)	0	29	6
16	3331	53	6,000	C8-2		2.00	0	0	0	0	0	0	4,000	0	8,000	0	0	0	R7D	C2-4	0	4,250	0	0	0	29	6	0	0	250	0	(8,000)	0	0	29	6
17	3357	7	13,806	C8-2		2.00	880	0	0	0	1	0	0	27,612	0	0	0	0	R7D	C2-4	0	7,700	0	0	0	69	14	0	0	7,700	(27,612)	0	0	0	69	14
18	3357	12	9,013	C8-2		2.00	0	0	0	0	0	6,009	0	0	12,017	0	0	2	R7D	C2-4	6,579	0	0	0	0	57	11	570	0	0	0	(12,017)	0		55	11
	3357	15	2,500	C8-2		2.00	0	0	0	0	2																								
19	3357	16	2,252	C8-2		2.00	0	0	0	0	1	2,722	0	0	0	21,778	0	4	R7D	C2-4	8,356	0	0	0	0	72	14	5,634	0	0	0	0	(21,778)	0	68	14
	3357	18	8,167	C8-2		2.00	0	1,096	0	0	0																								
	3357	21	4,083	C8-2		2.00	0	1,600	0	0	0																								
20	3357	37	11,422	C8-2		2.00	0	0	0	0	0	0	0	0	0	37,276	0	0	R7D	C2-4	7,723	4,000	0	0	0	92	18	7,723	0	4,000	0	0	(37,276)	0	92	18
	3357	52	2,845	C8-2		2.00	0	0	0	0	0																								
	3357	53	2,194	C8-2		2.00	0	0	0	0	0																								
	3357	54	2,177	C8-2		2.00	0	0	0	0	0																								
21	3357	55	8,708	C8-2		2.00	0	1,456	0	0	0	0		0	11,611	5,805	0	0	R7D	C2-4	0	0	5,524	0	0	43	9	0	0	0	0	(6,087)	(5,805)	0	43	9
22	3360	50	8,350	C8-2		2.00	0	1,975	0	0	0	5,567	0	0	16,700	0	0	0	C4-4		11,356	0	17,034	0	0	0	0	5,789	0	0	0	334	0	0	0	0
23	3356	214	20,156	C8-2		2.00	2,500	0	0	0	0	15,596	0	0	0	24,642	15,596	0	C4-4		15,596	0	0	52,870	15,596	0	0	0	0	0	0	0	28,229	0	0	0
24	3360	62	14,525	C8-2		2.00	0	0	0	0	0	9,683	0	0	0	19,367	0	0	C4-4		11,408	0	0	37,977	0	0	0	1,725	0	0	0	0	18,610	0	0	0
TOTALS			280,374				47,626	84,238	12,265	3,000	10	116,738	9,941	27,612	128,405	168,999	40,164	219			153,581	34,110	144,978	90,847	48,903	957	191	36,843	10,625	24,169	(27,612)	16,573	(78,152)	7,782	738	191

Source= DCP, 2009.

\+ Excludes auto-related, storage, office, and other (non-categorizable) uses

++ Auto-related, storage, and other (non-categorizable) uses

Table 5:
Potential Soft Site Development Under No-Action and With-Action Scenarios

Site Information					Existing Conditions								Future No-Action							Future With-Action (Inclusionary Housing)									Increment								
Development Sites		*Tax Block*	*Tax Lot*	*Lot Area (SF)*	*Existing Zone*	*Existing Overlay*	*Maximum FAR*	*Comml. SF+*	*Auto Rel. Storage & Other SF++*	*Office SF*	*C Fac SF*	*Total DU's*	*Comml SF+*	*Restaurant SF*	*Hotel SF*	*Office SF*	*Auto Rel., Storage & Other SF++*	*C Fac SF*	*Total DU's*	*Prop. Zoning*	*Prop. Overlay*	*Comml SF++*	*Restaurant SF*	*Office SF*	*Auto Rel., Storage & Other SF+*	*C Fac SF*	*Total DU's*	*Affordable DU's*	*Comml SF+*	*FRESH SF*	*Restaurant SF*	*Hotel SF*	*Office SF*	*Auto Rel., Storage & Other SF++*	*C Fac SF*	*Total DU's*	*Affordable DU's*
101	a	3276	1	6,328	R7-1	C2-3	4.00	10,856	0	10,856	0	0	10,856	0	0	10,856	0	0	0	R7D	C2-4	0	4,103	0	0	0	35	7	(10,856)	0	4,103	0	(10,856)	0	0	35	7
102	a	3277	41	8,579	C8-2		2.00	5,713	2,866	0	0	0	5,713	0	0	0	2,866	0	0	R7D	C2-4	0	0	0	0	8,323	54	11	(5,713)	0	0	0	0	(2,866)	4,003	54	11
	b	3277	45	2,629	C8-2		2.00	0	0	0	4,320	0	0	0	0	0	0	4,320	0																	
103	a	3277	36	9,874	C8-2		2.00	4,937	4,937	0	0	0	4,937	0	0	0	4,937	0	0	R7D	C2-4	4,367	4,367	0	0	0	62	12	(571)	0	77	0	0	(4,937)	0	62	12
	b	3277	40	2,145	C8-2		2.00	4,290	0	0	0	0	0	4,290	0	0	0	0	0																	
104	a	3277	28	5,000	C8-2		2.00	0	5,000	0	0	0	0	0	0	0	5,000	0	0	R7D	C2-4	5,000	0	0	0	0	23	5	5,000	0	0	0	0	(5,000)	0	23	5
105	a	3278	33	5,004	C8-2		2.00	5,004	0	0	0	0	5,004	0	0	0	0	0	0	R7D	C2-4	3,269	0	0	0	0	24	5	(1,735)	0	0	0	0	0	0	24	5
106	a	3278	31	5,196	C8-2		2.00	0	2,700	1,020	0	0	0	0	0	6,928	3,464	0	0	R7D	C2-4	4,158	0	0	0	0	24	5	4,158	0	0	0	(6,928)	(3,464)	0	24	5
107	a	3273	118	15,635	C8-2		2.00	15,616	0	0	0	0	10,423	0	0	20,847	0	0	0	C4-5D		50,867	10,000	0	0	0	235	47	15,578	20,000	10,000	0	(70,579)	0	0	235	47
	b	3273	122	32,250	C8-2		2.00	21,818	0	0	0	0	21,500	0	0	43,000	0	0	0																	
	c	3273	128	5,049	C8-2		2.00	0	0	0	0	0	3,366	0	0	6,732	0	0	0																	
108	a	3280	65	4,800	R7-1	C1-3	4.00	7,125	0	0	0	0	2,936	0	0	0	0	0	16	R7D	C2-4	0	4,942	0	0	0	35	7	(4,936)	0	4,942	0	0	0	0	12	7
	b	3280	67	2,500	R7-1	C1-3	4.00	726	0	0	0	2	2,000	0	0	0	0	0	7																	
109	a	3280	58	6,038	R7-1	C1-3	4.00	3,500	0	0	0	0	3,521	0	0	0	0	0	20	R7D	C2-4	9,576	0	0	0	0	65	13	6,055	0	(4,303)	0	0	0	0	16	13
	b	3280	61	7,344	R7-1	C1-3	4.00	7,200	0	0	0	0	0	4,303	0	0	0	0	29																	
110	a	3280	42	6,038	R7-1	C2-3	4.00	0	3,300	0	0	0	3,521	0	0	0	0	0	20	R7D	C2-4	0	5,038	0		0	28	6	(3,521)	0	5,038	0	0	0	0	8	6
111	a	3280	37	4,635	R7-1	C2-3	4.00	3,585	0	0	0	4	3,585	0	0	0	0	0	7	R7D	C2-4	7,292	0	0	0	0	52	10	186	0	0	0	0	0	0	25	10
	b	3280	39	6,038	R7-1	C2-3	4.00	0	3,500	0	0	0	3,521	0	0	0	0	0	20																	
112	a	3331	74	2,620	C8-2		2.00	0	0	0	0	2	1,747	0	0	3,493	0	0	0	R7D	C2-4	12,523	0	0	0	0	86	17	(4,344)	0	0	0	(3,493)	(15,120)	0	86	17
	b	3331	75	15,140	C8-2		2.00	15,120	15,120	0	0	0	15,120	0	0	0	15,120	0	0																	
113	a	3331	57	15,000	C8-2		2.00	0	1,680	0	0	0	10,000	0	0	0	20,000	0	0	R7D	C2-4	10,583	0	0	0	0	73	15	583	0	0	0	0	(20,000)	0	73	15
114	a	3331	45	1,725	R7-1	C1-3	4.00	1,725	0	1,725	0	0	1,725	0	0	1,725	0	0	0	R7D	C2-4	0	5,771	0	0	0	42	8	(1,725)	0	1,604	0	(1,725)	0	0	15	8
	b	3331	48	6,900	R7-1	C1-3	4.00	5,200	1,700	0	0	0	0	4,167	0	0	0	0	27																	
115	a	3330	55	2,500	C8-2		2.00	0	0	0	0	0	0	0	0	0	5,000	0	0	R7D		0	0	0	0	0	93	19	0	0	0	0	0	(33,530)	0	93	19
	b	3330	57	14,265	C8-2		2.00	0	0	0	0	0	0	0	0	0	28,530	0	0																	
116	a	3357	23	7,621	C8-2		2.00	0	10,500	0	0	0	0	0	0	0	10,500	0	0	R7D	C2-4	5,242	0	0	0	0	37	7	5,242	0	0	0	0	(10,500)	0	37	7
117	a	3357	25	11,025	C8-2		2.00	0	0	0	11,025	0	0	0	0	0	0	11,025	0	R7D	C2-4	0	4,892	0	0	7,610	54	11	0	0	0	0	0	0	(3,415)	54	11
118	a	3357	28	14,117	C8-2		2.00	8,963	4,482	0	0	0	9,411	0	0	18,823	0	0	0	R7D	C2-4	4,892	0	0	0	0	69	14	(4,520)	0	4,892	0	(18,823)	0	0	69	14
119	a	3357	32	3,085	C8-2		2.00	0	0	0	1,800	0	2,057	0	0	0	0	4,113	0	R7D	C2-4	0	0	0	0	6,509	45	9	(6,171)	0	0	0	0	0	(5,832)	45	9
	b	3357	33	6,171	C8-2		2.00	0	6,000	0	0	0	4,114	0	0	0	0	8,228	0																	
120	a	3355	136	9,000	C8-2		2.00	0	0	0	0	0	0	0	0	18,000	0	0	0	R7B		0	0	0	0	0	35	0	0	0	0	0	(18,000)	0	0	35	0
121	a	3355	116	6,300	C8-2		2.00	4,590	0	0	4,590	0	4,590	0	0	0	0	4,590	0	C4-4		5,850	0	15,570	0	19,530	0	0	1,260	0	0	0	15,570	0	14,940	0	0
122	a	3356	206	15,000	C8-2		2.00	0	30,000	0	0	0	0	0	0	0	30,000	0	0	C4-4		10,200	0	40,800	0	0	0	0	10,200	0	0	0	40,800	(30,000)	0	0	0
123	a	3356	200	15,000	C8-2		2.00	0	0	0	30,000	0	0	0	0	0	0	30,000	0	C4-4		0	0	0	0	34,200	40	0	0	0	0	0	0	0	4,200	40	0
124	a	3360	33	6,153	C8-2		2.00	0	0	0	0	0	0	0	0	0	12,306	0	0	C4-4		0	0	59,186	59,186	118,372	0	0	0	0	0	0	0	49,922	17,166	118,372	0	0
	b	3360	38	20,450	C8-2		2.00	0	20,450	0	0	0	0	0	0	0	20,450	0	0																	
	c	3360	44	9,819	C8-2		2.00	0	9,264	9,264	0	0	0	0	0	9,264	9,264	0	0																	
125	a	3273	100	42,234	C8-2		2.00	3,750	3,750	0	0	0	0	0	0	63,710	20,700	0	0	C4-5D		27,477	8,000	141,906	0	0	0	0	27,477	0	8,000	0	78,196	(20,700)	0	0	0
TOTALS				359,207				129,718	125,099	22,865	51,735	8	129,647	12,760	0	203,378	188,137	62,276	146			161,295	47,112	257,462	59,186	194,544	1,211	227	31,648	20,000	34,352	0	54,084	(128,951)	132,267	1,065	227

Source= DCP, 2009.

\+ Excludes auto-related, storage, office, and other (non-categorizable) uses

++ Auto-related, storage, and other (non-categorizable) uses

Environmental Impact Statement

As the RWCDS associated with the proposed action would affect various areas of environmental concern and was found to have the potential for significant adverse impacts, pursuant to the EAS and Positive Declaration, an Environmental Impact Statement (EIS) pursuant to CEQR will be prepared for the proposed action. The EIS will be targeted to the analysis of the projected developments for four technical areas of concern including Land Use, Zoning, and Public Policy (specifically for evaluation of Waterfront Revitalization Program compliance), Water and Sewer Infrastructure, Transportation (specifically, Traffic and Parking), and Neighborhood Character. The remaining CEQR impact categories have undergone a screening analysis as part of an EAS for the proposed action. Under guidelines specified in the *CEQR Technical Manual*, it has been determined that for these categories, no significant adverse impacts are anticipated and a detailed analysis is not required, and consequently, these environmental categories will not be assessed in the EIS. The categories include: Land Use, Zoning and Public Policy (except for the evaluation of Waterfront Revitalization Program compliance); Socioeconomic Conditions; Community Facilities and Services; Open Space; Shadows; Historic and Cultural Resources; Urban Design and Visual Resources; Natural Resources; Hazardous Materials; Transportation (except for the analysis of traffic and parking); Air Quality, Noise; Solid Waste and Sanitation Services; and Energy. The complete EAS prepared for the proposed action will be included as an appendix of the DEIS.

D. SCOPE OF WORK FOR THE EIS

TASK 1. PROJECT DESCRIPTION (INCLUDING REASONABLE WORST CASE DEVELOPMENT SCENARIO)

The first chapter of the EIS introduces the reader to the project and sets the context in which to assess impacts. The chapter contains a project identification (brief description and location of the project); the background and/or history of the project; a statement of the public purpose and need for the project; key planning considerations that have shaped the current proposal; a detailed description of the project; and discussion of the approvals required, procedures to be followed, and the role of the EIS in the process. This chapter is the key to understanding the proposed action and gives the public and decision-makers a base from which to evaluate the project against both No-Action and With-Action scenarios. In addition, the description of the No-Action condition will discuss other expected actions and developments that could affect technical categories considered under CEQR.

The project description will present the planning background and rationale for the proposed rezoning. In addition, the project description will summarize the reasonable worst-case development scenario for analysis in the EIS and present its rationale (refer to "Projected Development Scenario" in Section C of this document).

The section on approval procedures will explain the Uniform Land Use Review Procedure (ULURP) process, its timing, and hearings before the Community Board, the Borough President's office, the City Planning Commission (CPC), and the New York City Council. The

role of the EIS as a full-disclosure document to aid in decision-making will be identified and its relationship to ULURP and the public hearings described.

TASK 2. LAND USE, ZONING AND PUBLIC POLICY (focusing on WATERFRONT REVITALIZATION PROGRAM)

For land use, zoning and public policy, the DEIS will provide an analysis of potential impacts and conformity with the City's Waterfront Revitalization Program. A portion of the rezoning area lies within New York City's Coastal Zone, as defined by the NYCDCP. 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). With this overall assessment, a determination of potential water and sewer infrastructure impacts on the Coastal Zone will be provided.

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.

TASK 3. WATER AND SEWER INFRASTRUCTURE

This chapter will describe the existing infrastructure in the project area. For CEQR, the City's "infrastructure" comprises the physical systems supporting its population, including water supply, wastewater treatment and stormwater management. The proposed action would induce new development which could place additional demands on infrastructure. An analysis will be conducted to determine the potential for the proposed action to affect the City's infrastructure, and will include an analysis of additional volumes of stormwater and combined sewage outflows (CSO) generated by the proposed action. Tasks will include:

Water Supply

- The existing water distribution system serving the proposed action area will be described based on information obtained from the New York City Department of Environmental Protection's (NYCDEP) Bureau of Water Supply and Wastewater Collection.
- The current water usage in the area will be examined.
- The likely demand will be assessed for future conditions without the action, and the effects on the system will be described.
- Water demand for the proposed action will be projected.
- The effects of the incremental demand on the system will be assessed to determine if there is sufficient capacity to maintain adequate supply and pressure.

Sewage and Stormwater

- The existing sewer systems serving the project area will be described from information obtained from NYCDEP. Existing and estimated future flows to the Ward's Island Waste Water Treatment Plant (WIWWTP), and to the extent it is affected, the Hunts Point WWTP (HPWPCP) serving the area will be obtained from NYCDEP/the Bureau of Environmental Planning and Analysis (BEPA); this information will include background growth in population and employment as well as new development in the WWTP drainage basin(s) that may be affected. Other information on other potentially affected sewer infrastructure in the area, including sewer pumping stations and regulators within each of the affected drainage or catchment areas will be obtained from BEPA; capacities of each drainage structure or element will be obtained from BEPA as well.
- Following a consultation with BEPA on the analysis considerations identified above, a preliminary analysis will be conducted, using the CTM matrix for the evaluation to present existing, no action and build conditions. The matrix analysis shall present the types of existing surfaces (pervious or impervious) and the surface areas of each; the runoff coefficients for each surface type/area, and

identify the way of by which each surface drains. The adequacy of sewer systems to meet demand generated by the proposed action will be assessed, as will consideration of the effect of the incremental flows from the project on the capacity of the conveyance elements.

- Any known or recommended means for onsite storm water retention will be identified and evaluated, either as part of the build condition, or recommended as mitigation. If needed, best management practices approved by BEPA and in compliance with DOB requirements would be evaluated for incorporation into the project.
- Based on the findings presented in the analytical matrix, the effects of the incremental demand on the system will be assessed to determine if there will be any impact on the WIWWTP or the HPWWTP, or on its State Pollution Discharge Elimination System (SPDES) permit conditions.

TASK 4. TRANSPORTATION (focusing on TRAFFIC AND PARKING)

The traffic and transportation studies will be a critical focus of the EIS, including three significant issues: (1) the size of the traffic study area and the number of intersections to be analyzed both within the project area and along major routes leading to them; (2) the likelihood that the proposed action and the amount of development envisioned will generate significant impacts requiring substantial levels of mitigation; and (3) potential increase in the parking demand.

Task A: Traffic

The proposed action is expected to generate more than 50 additional (net) vehicular trips in the project study area. Therefore, the EIS will provide a detailed traffic analysis.

Based on the preliminary travel demand forecast made for the proposed action, it was determined that the following seven intersections would be analyzed in detail for potential traffic impacts for the weekday AM, midday, PM peak hours and Saturday midday peak hours:

- Dr. Kazimiroff Boulevard and Mosholu Parkway;
- Dr. Kazimiroff Boulevard and Bedford Park Boulevard;
- Webster Avenue and Bedford Park Boulevard;
- Webster Avenue and East 198th Street;
- Webster Avenue and East 197th Street;
- Webster Avenue and East 194th Street;
- Webster Avenue and East Fordham Road.

A technical memorandum of preliminary transportation planning assumptions and demand analysis is included in Appendix 2. The subtasks of the Traffic analysis will:

- Compile existing traffic conditions data for the study area. Traffic counts at traffic analysis locations will be conducted via a mix of automatic traffic recorder (ATR) machine counts and manual intersection turning movement counts. ATRs will provide

24-hour traffic volumes for a full week minimum at selected arterial locations. Traffic counts will be conducted during the AM, midday, PM and Saturday midday peak periods at all study locations. All proposed analysis locations are signalized intersections through which the highest level of incremental vehicle trips would likely pass.

- Conduct travel speed and delay runs as necessary as support data for air quality and noise analyses. It is anticipated that these speed-and-delay runs will be conducted in conjunction with the traffic volume counts.
- Inventory physical data at each of the analysis intersections needed for capacity analyses, including street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, typical parking regulations, and NYCDOT signal phasing and timing data.
- Determine traffic operating characteristics at each analysis intersection within the focused study area including capacities, volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service (LOS) per traffic movement, per intersection approach, and per overall intersection. 2000 Highway Capacity Manual procedures will be used.
- Based on available sources, 2000 US Census data, and standard references, estimate the travel demand characteristics of the Existing/No Action uses on the projected development sites as well as the planned developments at other sites in the study area. This will include daily and hourly person trips, and a modal distribution to estimate trips by automobile, taxi, and other modes (refer to EAS discussion of transit and pedestrians for more discussion of other modes). An estimate of truck trip generation will also be prepared.
- Using the same transportation planning assumptions as for No-Action conditions, estimate the travel demand characteristics of the projected developments associated with the proposed action and for the net change in uses as defined in the project development scenario.
- Compute future No-Action traffic volumes based on an approved background traffic growth rate for the study area and the volume of traffic expected to be generated for significant development projects anticipated to be in place by the proposed analysis year for the rezoning action. Funded traffic improvements and mitigation measures from other projects that would be implemented in the No-Action condition will be incorporated into this No-Action analysis.
- Determine the volume of vehicle traffic expected to be generated by the rezoning action, assign that volume of traffic in each analysis period to the approach and departure routes likely to be used, and prepare traffic volume networks for the future With-Action condition for each analysis period. It is assumed that this traffic assignment process will be completed for the projected development sites in the study area.
- Determine the resulting v/c ratios, delays, and LOS for the future With-Action condition, and identify significant traffic impacts in accordance with CEQR Technical Manual criteria.
- Identify and evaluate traffic improvements needed to mitigate significant traffic impacts. The mitigation analysis will frame the full set of measures required in the EIS development scenario built by 2020.
- Construction period traffic impacts will be assessed qualitatively by considering any losses in lanes, walkways, and other above- and below-grade transportation services,

and increases in vehicles from construction workers, and analyze potential temporary impacts to these transportation systems.

Task B: Parking

The parking analysis will be conducted pursuant to the 2010 *CEQR Technical Manual*. The parking studies will focus on the amount of parking to be provided as part of the projected developments envisioned in the RWCDS (assumed to be maximum permitted as-of-right pursuant to zoning and reflecting site conditions, i.e., new developments are expected to provide accessory parking while conversion and conversion/expansion developments are not) and their ability to accommodate projected parking demand induced by the proposed action. Area-wide parking inventories will also be conducted to determine the general area's capacity to accommodate additional parking. In addition, any changes to parking supply and demand in future without the proposed action will also be considered.

- Conduct an inventory of the public parking lots and garages in the study area, noting their locations, capacities, and peak weekday and overnight utilization levels. Conduct an inventory of the number of legal on-street parking spaces within the project area and their general utilization levels on a typical weekday.
- Project future parking availability based on an annual background growth rate. Any existing parking facilities expected to be removed or relocated or other changes to parking conditions in the future as a result of the rezoning action will be factored into this assessment.
- Develop parking accumulation profiles for each of the projected development sites expected to occur as a result of the proposed action by the analysis year of 2020. It will be assumed that each identified new development would provide parking in accordance with applicable zoning requirements. Based on these assumptions, an assessment will be provided to determine whether there would be excess parking demand, and whether there are a sufficient number of other parking spaces available in each area to accommodate that excess demand.

TASK 5. NEIGHBORHOOD CHARACTER

The character of a neighborhood is established by numerous factors, including land use patterns, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other physical features that include traffic and pedestrian patterns, noise, etc. The proposed action would permit new development that has the potential to alter certain constituent elements of the affected area's neighborhood character, including traffic and noise levels, and could affect historic resources. An amalgam of impact categories, a neighborhood character analysis considers the combined impacts of land use, urban design, visual resources, historic resources, socioeconomics, and traffic and noise issues. Subtasks will include:

- Drawing on other EIS and EAS sections, describe the predominant factors that contribute to defining the character of the neighborhood.

- The analysis of project impacts presented in various EIS and EAS sections will serve as the basis for assessing and summarizing the project's impacts on neighborhood character. Specifically, the analysis will determine whether any identified significant adverse impacts would affect neighborhood character, and whether there is any potential for the combination of moderate effects to affect neighborhood character.

TASK 6. MITIGATION

Where significant adverse project impacts have been identified in Tasks 2 through 5, measures to mitigate those impacts will be described. These measures will be developed and coordinated with the responsible City/State agency. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

TASK 7. ALTERNATIVES

The purpose of an alternatives section in an EIS is to examine development options that would tend to reduce project-related impacts. The alternatives are usually defined when the full extent of project impacts is identified, but at this time it is anticipated that they will include the following:

No-Action Alternative – A No-Action Alternative, which assumes no area-wide rezoning but includes projected and identified development from individual projects proposed by others within the rezoning area.

Lower Density Alternative – The EIS will analyze an additional alternative known as "Lower Density Alternative," which will be developed to determine whether a scenario that meets the purpose and need established for the proposed action can be met, and avoid any significant adverse impacts which may have been identified in the above analyses for the proposed action.

No Unmitigated Impact Alternative – A no unmitigated impact alternative will also be explored.

TASK 8. SUMMARY EIS CHAPTERS

In accordance with CEQR guidelines, the EIS will include the following three summary chapters, where appropriate to the proposed action:

- Unavoidable Adverse Impacts - which summarizes any significant adverse impacts that are unavoidable if the rezoning is implemented regardless of the mitigation employed (or if mitigation is impossible).
- Growth-Inducing Aspects of the Proposed Action - which generally refer to "secondary" impacts of a proposed action that trigger further development.
- Irreversible and Irretrievable Commitments of Resources - which summarizes the proposed action and its impacts in terms of the los s of environmental resources (loss of vegetation, use of fossil fuels and materials for construction, etc.), both in the immediate future and in the long term.

Appendix 1
Summary of Build and No-Build Development on Projected Development Sites

Projected Soft Site Development Under No-Action and With-Action Scenarios

Site Information				Existing Conditions								Future No-Action							Future With-Action (Inclusionary Housing)									Increment								
Development Sites	*Tax Block*	*Tax Lot*	*Lot Area (SF)*	*Existing Zone*	*Existing Overlay*	*Maximum FAR*	*Comml. SF+*	*Auto Rel. Storage & Other SF++*	*Office SF*	*C Fac SF*	*Total DU's*	*Comml SF+*	*Restaurant SF*	*Hotel SF*	*Office SF*	*Auto Rel., Storage & Other SF++*	*C Fac SF*	*Total DU's*	*Prop. Zoning*	*Prop. Overlay*	*Comml SF++*	*Restaurant SF*	*Office SF*	*Auto Rel., Storage & Other SF+*	*C Fac SF*	*Total DU's*	*Affordable DU's*	*Comml SF+*	*FRESH SF*	*Restaurant SF*	*Hotel SF*	*Office SF*	*Auto Rel., Storage & Other SF++*	*C Fac SF*	*Total DU's*	*Affordable DU's*
01	3273	85	25,066	C8-2		2.00	0	0	0	0	0	16,711	0	0	33,421	0	0	0	C4-5D		16,278	8,000	80,993	0	0	0	0	(433)	0	8,000	0	47,572	0	0	0	0
02	3273	105	5,400	C8-2		2.00	0	0	0	0	0	5,400	0	0	16,665	11,265	0	0	C4-5D		18,040	4,000	0	0	0	66	13	12,640	0	4,000	0	(16,665)	(11,265)	0	66	13
	3273	109	10,500	C8-2		2.00	0	11,265	11,265	0	0																								
03	3273	114	12,750	C8-2		2.00	0	28,200	0	0	0	0	0	0	0	28,200	0	0	C4-5D		12,122	0	41,427	0	0	0	0	12,122	0	0	0	41,427	(28,200)	0	0	0
04	3278	88	6,785	R7-1	C2-3	4.00	0	5,700	0	0	0	3,596	0	0	0	0	0	23	R7D	C2-4	3,913	0	0	0	0	34	7	317	0	0	0	0	0	0	11	7
05	3278	84	3,042	R7-1	C2-3	4.00	0	0	0	3,000	0	1,661	0	0	0	0	3,448	32	R7D	C2-4	0	0	0	0	5,550	47	9	(1,661)	0	0	0	0	0	2,102	15	9
	3278	85	6,367	R7-1	C2-3	4.00	5,000	5,000	0	0	0																								
06	3278	80	2,607	R7-1	C2-3	4.00	3,790	3,770	0	0	0	3,225	5,941	0	3,780	0	0	20	R7D	C2-4	0	6,160	0	0	0	52	10	(3,225)	0	219	0	(3,780)	0	0	32	10
	3278	81	2,379	R7-1	C2-3	4.00	1,825	0	0	0	0																								
	3278	82	2,379	R7-1	C2-3	4.00	1,220	1,220	0	0	2																								
	3278	83	3,042	R7-1	C2-3	4.00	2,450	0	0	0	0																								
07	3279	50	13,000	R7-1	C2-3	4.00	12,851	12,851	0	0	0	6,072	0	0	0	0	0	45	R7D	C2-4	7,900	0	0	0	15,800	49	10	1,828	0	0	0	0	0	15,800	4	10
08	3280	52	6,038	R7-1	C2-3	4.00	5,000	0	1,000	0	0	6,606	0	0	0	0	0	40	R7D	C2-4	7,170	0	0	0	0	60	12	564	0	0	0	0	0	0	20	12
	3280	55	6,038	R7-1	C2-3	4.00	0	0	0	0	0																								
09	3280	45	3,019	R7-1	C2-3	4.00	2,715	0	0	0	0	9,733	0	0	0	0	0	47	R7D	C2-4	8,969	0	0	0	0	75	15	(764)	0	0	0	0	0	0	28	15
	3280	46	3,019	R7-1	C2-3	4.00	3,019	0	0	0	0																								
	3280	48	3,019	R7-1	C2-3	4.00	0	3,000	0	0	0																								
	3280	49	6,049	R7-1	C2-3	4.00	0	0	0	0	0																								
10	3330	40	2,800	C8-2		2.00	0	0	0	0	2	0	0	0	0	5,000	0	6	R7D		0	0	0	0	0	43	9	0	0	0	0	0	(5,000)	0	37	9
	3330	42	2,500	C8-2		2.00	0	0	0	0	0																								
	3330	43	2,500	C8-2		2.00	0	0	0	0	2																								
11	3330	50	2,750	C8-2		2.00	0	1,500	0	0	0	0	0	0	7,333	3,667	0	0	R7D	C2-4	3,825	0	0	0	0	26	5	3,825	0	0	0	(7,333)	(3,667)	0	26	5
	3330	51	2,750	C8-2		2.00	0	2,625	0	0	0																								
12	3330	52	5,500	C8-2		2.00	0	0	0	0	0	5,280	0	0	0	0	21,120	0	R7D	C2-4	4,675	0	0	0	11,000	15	3	(605)	0	0	0	0	0	(10,120)	15	3
13	3330	68	12,500	C8-2		2.00	0	2,500	0	0	0	12,500	0	0	12,500	0	0	0	R7D	C2-4	0	0	0	0	0	69	14	(12,500)	10,625	0	0	(12,500)	0	0	69	14
14	3331	80	6,377	C8-2		2.00	6,376	0	0	0	0	6,377	0	0	6,377	0	0	0	R7D	C2-4	5,421	0	0	0	0	30	6	(956)	0	0	0	(6,377)	0	0	30	6
15	3331	64	6,000	C8-2		2.00	0	480	0	0	0	0	0	0	0	12,000	0	0	R7D	C2-4	4,250	0	0	0	0	29	6	4,250	0	0	0	0	(12,000)	0	29	6
16	3331	53	6,000	C8-2		2.00	0	0	0	0	0	0	4,000	0	8,000	0	0	0	R7D	C2-4	0	4,250	0	0	0	29	6	0	0	250	0	(8,000)	0	0	29	6
17	3357	7	13,806	C8-2		2.00	880	0	0	0	1	0	0	27,612	0	0	0	0	R7D	C2-4	0	7,700	0	0	0	69	14	0	0	7,700	(27,612)	0	0	0	69	14
18	3357	12	9,013	C8-2		2.00	0	0	0	0	0	6,009	0	0	12,017	0	0	2	R7D	C2-4	6,579	0	0	0	0	57	11	570	0	0	0	(12,017)	0		55	11
	3357	15	2,500	C8-2		2.00	0	0	0	0	2																								
19	3357	16	2,252	C8-2		2.00	0	0	0	0	1	2,722	0	0	0	21,778	0	4	R7D	C2-4	8,356	0	0	0	0	72	14	5,634	0	0	0	0	(21,778)	0	68	14
	3357	18	8,167	C8-2		2.00	0	1,096	0	0	0																								
	3357	21	4,083	C8-2		2.00	0	1,600	0	0	0																								
20	3357	37	11,422	C8-2		2.00	0	0	0	0	0	0	0	0	0	37,276	0	0	R7D	C2-4	7,723	4,000	0	0	0	92	18	7,723	0	4,000	0	0	(37,276)	0	92	18
	3357	52	2,845	C8-2		2.00	0	0	0	0	0																								
	3357	53	2,194	C8-2		2.00	0	0	0	0	0																								
	3357	54	2,177	C8-2		2.00	0	0	0	0	0																								
21	3357	55	8,708	C8-2		2.00	0	1,456	0	0	0	0		0	11,611	5,805	0	0	R7D	C2-4	0	0	5,524	0	0	43	9	0	0	0	0	(6,087)	(5,805)	0	43	9
22	3360	50	8,350	C8-2		2.00	0	1,975	0	0	0	5,567	0	0	16,700	0	0	0	C4-4		11,356	0	17,034	0	0	0	0	5,789	0	0	0	334	0	0	0	0
23	3356	214	20,156	C8-2		2.00	2,500	0	0	0	0	15,596	0	0	0	24,642	15,596	0	C4-4		15,596	0	0	52,870	15,596	0	0	0	0	0	0	0	28,229	0	0	0
24	3360	62	14,525	C8-2		2.00	0	0	0	0	0	9,683	0	0	0	19,367	0	0	C4-4		11,408	0	0	37,977	0	0	0	1,725	0	0	0	0	18,610	0	0	0
TOTALS			280,374				47,626	84,238	12,265	3,000	10	116,738	9,941	27,612	128,405	168,999	40,164	219			153,581	34,110	144,978	90,847	48,903	957	191	36,843	10,625	24,169	(27,612)	16,573	(78,152)	7,782	738	191

Source= DCP, 2009.

\+ Excludes auto-related, storage, office, and other (non-categorizable) uses

++ Auto-related, storage, and other (non-categorizable) uses

Potential Soft Site Development Under No-Action and With-Action Scenarios

Site Information					Existing Conditions								Future No-Action							Future With-Action (Inclusionary Housing)									Increment								
Development Sites		*Tax Block*	*Tax Lot*	*Lot Area (SF)*	*Existing Zone*	*Existing Overlay*	*Maximum FAR*	*Comml. SF+*	*Auto Rel. Storage & Other SF++*	*Office SF*	*C Fac SF*	*Total DU's*	*Comml SF+*	*Restaurant SF*	*Hotel SF*	*Office SF*	*Auto Rel., Storage & Other SF++*	*C Fac SF*	*Total DU's*	*Prop. Zoning*	*Prop. Overlay*	*Comml SF++*	*Restaurant SF*	*Office SF*	*Auto Rel., Storage & Other SF+*	*C Fac SF*	*Total DU's*	*Affordable DU's*	*Comml SF+*	*FRESH SF*	*Restaurant SF*	*Hotel SF*	*Office SF*	*Auto Rel., Storage & Other SF++*	*C Fac SF*	*Total DU's*	*Affordable DU's*
101	a	3276	1	6,328	R7-1	C2-3	4.00	10,856	0	10,856	0	0	10,856	0	0	10,856	0	0	0	R7D	C2-4	0	4,103	0	0	0	35	7	(10,856)	0	4,103	0	(10,856)	0	0	35	7
102	a	3277	41	8,579	C8-2		2.00	5,713	2,866	0	0	0	5,713	0	0	0	2,866	0	0	R7D	C2-4	0	0	0	0	8,323	54	11	(5,713)	0	0	0	0	(2,866)	4,003	54	11
	b	3277	45	2,629	C8-2		2.00	0	0	0	4,320	0	0	0	0	0	0	4,320	0																	
103	a	3277	36	9,874	C8-2		2.00	4,937	4,937	0	0	0	4,937	0	0	0	4,937	0	0	R7D	C2-4	4,367	4,367	0	0	0	62	12	(571)	0	77	0	0	(4,937)	0	62	12
	b	3277	40	2,145	C8-2		2.00	4,290	0	0	0	0	0	4,290	0	0	0	0	0																	
104	a	3277	28	5,000	C8-2		2.00	0	5,000	0	0	0	0	0	0	0	5,000	0	0	R7D	C2-4	5,000	0	0	0	0	23	5	5,000	0	0	0	0	(5,000)	0	23	5
105	a	3278	33	5,004	C8-2		2.00	5,004	0	0	0	0	5,004	0	0	0	0	0	0	R7D	C2-4	3,269	0	0	0	0	24	5	(1,735)	0	0	0	0	0	0	24	5
106	a	3278	31	5,196	C8-2		2.00	0	2,700	1,020	0	0	0	0	0	6,928	3,464	0	0	R7D	C2-4	4,158	0	0	0	0	24	5	4,158	0	0	0	(6,928)	(3,464)	0	24	5
107	a	3273	118	15,635	C8-2		2.00	15,616	0	0	0	0	10,423	0	0	20,847	0	0	0	C4-5D		50,867	10,000	0	0	0	235	47	15,578	20,000	10,000	0	(70,579)	0	0	235	47
	b	3273	122	32,250	C8-2		2.00	21,818	0	0	0	0	21,500	0	0	43,000	0	0	0																	
	c	3273	128	5,049	C8-2		2.00	0	0	0	0	0	3,366	0	0	6,732	0	0	0																	
108	a	3280	65	4,800	R7-1	C1-3	4.00	7,125	0	0	0	0	2,936	0	0	0	0	0	16	R7D	C2-4	0	4,942	0	0	0	35	7	(4,936)	0	4,942	0	0	0	0	12	7
	b	3280	67	2,500	R7-1	C1-3	4.00	726	0	0	0	2	2,000	0	0	0	0	0	7																	
109	a	3280	58	6,038	R7-1	C1-3	4.00	3,500	0	0	0	0	3,521	0	0	0	0	0	20	R7D	C2-4	9,576	0	0	0	0	65	13	6,055	0	(4,303)	0	0	0	0	16	13
	b	3280	61	7,344	R7-1	C1-3	4.00	7,200	0	0	0	0	0	4,303	0	0	0	0	29																	
110	a	3280	42	6,038	R7-1	C2-3	4.00	0	3,300	0	0	0	3,521	0	0	0	0	0	20	R7D	C2-4	0	5,038	0		0	28	6	(3,521)	0	5,038	0	0	0	0	8	6
111	a	3280	37	4,635	R7-1	C2-3	4.00	3,585	0	0	0	4	3,585	0	0	0	0	0	7	R7D	C2-4	7,292	0	0	0	0	52	10	186	0	0	0	0	0	0	25	10
	b	3280	39	6,038	R7-1	C2-3	4.00	0	3,500	0	0	0	3,521	0	0	0	0	0	20																	
112	a	3331	74	2,620	C8-2		2.00	0	0	0	0	2	1,747	0	0	3,493	0	0	0	R7D	C2-4	12,523	0	0	0	0	86	17	(4,344)	0	0	0	(3,493)	(15,120)	0	86	17
	b	3331	75	15,140	C8-2		2.00	15,120	15,120	0	0	0	15,120	0	0	0	15,120	0	0																	
113	a	3331	57	15,000	C8-2		2.00	0	1,680	0	0	0	10,000	0	0	0	20,000	0	0	R7D	C2-4	10,583	0	0	0	0	73	15	583	0	0	0	0	(20,000)	0	73	15
114	a	3331	45	1,725	R7-1	C1-3	4.00	1,725	0	1,725	0	0	1,725	0	0	1,725	0	0	0	R7D	C2-4	0	5,771	0	0	0	42	8	(1,725)	0	1,604	0	(1,725)	0	0	15	8
	b	3331	48	6,900	R7-1	C1-3	4.00	5,200	1,700	0	0	0	0	4,167	0	0	0	0	27																	
115	a	3330	55	2,500	C8-2		2.00	0	0	0	0	0	0	0	0	0	5,000	0	0	R7D		0	0	0	0	0	93	19	0	0	0	0	0	(33,530)	0	93	19
	b	3330	57	14,265	C8-2		2.00	0	0	0	0	0	0	0	0	0	28,530	0	0																	
116	a	3357	23	7,621	C8-2		2.00	0	10,500	0	0	0	0	0	0	0	10,500	0	0	R7D	C2-4	5,242	0	0	0	0	37	7	5,242	0	0	0	0	(10,500)	0	37	7
117	a	3357	25	11,025	C8-2		2.00	0	0	0	11,025	0	0	0	0	0	0	11,025	0	R7D	C2-4	0	4,892	0	0	7,610	54	11	0	0	0	0	0	0	(3,415)	54	11
118	a	3357	28	14,117	C8-2		2.00	8,963	4,482	0	0	0	9,411	0	0	18,823	0	0	0	R7D	C2-4	4,892	0	0	0	0	69	14	(4,520)	0	4,892	0	(18,823)	0	0	69	14
119	a	3357	32	3,085	C8-2		2.00	0	0	0	1,800	0	2,057	0	0	0	0	4,113	0	R7D	C2-4	0	0	0	0	6,509	45	9	(6,171)	0	0	0	0	0	(5,832)	45	9
	b	3357	33	6,171	C8-2		2.00	0	6,000	0	0	0	4,114	0	0	0	0	8,228	0																	
120	a	3355	136	9,000	C8-2		2.00	0	0	0	0	0	0	0	0	18,000	0	0	0	R7B		0	0	0	0	0	35	0	0	0	0	0	(18,000)	0	0	35	0
121	a	3355	116	6,300	C8-2		2.00	4,590	0	0	4,590	0	4,590	0	0	0	0	4,590	0	C4-4		5,850	0	15,570	0	19,530	0	0	1,260	0	0	0	15,570	0	14,940	0	0
122	a	3356	206	15,000	C8-2		2.00	0	30,000	0	0	0	0	0	0	0	30,000	0	0	C4-4		10,200	0	40,800	0	0	0	0	10,200	0	0	0	40,800	(30,000)	0	0	0
123	a	3356	200	15,000	C8-2		2.00	0	0	0	30,000	0	0	0	0	0	0	30,000	0	C4-4		0	0	0	0	34,200	40	0	0	0	0	0	0	0	4,200	40	0
124	a	3360	33	6,153	C8-2		2.00	0	0	0	0	0	0	0	0	0	12,306	0	0	C4-4		0	0	59,186	59,186	118,372	0	0	0	0	0	0	49,922	17,166	118,372	0	0
	b	3360	38	20,450	C8-2		2.00	0	20,450	0	0	0	0	0	0	0	20,450	0	0																	
	c	3360	44	9,819	C8-2		2.00	0	9,264	9,264	0	0	0	0	0	9,264	9,264	0	0																	
125	a	3273	100	42,234	C8-2		2.00	3,750	3,750	0	0	0	0	0	0	63,710	20,700	0	0	C4-5D		27,477	8,000	141,906	0	0	0	0	27,477	0	8,000	0	78,196	(20,700)	0	0	0
TOTALS				359,207				129,718	125,099	22,865	51,735	8	129,647	12,760	0	203,378	188,137	62,276	146			161,295	47,112	257,462	59,186	194,544	1,211	227	31,648	20,000	34,352	0	54,084	(128,951)	132,267	1,065	227

Source= DCP, 2009.

\+ Excludes auto-related, storage, office, and other (non-categorizable) uses

++ Auto-related, storage, and other (non-categorizable) uses

Appendix 2
Transportation Planning Assumptions Memorandum

Memorandum

DRAFT

To: Files

From: Joseph Setteducato, P.E.

Date: April 8, 2010

Subject: Webster Avenue Rezoning Study Transportation Planning Factors

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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.

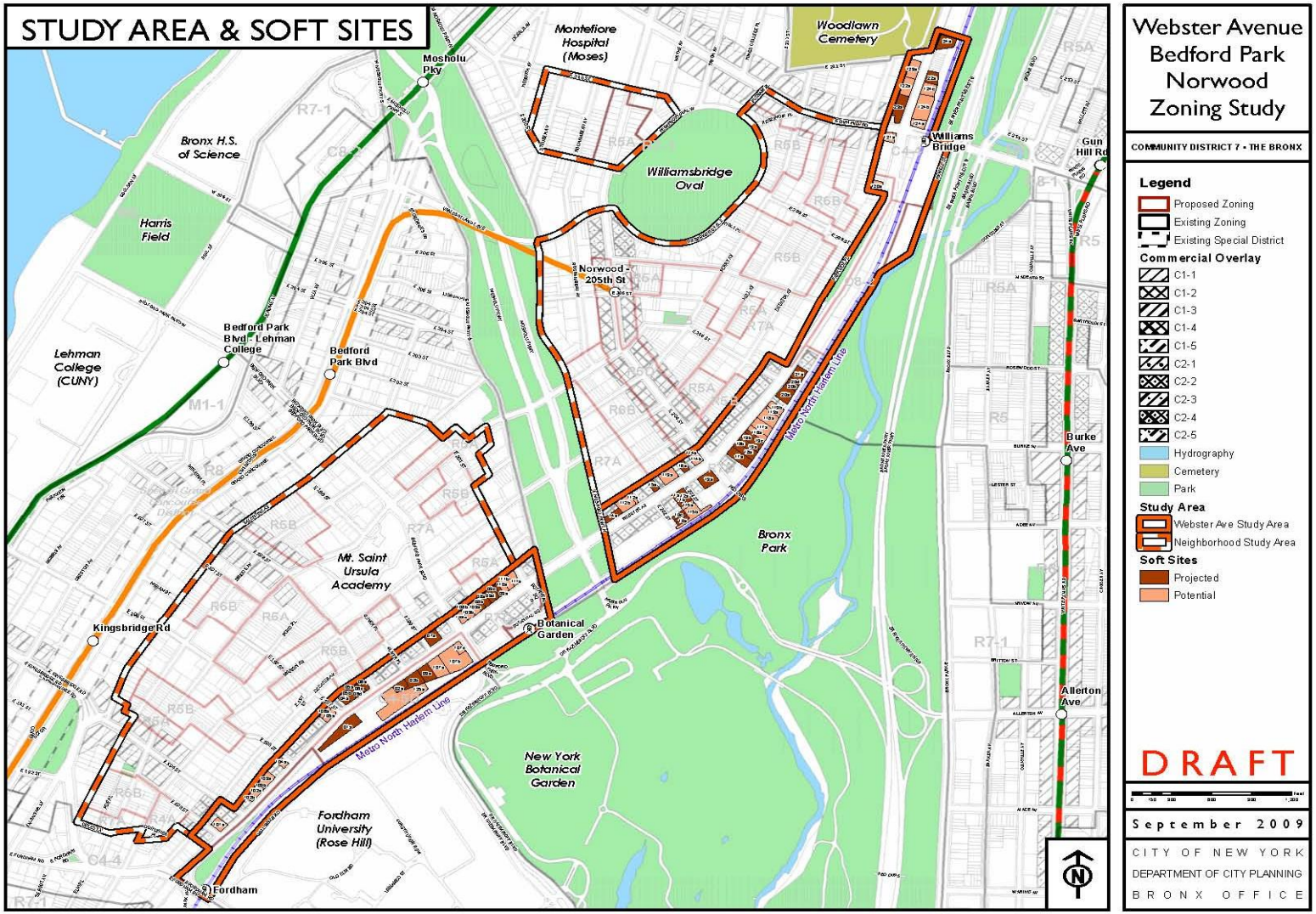
The proposed action is intended to achieve two primary objectives:

- 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:	Residential		Local Retail		Office		Community Facility (Medical Office) Staff		Community Facility (Medical Office) Visitors		Auto Repair	
Trip Generation:	(1)		(1)		(1)		(4)	(5)	(4)	(5)	(1)	
	Weekday	**Saturday**	**Weekday**	**Saturday**	**Weekday**	**Saturday**	**Weekday**	**Saturday**	**Weekday**	**Saturday**	**Weekday**	**Saturday**
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)	(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)	(1)	(6)	(4)	(6)			(1)	(5)
	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	
	(13,7)		(1)		(1,7)		(4,7)				(1,7)	
AM	12.2%		9.7%		9.6%		9.7%				14.0%	
MD	8.7%		7.8%		11.0%		7.8%				9.0%	
PM	1.0%		5.1%		1.0%		5.1%				1.0%	
SAT MD	8.7%		11.0%		11.0%		7.8%				9.0%	
	In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**			**In**	**Out**
	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 , 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

Table 2B:
Transportation Planning Factors

Land Use:	Hotel		FRESH		Mini-Warehouse		Restaurant		Supermarket		Community Center	
Trip Generation:	(1)		(14)	(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.
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 , 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 3:
Net Change in Person Trips

LAND USE		AM							MD							PM							SAT						
		Auto	Taxi	Bus	Subway	Railroad	Walk	Total	Auto	Taxi	Bus	Subway	Railroad	Walk	Total	Auto	Taxi	Bus	Subway	Railroad	Walk	Total	Auto	Taxi	Bus	Subway	Railroad	Walk	Total
Residential	In	23	1	11	33	3	10	81	40	1	19	57	5	18	140	128	3	59	183	16	56	445	67	2	31	95	8	29	232
738 dwelling units	Out	133	3	61	189	17	58	461	40	1	19	57	5	18	140	55	1	25	78	7	24	190	67	2	31	95	8	29	232
	Total	156	4	72	222	20	68	542	80	2	38	114	10	36	280	183	4	84	261	23	80	635	134	4	62	190	16	58	464
Local Retail	In	1	1	4	2	0	36	44	8	6	28	14	0	220	276	4	3	14	7	0	111	139	4	3	14	7	0	110	138
35119 gsf	Out	1	1	4	2	0	36	44	8	6	28	14	0	220	276	4	3	14	7	0	111	139	4	3	14	7	0	110	138
	Total	2	2	8	4	0	72	88	16	12	56	28	0	440	552	8	6	28	14	0	222	278	8	6	28	14	0	220	276
Office	In	16	1	5	5	1	6	34	8	0	3	3	0	3	17	1	0	0	0	0	0	1	1	0	0	0	0	0	1
16573 gsf	Out	1	0	0	0	0	0	1	13	1	4	4	0	5	27	18	1	6	6	1	7	39	1	0	0	0	0	0	1
	Total	17	1	5	5	1	6	35	21	1	7	7	0	8	44	19	1	6	6	1	7	40	2	0	0	0	0	0	2
Medical Office (Staff)	In	9	0	2	1	0	1	13	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	2	2
5680 gsf	Out	0	0	0	0	0	0	0	0	0	0	0	0	4	4	9	0	2	1	0	1	13	0	0	0	0	0	2	2
	Total	9	0	2	1	0	1	13	0	0	0	0	0	8	8	9	0	2	1	0	1	13	0	0	0	0	0	4	4
Medical Office (Visitors)	In	3	2	2	2	0	2	11	2	1	2	2	0	2	9	1	0	1	1	0	1	4	1	1	1	1	0	1	5
5680 gsf	Out	0	0	0	0	0	0	0	2	1	2	2	0	2	9	2	1	1	1	0	1	6	1	1	1	1	0	1	5
	Total	3	2	2	2	0	2	11	4	2	4	4	0	4	18	3	1	2	2	0	2	10	2	2	2	2	0	2	10
Auto Repair	In	-19	-1	0	0	0	-2	-22	-12	-1	0	0	0	-1	-14	-16	-1	0	0	0	-1	-18	-12	-1	0	0	0	-1	-14
-13372 gsf	Out	-10	-1	0	0	0	-1	-12	-12	-1	0	0	0	-1	-14	-16	-1	0	0	0	-1	-18	-12	-1	0	0	0	-1	-14
	Total	-29	-2	0	0	0	-3	-34	-24	-2	0	0	0	-2	-28	-32	-2	0	0	0	-2	-36	-24	-2	0	0	0	-2	-28
Hotel	In	-6	-1	0	0	0	0	-7	-13	-3	-1	-1	0	-1	-19	-10	-2	-1	-1	0	-1	-15	-16	-3	-1	-1	0	-1	-22
-55 rooms	Out	-9	-2	-1	-1	0	-1	-14	-6	-1	0	0	0	0	-7	-7	-2	-1	-1	0	-1	-12	-12	-3	-1	-1	0	-1	-18
	Total	-15	-3	-1	-1	0	-1	-21	-19	-4	-1	-1	0	-1	-26	-17	-4	-2	-2	0	-2	-27	-28	-6	-2	-2	0	-2	-40
FRESH	In	1	1	1	1	0	19	23	4	3	5	5	0	75	92	3	2	4	4	0	61	74	3	2	4	4	0	67	80
10625 gsf	Out	1	1	1	1	0	23	27	4	3	5	5	0	88	105	3	2	4	4	0	69	82	3	2	4	4	0	67	80
	Total	2	2	2	2	0	42	50	8	6	10	10	0	163	197	6	4	8	8	0	130	156	6	4	8	8	0	134	160
Mini-Warehouse	In	-14	0	0	0	0	-1	-15	-12	0	0	0	0	-1	-13	-13	0	0	0	0	-1	-14	-12	0	0	0	0	-1	-13
-58985 gsf	Out	-10	0	0	0	0	-1	-11	-12	0	0	0	0	-1	-13	-12	0	0	0	0	-1	-13	-12	0	0	0	0	-1	-13
	Total	-24	0	0	0	0	-2	-26	-24	0	0	0	0	-2	-26	-25	0	0	0	0	-2	-27	-24	0	0	0	0	-2	-26
Restaurant	In	12	1	1	1	0	13	28	141	18	18	18	0	158	353	63	8	8	8	0	71	158	89	11	11	11	0	100	222
24169 gsf	Out	1	0	0	0	0	1	2	76	9	9	9	0	85	188	34	4	4	4	0	38	84	62	8	8	8	0	70	156
	Total	13	1	1	1	0	14	30	217	27	27	27	0	243	541	97	12	12	12	0	109	242	151	19	19	19	0	170	378
Supermarket	In	2	0	0	0	0	1	3	4	0	0	0	0	1	5	4	0	0	0	0	1	5	6	0	0	0	0	2	8
1725 gsf	Out	2	0	0	0	0	1	3	4	0	0	0	0	1	5	4	0	0	0	0	1	5	6	0	0	0	0	2	8
	Total	4	0	0	0	0	2	6	8	0	0	0	0	2	10	8	0	0	0	0	2	10	12	0	0	0	0	4	16
Community Center	In	0	0	0	0	0	4	4	0	0	0	0	0	5	5	0	0	0	0	0	2	2	0	0	0	0	0	6	6
2102 gsf	Out	0	0	0	0	0	2	2	0	0	0	0	0	4	4	0	0	0	0	0	4	4	0	0	0	0	0	6	6
	Total	0	0	0	0	0	6	6	0	0	0	0	0	9	9	0	0	0	0	0	6	6	0	0	0	0	0	12	12
Parking	In	-3	0	0	0	0	0	-3	0	0	0	0	0	0	0	-1	0	0	0	0	0	-1	0	0	0	0	0	0	0
-19 spaces	Out	-2	0	0	0	0	0	-2	-1	0	0	0	0	0	-1	-3	0	0	0	0	0	-3	-3	0	0	0	0	0	-3
	Total	-5	0	0	0	0	0	-5	-1	0	0	0	0	0	-1	-4	0	0	0	0	0	-4	-3	0	0	0	0	0	-3
TOTAL TRIPS	**In**	**25**	**5**	**26**	**45**	**4**	**89**	**194**	**170**	**25**	**74**	**98**	**5**	**483**	**855**	**164**	**13**	**85**	**202**	**16**	**300**	**780**	**131**	**15**	**60**	**117**	**8**	**314**	**645**
	Out	**108**	**2**	**65**	**191**	**17**	**118**	**501**	**116**	**19**	**67**	**91**	**5**	**425**	**723**	**91**	**9**	**55**	**100**	**8**	**253**	**516**	**105**	**12**	**57**	**114**	**8**	**284**	**580**
	Total	**133**	**7**	**91**	**236**	**21**	**207**	**695**	**286**	**44**	**141**	**189**	**10**	**908**	**1,578**	**255**	**22**	**140**	**302**	**24**	**553**	**1,296**	**236**	**27**	**117**	**231**	**16**	**598**	**1,225**

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	In	15	3	0	---	18	26	2	1	---	29	83	0	2	---	85	43	0	1	---	44
738 dwelling units	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	In	1	1	1	---	3	5	1	5	---	11	3	0	2	---	5	3	0	2	---	5
35119 gsf	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	In	12	0	0	---	12	6	0	0	---	6	1	0	0	---	1	1	0	0	---	1
16573 gsf	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)	In	9	0	0	---	9	0	0	0	---	0	0	0	0	---	0	0	0	0	---	0
5680 gsf	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)	In	2	0	1	---	3	1	0	1	---	2	0	0	0	---	0	1	0	0	---	1
5680 gsf	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	In	-15	-1	-1	---	-17	-9	-1	-1	---	-11	-12	0	-1	---	-13	-9	0	-1	---	-10
-13372 gsf	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	In	-4	0	-1	---	-5	-8	0	-2	---	-10	-6	0	-2	---	-8	-10	0	-2	---	-12
-55 rooms	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	In	1	0	0	---	1	2	0	2	---	4	2	0	2	---	4	2	0	2	---	4
10625 gsf	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	In	-9	0	0	---	-9	-8	0	0	---	-8	-8	0	0	---	-8	-8	0	0	---	-8
-58985 gsf	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	In	5	3	1	---	9	64	3	8	---	75	29	0	3	---	32	41	0	5	---	46
24169 gsf	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	In	2	0	0	---	2	3	0	0	---	3	3	0	0	---	3	4	0	0	---	4
1725 gsf	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	In	0	0	0	---	0	0	0	0	---	0	0	0	0	---	0	0	0	1	---	1
2102 gsf	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	In	-2	0	0	---	-2	0	0	0	---	0	-1	0	0	---	-1	0	0	0	---	0
-19 spaces	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%
Northeast	*9%*	Connecticut	1%	*Northeast*	*8%*	Connecticut	4%
Southeast	*3%*	Long Island	4%	*Southeast*	*6%*	Long Island	6%
South	*10%*	*Nassau County*	*3%*	*South*	*5%*	*Nassau County*	*5%*
West	*13%*	*Suffolk County*	*1%*	*West*	*9%*	*Suffolk County*	*1%*
Brooklyn	5%	Westchester County	12%	Brooklyn	4%	Westchester County	15%
East	*3%*	*East*	*4%*	*East*	*3%*	*East*	*4%*
West	*2%*	*West*	*8%*	*West*	*1%*	*West*	*11%*
Manhattan	19%	Upstate New York	1%	Manhattan	7%	Upstate New York	15%
North	*4%*			*North*	*5%*		
South	*15%*			*South*	*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

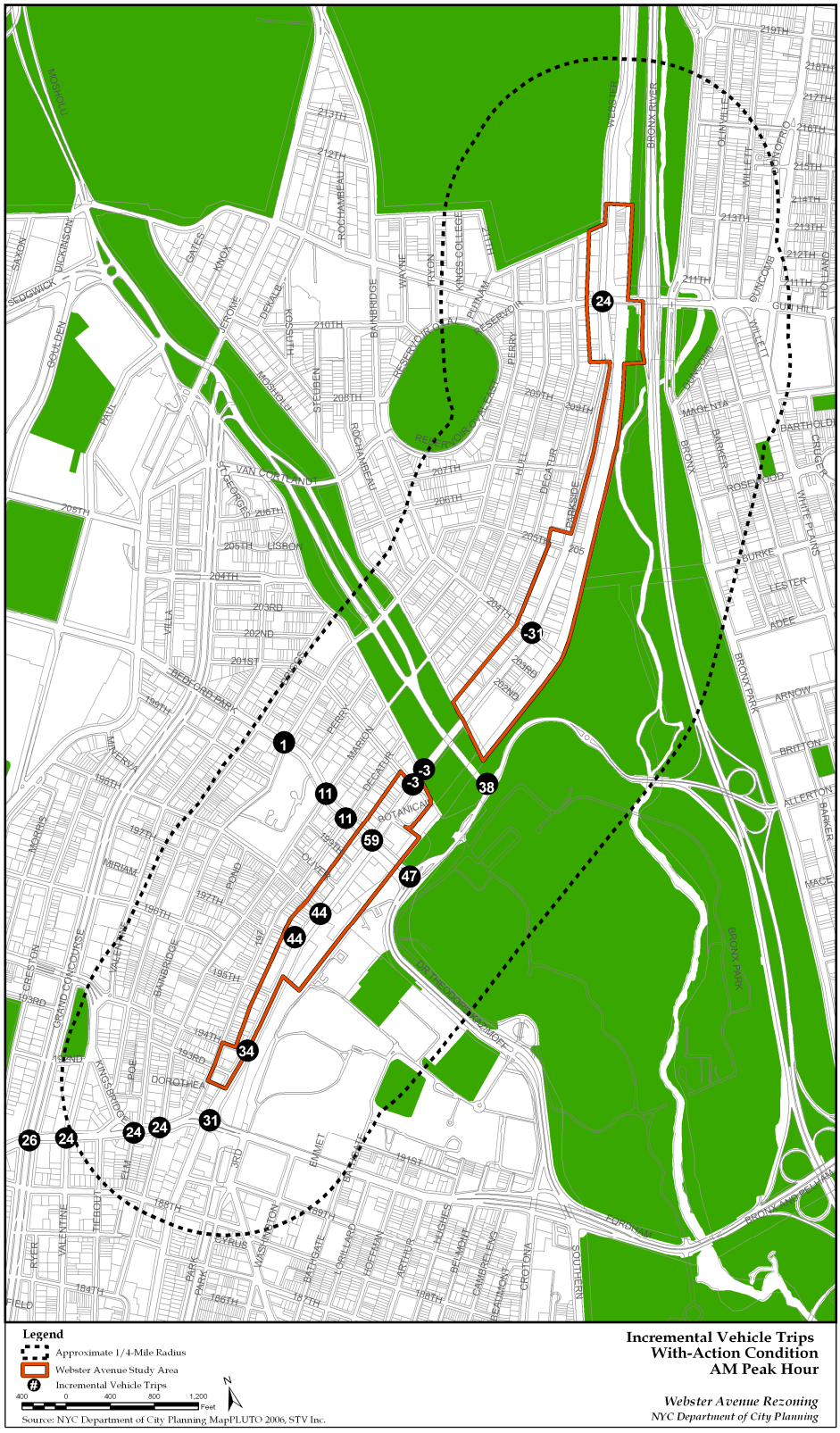


Figure 3:
Incremental Vehicle Trips- Midday Peak Hour

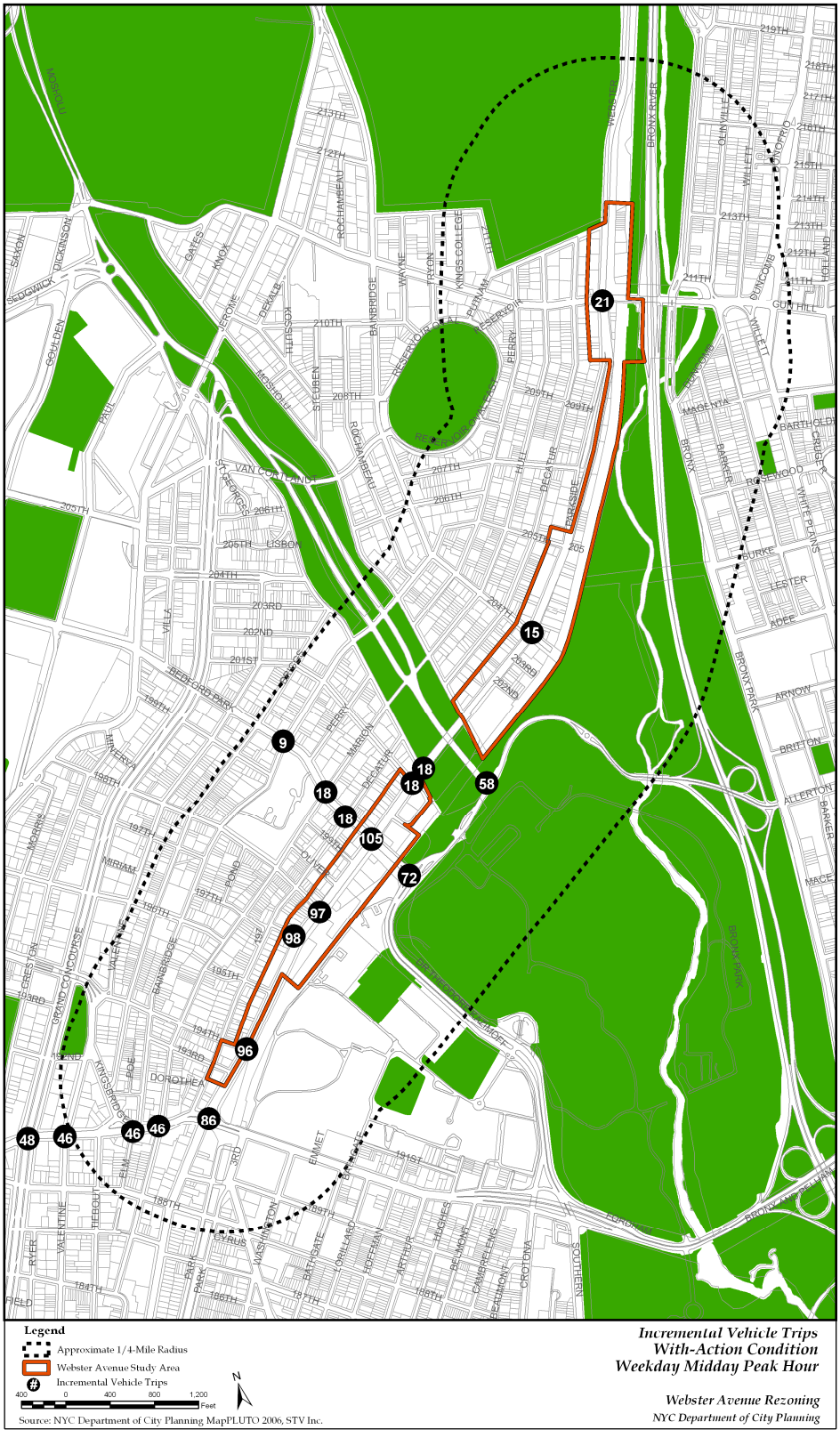


Figure 4:
Incremental Vehicle Trips- PM Peak Hour

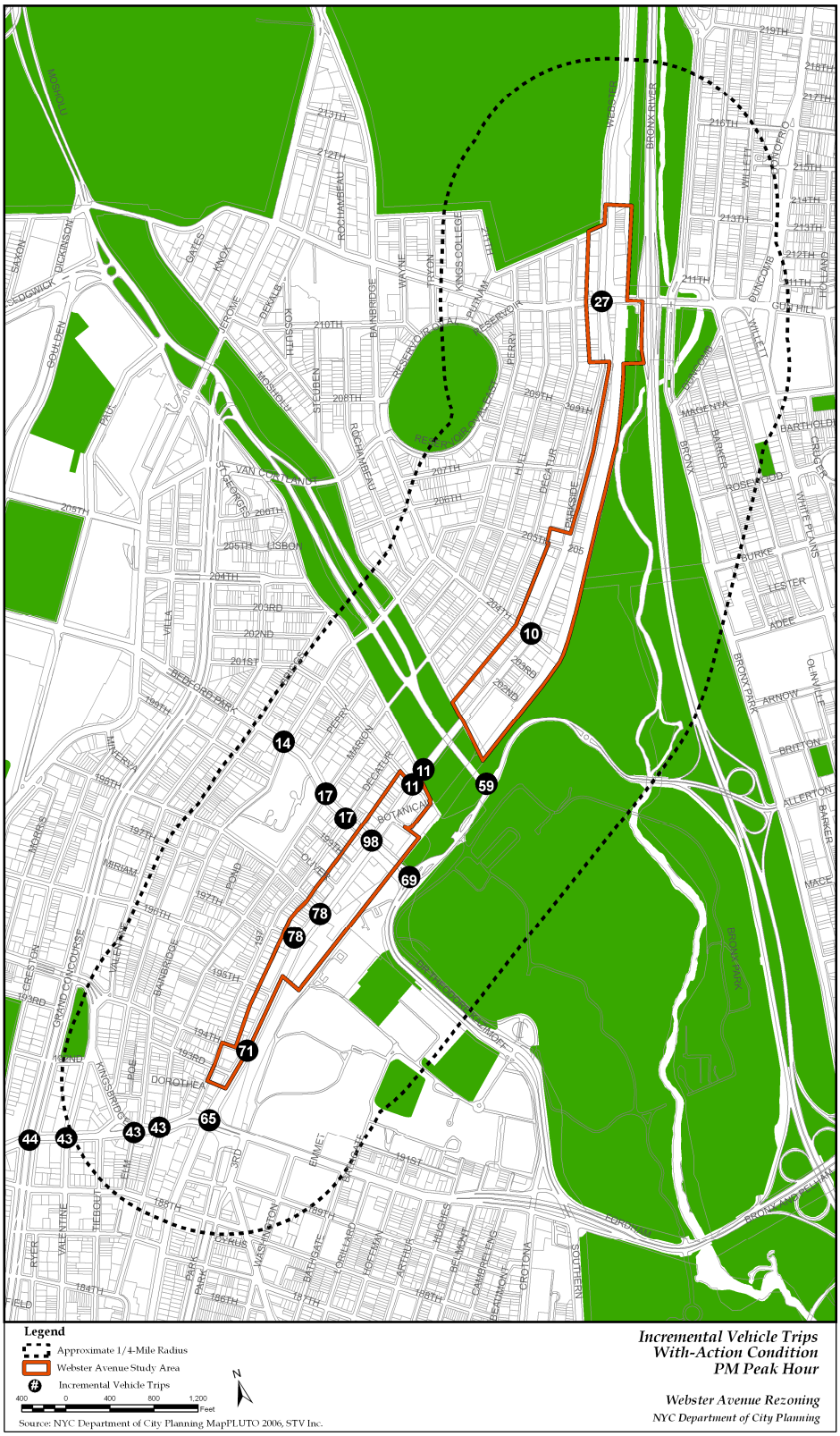


Figure 5:
Incremental Vehicle Trips- Saturday Midday Peak Hour

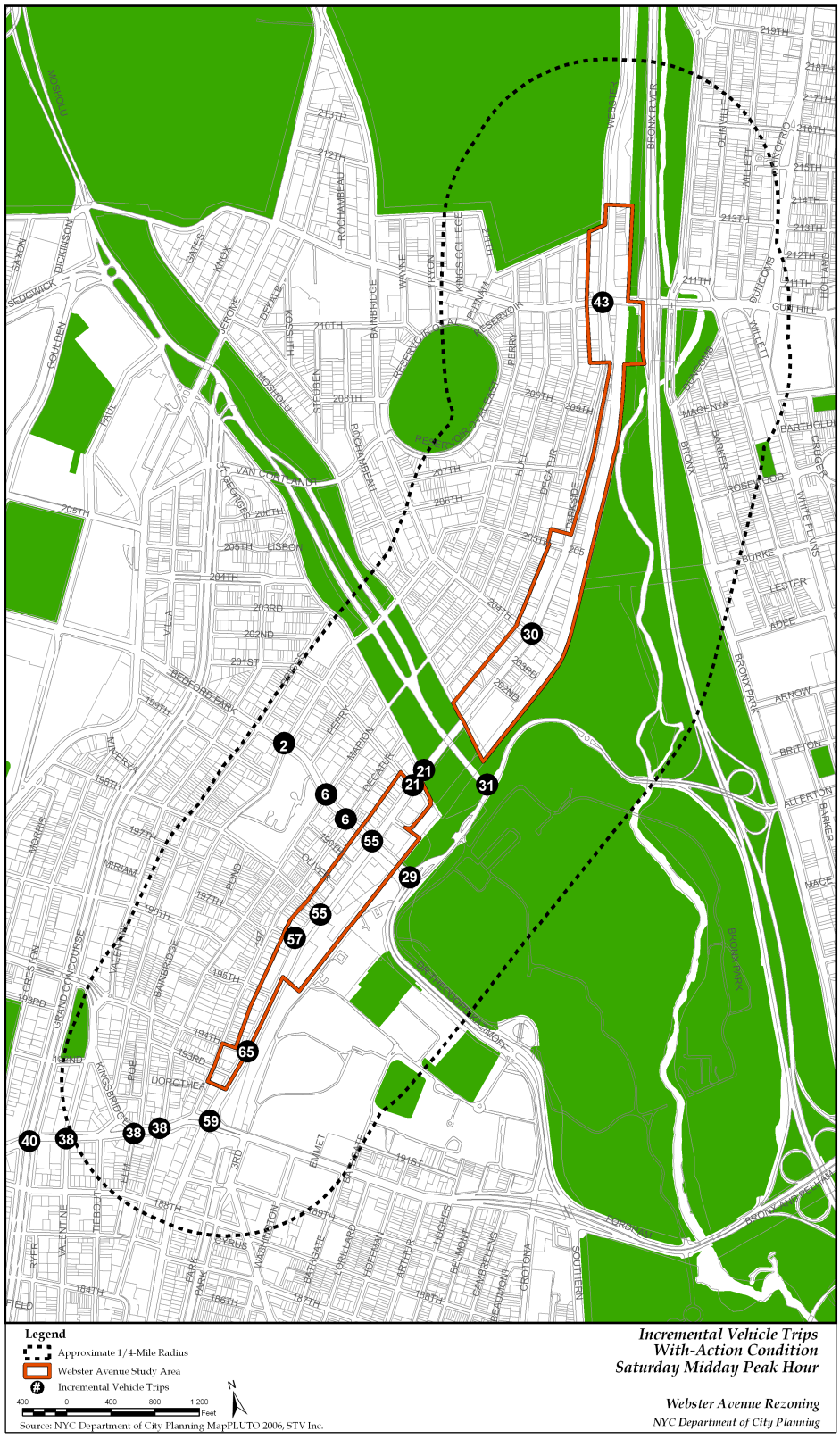
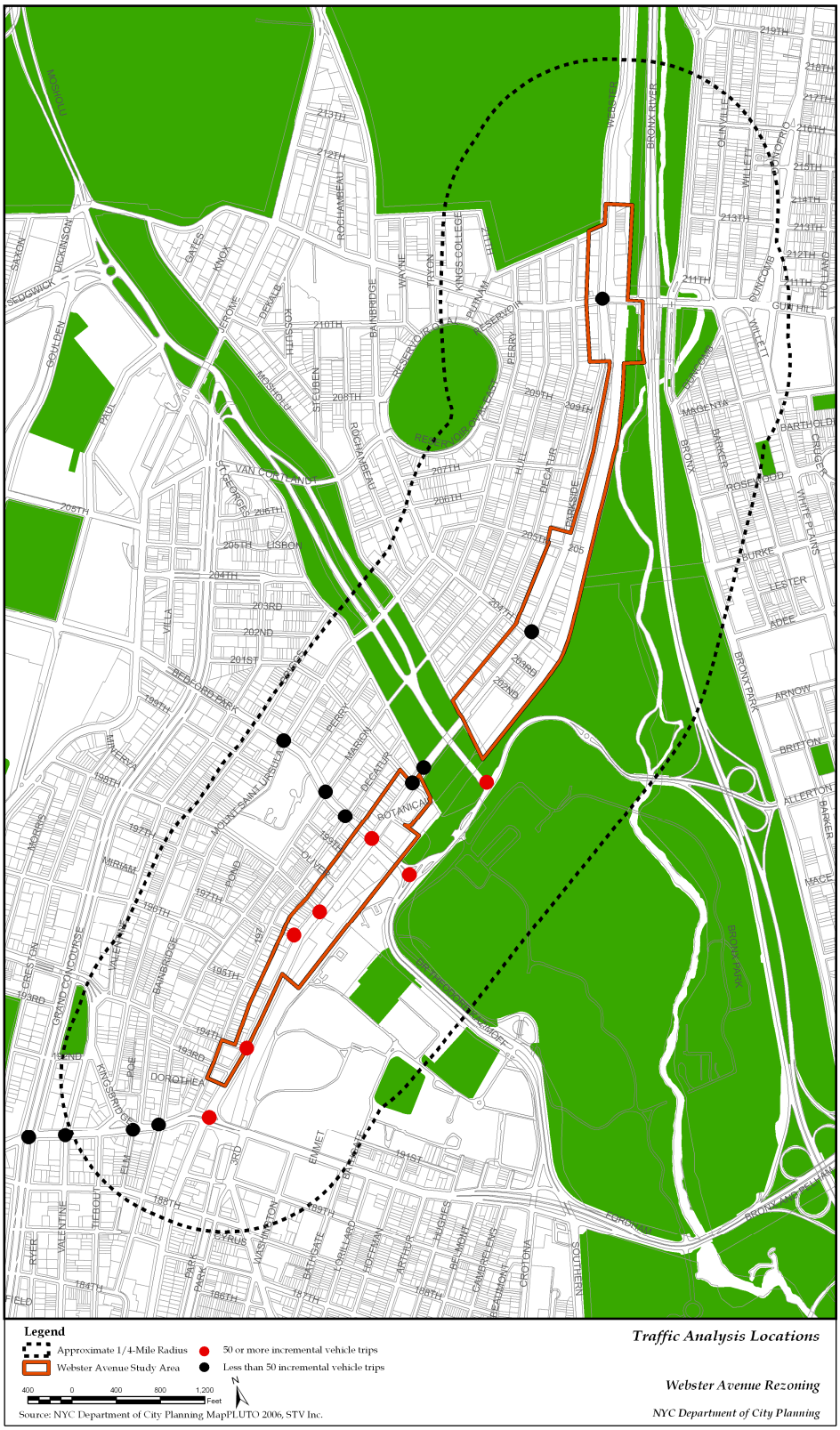


Figure 6:
Traffic Analysis Locations



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.