

ENVIRONMENTAL ASSESSMENT STATEMENT

for the

WILLIAMSBRIDGE/BAYCHESTER REZONING

June 20, 2011

CEQR No.: 11DCP148X

ULURP No.: 110384ZMX

ACTION LOCATION: Bronx, New York

LEAD AGENCY:

City Planning Commission
City of New York
Amanda M. Burden, FAICP, Chair

LEAD AGENCY CONTACT:

Robert Dobruskin, AICP, Director
Environmental Assessment and Review Division
New York City Department of City Planning
22 Reade Street, Room 4E
New York, New York, 10007
(212) 720-3423

PREPARED BY:

NYC Department of City Planning

Williamsbridge/Baychester Rezoning Environmental Assessment Statement

TABLE OF CONTENTS

Chapter 1: City Environmental Quality Review
Environmental Assessment Statement Full Form

Chapter 2: Attachment 1

Project Description.....	2.A-1
Projected Development and Likely Effects.....	2.B-1
Required Approvals.....	2.C-1

Chapter 3: Attachment 2 -Impact Analyses

Land Use, Zoning and Public Policy.....	3.A-1
Socioeconomic Conditions.....	3.B-1
Community Facilities and Services.....	3.C-1
Open Space.....	3.D-1
Urban Design and Visual Resources.....	3.E-1
Hazardous Materials.....	3.F-1
Transportation.....	3.G-1
Air Quality.....	3.H-1
Noise.....	3.I-1
Waterfront Revitalization Program.....	3.J-1



City Environmental Quality Review ENVIRONMENTAL ASSESSMENT STATEMENT FULL FORM

Please fill out, print and submit to the appropriate agency (see instructions)

PART I: GENERAL INFORMATION

PROJECT NAME

1. Reference Numbers

CEQR REFERENCE NUMBER (To Be Assigned by Lead Agency)	BSA REFERENCE NUMBER (If Applicable)
ULURP REFERENCE NUMBER (If Applicable)	OTHER REFERENCE NUMBER(S) (If Applicable) (e.g. Legislative Intro, CAPA, etc)

2a. Lead Agency Information

NAME OF LEAD AGENCY

2b. Applicant Information

NAME OF APPLICANT

NAME OF LEAD AGENCY CONTACT PERSON			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON		
ADDRESS			ADDRESS		
CITY	STATE	ZIP	CITY	STATE	ZIP
TELEPHONE	FAX		TELEPHONE	FAX	
EMAIL ADDRESS			EMAIL ADDRESS		

3. Action Classification and Type

SEQRA Classification

☐ UNLISTED ☐ TYPE I; SPECIFY CATEGORY (see 6 NYCRR 617.4 and NYC Executive Order 91 of 1977, as amended):

Action Type (refer to Chapter 2, "Establishing the Analysis Framework" for guidance)

☐ LOCALIZED ACTION, SITE SPECIFIC ☐ LOCALIZED ACTION, SMALL AREA ☐ GENERIC ACTION

4. Project Description:

4a. Project Location: Single Site (for a project at a single site, complete all the information below)

ADDRESS	NEIGHBORHOOD NAME	
TAX BLOCK AND LOT	BOROUGH	COMMUNITY DISTRICT
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION IF ANY:		ZONING SECTIONAL MAP NO:

4b. Project Location: Multiple Sites (Provide a description of the size of the project area in both City Blocks and Lots. If the project would apply to the entire city or to areas that are so extensive that a site-specific description is not appropriate or practicable, describe the area of the project, including bounding streets, etc.)

5. REQUIRED ACTIONS OR APPROVALS (check all that apply)

City Planning Commission: YES ☐ NO ☐

- | | |
|---|---|
| <input type="checkbox"/> CITY MAP AMENDMENT | <input type="checkbox"/> ZONING CERTIFICATION |
| <input type="checkbox"/> ZONING MAP AMENDMENT | <input type="checkbox"/> ZONING AUTHORIZATION |
| <input type="checkbox"/> ZONING TEXT AMENDMENT | <input type="checkbox"/> HOUSING PLAN & PROJECT |
| <input type="checkbox"/> UNIFORM LAND USE REVIEW
PROCEDURE (ULURP) | <input type="checkbox"/> SITE SELECTION — PUBLIC FACILITY |
| <input type="checkbox"/> CONCESSION | <input type="checkbox"/> FRANCHISE |
| <input type="checkbox"/> UDAAP | <input type="checkbox"/> DISPOSITION — REAL PROPERTY |
| <input type="checkbox"/> REVOCABLE CONSENT | |

ZONING SPECIAL PERMIT, SPECIFY TYPE:

- ☐ MODIFICATION OF
☐ RENEWAL OF
☐ OTHER

Board of Standards and Appeals: YES ☐ NO ☐

- ☐ SPECIAL PERMIT
- EXPIRATION DATE MONTH DAY YEAR
- ☐ VARIANCE (USE)
- ☐ VARIANCE (BULK)

SPECIFY AFFECTED SECTION(S) OF THE ZONING RESOLUTION

Department of Environmental Protection: YES ☐ NO ☐

Other City Approvals: YES ☐ NO ☐

- | | |
|--|--|
| <input type="checkbox"/> LEGISLATION | <input type="checkbox"/> RULEMAKING |
| <input type="checkbox"/> FUNDING OF CONSTRUCTION; SPECIFY | <input type="checkbox"/> CONSTRUCTION OF PUBLIC FACILITIES |
| <input type="checkbox"/> POLICY OR PLAN; SPECIFY | <input type="checkbox"/> FUNDING OF PROGRAMS; SPECIFY |
| <input type="checkbox"/> LANDMARKS PRESERVATION COMMISSION APPROVAL (<i>not subject to CEQR</i>) | <input type="checkbox"/> PERMITS; SPECIFY: |
| <input type="checkbox"/> 384(b)(4) APPROVAL | <input type="checkbox"/> OTHER; EXPLAIN |
| <input type="checkbox"/> PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC) (<i>not subject to CEQR</i>) | |

6. State or Federal Actions/Approvals/Funding: YES ☐ NO ☐ IF "YES," IDENTIFY

7. Site Description: Except where otherwise indicated, provide the following information with regard to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory controls.

GRAPHICS The following graphics must be attached and each box must be checked off before the EAS is complete. **Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11×17 inches in size and must be folded to 8.5 × 11 inches for submission.**

- | | | |
|--|-------------------------------------|---|
| <input type="checkbox"/> Site location map | <input type="checkbox"/> Zoning map | <input type="checkbox"/> Photographs of the project site taken within 6 months of EAS submission and keyed to the site location map |
| <input type="checkbox"/> Sanborn or other land use map | <input type="checkbox"/> Tax map | <input type="checkbox"/> For large areas or multiple sites, a GIS shape file that defines the project sites |

PHYSICAL SETTING (both developed and undeveloped areas)

Total directly affected area (sq. ft.):	Type of waterbody and surface area (sq. ft.):	Roads, building and other paved surfaces (sq. ft.)
---	---	--

Other, describe (sq. ft.):

8. Physical Dimensions and Scale of Project (if the project affects multiple sites, provide the total development below facilitated by the action)

Size of project to be developed: _____ (gross sq. ft.)

Does the proposed project involve changes in zoning on one or more sites? YES ☐ NO ☐

If 'Yes,' identify the total square feet owned or controlled by the applicant:

Total square feet of non-applicant owned development:

Does the proposed project involve in-ground excavation or subsurface disturbance, including but not limited to foundation work, pilings, utility lines, or grading? YES ☐ NO ☐

If 'Yes,' indicate the estimated area and volume dimensions of subsurface disturbance (if known):

Area:	sq. ft. (width × length)	Volume:	cubic feet (width × length × depth)
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Does the proposed project increase the population of residents and/or on-site workers? YES ☐ NO ☐ Number of additional residents?

Number of additional workers?

Provide a brief explanation of how these numbers were determined:

Does the project create new open space? YES ☐ NO ☐ If Yes: _____ (sq. ft.)

Using Table 14-1, estimate the project's projected operational solid waste generation, if applicable: _____ (pounds per week)

Using energy modeling or Table 15-1, estimate the project's projected energy use: _____ (annual BTUs)

9. Analysis Year CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (DATE THE PROJECT WOULD BE COMPLETED AND OPERATIONAL):

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS:

WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? YES ☐ NO ☐

IF MULTIPLE PHASES, HOW MANY PHASES:

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE:

10. What is the Predominant Land Use in Vicinity of Project? (Check all that apply)

☐ RESIDENTIAL ☐ MANUFACTURING ☐ COMMERCIAL ☐ PARK/FOREST/OPEN SPACE ☐ OTHER, Describe:

DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS

The information requested in this table applies to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory control. The increment is the difference between the No-Action and the With-Action conditions.

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Land Use				
Residential	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If yes, specify the following				
No. of dwelling units				
No. of low- to moderate income units				
No. of stories				
Gross Floor Area (sq.ft.)				
Describe Type of Residential Structures				
Commercial	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If yes, specify the following:				
Describe type (retail, office, other)				
No. of bldgs				
GFA of each bldg (sq.ft.)				
Manufacturing/Industrial	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If yes, specify the following:				
Type of use				
No. of bldgs				
GFA of each bldg (sq.ft.)				
No. of stories of each bldg				
Height of each bldg				
Open storage area (sq.ft.)				
If any unenclosed activities, specify				
Community Facility	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If yes, specify the following:				
Type				
No. of bldgs				
GFA of each bldg (sq.ft.)				
No. of stories of each bldg				
Height of each bldg				
Vacant Land	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If yes, describe:				
Publicly Accessible Open Space	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If yes, specify type (mapped City, State, or Federal Parkland, wetland—mapped or otherwise known, other)				
Other Land Use	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If yes, describe				
Parking				
Garages	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If yes, specify the following:				
No. of public spaces				
No. of accessory spaces				
Operating hours				
Attended or non-attended				

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Parking <i>(continued)</i>				
Lots	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If yes, specify the following:				
No. of public spaces				
No. of accessory spaces				
Operating hours				
Other (includes street parking)	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If yes, describe				
Storage Tanks				
Storage Tanks	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If yes, specify the following:				
Gas/Service stations	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Oil storage facility	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Other, identify:	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If yes to any of the above, describe:				
Number of tanks				
Size of tanks				
Location of tanks				
Depth of tanks				
Most recent FDNY inspection date				
Population				
Residents	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If any, specify number				
Briefly explain how the number of residents was calculated:				
Businesses	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If any, specify the following:				
No. and type				
No. and type of workers by business				
No. and type of non-residents who are not workers				
Briefly explain how the number of businesses was calculated:				
Zoning*				
Zoning classification				
Maximum amount of floor area that can be developed (in terms of bulk)				
Predominant land use and zoning classifications within a 0.25 mile radius of proposed project				
Attach any additional information as may be needed to describe the project.				
If your project involves changes in regulatory controls that affect one or more sites not associated with a specific development, it is generally appropriate to include the total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

*This section should be completed for all projects, except for such projects that would apply to the entire city or to areas that are so extensive that site-specific zoning information is not appropriate or practicable.

PART II: TECHNICAL ANALYSES

INSTRUCTIONS: For each of the analysis categories listed in this section, assess the proposed project's impacts based on the thresholds and criteria presented in the CEQR Technical Manual. Check each box that applies.

- If the proposed project can be demonstrated not to meet or exceed the threshold, check the 'NO' box.
- If the proposed project will meet or exceed the threshold, or if this cannot be determined, check the 'YES' box.
- For each 'Yes' response, answer the subsequent questions for that technical area and consult the relevant chapter of the CEQR Technical Manual for guidance on providing additional analyses (and attach supporting information, if needed) to determine whether the potential for significant impacts exists. Please note that a 'Yes' answer does not mean that an EIS must be prepared—it often only means that more information is required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant to either provide additional information to support the Full EAS Form. For example, if a question is answered 'No,' an agency may request a short explanation for this response.

	YES	NO
1. LAND USE, ZONING AND PUBLIC POLICY: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use or zoning that is different from surrounding land uses and/or zoning? Is there the potential to affect an applicable public policy? If "Yes", complete a preliminary assessment and attach.		
(b) Is the project a large, publicly sponsored project? If "Yes", complete a PlaNYC assessment and attach.		
(c) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries? If "Yes", complete the Consistency Assessment Form .		
2. SOCIOECONOMIC CONDITIONS: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
• Generate a net increase of 200 or more residential units?		
• Generate a net increase of 200,000 or more square feet of commercial space?		
• Directly displace more than 500 residents?		
• Directly displace more than 100 employees?		
• Affect conditions in a specific industry?		
(b) If 'Yes' to any of the above, attach supporting information to answer the following questions, as appropriate. If 'No' was checked for each category above, the remaining questions in this technical area do not need to be answered.		
(1) Direct Residential Displacement		
• If more than 500 residents would be displaced, would these displaced residents represent more than 5% of the primary study area population?		
• If 'Yes,' is the average income of the directly displaced population markedly lower than the average income of the rest of the study area population?		
(2) Indirect Residential Displacement		
• Would the expected average incomes of the new population exceed the average incomes of the study area populations?		
• If 'Yes,' would the population increase represent more than 5% of the primary study area population or otherwise potentially affect real estate market conditions?		
• If 'Yes,' would the study area have a significant number of unprotected rental units?		
Would more than 10 percent of all the housing units be renter-occupied and unprotected?		
Or, would more than 5 percent of all the housing units be renter-occupied and unprotected where no readily observable trend toward increasing rents and new market rate development exists within the study area?		

	YES	NO
(3) Direct Business Displacement		
• Do any of the displaced businesses provide goods or services that otherwise could not be found within the trade area, either under existing conditions or in the future with the proposed project?		
• Do any of the displaced businesses provide goods or services that otherwise could not be found within the trade area, either under existing conditions or in the future with the proposed project?		
• Or, is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it?		
(4) Indirect Business Displacement		
• Would the project potentially introduce trends that make it difficult for businesses to remain in the area?		
• Would the project capture the retail sales in a particular category of goods to the extent that the market for such goods would become saturated as a result, potentially resulting in vacancies and disinvestment on neighborhood commercial streets?		
(5) Affects on Industry		
• Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?		
• Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?		
3. COMMUNITY FACILITIES: CEQR Technical Manual Chapter 6		
(a) Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?		
(b) Would the project exceed any of the thresholds outlined in Table 6-1 in Chapter 6 ?		
(c) If 'No' was checked above, the remaining questions in this technical area do not need to be answered. If 'Yes' was checked, attach supporting information to answer the following, if applicable.		
(1) Child Care Centers		
• Would the project result in a collective utilization rate of the group child care/Head Start centers in the study area that is greater than 100 percent?		
• If Yes, would the project increase the collective utilization rate by 5 percent from the No-Action scenario?		
(2) Libraries		
• Would the project increase the study area population by 5 percent from the No-Action levels?		
• If Yes, would the additional population impair the delivery of library services in the study area?		
(3) Public Schools		
• Would the project result in a collective utilization rate of the elementary and/or intermediate schools in the study area that is equal to or greater than 105 percent?		
• If Yes, would the project increase this collective utilization rate by 5 percent from the No-Action scenario?		
(4) Health Care Facilities		
• Would the project affect the operation of health care facilities in the area?		
(5) Fire and Police Protection		
• Would the project affect the operation of fire or police protection in the area?		
4. OPEN SPACE: CEQR Technical Manual Chapter 7		
(a) Would the project change or eliminate existing open space?		
(b) Is the project located within an underserved area in the Bronx , Brooklyn , Manhattan , Queens , or Staten Island ?		
(c) If 'Yes,' would the proposed project generate more than 50 additional residents or 125 additional employees?		
(d) Is the project located within a well-served area in the Bronx , Brooklyn , Manhattan , Queens , or Staten Island ?		
(e) If 'Yes,' would the project generate more than 350 additional residents or 750 additional employees?		
(f) If the project is not located within an underserved or well-served area, would it generate more than 200 additional residents or 500 additional employees?		
(g) If 'Yes' to any of the above questions, attach supporting information to answer the following:		
• Does the project result in a decrease in the open space ratio of more than 5%?		
• If the project is within an underserved area, is the decrease in open space between 1% and 5%?		
• If 'Yes,' are there qualitative considerations, such as the quality of open space, that need to be considered?		

	YES	NO
5. SHADOWS: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?		
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?		
(c) If 'Yes' to either of the above questions, attach supporting information explaining whether the project's shadow reach any sunlight-sensitive resource at any time of the year.		
6. HISTORIC AND CULTURAL RESOURCES: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for, or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; is listed or eligible for listing on the New York State or National Register of Historic Places; or is within a designated or eligible New York City, New York State, or National Register Historic District? If "Yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources.		
7. URBAN DESIGN AND VISUAL RESOURCES: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?		
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources that is not currently allowed by existing zoning?		
(c) If "Yes" to either of the above, please provide the information requested in Chapter 10 .		
8. NATURAL RESOURCES: CEQR Technical Manual Chapter 11		
(a) Is any part of the directly affected area within the Jamaica Bay Watershed? If "Yes", complete the Jamaica Bay Watershed Form .		
(b) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11 ? If "Yes," list the resources: Attach supporting information on whether the proposed project would affect any of these resources.		
9. HAZARDOUS MATERIALS: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential use in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?		
(b) Does the proposed project site have existing institutional controls (e.g. (E) designations or a Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?		
(c) Does the project require soil disturbance in a manufacturing zone or any development on or near a manufacturing zone or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?		
(d) Does the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?		
(e) Does the project result in development where underground and/or aboveground storage tanks (e.g. gas stations) are or were on or near the site?		
(f) Does the project result in renovation of interior existing space on a site with potential compromised air quality, vapor intrusion from on-site or off-site sources, asbestos, PCBs or lead-based paint?		
(g) Does the project result in development on or near a government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, municipal incinerators, coal gasification or gas storage sites, or railroad tracks and rights-of-way?		
(h) Has a Phase I Environmental Site Assessment been performed for the site? If "Yes," were RECs identified? Briefly identify:		
(i) Based on a Phase I Assessment, is a Phase II Assessment needed?		
10. WATER AND SEWER INFRASTRUCTURE: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?		
(b) Is the proposed project located in a combined sewer area and result in at least 1,000 residential units or 250,000 SF or more of commercial space in Manhattan or at least 400 residential units or 150,000 SF or more of commercial space in the Bronx, Brooklyn, Staten Island or Queens?		
(c) Is the proposed project located in a separately sewer area and result in the same or greater development than that listed in Table 13-1 in Chapter 13 ?		
(d) Does the proposed project involve development on a site five acres or larger where the amount of impervious surface would increase?		
(e) Would the proposed project involve development on a site one acre or larger where the amount of impervious surface would increase and is located within the Jamaica Bay Watershed or in certain specific drainage areas including: Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek?		
(f) Would the proposed project be located in an area that is partially sewer or currently unsewered?		
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a WWTP and/or generate contaminated stormwater in a separate storm sewer system?		
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?		
(i) If "Yes" to any of the above, conduct the appropriate preliminary analyses and attach supporting documentation.		
11. SOLID WASTE AND SANITATION SERVICES: CEQR Technical Manual Chapter 14		
(a) Would the proposed project have the potential to generate 1000,000 pounds (50 tons) or more of solid waste per week?		
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?		

	YES	NO
12. ENERGY: CEQR Technical Manual Chapter 15		
(a) Would the proposed project affect the transmission or generation of energy?		
13. TRANSPORTATION: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16 ?		
(b) If "Yes," conduct the screening analyses, attach appropriate back up data as needed for each stage, and answer the following questions:		
(1) Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour? If "Yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? <i>**It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peakhour. See Subsection 313 in Chapter 16 for more information.</i>		
(2) Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour? If "Yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line?		
(3) Would the proposed project result in more than 200 pedestrian trips per project peak hour? If "Yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?		
14. AIR QUALITY: CEQR Technical Manual Chapter 17		
(a) <i>Mobile Sources:</i> Would the proposed project result in the conditions outlined in Section 210 in Chapter 17 ?		
(b) <i>Stationary Sources:</i> Would the proposed project result in the conditions outlined in Section 220 in Chapter 17 ? If "Yes," would the proposed project exceed the thresholds in the Figure 17-3, Stationary Source Screen Graph ? (attach graph as needed)		
(c) Does the proposed project involve multiple buildings on the project site?		
(d) Does the proposed project require Federal approvals, support, licensing, or permits subject to conformity requirements?		
(e) Does the proposed project site have existing institutional controls (e.g. E) designations or a Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?		
(f) If "Yes," conduct the appropriate analyses and attach any supporting documentation.		
15. GREENHOUSE GAS EMISSIONS: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project, a power plant, or would fundamentally change the City's solid waste management system?		
(b) If "Yes," would the proposed project require a GHG emissions assessment based on the guidance in Chapter 18 ?		
(c) If "Yes," attach supporting documentation to answer the following: Would the project be consistent with the City's GHG reduction goal?		
16. NOISE: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?		
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?		
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?		
(d) Does the proposed project site have existing institutional controls (e.g. E-designations or a Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?		
(e) If "Yes," conduct the appropriate analyses and attach any supporting documentation.		
17. PUBLIC HEALTH: CEQR Technical Manual Chapter 20		
(a) Would the proposed project warrant a public health assessment based upon the guidance in Chapter 20 ?		
18. NEIGHBORHOOD CHARACTER: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted for the following technical areas, check Yes if any of the following technical areas required a detailed analysis: Land Use, Zoning, and Public Policy, Socioeconomic Conditions, Open Space, Historic and Cultural Resources, Urban Design and Visual Resources, Shadows, Transportation, Noise.		
(b) If "Yes," explain here why or why not an assessment of neighborhood character is warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary.		

	YES	NO
19. CONSTRUCTION IMPACTS: <i>CEQR Technical Manual Chapter 22</i> Would the project's construction activities involve (check all that apply):	✓	
• Construction activities lasting longer than two years;		✓
• Construction activities within a Central Business District or along an arterial or major thoroughfare;	✓	
• Require closing, narrowing, or otherwise impeding traffic, transit or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc);	✓	
• Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out;		✓
• The operation of several pieces of diesel equipment in a single location at peak construction;		✓
• Closure of community facilities or disruption in its service;		✓
• Activities within 400 feet of a historic or cultural resource; or		✓
• Disturbance of a site containing natural resources.		✓

If any boxes are checked, explain why or why not a preliminary construction assessment is warranted based on the guidance of in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination.

While the project's construction would be located along an arterial or major thoroughfare, the location is not likely to be sensitive to said construction or construction-related temporary closures, such as narrowing or otherwise impeding vehicle lanes or pedestrian elements. Such activities are considered routine and are fully addressed by a permit and pedestrian access plan as required by the New York City Department of Transportation (DOT) Office of Construction Mitigation and Coordination (OCMC) at the time of closure. This ensures that impacts are not expected to occur. Moreover, the construction is expected to occur over a 10 year period and is not expected to be concentrated during any particular two-year time frame or any specific location, which would diffuse any possible construction impact from the project.

20. APPLICANT'S CERTIFICATION

I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records.

Still under oath, I further swear or affirm that I make this statement in my capacity as the

Carol Samol

of

NYC Department of City Planning

APPLICANT/SPONSOR

NAME THE ENTITY OR OWNER

the entity which seeks the permits, approvals, funding or other governmental action described in this EAS.

Check if prepared by: ☐ APPLICANT/REPRESENTATIVE OR ☒ LEAD AGENCY REPRESENTATIVE (FOR CITY-SPONSORED PROJECTS)

Carol Samol

APPLICANT/SPONSOR NAME:

LEAD AGENCY REPRESENTATIVE NAME:

SIGNATURE:

6-13-11

DATE:

PLEASE NOTE THAT APPLICANTS MAY BE REQUIRED TO SUBSTANTIATE RESPONSES IN THIS FORM AT THE DISCRETION OF THE LEAD AGENCY SO THAT IT MAY SUPPORT ITS DETERMINATION OF SIGNIFICANCE.

		YES	NO
19.	CONSTRUCTION IMPACTS: <u>CEQR Technical Manual Chapter 22</u> Would the project's construction activities involve (check all that apply):		
	• Construction activities lasting longer than two years;		
	• Construction activities within a Central Business District or along an arterial or major thoroughfare;		
	• Require closing, narrowing, or otherwise impeding traffic, transit or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc);		
	• Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out;		
	• The operation of several pieces of diesel equipment in a single location at peak construction;		
	• Closure of community facilities or disruption in its service;		
	• Activities within 400 feet of a historic or cultural resource; or		
	• Disturbance of a site containing natural resources.		
<p>If any boxes are checked, explain why or why not a preliminary construction assessment is warranted based on the guidance of in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination.</p>			
20.	APPLICANT'S CERTIFICATION		
<p>I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records.</p> <p>Still under oath, I further swear or affirm that I make this statement in my capacity as the _____ of _____</p> <p>APPLICANT/SPONSOR NAME THE ENTITY OR OWNER</p> <p>the entity which seeks the permits, approvals, funding or other governmental action described in this EAS.</p> <p>Check if prepared by: <input type="checkbox"/> APPLICANT/REPRESENTATIVE OR <input type="checkbox"/> LEAD AGENCY REPRESENTATIVE (FOR CITY-SPONSORED PROJECTS)</p> <p>APPLICANT/SPONSOR NAME: LEAD AGENCY REPRESENTATIVE NAME:</p> <p>SIGNATURE: DATE:</p>			

PLEASE NOTE THAT APPLICANTS MAY BE REQUIRED TO SUBSTANTIATE RESPONSES IN THIS FORM AT THE DISCRETION OF THE LEAD AGENCY SO THAT IT MAY SUPPORT ITS DETERMINATION OF SIGNIFICANCE.

PART III: DETERMINATION OF SIGNIFICANCE (To Be Completed By Lead Agency)**INSTRUCTIONS:**

In completing Part III, the lead agency should consult 6 NYCRR 617.7 and 43 RCNY §6-06 (Executive Order 91 of 1977, as amended) which contain the State and City criteria for determining significance.

1. For each of the impact categories listed below, consider whether the project may have a significant effect on the environment. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.	Potential Significant Adverse Impact	
IMPACT CATEGORY	YES	NO
Land Use, Zoning, and Public Policy		
Socioeconomic Conditions		
Community Facilities and Services		
Open Space		
Shadows		
Historic and Cultural Resources		
Urban Design/Visual Resources		
Natural Resources		
Hazardous Materials		
Water and Sewer Infrastructure		
Solid Waste and Sanitation Services		
Energy		
Transportation		
Air Quality		
Greenhouse Gas Emissions		
Noise		
Public Health		
Neighborhood Character		
Construction Impacts		
2. Are there any aspects of the project relevant to the determination whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? If there are such impacts, explain them and state where, as a result of them, the project may have a significant impact on the environment.		

3. LEAD AGENCY'S CERTIFICATION

TITLE

LEAD AGENCY

NAME

SIGNATURE

☐ Check this box if the lead agency has identified one or more potentially significant adverse impacts that **MAY** occur.

☐ Issue **Conditional Negative Declaration**

A **Conditional Negative Declaration (CND)** may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements in 6 NYCRR Part 617.

☐ Issue **Positive Declaration** and proceed to a draft scope of work for the Environmental Impact Statement.

If the lead agency has determined that the project may have a significant impact on the environment, and if a conditional negative declaration is not appropriate, then the lead agency issues a **Positive Declaration**.

NEGATIVE DECLARATION (To Be Completed By Lead Agency)

Statement of No Significant Effect

Pursuant to Executive Order 91 of 1977, as amended, and the Rules of Procedure for City Environmental Quality Review, found at Title 62, Chapter 5 of the Rules of the City of New York and 6NYCRR, Part 617, State Environmental Quality Review, the [] assumed the role of lead agency for the environmental review of the proposed project. Based on a review of information about the project contained in this environmental assessment statement and any attachments hereto, which are incorporated by reference herein, the [] has determined that the proposed project would not have a significant adverse impact on the environment.

Reasons Supporting this Determination

The above determination is based on information contained in this EAS that finds, because the proposed project:

No other significant effects upon the environment that would require the preparation of a Draft Environmental Impact Statement are foreseeable. This Negative Declaration has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law (SEQRA).

TITLE

LEAD AGENCY

NAME

SIGNATURE

ATTACHMENT 1—PROJECT DESCRIPTION

Williamsbridge/Baychester Rezoning Environmental Assessment Statement CEQR No. 11DCP148X

A. INTRODUCTION

The NYC Department of City Planning is proposing to rezone approximately 181 blocks in the Williamsbridge and Baychester neighborhoods of the Bronx, Community District 12. The study area is generally bounded by the Bronx River to the west, Grenada Place, Needham Avenue, Marrola Place and the New England Thruway to the east, 233rd Street to the north and East Gun Hill Road, Lurting Avenue, Givan Avenue, and Hammersley Avenue to the south. Figure 2.A.1 illustrates the areas affected by the proposed actions.

The proposed actions would protect the lower density areas while allowing for a moderate increase in density and development opportunities along the area's main corridors and transportation nodes. The lower density character will be protected by districts that reflect existing conditions. Non-contextual zoning districts will be replaced with appropriate zoning districts which will better preserve local neighborhood scale. The removal of infill provisions allowed by some non-contextual residential districts throughout the rezoning area will also protect the lower density areas from becoming over built. Moderate increases in density are proposed along the area's major corridors of East Gun Hill, 233rd Street, Bronxwood Avenue, Laconia Avenue, and White Plains Road. A medium density district is proposed around the transit-rich area around East Gun Hill and White Plains Road. The proposed action includes adjusting most of the commercial overlays in the rezoning area to reflect and reinforce current land use patterns and preclude encroachment on residential districts. A more detailed discussion on the proposed actions' purpose can be found in "Section D. Purpose and Need for the Proposed Actions" of this chapter.

In order to assess the environmental effects of the proposed actions, a Reasonable Worst-Case Development Scenario was developed and detailed below. 12 projected development sites and 132 potential development sites were identified. The incremental difference between the future with-action and the future no-action scenarios (build year 2021) for all projected development sites is:

- An increase of 291 dwelling units;
- An increase of 22,336 square feet of retail space;
- A decrease of 5,982 square feet of office space; and
- A decrease of 132,419 square feet of community facility space.

An overview of the Williamsbridge/Baychester neighborhoods, the need and purpose for the proposed actions and its specific components are discussed below.

Figure 2.A.1 Affected Areas



B. BACKGROUND AND EXISTING CONDITIONS

Williamsbridge and Baychester are diverse and vibrant communities in the northern Bronx, generally surrounded by Wakefield to the north, Olinville to the south, the Bronx River to the west and the New England Thruway to the east. Originally part of the towns of Eastchester and Westchester, the Williamsbridge/Baychester area was first developed in the mid- to late-18th century as a small village along the Bronx River. With the arrival of the New York and Harlem Railroad in the mid-nineteenth century, and the removal of much of the industrial uses for the construction of the original Bronx River Parkway, the area began transforming into an early residential suburb of New York City. The neighborhood's growth continued, especially after the opening of the elevated subway line along White Plains Road in 1917. Although development slowed by the mid 1900s, numerous smaller private homes and row houses were constructed through the 1960s, especially in the eastern part of the area.

The Eastchester neighborhood, located in the eastern part of the study area, was a settlement dating back to the colonial era. The community was partitioned in the 1890s, when the northern half of the community was incorporated into the City of Mount Vernon and the southern portion remained part of Eastchester Township. This southern section incorporated as a village about 10 weeks before its 1895 annexation by New York City.

Presently, the population of Williamsbridge/Baychester continues to grow, with many West Indian and Caribbean immigrants flocking to this section of the Bronx for its low-rents and many opportunities. In recent years, development has slowed from a more rapid pace. The study area contains approximately 294 full or partial blocks and 8,971 lots that are served by the 2 and 5 trains at four stations along White Plains Road and one along Baychester Avenue and are supplemented by two Metro-North stations and thirteen bus lines crisscrossing the neighborhoods. The area also is served by a number of commercial corridors, including White Plains Road, East Gun Hill and Boston Post Road, and East 233rd Street.

The rezoning area (181 full or partial blocks) is populated with a diverse mix of building types ranging from larger apartment buildings along Carpenter Avenue to one and two story single-family detached homes along Tillotson Avenue by the New England Expressway. Along Paulding Avenue, the R4 district has led to an inconsistent street wall with a haphazard diversity of building types; attached, semi-detached, detached and apartment buildings are scattered throughout this area.

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

Commercial uses and houses of worship are mainly concentrated along major transportation corridors like White Plains Road, East Gun Hill Road and Boston Post Road. To a lesser degree, these uses can be found along Bronxwood and Laconia Avenue. Institutional uses are spread throughout the primary study area, with a higher concentration along White Plains Road. Industrial and manufacturing uses are mainly found around and along Boston Post Road and are less prevalent. The rezoning area's open space

accounts for approximately 10 percent of the land area. However, 63%, or 55 acres, of the primary study area's open space is attributed to the Bronx River Parkway. Figure 2.A.2 shows examples of existing buildings in the rezoning area.

C. EXISTING ZONING

The Williamsbridge/Baychester rezoning area is predominantly zoned R4, R5, and R6, illustrated in Figure 2.A.3. Smaller areas of R4-1, R7-1, C4-2, C8-1, and M1-1 zones are found throughout the community. With few exceptions, these zoning districts have remained unchanged since their initial implementation in 1961.

An **R4 district** is currently mapped in a portion of the rezoning area generally bounded by Bronxwood Avenue, East Gun Hill Road, Laconia Avenue and 233rd Street and south of Boston Post Road and East of East 222nd Street by Co-op City. R4 districts allow a variety of housing types, including detached, semi-detached and attached houses and small multiple dwellings. The maximum floor area ratio (FAR) is 0.9, which includes a 0.15 attic allowance. On certain blocks defined as predominantly built-up areas, a maximum FAR of 1.35 is permitted through the R4 infill provision. Detached residences are limited to lots with a minimum of 3,800 square feet in area and a minimum lot width of 40 feet. Semi-detached and attached residences are limited to lots with a minimum of 1,700 square feet in area and a minimum lot width of 18 feet. R4 districts require a minimum front yard depth of 10 feet, which is increased to 18 feet if front yard parking is provided. The maximum building height is 35 feet with a maximum perimeter wall height of 25 feet. Community facilities are permitted at an FAR of 2.0. One parking space is required for each dwelling unit.

R5 districts are located in three sections of the rezoning area. The first section is located in between 222nd Street, 233rd Street, White Plains Road and Bronxwood Avenue. The second and third section is located in the eastern portion of the study area, generally from Laconia Avenue to the New England Thruway. The two zones are bifurcated by C8-1 and C4-2 districts along Boston Post Road. R5 zoning districts allow all housing types including detached, semi-detached, attached and multi-family residences. The maximum (FAR) for all housing types is 1.25. On blocks that are predominantly built up, a maximum FAR of 1.65 is permitted through the R5 infill provision. Detached residences are limited to lots with a minimum of 3,800 square feet in area, and a minimum lot width of 40 feet. All other housing types are limited to lots with a minimum of 1,700 square feet in area and a minimum lot width of 18 feet. R5 districts require a minimum front yard depth of 10 feet, which is increased to 18 feet if front yard parking is provided. The maximum building height is 40 feet with a maximum perimeter wall height of 30 feet. Community facilities are permitted an FAR of 2.0. Off-street parking in a grouped facility is required for at least 85 percent of the dwelling units.

An **R6 district** currently encompasses a portion of the study area bounded by the Carpenter Avenue, 222nd Street, Bronxwood Avenue and East Gun Hill Road. R6 is a height factor district wherein residential and community facility uses are regulated by a sky exposure plane. R6 district results in development usually between three and twelve stories. Residential FAR ranges from 0.78 to 2.43, with the higher



Detached single-family home adjacent amultiple dwelling unit apartment building in an R6district at East 221st and White Plains Road



Detached single-family home and a multifamily apartment building on East 220th Street



Multifamily aparment, semi-detached and detached buildings



Commercial and Mixed-use buildings in an R5 district on East Gun Hill Road



Attached residences in an R4-infill district at East 221st and Bronxwood Avenue

ratio applicable to buildings that provide more open space. Community facility FAR is 4.8 and the parking requirement is set at 70% of dwelling units. Residential development under the Quality Housing Program within an R6 District has a maximum FAR of 2.2 on narrow streets (defined as less than 75 feet wide) with a 55-foot building height limit and a maximum of 3.0 FAR on wide streets (defined as 75 feet wide or greater) with a height limit of 70 feet. Off-street parking is required for 70 percent of the dwelling units. This requirement is lowered to 50 percent of the units if the lot area is less than 10,000 square feet or if Quality Housing provisions are used. If fewer than five spaces are required, then the off-street parking requirement is waived.

An **R7-1 district** covers a small portion of the rezoning area between Bronx Boulevard and Carpenter Avenue between 233rd Street and 219th Street. R7-1 zoning districts permit residential and community facility uses (Use Groups 1-4) with a maximum floor area ratio (FAR) of 3.44 for residential uses and 4.8 FAR for community facility uses. There are no fixed height limits and building envelopes are governed by the sky exposure plane. Off-street parking is required for 60 percent of the dwelling units. Developers can also use the Quality Housing Program, which permits a 3.44 FAR on a narrow street with a base height of between 40 and 60 feet and a maximum building height of seventy five feet and 4.0 FAR on wide streets with a base height of between 40 and 65 feet, and a maximum building height of eighty feet. Off-street parking is required for 50% of the dwelling units under Quality Housing. Off-street parking is waived if five spaces or less are required.

A **C4-2 district** is located in on Boston Post Road between Pearsall Street and Eastchester Road. C4 districts are generally intended for regional commercial centers where uses, such as specialty and department stores, serve a larger area and generate more traffic than a neighborhood shopping area. C4-2 districts permit residential uses with a maximum FAR of 2.43 (R6 equivalent), commercial uses with a maximum FAR of 3.4 and community facility uses with a maximum FAR of 4.8. C4-2 districts have no fixed height limits and building envelopes are governed by the sky exposure plane. Development under the Quality Housing Program within a C4-2 District has a maximum FAR of 2.2 on narrow streets with a 55-foot building height limit and a maximum FAR of 3.0 on wide streets with a height limit of 70 feet. Off-street parking is required for 70 percent of the dwelling units in a C4-2 District. This requirement is lowered to 50 percent of the units if the lot area is less than 10,000 square feet or if Quality Housing provisions are used.

Three **C8-1 districts** are located along Boston Post Road. C8-1 districts are general service districts that allow commercial and community facility uses in Use Groups 4 through 14 and 16. The most prevalent uses in C8 districts are automotive and heavy commercial uses such as auto repair and showrooms, warehouses, gas stations and car washes. Residential uses are not permitted. The maximum commercial FAR in C8-1 districts is 1.0. The maximum building height is determined by its sky exposure plane, which begins 30' above the street line. Community facilities are permitted at an FAR of 2.4. Off-street parking requirements vary with the use, but generally most uses require one accessory parking space per 300 square feet of commercial space.

Figure 2.A.3 Existing Zoning



A **M1-1 district** is located at the edge of the study area between De Reimer Avenue and Bivona Street on Boston Post Road. In M1-1 districts only light manufacturing and commercial uses are allowed at a maximum FAR of 1.0. Certain community facilities are allowed at a maximum FAR of 2.4. Building envelopes are regulated by the sky exposure plane. Parking requirements vary by use.

In many locations in the rezoning area, **C1-2 and C2-2 commercial overlay districts** are mapped to a depth of 150 feet, while most lots along the corridors of White Plains Road, 233rd Street, East Gun Hill Road, Bronxwood Avenue and Laconia Avenue are 100 feet deep. This extra depth can disrupt the established character of blocks by allowing commercial uses on lots fronting on residential streets. These commercial overlays permit local retail uses. The use groups allowed in the C1 districts are 1 through 6 and in C2 districts 1 through 9 and 14. The parking regulations are 1 space per three hundred square-feet of floor area.

D. PURPOSE AND NEED FOR THE PROPOSED ACTIONS

The Bronx Office of the Department of City Planning has undertaken this rezoning study in response to community concerns that the current zoning allows and has encouraged out-of-character development. The study area's current zoning promotes unpredictable and incongruous building types. Three main zoning districts, R6, R5, and R4, dominate the study area, and in the later two cases allow for infill densities far higher than their base density. R4- and R5-infill densities are inappropriate and have led to over built and out-of-context building types. The other districts mapped in the area are: R4-1, R7-1, C4-2, C8-1, and M1-1 (See Figure 2.A.3). Many of these zoning districts, which have not been updated since their establishment in 1961, have encouraged the recent incongruous development.

The existing zoning districts permit new housing that is inconsistent with the surrounding neighborhood context. Recent development trends include tearing down single-family detached homes and erecting attached, semi-detached, and multi-family dwellings that break the former coherent street wall and consistent height. Such zoning, combined with C1-2 and C2-2 commercial overlays mapped throughout the area, promote unpredictable and inappropriate development and commercial intrusion into residential streets.

The proposed action, expounded below and illustrated in Figure 2.A.4, are the result of close consultation with local civic associations, elected officials and the Bronx Community Board 12 to make new growth congruent and predictable. The action is intended to achieve primarily three objectives:

- *Protect neighborhood scale and character by reinforcing existing development patterns*
The proposed action would protect the neighborhood scale and character by reinforcing the existing development patterns. Where applicable, the action would downzone and contextualize residential districts and remove the "infill" provisions in R4 and R5 districts from a large number of lots in and surrounding the rezoning areas. Building heights and the overall potential size of new development would be restricted in these areas compared to as-of-right development today. The growth opportunities and incentives will be removed from the lower-density neighborhoods and shifted to

areas where higher-density development is appropriate. The proposed action will protect the existing built context.

- *Update and add new commercial overlays to reinforce existing patterns of commercial uses*
The lower-density neighborhoods would also be protected from commercial intrusion by updating the commercial overlays to reinforce existing land use patterns. Generally, C1-2 and C2-2 districts currently mapped along some of the retail corridors throughout the area are too deep. These commercial overlays are mapped to a depth of 150 feet where most commercial lots are approximately 100 feet in depth. Here, C1-4 and C2-4 overlays, at a depth of 100 feet, are more appropriate. The proposed updates to the commercial overlays will reduce the potential for commercial encroachment on residential streets. The new overlays will also update the parking requirements, which will aid in directing new commercial growth to the main corridors.
- *Create growth opportunities for appropriate areas around major corridors and mass transit*
While current new residential development is incongruous, parts of the rezoning area are underutilized and could benefit from new growth and investment. As aforementioned, the proposed action would not only protect the neighborhood scale and character, but it would also create growth opportunities for areas in need of reinvestment. White Plains Road, East Gun Hill Road and East 233rd Street are ideal areas for new growth and investment. Proximate to mass transit these areas have vacant, surface parking or otherwise underutilized lots. Under the proposed action these areas would be rezoned to mid-density contextual districts which would encourage new housing and commercial opportunities.

Furthermore, as noted earlier, the proposed action uses a multifaceted approach in order to achieve these three objectives. The components that the proposed zoning districts revolve around are:

- Neighborhood lower density
- Neighborhood contextual
- Growth opportunities

The proposed action's components highlight the existing built environment and development trends and distinguish distinct areas for neighborhood protection and growth opportunities.

The proposed action would protect the neighborhood scale and character by reinforcing the existing development patterns. The action would downzone and contextualize residential districts and remove the "infill" provisions in R4 and R5 districts from a large number of lots in and surrounding the rezoning areas. Building heights and the overall possible size of new development would be restricted compared to as-of-right development today. The development incentives will be removed from the lower-density neighborhoods and shifted to areas where higher-density development is appropriate. Directly and indirectly the proposed action will protect the existing built context.

The lower-density neighborhoods would also be protected by updating the commercial overlays to reinforce the existing commercial uses. Generally, C1-2 and C2-2 districts currently mapped throughout the rezoning area are exceptionally deep. These commercial overlays are mapped to a depth of 150 feet where most commercial lots are around 100 feet in depth. Here, C1-4 and C2-4 overlays are more appropriate. The proposed updates to the commercial overlays will reduce the potential for commercial encroachment on residential streets. The new overlays will also update the parking requirements, which will aid in directing new commercial growth to the main corridors.

While current new residential development is incongruous, parts of Williamsbridge that lie vacant or underused would welcome new growth and investment. The proposed action would not only protect the neighborhood scale and character but would create growth opportunities for areas in need of reinvestment. White Plains Road, East Gun Hill Road and East 233rd Street were identified as ideal areas for new growth and investment. Surrounded by mass transit options these areas have many vacant, surface parking or otherwise underutilized lots. Under the proposed action, these areas would be contextually upzoned to provide clusters of new housing and some commercial opportunities.

The proposed action's use of contextual districts, removal of "infill" provisions, and updates to the commercial overlays will protect the existing context and ensure the predictability of future development. The proposed neighborhood lower density and contextual residential districts (R4, R4A, R5, R5A, R5D, and R6A) would correspond with the existing conditions and encourage future development to reinforce the community's built context. The rezoning would channel new growth to appropriate locations near wide streets and transit nodes while protecting the established built character and land use patterns that define these areas. Additionally, new and updated commercial overlays are proposed to reflect the existing patterns and trends of commercial use along the major wide corridors. New commercial overlays will bring existing commercial uses into conformance and increase the predictability of new development along these corridors. The proposed action would achieve the three objectives of protecting the neighborhood's character while allowing growth opportunities at suitable locations.

This rezoning effort would also complement recent contextual zoning changes adopted in the adjacent Olinville (2005) and Wakefield (2007) rezonings.

E. PROPOSED ACTION

- 1. Neighborhood Lower Density:** Rezone all or portions of 60 blocks (east of Laconia Avenue toward the New England Thruway, between White Plains Road and Bronxwood Avenue from 233rd to E. 213th Street, and west of White Plains Road to Carpenter Avenue between E. 231st Street and E. 225th Street and between E. 222nd Street and E. 219th Street) from R5, R6, R7-1 and C8-1 to lower-density or lower density contextual zoning districts R4, R4A and R5A to reinforce and reflect the existing context.

PROPOSED R4

Existing: R5

Four R4 districts are proposed for the rezoning area. The first R4 District is generally bounded by East 222nd Street, Needham Avenue, Boston Post Road, East 225th Street, and East Chester Road. The second R4 District is generally bounded by Givan Avenue, Corsa Avenue, Burke Avenue, Gunther Avenue, Boston Post Road, and Fenton Avenue. The third area is generally between Bronxwood Avenue and White Plains Road and East 227th Street and East 223rd Street. The fourth district is also between Bronxwood Avenue and White Plains Road and between East 233rd Street and East 227th Street. A section of the R5 on the western side of Laconia Avenue between East 224th and East 227th Street would become R4. These areas are characterized, in the main, by two- to three-story, one- and two-family homes with relatively low lot coverage. However, all housing types are found in these areas, including multi-family apartment buildings.

The proposed R4 district would allow a maximum building height up to 35 feet and a maximum FAR of 0.9 (including a 0.15 FAR attic allowance. This maximum would more closely match existing FARs and limit out-of character development on these blocks. The maximum FAR for community facilities is 2.0. The minimum lot size would be 3,800 square feet for a detached dwelling and 1,700 square feet for other types of housing. The minimum lot width is 40 feet for detached dwellings and 18 feet for all other residential structures. The minimum front yard requirement is ten feet which is increased to 18 feet if front yard parking is provided. Minimum side yards are 13 feet total with a five foot minimum for detached homes and a minimum of eight feet for all other structures. The maximum height is 35 feet with a 25 foot perimeter wall. One parking space would be required for each dwelling unit.

PROPOSED R4A

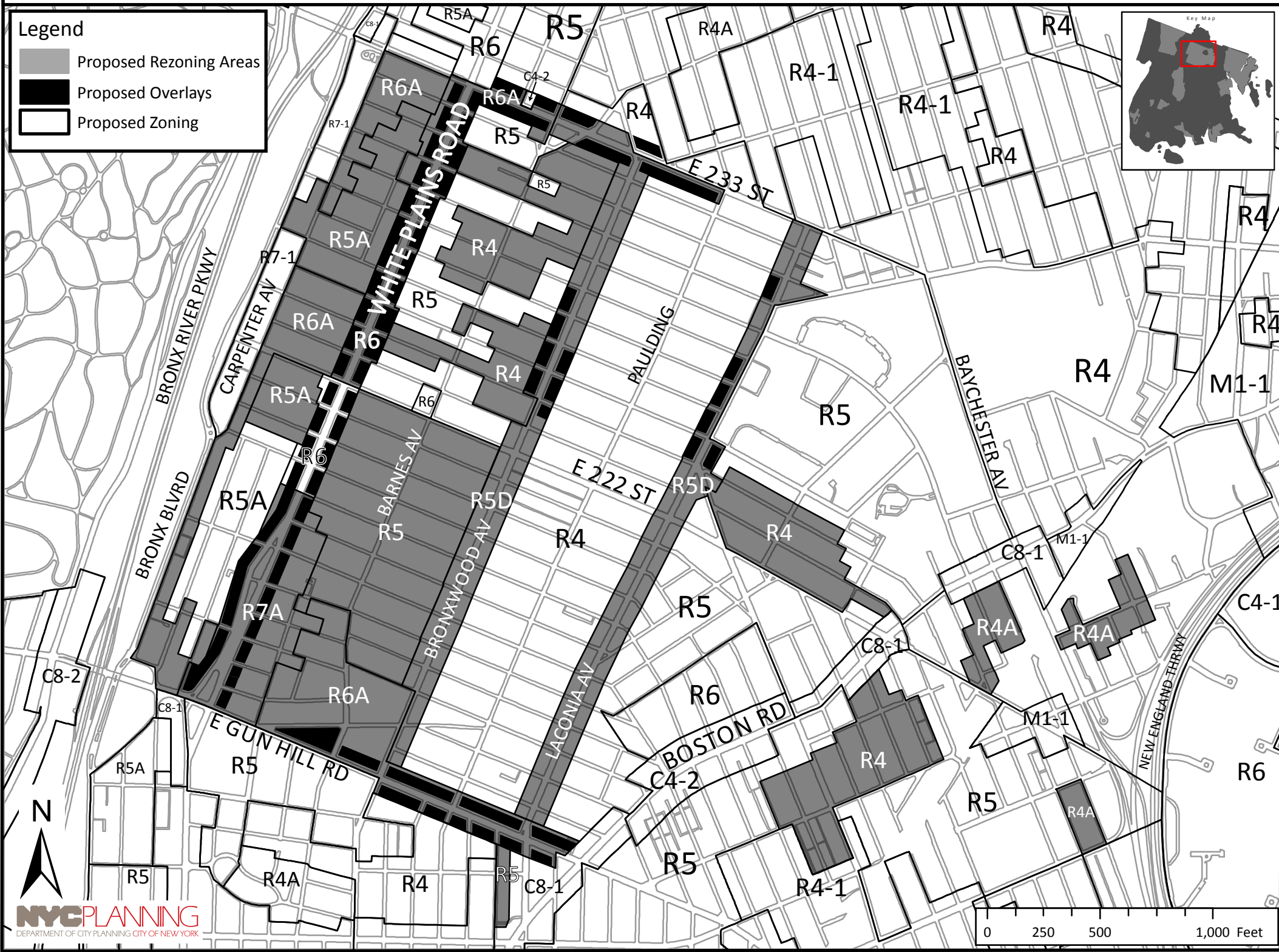
Existing: R4, R5

Three R4A districts are proposed on all or portions of 10 blocks southeast of Boston Post Road along Tillotson Avenue and between Burke, Hammersley, Grave and Edson Avenues. These areas are characterized by small detached one- and two-family residences with relatively low lot coverage.

R4A districts permit only one- and two-family detached residences at a maximum FAR of 0.9 (including the attic allowance). A minimum lot width of 30 feet and a minimum lot area of 2,850 square feet are required. The perimeter wall may rise 21 feet before being setback to the maximum height of 35 feet. Front yards must be at least 10 feet and at least as deep as an adjacent front yard up to a depth of 20 feet. One off-street parking space is required for each dwelling unit.

Figure 2.A.4 Proposed Zoning

Williamsbridge/Baychester Rezoning / March 2011



PROPOSED R5A

Existing: R6

Two R5A districts are proposed for 13 full or partial blocks west of White Plains bounded generally by Carpenter Avenue between E. 231st Street and E. 225th Street and between E. 222nd Street and E. 219th Street. Adjacent to multifamily apartment buildings, these areas are characterized by larger detached one- and two- family homes with more lot coverage.

R5A districts permit only one- and two-family detached residences at a maximum FAR of 1.10 (plus 300 square feet for a backyard garage). Typically characterized by two story houses with a pitch roof above an attic, R5A districts have a minimum lot width of 30 feet and a minimum lot area of 2,850 square feet are required. The perimeter wall may rise 25 feet before being setback to the maximum height of 35 feet. Front yards and rear yards must be at least 10 feet and 30 feet respectively. A minimum of 8 feet is required between buildings on adjacent zoning lots. One off-street parking space is required for each dwelling unit.

PROPOSED R5

Existing: R6, C8-1

Two R5 districts are proposed for 18 full or partial blocks along Barnes Avenue between White Plains Road and Bronxwood Avenue and along Lurting Avenue. The R5 along Lurting Avenue will bring the East side of the street into conformance. The R5 district proposed by Barnes Avenue is characterized by the diversity of housing types, which include detached, semi-detached and attached single to multi-family buildings. Along one street, one full or partial block will have single family detached residences and then multi-family residences on the next block. Recently this area has seen some of the single family detached residences with non-contextual multi-family apartment buildings. Along Lurting Avenue is built three-story, one and two-family attached residences.

As a general zoning district, an R5 district permits all types of residential buildings at a maximum FAR of 1.25. However, R5 districts permit an increase in FAR to 1.65 for blocks in predominantly built up areas that are fully within an R5 zone and are not split by another zone. This increase is called the “infill” provision and can lead to areas becoming overbuilt with out-of-context buildings. A minimum lot width of 40 feet is required for detached houses and a minimum lot width of 18 feet is required for other housing types. A minimum lot area of 3,800 square feet is required for detached houses, and a minimum lot area of 1,700 square feet is required for other housing types. The perimeter wall of all housing types may rise to 30 feet before sloping or being set back to a maximum building height of 40 feet. Front yards must be exactly 10 feet deep or a minimum of 18 feet in order to ensure that cars parked in front yard driveways do not protrude onto sidewalks. One parking space is required for each dwelling unit, or 85% if grouped.

- 2. Neighborhood Contextual:** Rezone all or portions of 117 blocks (between White Plains Road, Bronxwood Avenue, E. 222nd Street and E. 213th Street, along Bronxwood and Laconia Avenue from E. Gun Hill Road and E. 233rd Street, along White Plains Road from E. 222nd Street to E. 233rd Street and along E. 233rd Street from Barnes Avenue to Paulding Avenue) from R4, R5, R6, and C8-1 to R5, R5D, and R6 in order to reflect and reinforce existing land use patterns and allow for moderate density increases along wider streets where growth is appropriate.

PROPOSED R5D

Existing: R4, R5, R6

R5D districts are proposed for 86 full or partial blocks along Bronxwood and Laconia Avenues and along E. 233rd Street. Bronxwood and Laconia avenues are wide streets. These areas are characterized by a mix of apartment buildings and detached and attached residences that face toward the avenue.

Used as a transition between lower-density districts and moderate density districts, R5D districts allow all housing types at a maximum FAR of 2.0. Detached residences require a minimum lot width of 25 feet and a minimum lot area of 2,375 square feet. Semi-detached and attached residences require a minimum lot width of 18 feet and a minimum lot area of 1,700 square feet. A front yard of at least 5 feet is required and must be as deep as an adjacent front yard up to 20 feet. A maximum building height of 40 feet is allowed. Parking is required for 66% of the total dwelling units. These parking spaces are not permitted in the front of the building and curb cuts are limited. Community facilities are permitted at an FAR of 2.0.

PROPOSED R6A

Existing: R6

Two R6A districts are proposed for 24 full or partial blocks along E. Gun Hill Road from Holland Avenue to Boston Post Road up to E. 215th Street, along Carpenter Avenue. The R6A districts between Carpenter Avenue and White Plains Road and in the portion between Holland and Bronxwood Avenues are characterized by multifamily walkup and elevator apartment buildings. The typical building is five to seven stories.

R6A districts are contextual districts that follow the R6 Quality Housing bulk regulations. These regulations produce high lot coverage buildings at or near the street line, which reinforces older neighborhoods street walls. R6A districts allow all housing types and have a maximum FAR of 3.00. The maximum base and building height is 60 and 70 feet, respectively. Off-street parking is required for 50% of the total dwelling units and must be either to the side or behind the building. Detached residences require a minimum lot width of 40 feet and a minimum lot area of 3,800 square feet. Semi-detached and attached residences require a minimum lot width of 18

feet and a minimum lot area of 1,700 square feet. Community facilities are permitted at an FAR of 3.00.

- 3. Growth Opportunities and Contextual Rezoning:** Rezone all or portions of 55 blocks (primarily around the intersections of White Plains Road and East Gun Hill Road and East 233rd Street and White Plains Road, along East Gun Hill Road from Holland Avenue until Boston Post Road, between Carpenter Avenue and White Plains Road from East 233rd Street until East 227th Street and again from East 225th Street until East Gun Hill Road) from R4, R5, and R6 to R6A and R7A in order to reflect and reinforce existing land use patterns while encouraging growth and moderate density increases along wider streets and by transit hubs.

PROPOSED R6

Existing: R5

An R6 district is proposed along White Plains Road between E. 222nd Street and E. 233rd Street. White Plains Road to the north of this area was rezoned to R6 in 2007 and the proposed change will make the street a continuous R6 district from Olinville to Wakefield. This area is characterized by the 2 and 5 elevated train that rises above one to four story mixed-use residences, local and chain businesses, storefront houses of worship and some small multifamily apartment buildings. Along this stretch of White Plains Road the elevated train is about 30 feet from the property lines and about 30 feet elevated above the street.

R6 districts allow all housing types at a maximum FAR of 2.43. Residential FAR ranges from 0.78 to 2.43, with the higher ratio applicable to buildings that provide more open space. Community facility FAR is 4.8. The residential parking requirement is set at 70% of dwelling units. Residential development under the Quality Housing Program within an R6 District has a maximum FAR of 2.2 on narrow streets (defined as less than 75 feet wide) with a 55-foot building height limit and a maximum of 3.0 FAR on wide streets (defined as 75 feet wide or greater) with a height limit of 70 feet. Off-street parking is required for 70 percent of the dwelling units. This requirement is lowered to 50 percent of the units if the lot area is less than 10,000 square feet or if Quality Housing provisions are used. If fewer than five spaces are required, then the off-street parking requirement is waived.

A non-contextual height factor district is proposed where the properties fronting White Plains Road are in close proximity to the elevated train. The R6 height factor district will permit a more flexible building design to respond to the negative conditions of the elevated train.

PROPOSED R6A

Existing: R6

Two R6A districts are proposed for 15 full or partial blocks along E. Gun Hill Road from Bronxwood Avenue to Boston Post Road and along E. 233rd Street from White Plains Road to

Barnes Avenue. East Gun Hill Road and East 233rd Street is a wide street and a major east-west corridor in the Bronx. This part of East Gun Hill Road lacks a cohesive street wall and is characterized by one to three story residences and mixed-use buildings mixed in with surface parking/storage lots and vacant lots and buildings.

R6A districts are contextual districts that follow the R6 Quality Housing bulk regulations. These regulations produce high lot coverage buildings at or near the street line, which reinforces older neighborhoods street walls. R6A districts allow all housing types and have a maximum FAR of 3.00. The maximum base and building height is 60 and 70 feet, respectively. Off-street parking is required for 50% of the total dwelling units and must be either to the side or behind the building. Detached residences require a minimum lot width of 40 feet and a minimum lot area of 3,800 square feet. Semi-detached and attached residences require a minimum lot width of 18 feet and a minimum lot area of 1,700 square feet. Community facilities are permitted at an FAR of 3.00.

PROPOSED R7A

Existing: R6

One R7A district is proposed along White Plains Road from E. Gun Hill Road to E. 218th Street and along parts of Holland Avenue. The area along White Plains Road is a vibrant area characterized by two to three story local commercial services with full lot coverage. There are also some offices and houses of worship. White Plains Road is exceptionally wide in this area (approximately 300 feet at its widest and 100 feet at its narrowest); properties fronting the corridor in this area are setback from the elevated train, allowing ample light and air along the corridor. Holland Avenue is built up mainly with four to five-story multifamily walkup apartment buildings and vacant and surface parking lots.

R7A districts follow the Quality Housing regulations for R7 districts. R7A districts allow all housing types at a maximum FAR of 4.00. The maximum base and building height is 65 and 80 feet, respectively. Buildings must be setback 10 feet on wide streets and 15 feet on narrow streets. Parking is required for 50% of the total dwelling units. The minimum lot width and lot area for detached residences is 40 feet and 3,800 square feet. Semi-detached and attached residences require a minimum lot width of 18 feet and a minimum lot area of 1,700 square feet. Community facilities are permitted at an FAR of 4.00.

4. **Commercial Overlays:** Replace all C1-2 and C2-2 commercial overlays with C1-4 and C2-4 overlays and reduce the overlay depths at appropriate locations to preclude commercial intrusions into residential side streets along White Plains Road, East Gun Hill Road, E. 233rd Street and along Bronxwood and Laconia Avenues. New overlays are proposed to reflect current land uses, and prohibit the encroachment of commercial uses onto the area's side streets, and reduce the parking requirement to facilitate development and expansion of commercial uses in a transit-rich local-shopping district.

C1-2 and C2-2 districts currently mapped along White Plains Road and other corridors are excessively deep at 150 feet. Most of the tax lots along White Plains Road and other area corridors do not extend significantly further than 100 feet. Therefore, C1-4 and C2-4 overlays are proposed on properties with depths closer to 100 feet and no deeper than 124 feet. However, some existing commercial uses extend beyond 125 feet. In this case, while the district would still be replaced by a C1-4 or C2-4 district, the current 150 overlay depth would be kept.

Furthermore, the proposed C1-4 and C2-4 overlays will update the parking requirements along East Gun Hill Road, E. 233rd Street, Bronxwood and Laconia Avenues and White Plains Road.

Requirements vary depending on the type of use with Food and Retail establishments required to provide one accessory space per 200 and 300 square feet, respectively in C1-2 and C2-2 districts. The proposed C1-4 and C2-4 overlays will require one accessory space per 1,000 square feet for all types of commercial uses.

Lastly, five new C1-4 and two C2-4 overlays are proposed at locations with commercial uses that lack a mapped overlay. These new overlays are located along the north side of E. 233rd Street between White Plains Road and Barnes Avenue, along the western side of Laconia Avenue between E. 227th and E. 228th Streets and E. 230th and E. 231st Streets and along the southern side East Gun Hill Road between Lurting and Yates Avenues.

These changes are intended to increase the conformance of properties that serve the community and incentivize future opportunities and expansions, while protecting the fabric and character of the residential side streets. The new overlays will provide future development more options that complement adjacent businesses and residential communities.

PROJECTED DEVELOPMENT AND LIKELY EFFECTS

A. DEVELOPMENT SITE CRITERIA

In order to assess the possible impacts of the components of the proposed action, a reasonable worst-case development scenario (RWCDs) was established for both the current (Future No-Action) and proposed zoning (Future With-Action) conditions, assuming a 2021 build year. The incremental difference between the Future No-Action and With-Action is the basis of this Environmental Assessment Statement. A ten year period represents the amount of time developers would act on the proposed action for an area-wide rezoning not associated with a specific development.

The No-Action and With-Action conditions were determined using standard methodologies derived from the *CEQR Technical Manual* guidelines and by employing reasonable assumptions and standard best practices. These methodologies and assumptions establish the most likely amount and location of future development. For an area-wide rezoning that creates a broad range of opportunities, new development can be expected to occur on selected sites, rather than all sites within the rezoning area. In identifying likely development sites, several factors have been considered including known development proposals, recent development trends, and the following site criteria.

The first step in establishing the development scenario was to define and identify “soft” sites, which are sites where new development could reasonably be expected to occur. The soft sites identified were separated into two groups based on their future likeliness to be developed. The most likely sites are *projected* sites while the somewhat likely sites are grouped as *potential* sites. These distinctions are expounded on below.

In order to establish a universe of soft sites, the following criteria were used:

- Lots located in areas where an increase in permitted Floor Area Ratio (FAR) is proposed
- Lots with a total size greater than or equal to 5,000 square feet (including potential assemblages totaling 5,000 square feet or more if assemblage seems probable*)
- Lots constructed to less than half of the FAR allowed by the proposed zoning;

**Assemblages are defined as a combination of adjacent lots, which satisfy one of the following conditions:*

- *the lots share common ownership and, when combined, meet the aforementioned soft site criteria*
- *or at least one of the lots, or combination of lots, meets the aforementioned soft site criteria, and ownership of the assemblage is shared by no more than two distinct owners*

The development scenario's universe of "soft" sites was refined by eliminating lots with any of the following uses or buildings that are very unlikely to be redeveloped:

- New York City parkland
- New York City- or New York State-owned or -leased properties
- Schools (public and private), municipal libraries, government offices, and houses of worship
- Lots containing businesses which have recently undergone extensive investment within the last 5 years
- Lots with proposed buildings or buildings currently undergoing construction that conform to the proposed zoning district use standards
- Lots utilized for public transportation and/or public utilities
- Lots containing multi-family (6 or more dwelling unit) residential buildings
- Lots for which the existing topography within or surrounding the site would make development unlikely

B. PROJECTED AND POTENTIAL DEVELOPMENT SITES

Projected Development Sites

As aforementioned, to produce a reasonable estimate of future growth, the development sites were divided into two categories - projected and potential. The projected development sites are considered more likely to be developed within the ten-year analysis period (build year 2021) due to their proximity to areas that have experienced the most development in recent years and their size (they are either large lots or contiguous small lots in common ownership that together comprise a large site). Projected development sites meet all of the aforementioned soft site development criteria *and* are either vacant or surface parking lots.

Additionally, three soft sites that are not vacant or surface parking lots were added to the projected sites list. These three sites were added to account for current growth trends and to cast a wider net across the rezoning area to catch any development the traditional RWCDs criteria left out. Dispersing projected sites throughout the study area gives a more realistic estimate of the area-wide proposed action's impact on future growth.

Potential Development Sites

Potential development sites are less likely to be developed within the ten year period because they may be either not a vacant or surface parking lot, not entirely under common ownership, have an irregular shape, are located in a zoning district with a relatively low permitted density, or have some combination of these features. Moreover, sites that meet the aforementioned soft site criteria, but reflect the following foreseeable development limitations, will be considered potential development sites:

- Lots upon which the majority of floor area is occupied by active businesses
- Lots that contain businesses that provide valuable and/or unique services to the community
- Highly irregular lots or otherwise encumbered parcels that would make development difficult
- Sites in need of extensive environmental remediation

Based on the above criteria, 12 projected and 132 potential (144 total) sites have been identified. The incremental difference between the Future No-Action and Future With-Action for all projected development sites is:

- An increase of 291 dwelling units;
- An increase of 22,336 square feet of retail space;
- A decrease of 5,982 square feet of office space; and
- A decrease of 132,419 square feet of community facility space.

The incremental difference between the future with-action and the future no-action scenarios for all potential development sites is:

- An increase of 1,376 dwelling units;
- An increase of 184,415 square feet of retail space;
- An increase of 3,937 square feet of office space; and
- No change in the amount of community facility space.

C. DEVELOPMENT SCENARIO PARAMETERS

The Williamsbridge/Baychester Rezoning will channel more opportunities for mixed-use development to the main corridors and transit nodes of the rezoning area while protecting the character of the residential side streets. The proposed zoning will mainly encourage residential with ground floor commercial around mass transit and the main corridors.

The Department of City Planning has identified 12 projected development sites likely to be developed by 2021 (see Table 2.B-1). In addition, there are 132 potential development sites which are considered less likely to be developed than the projected sites over the 10-year analysis period.

Under the current zoning, single-story retail developments on main corridors with at-grade parking generally are built to 0.5 FAR. This is the maximum that can be built while providing the required accessory parking in an open lot. It is assumed that new mixed-use developments on large lots will locate most required accessory parking below grade. Furthermore, in new mixed-use buildings, ground floor commercial totals assume that 15 percent of the floor area is reserved for a lobby.

The number of projected dwelling units in apartment buildings is determined by dividing the total amount of residential floor area by 1,000 and rounding to the nearest whole number.

D. NO-ACTION CONDITIONS

The proposed rezoning area is expected to experience moderate growth in commercial and community facility uses and modest growth in residential under the current zoning and development trends. 12 sites were identified as projected development sites. Most of the projected growth is expected to be residential with an anticipated 253 dwelling units to be developed predominantly around the two nodes of White Plains Road and East Gun Hill Road and East 233rd Street. Some growth in commercial uses is also expected, primarily in the form of office space and retail stores.

The 12 projected development sites currently have 2 dwelling units, 24,123 square feet of commercial uses (of which 11,179 square feet are primarily auto-related and storage uses) and no square feet of community facility space. In the future no-action, as-of-right development is expected to occur on these sites. The no-action scenario is expected to consist of 253 dwelling units, 50,889 square feet of commercial uses (of which 17,638 square feet are primarily restaurant and office uses), and 160,808 square feet of community facility space.

E. WITH-ACTION CONDITIONS

In the future with the proposed action (*with-action*), modestly higher mixed-use development is expected to occur primarily in two “clusters” around White Plains Road and East Gun Hill Road and White Plains Road and East 233rd Street. The proposed action could result in the development of approximately 544 dwelling units or an increment of 291 dwelling units under the *with-action* scenario as compared to the *no-action* scenario. These estimates are based on the above soft site criteria and the available sites within the rezoning area.

The total development expected to occur on the projected development sites under the *with-action* conditions is 544 dwelling units, 67,244 square feet of commercial space, and 28,389 square feet of community facility space. The commercial space is expected to include 47,886 square feet of primarily retail commercial development, and 19,358 square feet of restaurant development, and no square feet of office space.

Compared to the No-Action, the With-Action scenario could result in the incremental development of approximately 291 dwelling units. The With-Action scenario could also result in the incremental development of approximately 22,336 square feet of commercial space, which is comprised of an increase in retail and restaurant uses by 14,635 and 7,701 square feet, respectively, and a decrease in office space by 5,982 square feet. A net decrease of 132,419 square feet of community facility space is expected.

Under the existing zoning, community facilities have a substantially higher maximum FAR (4.8) than residential development (3.00), making community facility development more likely. The proposed zoning favors residential use over community facilities, and the development scenario subsequently

reflects a decrease in community facility use in the with-action. Specifically, the decrease in community facility space comes almost solely from one projected site adjacent to the Montefiore medical center, which is anticipated to develop as community facility use in the no-action. Under the proposed zoning, the site is projected to be a mixed-use residential building with community facility on the ground floor.

Nearly all of the new residential construction is projected in the R5D, R6A and R7A districts along the major corridors of Williamsbridge and Baychester. However, most of this residential development is projected to occur in the R6A and R7A contextual districts. As aforementioned, the area is expected to see a modest increase of 291 dwelling units predominantly clustered around two mass transit hubs on White Plains Road and East Gun Hill Road and White Plains Road and East 233rd Street. Most of the commercial development would be distributed between these two areas.

A key factor in predicting this modest increase in new residential development (or any development) includes the type of rezoning being proposed. A rezoning from a general residential district to a comparable contextual residential district would not create great incremental increases in development. The incremental increase would be greater for areas being rezoned from a non-residential district to a residential district. Therefore, a rezoning from one similar residential district to another will not cause significant changes or impacts.

The reasonable worst case development scenario for the projected and potential development sites are summarized in Tables 2.B.1 and 2.B.2. Complete descriptions are provided in sections F and G of this section. Figures 2.A.5, 2.A.5-1, and 2.A.5-2 show the locations of each of the development sites within the project area.

TABLE 2.A.1: PROJECTED DEVELOPMENT SITE SUMMARY

Site Information					Existing Conditions							Future Without-Action Conditions							Future With-Action Conditions								Increment						
Site		Tax Block	Tax Lot	Lot Area (SF)	Existing Zoning	Existing Overlay	Maximum FAR	Comm'l SF+	Auto Rel., Storage & Other SF++	Office (SF)	Total SF	Total DU's	Comm'l SF+	Restaurant SF	Office SF	C Fac SF	Total SF	Total DU's	Prop. Zoning	Prop. Overlay	Comm'l SF	Restaurant SF	Office SF	C Fac SF	Total SF	Total DU's	Comm'l SF+++	Restaurant SF	Office SF	C Fac SF	Total SF	Total DU's	
01	a	4613	8	6,563	C8-1		1.00	0	6,563	0	0	0	0	3,282	3,282	0	6,563	0	R5		0	0	0	0	8,205	8	0	(3,282)	(3,282)	0	1,642	8	
02	a	4643	43	11,600	R6	C2-2	2.43	0	0	0	0	0	0	0		27,608	75,201	47	R7A	C2-4	0	0	0	13,804	67,400	53	0	0	0	(13,804)	(7,801)	6	
	b	4643	48	5,250	R6	C2-2	2.43	0	0	0	0																						0
03	a	4657	42	20,003	R6	C1-2	2.43	0	0	0	0	0	0	0		0	85,065	84	R7A		0	0	0	0	140,029	140	0	0	0	0	54,964	56	
	b	4657	67	3,334	R6		2.43	0	0	0	0																						0
	c	4657	69	3,333	R6		2.43	0	0	0	0																						0
	d	4657	71	3,334	R6		2.43	0	600	0	600																						0
	e	4657	72	5,002	R6		2.43	0	0	0	0																						0
04	a	4657	90	5,000	R6	C2-2	2.43	0	0	0	0	0	3,400	0	0	0	12,150	8	R7A	C2-4	3,400	0	0	0	20,000	16	0	0	0	0	7,850	8	
05	a	4660	19	2,500	R6		2.43	0	0	0	0	0	0	0		0	36,450	36	R7A		0	0	0	0	60,005	60	0	0	0	0	23,555	24	
	b	4660	20	10,000	R6		2.43	0	0	0	0																						0
	c	4660	25	2,500	R6		2.43	0	0	0	0																						0
06	a	4671	4	10,513	R6		2.43	0	0	0	0	0	0	0	0	0	25,547	25	R6A		0	0	0	0	31,542	31	0	0	0	0	5,995	6	
07	a	4693	33	19,000	R4 (Infill)	C1-2	1.35	6,850	0	1,845	8,695	0	8,075	5,375	2,700		25,650	9	R6A	C1-4	8,075	8,075	0	0	57,000	40	0	2,700	(2,700)	0	31,350	31	
08	a	4835	36	2,250	R6		2.43	0	0	0	0	0	0	0		133,200	133,200	0	R6A		0	0	0	14,585	83,250	68	0	0	0	(118,615)	(49,950)	68	
	b	4835	37	2,700	R6		2.43	0	0	0	0																						0
	c	4835	39	4,035	R6		2.43	0	0	0	0																						0
	d	4835	43	5,250	R6		2.43	0	0	0	0																						0
	e	4835	45	6,790	R6		2.43	0	0	0	0																						0
	f	4835	49	6,725	R6		2.43	0	2,050	0	2,050																						0
09	a	4997	1	2,165	R5		1.25	0	0	0	0	0	0	0		0	36,058	34	R6A	C2-4	10,000	7,144	0	0	88,356	71	10,000	7,144	0	0	52,298	37	
	b	4997	2	1,455	R5		1.25	0	0	0	0																						0
	c	4997	3	2,032	R5		1.25	0	0	0	2,733																						2
	d	4997	6	5,000	R5		1.25	0	0	0	0																						0
	e	4997	8	18,800	R5		1.25	0	0	0	0																						0
10	a	4829	11	11,594	R5	C2-2	1.25	2,865	0	0	2,865	0	8,278	0	0	0	14,492	6	R6	C2-4	4,139	4,139	0	0	34,781	26	(4,139)	4,139	0	0	20,289	20	
11	a	4852	1	9,144	R4	C1-2	1.00	6,000	0	0	6,000	6,000	0	0		0	6,000	0	R5D	C1-4	11,774	0	0	0	29,703	17	5,774	0	0	0	23,703	17	
	b	4852	6	5,708	R4	C1-2	1.00	0	0	0	0																						0
12	a	4871	1	12,350	R5	C1-2	1.25	0	1,966	0	1,966	0	7,498	3,000	0	0	15,438	4	R5D	C1-4	10,498	0	0	0	24,700	14	3,000	(3,000)	0	0	9,262	10	
Totals				203,930				15,715	11,179	1,845	24,909	2	33,251	11,657	5,982	160,808	471,814	253			47,886	19,358	0	28,389	644,971	544	14,635	7,701	(5,982)	(132,419)	173,156	291	

Source: DCP, 2010.

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

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

TABLE 2.A.2: POTENTIAL DEVELOPMENT SITE SUMMARY

Site Description				Existing Conditions								Future Without-Action Conditions							Future With-Action Conditions							Increment																								
Site	Block	Lot	Lot Area (SF)	Existing Zoning	Existing Overlay	Maximum FAR	Comm'l SF+	Auto Rel., Storage & Other SF++	Office SF	Total SF	Total DU's	Comm'l SF+++	Office SF	Auto Rel., Storage & Other SF++	C Fac SF	Total SF	Total DU's	Prop. Zoning	Prop. Overlay	Comm'l SF+++	Office SF	Auto Rel., Storage & Other SF++	Total SF	Total DU's	Comm'l SF+++	Restaurant SF	Hotel SF	Office SF	Auto Rel., Storage & Other SF++	Total SF	Total DU's																			
101	a	4635	22	5,000	R5	C1-2	1.25	3,750	-	-	3,750	-	7,150	0	0	0	10,000	2	R6A	C1-4	7,650	0	0	30,000	22	500	0	0	0	0	20,000	20																		
	b	4635	24	5,000	R5	C1-2	1.25	1,430	1,070	500	3,000	-																																						
102	a	4635	26	6,984	R4	C1-2	1	4,385	-	-	5,885	1	10,206	1,000	0	0	12,706	1	R6A	C1-4	10,034	0	0	41,414	31	(172)	0	0	(1,000)	0	28,708	30																		
	b	4635	28	6,821	R4	C1-2	1	2,700	-	-	2,700	-																																						
103	a	4635	34	3,000	R4	C1-2	1	3,000	-	-	3,000	-	7,350	0	0	0	7,350	0	R6A	C1-4	6,545	13,010	0	39,110	19	(805)	0	0	13,010	0	31,760	19																		
	b	4635	133	5,700	R4	C1-2	1	4,350	-	-	4,350	-																																						
104	a	4637	30	5,000	R5	C1-2	1.25	2,250	875	-	3,125	-	2,250	0	875	0	3,125	0	R6A	C1-4	10,000	0	0	10,000	0	7,750	0	0	0	(875)	6,875	0																		
105	a	4637	34	2,500	R5	C1-2	1.25	2,500	-	-	2,500	-	2,500	5,206	0	0	7,706	0	R6A	C1-4	8,472	7,472	0	15,944	0	5,972	0	0	2,266	0	8,238	0																		
	b	4637	36	5,472	R5	C1-2	1.25	-	-	5,206	5,206	-																																						
106	a	4639	17	6,411	C8-1		1	-	-	-	4,664	-	0	0	0	0	4,664	0	R6A	C1-4	6,411	6,411	0	12,822	0	6,411	0	0	6,411	0	8,158	0																		
107	a	4639	26	10,430	C8-1		1	5,500	5,000	-	10,500	-	5,500	0	5,000	0	10,500	0	R6A	C1-4	20,860	0	0	20,860	0	15,360	0	0	0	(5,000)	10,360	0																		
108	a	4643	1	16,750	R6	C2-2	3	11,500	-	-	11,500	-	16,750	16,750	0	0	33,500	0	R7A	C2-4	14,238	0	0	67,000	52	(2,513)	0	0	(16,750)	0	33,500	52																		
109	a	4643	37	12,100	R6	C2-2	3	6,500	13,100	-	19,600	-	6,500	0	13,100	0	19,600	0	R7A	C2-4	10,285	0	0	48,400	38	3,785	0	0	0	(13,100)	28,800	38																		
110	a	4645	4	2,508	R6		2.43	-	-	-	3,495	2	0	0	0	0	7,257	6	R6A		0	0	0	22,524	22	0	0	0	0	0	15,267	16																		
	b	4645	6	5,000	R6		2.43	-	-	-	3,762	2																																						
111	a	4645	25	5,017	R6		2.43	-	1,290	-	2,581	2	0	0	0	0	12,191	12	R6A		0	0	0	15,051	15	0	0	0	0	0	2,860	3																		
112	a	4645	34	3,000	R6		2.43	-	-	-	1,896	2	0	0	0	0	18,225	17	R6A		0	0	0	22,500	22	0	0	0	0	0	4,275	5																		
	b	4645	36	4,500	R6		2.43	-	-	-	2,020	2																																						
113	a	4645	39	5,000	R6		2.43	-	-	-	1,919	2	0	0	0	0	24,341	24	R6A		0	0	0	30,051	30	0	0	0	0	0	5,710	6																		
	b	4645	42	5,017	R6		2.43	-	-	-	1,468	2																																						
114	a	4647	43	5,340	R6	C2-2	3	-	2,200	2,000	4,200	-	4,539	0	0	0	15,219	10	R7A	C2-4	5,340	0	0	21,360	16	801	0	0	0	0	6,141	6																		
115	a	4647	46	8,385	R6	C2-2	3	2,200	2,000	800	5,000	-	5,971	0	0	0	25,006	19	R7A	C2-4	5,971	0	0	33539.25	27	0	0	0	0	0	8,533	8																		
116	a	4647	54	1,598	R6	C2-2	3	-	-	-	1,040	1	6,157	0	0	0	28,156	21	R7A	C2-4	6,157	0	0	37843.4	31	0	0	0	0	0	9,687	10																		
	b	4647	55	7,863	R6	C2-2	3	-	4,400	-	4,400	-																																						
117	a	4647	74	8,980	R6	C2-2	3	1,664	3,150	-	6,164	2	13,378	0	0	0	59,738	46	R7A	C2-4	13,378	0	0	79651.15	66	0	0	0	0	0	19,913	20																		
	b	4647	79	10,933	R6	C2-2	3	6,111	1,000	-	9,785	4																																						
118	a	4647	87	9,487	R6	C2-2	3	-	-	-	2,000	2	8,431	0	0	0	36,878	27	R7A	C2-4	8,431	0	0	49171.15	40	0	0	0	0	0	12,293	13																		
	b	4647	90	2,806	R6	C2-2	3	-	-	1,700	3,474	2																																						
119	a	4649	13	5,000	R6		2.43	-	-	-	2,714	1	0	0	0	0	12,150	12	R6A		-	0	0	15000	15	0	0	0	0	0	2,850	3																		
120	a	4649	26	3,325	R6		2.43	-	-	-	-	-	0	0	0	0	24,240	24	R6A		-	0	0	29925	29	0	0	0	0	0	5,685	5																		
	b	4649	28	3,325	R6		2.43	-	-	-	3,728	2																																						
	c	4649	30	3,325	R6		2.43	-	-	-	-	3,984																					2																	
121	a	4651	67	9,579	R6	C2-2	2.43	-	2,250	2,386	4,636	-	0	0	0	0	42,896	42	R7A	C2-4	13,716	0	0	70611.6	56	13,716	0	0	0	0	27,716	14																		
	b	4651	70	8,074	R6	C2-2	2.43	-	-	-	2,420	-																																						
122	a	4651	91	11,176	R6	C2-2	2.43	-	-	-	-	-	9,500	0	0	0	27,158	17	R7A	C2-4	9,500	0	0	44703.6	35	0	0	0	0	0	17,546	18																		
123	a	4655	6	5,250	R6		2.43	-	-	-	2,781	1	0	0	0	0	12,758	12	R6A		-	0	0	15750	15	0	0	0	0	0	2,992	3																		
124	a	4657	4	14,350	R6		3	11,450	-	-	11,450	-	0	0	0	0	43,050	43	R7A		-	0	0	57400	57	0	0	0	0	0	14,350	14																		
125	a	4657	17	10,000	R6	C1-2	3	10,000	-	-	10,000	-	8,500	0	0	0	30,000	21	R7A	C1-4	8,500	0	0	40000	31	0	0	0	0	0	10,000	10																		
126	a	4657	94	6,730	R6	C2-2	3	6,450	-	6,450	12,900	-	6,450	6,450	0	0	12,900	0	R7A	C2-4	5,721	0	0	26919.5	21	0	0	0	(6,450)	0	14,020	21																		

TABLE 2.A.2: POTENTIAL DEVELOPMENT SITE SUMMARY

Site Description				Existing Conditions								Future Without-Action Conditions							Future With-Action Conditions							Increment							
Site	Block	Lot	Lot Area (SF)	Existing Zoning	Existing Overlay	Maximum FAR	Comm'l SF+	Auto Rel., Storage & Other SF++	Office SF	Total SF	Total DU's	Comm'l SF+++	Office SF	Auto Rel., Storage & Other SF++	C Fac SF	Total SF	Total DU's	Prop. Zoning	Prop. Overlay	Comm'l SF+++	Office SF	Auto Rel., Storage & Other SF++	Total SF	Total DU's	Comm'l SF+++	Restaurant SF	Hotel SF	Office SF	Auto Rel., Storage & Other SF++	Total SF	Total DU's		
127	a	4657	96	5,500	R6	C2-2	3	5,500	-	5,500	11,000	-	5,500	5,500	0	0	11,000	0	R7A	C2-4	4,675	0	0	22000	17	(825)	0	0	(5,500)	0	11,000	17	
128	a	4658	1	17,363	R6	C1-2	3	9,342	-	-	9,342	-	14,759	0	0	0	52,089	37	R6A	C1-4	14,759	0	0	52088.55	37	0	0	0	0	0	0	0	
129	a	4659	22	4,513	R6		2.43	-	-	-	2,691	1	0	0	0	0	20,109	19	R6A		-	0	0	24825	24	0	0	0	0	0	4,716	5	
	b	4659	25	3,762	R6		2.43	-	-	-	3,340	2																					
130	a	4659	75	3,040	R6		2.43	-	-	-	2,890	5	0	0	0	0	18,687	18	R6A		-	0	0	23070	23	0	0	0	0	0	4,383	5	
	b	4659	78	4,650	R6		2.43	-	-	-	2,363	4																					
131	a	4660	47	5,000	R6		2.43	-	-	-	2,608	2	0	0	0	0	19,197	19	R6A		-	0	0	23700	23	0	0	0	0	0	4,503	4	
	b	4660	48	2,900	R6		2.43	-	-	-	3,076	3																					
132	a	4660	53	3,750	R6		2.43	-	-	-	2,740	2	0	0	0	0	7,720	6	R6A		-	0	0	23250	23	0	0	0	0	0	15,530	17	
	b	4660	54	4,000	R6		2.43	-	-	-	4,980	5																					
133	a	4657	88	2,500	R6	C2-2	2.43	-	-	-	2,308	2	0	0	0	0	12,150	12	R7A		-	0	0	20000	20	0	0	0	0	0	7,850	8	
	b	4657	89	2,500	R6	C2-2	2.43	-	-	-	2,040	2																					
134	a	4661	1	6,160	R6	C2-2	3	5,518	-	-	5,518	-	5,236	0	0	0	18,480	13	R7A	C2-4	5,236	0	0	24640	19	0	0	0	0	0	0	6,160	6
135	a	4662	6	6,011	R6	C2-2	3	2,460	-	-	2,460	-	5,109	0	0	0	18,032	12	R7A	C2-4	5,109	0	0	24043.35	18	0	0	0	0	0	0	6,011	6
136	a	4662	24	3,125	R6		2.43	-	-	-	-	-	0	0	0	0	4,500	4	R7A		-	0	0	25000	25	0	0	0	0	0	20,500	21	
	b	4662	25	3,125	R6	C2-2	2.43	-	-	-	4,500	2																					
137	a	4662	28	3,125	R6	C2-2	2.43	945	-	-	2,835	3	9,500	10,500	0	0	20,000	0	R7A	C2-4	8,075	0	0	40000	31	(1,425)	0	0	(10,500)	0	20,000	31	
	b	4662	30	6,875	R6	C2-2	3	5,500	-	1,375	6,875	-																					
138	a	4662	46	6,000	R6		2.43	-	-	-	4,068	2	0	0	0	0	22,275	21	R7A		-	0	0	37500	37	0	0	0	0	0	15,225	16	
	b	4662	48	3,375	R6		2.43	-	-	-	2,720	4																					
139	a	4663	10	2,044	R6	C2-2	3	1,050	-	-	2,100	1	4,221	0	0	0	19,721	13	R7A	C2-4	4,221	0	0	26295.1	22	4,221	0	0	0	0	26,295	22	
	b	4663	11	2,057	R6	C2-2	3	819	-	-	1,638	2																					
	c	4663	12	2,473	R6	C2-2	3	2,156	-	-	2,156	-																					
140	a	4663	24	5,544	R6		2.43	-	-	-	4,026	5	0	0	0	0	13,472	13	R7A		-	0	0	22176	22	0	0	0	0	0	0	22,176	22
141	a	4663	26	5,637	R6		2.43	-	-	-	2,688	2	0	0	0	0	13,698	13	R7A		-	0	0	22548	22	0	0	0	0	0	0	22,548	22
142	a	4664	42	3,796	R6	C2-2	2.43	-	-	-	1,792	1	0	0	0	0	18,448	18	R7A		-	0	0	30368	30	0	0	0	0	0	11,920	12	
	b	4664	44	3,796	R6	C2-2	2.43	-	-	-	1,296	1																					
143	a	4665	41	2,610	R6		2.43	-	-	-	3,564	3	0	0	0	0	7,128	6	R7A		-	0	0	20880	20	0	0	0	0	0	13,752	14	
	b	4665	42	2,610	R6		2.43	-	-	-	3,564	3																					
144	a	4665	49	5,363	R6	C2-2	3	5,310	-	-	5,310	-	7,086	0	0	0	25,967	18	R7A	C2-4	7,086	0	0	34623.6	27	0	0	0	0	0	8,657	9	
	b	4665	52	3,293	R6	C2-2	3	3,293	-	377	3,670	-																					
145	a	4665	53	6,270	R6	C2-2	3	6,270	-	-	6,270	-	4,511	0	0	0	18,810	14	R7A	C2-4	4,511	0	0	25079.95	20	0	0	0	0	0	0	6,270	6
146	a	4665	55	6,864	R6	C2-2	3	5,146	-	-	5,146	-	4,379	0	0	0	20,591	16	R7A	C2-4	4,379	0	0	27455.2	23	0	0	0	0	0	0	6,864	7
147	a	4670	2	7,835	R6	C1-2	3	3,073	-	-	2,926	-	5,470	0	0	0	23,505	18	R6A	C1-4	5,470	0	0	23504.75	18	0	0	0	0	0	0	0	0
148	a	4670	5	31,400	R6	C1-2	3	15,469	-	-	15,469	-	26,690	0	0	0	94,200	67	R6A	C1-4	26,690	0	0	94200	67	0	0	0	0	0	0	0	0
149	a	4671	3	5,265	R6		2.43	-	-	-	2,616	2	0	0	0	0	12,794	12	R6A		-	0	0	15795	15	0	0	0	0	0	0	3,001	3
150	a	4671	9	7,919	R6		2.43	-	-	4,308	-	4,308	-	0	0	0	0	36,396	36	R6A		-	0	0	44934	44	0	0	0	0	0	8,538	8
	b	4671	10	7,059	R6		2.43	-	-	-	3,600	3																					
151	a	4671	64	6,267	R6		2.43	-	-	-	1,638	1	0	0	0	0	27,132	26	R6A		-	0	0	33495	33	0	0	0	0	0	6,363	7	
	b	4671	66	2,585	R6		2.43	-	-	207	-	207																					-
	c	4671	67	2,313	R6		2.43	852	404	-	2,556	2																					
152	a	4681	1	5,000	R4	C1-2	1.35	-	-	2,800	2,800	-	5,000	0	0	0	7,992	2	R6A	C1-4	5,950	0	0	22500	16	950	0	0	0	0	14,508	14	
	b	4681	72	2,500	R4		1.35	-	-	-	2,992	2																					
153	a	4681	7	6,250	R4	C1-2	1.35	5,250	-	-	5,250	-	5,250	5,250	0	0	10,500	0	R6A	C1-4	4,167	8,333	0	12500	0	(1,083)	0	0	3,083	0	2,000	0	
154	a	4681	20	5,625	R4	C1-2	1.35	600	-	-	4,200	5	600	0	0	0	4,200	3	R6A	C1-4	3,750	7,500	0	11250	0	3,150	0	0	7,500	0	7,050	(3)	
155	a	4682	39	3,200	R4		1.35	-	-	-	3,025	2	0	0	0	0	6,050	6	R5D		-	0	0	15848	15	0	0	0	0	0	9,798	9	
	b	4682	41	4,724	R4		1.35	-	-	-	3,025	2																					
156	a	4684	32	5,606	R4		1.35	2,220	-	-	2,220	-	0	0	0	0	7,568	7	R5D		-	0	0	11212	11	0	0	0	0	0	3,644	4	
157	a	4693	4	9,500	R4	C1-2	1.35	6,325	-	-	6,325	-	6,800	0	0	0	12,825	6	R6A	C1-4	6,800	0	0	28500	21	0	0	0	0	0	0	15,675	15

TABLE 2.A.2: POTENTIAL DEVELOPMENT SITE SUMMARY

		Site Description			Existing Conditions							Future Without-Action Conditions							Future With-Action Conditions							Increment						
Site	Block	Lot	Lot Area (SF)	Existing Zoning	Existing Overlay	Maximum FAR	Comm'l SF+	Auto Rel., Storage & Other SF++	Office SF	Total SF	Total DU's	Comm'l SF+++	Office SF	Auto Rel., Storage & Other SF++	C Fac SF	Total SF	Total DU's	Prop. Zoning	Prop. Overlay	Comm'l SF+++	Office SF	Auto Rel., Storage & Other SF++	Total SF	Total DU's	Comm'l SF+++	Restaurant SF	Hotel SF	Office SF	Auto Rel., Storage & Other SF++	Total SF	Total DU's	
158	a	4693	20	3,000	R4	C1-2	1.35	-	1,113	-	3,339	2	4,250	0	0	0	11,439	6	R6A	C1-4	6,375	0	0	27000	20	2,125	0	0	0	0	15,561	14
	b	4693	21	6,000	R4	C1-2	1.35	-	-	-	1,377	2																				
159	a	4695	70	5,008	R4		1.35	-	-	-	567	1	0	0	0	0	6,761	6	R5D		-	0	0	10016	10	0	0	0	0	0	3,255	4
160	a	4705	5	13,000	R5	C1-2	1.25	2,555	-	-	2,555	-	0	0	0	0	16,250	16	R6A	C1-4	17,333	8666.666667	0	26000	0	17,333	0	0	8,667	0	9,750	(16)
161	a	4705	11	19,500	R5	C1-2	1.25	15,000	-	-	15,000	-	0	0	0	0	15,000	15	R6A	C1-4	14,025	0	0	58500	44	14,025	0	0	0	0	43,500	29
162	a	4705	26	5,250	R5	C1-2	1.25	1,160	300	550	4,020	2	1,160	550	0	0	5,913	3	R6A	C1-4	6,811	0	0	27038.05	20	5,651	0	0	(550)	(300)	21,125	17
	b	4705	29	3,763	R5	C1-2	1.25	1,893	-	-	1,893	-																				
163	a	4705	33	2,500	R5		1.25	-	-	-	1,972	1	0	0	0	0	1,972	1	R5D		-	0	0	10000	10	0	0	0	0	0	8,028	9
	b	4705	32	2,500	R5		1.25	-	-	-	-	-																				
164	a	4707	43	10,125	R5		1.65	-	-	-	3,745	3	0	0	0	0	16,706	16	R5D		-	0	0	20250	20	0	0	0	0	3,544	4	
165	a	4708	38	2,500	R5		1.65	-	-	-	-	-	0	0	0	0	3,744	3	R5D		-	0	0	14534	14	0	0	0	0	0	10,790	11
	b	4708	39	2,500	R5		1.65	-	-	-	3,744	2																				
166	a	4710	10	2,375	R5		1.65	-	-	-	1,660	1	0	0	0	0	15,297	14	R5D		-	0	0	18542	18	0	0	0	0	0	3,245	4
	b	4710	13	6,896	R5		1.65	-	-	-	2,868	2																				
167	a	4824	7	24,651	R6	C2-2	3	11,000	-	-	11,000	-	0	0	0	0	73,953	73	R6	C2-4	19,457	0	0	73952.35	54	19,457	0	0	0	0	(1)	(19)
168	a	4824	25	2,500	R6		3	-	-	-	-	-	0	0	0	0	22,650	22	R6A		-	0	0	22650	22	0	0	0	0	0	0	0
	b	4824	26	5,050	R6		3	-	-	-	2,562	2																				
169	a	4824	29	5,000	R6		3	-	-	-	1,875	2	0	0	0	0	22,605	22	R6A		-	0	0	22605	22	0	0	0	0	0	0	0
	b	4824	31	2,535	R6		3	-	-	-	3,075	4																				
170	a	4824	73	4,275	R6		2.43	-	-	-	3,960	4	0	0	0	0	20,776	20	R6A		-	0	0	25216	25	0	0	0	0	0	4,440	5
	b	4824	75	4,275	R6		2.43	-	-	-	4,254	3																				
171	a	4825	7	1,875	R5	C2-2	1.25	570	-	1,756	2,326	-	7,996	570	0	0	10,992	2	R6	C2-4	8,491	0	0	32966.65	24	495	0	0	(570)	0	21,975	22
	b	4825	9	6,258	R5	C2-2	1.25	6,240	-	-	8,666	2																				
	c	4825	12	2,856	R5	C2-2	1.25	-	-	-	-	-																				
172	a	4825	17	2,856	R6		2.43	-	-	-	3,493	3	0	0	0	0	24,316	22	R6A		-	0	0	34275	34	0	0	0	0	0	9,959	12
	b	4825	19	2,856	R6		2.43	-	-	-	2,416	3																				
	c	4825	20	5,713	R6		2.43	-	-	-	2,416	2																				
173	a	4825	47	2,100	R6		2.43	-	-	-	1,863	2	0	0	0	0	18,529	18	R6A		-	0	0	22875	22	0	0	0	0	0	4,346	4
	b	4825	48	5,525	R6		2.43	-	-	-	1,885	1																				
174	a	4825	63	5,713	R6		2.43	-	-	-	2,579	2	0	0	0	0	20,823	19	R6A		-	0	0	25707	25	0	0	0	0	0	4,884	6
	b	4825	66	2,856	R6		2.43	-	-	-	1,216	1																				
175	a	4826	26	2,860	R6		2.43	-	-	-	2,896	1	0	0	0	0	20,802	18	R6A		-	0	0	25680	25	0	0	0	0	0	4,878	7
	b	4826	27	2,850	R6		2.43	-	-	-	-	-																				
	c	4826	28	2,850	R6		2.43	-	-	-	2,870	2																				
176	a	4826	77	2,860	R6		2.43	-	-	-	2,272	2	0	0	0	0	20,850	18	R6A		-	0	0	25740	25	0	0	0	0	0	4,890	7
	b	4826	79	2,860	R6		2.43	-	-	-	2,900	2																				
	c	4826	80	2,860	R6		2.43	-	-	-	-	-																				
177	a	4827	3	5,980	R5	C1-2	1.25	4,200	-	-	4,200	-	4,200	0	0	0	4,200	0	R6	C1-4	3,812	0	0	17939.25	14	(388)	0	0	0	0	13,739	14
178	a	4829	1	7,558	R5	C2-2	1.25	6,284	-	-	6,284	-	6,284	0	0	0	6,284	0	R6	C2-4	6,424	0	0	22673.3	16	140	0	0	0	0	16,389	16
179	a	4829	16	9,294	R5	C2-2	1.25	-	7,446	-	7,446	-	0	0	0	0	7,446	0	R6	C2-4	18,588	0	0	18588	0	18,588	0	0	0	(7,446)	11,142	0
180	a	4829	21	9,295	R5	C2-2	1.25	4,000	4,552	-	8,552	-	4,000	0	0	0	8,552	0	R6	C2-4	6,324	0	0	27885	21	2,324	0	0	0	(4,552)	19,333	21
181	a	4829	26	5,975	R5	C2-2	1.25	5,428	-	-	5,428	-	5,428	0	0	0	5,428	0	R6	C2-4	11,950	0	0	11950	0	6,522	0	0	0	0	6,522	0
182	a	4831	11	5,625	R5	C2-2	1.25	5,600	-	-	5,600	-	5,600	0	0	0	5,600	0	R6	C2-4	3,825	0	0	16875	13	(1,775)	0	0	0	0	11,275	13
183	a	4832	1	9,296	R5	C2-2	1.25	-	-	9,000	9,000	-	9,000	0	0	0	9,000	0	R6	C2-4	7,902	0	0	27887.6	19	(1,098)	0	0	0	0	18,888	19
184	a	4833	41	5,733	R6		2.43	-	-	-	3,240	3	0	0	0	0	13,931	13	R6A		-	0	0	16932	16	0	0	0	0	3,001	3	
185	a	4834	7	9,189	R5	C1-2	1.25	9,100	-	-	9,100	-	9,100	0	0	0	9,100	0	R6	C1-4	7,811	0	0	27566.65	19	(1,289)	0	0	0	0	18,467	19

TABLE 2.A.2: POTENTIAL DEVELOPMENT SITE SUMMARY



Site Description				Existing Conditions								Future Without-Action Conditions							Future With-Action Conditions							Increment						
Site	Block	Lot	Lot Area (SF)	Existing Zoning	Existing Overlay	Maximum FAR	Comm'l SF+	Auto Rel., Storage & Other SF++	Office SF	Total SF	Total DU's	Comm'l SF+++	Office SF	Auto Rel., Storage & Other SF++	C Fac SF	Total SF	Total DU's	Prop. Zoning	Prop. Overlay	Comm'l SF+++	Office SF	Auto Rel., Storage & Other SF++	Total SF	Total DU's	Comm'l SF+++	Restaurant SF	Hotel SF	Office SF	Auto Rel., Storage & Other SF++	Total SF	Total DU's	
186	a	4834	40	5,733	R6		2.43	-	-	-	3,458	2	0	0	0	0	13,931	13	R6A		-	0	0	16932	16	0	0	0	0	0	3,001	3
187	a	4834	58	3,813	R6		2.43	-	-	-	2,288	2	0	0	0	0	18,532	18	R6A		-	0	0	22528	22	0	0	0	0	0	3,996	4
	b	4834	60	3,813	R6		2.43	-	-	-	2,552	2																				
188	a	4834	82	10,320	R6		2.43	-	-	-	4,615	2	0	0	0	0	25,078	25	R6A		-	0	0	30480	30	0	0	0	0	0	5,402	5
189	a	4835	1	6,817	R5	C1-2	1.25	3,120	-	780	5,850	2	3,120	780	0	0	5,850	1	R6	C1-4	5,794	0	0	20450.45	14	2,674	0	0	(780)	0	14,600	13
190	a	4835	6	9,188	R5	C1-2	1.25	8,748	-	-	8,748	-	8,748	0	0	0	8,748	0	R6	C1-4	7,810	0	0	27563.8	19	(938)	0	0	0	0	18,816	19
191	a	4837	41	7,125	R5	C2-2	1.65	5,092	-	-	5,092	-	6,056	0	0	0	11,755	5	R6	C2-4	-	0	0	21375	21	(6,056)	0	0	0	0	9,620	16
192	a	4838	44	4,026	R5	C1-2	1.65	4,000	-	-	4,000	-	5,071	0	0	0	6,142	1	R6	C1-4	4,545	0	0	17354.95	12	(526)	0	0	0	0	11,213	11
	b	4838	47	1,759	R5	C1-2	1.65	1,071	-	-	2,142	2																				
193	a	4840	42	9,185	R5	C2-2	1.65	6,874	-	-	6,874	-	9,087	0	0	0	18,463	9	R6	C2-4	9,087	0	0	33572.35	24	0	0	0	0	15,109	15	
	b	4840	48	2,006	R5	C2-2	1.65	1,358	-	-	1,358	-																				
194	a	4841	43	3,473	R5	C2-2	1.65	-	-	-	902	1	7,255	0	0	0	14,351	6	R6	C2-4	7,255	0	0	27428.75	20	0	0	0	0	13,078	14	
	b	4841	44	5,670	R5	C2-2	1.65	4,560	-	-	4,560	-																				
195	a	4842	38	9,197	R5	C2-2	1.65	9,160	-	-	9,160	-	9,160	0	0	0	9,160	0	R6	C2-4	7,817	0	0	27590.45	19	(1,343)	0	0	0	0	18,430	19
196	a	4842	45	9,182	R5	C2-2	1.65	3,100	-	1,000	4,100	-	5,860	0	0	0	16,833	10	R6	C2-4	7,224	0	0	33380.15	26	1,364	0	0	0	0	16,547	16
	b	4842	50	1,945	R5	C2-2	1.65	-	-	-	1,683	2																				
197	a	4843	34	21,099	R5	C2-2	1.65	9,685	-	9,600	19,285	-	19,285	0	0	0	19,285	0	R6	C2-4	14,954	0	0	62471.05	47	(4,331)	0	0	0	0	43,186	47
198	a	4843	45	8,075	R5	C2-2	1.65	7,000	-	-	7,000	-	7,000	0	0	0	7,000	0	R6	C2-4	6,864	0	0	24224.75	17	(136)	0	0	0	0	17,225	17
199	a	4844	35	11,485	R5	C1-2	1.65	9,052	-	-	9,052	-	7,813	0	0	0	18,949	11	R6	C1-4	7,813	0	0	34454.2	26	0	0	0	0	0	15,505	15
1100	a	4844	42	14,970	R5	C1-2	1.65	7,410	-	-	7,410	-	10,775	0	0	0	24,700	13	R6	C1-4	10,775	0	0	44909.45	34	0	0	0	0	0	20,209	21
1101	a	4845	36	9,224	R5	C1-2	1.65	6,720	-	960	7,680	-	7,680	0	0	0	7,680	0	R6	C1-4	6,475	0	0	26917.3	20	(1,205)	0	0	0	0	19,237	20
1102	a	4845	42	9,202	R5	C1-2	1.65	6,885	-	-	6,885	-	7,885	0	0	0	19,914	11	R6	C1-4	7,885	0	0	36206.6	28	0	0	0	0	16,293	17	
	b	4845	48	2,867	R5	C1-2	1.65	-	-	-	1,676	2																				
1103	a	4846	42	22,120	R5	C1-2	1.65	14,627	-	-	14,627	-	0	0	0	0	22,120	22	R6	C1-4	18,802	0	0	66360	47	18,802	0	0	0	0	44,240	25
1104	a	4846	64	3,250	R5	C1-2	1.65	3,072	-	-	3,072	-	12,640	0	0	0	12,640	0	R6A	C2-4	6,302	0	0	30038.9	23	(6,338)	0	0	0	0	17,399	23
	b	4846	65	6,763	R5	C1-2	1.65	9,568	-	-	9,568	-																				
1105	a	4846	70	13,566	R5	C1-2	1.65	4,719	-	-	4,719	-	0	0	0	0	21,430	21	R6A	C2-4	9,915	0	0	40697.25	30	9,915	0	0	0	0	19,267	9
1106	a	4846	79	4,358	R5		1.65	-	-	-	2,736	2	0	0	0	0	15,248	15	R6A		-	0	0	27723	27	0	0	0	0	0	12,475	12
	b	4846	85	4,883	R5		1.65	-	-	-	-	-																				
1107	a	4849	1	9,201	R4	C1-2	1	9,200	-	-	9,200	-	9,200	0	0	0	9,200	0	R5D	C1-4	7,821	0	0	18401.85	10	(1,379)	0	0	0	0	9,202	10
1108	a	4851	79	7,426	R4	C1-2	1	-	-	-	2,123	3	7,426	0	0	0	7,426	0	R5D	C1-4	6,312	0	0	14851.1	8	(1,114)	0	0	0	0	7,425	8
1109	a	4853	9	2,781	R5		1.65	-	-	-	1,303	1	0	0	0	0	14,484	13	R5D		-	0	0	17556	17	0	0	0	0	3,072	4	
	b	4853	11	5,997	R5		1.65	-	-	-	1,440	2																				
1110	a	4856	7	4,243	R5		1.65	-	-	-	1,696	1	0	0	0	0	13,434	13	R5D		-	0	0	16284	16	0	0	0	0	2,850	3	
	b	4856	13	3,899	R5		1.65	-	-	-	1,088	1																				
1111	a	4857	1	3,450	R5	C2-2	1.65	3,442	-	-	3,442	-	5,002	0	0	0	6,647	1	R5D	C2-4	-	0	0	11060	11	(5,002)	0	0	0	0	4,413	10
	b	4857	63	2,080	R5	C2-2	1.65	1,560	-	-	3,205	2																				
1112	a	4857	5	3,650	R5	C2-2	1.65	-	-	-	-	-	0	0	0	0	12,821	12	R5D	C2-4	7,905	0	0	7905	0	7,905	0	0	0	0	(4,916)	(12)
	b	4857	10	4,255	R5	C2-2	1.65	-	-	-	1,360	2																				
1113	a	4857	49	11,350	R5	C2-2	1.65	4,700	-	-	4,700	-	0	0	0	0	18,727	18	R5D	C2-4	7,416	0	0	21366.25	13	7,416	0	0	0	0	2,639	(5)
1114	a	4857	59	7,280	R5	C2-2	1.65	5,530	-	-	5,530	-	0	0	0	0	12,012	12	R5D	C2-4	7,280	0	0	7280	0	7,280	0	0	0	0	(4,732)	(12)
1115	a	4857	85	2,500	R5		1.65	-	-	-	2,280	2	7,436	0	0	0	9,716	2	R5D	C2-4	6,171	0	0	17351	11	(1,265)	0	0	0	0	7,635	9
	b	4857	89	8,100	R5		1.65	7,436	-	-	7,436	-																				
1116	a	4860	51	3,928	R4	C1-2	1.35	2,050	-	-	2,050	-	0	0	0	0	11,650	11	R5D	C1-4	6,220	0	0	17259.3	11	6,220	0	0	0	0	5,609	0
	b	4860	56	4,702	R4	C1-2	1.35	-	792	-	792	-																				
1117	a	4862	55	2,996	R4		1.35	2,973	-	-	2,973	-	0	0	0	0	3,023	2	R5D		-	0	0	11474	11	0	0	0	0	(50)	8,451	9
	b	4862	58	2,982	R4		1.35	-	50	-	50	-																				
1118	a	4865	44	6,401	R4		1.35	-	-	-	1,704	1	0	0	0	0	11,169	10	R5D		-	0	0	18152	18	0	0	0	0	0	6,983	8
	b	4865	47	2,735	R4		1.35	-	-	-	2,528	2																				
1119	a	4868	30	7,750	R4	C1-2	1.35	-	1,200	-	3,180	2	0	0	0	0	10,463	10	R5D	C1-4	5,313	0	0	15499.5	10	5,313	0	0	0	0	5,037	0

TABLE 2.A.2: POTENTIAL DEVELOPMENT SITE SUMMARY

Site Description				Existing Conditions								Future Without-Action Conditions							Future With-Action Conditions							Increment						
Site	Block	Lot	Lot Area (SF)	Existing Zoning	Existing Overlay	Maximum FAR	Comm'l SF+	Auto Rel., Storage & Other SF++	Office SF	Total SF	Total DU's	Comm'l SF+++	Office SF	Auto Rel., Storage & Other SF++	C Fac SF	Total SF	Total DU's	Prop. Zoning	Prop. Overlay	Comm'l SF+++	Office SF	Auto Rel., Storage & Other SF++	Total SF	Total DU's	Comm'l SF+++	Restaurant SF	Hotel SF	Office SF	Auto Rel., Storage & Other SF++	Total SF	Total DU's	
1120	a	4868	54	1,681	R4	C1-2	1.35	1,050	-	-	1,050	-	6,067	0	0	0	12,714	6	R5D	C1-4	6,067	0	0	17843.3	11	0	0	0	0	5,129	5	
	b	4868	55	7,882	R4	C1-2	1.35	3,375	-	-	3,375	-																				
1121	a	4868	62	5,070	R4	C1-2	1.35	5,070	-	-	5,070	-	5,070	0	0	0	5,070	0	R5D	C1-4	3,226	0	0	9315.75	6	(1,844)	0	0	0	0	4,246	6
1122	a	4872	1	10,925	R5	C1-2	1.25	-	-	-	-	9,286	0	0	0	0	13,655	4	R5D	C1-4	9,286	0	0	21849.25	12	0	0	0	0	0	8,194	8
1123	a	4872	75	6,136	R5	C1-2	1.25	-	-	-	-	4,210	0	0	0	0	7,669	3	R5D	C1-4	4,210	0	0	12271.05	8	0	0	0	0	0	4,602	5
1124	a	4874	1	21,900	R4		1.35	-	-	-	-	0	0	0	0	0	29,565	29	R5D		-	0	0	41954	41	0	0	0	0	0	12,389	12
1125	a	4877	1	32,250	R4		1.35	-	-	-	-	0	0	0	0	50,968	50	R5D		-	0	0	84971	84	0	0	0	0	0	34,003	34	
	b	4877	73	5,504	R4		1.35	-	-	-	1,808																					2
1126	a	4900	15	7,598	R5		1.65	-	-	-	736	1	0	0	0	0	12,537	12	R5D		-	0	0	12047	12	0	0	0	0	0	(490)	0
1127	a	4900	24	9,385	R5		1.65	-	-	-	2,800	2	0	0	0	0	15,485	15	R5D		-	0	0	15764	15	0	0	0	0	0	279	0
1128	a	4900	33	5,821	R5		1.65	-	-	-	4,106	3	0	0	0	0	9,605	9	R5D		-	0	0	8972	8	0	0	0	0	0	(633)	(1)
1129	a	4903	42	24,150	R5	C1-2	1.65	24,000	-	-	24,000	-	24,000	0	0	0	24,000	0	R5D	C1-4	20,528	0	0	48299.5	27	(3,473)	0	0	0	0	24,300	27
1130	a	4997	38	3,204	R5	C1-2	1.25	600	-	-	2,200	2	600	0	0	0	31,825	30	R6A	C2-4	18,312	0	0	78311.4	59	17,712	0	0	0	(400)	46,486	29
	b	4997	42	22,900	R5	C1-2	1.25	-	-	1,970	5,004	6,974																				
1131	a	5000	33	15,000	R4	C1-4	1.35	-	-	-	13,500	-	0	0	0	0	13,500	0	R5D	C1-4	12,750	0	0	30000	17	12,750	0	0	0	(13,500)	16,500	17
1132	a	5000	43	3,550	R4	C1-4	1.35	-	-	-	2,351	1	0	0	0	0	10,593	10	R5D	C1-4	6,006	0	0	17131.1	11	6,006	0	0	0	6,538	1	
	b	5000	42	5,016	R4	C1-4	1.35	-	-	-	1,828	3																				
Totals:				1,326,906				447,989	72,577	62,994	851,960	229	493,994	52,556	18,975	0	2,333,659	1,660			695,356	51,393	0	3,798,110	2,992	206,312	0	0	(1,163)	(45,223)	1,511,341	1,371

Source: DCP, 2010.
+ Excludes auto-related, storage, office, and other (non-categorizable) uses
++ Auto-related, storage, and other (non-categorizable) uses

Legend

-  Projected Development Site
-  Potential Development Site

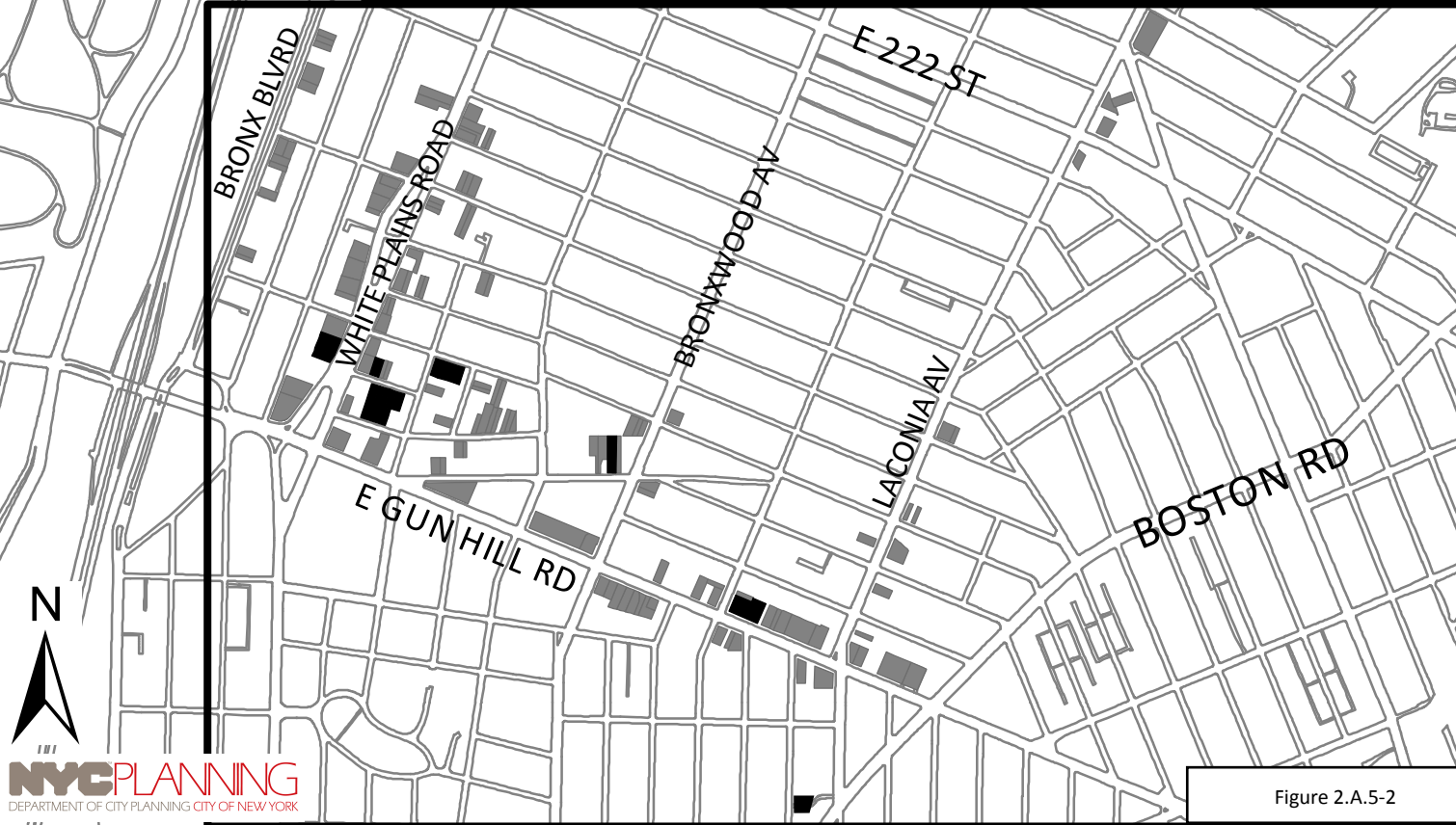


Figure 2.A.5-1 Development Site Key Inset 1

Williamsbridge/Baychester Rezoning / January 2011

Legend

- Projected Development Site
- Potential Development Site

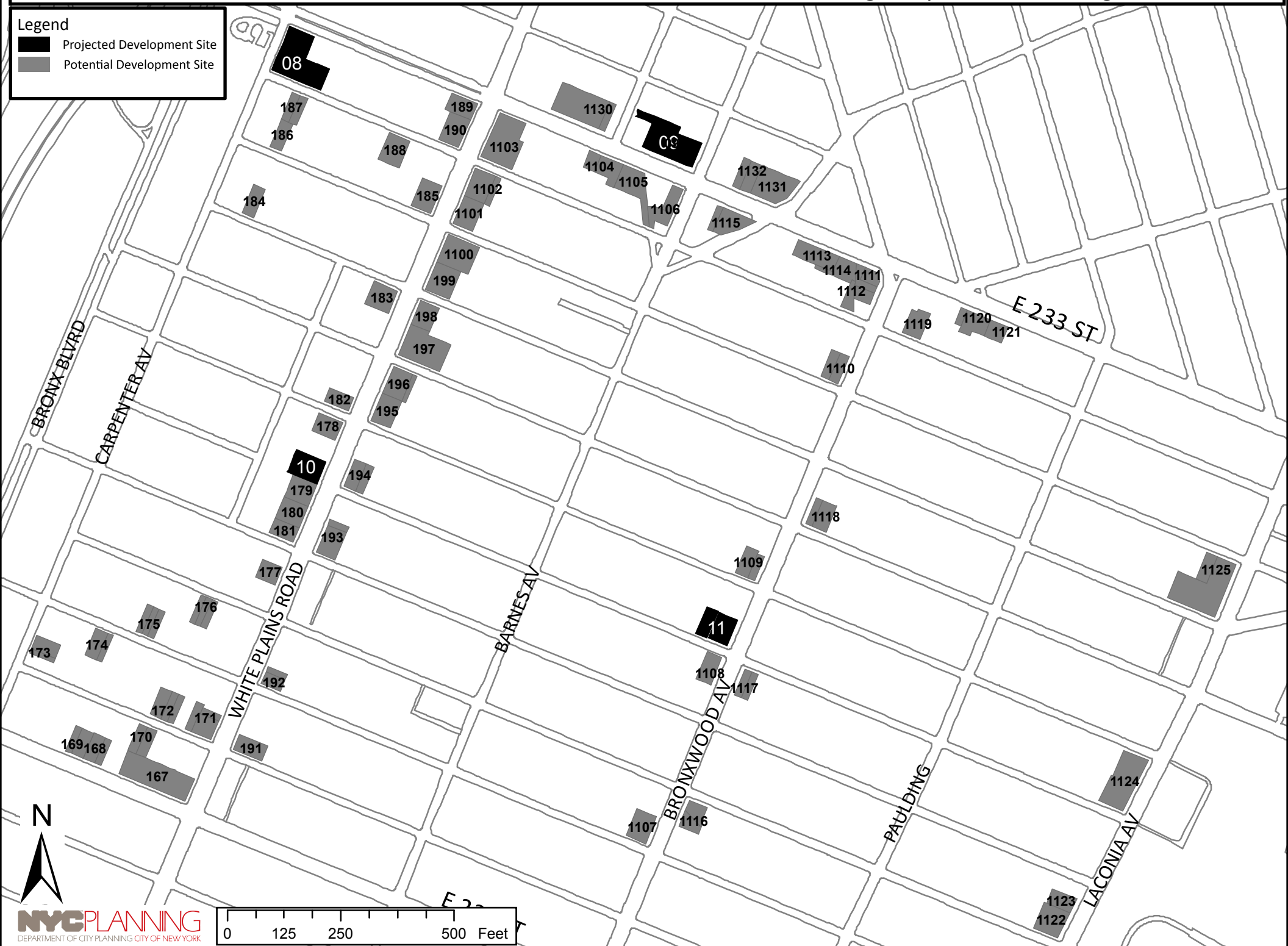
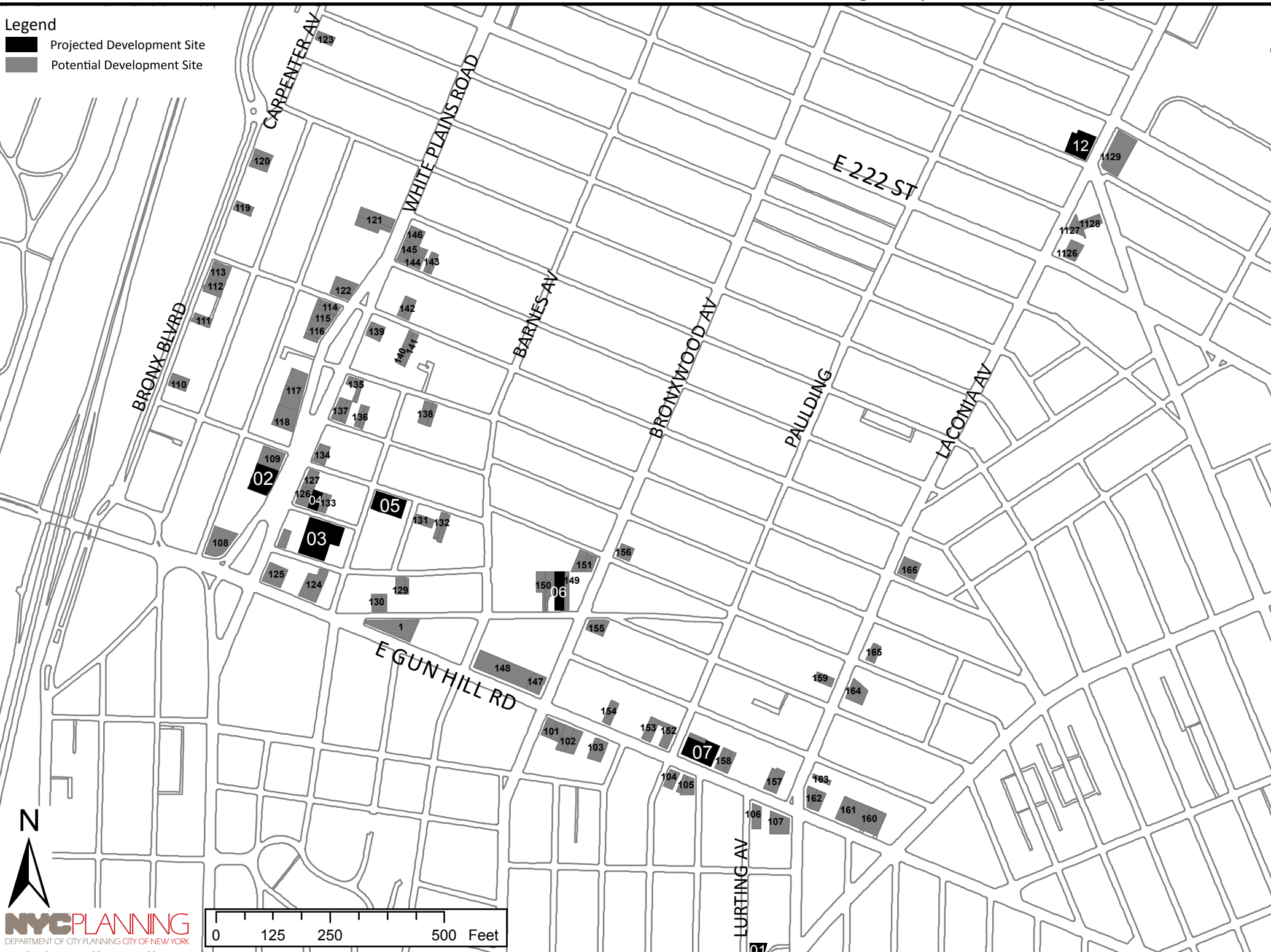


Figure 2.A.5-2 Development Site Key Inset 2

Legend

- Projected Development Site
- Potential Development Site



F. PROJECTED DEVELOPMENT SITES*Site 1**Block 4613, Lot 8**Lurting Avenue**Existing C8-1, Proposed R5*

Site 1 consists of a single tax lot of 6,563 sq ft. The site is currently vacant but is being used by the adjacent equipment rental business for storage. Under the current zoning, the site would be developed with 6,563 sq ft of restaurant and office uses. 11 at-grade parking spaces would accommodate the commercial uses.

Under the proposed zoning, Site 1 would be developed with a three story residential building totaling 8,205 sq ft and 8 dwelling units. An at-grade parking lot would contain 7 parking spaces accessory to the residential units.

*Site 2**Block 4643, Lots 43, 48**3545 White Plains Road**Existing C2-2/R6, Proposed C2-4/R7A*

Site 2 is an assemblage of 2 lots with a total of 16,850 sq ft. One lot consists of vacant (cleared) land and the other currently contains a surface parking lot. Under the current zoning, it would be developed with 27,608 sq ft of community facility uses and 47,593 sq ft of residential. Of the 68 total accessory parking spaces 33 and 35 would accommodate the residential and community facility uses respectively. 58 of the parking spaces would be below grade and 10 at-grade.

Under the proposed zoning, Site 2 would be developed with a mixed-use building containing one floor of community facility use at 13,804 sq ft and five floors and 53,956 sq ft of residential. The 53 dwelling units would be served by 17 parking spaces, 10 at-grade and 7 below grade.

*Site 3**Block 4657, Lots 42, 67, 69, 71, 72**718-20-22-28 East 212 Street**Existing R6, Proposed R7A*

Site 3 is an assemblage of five lots with two separate owners and a size of 35,006 sq ft. The site currently contains a storage container and three vacant lots. One lot is used as storage for a local carnival and miscellaneous parking. Under the current zoning, Site 3 would be developed with a large four story apartment building with 84 dwelling units and 85,065 sq ft. The development would contain 60 accessory parking spaces with 45 at-grade and 15 below grade.

Under the proposed zoning, Site 3 would be developed with a residential building containing 140,029 sq ft and 140 dwelling units. The development would contain 70 accessory parking spaces with 48 at-grade and 22 below grade.

*Site 4**Block 12516, Lot 45**709 E. 212th Street**Existing C2-2/R6, Proposed C2-4/R7A*

Site 4 is a single tax lot of 5,000 sq ft. The site is currently used as a commercial surface parking lot. Under the current zoning, Site 4 would be developed with a four story building consisting of ground floor retail at 3,400 sq ft and three floors of residential at 8,750 sq ft. 15 total parking spaces with 5 at-grade and 10 below grade would be accessory to the commercial and residential uses.

Under the proposed zoning, Site 4 would be developed with a mixed-use building containing 3,400 sq ft of ground floor retail and 16,600 sq ft of residential and 17 dwelling units. 8 total parking spaces with 5 at-grade and 3 below grade would be accessory to the commercial and residential uses.

*Site 5**Block 4660, Lots 19, 20, 25**Corner of E. 213th Street and Holland Avenue**Existing R6, Proposed R7A*

Site 5 consists of two three under common ownership with a total of 15,000 sq ft. All three lots are currently vacant. One lot has encumbering rock outcroppings. However, the size of the lot and the precedence on the same block where a much smaller lot cleared rock outcroppings for new development make it likely that the site would be developed in the next ten years. Under the current zoning, the site would be developed with a four story residential building of 36,450 sq ft and 36 dwelling units. 25 parking spaces, 19 at-grade and 6 below grade, would be accessory to the new residential building.

Under the proposed zoning, Site 5 would be developed with a seven story residential building containing 60,000 sq ft and 60 dwelling units. 30 parking spaces, 15 at-grade and 15 below grade, would be accessory to the new residential building.

*Site 6**Block 4671, Lot 4**839 Tilden Avenue**Existing R6, Proposed R6A*

Site 6 consists of a single tax lot totaling 10,513 sq ft. The site is currently used as a surface parking lot and commercial vehicle storage. Under the current zoning, the site would be developed with three story building containing 25 dwelling units and 25,547 sq ft. 18 parking spaces, 7 at-grade and 11 below grade, would be accessory to the new residential building.

Under the proposed zoning, Site 6 would be developed with a residential building containing 31,542 sq ft of retail and 31 dwelling units. 16 parking spaces, 15 at-grade and 1 below grade, would be accessory to the new residential building.

*Site 7**Block 4693, Lot 33**1015 E. Gun Hill Road**Existing R4-infill, Proposed R6A*

Site 7 is a single tax lot of 19,000 sq ft. The site currently contains a two story retail and office building, a one story garage, surface commercial vehicle storage, and a “storefront” house of worship. Under the current zoning, the site would be developed with a mixed-use building consisting of 8,075 sq ft of retail, 5,375 sq ft of restaurant use, 2,700 sq ft of office space and 9 dwelling units. 60 parking spaces (54 for commercial use and 6 for residential use), 24 at-grade and 36 below grade, would be accessory to the new development.

Under the proposed zoning, Site 7 would be developed with a mixed-use building containing 8,075 sq ft of retail and 8,075 sq ft of restaurant use and 40,850 sq ft of residential with 40 dwelling units. 36 parking spaces (16 spaces for commercial parking), 10 at-grade and 26 below grade, would be accessory to the new residential building.

*Site 8**Block 4835, Lots 36, 37, 39, 43, 45, 49**Carpenter Avenue between E. 233rd and E. 232nd Street**Existing R6, Proposed R6A*

Site 8 is an assemblage of six lots with two separate owners that total of 27,750 sq ft. The site currently contains a one one-story auto repair building and vacant land used for commercial vehicle and equipment storage. Under the current zoning, 23,457 sq ft of community facility and 69,310 sq ft of residential space would be developed. 25 parking spaces would serve the 67 dwelling units, while 29 spaces would serve the community facility. 14 of these spaces would be at-grade and 50 below grade.

Under the proposed zoning, Site 8 would be developed with 14,585 sq ft of community facility and 68,665 sq ft of residential housing and 68 dwelling units. 52 parking spaces (34 spaces residential accessory parking), 44 at-grade and 8 below grade, would be serve to the new building.

*Site 9**Block 4997, Lots 1, 2, 3, 6, 8**761-775 E. 233rd Street**Existing R5, Proposed C2-4/R6A*

Site 9 is an assemblage of five tax lots under single ownership that totals 29,452 sq ft. The site currently contains a vacant land with commercial vehicle storage and a two-dwelling unit detached house. Under the current zoning, the site would retain the two-family detached building and develop a 29,750 sq ft residential building with 29 dwelling units on the adjacent vacant land. In all, 30 parking spaces, 28 at-grade and 2 below grade, would be accessory to the residential.

Under the proposed zoning, Site 9 would be developed with a mixed-use building containing 10,000 sq ft of retail, 7,144 sq ft of restaurant use and 71,212 sq ft of residential with 71 dwelling units. 30 parking spaces, 28 at-grade and 2 below grade, would be accessory to the residential. 53 parking spaces (36 residential accessory spaces), 41 at-grade and 12 below grade, would serve the new development.

*Site 10**Block 4829, Lot 11**4027 White Plains Road**Existing C2-2/R5, Proposed C2-4/R6*

Site 10 is a single tax lot of 11,594 sq ft. The site currently contains a 2,865 sq ft Laundromat with accessory parking. Under the current zoning, this site would be developed with a mixed-use building of 8,278 sq ft of retail and 6,214 sq ft of residential and 6 dwelling units. 28 parking spaces would be ancillary to the retail use with 5 spaces serving the residential units (22 subterranean and 11 at-grade).

Under the proposed zoning, Site 10 would be developed with a mixed-use building containing 4,139 sq ft of retail and restaurant use each and 26,503 sq ft of residential with 26 dwelling units. 21 parking spaces would serve the commercial and residential uses with 11 being at-grade and 10 subterranean.

*Site 11**Block 4852, Lots 1, 6**4025 Bronxwood Avenue**Existing C1-2/ R4, Proposed C1-4/R5D*

Site 11 is a single tax lot of 14,852 sq ft. The site currently contains a funeral home and accessory parking. Under the current zoning, the site would retain its current use.

Under the proposed zoning, Site 11 would be developed with a mixed-use building containing 11,774 sq ft of retail and 17,929 sq ft of residential with 17 dwelling units. 23 parking spaces (11 residential accessory spaces) would serve the new development, with 10 being at-grade and 13 below grade.

*Site 12**Block 4, Lot 1**3957 Laconia Avenue**Existing C1-2/R5, Proposed C1-4/R5D*

Site 12 is a single tax lot of 12,350 sq ft. The lot currently contains an auto repair shop. Under the current zoning, the site would be developed with a mixed-use building containing 7,498 sq ft of retail, 3,000 sq ft of restaurant use, and 4,940 sq ft of residential with 4 dwelling units. 40 parking spaces (35 commercial accessory spaces) would serve the new development, with 6 being at-grade and 32 below grade.

Under the proposed zoning, Site 12 would be developed with a mixed-use building containing 10,498 square feet of retail and 14,202 sq ft of residential with 14 dwelling units. 19 parking spaces (10 commercial accessory spaces) would serve the new development, with 6 being at-grade and 13 below grade.

G. POTENTIAL DEVELOPMENT SITES

Site 101

Block 4635, Lots 22, 24

900-08 East Gun Hill Road

Existing C1-2/R5, Proposed C1-4/R6A

Site 101 consists of two tax lots totaling 10,000 sq ft. The lots currently contain retail services, office space and storage area. Under the current zoning, part of the site would retain its current use and the other would be developed with 2,850 sq ft of ground floor retail and 3,400 sq ft of residential. 13 parking spaces (11 commercial accessory spaces) would serve the new development, with 5 being at-grade and 8 below grade.

Under the proposed zoning, site 101 would be developed with a mixed-use building with 7,650 sq ft of retail space and 22 dwelling units. 19 parking spaces (8 commercial accessory spaces) would serve the new development, with 3 being at-grade and 16 below grade.

Site 102

Block 4635, Lots 26, 28

910-14 East Gun Hill Road

Existing C1-2/R4, Proposed C1-4/R6A

Site 102 consists of two tax lots totaling of 13,805 sq ft. The site currently contains a mixed-use building with one dwelling unit and 4,385 sq ft of retail and another 2,700 sq ft commercial retail building. Under the existing zoning, lot 26 would not change. Lot 28 would be developed with a commercial/office building containing 5,821 sq ft of local retail and 1,000 sq ft of office space. 23 parking spaces would be accessory to the commercial development, with 3 being at-grade and 20 below grade.

Under the proposed zoning, site 102 would be developed with a mixed-use building containing 31 dwelling units and 10,034 sq ft of retail. 26 parking spaces (10 commercial accessory spaces) would serve the new development, with 7 being at-grade and 19 below grade.

Site 103

Block 4635, Lots 34,133

934-38 East Gun Hill Road

Existing C1-2/RR4, Proposed C1-4/R6A

Site 103 consists of two tax lots with a total area of 8,700 sq ft. The site currently contains two single story commercial retail buildings. Under the existing zoning, the sites would retain their current uses.

Under the proposed zoning, site 103 would be developed with a mixed-use building containing 6,545 sq ft of local retail and 19 dwelling units. 17 parking spaces (7 commercial accessory spaces) would serve the new development, with 3 being at-grade and 14 below grade.

*Site 104**Block 4637, Lot 30**1000 East Gun Hill Road**Existing C1-2/R5, Proposed C1-4/R6A*

Site 104 consists of a single tax lot of 5,000 sq ft with a single story retail building. Under the existing zoning, the site would retain its current use.

Under the proposed zoning, site 104 would be developed with a building containing 10,000 sq ft of local retail. 10 commercial parking spaces would be provided in a subterranean garage.

*Site 105**Block 4637, Lots 34, 36**1008-1012 East Gun Hill Road**Existing C1-2/R5, Proposed C1-4/R6A*

Site 105 consists of two tax lots of 7,972 sq ft. The site currently contains two buildings with retail and office uses. Under the existing zoning, the site would be not change.

Under the proposed zoning, site 105 would be developed with a building containing 8,472 sq ft of local retail and 7,472 sq ft of office space. 16 parking spaces would serve the new development with 12 being at-grade and 4 below grade.

*Site 106**Block 4639, Lot 17**1076 East Gun Hill Road**Existing C8-1, Proposed C1-4/R6A*

Site 106 is a single tax lot of 6,411 sq ft. The site currently contains a single story industrial supply building. Under the existing zoning, the site would retain its current use.

Under the proposed zoning, site 106 would be developed with a two-story retail and office building containing 6,411 sq ft of ground floor retail and 6,411 sq ft of office space. 13 subterranean parking spaces would support the new development.

Site 107

Block 4643, Lot 26

1086 East Gun Hill Road

Existing C8-1, Proposed C1-4/R6A

Site 107 is a single tax lot of 10,430 sq ft. The site currently contains a warehouse and supply single story building. Under the existing zoning, the site would remain unchanged.

Under the proposed zoning, site 107 would be developed with a two story building containing 20,860 sq ft of local retail services. 21 commercial accessory spaces would be provided below grade.

Site 108

Block 4643, Lot 1

3509 White Plains Road

Existing C2-2/R6, Proposed C2-4/R7A

Site 108 is a single tax lot of 16,750 sq ft. The site currently contains 11,500 sq ft of local retail. Under the existing zoning, the site would be developed with a four-story development with ground floor retail and office space.

Under the proposed zoning, site 108 would be developed with a mixed-use building containing 14,238 sq ft of local retail and 52 dwelling units. 40 subterranean parking spaces (14 commercial accessory spaces) would serve the new development.

Site 109

Block 4643, Lot 37

3559 White Plains Road

Existing C2-2/R6, Proposed C2-4/R7A

Site 109 consists of a single tax lot with a total area of 12,100 sq ft. The site currently contains a laundromat with an accessory garage. Under the existing zoning, the site would retain its current use.

Under the proposed zoning, site 109 would be developed with an apartment building containing 38 dwelling units and 10,285 sq ft of ground floor retail. 29 subterranean parking spaces (10 commercial accessory spaces) would serve the new development.

Site 110

Block 4645, Lots 4, 6

3608-12 Bronx Boulevard

Existing R6, Proposed R6A

Site 110 consists of two tax lots with a total area of 7,508 sq ft. The site currently contains two residential buildings, each with two dwelling units. Under the existing zoning, the lots would retain their current uses.

Under the proposed zoning, site 110 would be developed with a residential building containing 22 dwelling units. 10 residential parking spaces would be provided in an at-grade parking lot with one space below grade.

Site 111

Block 4645, Lot 25

3648 Bronx Boulevard

Existing R6, Proposed R6A

Site 111 consists of a single tax lot of 5,017 sq ft. The site currently contains a two dwelling unit detached residential home. Under the existing zoning, the site would be developed with a four-story residential building containing 12 dwelling units. 6 at-grade residential accessory parking spaces would serve the new development.

Under the proposed zoning, site 111 would be developed with a five-story residential building containing 15 dwelling units. 7 at-grade parking spaces and one below grade would serve the new development.

Site 112

Block 4645, Lots 34, 36

3662-66 Bronx Boulevard

Existing R6, Proposed R6A

Site 112 consists of two tax lots with a total lot area of 7,500 sq ft. The site currently contains two residential buildings each with two dwelling units. Under the existing zoning, the site would be

developed with two four-story semi-detached buildings. 9 at grade accessory parking spaces would support the new development.

Under the proposed zoning, site 112 would be developed with a residential building containing 22 dwelling units. 10 residential parking spaces would be provided in an at-grade parking lot with one space below grade.

Site 113

Block 4645, Lot 39, 42

624-28 East 216th Street

Existing R6, Proposed R6A

Site 113 consists of two tax lots with a total lot area of 10,017 sq ft. The site currently contains two detached houses each with two dwelling units. Under the existing zoning, the site would be developed with two semi-detached buildings; one is three-stories and the other four-stories. 6 at grade and 6 below grade accessory parking spaces would support the new development.

Under the proposed zoning, site 112 would be developed with a residential building containing 30 dwelling units. 15 residential parking spaces would be provided with 8 in an at-grade parking lot and 7 below grade.

Site 114

Block 4647, Lot 43

3687 White Plains Road

Existing C2-2/R6, Proposed C2-4/R7A

Site 114 consists of a single tax lot of 5,340 sq ft. The site currently contains an industrial supply retailer and office space. Under the existing zoning, the site would be developed with a mixed-use building with 4,539 sq ft of ground floor retail and 10 dwelling units. 20 subterranean parking spaces (15 commercial accessory spaces) would serve the new development.

Under the proposed zoning, site 114 would be developed with a mixed-use building containing 5,340 sq ft of local retail space and 16 dwelling units. 10 subterranean parking spaces (5 commercial accessory spaces) would serve the new development.

Site 115

Block 4647, Lot 46

3677 White Plains Road

Existing C2-2/R6, Proposed C2-4/R7A

Site 115 consists of a single tax lot of 8,385 sq ft. The site currently contains local retail, office and storage space. Under the existing zoning, the site would be developed with a mixed-use building containing 5,971 sq ft of retail space and 19 dwelling units. 25 subterranean parking spaces and five at-grade spaces (20 commercial accessory spaces) would serve the new development.

Under the proposed zoning, site 115 would be developed with a mixed-use building containing 5,971 sq ft of local retail space and 27 dwelling units. 9 subterranean parking spaces and five at-grade spaces (6 commercial accessory spaces) would serve the new development.

Site 116

Block 4647, Lots 54, 55

3667-73 White Plains Road

Existing C2-2/R6, Proposed C2-4/R7A

Site 116 consists of two tax lots of 9,461 sq ft. The site currently contains a mixed-use building and a warehouse supply building. Under the existing zoning, the site would be developed with two semi-detached mixed-use buildings containing 21 dwelling units and 6,157 sq ft of local retail. 23 subterranean parking spaces and 8 at-grade spaces (20 commercial accessory spaces) would serve the new development.

Under the proposed zoning, site 116 would be developed with a mixed-use building containing 5,472 sq ft of local retail space and 11 dwelling units. 8 subterranean parking spaces and 7 at-grade spaces (6 commercial accessory spaces) would serve the new development.

Site 117

Block 4647, Lots 74, 79

3629 & 3639 White Plains Road

Existing C2-2/R6, Proposed C2-4/R7A

Site 117 consists of two tax lots with a total area of 19,913 sq ft. The site currently contains two mixed-use buildings with local retail, warehousing, office space and 6 dwelling units. Under the existing zoning, the site would be developed with two mixed-use buildings containing 5,922 and 7,456 sq ft of retail and 21 and 25 dwelling units, respectively. 55 subterranean and 14 at-grade spaces (45 commercial accessory spaces) would serve the new development.

Under the proposed zoning, site 117 would be developed with a mixed-use building containing 5,971 sq ft of local retail space and 66 dwelling units. 32 subterranean and 14 at-grade spaces (13 commercial accessory spaces) would serve the new development.

*Site 118**Block 4647, Lots 87, 90**3617-19 White Plains Road**Existing C2-2/R6, Proposed C2-4/R7A*

Site 118 consists of two tax lots with a total area of 12,293 sq ft. The site currently contains residential and office uses. Under the existing zoning, the site would be developed with two mixed-use buildings containing 6,747 and 1,958 sq ft of retail space and 21 and 6 dwelling units. 35 subterranean and 8 at-grade spaces (29 commercial accessory spaces) would serve the new development.

Under the proposed zoning, site 118 would be developed with a mixed-use building containing 8,431 sq ft of local retail space and 40 dwelling units. 20 subterranean and 8 at-grade spaces (8 commercial accessory spaces) would serve the new development.

*Site 119**Block 4649, Lot 13**3728 Bronx Boulevard**Existing R6, Proposed R6A*

Site 119 consists of a single tax lot with a lot area of 5,000 sq ft. The site currently contains a detached residential building with one dwelling unit. Under the existing zoning, the site would be developed with a four-story residential building containing 12 dwelling units with 6 accessory at-grade parking spaces.

Under the proposed zoning, site 119 would be developed with a five-story residential building containing 15 dwelling units with 7 at-grade and one below grade accessory parking spaces.

*Site 120**Block 4649, Lot 26, 28, 30**3756-58 Bronx Boulevard**Existing R6, Proposed R6A*

Site 120 consists of three tax lots with a total site area of 9,975 sq ft. The site currently contains vacant land and two residential buildings each with two dwelling units. Under the existing zoning, the site would be developed with three attached buildings each with 8 dwelling units and 4 at-grade parking spaces.

Under the proposed zoning, site 120 would be developed with a residential building containing 29 dwelling units. 15 residential parking spaces, 13 at-grade and 2 below, would be provided for the new development.

*Site 121**Block 4651, Lots 67, 70**3741-43 White Plains Road**Existing C2-2/R6, Proposed C2-4/R7A*

Site 121 consists of two tax lots with a total area of 17,653 sq ft. The site currently contains office, storage and warehousing space. Under the existing zoning, the site would be developed with two three-story buildings containing 23 and 19 dwelling units. 17 subterranean and 5 at-grade spaces would serve the new development.

Under the proposed zoning, site 121 would be developed with a mixed-use building containing 13,716 sq ft of local retail space and 56 dwelling units. 13 residential parking spaces would be provided at-grade and commercial parking would be waived. 37 subterranean and 5 at-grade parking spaces (14 commercial accessory spaces) would serve the new development.

*Site 122**Block 4651, Lot 91**3701 White Plains Road**Existing C2-2/R6, Proposed C2-4/R7A*

Site 122 consists of a single tax lot of 11,176 sq ft. The site currently contains a motel. Under the existing zoning, the site would be developed with a mixed-use building containing 9,500 sq ft of local retail space and 17 dwelling units. 44 subterranean parking spaces (32 commercial accessory spaces) would serve the new development.

Under the proposed zoning, site 122 would be developed with a mixed-use building containing a 9,500 sq ft of local retail and 35 dwelling units. 27 subterranean parking spaces (18 commercial accessory spaces) would serve the new development.

*Site 123**Block 4655, Lot 6**3836 Carpenter Avenue**Existing R6, Proposed R6A*

Site 123 consists of a single tax lot with a lot area of 5,250 sq ft. The site currently contains a detached single-family home. Under the existing zoning, the site would be developed with a four-story building with 12 dwelling units. 6 at-grade spaces would serve the new residences.

Under the proposed zoning, site 123 would be developed with a five-story residential building containing 15 dwelling units. 7 at-grade spaces and one below grade would serve the new residences.

Site 124

Block 4657, Lot 4

725 East Gun Hill Road

Existing R6, Proposed R7A

Site 124 consists of a single tax lot with a lot area of 14,350 sq ft. The site currently contains a funeral chapel. Under the existing zoning, the site would be developed as a four-story, 43 dwelling unit residence. 23 subterranean and 7 at-grade parking spaces would serve the new development.

Under the proposed zoning, site 124 would be developed with a six-story, 54 dwelling unit residence. 13 subterranean and 16 at-grade parking spaces would serve the new development.

Site 125

Block 4657, Lots 17

3500 White Plains Road

Existing C1-2/R6, Proposed C1-4/R7A

Site 125 consists of a single tax lot with a lot area of 10,000 sq ft. The site currently contains a few local retail stores. Under the existing zoning, the site would be developed as a mixed-use building containing 8,500 sq ft of retail and 21 dwelling units. 39 subterranean parking spaces (28 commercial accessory spaces) would serve the new development.

Under the proposed zoning, site 125 would be developed with a mixed-use building containing 8,500 sq ft of local retail space and 31 dwelling units. 18 subterranean parking spaces (9 commercial accessory spaces) would serve the new development.

Site 126

Block 4657, Lot 94

3560 White Plains Road

Existing C2-2/R6, Proposed C2-4/R7A

Site 126 consists of a single tax lot of 6,730 sq ft. The site currently contains local retail and general service stores and office space. Under the existing zoning, the site would retain its current use.

Under the proposed zoning, site 126 would be developed with a mixed-use building containing 4,675 sq ft of local retail space and 17 dwelling units. 12 subterranean parking spaces (6 commercial accessory spaces) would serve the new development.

Site 127

Block 4657, Lot 96

3584 White Plains Road

Existing C2-2/R6, Proposed C2-4/R7A

Site 127 consists of a single tax lot of 5,500 sq ft. The site currently contains a local retail and general service stores and office space. Under the existing zoning, the site would retain its current use.

Under the proposed zoning, site 127 would be developed with a mixed-use building containing 4,675 sq ft of local retail space and 17 dwelling units. 10 subterranean parking spaces (5 commercial accessory spaces) would serve the new development.

Site 128

Block 4658, Lot 1

763 East Gun Hill Road

Existing C1-2/R6, Proposed C1-4/R6A

Site 128 consists of a single tax lot with a lot area of 17,363 sq ft. The site currently contains a number of local and chain restaurants and retail stores. Under the existing zoning, the site would be developed with 14,759 sq ft ground floor retail and three floors of residential containing 37 dwelling units. 75 subterranean parking spaces (49 commercial accessory spaces) would serve the new development.

Under the proposed zoning, site 128 would be developed with a mixed-use building containing 14,759 sq ft of local retail space and 37 dwelling units. 34 subterranean parking spaces (15 commercial accessory spaces) would serve the new development.

Site 129

Block 4659, Lots 22, 25

754-58 East 211th Street

Existing R6, Proposed R6A

Site 129 consists of two tax lots with a total site area of 8,275 sq ft. The site currently contains two one- and two-family residences. Under the existing zoning, the site would be developed with two semi-detached residences, one four stories and the other three stories, containing 10 and 9 dwelling units, respectively. 10 parking spaces, 7 at-grade and 3 subterranean, would serve the new development.

Under the proposed zoning, site 129 would be developed with a residential building containing 24 dwelling units. 12 parking spaces, 11 at grade and 1 subterranean, would serve the new development.

Site 130

Block 4659, Lots 75, 78

721-25 Tilden Street

Existing R6, Proposed R6A

Site 130 consists of two tax lots totaling 7,690 sq ft. The site currently contains two residences that contain 5 and 4 dwelling units. Under the existing zoning, the site would be developed with two four-story semi-detached residences containing 11 and 7 dwelling units. 10 at-grade parking spaces would serve the new development.

Under the proposed zoning, site 130 would be developed with a six-story residential building containing 23 dwelling units. 12 at-grade parking spaces would serve the new development.

Site 131

Block 4660, Lots 47, 48

3560-62 Carlisle Place

Existing R6, Proposed R6A

Site 131 consists of two tax lots with a total area of 7,900 sq ft. The site currently contains two residences that contain 3 and 2 dwelling units. Under the existing zoning, the site would be developed with two four-story semi-detached residences containing 12 and 7 dwelling units. 9 at-grade and one below grade parking spaces would serve the new development.

Under the proposed zoning, site 131 would be developed with a five-story residential building containing 23 dwelling units. 11 at-grade and one below grade parking spaces would serve the new development.

Site 132

Block 4660, Lots 53, 54

762-64 East 213th Street

Existing R6, Proposed R6A

Site 132 consists of two tax lots totaling 7,750 sq ft. The site currently contains two residences that hold 5 and 2 dwelling units. Under the existing zoning, lot 54 with five dwelling units would remain unchanged.

Under the proposed zoning, site 132 would be developed with a four-story residential building containing 23 dwelling units. 6 at-grade and 6 below grade parking spaces would serve the new development.

Site 133

Block 4657, Lots 88, 89

713-15 East 212nd Street

Existing C2-2/R6, Proposed C2-4/R7A

Site 133 consists of two tax lots totaling 5,500 sq ft. The site currently contains two residences that each holds 2 dwelling units. Under the existing zoning, the site would be developed with two four-story semi-detached residences each containing 6 dwelling units. 6 at-grade parking spaces would serve the new development.

Under the proposed zoning, site 133 would be developed with a six-story residential building containing 20 dwelling units. 6 at-grade parking spaces would serve the new development.

Site 134

Block 4661, Lot 1

3600 White Plains Road

Existing C2-2/R6, Proposed C2-4/R7A

Site 134 is a single tax lot with a lot area of 6,160 sq ft. The site currently contains a single story retail building. Under the existing zoning, the site would be developed with a mixed-use building containing 5,236 sq ft of local retail space and 13 dwelling units. 24 subterranean parking spaces (17 commercial accessory spaces) would serve the new development.

Under the proposed zoning, site 134 would be developed with a mixed-use building containing 5,236 sq ft of local retail space and 19 dwelling units. 11 subterranean parking spaces (5 commercial accessory spaces) would serve the new development.

Site 135

Block 4662, Lot 6

3650 White Plains Road

Existing C2-2/R6, Proposed C2-4/R7A

Site 135 is a single tax lot with a lot area of 6,011 sq ft. The site currently contains a single story retail building. Under the existing zoning, the site would be developed with a mixed-use building containing

5,109 sq ft of local retail space and 12 dwelling units. 23 subterranean parking spaces (17 commercial accessory spaces) would serve the new development.

Under the proposed zoning, site 135 would be developed with a mixed-use building containing 5,109 sq ft of local retail space and 18 dwelling units. 10 subterranean parking spaces (5 commercial accessory spaces) would serve the new development.

Site 136

Block 4662, Lots 24, 25

713-15 East 214th Street

Existing C2-2/R6, Proposed R7A

Site 136 consists of two tax lots totaling 6,250 sq ft. The site currently contains vacant land and two-story two dwelling unit residence. Under the existing zoning, the site would retain its current use.

Under the proposed zoning, site 136 would be developed with a six-story residential building containing 25 dwelling units. Seven at grade and one below grade parking spaces would serve the new development.

Site 137

Block 4662, Lots 28, 30

707 East 214th Street and 3622 White Plains Road

Existing C2-2/R6, Proposed C2-4/R7A

Site 137 consists of two tax lots totaling 10,000 sq ft. The site currently contains three dwelling units, retail and office space between two buildings. Under the existing zoning, the site would be developed with a 9,500 sq ft of ground floor retail and 10,500 sq ft of office space. 65 subterranean and 2 at grade parking spaces would serve the new development.

Under the proposed zoning, site 137 would be developed with a mixed-use building containing 8,075 sq ft of local retail space and 31 dwelling units. 15 subterranean and two at grade parking spaces (8 commercial accessory spaces) would serve the new development.

Site 138

Block 4662, Lots 46, 48

744-46 East 215th Street

Existing R6, Proposed R7A

Site 138 consists of two tax lots totaling 9,375 sq ft. The site currently contains two residences with 3 and 2 dwelling units. Under the existing zoning, the site would be developed with a semi-detached four-story and three-story building containing 21 combined dwelling units. 8 at grade and 3 subterranean parking spaces would serve the new development.

Under the proposed zoning, site 138 would be developed with a six-story residential building containing 35 dwelling units. 10 at grade and one subterranean parking spaces would serve the new residence.

Site 139

Block 4663, Lots 10, 11, 12

3678-82 White Plains Road

Existing R6, Proposed R7A

Site 139 consists of three tax lots with a total site area of 6,574 sq ft. The site currently includes some local retail services and second story residences. Under the existing zoning, the site would be developed with a mixed-use building containing 4,221 sq ft of retail and 15 dwelling units. 6 at grade parking spaces would supplement 14 subterranean spaces to support the new development. 13 of these spaces would be commercial accessory parking.

Under the proposed zoning, site 139 would be developed with a mixed-use building containing 4,221 sq ft of local retail space and 22 dwelling units. 5 at grade parking spaces would supplement 6 subterranean spaces to support the new development. Four of these spaces would be commercial accessory parking.

Site 140

Block 4663, Lot 24

720 East 216th Street

Existing R6, Proposed R7A

Site 140 consists of a single tax lot with a lot area of 5,544 sq ft. The site currently contains a three-story residence with five dwelling units. Under the existing zoning, the site would be developed with a residential building containing 13 dwelling units. 4 at grade parking spaces would supplement 3 subterranean spaces to support the new development.

Under the proposed zoning, site 140 would be developed with a five-story building containing 22 dwelling units. 4 at grade parking spaces would supplement 3 subterranean spaces to support the new development

Site 141

*Block 4663, Lot 26
722 East 216th Street
Existing R6, Proposed R7A*

Site 141 consists of a single tax lot totaling 5,637 sq ft. The site currently contains a two-story residence with two dwelling units. Under the existing zoning, the site would be developed with a three-story, 13 dwelling unit residential building. 4 at grade parking spaces would supplement 3 subterranean spaces to support the new development.

Under the proposed zoning, site 141 would be developed with a five-story residential building containing 22 dwelling units. 7 at grade parking spaces would support the new development.

*Site 142
Block 4664, Lots 42, 44
711-15 East 216th Street
Existing C2-2/R6, Proposed C2-4/R7A*

Site 142 consists of two tax lots totaling 7,592 sq ft. The site currently contains two residences each only one dwelling unit. Under the existing zoning, the site would be developed with two four-story, 9 dwelling unit residential buildings. 10 at grade parking spaces would support the new development.

Under the proposed zoning, site 142 would be developed with a six-story residential building containing 30 dwelling units. 8 at grade and one subterranean parking spaces would support the new development.

*Site 143
Block 4665, Lots 42, 44
719-21 East 217th Street
Existing R6, Proposed R7A*

Site 143 consists of two tax lots totaling 5,220 sq ft. The site currently contains two two-story residences that each has 3 dwelling units. Under the existing zoning, the site would retain its current use.

Under the proposed zoning, site 143 would be developed with a six-story residential building containing 20 dwelling units. 6 at grade parking spaces would support the new development.

*Site 144
Block 4665, Lots 49, 52
3730-34 White Plains Road
Existing C2-2/R6, Proposed C2-2/R7A*

Site 144 consists of two tax lots totaling 8,656 sq ft. The site currently contains a single story retail building. Under the existing zoning, the site would be developed with a mixed-use building containing 7,086 sq ft of retail and 18 dwelling units. 32 subterranean and one at-grade parking spaces (23 commercial accessory spaces) would support the new development.

Under the proposed zoning, site 144 would be developed with a five-story mixed-use building containing 7,086 sq ft of local retail space and 27 dwelling units. 14 subterranean and one at-grade parking spaces (7 commercial accessory spaces) would support the new development.

Site 145

Block 4665, Lot 53

3736 White Plains Road

Existing C2-2/R6, Proposed C2-2/R7A

Site 145 consists of a single tax lot totaling 6,270 sq ft. The site currently contains a single story retail building. Under the existing zoning, the site would be developed with a mixed-use building containing 4,511 sq ft of local retail space and 6 dwelling units. 19 subterranean and 3 at-grade parking spaces (15 commercial accessory spaces) would support the new development.

Under the proposed zoning, site 145 would be developed with a mixed-use building containing 4,511 sq ft of local retail space and 20 dwelling units. 8 subterranean and 3 at-grade parking spaces (5 commercial accessory spaces) would support the new development.

Site 146

Block 4670, Lot 55

3738 White Plains Road

Existing C1-2/R6, Proposed C1-4/R6A

Site 146 consists of a single tax lot totaling 6,864 sq ft. The site currently contains a single story retail building. Under the existing zoning, the site would be developed with a mixed-use building containing 4,379 sq ft of local retail space and 16 dwelling units. 17 subterranean and 6 at-grade parking spaces (15 commercial accessory spaces) would support the new development.

Under the proposed zoning, site 146 would be developed with a mixed-use building containing 4,379 sq ft of local retail space and 23 dwelling units. 5 subterranean and 6 at-grade parking spaces (4 commercial accessory spaces) would support the new development.

Site 147

*Block 4670, Lot 2
3501 Bronxwood Avenue
Existing C1-2/R6, Proposed C1-4/R6A*

Site 147 consists of a single tax lot totaling 7,835 sq ft. The site currently contains a single story retail building. Under the existing zoning, the site would be developed with a mixed-use building containing 5,470 sq ft of local retail space and 18 dwelling units. 22 subterranean and 5 at-grade parking spaces (18 commercial accessory spaces) would support the new development.

Under the proposed zoning, site 147 would be developed with a mixed-use building containing 5,470 sq ft of local retail space and 18 dwelling units. 9 subterranean and 9 at-grade parking spaces (5 commercial accessory spaces) would support the new development.

*Site 148
Block 4670, Lot 5
801 East Gun Hill Road
Existing C1-2/R6, Proposed C1-4/R6A*

Site 148 consists of a single tax lot totaling 31,400 sq ft. The site currently contains a single story retail building. Under the existing zoning, the site would be developed with a mixed-use building containing 4,379 sq ft of local retail space and 16 dwelling units. 136 subterranean parking spaces (89 commercial accessory spaces) would support the new development.

Under the proposed zoning, site 148 would be developed with a mixed-use building containing 4,379 sq ft of local retail space and 23 dwelling units. 61 subterranean parking spaces (27 commercial accessory spaces) would support the new development.

*Site 149
Block 4665, Lot 55
841 Tilden Street
Existing R6, Proposed R6A*

Site 149 consists of a single tax lot totaling 5,265 sq ft. The site currently contains a single story retail building. Under the existing zoning, the site would be developed with a residential building containing 12 dwelling units. 3 subterranean and 3 at-grade parking spaces would support the new development.

Under the proposed zoning, site 149 would be developed with a residential building containing 15 dwelling units. 4 subterranean and 4 at-grade parking spaces would support the new development.

*Site 150**Block 4671, Lots 9, 10**831-35 Tilden Street**Existing R6, Proposed R6A*

Site 150 consists of two tax lots totaling 14,978 sq ft. The site currently contains a detached residential building of three dwelling units and private truck parking space. Under the existing zoning, the site would be developed with two three-story semi-detached residences containing 36 dwelling units between them. 10 subterranean and 9 at-grade parking spaces would serve the new development.

Under the proposed zoning, site 150 would be developed with a four-story residential building containing 44 dwelling units. 12 at-grade and 10 subterranean parking spaces would serve the new development.

*Site 151**Block 4671, Lots 64, 66, 67**856-62 East 213th Street**Existing R6, Proposed R6A*

Site 151 consists of three tax lots with a total area of 11,165 sq ft. The site currently contains two residences, some retail and storage space. Under the existing zoning, the site would be developed with a residential building containing 26 dwelling. 12 at-grade and 2 below grade parking spaces would serve the new development.

Under the proposed zoning, site 151 would be developed with a four-story residential building containing 33 dwelling units. 9 at-grade and 8 below grade parking spaces would serve the new development.

*Site 152**Block 4681, Lots 1, 72**967 East Gun Hill Road and 3511 Paulding Avenue**Existing C1-2/R4, Proposed C1-4/R6A*

Site 152 consists of two tax lots totaling 7,500 sq ft. The site currently contains a two-story residence and office building. Under the existing zoning, the residence would remain unchanged while the office building would be developed with a one-story commercial building with 5,000 sq ft of local retail space. The commercial would have 17 subterranean accessory parking spaces.

Under the proposed zoning, site 152 would be developed with a four-story mixed-use building containing 5,950 sq ft of retail and 16 dwelling units. 2 at grade and 12 below grade parking spaces (6 commercial accessory spaces) would serve the new development.

Site 153

Block 4681, Lot 7

957 East Gun Hill Road

Existing C1-2/R4, Proposed C1-4/R6A

Site 153 consists of a single tax lot totaling 6,250 sq ft. The site currently contains local retail and office space. Under the existing zoning, the site would remain unchanged.

Under the proposed zoning, site 153 would be developed with a commercial retail building of 4,167 sq ft of retail and 8,333 sq ft of office space. 6 subterranean and 7 at grade parking spaces would serve the new development.

Site 154

Block 4681, Lot 20

937 East Gun Hill Road

Existing C1-2/R4, Proposed C1-4/R6A

Site 154 consists of a single tax lot with a lot area of 5,625 sq ft. The site currently contains a mixed-use building with 5 dwelling units. Under the existing zoning, the site would remain unchanged.

Under the proposed zoning, site 154 would be developed with a three-story commercial building with 3,750 sq ft of retail and 7,500 sq ft of office space. 6 at grade and 5 subterranean parking spaces would serve the new residence.

Site 155

Block 4682, Lots 39, 41

3540-42 Bronxwood Avenue

Existing R4, Proposed R5D

Site 155 consists of two tax lots with a total site area of 7,924 sq ft. The site currently contains two residential buildings with 2 dwellings each. Under the existing zoning, the site would remain unchanged.

Under the proposed zoning, site 155 would be developed with a three-story residential building with 15 dwelling units. 9 at grade and 1 subterranean parking spaces would serve the new residence.

*Site 156**Block 4684, Lot 32**3600 Bronxwood Avenue**Existing R4, Proposed R5D*

Site 156 consists of a single tax lot with a lot area of 5,606 sq ft. The site currently contains a single-story local retail building. Under the existing zoning, the site would be developed with a residential building containing 7 dwelling units. 7 subterranean spaces would support the new development.

Under the proposed zoning, site 156 would be developed with a two-story building containing 11 dwelling units. 7 subterranean spaces would support the new development

*Site 157**Block 4693, Lot 4**1051 East Gun Hill Road**Existing C1-2/R4, Proposed C1-4/R6A*

Site 157 consists of a single tax lot with a lot area of 9,500 sq ft. The site currently contains a single-story retail building. Under the existing zoning, the site would be developed with a two-story mixed-use building containing 6,800 sq ft of retail and 6 dwelling units. 24 subterranean and 5 at-grade parking spaces (23 commercial accessory spaces) would support the new development.

Under the proposed zoning, site 157 would be developed with a mixed-use building containing 6,800 sq ft of retail and 21 dwelling units. 13 subterranean and 5 at-grade parking spaces (7 commercial accessory spaces) would support the new development.

*Site 158**Block 4693, Lots 20, 21**1021-25 East Gun Hill Road**Existing C1-2/R4, Proposed C1-4/R6A*

Site 158 consists of two tax lots totaling 9,000 sq ft. The site currently contains two residences each with two dwelling units and some storage space. Under the existing zoning, lot 20 would remain unchanged while lot 21 would be developed with a mixed-use building. This building would contain 4,250 sq ft of retail and 3 dwelling units. 14 subterranean and 6 at-grade parking spaces (14 commercial accessory spaces) would support the new development.

Under the proposed zoning, site 158 would be developed with a five-story mixed-use building containing 6,375 sq ft of retail and 20 dwelling units. 5 at grade and 11 subterranean parking spaces (6 commercial accessory spaces) would support the new development.

Site 159

Block 4695, Lots 70

3573 Laconia Avenue

Existing R4, Proposed R5D

Site 159 consists of a single tax lot with a lot area of 5,008 sq ft. The site currently contains a small one dwelling unit residence. Under the existing zoning, the site would be developed with a two-story, 6 dwelling unit residence. 5 at grade and 1 subterranean parking spaces would support the new development.

Under the proposed zoning, site 159 would be developed with a three-story residential building containing 10 dwelling units. 6 at grade and 1 subterranean parking spaces would support the new development.

Site 160

Block 4705, Lot 5

1125 East Gun Hill Road

Existing C1-2/R5, Proposed C1-4/R6A

Site 160 consists of a single tax lot with a lot area of 13,000 sq ft. The site currently contains a single story retail building. Under the existing zoning, the site would be developed with a two-story residential building containing 16 dwelling units. 4 subterranean and 10 at-grade parking spaces would support the new development.

Under the proposed zoning, site 160 would be developed with a three-story commercial building containing 17,333 sq ft of retail and 8,667 sq ft of office space. 14 subterranean and 12 at-grade parking spaces would support the new development.

Site 161

Block 4705, Lot 11

1119 East Gun Hill Road

Existing C1-2/R5, Proposed C1-4/R6A

Site 161 consists of a single tax lot with a lot area of 19,500 sq ft. The site currently contains a two-story motel. Under the existing zoning, the site would retain its current use.

Under the proposed zoning, site 161 would be developed with a mixed-use building containing 14,025 sq ft of local retail space and 44 dwelling units. 26 subterranean and 10 at-grade parking spaces (14 commercial accessory spaces) would support the new development.

Site 162

Block 4705, Lots 26, 29

1103 East Gun Hill Road and 3500 Laconia Avenue

Existing C1-2/R5, Proposed C1-4/R6A

Site 162 consists of two tax lots totaling 9,013sq ft. The site currently contains a three-story and one-story building with two dwelling units and ground floor retail. Under the existing zoning, the site would retain its current use.

Under the proposed zoning, site 162 would be developed with a mixed-use building containing 4,379 sq ft of local retail space and 23 dwelling units. 14 subterranean and 3 at-grade parking spaces (7 commercial accessory spaces) would support the new development.

Site 163

Block 4705, Lots 32, 33

3514-16 Laconia Avenue

Existing R5, Proposed R5D

Site 163 consists of two tax lots totaling 5,000 sq ft. The site currently contains a single story residence with one dwelling unit and vacant land. Under the existing zoning, the site would retain its current use.

Under the proposed zoning, site 163 would be developed with a residential building containing 10 dwelling units. One subterranean and 6 at-grade parking spaces would support the new development.

Site 164

Block 4707, Lot 43

3574 Laconia Avenue

Existing R5, Proposed R5D

Site 164 consists of a single tax lot totaling 10,125 sq ft. The site currently contains a three-story, three dwelling unit residential building. Under the existing zoning, the site would be developed with larger three-story residential building containing 16 dwelling units. 14 at-grade parking spaces would support the new development.

Under the proposed zoning, site 164 would be developed with a residential building containing 20 dwelling units. 13 at-grade parking spaces would support the new development.

Site 165

Block 4708, Lots 38, 39

1103 East 213th Street

Existing R5, Proposed R5D

Site 165 consists of two tax lots totaling 7,267 sq ft. The site currently contains vacant land and two-story, two dwelling unit residence. Under the existing zoning, the site would retain its current use.

Under the proposed zoning, site 165 would be developed with a three-story residential building containing 14 dwelling units. One subterranean and 8 at-grade parking spaces would support the new development.

Site 166

Block 4710, Lots 10, 13

1109 East 213th Street

Existing R5, Proposed R5D

Site 166 consists of two tax lots totaling 9,271 sq ft. The site currently contains two residential buildings with a combined 3 dwelling units. Under the existing zoning, the site would be developed with two residential buildings, semi-detached containing 14 dwelling units. 5 subterranean and 7 at-grade parking spaces would support the new development.

Under the proposed zoning, site 166 would be developed with a residential building containing 18 dwelling units. 10 at-grade and 2 subterranean parking spaces would serve the new development.

Site 167

Block 4824, Lot 7

3901 White Plains Road

Existing C2-2/R6/R5, Proposed C2-4/R6/R6A

Site 167 consists of a single tax lot of 24,651 sq ft. The site currently contains retail chain store and surface accessory parking and office space. Under the existing zoning, the site would retain its current use. 42 subterranean and 9 at-grade parking spaces would support the new development.

Under the proposed zoning, site 167 would be developed with a mixed-use building containing 19,457

sq ft of retail and 54 dwelling units. 6 at-grade and 40 subterranean parking spaces (19 commercial accessory spaces) would serve the new development.

Site 168

Block 4824, Lots 25, 26

657-59 East 222nd Street

Existing R6, Proposed R6A

Site 168 consists of two tax lots totaling 7,750 sq ft. The site currently contains a surface parking lot and residential building with 2 dwelling units. Under the existing zoning, the site would be developed with a residential building containing 22 dwelling units. Two subterranean and 10 at-grade parking spaces would support the new development.

Under the proposed zoning, site 168 would be developed with a five-story residential building containing 22 dwelling units. 3 subterranean and 8 at-grade parking spaces would support the new development.

Site 169

Block 4824, Lots 29, 31

649-51 East 222nd Street

Existing R6, Proposed R6A

Site 169 consists of two tax lots with a total site area of 7,535 sq ft. The site currently contains two residential buildings with a combined 6 dwelling units. Under the existing zoning, the site would be developed with a residential building containing 22 dwelling units. Two subterranean and 10 at-grade parking spaces would support the new development.

Under the proposed zoning, site 169 would be developed with a five-story residential building containing 22 dwelling units. 3 subterranean and 8 at-grade parking spaces would support the new development.

Site 170

Block 4824, Lots 73, 75

672-76 East 223rd Street

Existing R6, Proposed R6A

Site 170 consists of two tax lots totaling 7,690 sq ft. The site currently contains two residential buildings with a combined 7 dwelling units. Under the existing zoning, the site would be developed with a residential building containing 20 dwelling units. Two subterranean and 8 at-grade parking spaces would support the new development.

Under the proposed zoning, site 170 would be developed with a five-story residential building containing 18 dwelling units. 6 subterranean and 7 at-grade parking spaces would support the new development.

Site 171

Block 4825, Lots 7, 9, 12

3925-35 White Plains Road and 689 East 223rd Street

Existing C2-2/R6, Proposed C2-4/R6

Site 171 consists of three tax lots with a total area of 10,989 sq ft. The site currently contains a residence with two dwelling units above ground floor retail and some office space. Under the existing zoning, the site would retain its current use.

Under the proposed zoning, site 171 would be developed with a mixed-use building containing 8,491 sq ft of retail and 24 dwelling units. 17 subterranean and 3 at-grade parking spaces would support the new development.

Site 172

Block 4825, Lots 17, 19, 20

675-83 East 223rd Street

Existing R6, Proposed R6A

Site 172 consists of three tax lots totaling 11,425 sq ft. The site currently contains three residential buildings with a combined 8 dwelling units. Under the existing zoning, lot 17 would remain unchanged while lots 19 and 20 would be developed with a residential building containing 19 dwelling units. 12 at-grade parking spaces would serve the new development.

Under the proposed zoning, site 172 would be developed with a five-story residential building containing 34 dwelling units. 2 subterranean and 15 at-grade parking spaces would support the new development.

Site 173

Block 4825, Lots 47, 48

3928-30 Carpenter Avenue

Existing R6, Proposed R6A

Site 173 consists of two tax lots totaling 7,625 sq ft. The site currently contains two residential buildings with a combined 3 dwelling units. Under the existing zoning, the site would be developed with a residential building containing 18 dwelling units. 10 at-grade parking spaces would serve the new development.

Under the proposed zoning, site 173 would be developed with a five-story residential building containing 22 dwelling units. One subterranean and 10 at-grade parking spaces would support the new development.

*Site 174**Block 4825, Lots 63, 66**642-46 East 224th Street**Existing R6, Proposed R6A*

Site 174 consists of two tax lots totaling 8,569 sq ft. The site currently contains two residential buildings with a combined 3 dwelling units. Under the existing zoning, the site would be developed with a residential building containing 19 dwelling units. 10 at-grade parking spaces would serve the new development.

Under the proposed zoning, site 174 would be developed with a five-story residential building containing 25 dwelling units. Two subterranean and 11 at-grade parking spaces would support the new development.

*Site 175**Block 4826, Lots 26, 27, 28**655-61 East 224th Street**Existing R6, Proposed R6A*

Site 175 consists of three tax lots totaling 8,560 sq ft. The site currently contains two residential buildings with a combined 3 dwelling units. Under the existing zoning, the site would be developed with a residential building containing 18 dwelling units. 9 at-grade parking spaces would serve the new development.

Under the proposed zoning, site 175 would be developed with a five-story residential building containing 25 dwelling units. Two subterranean and 11 at-grade parking spaces would support the new development.

*Site 176**Block 4826, Lots 77, 79, 80**670-74 East 224th Street**Existing R6, Proposed R6A*

Site 176 consists of three tax lots totaling 8,580 sq ft. The site currently contains two residential buildings with a combined 4 dwelling units. Under the existing zoning, the site would be developed with a residential building containing 18 dwelling units. 9 at-grade parking spaces would serve the new development.

Under the proposed zoning, site 176 would be developed with a five-story residential building containing 25 dwelling units. Two subterranean and 11 at-grade parking spaces would support the new development.

*Site 177**Block 4827, Lot 3**3985 White Plains Road**Existing C1-2/R5, Proposed C1-4/R6*

Site 177 consists of a single tax lot totaling 5,980 sq ft. The site currently contains a one-story commercial retail building of 4,200 sf. Under the existing zoning, the site would remain unchanged.

Under the proposed zoning, site 177 would be developed with a mixed-use building containing 3,812 sq ft of local retail space and 14 dwelling units. 6 subterranean and 5 at grade parking spaces (4 commercial accessory spaces) would serve the new development.

*Site 178**Block 4829, Lot 1**4049 White Plains Road**Existing C2-2/R5, Proposed C2-4/R6*

Site 178 consists of a single tax lot 7,558 sq ft. The site currently contains a one-story commercial retail building of 6,284 sf. Under the existing zoning, the site would remain unchanged.

Under the proposed zoning, site 178 would be developed with a mixed-use building containing 6,424 sq ft of local retail space and 16 dwelling units. 14 subterranean parking spaces (6 commercial accessory spaces) would serve the new residence.

Site 179

*Block 4829, Lot 16
4021 White Plains Road
Existing C2-2/R5, Proposed C2-4/R6*

Site 179 consists of a single tax lot 9,294 sq ft. The site currently contains a two-story funeral home that totals 7,446 sf. Under the existing zoning, the site would remain unchanged.

Under the proposed zoning, site 179 would be developed with a three story commercial building containing 18,588 sq ft of retail space. 13 subterranean and 6 at grade parking spaces would serve the new development.

*Site 180
Block 4829, Lot 21
4009 White Plains Road
Existing C2-2/R5, Proposed C2-4/R6*

Site 180 consists of a single tax lot with a lot area of 9,295 sq ft. The site currently contains a one-story retail building. Under the existing zoning, the site would remain unchanged.

Under the proposed zoning, site 180 would be developed with a mixed-use building containing 6,324 sq ft of local retail space and 21 dwelling units. 11 subterranean and 6 at grade parking spaces (6 commercial accessory spaces) would serve the new development.

*Site 181
Block 4829, Lot 26
4001 White Plains Road
Existing C2-2/R5, Proposed C2-4/R6*

Site 181 consists of a single tax lot with a lot area of 5,975 sq ft. The site currently contains a one-story retail building. Under the existing zoning, the site would remain unchanged.

Under the proposed zoning, site 181 would be developed with a three story commercial building containing 11,950 sq ft of retail space. 8 subterranean and 4 at grade parking spaces would serve the new development.

*Site 182
Block 4829, Lot 11
4057 White Plains Road
Existing C2-2/R5, Proposed C2-4/R6*

Site 182 consists of a single tax lot with a lot area of 5,625 sq ft. The site currently contains a one-story retail building. Under the existing zoning, the site would remain unchanged.

Under the proposed zoning, site 182 would be developed with a mixed-use building containing 3,825 sq ft of local retail space and 13 dwelling units. 7 subterranean and 4 at grade parking spaces (4 commercial accessory spaces) would serve the new development.

Site 183

Block 4832, Lot 1

4115 White Plains Road

Existing C2-2/5, Proposed C2-4/R6

Site 183 consists of a single tax lot with a lot area of 9,296 sq ft. The site currently contains a one-story office building. Under the existing zoning, the site would remain unchanged.

Under the proposed zoning, site 183 would be developed with a mixed-use building containing 7,902 sq ft of local retail space and 19 dwelling units. 18 subterranean (8 commercial accessory spaces) would serve the new development.

Site 184

Block 4833, Lot 41

633 East 220th Street

Existing R6, Proposed R6A

Site 184 consists of a single tax lot with a lot area of 5,733 sq ft. The site currently contains a two-story residential building with three dwelling units. Under the existing zoning, the site would be developed with a four-story residential building containing 14 dwelling units. 7 at-grade parking spaces would support the new development.

Under the proposed zoning, site 184 would be developed with a four-story residential building containing 16 dwelling units. 3 subterranean and 5 at-grade parking spaces would support the new development.

Site 185

Block 4834, Lot 7

4151 White Plains Road

Existing C1-2/R5, Proposed C1-4/R6

Site 185 consists of a single tax lot with a lot area of 9,189 sq ft. The site currently contains a single story pharmacy. Under the existing zoning, the site would remain unchanged.

Under the proposed zoning, site 185 would be developed with a mixed-use building containing 7,811 sq ft of local retail space and 19 dwelling units. 18 subterranean parking spaces (8 commercial accessory spaces) would support the new development.

Site 186

Block 4834, Lot 40

633 East 231st Street

Existing R6, Proposed R6A

Site 186 consists of a single tax lot with a lot area of 5,733 sq ft. The site currently contains a two-story residential building. Under the existing zoning, the site would be developed with a four-story residential building containing 13 dwelling units. 7 at-grade parking spaces would support the new development.

Under the proposed zoning, site 186 would be developed with a four-story residential building containing 16 dwelling units. 3 subterranean and 5 at-grade parking spaces would support the new development.

Site 187

Block 4834, Lots 58, 60

634-66 East 232nd Street

Existing R6, Proposed R6A

Site 187 consists of two tax lots totaling 7,626 sq ft. The site currently contains two two-story residential buildings, each with two dwelling units. Under the existing zoning, the site would be developed with two semi-detached buildings containing 9 dwelling units. 5 at-grade parking spaces each would support the new development.

Under the proposed zoning, site 187 would be developed with a residential building containing 22 dwelling units. 4 subterranean and 7 at-grade parking spaces would support the new development.

Site 188

Block 4834, Lot 82

678 East 232nd Street

Existing R6, Proposed R6A

Site 188 consists of a single tax lot with a lot area of 10,320 sq ft. The site currently contains a two-story residential building with two dwelling units. Under the existing zoning, the site would be developed with a residential building containing 25 dwelling units. 4 subterranean and 14 at-grade parking spaces would support the new development.

Under the proposed zoning, site 188 would be developed with a residential building containing 30 dwelling units. 6 subterranean and 9 at-grade parking spaces would support the new development.

Site 189

Block 4835, Lot 1

4189 White Plains Road

Existing C1-2/R5, Proposed C1-4/R6

Site 189 consists of a single tax lot with a lot area of 6,817 sq ft. The site currently contains a three-story mixed-use building with two dwelling units and 3,120 sf of retail space. Under the existing zoning, the site would retain its current composition.

Under the proposed zoning, site 189 would be developed with a mixed-use building containing 5,794 sf of retail and 14 dwelling units. 13 subterranean (6 commercial accessory spaces) would serve the new development.

Site 190

Block 4835, Lot 6

4171 White Plains Road

Existing C1-2/R5, Proposed C1-4/R6

Site 190 consists of a single tax lot with a lot area of 9,188 sq ft. The site currently contains a single story retail building. Under the existing zoning, the site would retain its current composition.

Under the proposed zoning, site 190 would be developed with a mixed-use building containing 7,810 sf of retail and 19 dwelling units. 13 subterranean (8 commercial accessory spaces) would serve the new development.

Site 191

Block 4837, Lots 41

3926 White Plains Road

Existing C2-2/R5, Proposed C2-4/R6

Site 191 consists of a single tax lot with a lot area of 7,125 sq ft. The site currently contains a single story retail building. Under the existing zoning, the site would be developed with a two-story mixed-use building containing 6,056 sf of retail and 5 dwelling units. 24 below grade parking spaces (20 commercial accessory spaces) would serve the new development.

Under the proposed zoning, site 191 would be developed with a three-story residential building containing 21 dwelling units. 11 below grade parking spaces would serve the new development.

Site 192

Block 4838, Lots 44, 47

3950-56 White Plains Road

Existing C1-2/R5, Proposed C1-4/R6

Site 192 consists of two tax lots totaling 5,785 sq ft. The site currently contains a retail space and two residential dwelling units. Under the existing zoning, the site would retain its current composition.

Under the proposed zoning, site 192 would be developed with a four-story mixed-use building containing 4,545 sq ft of retail and 12 dwelling units. 1 at grade and 10 below grade parking spaces (5 commercial accessory spaces) would serve the new development.

Site 193

Block 4840, Lots 42, 48

4000-12 White Plains Road

Existing C2-2/R5, Proposed C2-4/R6

Site 193 consists of two tax lots totaling 11,191 sq ft. The site currently contains two one-story local retail buildings. Under the existing zoning, the site would be developed with two mixed-used buildings totaling 9,087 sq ft of retail and 9 dwelling units. 2 at grade and 36 below grade parking spaces (30 commercial accessory spaces) would serve the new development.

Under the proposed zoning, site 193 would be developed with a four-story mixed-use building containing 9,087 sq ft of retail and 24 dwelling units. 2 subterranean and 19 at grade parking spaces (9 commercial accessory spaces) would serve the new development.

Site 194

Block 4841, Lots 43, 44

705 East 227th Street and 4028 White Plains Road

Existing C2-2/R5, Proposed C2-4/R6

Site 194 consists of two tax lots totaling 9,143 sq ft. The site currently contains a one-story retail building and a one-unit residential building. Under the existing zoning, the site would be developed with two mixed-used buildings totaling 7,255 sq ft of retail and 7 dwelling units. 2 at grade and 27 below grade parking spaces (24 commercial accessory spaces) would serve the new development.

Under the proposed zoning, site 194 would be developed with a four-story mixed-use building containing 7,255 sq ft of retail and 20 dwelling units. 2 at grade and 15 subterranean parking spaces (7 commercial accessory spaces) would serve the new residence.

Site 195

Block 4842, Lot 38

4050 White Plains Road

Existing C2-2/R5, Proposed C2-4/R6

Site 195 consists of a single tax lot with a lot area of 9,197 sq ft. The site currently contains a one-story building with 9,160 sq ft of retail space. Under the existing zoning, the site would remain unchanged.

Under the proposed zoning, site 195 would be developed with a four-story mixed-use building containing 7,817 sq ft of retail and 19 dwelling units. 18 subterranean parking spaces (8 commercial accessory spaces) would serve the new residence.

Site 196

Block 4842, Lots 45, 50

4062 White Plains Road and 712A East 229th Street

Existing C2-2/R5, Proposed C2-4/R6

Site 196 consists of two tax lots totaling 11,127 sq ft. The site currently contains a commercial and office space building and a two-story residential building. Under the existing zoning, the site would be developed with a mixed-use building containing 5,860 sq ft and 9 dwelling units. 9 at grade and 20 below grade parking spaces (20 commercial accessory spaces) would serve the new development.

Under the proposed zoning, site 196 would be developed with a five-story mixed-use building containing 7,224 sq ft of retail and 26 dwelling units. 9 at grade and 11 subterranean parking spaces (7 commercial accessory spaces) would serve the new residence.

Site 197

Block 4843, Lot 34

4104 White Plains Road

Existing C2-2/R5, Proposed C2-4/R6

Site 197 consists of a single tax lot with a lot area of 21,099 sq ft. The site currently contains a two-story retail and office building. Under the existing zoning, the site would remain unchanged.

Under the proposed zoning, site 197 would be developed with a four-story mixed-use building containing 14,954 sq ft of retail and 47 dwelling units. 12 at grade and 27 subterranean parking spaces (15 commercial accessory spaces) would serve the new residence.

Site 198

Block 4843, Lots 45

4116 White Plains Road

Existing C2-2/R5, Proposed C2-4/R6

Site 198 consists of a single tax lot with a lot area of 8,075 sq ft. The site currently contains a single story commercial building of 7,000 sq ft. Under the existing zoning, the site would remain unchanged.

Under the proposed zoning, site 198 would be developed with a four-story mixed-use building containing 6,864 sq ft of retail and 17 dwelling units. 16 subterranean parking spaces (7 commercial accessory spaces) would support the new development.

Site 199

Block 4844, Lots 35

4124 White Plains Road

Existing C1-2/R5, Proposed C1-4/R6

Site 199 consists of a single tax lot with a lot area of 11,485 sq ft. The site currently contains a single story commercial building. Under the existing zoning, the site would be developed with a three-story mixed-use building containing 7,813 sq ft of retail and 11 dwelling units. 8 at grade and 27 subterranean parking spaces (26 commercial accessory spaces) would support the new development.

Under the proposed zoning, site 199 would be developed with a five-story mixed-use building containing 7,813 sq ft of retail and 26 dwelling units. 8 at grade and 13 subterranean parking spaces (8 commercial accessory spaces) would serve the new residence.

Site 1100

Block 4844, Lot 42

4132 White Plains Road

Existing C1-2/R5, Proposed C1-4/R6

Site 1100 consists of a single tax lot with a lot area of 14,970 sq ft. The site currently contains a single story commercial building. Under the existing zoning, the site would be developed with a three-story mixed-use building containing 10,775 sq ft of retail and 13 dwelling units. 8 at grade and 39 subterranean parking spaces (36 commercial accessory spaces) would support the new development.

Under the proposed zoning, site 1100 would be developed with a four-story mixed-use building containing 10,775 sq ft of retail and 34 dwelling units. 8 at grade and 20 subterranean parking spaces (11 commercial accessory spaces) would serve the new residence.

Site 1101

Block 4845, Lot 36

4150 White Plains Road

Existing C1-2/R5, Proposed C1-4/R6

Site 1101 consists of a single tax lot with a lot area of 9,224 sq ft. The site currently contains a single story commercial building. Under the existing zoning, the site would retain its current use.

Under the proposed zoning, site 1101 would be developed with a four-story mixed-use building containing 6,475 sq ft of retail and 20 dwelling units. 5 at grade and 11 subterranean parking spaces (6 commercial accessory spaces) would serve the new residence.

Site 1102

Block 4845, Lots 42, 48

4160 White Plains Road and 710 East 232nd Street

Existing C1-2/R5, Proposed C1-4/R6

Site 1102 consists of two tax lots totaling 12,069 sq ft. The site currently contains a one-story commercial building and a two-dwelling unit residence. Under the existing zoning, the site would be developed with two three-story mixed-use buildings totaling 7,885 sq ft of retail and 12 dwelling units. 27 subterranean and 10 at-grade parking spaces (27 commercial accessory spaces) would support the new development.

Under the proposed zoning, site 1102 would be developed with a five-story mixed-use building containing 7,885 sq ft of retail and 28 dwelling units. 13 subterranean and 9 at-grade parking spaces (8 commercial accessory spaces) would support the new development.

Site 1103

Block 4846, Lot 42

4174 White Plains Road

Existing C1-2/R5, Proposed C1-4/R6

Site 1103 consists of a single tax lot with a lot area of 22,120 sq ft. The site currently contains a one-story commercial building. Under the existing zoning, the site would be developed with a two-story residence containing 36 dwelling units. 6 subterranean and 13 at-grade parking spaces would support the new development.

Under the proposed zoning, site 1103 would be developed with a four-story mixed-use building containing 18,802 sq ft of retail and 47 dwelling units. 43 subterranean parking spaces (19 commercial accessory spaces) would support the new development.

*Site 1104**Block 4846, Lots 64, 65**736-42 East 233rd Street**Existing C1-2/R5, Proposed C2-4/R6A*

Site 1104 consists of two tax lots totaling 10,013 sq ft. The site currently contains two commercial retail buildings. Under the existing zoning, the site would retain its current use.

Under the proposed zoning, site 1104 would be developed with a five-story mixed-use building containing 6,302 sq ft of retail and 23 dwelling units. 9 subterranean and 9 at-grade parking spaces (6 commercial accessory spaces) would support the new development.

*Site 1105**Block 4846, Lot 70**758 East 233rd Street**Existing C1-2/R5, Proposed C2-4/R6A*

Site 1105 consists of a single tax lot with a lot area of 13,566 sq ft. The site currently contains a single story retail building of 4,719 sq ft. Under the existing zoning, the site would be developed with a one-story residential building with 21 dwelling units. 10 subterranean and 8 at-grade parking spaces would support the new development.

Under the proposed zoning, site 1105 would be developed with a four-story mixed-use building containing 9,915 sq ft of retail and 30 dwelling units. 19 subterranean and 6 at-grade parking spaces (10 commercial accessory spaces) would support the new development.

*Site 1106**Block 4846, Lots 79, 85*

*778 East 233rd Street and 4184 Barnes Avenue
Existing R5, Proposed R6A*

Site 1106 consists of two tax lots totaling 9,241 sq ft. The site currently contains two residential buildings. Under the existing zoning, the site would be developed with two semi-detached buildings with 7 and 8 dwelling units. 8 subterranean and 5 at-grade parking spaces would support the new development.

Under the proposed zoning, site 1106 would be developed with a four-story residential building containing 27 dwelling units. 6 subterranean and 8 at grade parking spaces would support the new development.

*Site 1107
Block 4849, Lot 1
3951 Bronxwood Avenue
Existing C1-2/R4, Proposed C1-4/R5D*

Site 1107 consists of a single tax lot of 9,201 sq ft. The site currently contains a single story retail building. Under the existing zoning, the site would retain its current use.

Under the proposed zoning, site 1107 would be developed with a three-story mixed-use building containing 7,821 sq ft of retail and 10 dwelling units. 15 subterranean parking spaces (8 commercial accessory spaces) would support the new development.

*Site 1108
Block 4851, Lot 79
872 East 227th Street
Existing C1-2/R4, Proposed C1-4/R5D*

Site 1108 consists of a single tax lot of 7,426 sq ft. The site currently contains a residential building with 3 dwelling units. Under the existing zoning, the site would be developed with one story of commercial retail. 25 below grade parking spaces would serve the new development.

Under the proposed zoning, site 1108 would be developed with a three-story mixed-use building containing 6,312 sq ft of retail and 8 dwelling units. 11 subterranean parking spaces (6 commercial accessory spaces) would support the new development.

*Site 1109
Block 4853, Lots 9, 11*

*873-75 East 228th Street**Existing R5, Proposed R5D*

Site 1109 consists of two tax lots totaling 8,778 sq ft. The site currently contains two residential buildings with a combined 3 dwelling units. Under the existing zoning, the site would be developed with two semi-detached buildings with 4 and 9 dwelling units. 10 at-grade and one below grade parking spaces would serve the new development.

Under the proposed zoning, site 1109 would be developed with a three-story residential building containing 17 dwelling units. One subterranean and 10 at-grade parking spaces would support the new development.

*Site 1110**Block 4856, Lots 7, 13**873-77 East 231st Street**Existing R5, Proposed R5D*

Site 1110 consists of two tax lots totaling 8,142 sq ft. The site currently contains two single-family detached residences. Under the existing zoning, the site would be developed with two semi-detached buildings with 6 and 7 dwelling units. 10 at-grade and 4 below grade parking spaces would serve the new development.

Under the proposed zoning, site 1110 would be developed with a three-story residential building containing 16 dwelling units. 2 subterranean and 9 at-grade parking spaces would support the new development.

*Site 1111**Block 4857, Lots 1, 63**4181 Bronxwood Avenue and 870 East 233rd Street**Existing C2-2/R5, Proposed C2-4/R5D*

Site 1111 consists of two tax lots totaling 5,530 sq ft. The site currently contains a one-story retail building and a two-story mixed-use building. Under the existing zoning, the site would retain its current uses.

Under the proposed zoning, site 1111 would be developed with a three-story residential building containing 11 dwelling units. 6 at grade and one below grade parking spaces would serve the new development.

*Site 1112**Block 4857, Lots 5, 10**4179 Bronxwood Avenue and 865 East 232nd Street**Existing C2-2/R5, Proposed C2-4/R5D*

Site 1112 consists of two tax lots totaling 7,905 sq ft. The site currently contains a three-story detached residence and a private surface parking lot. Under the existing zoning, the site would be developed with two semi-detached buildings with 5 and 7 dwelling units. 9 at-grade and 1 below grade parking spaces would serve the new development.

Under the proposed zoning, site 1112 would be developed with a two-story commercial building containing 11,060 sq ft of retail. 8 at grade parking spaces would serve the new development.

*Site 1113**Block 4857, Lot 49**840 East 233rd Street**Existing C2-2/R5, Proposed C2-4/R5D*

Site 1113 consists of a single tax lot totaling 11,350 sq ft. The site currently contains a one-story commercial retail building of 4,700 sf. Under the existing zoning, the site would be developed with a mixed-use building containing 7,416 sq ft of retail and 11 dwelling units. 31 subterranean and 9 at-grade parking spaces (25 commercial accessory spaces) would support the new development.

Under the proposed zoning, site 1113 would be developed with a three-story mixed-use building containing 7,416 sq ft of retail and 13 dwelling units. 7 subterranean and 9 at grade parking spaces (7 commercial accessory spaces) would serve the new development.

*Site 1114**Block 4857, Lot 59**864 East 233rd Street**Existing C2-2/R5, Proposed C2-4/R5D*

Site 1114 consists of a single tax lot 7,280 sq ft. The site currently contains a one-story commercial retail building of 5,530 sf. Under the existing zoning, the site would be developed with a mixed-use building containing 5,288 sq ft of retail and 6 dwelling units. 24 subterranean and 4 at-grade parking spaces (18 commercial accessory spaces) would support the new development.

Under the proposed zoning, site 1114 would be developed with a two-story commercial building containing 7,280 sq ft of retail. 7 at grade parking spaces would serve the new development.

*Site 1115**Block 4857, Lots 85, 89**812-14 East 233rd Street**Existing R5, Proposed R5D*

Site 1115 consists of two tax lots totaling 10,600 sq ft. The site currently contains a two-story commercial building and a two-family residence. Under the existing zoning, the site would remain unchanged.

Under the proposed zoning, site 1115 would be developed with a three-story mixed-use building containing 6,171 sq ft of retail and 11 dwelling units. 2 subterranean and 11 at grade parking spaces (6 commercial accessory spaces) would serve the new development.

*Site 1116**Block 4860, Lots 51, 56**3960-3970 Bronxwood Avenue**Existing C1-2/R4, Proposed C1-4/R5D*

Site 1116 consists of two tax lots totaling 8,630 sq ft. The site currently contains a one-story retail building, a surface parking lot and some storage space. Under the existing zoning, the site would be developed with a two semi-detached mixed-use buildings containing a total of 6,220 sq ft of retail and 5 dwelling units. 27 subterranean and 4 at-grade parking spaces (20 commercial accessory spaces) would support the new development.

Under the proposed zoning, site 1116 would be developed with a three-story mixed-use building containing 6,220 sq ft of retail and 11 dwelling units. 9 subterranean and 4 at grade parking spaces (6 commercial accessory spaces) would serve the new development.

*Site 1117**Block 4862, Lots 55, 58**4010 Bronxwood Avenue and 906 East 227th Street**Existing R4, Proposed R5D*

Site 1117 consists of two tax lots totaling 5,978 sq ft. The site currently contains a one-story car wash and a two-family detached residence. Under the existing zoning, the site would remain unchanged.

Under the proposed zoning, site 1117 would be developed with a three-story residential building containing 11 dwelling units. 7 at grade parking spaces would serve the new development.

*Site 1118**Block 4865, Lots 44, 47**901 & 909 East 229th Street**Existing R4, Proposed R5D*

Site 1118 consists of two tax lots totaling 9,136 sq ft. The site currently contains two residential buildings containing a total of 3 dwelling units. Under the existing zoning, the site would remain unchanged.

Under the proposed zoning, site 1118 would be developed with a three-story residential building containing 18 dwelling units. 2 subterranean and 10 at grade parking spaces would serve the new development.

*Site 1119**Block 4868, Lot 30**911 East 232nd Street**Existing C1-2/R4, Proposed C1-4/R5D*

Site 1119 consists of a single tax lot with a lot area of 7,750 sq ft. The site currently contains a three-story mixed-use building. Under the existing zoning, the site would be developed with a residential building containing 10 dwelling units. 2 subterranean and 8 at-grade parking spaces would support the new development.

Under the proposed zoning, site 1119 would be developed with a three-story mixed-use building containing 5,313 sq ft of retail and 10 dwelling units. 5 subterranean and 7 at grade parking spaces (5 commercial accessory spaces) would serve the new development.

*Site 1120**Block 4868, Lots 54, 55**924-30 East 233rd Street**Existing C1-2/R4, Proposed C1-4/R5D*

Site 1120 consists of two tax lots totaling 9,563 sq ft. The site currently contains two one-story commercial buildings. Under the existing zoning, the site would be developed with two semi-detached, mixed-use buildings totaling 6,067 sq ft of retail and 6 dwelling units. 19 subterranean and 8 at-grade parking spaces (21 commercial accessory spaces) would support the new development.

Under the proposed zoning, site 1120 would be developed with a three-story mixed-use building containing 6,067 sq ft of retail and 11 dwelling units. 5 subterranean and 8 at grade parking spaces (6 commercial accessory spaces) would serve the new development.

Site 1121

Block 4868, Lot 62

934 East 233rd Street

Existing C1-2/R4, Proposed C1-4/R5D

Site 1121 consists of a single tax lot with a lot area of 5,070 sq ft. The site currently contains a single story commercial building. Under the existing zoning, the site would remain unchanged.

Under the proposed zoning, site 1121 would be developed with a three-story mixed-use building containing 3,226 sq ft of retail and 6 dwelling units. 3 subterranean and 4 at grade parking spaces (3 commercial accessory spaces) would serve the new development.

Site 1122

Block 4872, Lot 1

3975 Laconia Avenue

Existing C1-2/R5, Proposed C1-4/R5D

Site 1122 consists of a single tax lot with a lot area of 10,925 sq ft. The site currently contains a one-story commercial building with local food stores. Under the existing zoning, the site would be developed with a mixed-use building totaling 9,286 sq ft of retail and 4 dwelling units. 34 subterranean parking spaces (31 commercial accessory spaces) would serve the new development.

Under the proposed zoning, site 1122 would be developed with a three-story mixed-use building containing 9,286 sq ft of retail and 12 dwelling units. 17 subterranean parking spaces (9 commercial accessory spaces) would serve the new development.

Site 1123

Block 4872, Lot 75

3985 Laconia Avenue

Existing C1-2/R5, Proposed C1-4/R5D

Site 1123 consists of a single tax lot totaling 6,136 sq ft. The site currently contains a one-story commercial building with local food stores. Under the existing zoning, the site would be developed with a mixed-use building totaling 4,210 sq ft of retail and 3 dwelling units. 13 subterranean and 4 at grade parking spaces (14 commercial accessory spaces) would serve the new development.

Under the proposed zoning, site 1123 would be developed with a three-story mixed-use building containing 4,210 sq ft of retail and 8 dwelling units. 5 subterranean and 4 at grade parking spaces (4 commercial accessory spaces) would serve the new development.

Site 1124

Block 4874, Lot 1

4025 Laconia Avenue

Existing R4, Proposed R5D

Site 1124 consists of a single tax lot with an area of 21,900 sq ft. The site currently contains a one-story commercial building with local retail. Under the existing zoning, the site would be developed with a two-story residential building containing 29 dwelling units. 5 subterranean and 24 at grade parking spaces would serve the new development.

Under the proposed zoning, site 1124 would be developed with a three-story residential building containing 41 dwelling units. One subterranean and 26 at grade parking spaces would support the new development.

Site 1125

Block 4877, Lots 1, 73

4128 Laconia Avenue and 1094 East 231st Street

Existing R4, Proposed R5D

Site 1125 consists of two tax lots totaling 37,754 sq ft. The site currently contains a one-story commercial building with local retail and a residential building with 2 dwelling units. Under the existing zoning, the site would be developed with two semi-detached, two-story buildings totaling 50 dwelling units. 9 subterranean and 41 at grade parking spaces would serve the new development.

Under the proposed zoning, site 1125 would be developed with a three-story residential building containing 84 dwelling units. 24 subterranean and 31 at-grade parking spaces would serve the new development.

Site 1126

Block 4900, Lot 15

1105 East 222nd Street

Existing R5, Proposed R5D

Site 1126 consists of a single tax lot with a lot area of 7,598 sq ft. The site currently contains a single story residence with one dwelling unit. Under the existing zoning, the site would be developed with a three-story residential building containing 12 dwelling units. 10 at grade parking spaces would serve the new development.

Under the proposed zoning, site 1126 would be developed with a three-story residential building containing 12 dwelling units. 8 at grade would serve the new development.

Site 1127

Block 4900, Lots 24

3914 Laconia Avenue

Existing R5, Proposed R5D

Site 1127 consists of a single tax lot with a lot area of 9,385 sq ft. The site currently contains a two-story residence with two dwelling units. Under the existing zoning, the site would be developed with a three-story residential building containing 15 dwelling units. 13 at grade parking spaces would serve the new development.

Under the proposed zoning, site 1127 would be developed with a three-story residential building containing 15 dwelling units. 10 at grade parking spaces would serve the new development.

Site 1128

Block 4900, Lot 33

3689 Eastchester Road

Existing R5, Proposed R5D

Site 1128 consists of a single tax lot with a lot area of 5,821 sq ft. The site currently contains a one-story residence with three dwelling units. Under the existing zoning, the site would be developed with a three-story residential building containing 9 dwelling units. 8 at grade parking spaces would serve the new development.

Under the proposed zoning, site 1128 would be developed with a three-story residential building containing 8 dwelling units. 5 at grade parking spaces would serve the new development.

Site 1129

Block 4903, Lot 42

3950 Laconia Avenue

Existing C1-2/R5, Proposed C1-4/R5D

Site 1129 consists of a single tax lot with a lot area of 24,150 sq ft. The site currently contains a one-story commercial building with local retail and food stores. Under the existing zoning, the site would retain its current composition and use.

Under the proposed zoning, site 1129 would be developed with a three-story mixed-use building containing 20,528 sq ft of retail and 27 dwelling units. 39 subterranean (21 commercial accessory spaces) would serve the new development.

Site 1130

Block 4997, Lots 38, 42

729 & 739 East 233rd Street

Existing C2-2/R5, Proposed C2-4/R5D

Site 1130 consists of two tax lots totaling 26,104 sq ft. The site currently contains commercial, storage, residential and office space. Under the existing zoning, lot 42 would be developed with a two-story residence containing 22 dwelling units. 24 at grade parking spaces would serve the new development.

Under the proposed zoning, site 1130 would be developed with a five-story mixed-use building containing 18,312 sq ft of retail and 59 dwelling units. 15 at grade and 33 subterranean parking spaces (18 commercial accessory spaces) would serve the new residence.

Site 1131

Block 5000, Lot 33

827 East 233rd Street

Existing C1-4/R4, Proposed C1-4/R5D

Site 1131 consists of a single tax lot with a lot area of 15,000 sq ft. The site currently contains a two-story building with commercial and office space, including medical and dental services. Under the existing zoning, the site would remain unchanged.

Under the proposed zoning, site 1131 would be developed with a three-story mixed-use building containing 12,750 sq ft of retail and 17 dwelling units. 24 subterranean parking spaces (13 commercial accessory spaces) would serve the new residence.

Site 1132

Block 5000, Lots 42, 43

813-15 East 233rd Street

Existing C1-4/R4, Proposed C1-4/R5D

Site 1132 consists of two tax lots totaling 8,566 sq ft. The site currently contains a single-family residence and a mixed-use building containing 1,828 sq ft of retail and 3 dwelling units. Under the existing zoning, the site would remain unchanged.

Under the proposed zoning, site 1132 would be developed with a three-story mixed-use building containing 6,006 sq ft of retail and 11 dwelling units. 5 at grade and 8 subterranean parking spaces (6 commercial accessory spaces) would serve the new residence.

REQUIRED APPROVALS

The following proposed action requires City Planning Commission (CPC) and City Council approvals through the Uniform Land Use Review Procedure (ULURP):

- A Zoning Map amendment to change all or portions of approximately 181 blocks currently zoned R4, R5, R6, R7-1, and C8-1 to R4, R4A, R5, R5A, R5D, R6, R6A, and R7A, to reinforce established development patterns and encourage transit-oriented growth. This action would result in a modest increase in residential density.
- A Zoning Map amendment to update commercial overlay districts in the rezoning area by reducing overlay depths and establishing new C1-4 and C2-4 overlay districts to reflect existing commercial use patterns.

The proposed action would affect approximately 3841 tax lots (6683 lots including the indirect affect of removing infill provisions) on 181 full or partial blocks. The rezoning area encompasses portions of Zoning Map sections 2a, 2b and 1d. The proposed zoning changes recognize existing development patterns in the majority of the rezoning area while providing targeted incentives for residential development in appropriate locations.

The proposed Zoning Map amendments will replace all or portions of existing R4, R5, R6, R7-1, and C8-1 zoning districts with R4, R4A, R5, R5A, R5D, R6A, and R7A districts, replace existing C1-2 and C2-2 overlay districts with C1-4 and C2-4 overlay districts and establish four new C1-4 districts and three new C2-4 districts. These amendments are illustrated in Figure 2.A.4.

ATTACHMENT 2 — IMPACT ANALYSES

Williamsbridge/Baychester Rezoning Environmental Assessment Statement CEQR No. 11DCP148X

LAND USE, ZONING, AND PUBLIC POLICY

INTRODUCTION

Under *CEQR Technical Manual* guidelines, an assessment of zoning is performed in conjunction with a land use analysis when an action would change the zoning on the site or result in the loss of a particular use. Similar to zoning, assessment of public policy typically accompanies an assessment of land use. Under CEQR, a land use analysis characterizes the uses and development trends in the study area that may be affected by a proposed action, and determines whether the action is compatible with or may affect those conditions. The analysis considers the proposed action's compliance with, and effect on, the area's zoning and any applicable public policies.

This section will describe the diversity and concentration of activities and services in the area, the zoning regulations that govern them and other relevant data regarding the future of the affected area. Specifically, the section will describe the existing built conditions, land use trends and the anticipated changes likely to occur by the year 2021 due to the proposed action.

As mentioned in Attachment 1, Project Description, the Williamsbridge/Baychester Rezoning consists of a zoning map amendment with four related components: a lower-density contextual rezoning in existing residential areas, a medium-density contextual rezoning generally applied to wider streets and commercial corridors, a growth-opportunities contextual rezoning applied to areas of major nodes/clusters of activity and mass transit, and commercial overlay modifications and additions to better reflect existing land use patterns.

In order to study the effects of the proposed action on land use, zoning and public policy, a primary study area that includes the affected area within 400 feet was established. The study area is depicted in Figure 3.A.1, Land Use Study Area.

No significant adverse impacts related to land use, zoning, or public policy are anticipated. The proposed action is expected to result in changes that are compatible with and supportive of the current land use trends, zoning, and public policies.

LAND USE

Existing Conditions

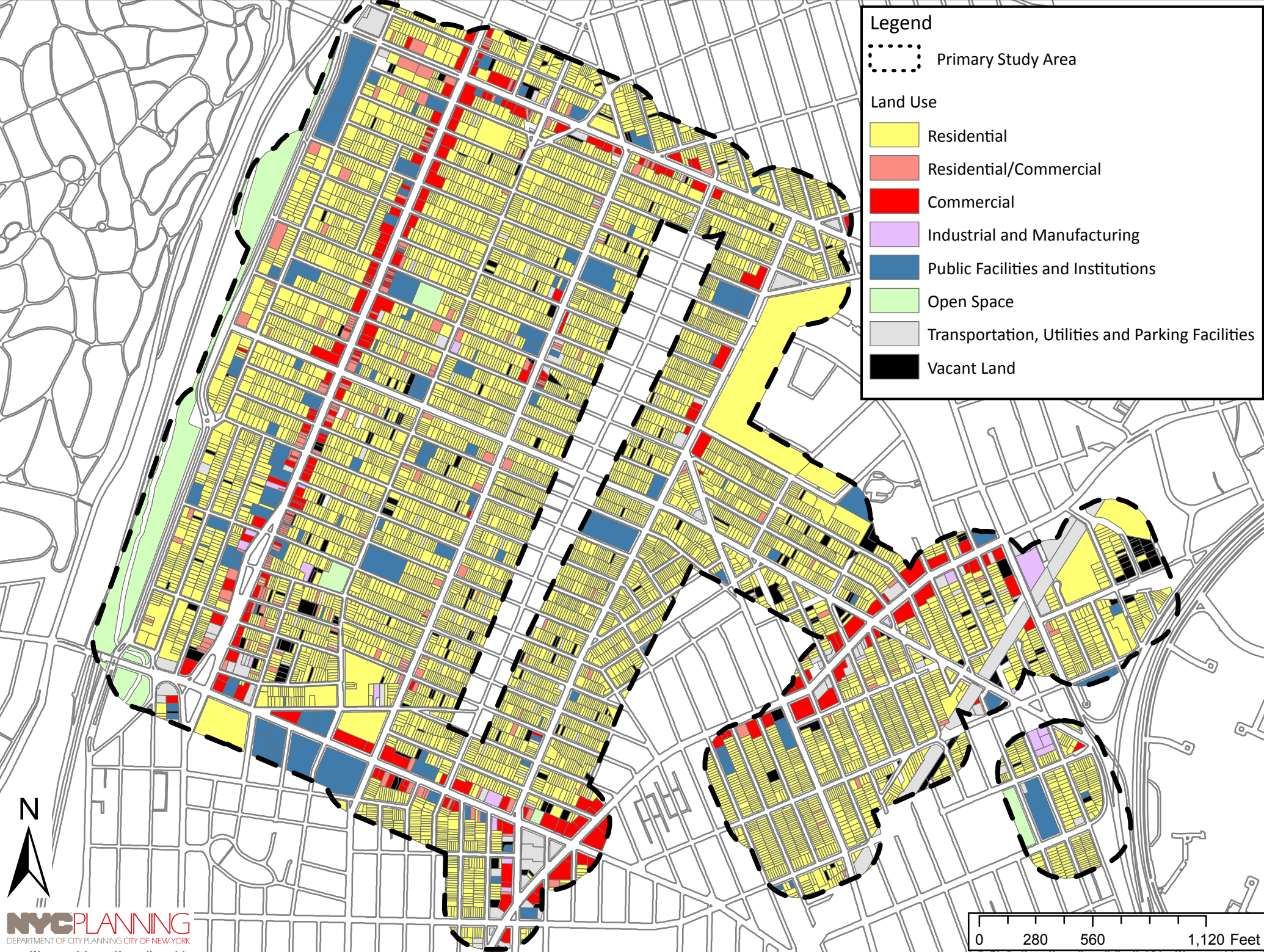
The assessment of existing conditions focuses on the land uses occupying the rezoning area. Table 3.A.1 shows the proportion of land and the proportion of tax lots devoted to various uses within the primary study areas. A broad mix of uses is represented including residential, institutional, commercial, manufacturing, recreation, and transportation. However, the primary study area is predominantly

Table 3.A.1: Land Use

Primary Study Area				
	Lots		Acres	
One-Family Buildings	2107	24.17%	119.62	13.76%
Two-Family Buildings	3644	41.80%	226.05	26.00%
Multifamily Walkup	1795	20.59%	139.16	16.00%
Multifamily Elevator	60	0.69%	113.39	13.04%
Mixed Commercial/Residential	220	2.52%	18.04	2.07%
Commercial/Office Buildings	215	2.47%	43.72	5.03%
Industrial/Manufacturing	20	0.23%	5.97	0.69%
Transportation/Utility	57	0.65%	10.96	1.26%
Public Facilities/Institutions	131	1.50%	67.01	7.71%
Open Space	10	0.11%	86.96	10.00%
Parking Facilities	145	1.66%	13.94	1.60%
Vacant Land	283	3.25%	24.69	2.84%
Other /Miscellaneous	31	0.36%	1.69	0.19%
Total	8718	100.00%	869.52	100.00%

characterized by lower-density residential development interspersed with corridors of commercial uses and pockets of institutional uses.

The primary study area consists of 8718 tax lots covering approximately 870 acres. Roughly 66% percent of these tax lots contain one- and two-family buildings, which account for nearly 40% of the land area. Multifamily walkup and elevator buildings account for 21% (20.6% and .69% respectively) of tax lots and cover approximately 29% percent of the land area. The multifamily buildings are mixed with one- and two-family buildings west of Bronxwood Avenue and dominate the area west of White Plains Road. One- and two-family buildings are found throughout the primary study area but dominate the area east of Bronxwood Avenue toward the New England Thruway. It should be noted that the primary study area includes the Edenwald Houses that account for 55 acres and 2039 residential units.



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

In the primary study area, commercial uses and houses of worship are mainly concentrated along major corridors like White Plains Road, East Gun Hill Road and Boston Post Road. To a lesser degree, these uses can be found along Bronxwood and Laconia Avenue. Institutional uses are spread throughout the primary study area, with a higher concentration along White Plains Road. Industrial and manufacturing uses are mainly found around and along Boston Post Road and are less prevalent. The primary study area contains a good amount of open space, which accounts for approximately 10 percent of the land area. However, 63%, or 55 acres, of the primary study area's open space is attributed to the Bronx River Parkway.

Future No-Action

In order to assess the incremental difference in land use that would result from the proposed actions, a Reasonable Worst Case Development Scenario (RWCDs) was prepared. The RWCDs is contained in Attachment 1 of this Environmental Assessment Statement. A summary of land use scenarios for the projected and potential development sites can be found in Tables 2.2 and 2.3.

The proposed rezoning area is expected to experience moderate growth in commercial and community facility uses and modest growth in housing under the current zoning and development trends. As-of-right growth is expected to occur on 11 of the 12 projected sites identified in the RWCDs. Most of the projected growth is expected to be residential and developed predominantly in two clusters around White Plains Road and East Gun Hill Road and White Plains Road and East 233rd Street. Some growth in commercial uses is also expected, primarily in the form of office space and retail stores.

These 12 projected sites currently have 2 dwelling units, 24,123 square feet of commercial uses (of which 11,179 square feet are primarily auto-related and storage uses) and no community facility space. In the future no-action, as-of-right development is expected to occur on these sites. The no-action scenario is expected to consist of 253 dwelling units, 50,889 square feet of commercial uses (of which 17,638 square feet are primarily restaurant and office uses), and 160,808 square feet of community facility space.

In addition to the changes expected on the projected development sites, it is reasonable to assume that the redevelopment of lower-density residential areas will continue. The pattern of replacing one- and two-family detached buildings with attached and semi-detached two- and three-family buildings would likely persist.

Future With-Action

The proposed zoning's intent is to support land use and building patterns while promoting growth opportunities for new residential and retail development in underutilized areas. Modest increases in

residential and some commercial land uses are expected on projected development sites in the Future With-Action condition.

In the Future With-Action, modestly higher mixed-use development is expected to occur. The total development expected to occur on the projected development sites under the With-Action conditions consist of 544 dwelling units, 67,244 square feet of commercial space, and 28,389 square feet of community facility space. The commercial space is expected to include 47,886 square feet of retail commercial development, and 19,358 square feet of restaurant development, and no square feet of office space. Some change in the diversity of commercial uses is also expected to take place.

This growth is expected to occur mainly in two clusters around White Plains Road and East Gun Hill Road and White Plains Road and East 233rd Street. These two clusters account for the bulk of the projected growth in dwelling units and commercial square footage and are approximately 1.25 miles from each other or roughly 30 city blocks.

Compared to the No-Action, the With-Action scenario could result in the incremental development of approximately 291 dwelling units. The With-Action scenario could also result in the incremental development of approximately 22,336 square feet of commercial uses, which is comprised of an increase in retail and restaurant uses by 14,635 and 7,701 square feet, respectively, and a decrease in office space by 5,982 square feet. A decrease of 132,419 square feet of community facility space is expected. These estimates are based on the RWCDs found in Attachment 1.

Nearly all of the new residential construction is projected in the R5D, R6A and R7A districts along the major corridors of Williamsbridge and Baychester. Most of this residential development is projected to occur in the R6A and R7A contextual districts. Specifically, seventy-five percent of the total projected growth is located around mass transit nodes at either end of White Plains Road in the study area. The area is expected to see an incremental increase of 219 dwelling units predominantly clustered around these two hubs on White Plains Road and East Gun Hill Road and White Plains Road and East 233rd Street. Commercial development would be distributed among the project sites.

A key factor in anticipating a modest increase in new residential development is the nature of the rezoning. Rezoning a residential district to a comparable contextual residential district would limit the amount of development compared to a different type of rezoning. The incremental increase in development would be greater for an area being rezoned from a non-residential district to a residential district. A rezoning from one residential district to a similar district will not cause significant changes or impacts.

Based on the modest increase in residential dwelling units, the current land use patterns and composition of the study area, the proposed action is not expected to have an adverse impact on the study area. The rezoning and incremental increase in dwelling units would not introduce new uses to the Williamsbridge/Baychester neighborhoods, which are dominated by residential uses. Additionally, the projected increase is only a small fraction compared to the number of dwelling units in the study area.

When the two clusters, distinct geographical areas, are looked at individually, the increment of dwelling units is even more benign.

The Future With-Action condition also contains a greater amount of retail space relative to the Future No-Action condition. This slight increase is consistent with the intention of the rezoning, which encourages mixed-use development along existing commercial corridors. The decrease in community facility is also consistent with the goal of preventing out of scale development, including community facility development. The incremental difference in office space is negligible between the two conditions.

In total, the incremental differences would not result in adverse changes in land use in the study area. Only a small area and one projected site is being rezoned from manufacturing to residential, and, as expected, would see a large increase of dwelling units. However, the proposed action would put the easterly side of Lurting Avenue, which is residential in character, into conformance with the rest of the street. In this area, the adjacent land uses are residential and, therefore, would not create adverse impacts. Moreover, the small amount of change throughout the rezoning area would consist only of land uses that are compatible and consistent with current land uses in and around the rezoning area. The incremental retail and residential uses would support and blend with existing uses and would not introduce incompatible activities.

Lastly, in the Future With-Action condition, existing land use patterns in residential areas would be reinforced by the proposed zoning. Fewer of the detached one- and two-family homes would be replaced with incongruent buildings.

ZONING

The proposed action would not result in significant adverse impacts on zoning.

Existing Conditions/Future No-Action

There are no concurrent plans by any city agency for area wide zoning changes in the study area. Therefore, in the No-Action scenario, it is assumed that the zoning would not change from the existing conditions, discussed below.

The rezoning area primarily consists of R4, R5 and R6 districts. South of East 222nd Street, west of Bronxwood Avenue, and north of East Gun Hill Road is mainly zoned R6. The R6 district is interrupted by an R5A district west of White Plains Road, which was part of the Olinville rezoning in 2005,. The R6 district continues North West of White Plains Road above East 222nd Street, where it is adjacent to R5 and R7-1 districts. This adjacent R5 district is mapped between Bronxwood Avenue and White Plains Road North to East 233rd Street. The R7-1 is mapped along Bronx Boulevard and Carpenter Avenue. Much of the area is zoned R4 along Paulding Avenue from East Gun Hill Road to East 233rd Street. This same R4 wraps around an R5 mapped east of Laconia Avenue at East 233rd Street and goes along Baychester Avenue until the New England Thruway. The R5 and R4 east of Laconia Avenue are broken

up by smaller areas of R6, C4-2, C8-1, M1-1, and R4 zones. C1-2 and C2-2 commercial overlays are located along White Plains Road, East Gun Hill Road, East 233rd Street, Laconia Avenue, and Boston Post Road. The existing zoning within the rezoning area is described below and depicted in Figure 2.A.3.

R4

An R4 district is currently mapped in a portion of the rezoning area generally bounded by Bronxwood Avenue, East Gun Hill Road, Laconia Avenue before it wraps around an R5 district at East 233rd Street and continues along Baychester Avenue. R4 districts allow a variety of housing types, including garden apartments, row houses, and semi-detached and detached houses. The maximum floor area ratio (FAR) is 0.9, which includes a 0.15 attic allowance. On certain blocks defined as predominantly built-up areas, a maximum FAR of 1.35 is permitted through the R4 infill provision. Detached residences are limited to lots with a minimum of 3,800 square feet in area and a minimum lot width of 40 feet. Semi-detached and attached residences are limited to lots with a minimum of 1,700 square feet in area and a minimum lot width of 18 feet. R4 districts require a minimum front yard depth of 10 feet, which is increased to 18 feet if front yard parking is provided. The maximum building height is 35 feet with a maximum perimeter wall height of 25 feet. Community facilities are permitted at an FAR of 2.0. One parking space is required for each dwelling unit.

R5

R5 districts are located in two sections of the rezoning area. The first section is located in between 222nd Street, 233rd street, White Plains Road and Bronxwood Avenue. The second section is located in the eastern portion of the study area, from generally from Laconia Avenue to the New England Thruway and is bifurcated by zoning districts along Boston Post Road. R5 zoning districts allow all housing types including detached, semi-detached, attached and multi-family residences. The maximum (FAR) for all housing types is 1.25. On blocks that are predominantly built up, a maximum FAR of 1.65 is permitted through the R5 infill provision. Detached residences are limited to lots with a minimum of 3,800 square feet in area, and a minimum lot width of 40 feet. All other housing types are limited to lots with a minimum of 1,700 square feet in area and a minimum lot width of 18 feet. R5 districts require a minimum front yard depth of 10 feet, which is increased to 18 feet if front yard parking is provided. The maximum building height is 40 feet with a maximum perimeter wall height of 30 feet. Community facilities are permitted an FAR of 2.0. Off-street parking in a grouped facility is required for at least 85 percent of the dwelling units.

R6

An R6 District currently encompasses a portion of the study area bounded by the Carpenter Avenue, 222nd Street, Bronxwood Avenue and East Gun Hill Road. R6 is a height factor district wherein residential and community facility uses are regulated by a sky exposure plane. R6 district results in development usually between three and twelve stories. A maximum FAR of up to 2.43 is allowed for residential uses and up to 4.8 FAR is allowed for buildings containing community facility uses. Residential FAR ranges from 0.78 to 2.43, with the higher ratio applicable to buildings that provide more open space. Community facility FAR is 4.8 and the parking requirement is set at 70% of dwelling units. Residential development under the Quality Housing Program within an R6 District has a maximum FAR of 2.2 on

narrow streets (defined as less than 75 feet wide) with a 55-foot building height limit and a maximum of 3.0 FAR on wide streets (defined as 75 feet wide or greater) with a height limit of 70 feet. Off-street parking is required for 70 percent of the dwelling units. This requirement is lowered to 50 percent of the units if the lot area is less than 10,000 square feet or if Quality Housing provisions are used. If fewer than five spaces are required, then the off-street parking requirement is waived.

R7-1

An R7-1 District covers a small portion of the rezoning area between Bronx Boulevard and Carpenter Avenue between 233rd Street and 219th Street. R7-1 zoning districts permit residential and community facility uses (Use Groups 1-4) with a maximum floor area ratio (FAR) of 3.44 for residential uses and 4.8 FAR for community facility uses. There are no fixed height limits and building envelopes are governed by the sky exposure plane. Off-street parking is required for 60 percent of the dwelling units. Developers can also use the Quality Housing Program, which permits a 3.44 FAR on a narrow street with a base height of between 40 and 60 feet and a maximum building height of seventy five feet and 4.0 FAR on wide streets with a base height of between 40 and 65 feet, and a maximum building height of eighty feet. Off-street parking is required for 50% of the dwelling units under Quality Housing. Off-street parking is waived if five spaces or less are required.

C4-2

A C4-2 District is located in on Boston Post Road between Pearsall Street and Eastchester Road. C4 districts are generally intended for regional commercial centers where uses, such as specialty and department stores, serve a larger area and generate more traffic than a neighborhood shopping area. C4-2 districts permit residential uses with a maximum FAR of 2.43 (R6 equivalent), commercial uses with a maximum FAR of 3.4 and community facility uses with a maximum FAR of 4.8. C4-2 districts have no fixed height limits and building envelopes are governed by the sky exposure plane. Development under the Quality Housing Program within a C4-2 District has a maximum FAR of 2.2 on narrow streets with a 55-foot building height limit and a maximum FAR of 3.0 on wide streets with a height limit of 70 feet. Off-street parking is required for 70 percent of the dwelling units in a C4-2 District. This requirement is lowered to 50 percent of the units if the lot area is less than 10,000 square feet or if Quality Housing provisions are used.

C8-1

Along the Boston Post Road are three C8-1 districts. C8-1 districts are general service districts that allow commercial and community facility uses in Use Groups 4 through 14 and 16. The most prevalent uses in C8 districts are automotive and heavy commercial uses such as auto repair and showrooms, warehouses, gas stations and car washes. Residential uses are not permitted. The maximum commercial FAR in C8-1 districts is 1.0. The maximum building height is determined by its sky exposure plane, which begins 30' above the street line. Community facilities are permitted at an FAR of 2.4. Off-street parking requirements vary with the use, but generally most uses require one accessory parking space per 300 square feet of commercial space. A C8-1 district would be rezoned under the proposed action to an R5 and R6A district.

M1-1

An M1-1 District is located at the edge of the study area between De Reimer Avenue and Bivona Street on Boston Post Road and at the intersection of Givan Avenue and East 222nd Street. In M1-1 districts mainly light manufacturing and commercial uses are allowed at a maximum FAR of 1.0. Certain community facilities are allowed at a maximum FAR of 2.4. Building envelopes are regulated by the sky exposure plane. Parking requirements vary by use.

Commercial Overlays

C1-2 and C2-2 commercial overlays are generally mapped along White Plains Road, East Gun Hill Road, East 233rd Street, Laconia Avenue, and Boston Post Road. In many locations in the rezoning area, commercial overlay districts are mapped to a depth of 150 feet. However, most lots along these corridors are on usually about 100 feet deep. C1- and C2- districts are mapped within residential districts and allow a range of local retail and service establishments needed in residential neighborhoods. C1- districts permit Use Groups 1 through 6, while C2- districts permit Use Groups 1 through 9 and 14.

In the rezoning area, C1- and C2- districts are mapped within R4, R5 and R6 districts. These overlays' maximum commercial FAR of 1.0 is permitted in R4 and R5 zones, whereas a maximum FAR of 2.0 is permitted in R6 zones. The maximum community facility FAR allowed when C1- or C2- overlays are mapped in R4 and R5 districts is 2.0 and 4.80 when mapped in R6 districts. Residential FAR is determined by the underlying residential zone.

Parking requirements for commercial uses in C1 and C2 districts are indicated by the district's suffix. In C1-2 and C2-2 districts, most retail uses require one accessory parking space per 300 square feet of commercial floor space. C1-2 and C2-2 food stores require only one parking space per 200 square feet of floor area.

Future With-Action

The proposed actions would introduce new zoning districts on approximately 181 full or partial blocks. Three types of zoning map changes are proposed:

- **Neighborhood Lower Density Rezoning:** Rezone all or portions of 74 blocks from general zoning districts R4, R5, R6, and R7-1 to neighborhood lower density districts R4, R4A, R5, and R5A in the Baychester and Williamsbridge neighborhoods, generally located east of Laconia Avenue and west of The New England Thruway north of East Gun Hill Road and west of Bronxwood Avenue and east of Bronx Boulevard between East Gun Hill Road and East 233rd Street, to support and reproduce the existing context.
- **Neighborhood Contextual Rezoning:** Rezone all or portions of 109 blocks from general zoning districts R4, R4/C1-2, R4/C2-2, R5, R5/C1-2, and R6 to neighborhood contextual districts R5D, R5D/C1-4, R5D/C2-4, and R6A in the Williamsbridge neighborhood, generally, along Bronxwood and Laconia Avenues, East 233rd Street, an area between Holland Avenue and Bronxwood Avenue and along Carpenter Avenue west of White Plains Road from East Gun Hill Road to East

233rd Street to reflect and reinforce existing land use patterns and allow for moderate density increases along wider streets.

- **Growth-Opportunities Rezoning:** Rezone all or portions of 46 blocks from general zoning districts R4, R5, and R6 to growth opportunity districts R6, R6A, and R7A located along the areas major corridors of White Plains Road, East 233rd Street, and East Gun Hill Road and around transit nodes to reflect and reinforce existing land use patterns while promoting vibrant, inviting, and walkable residential and commercial corridors.
- **Commercial Overlay Modifications:** Eliminate or reduce the depths of commercial overlays where appropriate to prevent commercial encroachment onto residential blocks. Introduce commercial overlays where appropriate to reflect current land uses and reinforce the character of the area's wide streets.

The proposed zoning districts are described in detail below.

R4

Existing: R5

Four R4 districts are proposed for the rezoning area. The first R4 District is generally bounded by East 222nd Street, Needham Avenue, Boston Post Road, East 225th Street, and East Chester Road. The second R4 District is generally bounded by Givan Avenue, Corsa Avenue, Burke Avenue, Gunther Avenue, Boston Post Road, and Fenton Avenue. The third area is generally between Bronxwood Avenue and White Plains Road and East 227th Street and East 233rd Street. The fourth district is also between Bronxwood Avenue and White Plains Road and between East 233rd Street and East 227th Street. This R4 district is proposed to reflect the existing residential character of this block. There are no projected or potential development sites in any of the proposed R4 districts.

These areas are characterized, in the main, by attached two-story, one- and two-family homes with relatively low lot coverage. The proposed R4 District would allow a maximum building height up to 35 feet and a maximum FAR of 0.9 (including a 0.15 FAR attic allowance). However, R4 districts permit a FAR increase to 1.35 for blocks that are fully within an R4 zone and are not split by any other zone. This increase is called the "infill" provision and can lead to areas becoming overbuilt with out-of-context buildings. This maximum would more closely match existing FARs and limit out-of character development on these blocks. One parking space would be required for each dwelling unit.

R4A

Existing: R5, R4

R4A districts are proposed on all or portions of 12 blocks southeast of Boston Post Road along Tillotson Avenue and between Burke, Hammersley, Grave and Edson Avenues. R4A districts are proposed to support and reproduce the low-density one- and two-family detached homes existing in these

residential blocks. There are no projected or potential development sites in any of the proposed R4A districts.

R4A districts permit only one- and two-family detached residences at a maximum FAR of 0.9 (including the attic allowance). A minimum lot width of 30 feet and a minimum lot area of 2,850 square feet are required. The perimeter wall may rise 21 feet before being setback to the maximum height of 35 feet. Front yards must be at least 10 feet and at least as deep as an adjacent front yard up to a depth of 20 feet. One off-street parking space is required for each dwelling unit.

R5A

Existing: R6, R7-1

Two R5A districts are proposed for 13 full or partial blocks west of White Plains bounded generally by Carpenter Avenue between E. 231st Street and E. 225th Street and between E. 222nd Street and E. 219th Street. The R5A districts are proposed to replicate the existing larger one- and two-family detached homes characteristic of these areas. There are no projected or potential development sites in any of the proposed R5A districts.

R5A districts permit only one- and two-family detached residences at a maximum FAR of 1.10 (plus 300 sf for a backyard garage). A minimum lot width of 30 feet and a minimum lot area of 2,850 square feet are required. The perimeter wall may rise 25 feet before being setback to the maximum height of 35 feet. Front yards and rear yards must be at least 10 feet and 30 feet respectively. A minimum of 8 feet is required between buildings on adjacent zoning lots. One off-street parking space is required for each dwelling unit.

R5

Existing: R6, C8-1

Two R5 districts are proposed for 18 full or partial blocks along Barnes Avenue between White Plains Road and Bronxwood Avenue and along Lurting Avenue. The R5 along Lurting Avenue will bring the East side of the street into conformance. These R5 districts are proposed to reinforce the existing diversity of medium-density multifamily dwellings characteristic of these areas. Projected development site 1 is located in the proposed R5 district along Lurting Avenue.

As a general zoning district, an R5 district permits all types of residential buildings at a maximum FAR of 1.25. However, R5 districts permit an increase in FAR to 1.65 for blocks that are fully within an R5 zone and are not split by another zone. This increase is called the “infill” provision and can lead to areas becoming overbuilt with out-of-context buildings. A minimum lot width of 40 feet is required for detached houses and a minimum lot width of 18 feet is required for other housing types. A minimum lot area of 3,800 square feet is required for detached houses, and a minimum lot area of 1,700 square feet is required for other housing types. The perimeter wall of all housing types may rise to 30 feet before sloping or being set back to a maximum building height of 40 feet. Front yards must be exactly 10 feet

deep or a minimum of 18 feet in order to ensure that cars parked in front yard driveways do not protrude onto sidewalks. One parking space is required for each dwelling unit, or 85% if grouped.

R5D

Existing R4, R5, R6

R5D districts are proposed for 86 full or partial blocks along Bronxwood and Laconia Avenues and along E. 233rd Street. R5D districts are medium-density contextual zones and are generally proposed along wide streets and commercial corridors. Two projected and thirty-six potential development sites are within the proposed R5D districts.

R5D districts allow housing types at a maximum FAR of 2.0. Detached residences require a minimum lot width of 25 feet and a minimum lot area of 2,375 square feet. Semi-detached and attached residences require a minimum lot width of 18 feet and a minimum lot area of 1,700 square feet. A front yard of at least 5 feet is required and must be as deep as an adjacent front yard up to 20 feet. A maximum building height of 40 feet is allowed. Parking is required for 66% of the total dwelling units. Community facilities are permitted at an FAR of 2.0.

R6

Existing: R5

An R6 district is proposed along White Plains Road between E. 222nd Street and E. 233rd Street. This R6 district will make the White Plains Road consistent from Ollinville to Wakefield. R6 districts are slightly higher medium-density zones and can be regulated by height factor or quality housing provisions. Developments in these districts range from row houses to bulkier apartment buildings. One projected and twenty-five potential development sites are within the proposed R6 districts.

R6 is a height factor district wherein residential and community facility uses are permitted with no fixed height limits and building envelopes are regulated by a sky exposure plane. A maximum FAR of up to 2.43 is allowed for residential uses and up to 4.8 FAR is allowed for buildings containing community facility uses. Detached residences require a minimum lot width of 40 feet and a minimum lot area of 3,800 square feet. Semi-detached and attached residences require a minimum lot width of 18 feet and a minimum lot area of 1,700 square feet.

Residential development under the Quality Housing Program within an R6 District has a maximum FAR of 2.2 on narrow streets (defined as less than 75 feet wide) with a 55-foot building height limit and a maximum of 3.0 FAR on wide streets (defined as 75 feet wide or greater) with a height limit of 70 feet. Off-street parking is required for 70 percent of the dwelling units. This requirement is lowered to 50 percent of the units if the lot area is less than 10,000 square feet or if Quality Housing provisions are used. If fewer than five spaces are required, then the off-street parking requirement is waived.

R6A

Existing: R4, R5, R6, C8-1

Four R6A districts are proposed for 39 full or partial blocks along E. Gun Hill Road from Holland Avenue to Boston Post Road up to E. 215th Street, along Carpenter Avenue and along E. 233rd Street. R6A districts are medium-density contextual zones and produce lower, high-lot coverage buildings. These districts are generally proposed along wide streets and commercial corridors and to reinforce new development to be consistent with existing buildings in older neighborhoods. Four projected and forty-eight potential development sites are within the proposed R6A districts. Two of these potential sites are within a C8-1 district where the difference in FAR is significant. However, the sites are built up with active commercial uses, such as warehousing and are not likely to be developed in the next ten years.

R6A districts follow the R6 Quality Housing regulations. R6A districts allow all housing types and have a max FAR of 3.00. The maximum base and building height is 60 and 70 feet, respectively. Parking is required for 50% of the total dwelling units. Detached residences require a minimum lot width of 40 feet and a minimum lot area of 3,800 square feet. Semi-detached and attached residences require a minimum lot width of 18 feet and a minimum lot area of 1,700 square feet. Community facilities are permitted at an FAR of 3.00.

R7A

Existing: R6

One R7A district is proposed along White Plains Road from E. Gun Hill Road to E. 218th Street and along parts of Holland Avenue. R7A districts are higher-density contextual zones that offer growth opportunities while blending new buildings into the established context. These districts are generally proposed along wide streets and commercial corridors. Four projected and sixteen potential development sites are within the proposed R7A districts.

R7A districts follow the Quality Housing regulations for R7 districts. R7A districts allow all housing types at a max FAR of 4.00. The maximum base and building height is 65 and 80 feet, respectively. Parking is required for 50% of the total dwelling units. The minimum lot width and lot area for detached residences is 40 feet and 3,800 square feet. Semi-detached and attached residences require a minimum lot width of 18 feet and a minimum lot area of 1,700 square feet. Community facilities are permitted at an FAR of 4.00.

C1-4 and C2-4 Commercial Overlays

Finally, in many locations in the rezoning area, commercial overlay districts are mapped to a depth of 150 feet. However, most lots along the retail corridors of White Plains Road, 233rd Street, East Gun Hill Road, Bronxwood Avenue and Laconia Avenue are usually about 100 feet deep. This extra depth can disrupt the established character of blocks by allowing commercial uses on lots fronting on residential streets.

Parking requirements vary depending on the type of commercial use and the districts suffix. Food and Retail establishments are required to provide one accessory space per 200 and 300 square feet, respectively in C1-2 and C2-2 districts. However, the proposed C1-4 and C2-4 overlays will require one accessory space per 1,000 square feet for all types of commercial uses.

In addition to updating the commercial overlays in the rezoning area, five new commercial overlays are proposed to reflect the existing patterns and trends of commercial use along Laconia Avenue, East 233rd Street, and East Gun Hill Road. These new commercial overlays will bring existing commercial uses into conformance and increase the predictability of new development along these corridors.

The proposed zoning districts are based on a methodical reading of the local context on a block-by-block basis. The proposal would increase the predictability of new development and create new opportunities for housing and businesses expansion.

PUBLIC POLICY

A portion of the rezoning area is within the Coastal Zone boundary. A NYC WRP Consistency Assessment Form (CAF), (see attached) was completed for the proposed action. The proposed action is consistent with the Waterfront Revitalization Plan, since the action will not facilitate development within the coastal zone area of the Bronx River. Furthermore, the proposed action would support PlaNYC's initiatives by shifting growth toward areas with more public transportation options, while preserving the character of the neighborhoods.

There are no other known public policies that govern the rezoning area under the existing conditions. Without the proposed action, it is not expected that any new public policies would be put in place in the rezoning area.

The proposed actions are based on a fine-grained rezoning approach that has been employed in neighborhood rezonings that the Department of City Planning (DCP) has pursued since 2001. The proposed rezoning identifies and supports the existing built character, while two areas have been identified as appropriate locations for moderate increases in density. These changes are consistent with the city-wide policy of promoting growth and density on wide streets and around mass transit. Reductions in the depth of the commercial overlays are proposed in locations where existing districts encroach on residential buildings.

The proposal is also consistent with city-wide commercial development policies. The action would provide new business location opportunities in new commercial districts that compliment proposed residential zoning.

Given the consistency of the proposed actions with established policies of DCP and the City of New York, it is anticipated that the proposed actions would not result in a significant adverse impact on public policy.

CONCLUSION

The proposed rezoning would establish contextual zoning districts in appropriate areas of Williamsbridge/Baychester to reinforce the prevailing built fabric and character of the residential blocks. The proposal would also establish moderate increases in density in two clusters around mass transit along White Plains Road. Accordingly, the proposed actions would result in changes that would be compatible with and supportive of land use trends, zoning, and public policy. In effect, the proposed actions would bear a positive effect on preserving neighborhood character while encouraging redevelopment of vacant and underutilized properties on wide streets. Consequently, no significant adverse impacts related to land use, zoning or public policy are anticipated.

SOCIOECONOMIC CONDITIONS

INTRODUCTION

According to the CEQR Technical Manual, an analysis of socioeconomic conditions should be conducted if a proposed action may directly or indirectly impact changes in an area's population, housing stock or economic activity. Such an analysis examines the possible direct or indirect on the socioeconomic conditions in the study area, including population characteristics, increase in economic activity, and the potential displacement of residents (if any), businesses and employment from the rezoning area. Typically, such an assessment is necessary if an action is expected to cause any of the following: direct residential, business or institutional displacement, indirect residential, business or institutional displacement or adverse effects on specific industries.

The proposed action does not meet any of the criteria that would prompt a socioeconomic assessment. The proposed action would not directly alter the socioeconomic character of the study area by direct residential displacement. It would not directly displace substantial numbers of businesses or employees or a business or institution that is uniquely important to the area. Further, the action would not promote indirect displacement by inducing new, incongruous, uses, development or activities within the study area. Therefore, the proposed action does not meet the requirements set forth in the CEQR Technical Manual for a detailed assessment of socioeconomic conditions of the study area.

The CEQR Technical Manual does suggest that residential development in excess of 200 units or commercial development in excess of 200,000 square feet should be assessed for their potential to cause significant adverse socioeconomic impacts. As compared to the no-action conditions, the proposed rezoning would result in a net increase of 291 residential units. The proposed action is also expected to result in a net increase of 22,336 square feet of commercial space; a net decrease of 5,982 square feet of office space; and a net decrease of 132,419 square feet of community facility space. Since the proposed rezoning is expected to result in the net addition of 291 units, an assessment of the socioeconomic conditions is warranted.

However, the proposed action would not adversely impact the socioeconomic conditions and a detailed assessment is not necessary. The proposed action's projected development represents less than a 1% net increase in dwelling units over the entire study area and will contribute to an increase of less than 1% in new population in the study area. The size and scale of the expected residential development will not create an impact on socioeconomic conditions in the Williamsbridge/Baychester study area. The proposed action would not result in any indirect displacement and no significant adverse impacts on socioeconomic conditions would result from the proposal. Therefore, no analysis beyond the preliminary is required.

METHODOLOGY

In order to determine if direct or indirect residential or business displacement would occur as a result of the proposed actions, a preliminary assessment was conducted. A preliminary assessment consists of gathering demographic data from the study area to assess the potential for direct or indirect residential or business displacement. In accordance with the guidelines presented in the CEQR Technical Manual, the preliminary assessment evaluates specific factors that could create significant socioeconomic impacts in an area. This analysis examines the potential effects of the proposed actions relative to the conditions in the future with-out the proposed actions. Any of the following conditions would typically trigger a socioeconomic assessment:

- The proposed action would directly displace residential population to the extent that the socioeconomic character of the neighborhood would be substantially altered (typically, 500 or more residents).
- The proposed action would directly displace more than 100 employees.
- The proposed actions would directly displace a business that is unusually important because its products or services are uniquely dependent on its location.
- The proposed action would result in a substantial new development that is markedly different from existing uses, development, and activities in the neighborhood, which could lead to indirect displacement. Typically projects that are small to moderate in size would not have significant socioeconomic effects unless they are likely to generate socioeconomic conditions that are very different from existing conditions in an area. Residential development of 200 units or less or commercial development of 200,000 sq. ft. or less would typically not result in significant socioeconomic impacts.
- The proposed action would add to, or create, a retail concentration that may draw a substantial amount of sales from existing businesses within the study area to the extent that certain categories of business close and vacancies in the area increase, thus resulting in a potential for disinvestment on local streets. Projects resulting in less than 200,000 sq. ft. of regional-serving retail in the study area would not typically result in socioeconomic impacts.
- The proposed action may adversely affect economic conditions in a specific industry.
- As aforementioned, a preliminary assessment is warranted since the proposed action is expected to generate a net increase of more than 200 units. The CEQR Technical Manual suggests that preliminary analyses may be conducted to determine whether detailed analyses are necessary. The purpose of the preliminary analysis is to gather data and learn enough about the possible effects of the action to rule out the possibility of significant impacts. If the preliminary analysis is inconclusive or shows possible adverse impacts, then a more detailed assessment may be appropriate and/or necessary. However, in this case the preliminary analysis determined that no significant adverse impacts would occur as a result of the proposed action, and that the proposed action would result in beneficial socioeconomic conditions.

DATA SOURCES

The following analysis is based primarily on data from the 2000 and 2010 U. S. Census. These data have been grouped for the socioeconomic study area by the following census characteristics:

- Total population (2010); and
- Household and income characteristics, including total households, average household size, median household income, and percent of households below poverty; and
- Housing characteristics, including the number of housing units, housing vacancy and tenure, median contract rent, median home value, and the number of units in buildings.

Because the only a limited amount of Census 2010 was available at the time of this rezoning, some baseline (2010) demographic conditions were determined based on trends and Census 2000 data. Therefore, while the Census 2010 data serves as the foundation for many of the baseline conditions, where gaps occur, the information has been updated or alternatives used, wherever possible to reflect 2010 conditions.

Study Area

A socioeconomic study area was identified for the purpose of conducting the preliminary analysis of socioeconomic conditions. As described in the “Project Description,” the study area is generally bounded by the Bronx River to the west, Grenada Place, Needham Avenue, Marrola Place and the New England Thruway to the east, 233rd Street to the north and East Gun Hill Road, Lurting Avenue, Givan Avenue, and Hammersley Avenue to the south (See Figure 2.A.1). According to the guidelines established in the CEQR Technical Manual, any socioeconomic impacts relating to the proposed action would likely occur within a quarter mile of the affected area. Census tracts within the quarter mile study area or have more than 50 percent their area located within the quarter mile radius of a projected development site were included in the study area. Those with less than 50 percent of their area in the quarter mile radius were excluded (Figure 3.B.1). The socioeconomic study area includes 31 census tracts:

344	382	418
348	386	420
358	388	422
364	390	424
368	392	426
370	394	430
372	396	458
374	398	460
376	404	460.02
378	406	
380	408	

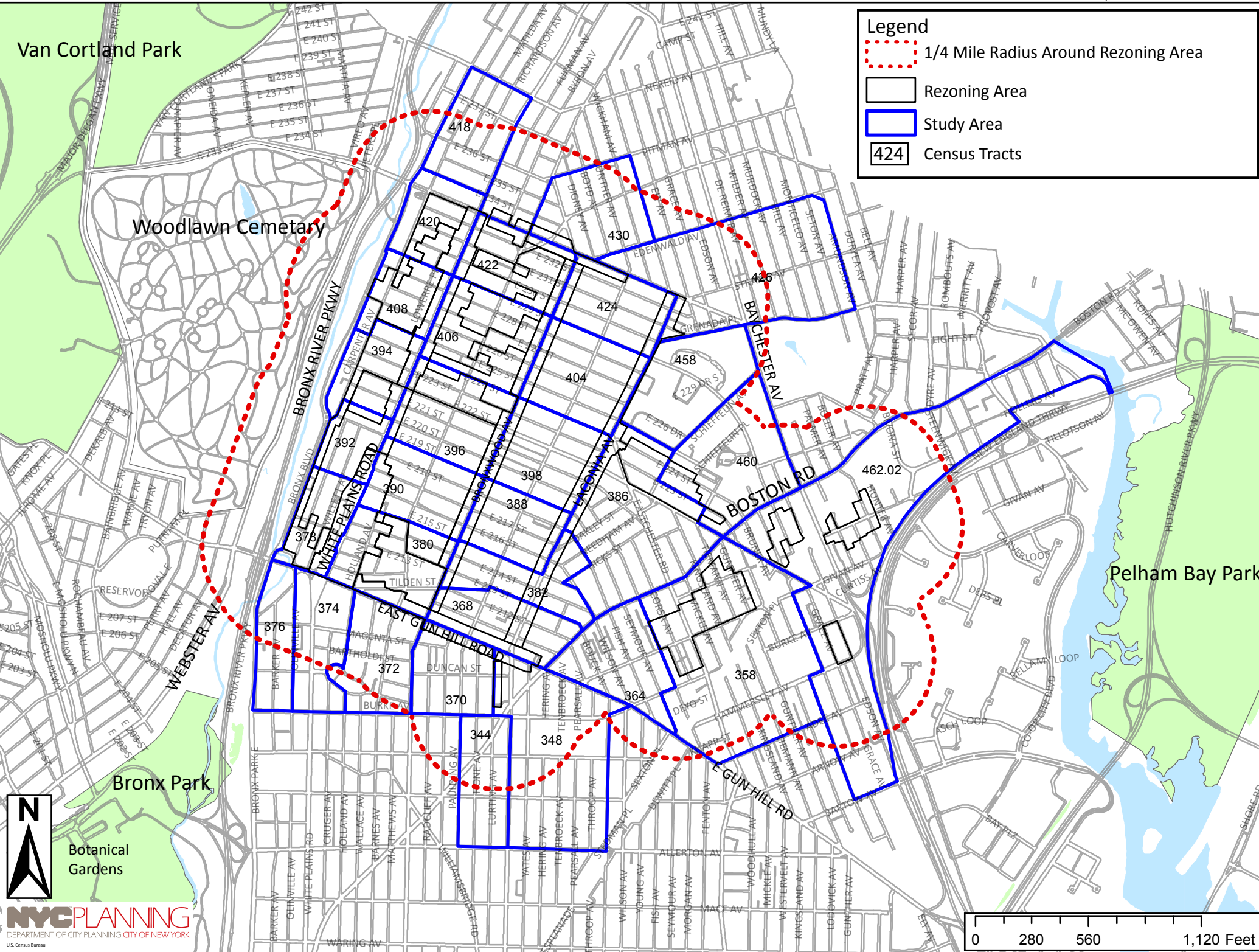
EXISTING CONDITIONS

To determine the existing conditions, census data were compiled for the above census tracts that comprise the study area. According to the 2010 census, the study area contained a population of 119,238 or an increase of 4,339 new residents. This indicates a growth rate between 2000 and 2010 of about 4 percent for the ¼-mile study area. Table 3.B.1 shows housing and population characteristics from the 2000 Census.

Tracts within the ¼ mile secondary study area contained 42,732 housing units, 40,051 of which were occupied, in 2010. As of the 2000 Census, 12,220 or approximately 30.95% of the total occupied housing units were owner-occupied. Since the 2000 Census the area added 4,643 dwelling units. The median household income within the ¼ mile study area in 1999 was \$36,696—basically the same as the Bronx median (\$36,939) but considerably less than the New York City median household income (\$54,653). Additionally, approximately 21.19% of the population in the study area lived below the poverty rate in 2000, lower than the overall Bronx rate (30%) and essentially the same as the overall New York City rate (21%). Within the ¼ mile study area, the median contract rent in 2000 was \$707 and the 2000 median house value was \$197,750.

Table 3.B.1					
Williamsbridge/Baychester Rezoning					
	Rezoning Area		1/4 Mile Study Area		Bronx
					New York City
Population 2010 [†]	33,626		119,238		1,332,650
Total Housing Units [†]	12,824		42,732		511,896
Occupied Housing Units [†]	118,891	927.10%	40,051	93.73%	483,449
Vacant Housing Units [†]	933	7.28%	2,681	6.27%	28,447
Owner Occupied Housing Units	2,581	20.13%	12,550	29.37%	90,522
Renter Occupied Housing Units	8,583	66.93%	25,607	59.92%	372,690
Median Household Size	2.69		2.79		2.78
Population Below Poverty Level	7,163		23,231		395,263
Median Household Income*	\$30,280		\$35,696		\$36,939
Median Contract Rent*	\$621		\$707		\$749
Median House Value*	\$196,550		\$197,750		\$245,897
Housing Units in Buildings with 4 or fewer Units	4,740		21,653		132,650
Renter Occupied Units in such Buildings	2,774		10,054		59,550
Percent of Unprotected Occupied Units	2.33%		25.10%		12.86%
Total Households	11,206		38,280		463,212
	Occupied Unit Status		Occupied Unit Status		
	Renter Occupied	Owner Occupied	Renter Occupied	Owner Occupied	
1 Unit Detached	332	408	1,115	2,371	
1-4 Units Detached	2,442	1,558	8,939	9,228	
Total 1-4 Units	2,774	1,966	10,054	11,599	
5-9 Units	721	47	2,086	94	
10+ Units	5,088	568	13,458	848	
* Has not been adjusted for inflation					
Source: U.S. Census Bureau, Census 2000					
† Source: 2010 Census					

Figure 3.B.1 - Socioeconomic Study Area



Future No-Action

Absent the proposed action, new residential development is expected to occur as-of-right on all of the projected sites, resulting in a gain of 253 dwelling units. Table 3.B.2 below provides a synopsis of projected changes in the number of housing units and the population absent the rezoning over a 10-year horizon.

Future With-Action

Under the with-action scenario, development is expected to introduce into the study area a net increase of 291 new dwelling units on all projected development sites. Table 3.B.3 below provides a description of projected changes in the number of housing units and the population given the rezoning during the same 10-year horizon.

PRELIMINARY ANALYSES

Direct Residential Displacement

Under the proposed action there would be no direct residential displacement relative to the no-action scenario. The Reasonable Worst-Case Redevelopment Scenario (Table 2.A.1) shows no dwelling units that would be eliminated in the With-Action scenario and that would remain unaffected in the No-Action Scenario. There are no existing dwelling units that remain untouched by either the no-action or with-action scenarios. In fact, there is only one site currently with existing dwelling units, site 09, and both the no-action and with-action scenarios have projected residential development. Therefore, the direct residential displacement as a result of the proposed action is not substantial and no additional analysis of direct residential displacement is warranted for the proposed action.

Indirect residential displacement

Indirect residential displacement can occur when an action introduces or accelerates a trend that may potentially displace a vulnerable population to the extent that the socioeconomic character of the neighborhood would change. The CEQR Technical Manual outlines a step-by-step analysis to be used in the preliminary analysis in order to determine if a detailed analysis is warranted.

- Would the proposed action add new population with higher average incomes compared to the average incomes of the expected population that would reside in the study area without the action? If the expected average incomes of the new population would exceed the average incomes of the study area population, step 2 of the analysis should be conducted.

For the sake of simplicity in analysis, the first condition was not ruled out and question 2, below, was answered.

- Will the proposed action introduce a new population that represents greater than 5% of the expected population that would reside in the study area without the action? If so, an effect on the real estate conditions of the study area are expected, and step 3 of the analysis would be required.

Census 2010 and 2000 data were aggregated for the 31 study area tracts in order to determine the current population, number of dwelling units, occupancy rate, and average household size. (see tables 3.B.2 & 3.B.3). As aforementioned, the current study area has a population of 116,139 with 42,949 total housing units, 2,681 of which are vacant. Using the available 2010 census numbers and assuming the average household size remained constant from 2000, the following tables summarize the projected changes under the No-Action and With-Action scenarios.

Table 3.B.2**Future No-Action: Population and Housing Growth**

	Housing Units				Population			
	2010 Housing Units	2010-2020 Housing Units	Total 2020 Housing Units	Percent Growth	2020 Population	2010-2020 Projected Growth	Total 2020 Population	Percent Growth
1/4-Mile Study Area	42,732	253	42,985	0.59%	119,238	659	119,897	0.55%
Notes: Projected housing unit increases are based on planned and proposed developments within the Study Areas. Population projections are based on the Census 2000 Average Household size and the number of vacancy-adjusted additional housing units. 2010 baseline housing units and population based on NYC DCP PLUTO housing units, NYC DOB Building Permits and Census 2000 average household size.								
Sources: U.S. Department of Commerce, Bureau of Census: 2000, 2010 Census; NYC Department of City Planning; NYC Department of Buildings								

Table 3.B.3**Future With-Action: Population and Housing Growth (Build)**

	Housing Units				Population			
	2020 No Build Housing Units	Project Increment	2020 Build Housing Units	Percent Incremental Growth	2020 No-Build Population	Project Increment	2020 Build Population	Percent Incremental Growth
1/4-Mile Study Area	42,985	291	43,276	0.68%	119,897	758	120,654	0.63%
Notes: Incremental additional housing units are presented as projected in the RWCDs With Action scenario. Population growth was calculated by applying an average household size of 2.86 persons to these units after adjusting for vacancies based on the Census 2000 rate (4.36%).								
Sources: U.S. Department of Commerce, Bureau of Census: 2000, 2010 Census; NYC Department of City Planning; NYC Department of Buildings								

According to the Reasonable Worst-Case Redevelopment Scenario, a total of 253 dwelling units were projected to be built in the no-action scenario, while the with-action scenario projected a total of 544 dwelling units to be built within the study area. The population was calculated for each scenario based on the projected new dwelling units and assuming the occupancy rate and average household size remained constant for all projected developments in the study area. Comparing the with-action to the no-action population counts, the with-action scenario would add 758 new residents to the study area.

that would not be there without the proposed action. This number represents an increase of just 0.63% from the no-action scenario population.

The proposed action's 0.63% increase, according to step 2 of the CEQR Guidelines, would not impact the real estate market in the study area. Generally, only a proposed action that increased the population above 5% of the no-action projected population would be large enough to impact the real estate market. Therefore, the proposed action would not create or accelerate a trend of higher housing costs or higher average incomes in the study area. With the real estate market remaining unchanged, it is assumed that the proposed action will neither introduce nor accelerate a trend of socioeconomic conditions that may potentially displace a vulnerable population to the extent that the socioeconomic character of the neighborhood would change, thereby making further analysis unnecessary..

Direct Business Displacement

The preliminary analysis for direct business displacement begins with a description of the type and extent of businesses and workers to be directly displaced by an action. This description is required regardless of whether there would be significant displacement. Next, CEQR Technical Manual lists the following questions/conditions to examine to determine the potential for significant displacement:

- If the business or institution to be displaced provides products or services essential to the local economy that would no longer be available in its trade area to local residents or businesses due to the difficulty of either relocating the business or establishing new, comparable businesses.
- If a category of business or institution is the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it.

In answering these questions, the no-action scenario is the baseline for assessing the potential for direct displacement of businesses or institutions. The existing businesses on the 12 projected development sites generally consist of local office and retail businesses, automotive services, storage, and parking lots. Combined, these businesses provide an estimated 80 jobs.

While the CEQR process attempts to project the future actions of private property owners within the study area, it is not possible to determine with great certainty the future actions of any private property owner. Therefore, sites considered likely to be redeveloped within the next ten years are analyzed using a reasonably conservative assessment of the proposed action's possible effects. The criteria and process of choosing and analyzing these sites is described in the description of the Reasonable Worst Case Development Scenario in Chapter 1, "Project Description." This process produced a conservative assessment of these sites with-out the proposed action versus with the proposed action.

These projected sites that have been identified as likely locations for redevelopment under the proposed action are analyzed under CEQR for potential business displacement and are the assumed locations of potential private market development. The RWCDs for Williamsbridge identified 1 site out of 12 projected sites whose business would be directly displacement. However, it is not known when or if this site will be developed. If this site is redeveloped in the future with the action, it is possible that the

existing funeral home could be displaced. Such displacement would be subject to private contracts and lease terms between tenants and landlords existing at the time of redevelopment.

Additionally, while the CEQR analysis is primarily concerned with long term development trends, it identifies the potential for direct displacement based on existing conditions and the business located on development sites today. New York City's commercial streets are dynamic and businesses regularly open and close in response to changes in the economy, local demographics, and consumer trends. Therefore, it is possible that the business could close or relocate for reasons independent of the rezoning.

Overall, the proposed action would be expected to generate a net gain of 22,336 sq. ft. of local commercial/retail space and a net decrease of 5,982 sq. ft. and 132,419 sq. ft. of office and community facility space, respectively. Of the 12 projected development sites, 6 sites are currently vacant land, vacant buildings, surface parking lots, or used for open air storage. 5 sites with businesses are expected to be redeveloped in both the no-action and the with-action scenario, and would therefore be displaced regardless of the proposed rezoning. There is only one site, with one business, that is expected to remain unchanged in the no-action scenario but is predicted to be redeveloped in the with-action scenario. This business is a funeral home with an estimated equivalent of 12 employees.

As stated above, absent the proposed action, one projected development site containing an existing business would remain. All other projected sites would be redeveloped regardless of the proposed action and are not considered in this analysis. The business that exists currently on Site 11 is a funeral home with an ancillary parking lot. The funeral home no longer owns the property. While this business provides services to the surrounding community, it does not represent a substantial portion of the City's economy. Moreover, this business is not wholly unique nor does not define the neighborhood, either individually or collectively, and could be relocated without difficulty. Moreover, there are other funeral homes in the study area that could serve the local community, which would mitigate its displacement.

Finally, there are no regulations or plans to preserve, enhance, or otherwise protect these types of businesses. But as stated above, similar businesses are available within the study area's commercial districts along White Plains Road and East Gun Hill.

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

Indirect Business Displacement

Like the analysis of indirect residential displacement, the preliminary assessment of indirect business and institutional displacement focuses on whether the proposed actions could increase commercial property values and rents within the primary or secondary study areas, making it difficult for some categories of businesses to remain in the area. The CEQR Technical Manual states that commercial development of 200,000 sq. ft. or less would typically not result in socioeconomic impacts.

As stated in the previous section, the proposed action would be expected to generate a net gain of 22,336 sq. ft. of retail space and a net loss of 5,982 sq. ft. and 132,419 sq ft of office space and community facility space, respectively. The quantity of new space projected to be developed is well below the amount of new development that would introduce trends and cause indirect business displacement. Therefore, no further analysis is warranted for the proposed action.

Adverse Effects on Specific Industries

The CEQR Technical Manual requires the assessment of adverse effects on a specific industry. The screening considers the following questions:

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

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

CONCLUSION

The analysis finds that the proposed actions would not result in significant adverse socioeconomic impacts due to direct or indirect changes in residential and economic activity. The proposed actions would not directly displace any residents or change the socioeconomic characteristics of the study area. The new population added under the proposed actions is not large enough, relative to the existing population, to enact change in the socioeconomic characteristics in the study area. The proposed action would also not affect real estate market conditions in a way that would result in indirect displacement of residents or businesses. As the proposed action does not have the potential to result in direct or indirect residential or business impacts or impacts on specific industries, no significant impacts are anticipated and further analysis is not warranted. Therefore, a detailed socioeconomic analysis is not warranted based on the above preliminary analyses

Moreover, although the business that could be directly displaced contributes to the City's economy, the products and services the funeral home provides are widely available in the area and in the city. The needs of this firm could be accommodated in the surrounding area and in other commercial districts, which are widely mapped throughout the city. The product and services provided by the business would still be available to consumers, as many other existing businesses would remain and similar products and services would still be available in the study area and surrounding neighborhoods. Therefore, there would be no significant adverse impacts resulting from direct business displacement.

Without changing the socioeconomic character of the study area, the proposed rezoning would provide growth opportunities in key areas while addressing the community's voiced concerns over out-of-scale development and encroaching commercial uses along residential side streets. The study area already has a well-established residential and retail presence, and the proposed action would ensure contextual and predictable development that reflects, without changing, existing socioeconomic trends.

COMMUNITY FACILITIES AND SERVICES

INTRODUCTION

The proposed actions would protect the lower density areas while allowing for a moderate increase in density and opportunities along the area's main corridors and transportation nodes. DCP has identified 12 housing development sites suitable for residential and commercial development for the Future-With Action condition. Under the existing zoning (Future-No Action), DCP projects these development sites will yield 253 dwelling units by 2021. Under the proposal (Future-With Action), an additional 291 market-rate dwelling units are projected to be developed by 2021.

NEED FOR FURTHER ANALYSIS

The *CEQR Technical Manual* defines community facilities and services as public or publicly funded schools, hospitals, libraries, day care centers and police and fire services. A community facilities analysis examines a proposed action's potential effect on the provision of services by those community facilities. Direct effects occur when a particular action physically alters or displaces a community facility; indirect effects result from increases in population which creates additional demand on service delivery. The proposed action would not result in physical alteration or displacement of any community facilities, therefore no direct effect to existing community facilities are expected as a result of the proposed action.

The *CEQR Technical Manual's* Table 6-1: *Community Facility Thresholds for Detailed Analysis* provides thresholds for analyses of indirect effects. Based on these thresholds, the addition of 291 dwelling units does not require detailed analyses of hospitals, libraries, publicly funded day care centers or police and fire services. However, the *CEQR Technical Manual* directs that if a proposed action could generate more than 50 public elementary and intermediate school students or 150 high school students, further analysis of the impact of the proposed action on the neighborhood public schools is warranted. The Williamsbridge Rezoning action is expected to generate 160 public elementary and intermediate school students and 55 public high school students. Further analysis of the impacts of the proposed rezoning on public elementary and intermediate schools in this area is warranted.

EXISTING CONDITIONS

Elementary and intermediate schools are located in geographically defined school districts, each divided into sub-districts for capital planning purposes. The Williamsbridge Rezoning Area falls within Community School District (CSD) 11 Sub-districts 1 and 2 (Figure 3.C.1). This analysis also examines elementary schools within a half-mile radius and intermediate schools within a one mile radius of the rezoning area, as well as each sub-district that the rezoning area falls into.

As shown in Table 3.C.1, the collective utilization rate for elementary schools in local study area indicates that they are operating over capacity as well as for each sub-district. Public intermediate schools within the local study area and sub-districts are operating below capacity (Table 3.C.2).

Figure 3.C.1



Public Schools in the Vicinity of the Proposed Williamsbridge Rezoning

- Proposed Williamsbridge Rezoning Area
- Elementary School
- Intermediate School
- K-8 School
- High School
- Intermediate/High School
- Radius
- Community School District
- Sub-district Area in Analysis

Table: 3.C.1
Public Elementary Schools within a Half Mile of the Rezoning Area
Enrollment, Capacity, and Utilization

Key	Facility Name	Facility Address	CSD / Sub-district	Enrollment	Target Capacity	Available Seat	Utilization (Percent)
1	P.S. 19*	4318 Katonah Ave	11 / 2	336	224	-112	150%
2	P.S. 21	715 E 225th St	11 / 2	928	644	-284	144%
3	P.S. 41	3352 Olinville Ave	11 / 1	893	754	-139	118%
4	P.S. 68	4011 Monticello Ave	11 / 2	772	830	58	93%
	<i>P.S. 68</i>		<i>11 / 2</i>	<i>622</i>	<i>672</i>	<i>50</i>	<i>93%</i>
	<i>P.S. 68 Temporary</i>		<i>11 / 2</i>	<i>150</i>	<i>158</i>	<i>8</i>	<i>95%</i>
5	P.S. 76	900 Adeo Ave	11 / 1	1,096	832	-264	132%
	<i>P.S. 76</i>		<i>11 / 1</i>	<i>971</i>	<i>650</i>	<i>-321</i>	<i>149%</i>
	<i>P.S. 76 Temporary</i>		<i>11 / 1</i>	<i>125</i>	<i>182</i>	<i>57</i>	<i>69%</i>
6	P.S. 78	1400 Needham Ave	11 / 2	756	765	9	99%
7	P.S. 87	1935 Bussing Ave	11 / 2	567	472	-95	120%
	<i>P.S. 87</i>		<i>11 / 2</i>	<i>388</i>	<i>356</i>	<i>-32</i>	<i>109%</i>
	<i>P.S. 87 Transportable</i>		<i>11 / 2</i>	<i>179</i>	<i>116</i>	<i>-63</i>	<i>154%</i>
8	P.S. 103	4125 Carpenter Ave	11 / 2	1,165	1,023	-142	114%
	<i>P.S. 103</i>		<i>11 / 2</i>	<i>865</i>	<i>827</i>	<i>-38</i>	<i>105%</i>
	<i>P.S. 103 Temporary</i>		<i>11 / 2</i>	<i>300</i>	<i>196</i>	<i>-104</i>	<i>153%</i>
9	P.S. 111	3740 Baychester Ave	11 / 2	655	896	241	73%
10	P.S. 112	1925 Schieffelin Ave	11 / 2	571	557	-14	103%
11	P.S. 121	2750 Throop Ave	11 / 1	895	911	16	98%
	<i>P.S. 121</i>		<i>11 / 1</i>	<i>747</i>	<i>815</i>	<i>68</i>	<i>92%</i>
	<i>P.S. 121 Temporary</i>		<i>11 / 1</i>	<i>148</i>	<i>96</i>	<i>-52</i>	<i>154%</i>
12	P.S. 153	650 Baychester Ave	11 / 2	594	616	22	96%
13	Baychester Academy	3500 Edson Ave	11 / 2	148	164	16	90%
14	P.S. 178	850 Baychester Ave	11 / 2	457	472	15	97%
15	Cornerstone Academy for Social Action	3441 Steenwick Ave	11 / 2	430	457	27	94%
Total for Study Area				10,263	9,617	-646	107%
Total for CSD 11 Sub-district 1				10,637	9,422	-1,215	113%
Total for CSD 11 Sub-district 2				8,490	8,444	-46	101%
<p>Source: NYC Department of Education, <i>Enrollment/Capacity/Utilization Report 2009-10 School Year</i> * P.S./I.S. schools</p> <p>Note: Other schools with elementary school seats in CSD Sub-districts under analysis not listed above include P.S. 105, P.S. 106, P.S. 108, P.S. 175, P.S. 83, P.S. 89, P.S. 96, P.S. 97, and P.S./IS 194 in CSD 11 Sub-district 1; P.S. 16 and P.S. 160 in CSD 11 Sub-district 2.</p>							

Table: 3.C.2
Public Intermediate Schools within One Mile of the Rezoning Area
Enrollment, Capacity, and Utilization

Key	Facility Name	Facility Address	CSD / Sub-district	Enrollment	Target Capacity	Available Seat	Utilization (Percent)
16	P.S. 19*	4318 Katonah Ave	11 / 2	185	124	-61	149%
17	P.S. 89*	980 Mace Ave	11 / 1	479	481	2	100%
	<i>P.S. 89*</i>		<i>11 / 1</i>	<i>388</i>	<i>422</i>	<i>34</i>	<i>92%</i>
	<i>P.S. 89 Temporary</i>		<i>11 / 1</i>	<i>91</i>	<i>59</i>	<i>-32</i>	<i>154%</i>
18	M.S. 142	3750 Baychester Ave	11 / 2	955	1,225	270	78%
19	J.H.S. 144	2545 Gunther Ave	11 / 1	1,052	1,586	534	66%
20	M.S. 180	700 Baychester Ave	11 / 2	691	1,064	373	65%
21	I.S. 181	800 Baychester Ave	11 / 2	592	981	389	60%
22	Academy for Scholarship and Entrepreneurship**	921 E 228th St	11 / 2	273	268	-5	102%
23	Global School for Environmental Research	3710 Barnes Ave	11 / 2	485	520	35	93%
24	Forward School	3710 Barnes Ave	11 / 2	325	524	199	62%
25	Young Scholars Academy of the Bronx	3710 Barnes Ave	11 / 2	411	455	44	90%
26	Aspire Preparatory	2441 Wallace Ave	11 / 1	554	594	40	93%
27	Bronx Green	2441 Wallace Ave	11 / 1	424	395	-29	107%
28	School of Diplomacy	3710 Barnes Ave	11 / 2	432	357	-75	121%
29	Cornerstone Academy for Social Action	3441 Steenwick Ave	11 / 2	133	198	65	67%
30	Pelham Academy of Academics and Community Engagement	2441 Wallace Ave	11 / 1	121	171	50	71%
Total for Study Area				7,112	8,943	1,831	80%
Total for CSD 11 Sub-district 1				4,868	5,498	630	89%
Total for CSD 11 Sub-district 2				4,482	5,716	1,234	78%

Source:

NYC Department of Education, *Enrollment/Capacity/Utilization Report 2009-10 School Year*

* P.S./I.S. schools

** I.S./H.S. schools

Note:

Other schools with intermediate school seats in CSD Sub-districts under analysis not listed above include I.S. 127, P.S. 175, P.S. 83, and P.S./M.S. 194 in CSD 11 Sub-district 1.

FUTURE NO-ACTION

Under the future without proposed action, the 253 dwelling units projected to be developed in the Rezoning Area by 2021 (Build Year) are expected to generate 99 elementary students and 40 intermediate students (Table 3.C.3). The School Construction Authority (SCA) has proposed to site two new approximately 379-seat primary school facilities in CSD 11 Sub-district 1. These schools will be funded in the current capital plan pending City Council approval. Because these seats are not under construction, they are not included in the quantitative analysis in Tables 6D and 6F.

According to DOE's latest available enrollment projections, elementary enrollment in CSD 11 is expected to increase significantly in Sub-district 1 and 2. Intermediate enrollment in CSD 11 is expected to decline very slightly in Sub-district 1, and increase somewhat in Sub-district 2 over the next ten years (Tables 3.C.4 and 3.C.5).

Table 3.C.3
Future-With No Action: Number of Public School Students Generated Under
without the Proposed Rezoning

	# of DUs	PS Students	IS Students	Total PS/IS Students
Study Area	253	99	40	139
CSD 11 Subdistrict 1	0	0	0	0
CSD 11 Subdistrict 2	253	99	40	139
<i>CEQR Technical Manual 2010, Table 6-1a</i>				

Table 3.C.4
Projected Public Elementary School Enrollment, Capacity and Utilization in 2021 without the Proposed
Action

	DOE Projected Enrollment 2020 ¹	Students Generated by New Development ²	Total Projected Enrollment 2021	Capacity ³	Seats Available	Utilization
Half-Mile Study Area	12,957	99	13,056	9,501	-3,555	137%
CSD 11 Subdistrict 1	13,422	0	13,422	8,589	-4,833	156%
CSD 11 Subdistrict 2	10,726	99	10,825	8,173	-2,652	132%

¹ DOE Enrollment Projections 2007-2018. The last year for which projections were calculated (2018) has been used to project elementary school enrollments to the 2021 analysis year. Enrollment projections for Study Area and sub-district study areas were calculated based on *CEQR TM methodology*

² Calculations based on DUs identified in the RWCDs that could be constructed in each Sub-district absent the Proposed Action.

³ Capacity numbers: NYC Department of Education, *Enrollment/Capacity/Utilization Report 2009-10 School Year*. Temporary capacity was excluded from the analysis.

Table 3.C.5
Projected Public Intermediate School Enrollment, Capacity and Utilization in 2021 without the Proposed Action

	DOE Projected Enrollment 2020 ¹	Students Generated by New Development ²	Total Projected Enrollment 2021	Capacity ³	Seats Available	Utilization
One-Mile Study Area	7,403	40	7,443	8,943	1,500	83%
CSD 11 Subdistrict 1	4,557	0	4,557	5,498	941	83%
CSD 11 Subdistrict 2	5,176	40	5,216	5,681	465	92%

¹ DOE Enrollment Projections 2007-2018. The last year for which projections were calculated (2018) has been used to project elementary school enrollments to the 2021 analysis year. Enrollment projections for Study Area and sub-district study areas were calculated based on *CEQR TM methodology*

² Calculations based on DUs identified in the RWCDs that could be constructed in each Sub-district absent the Proposed Action. Temporary capacity was excluded from the analysis.

³ Capacity numbers: NYC Department of Education, *Enrollment/Capacity/Utilization Report 2009-10 School Year*.

FUTURE WITH-ACTION

Under the proposed action, an additional 291 dwelling units could be created on the projected development sites by 2021. This would generate 113 elementary and 47 intermediate school students by 2021 (Table 3.C.6).

As shown in Table 3.C.7 and Table 3.C.8, the addition of 160 elementary and intermediate school students generated under the Future-With Action scenario by 2021 will only slightly increase school enrollment over the DOE's projected enrollment within the local study areas or in the sub-district study areas over the Future-No Action by 2021.

Table 3.C.6
**Future-With Action: Number of Public School Students Generated Under
 with the Proposed Rezoning**

	# of Dus Increment	PS Students	IS Students	Total PS/IS Students
Study Area	291	113	47	160
CSD 11 Subdistrict 1	8	3	1	4
CSD 11 Subdistrict 2	283	110	45	156

CEQR Technical Manual 2010, Table 6-1a

Table 3.C.7

Projected Public Elementary School Enrollment, Capacity and Utilization in 2020 with the Proposed Action

	Future No-Action Projected Enrollment 2020¹	Students Generated by Proposed Action	Total Projected Enrollment 2021	Capacity²	Seats Available	Utilization
Half-Mile Study Area	13,056	113	13,169	9,501	-3,668	139%
CSD 11 Subdistrict 1	13,422	3	13,425	8,589	-4,836	156%
CSD 11 Subdistrict 2	10,825	110	10,935	8,173	-2,762	134%
¹ See Table 6D						
² Capacity numbers: NYC Department of Education, <i>Enrollment/Capacity/Utilization Report 2009-10 School Year</i>						

Table 3.C.8

Projected Public Intermediate School Enrollment, Capacity and Utilization in 2020 with the Proposed Action

	Future No-Action Projected Enrollment 2020¹	Students Generated by Proposed Action	Total Projected Enrollment 2021	Capacity²	Seats Available	Utilization
Half-Mile Study Area	7,443	47	7,490	8,943	1,453	84%
CSD 11 Subdistrict 1	4,557	1	4,558	5,498	940	83%
CSD 11 Subdistrict 2	5,216	45	5,262	5,681	419	93%
¹ See Table 6E						
² Capacity numbers: NYC Department of Education, <i>Enrollment/Capacity/Utilization Report 2009-10 School Year</i>						

CONCLUSION

Based on this analysis, utilization rates for the Study Area and for each of the sub-districts are expected to stay the same or increase by two percent between the Future-No Action and Future-With Action conditions, less than the *CEQR TM* threshold of a five percent increase for a determination of a significant adverse impact. Therefore, the proposed Williamsbridge Rezoning proposal is not expected to have a significant adverse impact on public schools in the Study Area or in the affected sub-districts.

OPEN SPACE

Open space is defined as publicly or privately owned active and/or passive land that is publicly accessible. These areas are accessible on a constant or scheduled basis for leisure, sport, play or the enhancement of the natural environment. An open space assessment analyzing direct and/or indirect effects is necessary when a proposed action might have an impact on open space. A direct impact would “physically change, diminish, or eliminate an open space or reduce its utilization or aesthetic value.” An indirect effect could occur when the population generated by a proposed action would noticeably diminish the ability of an area’s open space to serve the existing or future users or public good.

According to the *CEQR Technical Manual*, a proposed action may result in a significant impact on open space resources if (a) there would be direct partial or whole elimination of existing open space resources within the study area (defined below), or (b) it would reduce the open space ratio and consequently overburden existing facilities or further exacerbate a deficiency in open space. Since the proposed actions do not include any direct elimination of open space, this analysis will be based solely on indirect effects.

As indicated by the *CEQR Technical Manual*, a preliminary assessment is warranted for a project that would add more than 50 residents or 125 workers in an underserved area or more than 200 residents or 500 workers in an undefined area. Based on maps of underserved and well-served areas produced by the New York City Department of Parks and Recreation (DPR), the area affected by the proposed action is situated partially in an underserved area and partially in an undefined area (neither under- or well-served). 58 projected or potential development sites are located within the underserved area. For the purposes of preliminary screening, the more conservative (underserved area) thresholds were used. Based on the open space assessment findings detailed below, the proposed action would not result in significant adverse impacts to open space resources.

Preliminary Screening of Potential Non-Residential Open Space Users

The proposed action is projected to generate a net addition of 291 dwelling units and an increase of 14,635 sq ft and 7,701 sq ft of commercial and restaurant space, respectively. Further, the proposed action is expected to result in a net decrease of 5,982 sq ft and 132,419 sq ft of office and community facility space, respectively.

The following rates were used to derive the projected number of future employees the proposed action would generate: three employees per 1,000 sq ft of retail, four employees per 1,000 sq ft of office space, one employee per 300 sq ft of community facility and institutional space and 0.04 employees per dwelling unit of residential use. Using these rates, the proposed action would result in a net decrease of 386 workers over the future *no-action*. As this number does not break the *CEQR Technical Manual*

threshold of 125 additional workers, significant indirect impacts to open space resulting from non-residential users are not expected and further analysis is not warranted.

Preliminary Screening of Potential Residential Open Space Users

The proposed actions would result in a net addition of 291 dwelling units. This anticipated development would add an estimated 785 new residents to the open space study area (discussed below) by 2021. As noted in the Socioeconomic chapter, this was determined by applying an average household size of 2.79 persons to these units and then adjusting for vacancies based on the Census 2000 rate of 3.33 percent. Because the proposed action would potentially generate 785 new residents, which is above the *CEQR Technical Manual* threshold, a quantitative assessment was conducted to examine the change in total population relative to total open space in the area.

Analysis of Residential Open Space Users

An open space study area is generally defined by a reasonable walking distance that users would travel to reach local open space and recreational resources. According to the guidelines established in the *CEQR Technical Manual*, this distance is typically one-half mile for residential users. Census tracts within the one-half mile study area or more than 50 percent their area located within the half-mile radius of a projected development site were included in the study area; those with less than 50 percent of their area in the half-mile radius were excluded. The open space study area is shown in Figure 3.D.1. The open space study area includes 36 census tracts:

340	374	394	424
342	376	396	428
344	378	398	429.02
348	380	404	430
350	382	406	434
364	386	408	436
368	388	418	451.01
370	390	420	458
372	392	422	460

To determine the existing residential population, census data were compiled for the above census tracts that comprise the open space study area. According to the 2010 census, the study area contained a

population of 116,028 or an increase of 3,133 residents. This indicates a growth rate from 2000 to 2010 of about 3 percent for the ½-mile Open Space study area.

Table 3.D.1 lists the 11 open space resources within the open space study area and indicates the size, in acres, of each resource. The numbers assigned to each resource in Table 3.D.1 correspond with the numeric labels in Figure 3.D.2.

Table 3.D.1 - Open Space Resources						
Map Key	Name/Address	Owner	Description	Total Size (Acres)	Active (Acres)	Passive (Acres)
1	Bronx River Parkway East Gun Hill, 233rd Street	NYC DPR	Landscaped area with playgrounds, spray showers, baseball fields, bicycling and greenways, bathrooms	100.26	30	70.26
2	Williamsbridge Square White Plains Rd, E. 212 th	NYC DPR	Square features London plane trees, benches, and a comfort station	1.395	0	1.395
3	D'Onofrio Square E 213 th St., White Plains	NYC DPR	Triangle with sitting area	0.38	0	0.38
4	Agnes Haywood Playground E 215 th St., Barnes Ave., E. 216 th St.	NYC DPR	Playground: spray showers, planted trees and shrubs, benches, drinking fountains, game tables, bleachers and play equipment, basketball and handball courts, bathrooms	1.32	1.32	0
5	Gun Hill Houses Playground Holland Ave. & Magenta St.	NYC DPR	Playground: wading pool, seesaws, slides, swings, a sandpit, jungle gym with safety surfacing, spray showers, comfort station, flagpole, fountain, and ten benches, basketball, handball, paddle tennis, and shuffleboard courts	0.716	0.716	0
6	Magenta Playground Olinville Ave. & Rosewood St.		Playground: slides, swings, jungle gym with safety surfacing, spray showers, comfort station, flagpole, benches, basketball and handball courts	0.605	0.605	0
7	Evander Childs High School Soccer Fields		Soccer Fields	3.59	3.59	0
8	Edenwald Playground Scheffelin Ave, E 229th St	NYCHA	Playground: jungle gym, benches, basketball and handball courts	2.54	2.54	0
9	Rienzi Playground E 225 St, Barnes Ave, White Plains RD	JOP		1.53	1.53	
10	Eastchester Playground Adee & Tenbroeck Ave	NYCHA	Playground: jungle gym, benches, basketball and handball courts	1.03	1.03	
11	Carlisle Garden Carlisle & Tilden St	NY Garden Trust	Public Garden	0.327	0	0.327
Total				113.70	41.33	72.36
* Acronyms: New York City Department of Parks and Recreation (DPR); New York City Department of Education (DOE); New York City Housing Authority (NYCHA); Jointly Owned Playground (JOP)						
Source: DPR, DCP, 2010						

According to DPR, there are no new parks, playgrounds or other open space resources planned for the study area and the 174 acres of existing resources would remain in place for the foreseeable future

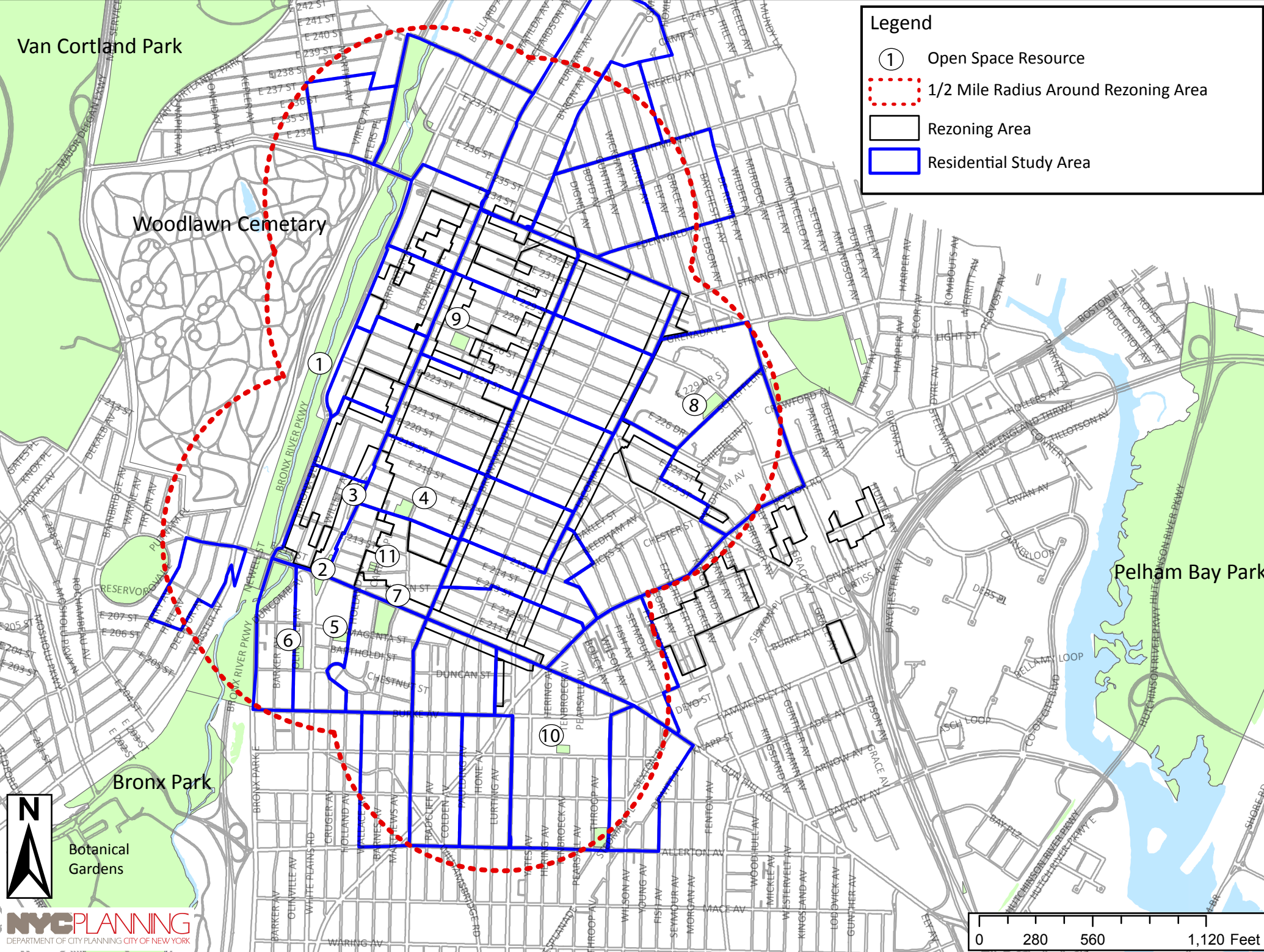
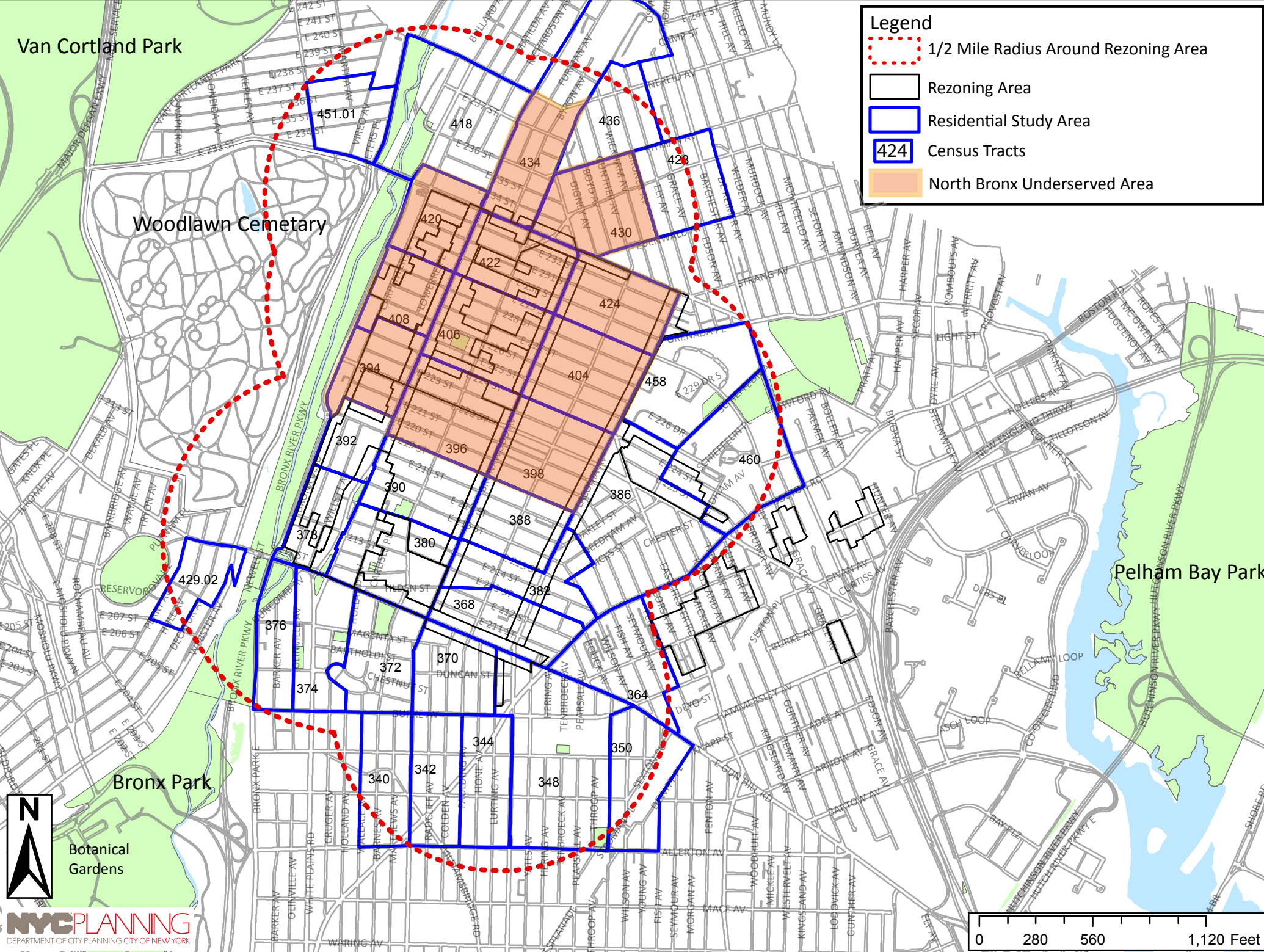


Figure 3.D.1 - Open Space Study Area



Preliminary Assessment

In order to determine whether the increase in the population of open space users would significantly reduce the amount of available open space in the study area, open space ratios for the existing, future with-action, and future without-action conditions were calculated in accordance with the guidelines established in the *CEQR Technical Manual*. The study area includes an underserved area in the Williamsbridge neighborhood of the Bronx as defined in the *CEQR Technical Manual*. The remaining portion of the study area is not defined as either well served or underserved. The DPR calculations used to determine that the portion of the study area is underserved only took into account open spaces administered by the department within defined boundaries. This resulted in a lower open space ratio than that established in this analysis. For the purposes of this analysis all publicly accessible open spaces which meet the criteria set in the *CEQR Technical Manual* and which lie within the study area have been included in the calculations.

The adequacy of open space is measured by a ratio defined by the amount of open space acres per 1,000 people. For residential populations, a guideline of 2.5 acres per 1,000 residents is considered adequate. Citywide, the community district median is 1.5 acres of open space per 1,000 residents.

In accordance with the guidelines and policies established in the *CEQR Technical Manual*, open space ratios for the existing, future with-action, and future no-action conditions were calculated to determine whether the projected increase in population would significantly reduce the amount of available open space in the study area. The results are summarized in Table 3.D.2 and described in detail below.

TABLE 3.D.2 : OPEN SPACE RATIO CALCULATIONS

	<u>Existing Condition</u>	<u>Future Without- Action</u>	<u>Future With- Action</u>	<u>Percent Change</u>
Study Area Population	116,028	119,907	120,664	.632%
Open Space Acres	113.70	113.70	113.70	0.00%
Open Space Ratio	.979	.948	.942	.627%

Existing Conditions

According to the *CEQR Technical Manual*, in New York City the median ratio at the Citywide Community District level is 1.5 acres of open space per 1,000 residents. A detailed assessment of open space would be warranted if the open space ratio would decrease by five percent or more in areas with open space ratios below that of the Citywide median. As Table 3.D.2 describes, using the 2010 population of the study area noted above, the current open space ratio for the study area is .979 acres per 1,000 residents. This figure is below the planning goal of 2.5 acres per 1,000 residents and the citywide community district median of 1.5 acres per 1,000 residents but is not unexpected since the ½-mile study area includes the North Bronx underserved area for open space.

Future No-Action

In the future without the proposed action, as-of-right development is expected to occur on 11 of the 12 projected development sites identified in the RWCDs (Project Description). Compared to existing conditions, as-of-right development, occurring on all 11 projected sites, will add 253 dwelling units. As noted in the Socioeconomic Chapter, assuming the average household size and vacancy rate remains constant at 2.79 and 6.69 percent, these additional dwelling units would produce 659 residents. There are no other known projects that would affect the open space ratio in the future no-action condition. The future no-action population was derived by assuming that growth in the next ten years would remain at about 3 percent. Based on this background growth rate and the additional units contained in the RWCDs no-action condition, the estimated future no-action population is 119,907.

In the study area, the total open space ratio in the future No-Action condition is projected to be approximately .948 acres per 1,000 people. The open space ratio will therefore continue to be below the citywide median community district open space ratio of 1.5 acres per 1,000 residents.

Future With-Action

The future with the proposed action is estimated to add a net of 291 dwelling units to the open space study area when compared to the future without the proposed action. This would result in approximately 758 new residents over no-action conditions, which is based on the aforementioned assumptions on the average household size and vacancy rate. Using the same baseline assumptions and these additional units, the future with-action population is estimated to increase from 119,907 under the future No-Action to 120,664, within the study area.

Subsequently, the open space ratio in the future With-Action condition is projected to be approximately .942 acres per 1,000 people. As in the future no-action condition, this ratio is below the standard of 1.5 acres per 1,000 for citywide community districts. However, the future With-Action ratio would remain essentially the same as in the future without action.

Conclusion

The preliminary analysis that was conducted in accordance with *CEQR Technical Manual* concluded that a detailed analysis is not warranted. This analysis took into consideration the presence of 113.70 acres of open space within the study area which results in an existing open space ratio within the study area of .979, a projected without-action ratio of .948 and a projected future with-action ratio of .942. Compared with the future no-action condition, the proposed action would decrease the open space ratio by approximately .0059 acres per 1,000 residents, or a 0.63 percent reduction. As per the *CEQR Technical Manual*, in areas extremely lacking in open space a decrease of less than 1 percent between the Future No-Action and Future With-Action open space ratios is not seen as significant and does not warrant further analysis.

Based on these findings, and that no direct or qualitative changes to an open space would occur as a result of the actions, no significant adverse impacts on open space are anticipated and no further analysis is needed.

URBAN DESIGN AND VISUAL RESOURCES

According to the *CEQR Technical Manual*, a preliminary assessment of potential urban design impacts is appropriate when there is the potential for a pedestrian to observe from the street level a physical alteration beyond that allowed by the existing zoning. The purpose of the preliminary assessment is to determine whether any physical changes proposed by the project may raise the potential to significantly and adversely affect elements of Urban Design. Since the proposed zoning increases permitted floor area and enlargement of permitted building envelopes in select locations, a preliminary assessment was conducted.

However, the proposed rezoning would not result in buildings or structures substantially different in height, bulk, form, setback, size, use, or arrangement than currently exist or are permitted as-of-right. The preliminary analysis found that no significant adverse impacts related to urban design and visual resources are anticipated.

The increases in bulk allowed by the proposed zoning would not be significant because substantial increases in density are proposed in relatively few locations. These proposed zones would replace existing zones that either lack height limits or are not contextual with strict height and bulk regulations aimed to create a human scale street wall. Additionally, updates to the commercial overlays will preclude adverse uses encroaching on residential side streets. Together, the proposed actions' changes in urban design would be beneficial rather than adverse. New development would be consistent with the predominant existing neighborhood context and would not block visual resources. Consequently, significant adverse impacts to the area's urban design and visual resources are not expected and detailed analyses are not warranted.

EXISTING CONDITIONS AND STUDY AREA

The proposed rezoning would establish low- and medium- density contextual zoning districts in appropriate areas of Williamsbridge/Baychester in order to reinforce the prevailing built fabric, scale and character of the main corridors and residential blocks. The proposed action would also establish areas to be contextually upzoned for growth opportunities. These new zones would establish moderate increases in residential around mass transit along White Plains Road and East Gun Hill Road. These increases consist entirely of contextual zoning districts and would be limited to the area's wide corridors. The study area for this assessment is limited to a ¼ mile radius around the upzoning areas and around one area being rezoned from a strictly commercial use to residential on Lurting Avenue.

FUTURE NO-ACTION

Two areas in this analysis are at opposite ends of the study area's section of White Plains Road. The first area is around White Plains Road and East 233rd Street. The current R5 district allows a maximum residential FAR of 1.25 (1.0 commercial FAR) with a maximum building height of 40 feet. The blocks

along the eastern side of White Plains Road and south side of East 233rd Street are completely within R5 district and, therefore, allow a higher FAR (1.65) as part of the infill provision in predominately built up areas. Today, the elevated train dominates the streetscape and scale along White Plains Road as it looms 30 feet over the street. The current R5 district allows development to surpass this height by ten feet and enclose the street.

The second area along White Plains Road from E. 218 Street to East Gun Hill Road and a block east of Holland Avenue is currently an R6 district. R6 districts have a maximum allowable FAR of 2.43. R6 districts have no fixed height limits and building envelopes are regulated by a sky exposure plane and open space ratios. Both R5 and R6 districts are general housing districts that allow all housing types and multi-family buildings. Generally, the proposed R6 district encourages mid-rise multi-family buildings built to an expected height of 40 to 80 feet.

The third area of focus runs along East Gun Hill Road and north a block on either side of Barnes Avenue and is currently zoned R4, R5, and R6. The area around Barnes Avenue has distinct streetscapes and contexts. Currently zoned R6 and this section is filled with multi-family, medium-density apartment buildings. One outlier is Tilden Towers, on Tilden Street, with a maximum built height of 200 feet. Current development trends in this area have favored Quality Housing type buildings, with higher lot coverage.

The rest of East Gun Hill Road from Bronxwood Avenue is currently R4 to the north and R5 to the south until Laconia Avenue, and then R5 to the north and C8-1 to the South until Boston Road. This section of East Gun Hill Road has an erratic street wall that breaks up the existing visual corridor. This section of East Gun Hill Road lacks the human scale and enclosed, safe feeling seen in other parts of the rezoning area and farther west along East Gun Hill Road. This lack of a street wall may stem from the number of districts vying to regulate portions of this section of East Gun Hill Road. Other than the R6 and R5 districts already discussed, the R4 permits a maximum FAR of .90 and allows a maximum building height up to 35 feet. The blocks here are completely contained by the R4 district and, therefore, are allowed a maximum FAR of 1.35 under the infill provisions in predominately built up areas.

The small portion of a C8-1 district being rezoned along East Gun Hill Road has a maximum commercial FAR of 1.0. The maximum building height is determined by its sky exposure plane, which begins 30' above the street line. Community facilities are permitted at an FAR of 2.4. Each of these districts is non-contextual and does not promote predictable building forms. Both this small C8-1 piece and the majority of East Gun Hill Road is developed with one and two story residential, mixed-residential and commercial buildings with varying setbacks and heights. No sites that are currently in the C8-1 district along East Gun Hill Road are projected to be developed with the next ten years.

The last area of focus is a C8-1 along Lurting Avenue just south of East Gun Hill Road. While this section is zoned C8-1, it is dominated by semi-detached and attached one-, two- and multi-family homes. A church, a parking lot and a vacant parcel also are found in on this stretch along Lurting Avenue.

FUTURE WITH-ACTION

The first area of focus is around White Plains Road and East 233rd Street. A R6 district with C1-4 and C2-4 overlays is proposed along White Plains Road from E. 222nd Street to E. 233rd Street, which is currently zoned R5. A R6A district with C1-4 and C2-4 overlays is proposed along E. 233rd Street from White Plains Road to Barnes Avenue, which is currently zoned R5. The proposed zoning allows a maximum FAR of up to 2.43 for residential uses and up to 4.8 FAR is allowed for buildings containing community facility uses. The R6 district has no fixed height limits and building envelopes are regulated by a sky exposure plane. Generally, the proposed R6 district encourages mid-rise multi-family buildings built to an expected height of 40 to 80 feet. The maximum street wall height under the proposed rezoning would be 60 feet; maximum building height would vary (see Figure 3.E.1).

There would be no perceptible physical alteration to the built form beyond that which is allowed by the existing zoning. The proposed R6 would not adversely impact the streetscape or pedestrian experience since as-of-right development would have the same essential impact as the proposed zones. Today, the elevated train dominates the streetscape and scale along White Plains Road as it looms 30 feet over the street. The current R5 district allows development to surpass this height by ten feet and enclose the street. The difference between the possible height of a proposed R6 building and today's as-of-right development is negligible since the outcome is the same due to the elevated train. Moreover, this non-contextual height factor district is proposed where the properties fronting White Plains Road are in close proximity to the elevated train. The R6 height factor district will permit a more flexible building design to respond to the negative conditions of the elevated train. The proposed change will make White Plains Road consistent with the section in Wakefield, which was recently rezoned from R5 to R6.

A proposed R6A district along E. 233rd Street that allows a max FAR of 3.00 is part of this first area of analysis. The maximum base and building height in an R6A is 60 and 70 feet, respectively. The district begins where the R6 district ends and covers both sides of the street until Barnes Ave. Already with a large medium-density apartment building and situated on a sloping hill, the R6A district would not impose any adverse conditions upon the streetscape, scale or pedestrian experience compared to existing conditions and what could be built as-of-right today (see Figure 3.E.2).

Similarly, an R7A district with C1-4 and C2-4 overlays is proposed along White Plains Road from E. 218 Street to East Gun Hill Road and a block east along Holland Avenue. Currently, this area is an R6 district, which, as aforementioned, is a non-contextual, height factor district. R7A districts follow the Quality Housing regulations for R7 districts. The R7A district allows all housing types at a max FAR of 4.00. The maximum base and building height is 65 and 80 feet, respectively. The R7A district is ideal for this area as White Plains Road widens as it moves toward East Gun Hill. The area around Holland Avenue, is built up with medium density apartment buildings. The district would reinforce the existing and future street wall and create a human scale for the pedestrian. Furthermore, since the current R6 has no maximum height limit the proposed R7A district would be creating a predictable street wall and visual corridor. Along White Plains Road the R7A would create a consistent and predictable streetwall that is necessary

along such a wide open street. The district will create a safe and inviting atmosphere for pedestrians and shoppers (see Figure 3.E.3).

The third area is the proposed R6A district that runs from Holland Avenue to Bronxwood Avenue then along East Gun Hill Road. This area really has distinct streetscapes and contexts. The residential area between Holland and Bronxwood Avenue is currently zoned R6 and is filled with multi-family, medium-density apartment buildings. One outlier is the Tilden Towers with a maximum built height of 200 feet. The R6A district would be in line with current development trends, which, as aforementioned, have tended to favor Quality Housing type buildings. Moreover, the R6A would prevent another possible Tilden Towers or other types of incongruous development that would adversely impact the streetscape and visual corridors of the area.

In each of these first three areas, the five-foot maximum height difference, as per the *CEQR Technical Manual*, between the future no-action and future with-action conditions is insignificant. In the proposed R6A areas, the existing street wall height would not be substantially altered and new development's street presence would be regulated and predictable, reinforcing any visual corridors. Moreover, along White Plains Road, the Elevated train eliminates any difference in street wall height. Therefore, there would be no discernible alteration to the built form beyond what is allowed by existing zoning.

The rest of the proposed R6A district that runs along East Gun Hill Road from Holland Avenue to near Boston Road is currently R6 until Bronxwood Avenue, R4 to the north and R5 to south until Laconia Avenue, and R5 to the north and C8-1 to the South until Boston Road. The R6A will bring consistency to this important link between Boston Road, White Plains Road and Webster Avenue. As stated before, the R6A regulations were designed to be compatible with existing buildings found in older neighborhoods and will blend this underutilized corridor into the surrounding residential areas' built context. Moreover, the section of East Gun Hill currently zoned C8-1 is not tangibly different in scale or use than the adjacent residential blocks. Therefore, the changes that an R6A will bring to the existing street wall will be the same aesthetically throughout this section of East Gun Hill Road. Both this small C8-1 piece and the majority of East Gun Hill Road is developed with one and two story residential, mixed-residential and commercial buildings with varying setbacks and heights. No sites that are currently in the C8-1 district are projected to be developed with the next ten years. The R6A will standardize this corridor's urban design by bringing predictability and a human scale to the streetscape. (see Figure 3.E.4)

The last area is the proposed R5 district along the east side of Lurting Avenue from about 100 feet south of East Gun Hill Road until about 100 feet from Burke Avenue. This section is currently zoned C8-1 but is dominated by semi-detached and attached one-, two- and multi-family homes, a church, a parking lot and a vacant parcel. In the future with-action the streetscape will not change from today's form. A three story residential building is projected for this site in the with-action condition. While this represents a different type of development and use than would occur in the no-action condition, the scale and use of the development as perceived from the street level is consistent with the existing conditions. The proposed zoning will reinforce the existing urban design context of this section of Lurting Avenue and create a more predictable future (see Figure 3.E.5).

CONCLUSION

In each of these five areas, the five-foot maximum height difference between the future no-action and future with-action conditions is insignificant. There would be no perceptible, adverse physical alteration to the built form beyond that which is allowed by existing zoning. In fact, where an alteration would take place, the built form and visual corridors stand to benefit from the proposed action.

The proposed action aims to support, rather than change, the existing urban design fabric. The action will not cause any considerable changes in view corridors. The proposed action will not obscure or alter the context of any natural or built feature. The proposed action would also not change any block form through the creation or elimination of existing streets or affect the street hierarchy or other streetscape elements. Therefore, no significant adverse impacts on urban design or visual resources are anticipated and no further analysis is warranted.

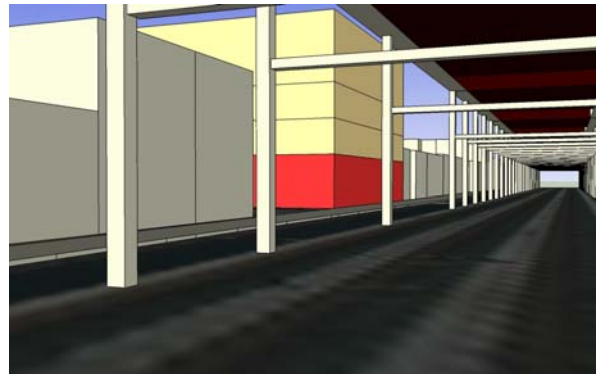


Figure 3.E.1. White Plains Road between 226th and 227th Streets



Figure 3.E.2. East 233rd Street and Barnes Avenue



Figure 3.E.3. White Plains Road and East 213th Street



Figure 3.E.4. East Gun Hill Road and Bronxwood Avenue



Figure 3.E.5. Lurting Avenue and Burke Avenue



HAZARDOUS MATERIALS

This chapter assesses the potential for impacts from an increased exposure to hazardous materials and/or contaminants that could be encountered in the soil and/or groundwater during construction on the sites included within the rezoning area. Potential effects from hazardous materials could result when on-site contaminants at concentrations above regulatory standards or guidance values are disturbed during construction activities, or when a new use is introduced that would increase the risk of human exposure to hazardous materials or contaminants.

The term hazardous materials, as used within this section, refer to those substances that pose a threat to human health or the environment. Some of these would include heavy metals, volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), methane, polychlorinated biphenyls (PCBs), pesticides, dioxins, and hazardous wastes (as defined under the Resource Conservation and Recovery Act (RCRA)).

The assessment screens the potential for the presence of hazardous and/or contaminated materials in soil and/or groundwater at both the projected and potential development sites identified in the Reasonable Worst Case Development Scenario (RWCDs) under the proposed action. A preliminary assessment is warranted because the proposed action would allow residential use to locate as-of-right within portions of the rezoning area where industrial uses have historically been located. The proposed action would also enable both conversion of existing non-residential floor area, the redevelopment of former industrial sites for residential use, and involves ground disturbance. However, the assessment found that the proposed action would not result in significant adverse impacts from hazardous materials.

The preliminary screening consists of the visual and/or historical identification of any past or current uses at the projected development sites, potential development sites, and surrounding properties. The 2010 *CEQR Technical Manual* identifies uses that have the potential to affect an area's hazardous materials conditions in Appendix A, Hazardous Materials Appendix 5. Notable operations in the rezoning area include: auto repair, auto service stations, and former gas service stations.

The conclusion of the preliminary screening analysis is that some (E) designations are warranted and that a Phase I Environmental Site Assessment pursuant to Section 24-05 would not be required. A table summarizing the results of the preliminary screening analysis is attached. The (E) designations would ensure that the action would not result in significant adverse hazardous materials impacts.

Lots in the study area were evaluated pursuant to the preliminary screening criteria contained in Title 15, rules of the City of New York, Chapter 24, Section 4, Appendix A, and the Hazardous Materials Appendix 1 of the *CEQR Technical Manual*. In accordance with these procedures, a land use survey and site history investigation were undertaken to determine past and current uses. A secondary analysis was completed to assess the conditions of the adjacent and surrounding properties within that tax block. The sites included below are those that were found to be located within 400 feet from sites which were thought to be of concern with regard to hazardous materials, or sites with certain industrial, manufacturing or related uses. This is necessary because hazardous materials have the potential to migrate from off-site locations, through soils and/or groundwater, due to local groundwater flow.

Table 3.F.1: Hazardous Materials Screening

Site No.		Block	Lot	Address	Existing Land Use	Contaminants of Concern ¹	Facilities, Activities or Conditions Requiring Assessment in Accordance with CEQR Appendix A ²	(E) Designation Warranted ⁴
Projected Development Sites								
01	a	4613	8	LURTING AVENUE	Vacant/Storage	V, S, PCB, M	Adjacent to known PBS underground container	Yes
02	a	4643	43	WHITE PLAINS ROAD	Parking Facilities	V, S, PCB, M	Adjacent to known PBS underground container, spill and historical electrical substation	Yes
	b	4643	48	3545 WHITE PLAINS ROAD	Parking Facilities	V, S, PCB, M	Adjacent to known PBS underground container, spill and historical electrical substation	Yes
03	a	4657	42	EAST 211 STREET	Parking Facilities	V, S, PCB, M	Adjacent to historic electrical substation	Yes
	b	4657	67	718 EAST 212 STREET	Parking Facilities	V, S, PCB, M	Adjacent to historic electrical substation	Yes
	c	4657	69	720 EAST 212 STREET	Parking Facilities	V, S, PCB, M	Adjacent to historic electrical substation	Yes
	d	4657	71	722 EAST 212 STREET	Industrial Storage	V, S, PCB, M	Adjacent to historic electrical substation	Yes
	e	4657	72	728 EAST 212 STREET	Vacant	V, S, PCB, M	Adjacent to historic electrical substation	Yes
04	a	4657	90	709 EAST 212 STREET	Vacant	V, S, PCB, M	Adjacent to historic electrical substation	Yes

Site No.		Block	Lot	Address	Existing Land Use	Contaminants of Concern ¹	Facilities, Activities or Conditions Requiring Assessment in Accordance with CEQR Appendix A ²	(E) Designation Warranted ⁴
05	a	4660	19	EAST 213 STREET	Vacant	V, S, PCB, M	Adjacent to automobile service station	Yes
	b	4660	20	EAST 213 STREET	Vacant	V, S, PCB, M	Adjacent to automobile service station	Yes
	e	4660	25	EAST 213 STREET	Vacant	V, S, PCB, M	Adjacent to automobile service station	Yes
06	a	4671	4	839 TILDEN STREET	Vacant	V, S, PCB, M	Adjacent to known PBS underground container	Yes
07	a	4693	33	1015 EAST GUN HILL ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known PBS underground container	Yes
08	a	4835	36	639 EAST 232 STREET	Vacant	V, S, PCB, M	Adjacent to automobile service station (Site No. 08f)	Yes
	b	4835	37	637 EAST 232 STREET	Vacant	V, S, PCB, M	Adjacent to automobile service station (Site No. 08f)	Yes
	c	4835	39	633 EAST 232 STREET	Parking Facilities	V, S, PCB, M	Adjacent to automobile service station (Site No. 08f)	Yes
	d	4835	43	4176 CARPENTER AVENUE	Parking Facilities	V, S, PCB, M	Adjacent to automobile service station (Site No. 08f)	Yes
	e	4835	45	4178 CARPENTER AVENUE	Parking Facilities	V, S, PCB, M	Adjacent to automobile service station (Site No. 08f)	Yes
	f	4835	49	620 EAST 233 STREET	Auto Shop	V, S, PCB, M	Automobile service station	Yes

Site No.		Block	Lot	Address	Existing Land Use	Contaminants of Concern ¹	Facilities, Activities or Conditions Requiring Assessment in Accordance with CEQR Appendix A ²	(E) Designation Warranted ⁴
09	a	4997	1	775 EAST 233 STREET	Parking Facilities	V, S, PCB, M	Adjacent to Known Spill at Fire Dept. and underground PBS storage container	Yes
	b	4997	2	773 EAST 233 STREET	Parking Facilities	V, S, PCB, M	Adjacent to Known Spill at Fire Dept. and underground PBS storage container	Yes
	c	4997	3	771 EAST 233 STREET	One & Two Family	V, S, PCB, M	Adjacent to Known Spill at Fire Dept. and underground PBS storage container	Yes
	d	4997	6	765 EAST 233 STREET	Vacant Land	V, S, PCB, M	Adjacent to Known Spill at Fire Dept. and underground PBS storage container	Yes
	e	4997	8	761 EAST 233 STREET	Vacant Land	V, S, PCB, M	Adjacent to Known Spill at Fire Dept. and underground PBS storage container	Yes
10	a	4829	11	4027 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known PBS underground container, known spill	Yes
11	a	4852	1	4025 BRONXWOOD AVENUE	Commercial & Office	V, S, PCB, M	Adjacent to known PBS underground container	Yes
	b	4852	6	EAST 227 STREET	Parking Facilities	V, S, PCB, M	Adjacent to known PBS underground container	Yes
12	a	4871	1	3957 LACONIA AVENUE	Auto Shop	V, S, PCB, M	Automobile service station	Yes

Site No.	Block	Lot	Address	Existing Land Use	Contaminants of Concern ¹	Facilities, Activities or Conditions Requiring Assessment in Accordance with CEQR Appendix A ²	(E) Designation Warranted ⁴
Potential Development Sites							
104	a	4637	30	1000 EAST GUN HILL ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known PBS underground container Yes
105	a	4637	34	1008 EAST GUN HILL ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known PBS underground container Yes
	b	4637	36	1012 EAST GUN HILL ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known PBS underground container Yes
106	a	4639	17	1076 EAST GUN HILL ROAD	Industrial & Manuf.	V, S, PCB, M	Adjacent to known PBS underground container Yes
107	a	4639	26	1086 EAST GUN HILL ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known spill and underground PBS storage container Yes
108	a	4643	1	3509 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known spill Yes
109	a	4643	37	3559 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known PBS underground container Yes
110	a	4645	4	3608 BRONX BOULEVARD	One & Two Family	V, S, PCB, M	Adjacent to known PBS underground container Yes

Site No.	Block	Lot	Address	Existing Land Use	Contaminants of Concern ¹	Facilities, Activities or Conditions Requiring Assessment in Accordance with CEQR Appendix A ²	(E) Designation Warranted ⁴
	b	4645	6	3612 BRONX BOULEVARD	One & Two Family	V, S, PCB, M	Adjacent to known PBS underground container Yes
111	a	4645	25	3648 BRONX BOULEVARD	Mixed Res. & Comm.	V, S, PCB, M	Adjacent to known PBS underground container Yes
112	a	4645	34	3662 BRONX BOULEVARD	One & Two Family	V, S, PCB, M	Adjacent to known PBS underground container Yes
	b	4645	36	3666 BRONX BOULEVARD	One & Two Family	V, S, PCB, M	Adjacent to known PBS underground container Yes
113	a	4645	39	624 EAST 216 STREET	One & Two Family	V, S, PCB, M	Adjacent to known PBS underground container Yes
	b	4645	42	628 EAST 216 STREET	One & Two Family	V, S, PCB, M	Adjacent to known PBS underground container Yes
114	a	4647	43	3687 WHITE PLAINS ROAD	Industrial & Manuf.	V, S, PCB, M	Approximate to Manufacturing Use Yes
115	a	4647	46	3677 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to approximate to Manufacturing Use Yes
116	a	4647	54	3667 WHITE PLAINS ROAD	Mixed Res. & Comm.	V, S, PCB, M	Adjacent to approximate to Manufacturing Use Yes

Site No.		Block	Lot	Address	Existing Land Use	Contaminants of Concern ¹	Facilities, Activities or Conditions Requiring Assessment in Accordance with CEQR Appendix A ²	(E) Designation Warranted ⁴
	b	4647	55	3673 WHITE PLAINS ROAD	Industrial & Manuf.	V, S, PCB, M	Approximate to Manufacturing Use	Yes
119	a	4649	13	3728 BRONX BOULEVARD	One & Two Family	V, S, PCB, M	Adjacent to known PBS underground container	Yes
120	a	4649	26	BRONX BOULEVARD	Vacant Land	V, S, PCB, M	Adjacent to known PBS underground container	Yes
	b	4649	28	3756 BRONX BOULEVARD	One & Two Family	V, S, PCB, M	Adjacent to known PBS underground container	Yes
	c	4649	30	3758 BRONX BOULEVARD	One & Two Family	V, S, PCB, M	Adjacent to known PBS underground container	Yes
121	a	4651	67	3743 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to approximate to Manufacturing Use; known PBS underground container, known historic spill	Yes
	b	4651	70	3741 WHITE PLAINS ROAD	Industrial & Manuf.	V, S, PCB, M	Approximate to Manufacturing Use, adjacent known PBS underground container, known historic spill	Yes
122	a	4651	91	3701 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known PBS underground container	Yes
123	a	4655	6	3836 CARPENTER AVENUE	One & Two Family	V, S, PCB, M	Adjacent to known PBS underground container	Yes

Site No.		Block	Lot	Address	Existing Land Use	Contaminants of Concern ¹	Facilities, Activities or Conditions Requiring Assessment in Accordance with CEQR Appendix A ²	(E) Designation Warranted ⁴
124	a	4657	4	725 EAST GUN HILL ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known PBS underground container	Yes
125	a	4657	17	3500 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to historic electrical substation, known PBS underground container	Yes
126	a	4657	94	3560 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to historic electrical substation, known PBS underground container	Yes
127	a	4657	96	3584 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to historic electrical substation, known PBS underground container	Yes
128	a	4658	1	763 EAST GUN HILL ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known PBS underground container	Yes
129	a	4659	22	754 EAST 211 STREET	One & Two Family	V, S, PCB, M	Adjacent to known PBS underground container	Yes
130	b	4659	25	758 EAST 211 STREET	One & Two Family	V, S, PCB, M	Adjacent to known PBS underground container	Yes
	a	4659	75	725 TILDEN STREET	Multi-Family Walk-Up	V, S, PCB, M	Adjacent to known PBS underground container	Yes

Site No.		Block	Lot	Address	Existing Land Use	Contaminants of Concern ¹	Facilities, Activities or Conditions Requiring Assessment in Accordance with CEQR Appendix A ²	(E) Designation Warranted ⁴
131	b	4659	78	721 TILDEN STREET	Multi-Family Walk-Up	V, S, PCB, M	Adjacent to known PBS underground container	Yes
	a	4660	47	3560 CARLISLE PLACE	One & Two Family	V, S, PCB, M	Adjacent to automobile service station	Yes
132	b	4660	48	3562 CARLISLE PLACE	Multi-Family Walk-Up	V, S, PCB, M	Adjacent to automobile service station	Yes
	a	4660	53	762 EAST 213 STREET	One & Two Family	V, S, PCB, M	Adjacent to automobile service station	Yes
133	b	4660	54	764 EAST 213 STREET	Multi-Family Walk-Up	V, S, PCB, M	Adjacent to automobile service station	Yes
	a	4657	88	715 EAST 212 STREET	One & Two Family	V, S, PCB, M	Adjacent to historic electrical substation	Yes
134	b	4657	89	713 EAST 212 STREET	One & Two Family	V, S, PCB, M	Adjacent to historic electrical substation	Yes
	a	4661	1	3600 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to historic electrical substation, known PBS underground container	Yes

Site No.		Block	Lot	Address	Existing Land Use	Contaminants of Concern ¹	Facilities, Activities or Conditions Requiring Assessment in Accordance with CEQR Appendix A ²	(E) Designation Warranted ⁴
135	a	4662	6	3650 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to historic industrial use	Yes
136	a	4662	24	715 EAST 214 STREET	Vacant Land	V, S, PCB, M	Adjacent to historic industrial use	Yes
137	b	4662	25	713 EAST 214 STREET	One & Two Family	V, S, PCB, M	Adjacent to historic industrial use	Yes
	a	4662	28	707 EAST 214 STREET	Mixed Res. & Comml.	V, S, PCB, M	Adjacent to historic industrial use	Yes
138	a	4662	46	744 EAST 215 STREET	One & Two Family	V, S, PCB, M	Adjacent to historic industrial use	Yes
139	b	4662	48	746 EAST 215 STREET	Multi-Family Walk-Up	V, S, PCB, M	Adjacent to historic industrial use	Yes
	a	4663	10	3678 WHITE PLAINS ROAD	Mixed Res. & Comml.	V, S, PCB, M	Adjacent to approximate to Manufacturing Use	Yes
140	b	4663	11	3680 WHITE PLAINS ROAD	Mixed Res. & Comml.	V, S, PCB, M	Adjacent to approximate to Manufacturing Use	Yes
	c	4663	12	3682 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to approximate to Manufacturing Use	Yes
	a	4663	24	720 EAST 216 STREET	Multi-Family Walk-Up	V, S, PCB, M	Adjacent to approximate to Manufacturing Use	Yes
141	a	4663	26	722 EAST 216 STREET	One & Two Family	V, S, PCB, M	Adjacent to approximate to Manufacturing Use	Yes

Site No.		Block	Lot	Address	Existing Land Use	Contaminants of Concern ¹	Facilities, Activities or Conditions Requiring Assessment in Accordance with CEQR Appendix A ²	(E) Designation Warranted ⁴
142	a	4664	42	715 EAST 216 STREET	One & Two Family	V, S, PCB, M	Adjacent to approximate to Manufacturing Use	Yes
143	b	4664	44	711 EAST 216 STREET	One & Two Family	V, S, PCB, M	Adjacent to approximate to Manufacturing Use	Yes
	a	4665	41	721 EAST 217 STREET	Multi-Family Walk-Up	V, S, PCB, M	Adjacent to approximate to Manufacturing Use; known PBS underground container	Yes
144	b	4665	42	719 EAST 217 STREET	Multi-Family Walk-Up	V, S, PCB, M	Adjacent to approximate to Manufacturing Use; known PBS underground container	Yes
	a	4665	49	3730 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to approximate to Manufacturing Use; known PBS underground container; known historic spill	Yes
145	b	4665	52	3734 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to approximate to Manufacturing Use; known PBS underground container; known historic spill	Yes
	a	4665	53	3736 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to approximate to Manufacturing Use; known PBS underground container; known historic spill	Yes
146	a	4665	55	3738 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to approximate to Manufacturing Use; known PBS underground container; known historic spill	Yes
147	a	4670	2	3501 BRONXWOOD AVENUE	Commercial & Office	V, S, PCB, M	Adjacent to known PBS underground container	Yes

Site No.		Block	Lot	Address	Existing Land Use	Contaminants of Concern ¹	Facilities, Activities or Conditions Requiring Assessment in Accordance with CEQR Appendix A ²	(E) Designation Warranted ⁴
148	a	4670	5	801 EAST GUN HILL ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known PBS underground container	Yes
149	a	4671	3	841 TILDEN STREET	One & Two Family	V, S, PCB, M	Adjacent to known PBS underground container	Yes
150	a	4671	9	835 TILDEN STREET	Industrial & Manuf.	V, S, PCB, M	Adjacent to known PBS underground container	Yes
151	b	4671	10	831 TILDEN STREET	Multi-Family Walk-Up	V, S, PCB, M	Adjacent to known PBS underground container	Yes
	a	4671	64	856 EAST 213 STREET	One & Two Family	V, S, PCB, M	Adjacent to known PBS underground container	Yes
152	b	4671	66	858 EAST 213 STREET	Parking Facilities	V, S, PCB, M	Adjacent to known PBS underground container	Yes
	c	4671	67	862 EAST 213 STREET	Mixed Res. & Comml.	V, S, PCB, M	Adjacent to known PBS underground container	Yes
	a	4681	1	967 EAST GUN HILL ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known PBS underground container	Yes
153	b	4681	72	3511 PAULDING AVENUE	One & Two Family	V, S, PCB, M	Adjacent to known PBS underground container	Yes

Site No.		Block	Lot	Address	Existing Land Use	Contaminants of Concern ¹	Facilities, Activities or Conditions Requiring Assessment in Accordance with CEQR Appendix A ²	(E) Designation Warranted ⁴
	a	4681	7	957 EAST GUN HILL ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known PBS underground container	Yes
154	a	4681	20	937 EAST GUN HILL ROAD	Mixed Res. & Comml.	V, S, PCB, M	Adjacent to known PBS underground container	Yes
155	a	4682	39	3540 BRONXWOOD AVENUE	One & Two Family	V, S, PCB, M	Adjacent to known PBS underground container	Yes
157	b	4682	41	3542 BRONXWOOD AVENUE	One & Two Family	V, S, PCB, M	Adjacent to known PBS underground container	Yes
158	a	4693	4	1051 EAST GUN HILL ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known PBS underground container	Yes
	a	4693	20	1025 EAST GUN HILL ROAD	Mixed Res. & Comml.	V, S, PCB, M	Adjacent to known PBS underground container	Yes
159	b	4693	21	1021 EAST GUN HILL ROAD	One & Two Family	V, S, PCB, M	Adjacent to known PBS underground container	Yes
	a	4695	70	3573 LACONIA AVENUE	One & Two Family	V, S, PCB, M	Adjacent to known spill	Yes
160	a	4705	5	1125 EAST GUN HILL ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes

Site No.		Block	Lot	Address	Existing Land Use	Contaminants of Concern ¹	Facilities, Activities or Conditions Requiring Assessment in Accordance with CEQR Appendix A ²	(E) Designation Warranted ⁴
161	a	4705	11	1119 EAST GUN HILL ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes
162	a	4705	26	1103 EAST GUN HILL ROAD	Mixed Res. & Comml.	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes
163	b	4705	29	3500 LACONIA AVENUE	Commercial & Office	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes
	a	4705	33	3516 LACONIA AVENUE	One & Two Family	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes
167	b	4705	32	3514 LACONIA AVENUE	Parking Facilities	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes
	a	4824	7	3901 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes
168	a	4824	25	659 EAST 222 STREET	Parking Facilities	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes
169	b	4824	26	657 EAST 222 STREET	One & Two Family	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes

Site No.	Block	Lot	Address	Existing Land Use	Contaminants of Concern ¹	Facilities, Activities or Conditions Requiring Assessment in Accordance with CEQR Appendix A ²	(E) Designation Warranted ⁴
	a	4824	29	651 EAST 222 STREET	One & Two Family	V, S, PCB, M	Adjacent to known spill and underground PBS storage container Yes
170	b	4824	31	649 EAST 222 STREET	Multi-Family Walk-Up	V, S, PCB, M	Adjacent to known spill and underground PBS storage container Yes
	a	4824	73	672 EAST 223 STREET	Multi-Family Walk-Up	V, S, PCB, M	Adjacent to known spill and underground PBS storage container Yes
171	b	4824	75	676 EAST 223 STREET	Multi-Family Walk-Up	V, S, PCB, M	Adjacent to known spill and underground PBS storage container Yes
	a	4825	7	3935 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known spill and underground PBS storage container Yes
172	b	4825	9	3925 WHITE PLAINS ROAD	Mixed Res. & Comml.	V, S, PCB, M	Adjacent to known spill and underground PBS storage container Yes
	c	4825	12	689 EAST 223 STREET	Vacant Land	V, S, PCB, M	Adjacent to known spill and underground PBS storage container Yes
	a	4825	17	683 EAST 223 STREET	Multi-Family Walk-Up	V, S, PCB, M	Adjacent to known spill and underground PBS storage container Yes
173	b	4825	19	679 EAST 223 STREET	Multi-Family Walk-Up	V, S, PCB, M	Adjacent to known spill and underground PBS storage container Yes
	c	4825	20	675 EAST 223 STREET	One & Two Family	V, S, PCB, M	Adjacent to known spill and underground PBS storage container Yes
	a	4825	47	3928 CARPENTER	One & Two	V, S, PCB, M	Adjacent to known Yes

Site No.		Block	Lot	Address	Existing Land Use	Contaminants of Concern ¹	Facilities, Activities or Conditions Requiring Assessment in Accordance with CEQR Appendix A ²	(E) Designation Warranted ⁴
				AVENUE	Family		underground PBS storage container	
174	b	4825	48	3930 CARPENTER AVENUE	One & Two Family	V, S, PCB, M	Adjacent to known underground PBS storage container	Yes
	a	4825	63	642 EAST 224 STREET	One & Two Family	V, S, PCB, M	Adjacent to known underground PBS storage container	Yes
175	b	4825	66	646 EAST 224 STREET	One & Two Family	V, S, PCB, M	Adjacent to known underground PBS storage container	Yes
	a	4826	26	661 EAST 224 STREET	One & Two Family	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes
176	b	4826	27	657 EAST 224 STREET	Parking Facilities	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes
	c	4826	28	655 EAST 224 STREET	One & Two Family	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes
	a	4826	77	670 EAST 225 STREET	One & Two Family	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes

Site No.	Block	Lot	Address	Existing Land Use	Contaminants of Concern ¹	Facilities, Activities or Conditions Requiring Assessment in Accordance with CEQR Appendix A ²	(E) Designation Warranted ⁴
177	b	4826	79	672 EAST 225 STREET	One & Two Family	V, S, PCB, M	Adjacent to known spill and underground PBS storage container Yes
	c	4826	80	674 EAST 225 STREET	Parking Facilities	V, S, PCB, M	Adjacent to known spill and underground PBS storage container Yes
	a	4827	3	3985 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known spill and underground PBS storage container Yes
178	a	4829	1	4049 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known spill and underground PBS storage container Yes
179	a	4829	16	4021 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known spill and underground PBS storage container Yes
180	a	4829	21	4009 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known spill and underground PBS storage container Yes
181	a	4829	26	4001 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known spill and underground PBS storage container Yes

Site No.		Block	Lot	Address	Existing Land Use	Contaminants of Concern ¹	Facilities, Activities or Conditions Requiring Assessment in Accordance with CEQR Appendix A ²	(E) Designation Warranted ⁴
182	a	4831	11	4057 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes
183	a	4832	1	4115 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known spill and has an underground PBS storage container	Yes
184	a	4833	41	633 EAST 230 STREET	Multi-Family Walk-Up	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes
185	a	4834	7	4151 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known underground PBS storage container	Yes
186	a	4834	40	633 EAST 231 STREET	Mixed Res. & Comml.	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes
187	a	4834	58	634 EAST 232 STREET	One & Two Family	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes
188	b	4834	60	636 EAST 232 STREET	One & Two Family	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes
	a	4834	82	678 EAST 232 STREET	Mixed Res. & Comml.	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes

Site No.		Block	Lot	Address	Existing Land Use	Contaminants of Concern ¹	Facilities, Activities or Conditions Requiring Assessment in Accordance with CEQR Appendix A ²	(E) Designation Warranted ⁴
189	a	4835	1	4189 WHITE PLAINS ROAD	Mixed Res. & Comml.	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes
190	a	4835	6	4171 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes
191	a	4837	41	3926 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes
192	a	4838	44	3950 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes
193	b	4838	47	3956 WHITE PLAINS ROAD	Mixed Res. & Comml.	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes
	a	4840	42	4000 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes
194	b	4840	48	4012 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes
	a	4841	43	705 EAST 227 STREET	One & Two Family	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes
195	b	4841	44	4028 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes
	a	4842	38	4050 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes

Site No.		Block	Lot	Address	Existing Land Use	Contaminants of Concern ¹	Facilities, Activities or Conditions Requiring Assessment in Accordance with CEQR Appendix A ²	(E) Designation Warranted ⁴
196	a	4842	45	4062 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes
197	b	4842	50	712A EAST 229 STREET	One & Two Family	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes
	a	4843	34	4104 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known underground PBS storage container and spill	Yes
198	a	4843	45	4116 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known underground PBS storage container	Yes
199	a	4844	35	4124 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known underground PBS storage container	Yes
1100	a	4844	42	4132 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known underground PBS storage container	Yes
1101	a	4845	36	4150 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known underground PBS storage container	Yes
1102	a	4845	42	4160 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known underground PBS storage container	Yes
1103	b	4845	48	710 EAST 232 STREET	One & Two Family	V, S, PCB, M	Adjacent to known underground PBS storage container	Yes
	a	4846	42	4174 WHITE PLAINS ROAD	Commercial & Office	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes

Site No.		Block	Lot	Address	Existing Land Use	Contaminants of Concern ¹	Facilities, Activities or Conditions Requiring Assessment in Accordance with CEQR Appendix A ²	(E) Designation Warranted ⁴
1104	a	4846	64	736 EAST 233 STREET	Commercial & Office	V, S, PCB, M	Adjacent to FDNY station, known spill and underground PBS storage container	Yes
1105	b	4846	65	742 EAST 233 STREET	Commercial & Office	V, S, PCB, M	Adjacent to FDNY station, known spill and underground PBS storage container	Yes
	a	4846	70	758 EAST 233 STREET	Commercial & Office	V, S, PCB, M	Adjacent to FDNY station, known spill and underground PBS storage container	Yes
1106	a	4846	79	778 EAST 233 STREET	One & Two Family	V, S, PCB, M	Adjacent to FDNY station, known spill and underground PBS storage container	Yes
1107	b	4846	85	4184 BARNES AVENUE	One & Two Family	V, S, PCB, M	Adjacent to FDNY station, known spill, underground PBS storage container	Yes
	a	4849	1	3951 BRONXWOOD AVENUE	Commercial & Office	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes
1108	a	4851	79	872 EAST 227 STREET	Multi-Family Walk-Up	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes
1109	a	4853	9	875 EAST 228 STREET	One & Two Family	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes

Site No.		Block	Lot	Address	Existing Land Use	Contaminants of Concern ¹	Facilities, Activities or Conditions Requiring Assessment in Accordance with CEQR Appendix A ²	(E) Designation Warranted ⁴
1110	b	4853	11	873 EAST 228 STREET	One & Two Family	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes
	a	4856	7	877 EAST 231 STREET	One & Two Family	V, S, PCB, M	Adjacent to known PBS underground container	Yes
1111	b	4856	13	873 EAST 231 STREET	One & Two Family	V, S, PCB, M	Adjacent to known PBS underground container	Yes
	a	4857	1	4181 BRONXWOOD AVENUE	Commercial & Office	V, S, PCB, M	Adjacent to known PBS underground container	Yes
1112	b	4857	63	870 EAST 233 STREET	Mixed Res. & Comml.	V, S, PCB, M	Adjacent to known PBS underground container	Yes
	a	4857	5	4179 BRONXWOOD AVENUE	One & Two Family	V, S, PCB, M	Adjacent to known PBS underground container	Yes
1113	b	4857	10	865 EAST 232 STREET	One & Two Family	V, S, PCB, M	Adjacent to known PBS underground container	Yes
	a	4857	49	840 EAST 233 STREET	Commercial & Office	V, S, PCB, M	Adjacent to Gas Station, known spill	Yes
1114	a	4857	59	864 EAST 233 STREET	Commercial & Office	V, S, PCB, M	Adjacent to Gas Station, known spill	Yes
1115	a	4857	85	812 EAST 233 STREET	One & Two Family	V, S, PCB, M	Adjacent to Gas Station, known spill	Yes

Site No.		Block	Lot	Address	Existing Land Use	Contaminants of Concern ¹	Facilities, Activities or Conditions Requiring Assessment in Accordance with CEQR Appendix A ²	(E) Designation Warranted ⁴
1116	b	4857	89	814 EAST 233 STREET	Commercial & Office	V, S, PCB, M	Adjacent to Gas Station, known spill	Yes
	a	4860	51	3960 BRONXWOOD AVENUE	Commercial & Office	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes
1117	b	4860	56	3970 BRONXWOOD AVENUE	Parking Facilities	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes
	a	4862	55	4010 BRONXWOOD AVENUE	Commercial & Office	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes
1118	b	4862	58	906 EAST 227 STREET	Commercial & Office	V, S, PCB, M	Adjacent to known spill and underground PBS storage container	Yes
	a	4865	44	909 EAST 229 STREET	One & Two Family	V, S, PCB, M	Adjacent to known spill	Yes
1119	b	4865	47	901 EAST 229 STREET	One & Two Family	V, S, PCB, M	Adjacent to known spill	Yes
	a	4868	30	911 EAST 232 STREET	Mixed Res. & Comml.	V, S, PCB, M	Adjacent to known PBS underground container	Yes
1120	a	4868	54	924 EAST 233 STREET	Commercial & Office	V, S, PCB, M	Adjacent to known PBS underground container	Yes
1121	b	4868	55	930 EAST 233 STREET	Commercial & Office	V, S, PCB, M	Adjacent to known PBS underground container	Yes

Site No.		Block	Lot	Address	Existing Land Use	Contaminants of Concern ¹	Facilities, Activities or Conditions Requiring Assessment in Accordance with CEQR Appendix A ²	(E) Designation Warranted ⁴
	a	4868	62	934 EAST 233 STREET	Commercial & Office	V, S, PCB, M	Adjacent to known PBS underground container	Yes
1122	a	4872	1	3975 LACONIA AVENUE	Commercial & Office	V, S, PCB, M	Adjacent to automobile service station, known spill and underground PBS storage container	Yes
1123	a	4872	75	3985 LACONIA AVENUE	Commercial & Office	V, S, PCB, M	Adjacent to automobile service station, known spill and underground PBS storage container	Yes
1124	a	4874	1	4025 LACONIA AVENUE	Commercial & Office	V, S, PCB, M	Adjacent to NYPD precinct, known spill and underground PBS storage container	Yes
1125	a	4877	1	4125 LACONIA AVENUE	Commercial & Office	V, S, PCB, M	Adjacent to NYPD precinct, known spill and underground PBS storage container	Yes
1126	b	4877	73	1094 EAST 231 STREET	One & Two Family	V, S, PCB, M	Adjacent to NYPD precinct, known spill and underground PBS storage container	Yes
	a	4900	15	1105 EAST 222 STREET	One & Two Family	V, S, PCB, M	Adjacent to former Gas Station, known spill and underground PBS storage container	Yes
1127	a	4900	24	3914 LACONIA AVENUE	One & Two Family	V, S, PCB, M	Adjacent to former Gas Station, known spill and underground PBS storage	Yes

Site No.		Block	Lot	Address	Existing Land Use	Contaminants of Concern ¹	Facilities, Activities or Conditions Requiring Assessment in Accordance with CEQR Appendix A ²	(E) Designation Warranted ⁴
							container	
1128	a	4900	33	3689 EASTCHESTER ROAD	Multi-Family Walk-Up	V, S, PCB, M	Adjacent to former Gas Station, known spill and underground PBS storage container	Yes
1129	a	4903	42	3950 LACONIA AVENUE	Commercial & Office	V, S, PCB, M	Adjacent to automobile service station, known spill and underground PBS storage container	Yes
1130	a	4997	38	739 EAST 233 STREET	Mixed Res. & Comm.	V, S, PCB, M	Adjacent to FDNY station, known spill and underground PBS storage container	Yes
1131	b	4997	42	729 EAST 233 STREET	Commercial & Office	V, S, PCB, M	Adjacent to FDNY station, known spill and underground PBS storage container	Yes
	a	5000	33	827 EAST 233 STREET	Commercial & Office	V, S, PCB, M	Adjacent to Gas Station, known spill	Yes
1132	a	5000	43	813 EAST 233 STREET	One & Two Family	V, S, PCB, M	Adjacent to Gas Station, known spill and underground PBS storage container	Yes
	b	5000	42	815 EAST 233 STREET	Mixed Res. & Comm.	V, S, PCB, M	Adjacent to Gas Station, known spill and underground PBS storage container	Yes

FIELD SURVEY

The results of the land use survey and site history investigations indicate that portions of the study area were developed as residential and industrial uses, and that some of the sites within the study area continue to be used by manufacturing businesses in recent years. Based on the methodology from *CEQR Technical Manual*, of the 230 tax lots examined, 216 have or are adjacent to existing or past land uses that would qualify for (E) designations.

Table 3.F.1, “Hazardous Materials Screening,” presents the detailed list of 216 tax lots (12 projected development sites and 132 potential development sites) that would be developed under the proposed action and the reason(s) for the (E) designation recommendation.

FUTURE WITHOUT THE PROPOSED ACTION

Based on the RWCDS, 157 of the 216 lots that warrant an (E) designation are expected to incur new development in the future without the proposed action. Without the proposed action, development of these sites would occur without the restrictions of the (E) designation. Without the proposed action the risks for potential exposure to hazardous and/or contaminated materials at these sites may increase.

FUTURE WITH THE PROPOSED ACTION

In the RWCDS’s future with the proposed action, all of the 216 lots that qualify for (E) designation have the potential to be redeveloped. The environmental impacts due to potential presence of hazardous material at the projected and potential sites relate to the potential for impacts to the health and safety of workers during demolition of existing structures and construction, transportation of contaminated soil, or impacts to future residents or employees of individual buildings on these sites. These adverse impacts are principally associated with the following uses and concerns:

- Former or current gasoline filling stations or automotive service centers on a development site or an adjacent site
- Auto-related or “transportation” uses on the development site or an adjacent site (e.g., garage, filling station, auto repair, service or painting)
- Records of underground storage tanks or leaking underground storage tanks on the development site or an adjacent site
- Records of aboveground storage tanks on the development site or an adjacent site
- Records of spills of petroleum or chemicals on the development site or an adjacent site
- Records of dry cleaners or industrial/ manufacturing activities on the development site or adjacent site

As stated above, the eligible sites recommended for (E) designations are based on whether the sites may have been adversely affected by existing or historical uses at, or adjacent to, these sites. By placing (E) designations on sites where there is a known or suspected environmental concern the potential for an adverse impact to human health and the environment resulting from the proposed action may be avoided. (E) designations provide the City with a mechanism to prevent significant adverse impacts from occurring on possible development sites.

Placing an (E) designation on the 216 projected and potential tax lots would eliminate the potential for significant adverse impacts from hazardous materials due to development on these sites under the proposed action. The (E) designation places regulatory oversight on these sites so that any potential environmental impacts and/or exposures can be mitigated.

CONCLUSION

As referenced above, an E-designation would be placed on the privately-owned sites identified in Table 3.F.1 and are recommended as part of the proposed zoning. Recommendations for designations are based on whether the projected and potential development sites may have been adversely affected by current or historical uses at, adjacent to, or within 400 feet of these sites. In determining whether a site is recommended for an E-designation, current site conditions were given priority consideration, followed by the adjacent site use or history, and finally the conditions within a 400-foot radius of the development site. The E-designation would require that, prior to redevelopment, the property owner conduct a Phase I Environmental Site Assessment (ESA) in accordance with the American Society of Testing Materials (ASTM) E1527-05, a soil and groundwater testing protocol, and remediation where appropriate, to the satisfaction of the New York City Office of Environmental Remediation (OER) before issuance of construction-related New York City Department of Buildings (DOB) permits (pursuant to Section 11-15 of the *Zoning Resolution*—Environmental Requirements). The E-designation also requires mandatory construction-related health and safety plans, which must also be approved by OER.

Under the E-designation, the following tasks are undertaken:

- Task 1 – The applicant submits to OER, for review and approval, a Phase 1A of the site along with a soil and groundwater testing protocol, including a description of methods and a site map with all sampling locations clearly and precisely represented. If site sampling is necessary, no sampling should begin until written approval of a protocol is received from OER. The number and location of sample sites should be selected to adequately characterize the site, the specific source of suspected contamination (i.e., petroleum based contamination and non-petroleum based contamination), and the remainder of the site's condition. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of sampling data. Guidelines and criteria for selecting sampling locations and collecting samples are provided by OER upon request.

- Task 2 – A written report with findings and a summary of the data must be submitted to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such results, a determination is made by OER if the results indicate that remediation is necessary. If OER determines that no remediation is necessary, written notice shall be given by OER. If remediation is indicated from the test results, a proposed remediation plan must be submitted to OER for review and approval. The applicant must complete such remediation as determined necessary by OER. The applicant should then provide proper documentation that the work has been satisfactorily completed.

An OER-approved construction-related health and safety plan would be implemented during evacuation and construction and activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil and/or groundwater. This plan would be submitted to OER for review and approval prior to implementation. All demolition or rehabilitation would be conducted in accordance with applicable requirements for disturbance, handling and disposal of suspect lead-paint and asbestos-containing materials. Development of a site with an (E) designation would require that a Phase I Environmental Site Assessment be conducted, and if necessary, a sampling and remediation protocol be developed and implemented to the satisfaction of OER prior to issuance of a building permit. Such designation would eliminate the potential for significant

Regardless of the proposed action, the conditions in the future would be the same for the development of the sites qualifying for an (E) designation. Within the proposed rezoning area, 216 potential and projected development lots are potentially contaminated as a result of historical and/or current land use activity, the presence of fuel storage tanks, or some other condition identified in the *CEQR Technical Manual*. As such, these locations would receive an (E) designation pursuant to the proposed action.

With these provisions in place, no significant adverse impacts due to hazardous materials are expected as the result of the proposed action.

TRANSPORTATION

Traffic and Parking

To determine the potential for the proposed action to result in significant adverse impacts to traffic and parking, screening analyses were performed pursuant to the methodologies identified in the *2010 CEQR Technical Manual*. Based on the projected development scenario of a total net increase of 291 dwelling units, a total net increase of 14,635 square feet of local retail space, a total net increase of 7,701 square feet of restaurant space, a total net decrease of 132,419 square feet of medical office space, and a total net decrease of 5,982 square feet of office space, it was determined that the proposed action would not result in significant adverse impacts.

Level One Screening

Based on the *2010 CEQR Technical Manual*, the proposed action would include higher development level than those listed in Table 16-2, requiring Level Two Screening as described below.

Level Two Screening

To assess the potential effects of the proposed action on transportation conditions, the appropriate trip generation screening analyses, Level Two, have been performed. The resulting conclusions are summarized below.

The proposed action would generate -156, -190 and -105 net vehicle trip ends during the AM, MD and PM peak hours. The proposed action would generate fewer than 50 peak hour net vehicle trip ends during the AM, MD and PM peak hours. Thus, based upon the *2010 CEQR Technical Manual Guidelines*, no further traffic or parking analysis is required.

Trip Generation Characteristics

The following assumptions were utilized in estimating likely future trips from each of the land uses resulting from the proposed action as summarized in Table 1.

Residential Development

A rate of 8.075 daily person trips per dwelling unit combined with the temporal distribution for urban apartments from *Pushkarev and Zupan's Urban Space for Pedestrians* was assumed for the project's residential component. The mode of transportation (modal split) was estimated based on journey-to-work (JTW) data from the 2000 Census for the census tracts, 358, 368, 378, 380, 386, 390, 392, 394, 396, 406, 408, 420, 422, 424, 458 and 462.02 in the Bronx, directly affected by the proposed action. Based on those census tracts, the modal split used is 41 percent autos, two (2) percent taxi, 19 percent bus, 30 percent subway, four (4) percent walk, and four (4) percent other, such as bicycle, as summarized in

Table 1. Based on census data, the auto vehicle occupancy was estimated at 1.17; and for taxis, based on the Taxi Travel Survey, a rate of 1.4 was assumed for this development.

Local Retail Development

The retail space projected to occur as a ground-floor component of the action-induced development is local-type stores serving building occupants and the surrounding neighborhood. The local-type retail trip generation rates, temporal distribution and modal split information were all based on the *2010 CEQR Technical Manual*. The trip generation rate is estimated at 205 person trips per 1,000 square feet of space (Table 16-2) with a 25% linked trip credit. The modal split data is 2 percent autos, 3 percent taxi, 5 percent bus, 20 percent subway, and 70 percent walk. The vehicle occupancy of 1.65 and 1.4 was also selected for autos and taxis, respectively.

Community Facility (Medical Office) Development

The medical office trip generation rates, peak hour temporal distribution and modal split information were all based on the *400 East 61st Street FEIS (CEQR # 85-212M)*. The trip generation rates are estimated at 10 and 33.6 person trips per 1,000 square feet of space for staff and visitors trips, respectively. The modal split data reported for the staff trips is 20 percent autos, 10 percent taxi, 30 percent bus, 30 percent subway, and 10 percent walk. The modal split information for the visitors is 25 percent autos, 25 percent taxi, 11 percent bus, 29 percent subway, and 10 percent walk. The vehicle occupancy for staff and visitors trips, respectively are 1.00 and 1.65 for autos and 1.4 and 1.2 for taxis.

Office Development

The office trip generation rates and temporal distribution were all based on the *2010 CEQR Technical Manual*. The trip generation rate is estimated at 18 person trips per 1,000 square feet of space (Table 16-2). The mode of transportation (modal split) was estimated based on Reverse-journey-to-work (RJTW) data from the 2000 Census for the census tracts, 358, 368, 378, 380, 386, 390, 392, 394, 396, 406, 408, 420, 422, 424, 458 and 462.02 in the Bronx, directly affected by the proposed action. Based on those census tracts, the modal split used is 59 percent autos, two (2) percent taxi, 13 percent bus, 11 percent subway, nine (9) percent walk, and five (5) percent other, such as bicycle, as summarized in Table 1. Based on census data, the auto vehicle occupancy was estimated at 1.14; and for taxis, based on the Taxi Travel Survey, a rate of 1.4 was assumed for this development.

Restaurant Development

The restaurant trip generation rates, temporal distribution and modal split information were all based on the Flushing Commons FEIS, Table 14-6. The trip generation rate is estimated at 173 person trips per 1,000 square feet of space with a 25% linked trip credit. The modal split data is eight (8) percent autos, two (2) percent taxi and 90 percent walk, as summarized in Table 1. Based on the Flushing Commons FEIS, the vehicle occupancy is 2.3 for both autos and taxis.

Delivery Vehicles

The rates of 0.06 per dwelling unit, 0.35 per 1,000 square feet of retail and restaurant space and 0.32 per 1,000 square feet of office and medical office space, as reported in the *2010 CEQR Technical Manual*, Table 16-2, were used to estimate daily delivery vehicles for the proposed action.

Total Person Trips

The proposed action would collectively generate -301, 33 and 1 net person trip ends during the AM, Midday and PM peak hours, respectively as summarized in Table 2.

Total Vehicle Trips

The proposed action would collectively generate -156, -190 and -105 net vehicle trip ends during the AM, Midday and PM peak hours, respectively as summarized in Table 3.

The projected development sites would collectively generate fewer than 50 net vehicle trip ends during all peak hours, thus, based upon the *2010 CEQR Technical Manual Guidelines*, no further traffic or parking analysis is required.

Transit and Pedestrians

To determine the potential for the proposed action to result in significant adverse impacts to transit and pedestrian conditions, screening analyses were performed pursuant to the methodologies identified in the *2010 CEQR Technical Manual*. Based on the projected development scenario of a total net increase of 291 dwelling units, a total net increase of 14,635 square feet of local retail space, a total net increase of 7,701 square feet of restaurant space, a total net decrease of 132,419 square feet of medical office space, and a total net decrease of 5,982 square feet of office space, it was determined that the proposed action would not result in significant adverse

To assess the potential effects of the proposed action on public transit and pedestrian conditions, the appropriate trip generation screening analyses have been performed. The resulting conclusions are summarized below.

Bus Trips

The proposed action would collectively generate -82, -70 and -64 net bus trips during the AM, Midday and PM peak hours, respectively as summarized in Table 2.

The proposed action would generate fewer than 200 net bus trips during the AM, Midday, and PM peak hours, respectively as summarized in Table 2. Thus, based upon the *2010 CEQR Technical Manual Guidelines*, no further bus analysis is required.

Subway Trips

The proposed action would collectively generate -95, -654 and -39 net subway trips during the AM, Midday and PM peak hours, respectively as summarized in Table 2.

The proposed action would generate fewer than 200 net subway trips at any of the two subway stations, Ocean Parkway and Neptune Avenue subway stations, during the AM, Midday, and PM peak hours as summarized in Table 2. Thus, based upon the *2010 CEQR Technical Manual Guidelines*, no further subway analysis is required.

Pedestrian Trips

The proposed action would collectively generate -161, 221 and 91 net pedestrian (bus, subway, walk and other) trips during the AM, Midday and PM peak hours, respectively as summarized in Table 2.

Based on trip generation and mode split characteristics as described above, the proposed action would generate fewer than 200 net pedestrian trip ends at any pedestrian element in the study area, during the AM, Midday, and PM peak hours, respectively as summarized in Table 2. Thus, based upon the *2010 CEQR Technical Manual Guidelines*, no further pedestrian analysis is required.

AIR QUALITY

Screening analyses for both mobile and stationary source air quality impacts were performed in accordance with the procedures of the *2010 CEQR Technical Manual*. Based on the results presented below, the proposed action would not result in significant adverse air quality impacts from either mobile or stationary sources.

Mobile Sources

To determine the potential for the proposed action to result in significant adverse air quality impacts related to mobile sources, screening analyses were performed pursuant to the methodologies identified in the *2010 CEQR Technical Manual*.

Based on the projected development scenario of a total net increase of 291 dwelling units, a total net increase of 14,635 square feet of local retail space, a total net increase of 7,701 square feet of restaurant space, a total net decrease of 132,419 square feet of medical office space, and a total net decrease of 5,982 square feet of office space, it was determined that the number of vehicular trips projected to be generated by the proposed action is below the *2010 CEQR Technical Manual* air quality threshold of 170 peak hour trips in this area of The Bronx. Therefore, the potential for significant adverse air quality impacts related to mobile sources would not be anticipated to occur, and a detailed assessment is not warranted.

Stationary Sources

To determine the potential for the proposed action to result in significant, adverse air quality impacts related to stationary sources, screening analyses were performed pursuant to the methodologies identified in the *2010 CEQR Technical Manual*.

Heat and Hot Water Systems

An analysis of HVAC source emissions was conducted. An analysis for individual sites was conducted to ensure that there were no potential for significant impacts from projected or potential development sites.

HVAC Source Analysis

An analysis was performed to determine whether emissions from development sites could potentially impact other development sites or existing buildings. The analysis was performed assuming No. 2 fuel oil and natural gas as the HVAC systems' fuel type. A total of twelve (12) projected development sites

and one hundred and thirty two (132) potential development sites were analyzed using the HVAC Source Analysis.

The results of this analysis found that to preclude the potential for significant adverse air quality impacts related to HVAC emissions, an (E) designation would need to be incorporated into the rezoning proposal for two (2) projected development sites and sixty eight (68) potential development sites as follows:

Block 4635, Lots 22, 24, 26, 28, 33, 34
Block 4637, Lots 30, 34, 36
Block 4639, Lots 17, 26
Block 4645, Lots 25, 34, 36, 39, 42
Block 4647, Lots 74, 79, 87, 90
Block 4651, Lot 91
Block 4657, Lots 88, 89, 94
Block 4662, Lots 6, 28, 30
Block 4663, Lots 24, 26
Block 4670, Lot 5
Block 4671, Lots 3, 9, 10, 64, 66, 67
Block 4681, Lot 7
Block 4684, Lot 32
Block 4693, Lots 1, 4, 6, 20, 21, 33
Block 4705, Lots 5, 32, 33
Block 4820, Lot 11
Block 4824, Lots 7, 25, 26, 29, 31, 73, 75
Block 4826, Lots 77, 79, 80
Block 4825, Lots 63, 66
Block 4827, Lot 3
Block 4829, Lots 1, 26
Block 4831, Lot 11
Block 4832, Lot 1
Block 4833, Lot 41
Block 4834, Lot 40, 58, 60
Block 4835, Lot 1, 6
Block 4840, Lots 42, 48
Block 4841, Lots 43, 44
Block 4842, Lots 38, 45, 50
Block 4843, Lots 34, 37, 45
Block 4844, Lots 35, 42
Block 4845, Lots 36, 42

Block 4846, Lot 70, 79, 85

Block 4647, Lots 43, 46

Block 4849, Lot 1

Block 4860, Lots 51, 56

Block 4872, Lots 1, 75

Block 4877, Lots 1, 73

Block 4900, Lot 33

Block 4997, Lots 38, 42

Block 5000, Lots 33, 42, 43

The text for the (E) designations is as follows:

Block 4693, Lot 33 (Projected Development Site 7)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 70 feet from the lot's line facing Barnes Avenue for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4693, Lots 1, 6 (Projected Development Site 11)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 65 feet from the lot's line facing Barnes Avenue and at least 65 feet from the lot's line facing East 227 Street for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4635, Lots 22, 24 (Potential Development Site 101)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 60 feet from the lot's line facing Colden Avenue for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4635, Lots 26, 28 (Potential Development Site 102)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 65 feet from the lot's line facing Bronxwood Avenue for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4635, Lots 34, 133 (Potential Development Site 103)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 65 feet from the

lot's line facing Colden Avenue for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4637, Lot 30 (Potential Development Site 104)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 40 feet from the lot's line facing Hone Avenue and at least 40 feet from the lot's line facing Duncan Street for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4637, Lots 34, 36 (Potential Development Site 105)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 50 feet from the lot's line facing Paulding Avenue for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4639, Lot 17 (Potential Development Site 106)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) must use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4639, Lot 26 (Potential Development Site 107)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 60 feet from the lot's line facing Duncan Street and at least 60 feet from the lot's line facing Lurting Avenue for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4643, Lot 37 (Potential Development Site 109)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 70 feet from the lot's line facing East Gun Hill Road and at least 70 feet from the lot's line facing Willett Avenue for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4645, Lot 25 (Potential Development Site 111)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) must use Natural Gas as the type of

fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4645, Lots 34, 36 (Potential Development Site 112)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 55 feet from the lot's line facing East 213 Street for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4645, Lots 39, 42 (Potential Development Site 113)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 60 feet from the lot's line facing East 213 Street for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4647, Lot 43 (Potential Development Site 114)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) must use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4647, Lot 46 (Potential Development Site 115)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 60 feet from the lot's line facing East 213 Street for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4647, Lots 74, 79 (Potential Development Site 117)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 85 feet from the lot's line facing East 213 Street for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4647, Lots 87, 90 (Potential Development Site 118)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 65 feet from the lot's line facing East 216 Street for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4651, Lot 91 (Potential Development Site 122)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 70 feet from the lot's line facing East 219 Street and 20 feet from the lot's line facing East 216 Street for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4657, Lot 94 (Potential Development Site 126)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 60 feet from the lot's line facing East 213 Street and 60 feet from the lot's line facing Holland Avenue for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4657, Lots 88, 89 (Potential Development Site 133)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) must use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4662, Lot 6 (Potential Development Site 135)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) must be located at least 60 feet from the lot's line facing East 214 Street or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4662, Lots 28, 30 (Potential Development Site 137)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 65 feet from the lot's line facing East 215 Street and 15 feet from the lot's line facing Holland Avenue for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4663, Lot 24 (Potential Development Site 140)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) must use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4663, Lot 26 (Potential Development Site 141)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) must use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4670, Lot 5 (Potential Development Site 148)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) must use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4671, Lot 3 (Potential Development Site 149)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) must use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4671, Lots 9, 10 (Potential Development Site 150)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) must use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4671, Lots 64, 66, 67 (Potential Development Site 151)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) must use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4681, Lots 7 (Potential Development Site 153)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 45 feet from the lot's line facing Barnes Avenue and 45 feet from Tilden Street for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4684, Lot 32 (Potential Development Site 156)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 40 feet from the lot's line facing Paulding Avenue for Oil No. 2 or use Natural Gas as the type of fuel for space heating

and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4693, Lot 4 (Potential Development Site 157)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 60 feet from the lot's line facing Laconia Avenue for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4693, Lots 20, 21 (Potential Development Site 158)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 35 feet from the lot's line facing Paulding Avenue for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4705, Lot 5 (Potential Development Site 160)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 60 feet from the lot's line facing Laconia Avenue for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4705, Lots 32, 33 (Potential Development Site 163)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 30 feet from the lot's line facing East Gun Hill Road for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4824, Lot 7 (Potential Development Site 167)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 20 feet from the lot's line facing Carpenter Avenue and at least 90 feet from the lot's line facing East 223 Street for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4824, Lots 25, 26 (Potential Development Site 168)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 55 feet from the lot's line facing Carpenter Avenue for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4824, Lots 29, 31 (Potential Development Site 169)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 55 feet from the lot's line facing White Plains Road for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4824, Lots 73, 75 (Potential Development Site 170)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 10 feet from the lot's line facing East 233 Street and at least 60 feet from the lot's line facing East 222 Street for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4826, Lots 77, 79, 80 (Potential Development Site 174)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 60 feet from the lot's line facing Carpenter Avenue and at least 45 feet from the lot's line facing White Plains Road for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4825, Lots 63, 66 (Potential Development Site 176)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 60 feet from the lot's line facing White Plains Road for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4827, Lot 3 (Potential Development Site 177)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 50 feet from the lot's line facing Carpenter Avenue and at least 50 feet from the lot's line facing East 225 Street for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4829, Lot 1 (Potential Development Site 178)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 5 feet from the lot's line facing East 228 Street for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4820, Lot 11 (Potential Development Site 179)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) must use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4829, Lot 26 (Potential Development Site 181)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) must be located at least 40 feet from the lot's line facing East 228 Street or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4831, Lot 11 (Potential Development Site 182)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) must be located at least 50 feet from the lot's line facing Lowerre Place or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4832, Lot 1 (Potential Development Site 183)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) must be located at least 50 feet from the lot's line facing East 229 Street or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4833, Lot 41 (Potential Development Site 184)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) must use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4834, Lot 40 (Potential Development Site 186)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) must use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4834, Lots 58, 60 (Potential Development Site 187)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) must use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4835, Lot 1 (Potential Development Site 189)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) must be located at least 55 feet from the lot's line facing East 232 Street or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4835, Lot 6 (Potential Development Site 190)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) must be located at least 55 feet from the lot's line facing East 233 Street or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4842, Lot 38 (Potential Development Site 195)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) must be located at least 60 feet from the lot's line facing East 229 Street and at least 60 feet from the lot's line facing Barnes Avenue for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4843, Lot 34 (Potential Development Site 197)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) must be located at least 85 feet from the lot's line facing East 230 Street for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4843, Lot 45 (Potential Development Site 198)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) must be located at least 60 feet from the lot's line facing East 229 Street for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4844, Lot 35 (Potential Development Site 199)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) must be located at least 65 feet from the lot's line facing Barnes Avenue for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4844, Lot 42 (Potential Development Site 1100)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) must be located at least 70 feet from the lot's line facing East 230 Street for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4845, Lot 36 (Potential Development Site 1101)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) must be located at least 60 feet from the lot's line facing East 232 Street for Oil No. 2 and at least 60 feet from the lot's line facing Barnes Avenue or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4845, Lot 42 (Potential Development Site 1103)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) must be located at least 35 feet from the lot's line facing East 232 Street for Oil No. 2 and at least 60 feet from the lot's line facing Barnes Avenue or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4846, Lot 70 (Potential Development Site 1105)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) must be located at least 65 feet from the lot's line facing White Plains Road for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4846, Lots 79, 85 (Potential Development Site 1106)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) must be located at least 40 feet from the lot's line facing Byron Avenue for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4849, Lot 1 (Potential Development Site 1107)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) must be located at least 5 feet from the lot's line facing East 224 Street and at least 55 feet from the lot's line facing East 225 Street and at least 55 feet from the lot's line facing Barnes Avenue for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4860, Lots 51, 56 (Potential Development Site 1116)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) must be located at least 55 feet from the lot's line facing Paulding for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4872, Lot 1 (Potential Development Site 1122)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) must be located at least 60 feet from the lot's line facing Paulding and at least 60 feet from the lot's line facing East 226 Street for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4872, Lot 75 (Potential Development Site 1123)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) must be located at least 40 feet from the lot's line facing Paulding and at least 45 feet from the lot's line facing East 225 Street for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4877, Lots 1, 73 (Potential Development Site 1125)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) must be located at least 50 feet from the lot's line facing East 230 Street and at least 4 for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4900, Lot 33 (Potential Projected Development Site 1127)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 30 feet from the lot's line facing Laconia Avenue at least 30 feet from the lot's line facing East 222 Street for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4997, Lots 38, 42 (Potential Development Site 1128)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 100 feet from the lot's line facing White Plains Road and at least 20 feet from the lot's line facing Byron Avenue for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 4997, Lots 38, 42 (Potential Development Site 1130)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 100 feet from the lot's line facing White Plains Road and at least 20 feet from the lot's line facing Byron Avenue for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 5000, Lot 33 (Potential Development Site 1131)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) must be located at least 65 feet from the lot's line facing Barnes Street and at least 65 feet from the lot's line facing East 234 Street for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 5000, Lots 42, 43 (Potential Development Site 1132)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) must be located at least 5 feet from the lot's line facing Bussing Avenue for Oil No. 2 or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

With the placement of the (E) designations on the above blocks and lots, no significant impacts related to stationary source air quality would be expected as the result of the proposed action.

Industrial Sources

The air quality analysis for industrial processes determines the potential impact of pollutants emitted from manufacturing and industrial facilities on sensitive receptors. Accordingly, DCP conducted a study to identify manufacturing, industrial and commercial uses within 400 feet of the boundaries of the rezoning area including projected and potential development sites. NYCDEP Bureau of Environmental Compliance (Air, Noise, Asbestos and Hazardous Materials), NYSDEC, and EPA permit records were used to identify existing sources of emissions.

The Industrial Source Screen (2010 CEQR Technical Manual, Table 17-3) and EPA's SCREEN3 were then used to predict short- and long-term impacts for each pollutant from the identified sources. The screening procedure used to estimate the emissions from these businesses is based on information contained in the operation permits from NYCDEP-BEC and NYSDEC. The permits issued describe potential contaminants emitted by the permitted processes, hours per day and days per year for which emissions occur (which is related to the hours of business operation), and the characteristics of the emission exhaust systems (stack height, inside diameter, exit temperature, and exit velocity.) The screening analysis identified fourteen (14) permitted facilities.

PA071174K – B&L Toyota Inc.
PA26100T – Prospect Auto Sales & Repairs
PB034410J – AAA First Class Towing & Collision Corp.
PB048703R – New Faithful Cleaners
PA062298H – Eddy’s Park Cleaners
PA024097Y – Lee’s Coin Operated Laundry
PB454603X - Great Dry Cleaners
PA021594L - American-drive-in Cleaners
PB052603Z - Noah’s Cleaners
PB044703K – Majestic Dry Cleaners
PB056103Y – Edenwald Cleaners
PA000298X – II Pine Cleaners
PB017403J – Synthetic Cleaners
PB051303P – Conca Bros Cleaners

The screening analysis showed no significant impacts to projected or potential development sites as the result of the proposed action.

NOISE

Screening analyses for both mobile and stationary source noise impacts were performed in accordance with the procedures of the *2010 CEQR Technical Manual*. Based on the results presented below, the proposed action would not result in significant adverse noise impacts from either mobile or stationary sources.

Mobile Sources

To determine the potential for the proposed action to result in significant noise impacts related to mobile sources, screening analyses were performed pursuant to the methodologies identified in the *2010 CEQR Technical Manual*.

Based on the projected development scenario of a total net increase of 291 dwelling units, a total net increase of 14,635 square feet of local retail space, a total net increase of 7,701 square feet of restaurant space, a total net decrease of 132,419 square feet of medical office space, and a total net decrease of 5,982 square feet of office space, it was determined that the number of vehicular trips projected to be generated by the proposed action is below the *2010 CEQR Technical Manual* traffic threshold of 50 peak hour vehicle trip ends for this area of the city. This increase does not double the PCE (Passenger Car Equivalent) between the no action and with action scenarios (3 dBA threshold). Therefore, the proposed action would not be expected to cause a significant noise impact on any sensitive receptor.

The existing ambient noise levels within the project area were measured at three locations on Tuesday May 24, 2011 during the morning (7:00-8:30 AM), midday (12:00-1:30PM) and evening (4:00-6:30 PM) peak hours: 1) In the southeast corner of White Plains Road and East 233rd Street, 2) In the northeast corner of White Plains Road and East 213th Street, 3) in the southwest corner of East Gun Hill Road and Laconia Avenue. These locations are representative of the noise levels that projected and potential residential/commercial development sites would be exposed to under build conditions.

The measured noise levels at these sites are tabulated below:

Measured Noise Levels at Mobile Source and Train Analysis Sites

Site ID	Location	Time	L _{eq}	L ₁	L ₁₀	L ₅₀	L ₉₀	L _{max}	L _{min}
N1	SE Corner White Plains Road and E233rd Street (in front of Site 1103)	AM	76.8	87.5	82.2	75.2	69.3	93.4	62.0
		MD	78.1	89.8	83.0	74.0	69.0	93.7	65.7
		PM	77.7	89.6	83.0	75.9	71.5	93.2	65.0
N2	NE Corner White Plains Road and 213 th Street (in front of Site 134)	AM	71.3	84.9	77.2	67.9	62.0	88.5	57.9
		MD	72.4	86.5	76.2	66.6	60.5	88.0	57.0
		PM	72.1	87.9	75.1	66.5	60.7	88.3	57.5
N3	SW Corner E Gun Hill road and Laconia Avenue (in front of Site 107)	AM	64.7	81.2	75.0	71.0	65.8	88.3	56.6
		MD	71.2	85.5	76.1	67.5	60.5	94.0	56.1
		PM	69.1	83.4	74.1	67.4	60.3	92.3	55.4
N4	W. Farms Sq. / E. Tremont Ave. Subway station northbound platform*	AM	76.1	88.0	78.1	N/A	67.3	90.1	63.4
		MD	76.1	87.7	78.7	N/A	66.9	89.7	63.2
		PM	74.3	85.4	78.0	N/A	63.8	88.3	60.7

Source: *Crotona Park East EIS (R-3).

The measured ambient noise levels are within the **Clearly Unacceptable, Marginally Unacceptable (VI) and Marginally Unacceptable (III)** categories as per *2010 CEQR Technical Manual* Table 19-3 Required Attenuation Values to Achieve Acceptable Interior Noise Levels.

Therefore, as a result of the proposed action, eight (8) Projected Development sites and seventy four (74) Potential Development sites would be mapped with an (E) designation for noise to preclude the potential of significant impacts.

There are four levels of required noise attenuation. Depending on the ambient noise levels they would require 33, 35, 39 dBA and 31 dBA of window/wall attenuation. The 31 dBA is based on distance reduction from the elevated subway.

The following sites require 31 dBA of noise attenuation in order to avoid the potential for significant adverse impacts related to noise. The proposed action includes (E) designations on the following properties which include two (2) projected development sites:

Block 4657, Lots 42, 67, 69, 71, 72, 90

The text of the (E) designation for noise for the above properties is as follows:

In order to ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 31 dB(A) window/wall attenuation in all façades in order to maintain an interior noise level of 45 dB(A). In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning.

The following sites require 33 dBA of noise attenuation in order to avoid the potential for significant adverse impacts related to noise. The proposed action includes (E) designations on the following properties which include five (5) projected and 53 potential development sites:

Block 4635, Lots 22, 24, 34, 133

Block 4637, Lots 30, 34, 36

Block 4639, Lots 17, 26

Block 4643, Lots 1, 37, 43, 48

Block 4647, Lots 43, 46, 54, 55, 74, 79, 87, 90

Block 4651, Lots 67, 70, 91

Block 4657, Lots 4, 17, 94, 96

Block 4658, Lot 1

Block 4659, Lots 75, 78

Block 4662, Lots 6, 28, 30

Block 4663, Lots 10, 11, 12

Block 4665, Lots 49, 52, 53, 55

Block 4670, Lots 2, 5

Block 4681, Lots 1, 7, 20, 72

Block 4693, Lots 4, 20, 21, 33

Block 4705, Lots 5, 11, 29, 26

Block 4824, Lot 7

Block 4825, Lots 12, 79

Block 4827, Lot 3

Block 4835, Lots 36, 37, 39, 43, 45, 49

Block 4837, Lot 41

Block 4838, Lot 44, 47
Block 4846, Lots 64, 65, 70, 85, 79
Block 4857, Lots 1, 63, 49, 59, 85, 89
Block 4868, Lots 54, 55, 62
Block 4997, Lots 1, 2, 3, 6, 8
Block 5000, Lots 33, 42, 43

The text of the (E) designation for noise for the above properties is as follows:

In order to ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 33 dB(A) window/wall attenuation in all façades in order to maintain an interior noise level of 45 dB(A). In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning.

The following sites require 35 dBA of noise attenuation in order to avoid the potential for significant adverse impacts related to noise. The proposed action includes (E) designations on the following properties which include one (1) projected and fifteen (15) potential development sites:

Block 4820, Lot 11
Block 4828, Lot 16
Block 4829, Lots 1, 11, 26
Block 4831, Lot 11
Block 4832, Lot 1
Block 4840, Lots 42, 48
Block 4841, Lots 43, 44
Block 4842, Lots 38, 45, 50
Block 4843, Lots 34, 45
Block 4844, Lots 35, 42

The text of the (E) designation for noise for the above properties is as follows:

In order to ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 35 dB(A) window/wall attenuation in all façades in order to maintain an interior noise level of 45 dB(A). In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning.

The following sites require 39 dBA of noise attenuation in order to avoid the potential for significant adverse impacts related to noise. The proposed action includes (E) designations on the following properties which include six (6) potential development sites:

Block 4835, Lots 1, 6
Block 4836, Lot 42
Block 4845, Lots 36, 42, 48
Block 4997, Lots 38, 42

The text of the (E) designation for noise for the above properties is as follows:

In order to ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 39 dB(A) window/wall attenuation in all façades in

order to maintain an interior noise level of 45 dB(A). In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning.

With the attenuation measure specified above, the proposed rezoning would not result in any significant adverse noise impacts as the result of the proposed action, and would meet CEQR guidelines.

Required Attenuation Values for Projected and Potential Development Sites

Site	Block	Lot(s)	Maximum L ₁₀ (dBA) at Nearest Monitoring Site	CEQR Categories	Required Attenuation (dBA)
1	4658	1	76.1(N3)	Marginally Unacceptable III	33
2	4643	43, 48	77.2(N2)	Marginally Unacceptable III	33
3	4657	42, 67, 69, 71, 72	77.2(N2)	Marginally Unacceptable II	31
4	4657	90	77.2(N2)	Marginally Unacceptable II	31
7	4835	33	76.1(N3)	Marginally Unacceptable III	33
8	4997	36, 37, 39, 43, 45, 49	76.1(N3)	Marginally Unacceptable III	33
9	4635	1, 2, 3, 6, 8	76.1(N3)	Marginally Unacceptable III	33
10	4829	11	78.7(N4)	Marginally Unacceptable VI	35
101	4635	22, 24	76.1(N3)	Marginally Unacceptable III	33
102	4635	26, 28	76.1(N3)	Marginally Unacceptable III	33
103	4637	33, 34	76.1(N3)	Marginally Unacceptable III	33
104	4637	30	76.1(N3)	Marginally Unacceptable III	33
105	4639	34, 36	76.1(N3)	Marginally Unacceptable III	33
106	4639	104, 113, 124	76.1(N3)	Marginally Unacceptable III	33
107	4693	26	76.1(N3)	Marginally Unacceptable III	33
108	4643	1	77.2(N2)	Marginally Unacceptable III	33
109	4643	37	77.2(N2)	Marginally Unacceptable III	33
114	4647	43	77.2(N2)	Marginally Unacceptable III	33
115	4647	46	77.2(N2)	Marginally Unacceptable III	33
116	4647	54, 55	77.2(N2)	Marginally Unacceptable III	33

117	4647	74,79	77.2(N2)	Marginally Unacceptable III	33
118	4647	87,90	77.2(N2)	Marginally Unacceptable III	33
121	4651	67,70	77.2(N2)	Marginally Unacceptable III	33
122	4651	91	77.2(N2)	Marginally Unacceptable III	33
124	4657	4	76.1(N3)	Marginally Unacceptable III	33
125	4657	17	77.2(N2)	Marginally Unacceptable III	33
126	4657	94	77.2(N2)	Marginally Unacceptable III	33
127	4657	96	77.2(N2)	Marginally Unacceptable III	33
130	4659	75, 78	76.1(N3)	Marginally Unacceptable III	33
134	4661	1	77.2(N2)	Marginally Unacceptable III	33
135	4662	6	77.2(N2)	Marginally Unacceptable III	33
137	4662	28, 30	77.2(N2)	Marginally Unacceptable III	33
139	4663	10, 11, 12	77.2(N2)	Marginally Unacceptable III	33
144	4665	49, 52	77.2(N2)	Marginally Unacceptable III	33
145	4665	53	77.2(N2)	Marginally Unacceptable III	33
146	4665	55	77.2(N2)	Marginally Unacceptable III	33
147	4670	2	76.1(N3)	Marginally Unacceptable III	33
148	4670	5	76.1(N3)	Marginally Unacceptable III	33
152	4681	1, 72	76.1(N3)	Marginally Unacceptable III	33
153	4681	7	76.1(N3)	Marginally Unacceptable III	33
154	4681	20	76.1(N3)	Marginally Unacceptable III	33
157	4693	4	76.1(N3)	Marginally Unacceptable III	33
158	4693	20, 21	76.1(N3)	Marginally Unacceptable III	33
160	4705	5	76.1(N3)	Marginally Unacceptable III	33
161	4705	11	76.1(N3)	Marginally Unacceptable III	33

162	4705	26, 29	76.1(N3)	Marginally Unacceptable III	33
167	4824	7	77.2(N2)	Marginally Unacceptable III	33
171	4825	12, 79	77.2(N2)	Marginally Unacceptable III	33
177	4827	3	76.1(N3)	Marginally Unacceptable III	33
178	4829	1	78.7(N4)	Marginally Unacceptable VI	35
179	4820	11	78.7(N4)	Marginally Unacceptable VI	35
180	4828	16	78.7(N4)	Marginally Unacceptable VI	35
181	4829	26	78.7(N4)	Marginally Unacceptable VI	35
182	4831	11	78.7(N4)	Marginally Unacceptable VI	35
183	4832	1	78.7(N4)	Marginally Unacceptable VI	35
189	4835	1	83(N1)	Clearly Unacceptable	39
190	4835	6	83(N1)	Clearly Unacceptable	39
191	4837	41	77.2(N2)	Marginally Unacceptable III	33
192	4838	44, 47	77.2(N2)	Marginally Unacceptable III	33
193	4842	42, 48	78.7(N4)	Marginally Unacceptable VI	35
194	4842	41	78.7(N4)	Marginally Unacceptable VI	35
195	4842	38	78.7(N4)	Marginally Unacceptable VI	35
196	4842	45, 50	78.7(N4)	Marginally Unacceptable VI	35
197	4843	34	78.7(N4)	Marginally Unacceptable VI	35
198	4843	45	78.7(N4)	Marginally Unacceptable VI	35
199	4844	35	78.7(N4)	Marginally Unacceptable VI	35
1100	4844	42	78.7(N4)	Marginally Unacceptable VI	35
1101	4845	83	83(N1)	Clearly Unacceptable	39
1102	4845	83	83(N1)	Clearly Unacceptable	39
1103	4846	83	83(N1)	Clearly Unacceptable	39
1104	4846	64, 65	76.1(N3)	Marginally Unacceptable III	33
1105	4846	70	76.1(N3)	Marginally Unacceptable III	33
1106	4846	7985	76.1(N3)	Marginally Unacceptable	33

				III	
1111	4857	1, 63	76.1(N3)	Marginally Unacceptable III	33
1113	4857	49	76.1(N3)	Marginally Unacceptable III	33
1114	4857	59	76.1(N3)	Marginally Unacceptable III	33
1115	4857	85, 89	76.1(N3)	Marginally Unacceptable III	33
1120	4868	54, 55	76.1(N3)	Marginally Unacceptable III	33
1121	4868	62	76.1(N3)	Marginally Unacceptable III	33
1130	4997	38, 42	83(N1)	Clearly Unacceptable	39
1131	5000	33	76.1(N3)	Marginally Unacceptable III	33
1132	5000	42, 43	76.1(N3)	Marginally Unacceptable III	33

Note: Commercial uses would require 5 dBA less of attenuation

Stationary Sources

The proposed action will not introduce new sensitive receptors near a significant noise generator. It is assumed that the building mechanical system (i.e., HVAC systems) would be designed to meet all applicable noise regulations (i.e., Subchapters 5, § 24-227 of the New York City Noise Control Code, the New York City Department of Buildings Code) and to avoid producing levels that would result in any significant increase in ambient noise levels. Therefore, the proposed action is not expected to result in any significant, adverse noise impacts related to stationary sources, and a detailed assessment is not warranted.

Waterfront Revitalization Program

Consistency Form

WRP no. _____

DOS no. _____

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

A. APPLICANT

1. Name: _____
2. Address: _____
3. Telephone: _____ Fax: _____ E-mail: _____
4. Project site owner: _____

B. PROPOSED ACTIVITY

1. Brief description of activity:
2. Purpose of activity:
3. Location of activity: (street address/borough or site description):

Proposed Activity Cont'd

4. If a federal or state permit or license was issued or is required for the proposed activity, identify the permit type(s), the authorizing agency and provide the application or permit number(s), if known:
5. Is federal or state funding being used to finance the project? If so, please identify the funding source(s).
6. Will the proposed project require the preparation of an environmental impact statement?
Yes _____ No _____ If yes, identify Lead Agency:
7. Identify **city** discretionary actions, such as a zoning amendment or adoption of an urban renewal plan, required for the proposed project.

C. COASTAL ASSESSMENT

Location Questions:

Yes**No**

1. Is the project site on the waterfront or at the water's edge?

2. Does the proposed project require a waterfront site?

3. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land underwater, or coastal waters?

Policy Questions

Yes**No**

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

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

4. Will the proposed project result in revitalization or redevelopment of a deteriorated or under-used waterfront site? (1)

5. Is the project site appropriate for residential or commercial redevelopment? (1.1)

6. Will the action result in a change in scale or character of a neighborhood? (1.2)

Policy Questions cont'd
Yes No

7. Will the proposed activity require provision of new public services or infrastructure in undeveloped or sparsely populated sections of the coastal area? (1.3)

8. Is the action located in one of the designated Significant Maritime and Industrial Areas (SMIA): South Bronx, Newtown Creek, Brooklyn Navy Yard, Red Hook, Sunset Park, or Staten Island? (2)

9. Are there any waterfront structures, such as piers, docks, bulkheads or wharves, located on the project sites? (2)

10. Would the action involve the siting or construction of a facility essential to the generation or transmission of energy, or a natural gas facility, or would it develop new energy resources? (2.1)

11. Does the action involve the siting of a working waterfront use outside of a SMIA? (2.2)

12. Does the proposed project involve infrastructure improvement, such as construction or repair of piers, docks, or bulkheads? (2.3, 3.2)

13. Would the action involve mining, dredging, or dredge disposal, or placement of dredged or fill materials in coastal waters? (2.3, 3.1, 4, 5.3, 6.3)

14. Would the action be located in a commercial or recreational boating center, such as City Island, Sheepshead Bay or Great Kills or an area devoted to water-dependent transportation? (3)

15. Would the proposed project have an adverse effect upon the land or water uses within a commercial or recreation boating center or water-dependent transportation center? (3.1)

16. Would the proposed project create any conflicts between commercial and recreational boating? (3.2)

17. Does the proposed project involve any boating activity that would have an impact on the aquatic environment or surrounding land and water uses? (3.3)

18. Is the action located in one of the designated Special Natural Waterfront Areas (SNWA): Long Island Sound- East River, Jamaica Bay, or Northwest Staten Island? (4 and 9.2)

19. Is the project site in or adjacent to a Significant Coastal Fish and Wildlife Habitat? (4.1)

20. Is the site located within or adjacent to a Recognized Ecological Complex: South Shore of Staten Island or Riverdale Natural Area District? (4.1and 9.2)

21. Would the action involve any activity in or near a tidal or freshwater wetland? (4.2)

22. Does the project site contain a rare ecological community or would the proposed project affect a vulnerable plant, fish, or wildlife species? (4.3)

23. Would the action have any effects on commercial or recreational use of fish resources? (4.4)

24. Would the proposed project in any way affect the water quality classification of nearby waters or be unable to be consistent with that classification? (5)

25. Would the action result in any direct or indirect discharges, including toxins, hazardous substances, or other pollutants, effluent, or waste, into any waterbody? (5.1)

26. Would the action result in the draining of stormwater runoff or sewer overflows into coastal waters? (5.1)

27. Will any activity associated with the project generate nonpoint source pollution? (5.2)

28. Would the action cause violations of the National or State air quality standards? (5.2)

Policy Questions cont'd**Yes No**

29. Would the action result in significant amounts of acid rain precursors (nitrates and sulfates)? (5.2C)

30. Will the project involve the excavation or placing of fill in or near navigable waters, marshes, estuaries, tidal marshes or other wetlands? (5.3)

31. Would the proposed action have any effects on surface or ground water supplies? (5.4)

32. Would the action result in any activities within a federally designated flood hazard area or state-designated erosion hazards area? (6)

33. Would the action result in any construction activities that would lead to erosion? (6)

34. Would the action involve construction or reconstruction of a flood or erosion control structure? (6.1)

35. Would the action involve any new or increased activity on or near any beach, dune, barrier island, or bluff? (6.1)

36. Does the proposed project involve use of public funds for flood prevention or erosion control? (6.2)

37. Would the proposed project affect a non-renewable source of sand ? (6.3)

38. Would the action result in shipping, handling, or storing of solid wastes, hazardous materials, or other pollutants? (7)

39. Would the action affect any sites that have been used as landfills? (7.1)

40. Would the action result in development of a site that may contain contamination or that has a history of underground fuel tanks, oil spills, or other form or petroleum product use or storage? (7.2)

41. Will the proposed activity result in any transport, storage, treatment, or disposal of solid wastes or hazardous materials, or the siting of a solid or hazardous waste facility? (7.3)

42. Would the action result in a reduction of existing or required access to or along coastal waters, public access areas, or public parks or open spaces? (8)

43. Will the proposed project affect or be located in, on, or adjacent to any federal, state, or city park or other land in public ownership protected for open space preservation? (8)

44. Would the action result in the provision of open space without provision for its maintenance? (8.1)

45. Would the action result in any development along the shoreline but NOT include new water-enhanced or water-dependent recreational space? (8.2)

46. Will the proposed project impede visual access to coastal lands, waters and open space? (8.3)

47. Does the proposed project involve publicly owned or acquired land that could accommodate waterfront open space or recreation? (8.4)

48. Does the project site involve lands or waters held in public trust by the state or city? (8.5)

49. Would the action affect natural or built resources that contribute to the scenic quality of a coastal area? (9)

50. Does the site currently include elements that degrade the area's scenic quality or block views to the water? (9.1)

WRP Policy Question 1.1

The rezoning will protect the residential context of these Williamsbridge/Baychester areas and adjacent neighborhoods. Consistent with WRP Policy 1.1, it will encourage appropriate, contextual redevelopment.

Policy Questions cont'd

Yes No

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

✓

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

✓

D. CERTIFICATION

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

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

Applicant/Agent Name: New York City Department of City Planning - Bronx Office / Carol Samol

Address: 1 Fordham Plaza, 5th Fl., Bronx, NY 10458

Telephone 718-220-8500

Applicant/Agent Signature: Carol Samol

Date: 6-2-11

ENVIRONMENTAL REVIEW

Final Sign-Off (Multiple Sites)

Project number: DEPARTMENT OF CITY PLANNING / 77DCP018X
Project: Williamsbridge/Baychester Rezoning - Conceivable
Date received: 6/3/2011

Properties with no Architectural or Archaeological significance:

- 1) ADDRESS: EAST 213TH STREET, BBL: 2046600019
- 2) ADDRESS: EAST 213TH STREET, BBL: 2046600020
- 3) ADDRESS: EAST 213TH STREET, BBL: 2046600025
- 4) ADDRESS: 4025 BRONXWOOD AVE, BBL: 2048520001
- 5) ADDRESS: EAST 227 STREET, BBL: 2048520006
- 6) ADDRESS: 900 EAST GUN HILL ROAD, BBL: 2046350022
- 7) ADDRESS: 908 EAST GUN HILL ROAD, BBL: 2046350024
- 8) ADDRESS: 910 EAST GUN HILL ROAD, BBL: 2046350026
- 9) ADDRESS: 914 EAST GUN HILL ROAD, BBL: 2046350028
- 10) ADDRESS: 1000 EAST GUN HILL ROAD, BBL: 2046370030
- 11) ADDRESS: 1076 EAST GUN HILL ROAD, BBL: 2046390017
- 12) ADDRESS: 3559 WHITE PLAINS ROAD, BBL: 2046430037
- 13) ADDRESS: 3608 BRONX BOULEVARD, BBL: 2046450004
- 14) ADDRESS: 3612 BRONX BOULEVARD, BBL: 2046450006
- 15) ADDRESS: 762 EAST 213 STREET, BBL: 2046600053
- 16) ADDRESS: 764 EAST 213 STREET, BBL: 2046600054
- 17) ADDRESS: 715 EAST 213 STREET, BBL: 2046570088
- 18) ADDRESS: 713 EAST 213 STREET, BBL: 2046570089
- 19) ADDRESS: 715 EAST 214 STREET, BBL: 2046620024
- 20) ADDRESS: 713 EAST 214 STREET, BBL: 2046620025
- 21) ADDRESS: 856 EAST 213 STREET, BBL: 2046710064
- 22) ADDRESS: 858 EAST 213 STREET, BBL: 2046710066
- 23) ADDRESS: 862 EAST 213 STREET, BBL: 2046710067
- 24) ADDRESS: 967 EAST GUN HILL ROAD, BBL: 2046810001
- 25) ADDRESS: 3511 PAULDING AVE, BBL: 2046810072
- 26) ADDRESS: 937 EAST GUN HILL ROAD, BBL: 2046810020
- 27) ADDRESS: 3540 BRONXWOOD AVE, BBL: 2046820039
- 28) ADDRESS: 3542 BRONXWOOD AVE, BBL: 2046820041
- 29) ADDRESS: 1025 EAST GUN HILL ROAD, BBL: 2046930020
- 30) ADDRESS: 1021 EAST GUN HILL ROAD, BBL: 2046930021
- 31) ADDRESS: 1119 EAST GUN HILL ROAD, BBL: 2047050011
- 32) ADDRESS: 1103 EAST GUN HILL ROAD, BBL: 2047050026
- 33) ADDRESS: 3500 LACONIA AVE, BBL: 2047050029
- 34) ADDRESS: 3514 LACONIA AVE, BBL: 2047050032
- 35) ADDRESS: 3516 LACONIA AVE, BBL: 2047050033
- 36) ADDRESS: EAST 213 STREET, BBL: 2047080038
- 37) ADDRESS: 1103 EAST 213 STREET, BBL: 2047080039
- 38) ADDRESS: 659 EAST 222 STREET, BBL: 2048240025
- 39) ADDRESS: 657 EAST 222 STREET, BBL: 2048240026
- 40) ADDRESS: 651 EAST 222 STREET, BBL: 2048240029
- 41) ADDRESS: 649 EAST 222 STREET, BBL: 2048240031

- 42) ADDRESS: 3935 WHITE PLAINS ROAD, BBL: 2048250007
- 43) ADDRESS: 3925 WHITE PLAINS ROAD, BBL: 2048250009
- 44) ADDRESS: 689 EAST 233 STREET, BBL: 2048250012
- 45) ADDRESS: 4049 WHITE PLAINS ROAD, BBL: 2048290001
- 46) ADDRESS: 4020 WHITE PLAINS ROAD, BBL: 2048290041
- 47) ADDRESS: 633 EAST 231 STREET, BBL: 2048340040
- 48) ADDRESS: 634 EAST 232 STREET, BBL: 2048340058
- 49) ADDRESS: 636 EAST 232 STREET, BBL: 2048340060
- 50) ADDRESS: 678 EAST 232 STREET, BBL: 2048340082
- 51) ADDRESS: 4189 WHITE PLAINS ROAD, BBL: 2048350001
- 52) ADDRESS: 4062 WHITE PLAINS ROAD, BBL: 2048420045
- 53) ADDRESS: 712A EAST 229 STREET, BBL: 2048420050
- 54) ADDRESS: 4104 WHITE PLAINS ROAD, BBL: 2048430034
- 55) ADDRESS: 4116 WHITE PLAINS ROAD, BBL: 2048430045
- 56) ADDRESS: 4174 WHITE PLAINS ROAD, BBL: 2048460042
- 57) ADDRESS: 758 EAST 233 STREET, BBL: 2048460070
- 58) ADDRESS: 812 EAST 233 STREET, BBL: 2048570085
- 59) ADDRESS: 814 EAST 233 STREET, BBL: 2048570089
- 60) ADDRESS: 911 EAST 232 STREET, BBL: 2048680030
- 61) ADDRESS: 4125 LACONIA AVE, BBL: 2048770001
- 62) ADDRESS: 1094 EAST 231 STREET, BBL: 2048770073
- 63) ADDRESS: 739 ESAT 233 STREET, BBL: 2049970028
- 64) ADDRESS: 729 EAST 233 STREET, BBL: 2049970042
- 65) ADDRESS: 827 EAST 233 STREET, BBL: 2050000033
- 66) ADDRESS: 815 EAST 233 STREET, BBL: 2050000042
- 67) ADDRESS: 813 EAST 233 STREET, BBL: 2050000043



6/8/2011

SIGNATURE
Gina Santucci, Environmental Review Coordinator

DATE

File Name: 27701_FSO_DNP_06082011.doc