

Bronx Metro-North Station Study

Environmental Assessment Statement

CEQR No. 23DCP065X

Lead Agency: New York City Planning Commission

**Prepared by: NYC Department of City Planning
STV Incorporated**

December 8, 2022

Bronx Metro-North Station Study

Environmental Assessment Statement

CEQR No. 23DCP065X

Table of Contents

Environmental Assessment Statement Full Form

Attachment A: Project Description

Attachment B: Additional Technical Information for EAS Full Form Part II

Appendices

Appendix A-1: List of Blocks and Lots Included in Proposed Bronx Metro-North Station Study



City Environmental Quality Review

ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) FULL FORM

Please fill out and submit to the appropriate agency ([see instructions](#))

Part I: GENERAL INFORMATION

PROJECT NAME Bronx Metro-North Station Study

1. Reference Numbers

CEQR REFERENCE NUMBER (to be assigned by lead agency)
23DCP065X

BSA REFERENCE NUMBER (if applicable)
N/A

ULURP REFERENCE NUMBER (if applicable)
Pending

OTHER REFERENCE NUMBER(S) (if applicable)
(e.g., legislative intro, CAPA)

2a. Lead Agency Information

NAME OF LEAD AGENCY
NYC Department of City Planning on behalf of the NYC City Planning Commission

2b. Applicant Information

NAME OF APPLICANT
NYC Department of City Planning, Bronx Borough Office

NAME OF LEAD AGENCY CONTACT PERSON
Stephanie Shellooe, AICP, Director, EARD

NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON
Edith Hsu-Chen, Executive Director, DCP

ADDRESS 120 Broadway, 31st Floor

ADDRESS 120 Broadway, 31st Floor

CITY New York STATE NY ZIP 10271

CITY New York STATE NY ZIP 10271

TELEPHONE 212-720-3328 EMAIL
sshellooe@planning.nyc.gov

TELEPHONE 212-720-3400 EMAIL
EHSUCH@planning.nyc.gov

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 [CEQR Technical Manual Chapter 2](#), "Establishing the Analysis Framework" for guidance)

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

4. Project Description

The Department of City Planning (DCP) is proposing a series of land use actions (collectively, the "Proposed Actions"), including zoning map amendments, zoning text amendments (including mapping a special zoning district and Mandatory Inclusionary Housing), changes to the City Map, and disposition of real property that would facilitate the implementation of a multi-year planning process conducted in the Parkchester, Van Nest, and Morris Park neighborhoods in the Bronx in partnership with local stakeholders. The Proposed Actions would affect an approximately 28-block area of Parkchester/Van Nest, Bronx, Community Districts 9, 10, and 11, generally bounded by Baker Avenue and Van Nest Avenue to the north, Silver Street to the east, East Tremont Avenue to the south, and St Lawrence Avenue to the west and an approximately 18-block area of Morris Park, Bronx, Community Districts 10 and 11, generally bounded by Pelham Parkway to the north, Marconi Street to the east, Williamsbridge Road to the south, and Eastchester Road to the west (the "Rezoning Area").

Project Location

BOROUGH Bronx COMMUNITY DISTRICT(S) 9, 10, 11 STREET ADDRESS N/A

TAX BLOCK(S) AND LOT(S) Refer to Appendix A-1 and Figures 9a-9l ZIP CODE 10460, 10461, 10462

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS Refer to Figures 1 and 2

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY Refer to Figure 3 ZONING SECTIONAL MAP NUMBER 3d, 4a, 4b

5. Required Actions or Approvals (check all that apply)

City Planning Commission: YES NO UNIFORM LAND USE REVIEW PROCEDURE (ULURP)

CITY MAP AMENDMENT ZONING CERTIFICATION CONCESSION

ZONING MAP AMENDMENT ZONING AUTHORIZATION UDAAP

ZONING TEXT AMENDMENT ACQUISITION—REAL PROPERTY REVOCABLE CONSENT

SITE SELECTION—PUBLIC FACILITY DISPOSITION—REAL PROPERTY FRANCHISE

HOUSING PLAN & PROJECT OTHER, explain:

SPECIAL PERMIT (if appropriate, specify type: modification; renewal; other); EXPIRATION DATE:
SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

Board of Standards and Appeals: YES NO

VARIANCE (use)

VARIANCE (bulk)

SPECIAL PERMIT (if appropriate, specify type: modification; renewal; other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

Department of Environmental Protection: YES NO Cogeneration Facility Title V Permit

Other City Approvals Subject to CEQR (check all that apply)

LEGISLATION

RULEMAKING

CONSTRUCTION OF PUBLIC FACILITIES

384(b)(4) APPROVAL

OTHER, explain:

FUNDING OF CONSTRUCTION, specify:

POLICY OR PLAN, specify:

FUNDING OF PROGRAMS, specify:

PERMITS, specify:

Other City Approvals Not Subject to CEQR (check all that apply)

PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION

AND COORDINATION (OCMC)

LANDMARKS PRESERVATION COMMISSION APPROVAL

OTHER, explain:

State or Federal Actions/Approvals/Funding: YES NO If "yes," specify:

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

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 x 17 inches in size and, for paper filings, must be folded to 8.5 x 11 inches.

SITE LOCATION MAP

ZONING MAP

SANBORN OR OTHER LAND USE MAP

TAX MAP

FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)

PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): Approx. 150 acres

Waterbody area (sq. ft.) and type: N/A

Roads, buildings, and other paved surfaces (sq. ft.): To be described in EIS

Other, describe (sq. ft.): To be described in EIS

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

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): Refer to Attachment B

NUMBER OF BUILDINGS:

GROSS FLOOR AREA OF EACH BUILDING (sq. ft.):

HEIGHT OF EACH BUILDING (ft.):

NUMBER OF STORIES OF EACH BUILDING:

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

If "yes," specify: The total square feet owned or controlled by the applicant: 0

The total square feet not owned or controlled by the applicant: --

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 OF TEMPORARY DISTURBANCE: Not known sq. ft. (width x length)

VOLUME OF DISTURBANCE: Not known cubic ft. (width x length x depth)

AREA OF PERMANENT DISTURBANCE: Not known sq. ft. (width x length)

8. Analysis Year [CEQR Technical Manual Chapter 2](#)

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2033

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: N/A

WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? YES NO IF MULTIPLE PHASES, HOW MANY? N/A

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: N/A

9. Predominant Land Use in the Vicinity of the Project (check all that apply)

RESIDENTIAL

MANUFACTURING

COMMERCIAL

PARK/FOREST/OPEN SPACE

OTHER, specify:
Transportation/Utility and
Public Facilities/Institutions

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	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify the following:				
Describe type of residential structures	Varies; to be described in EIS	Varies; to be described in EIS	Varies; to be described in EIS	
No. of dwelling units	59	239	6,190	+5,951
No. of low- to moderate-income units	0	0	1,521	+1,521
Gross floor area (sq. ft.)	61,114	243,887	5,855,399	+5,611,511
Commercial	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify the following:				
Describe type (retail, office, other)	Varies; to be described in EIS	Varies; to be described in EIS	Varies; to be described in EIS	
Gross floor area (sq. ft.)	1,136,208	1,467,160	2,475,621	+1,008,461
Manufacturing/Industrial	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify the following:				
Type of use	Varies; to be described in EIS	Varies; to be described in EIS	N/A	
Gross floor area (sq. ft.)	199,644	181,187	0	-181,187
Open storage area (sq. ft.)	To be described in EIS	To be described in EIS	0	
If any unenclosed activities, specify:				
Community Facility	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify the following:				
Type	Varies; to be described in EIS	Varies; to be described in EIS	Varies; to be described in EIS	
Gross floor area (sq. ft.)	23,990	229,777	1,379,671	+1,149,894
Vacant Land	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," describe:	To be described in EIS			
Publicly Accessible Open Space	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify type (mapped City, State, or Federal parkland, wetland—mapped or otherwise known, other):				
Other Land Uses	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," describe:				
PARKING				
Garages	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify the following:				
No. of public spaces	To be described in EIS	To be described in EIS		
No. of accessory spaces	To be described in EIS	To be described in EIS		
Operating hours	To be described in EIS	To be described in EIS		
Attended or non-attended	To be described in EIS	To be described in EIS		
Lots	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify the following:				
No. of public spaces	0	0	0	
No. of accessory spaces	1,294	2,208	6,286	+4,077
Operating hours	N/A	N/A	N/A	
Other (includes street parking)	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," describe:	To be described in EIS	To be described in EIS	To be described in EIS	
POPULATION				

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Residents	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify number:	160	637	16,839	+16,202
Briefly explain how the number of residents was calculated:	Based on the average household size for Bronx CD 9 of 2.78 persons per household, Bronx CD 10 of 2.36 persons per household, and Bronx CD 11 of 2.64 persons per household			
Businesses	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify the following:				
No. and type	Varies; to be described in EIS	Varies; to be described in EIS	Varies; to be described in EIS	
No. and type of workers by business	1,960	2,695; to be described in EIS	9,687; to be described in EIS	+6,992
No. and type of non-residents who are not workers	To be described in EIS	To be described in EIS	To be described in EIS	
Briefly explain how the number of businesses was calculated:	Estimates of workers based on standard rates used in several DCP Neighborhood Rezoning. Employee rates used are as follows: 1 employee per 25 dwelling units; 1 employee per 50 parking spaces; 1 employee per 250 sf of office; 1 employee per 333.3 sf of retail; 1 employee per 1,000 sf of auto-related and industrial uses; 1 employee per 15,000 sf of warehouse uses; 1 employee per 11.4 students in school uses; 1 employee per 333.3 sf of all other community facility uses; 1 employee per 250 sf of medical office; and 1 employee per 250 sf of life science uses.			
Other (students, visitors, concert-goers, etc.)	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If any, specify type and number:				
Briefly explain how the number was calculated:				
ZONING				
Zoning classification	Refer to Figure 3	As under Existing Conditions	Refer to Figure 5	
Maximum amount of floor area that can be developed	To be described in EIS	As under Existing Conditions	To be described in EIS	
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	Refer to Figures 3 and 4	As under Existing Conditions	Refer to Figure 5	
Attach any additional information that may be needed to describe the project.				
If your project involves changes that affect one or more sites not associated with a specific development, it is generally appropriate to include total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

Part II: TECHNICAL ANALYSIS

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, provide additional analyses (and, if needed, attach supporting information) based on guidance in the CEQR Technical Manual 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 means that more information may be required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant to 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 different from surrounding land uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Is there the potential to affect an applicable public policy?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) If “yes,” to (a), (b), and/or (c), complete a preliminary assessment and attach. See Attachment B		
(e) Is the project a large, publicly sponsored project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If “yes,” complete a PlaNYC assessment and attach. See Attachment B		
(f) Is any part of the directly affected area within the City’s Waterfront Revitalization Program boundaries ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If “yes,” complete the Consistency Assessment Form . See Attachment B		
2. SOCIOECONOMIC CONDITIONS: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
o Generate a net increase of more than 200 residential units or 200,000 square feet of commercial space?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
▪ If “yes,” answer both questions 2(b)(ii) and 2(b)(iv) below.		
o Directly displace 500 or more residents?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ If “yes,” answer questions 2(b)(i), 2(b)(ii), and 2(b)(iv) below.		
o Directly displace more than 100 employees?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
▪ If “yes,” answer questions under 2(b)(iii) and 2(b)(iv) below.		
o Affect conditions in a specific industry?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
▪ If “yes,” answer question 2(b)(v) below.		
(b) If “yes” to any of the above, attach supporting information to answer the relevant questions below. If “no” was checked for each category above, the remaining questions in this technical area do not need to be answered.		
i. Direct Residential Displacement		
o If more than 500 residents would be displaced, would these residents represent more than 5% of the primary study area population?	<input type="checkbox"/>	<input type="checkbox"/>
o 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?	<input type="checkbox"/>	<input type="checkbox"/>
ii. Indirect Residential Displacement		
o Would expected average incomes of the new population exceed the average incomes of study area populations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If “yes:”		
▪ Would the population of the primary study area increase by more than 10 percent?	TBD in EIS	<input type="checkbox"/>
▪ Would the population of the primary study area increase by more than 5 percent in an area where there is the potential to accelerate trends toward increasing rents?	TBD in EIS	<input type="checkbox"/>
o If “yes” to either of the preceding questions, would more than 5 percent of all housing units be renter-occupied and unprotected?	TBD in EIS	<input type="checkbox"/>
iii. Direct Business Displacement		
o Do any of the displaced businesses provide goods or services that otherwise would not be found within the trade area, either under existing conditions or in the future with the proposed project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve,	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
enhance, or otherwise protect it?		
iv. Indirect Business Displacement		
o Would the project potentially introduce trends that make it difficult for businesses to remain in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Would the project capture retail sales in a particular category of goods to the extent that the market for such goods would become saturated, potentially resulting in vacancies and disinvestment on neighborhood commercial streets?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Effects on Industry		
o Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses? TBD in EIS	<input type="checkbox"/>	<input type="checkbox"/>
3. COMMUNITY FACILITIES: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
o Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, health care facilities, day care centers, police stations, or fire stations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Indirect Effects		
i. Early Childhood Programs		
o Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the project result in a collective utilization rate of the Early Childhood Programs in the study area that is greater than 100 percent? TBD in EIS	<input type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the project increase the collective utilization rate by 5 percent or more from the No-Action scenario? TBD in EIS	<input type="checkbox"/>	<input type="checkbox"/>
ii. Public Schools		
o Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the project result in a utilization rate of the elementary or middle schools that is equal to or greater than 100 percent? TBD in EIS	<input type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the project generate 100 or more elementary or middle school students past the 100% utilization rate? TBD in EIS	<input type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the project result in a utilization rate of the high schools that is equal to or greater than 100 percent? TBD in EIS	<input type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the project increase the high school utilization rate by 5 percent or more from the No-Action scenario? TBD in EIS	<input type="checkbox"/>	<input type="checkbox"/>
iii. Libraries		
o Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the project increase the study area population by 5 percent or more from the No-Action levels TBD in EIS	<input type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the additional population impair the delivery of library services in the study area? TBD in EIS	<input type="checkbox"/>	<input type="checkbox"/>
iv. Health Care Facilities		
o Would the project result in the introduction of a sizeable new neighborhood?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the project affect the operation of health care facilities in the area?	<input type="checkbox"/>	<input type="checkbox"/>
v. Fire and Police Protection		
o Would the project result in the introduction of a sizeable new neighborhood?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the project affect the operation of fire or police protection in the area?	<input type="checkbox"/>	<input type="checkbox"/>
4. OPEN SPACE: CEQR Technical Manual Chapter 7		
(a) Would the project change or eliminate existing open space?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the project generate more than 200 additional residents or 500 additional employees?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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? TBD in EIS	<input type="checkbox"/>	<input type="checkbox"/>
(c) If "yes" to either of the above questions, attach supporting information explaining whether the project's shadow would reach any sunlight-sensitive resource at any time of the year. TBD in EIS		

	YES	NO
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; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources. See Attachment B		
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning? TBD in EIS	<input type="checkbox"/>	<input type="checkbox"/>
(c) If "yes" to either of the above, please provide the information requested in Chapter 10 . See Attachment B		
8. NATURAL RESOURCES: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," list the resources and attach supporting information on whether the project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," complete the Jamaica Bay Watershed Protection Plan Project Tracking Form and submit according to its instructions .		
9. HAZARDOUS MATERIALS: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project introduce new activities or processes using hazardous materials and increase the risk of human or environmental exposure?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in the Hazardous Materials Appendix (including nonconforming uses)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(e) Would 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(f) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (e.g., gas stations, oil storage facilities, heating oil storage)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(g) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(i) Has a Phase I Environmental Site Assessment been performed for the site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify:		
(j) Based on the Phase I Assessment, is a Phase II Investigation needed? To be determined in EIS	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) If the proposed project located in a separately sewered area , would it result in the same or greater development than that listed in Table 13-1 in Chapter 13 ?	<input type="checkbox"/>	<input type="checkbox"/>
(d) Would the project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase? TBD in EIS	<input type="checkbox"/>	<input type="checkbox"/>
(e) If the project 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, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	<input type="checkbox"/>	<input checked="" type="checkbox"/>


	YES	NO
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or contribute contaminated stormwater to a separate storm sewer system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(i) If "yes" to any of the above, conduct the appropriate preliminary analyses and attach supporting documentation. See Attachment B		
11. SOLID WASTE AND SANITATION SERVICES: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14 , the project's projected operational solid waste generation is estimated to be (pounds per week): 435,004		
o Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the proposed project comply with the City's Solid Waste Management Plan?	<input type="checkbox"/>	<input type="checkbox"/>
12. ENERGY: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15 , the project's projected energy use is estimated to be (annual BTUs): 1,116,955,156		
(b) Would the proposed project affect the transmission or generation of energy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13. TRANSPORTATION: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16 ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) If "yes," conduct the appropriate screening analyses, attach back up data as needed for each stage, and answer the following questions:		
o Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 peak hour. See Subsection 313 of Chapter 16 for more information.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Would the proposed project result in more than 200 subway/rail, bus trips, or 50 Citywide Ferry Service ferry trips per project peak hour?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction), 200 subway/rail trips per station or line, or 25 or more Citywide Ferry Service ferry trips on a single route (in one direction), or 50 or more passengers at a Citywide Ferry Service landing?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Would the proposed project result in more than 200 pedestrian trips per project peak hour?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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, bus stop, or Citywide Ferry Service landing?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) <i>Stationary Sources:</i> Would the proposed project result in the conditions outlined in Section 220 in Chapter 17 ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17 ? (Attach graph as needed) See Attachment B	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Does the proposed project involve multiple buildings on the project site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(f) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. See Attachment B		
15. GREENHOUSE GAS EMISSIONS: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project fundamentally change the City's solid waste management system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Would the proposed project result in the development of 350,000 square feet or more?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) If "yes" to any of the above, would the project require a GHG emissions assessment based on guidance in Chapter 18 ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the project result in inconsistencies with the City's GHG reduction goal? (See Local Law 22 of 2008 ; § 24-803 of the Administrative Code of the City of New York). Please attach supporting documentation. See Attachment B	<input type="checkbox"/>	<input type="checkbox"/>
16. NOISE: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project introduce new or additional receptors (see Section 114 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	YES	NO
(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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. See Attachment B		
17. PUBLIC HEALTH: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20 , "Public Health." Attach a preliminary analysis, if necessary. See Attachment B		
18. NEIGHBORHOOD CHARACTER: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21 , "Neighborhood Character." Attach a preliminary analysis, if necessary. See Attachment B		
19. CONSTRUCTION: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
o Construction activities lasting longer than two years?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o The operation of several pieces of diesel equipment in a single location at peak construction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Closure of a community facility or disruption in its services?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Activities within 400 feet of a historic or cultural resource?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Disturbance of a site containing or adjacent to a site containing natural resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance 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. See Attachment B		

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 the 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 applicant or representative of the entity that seeks the permits, approvals, funding, or other governmental action(s) described in this EAS.

APPLICANT/REPRESENTATIVE NAME Edith Hsu-Chen, Executive Director, DCP	SIGNATURE 	DATE 12/07/22
--	---	------------------

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 or 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 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.

IMPACT CATEGORY	Potentially Significant Adverse Impact	
	YES	NO
Land Use, Zoning, and Public Policy	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Socioeconomic Conditions	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Community Facilities and Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Open Space	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Shadows	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Historic and Cultural Resources	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Urban Design/Visual Resources	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Natural Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hazardous Materials	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Water and Sewer Infrastructure	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Solid Waste and Sanitation Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Energy	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transportation	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Air Quality	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Greenhouse Gas Emissions	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Noise	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Public Health	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Neighborhood Character	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Construction	<input checked="" type="checkbox"/>	<input type="checkbox"/>

2. Are there any aspects of the project relevant to the determination of 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, attach an explanation stating whether, as a result of them, the project may have a significant impact on the environment.


3. Check determination to be issued by the lead agency:

Positive Declaration: 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* and prepares a draft Scope of Work for the Environmental Impact Statement (EIS).

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 of 6 NYCRR Part 617.

Negative Declaration: If the lead agency has determined that the project would not result in potentially significant adverse environmental impacts, then the lead agency issues a *Negative Declaration*. The *Negative Declaration* may be prepared as a separate document (see [template](#)) or using the embedded Negative Declaration on the next page.

4. LEAD AGENCY'S CERTIFICATION

TITLE Deputy Director, EARD	LEAD AGENCY NYC Department of City Planning on behalf of the NYC City Planning Commission
NAME Evren Ulker-Kacar, AICP	DATE 12/08/2022
SIGNATURE 	



Source: New York City Department of City Planning, 2022; Metropolitan Transit Authority (MTA), 2018 & 2019; Esri, Digital Globe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community; STV Incorporated, 2022.

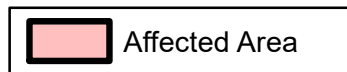
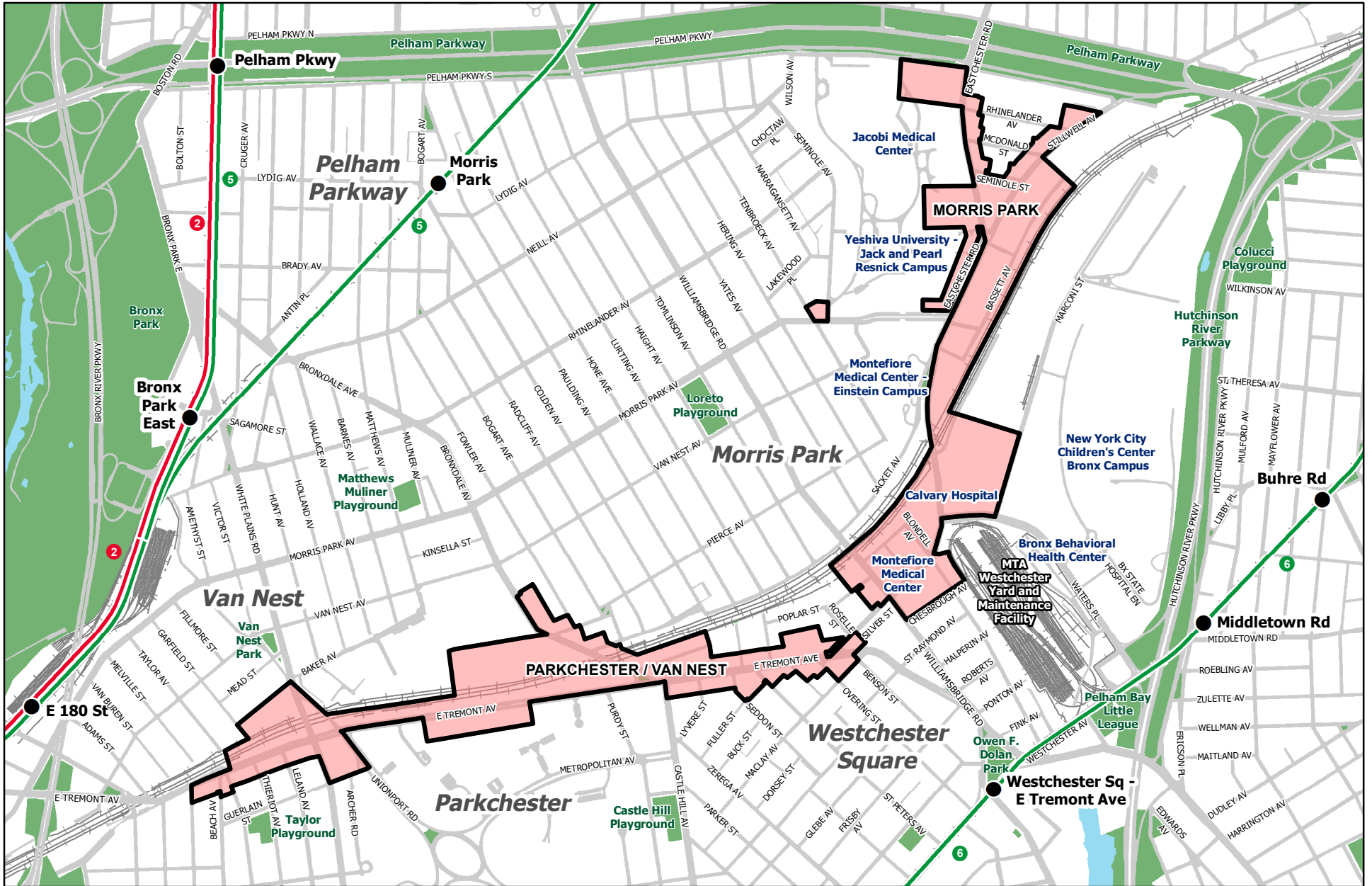


Figure 1



Source: New York City Department of City Planning, 2022; Metropolitan Transit Authority (MTA), 2018 & 2019; STV Incorporated, 2022.

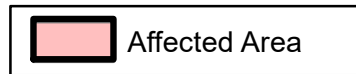
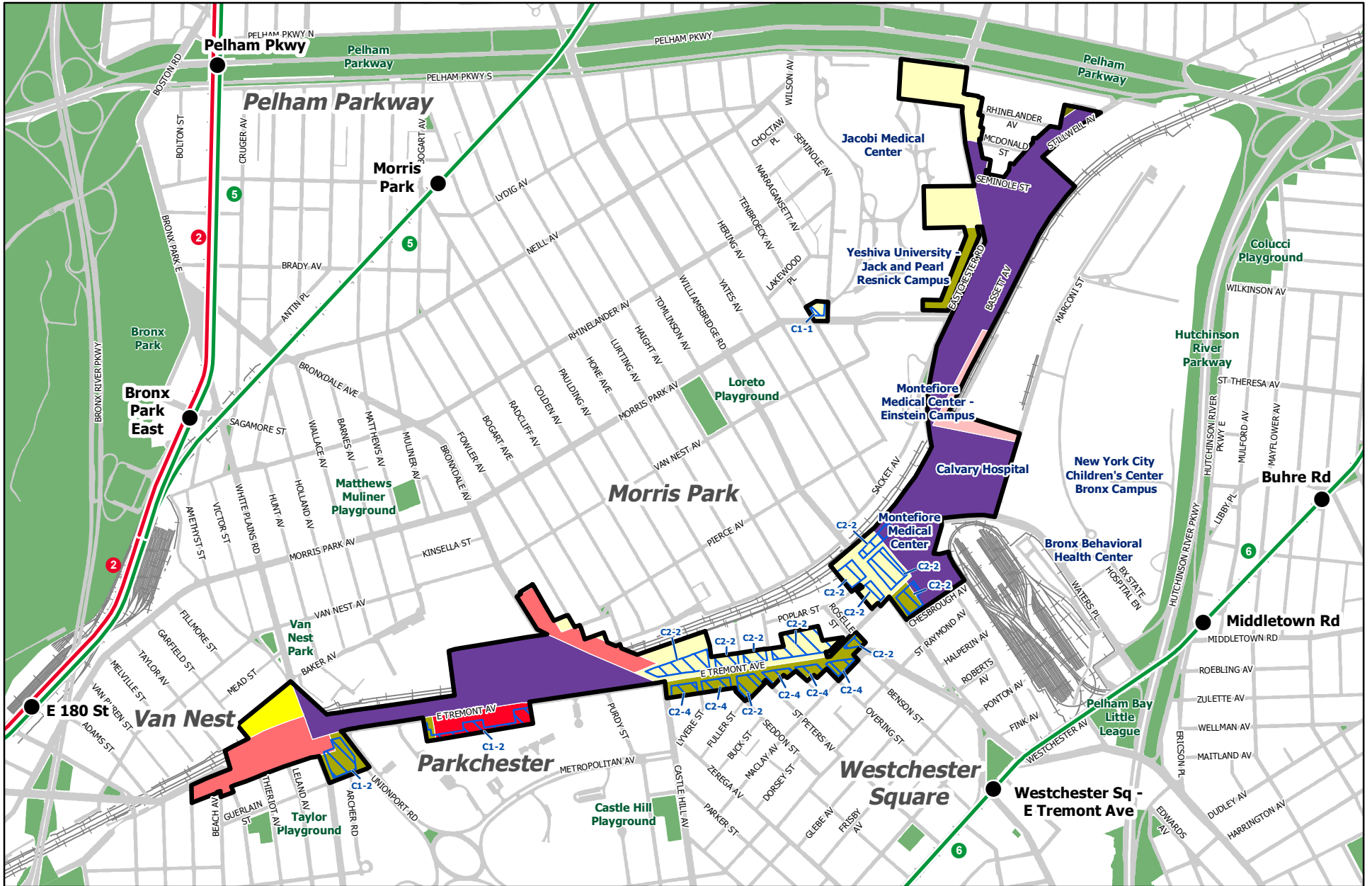


Figure 2



Source: New York City Department of City Planning, 2022; STV Incorporated, 2022.

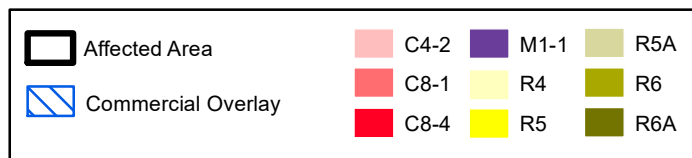
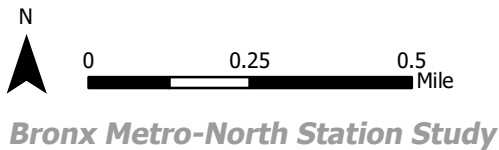
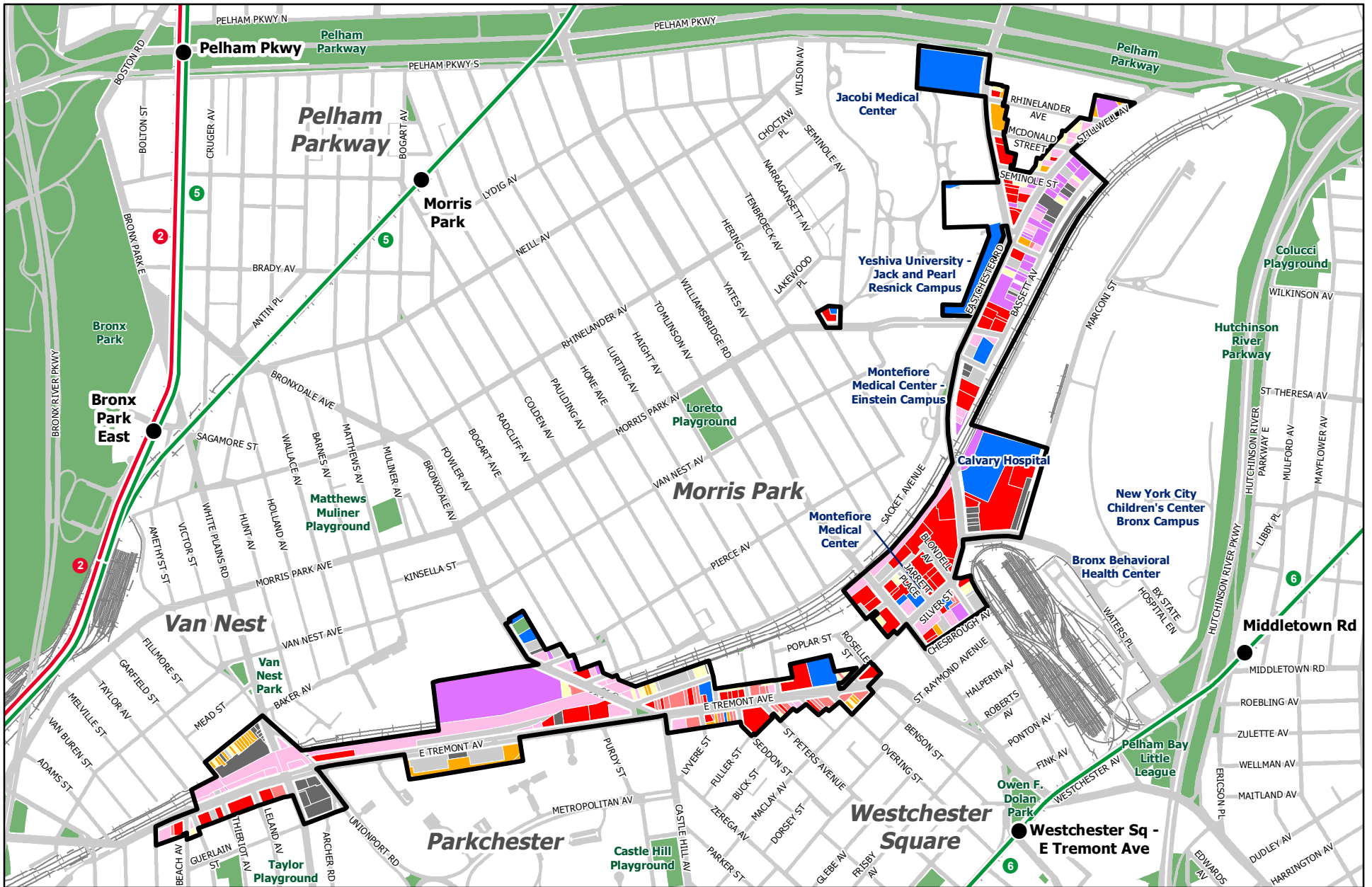


Figure 3

EXISTING ZONING



Source: New York City Department of City Planning, 2022; STV Incorporated, 2022.

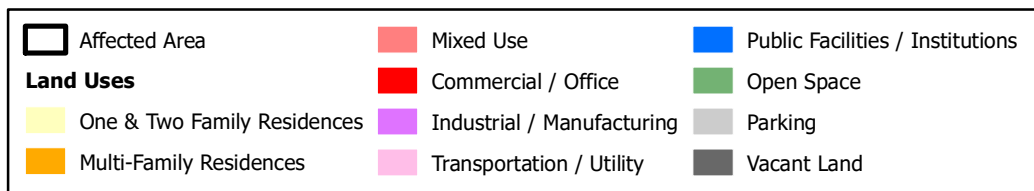
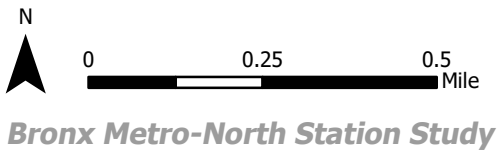
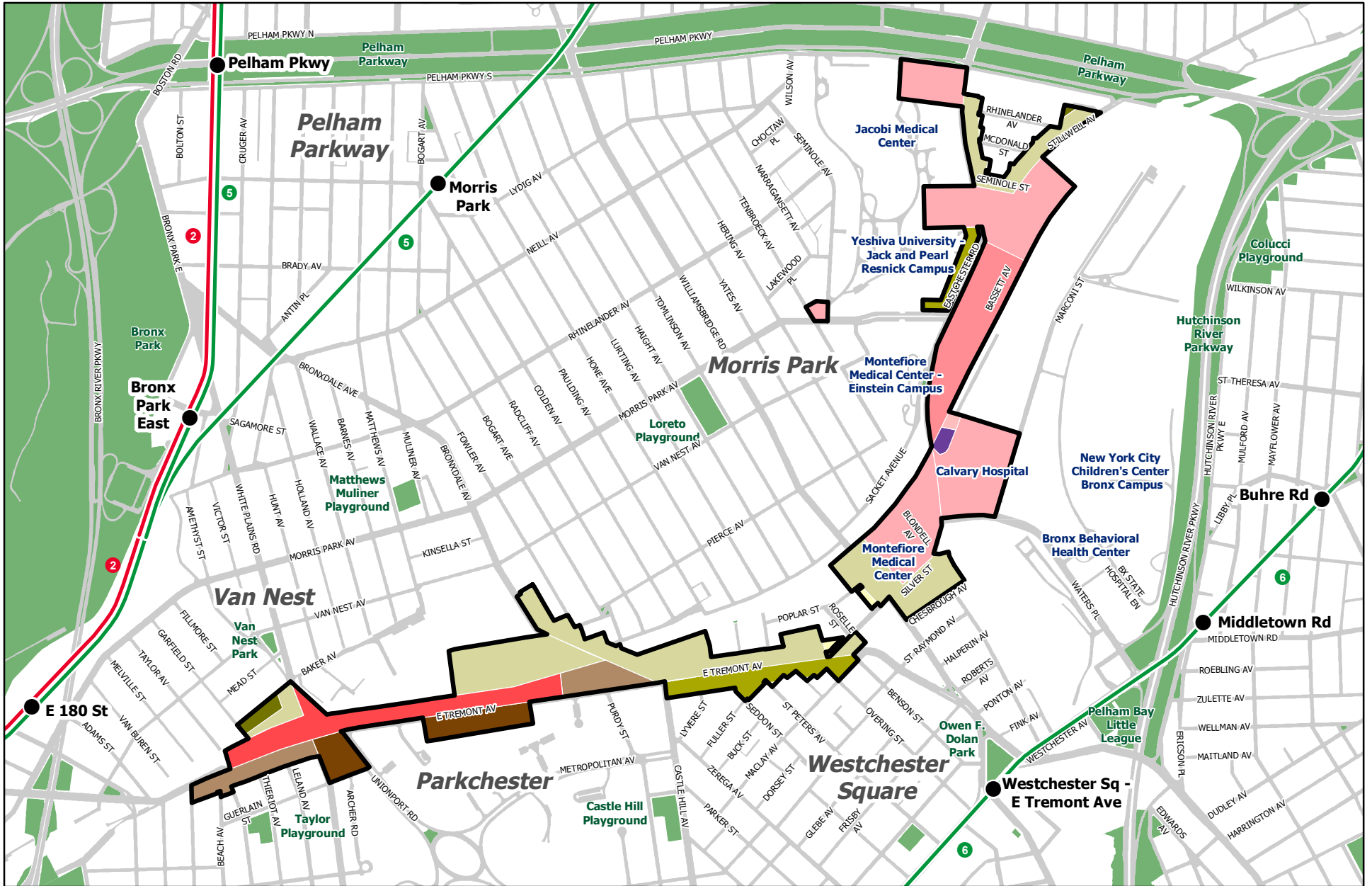
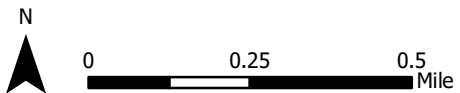


Figure 4

LAND USE



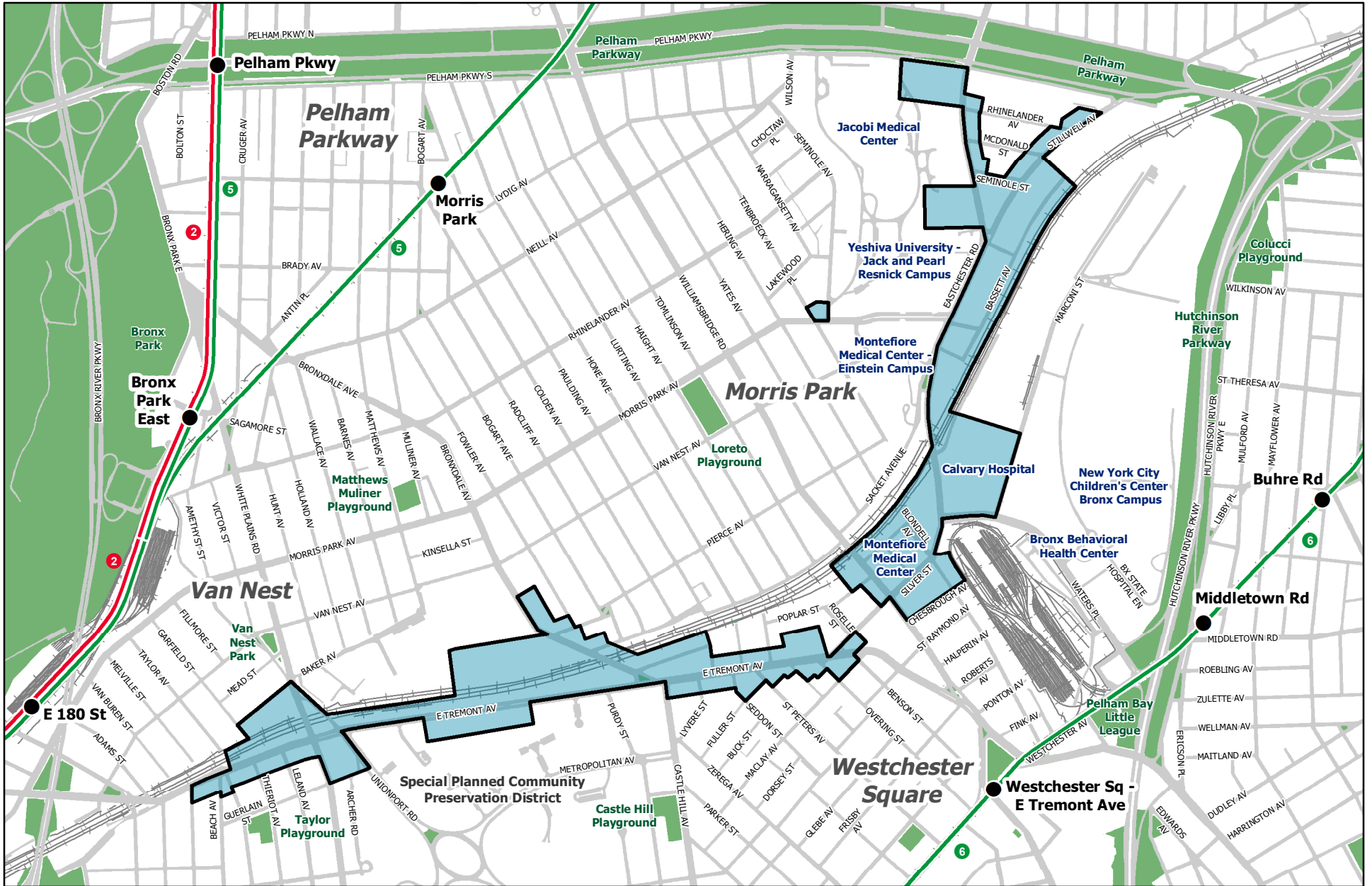
Source: New York City Department of City Planning, 2022; STV Incorporated, 2022.



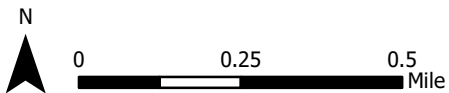
Rezoning Area	R4	R6A	R7-2	C4-3	C8-2
	R6	R6-1	R8	C4-4	M1-1

Note: A Special District, coterminous with the Project Area, will be created which will modify some of the underlying zoning districts. The proposed R6A, R6-1, R7-2, R8, C4-3, and C4-4 zoning districts will be mapped as Mandatory Inclusionary Housing (MIH) Areas.

Figure 5

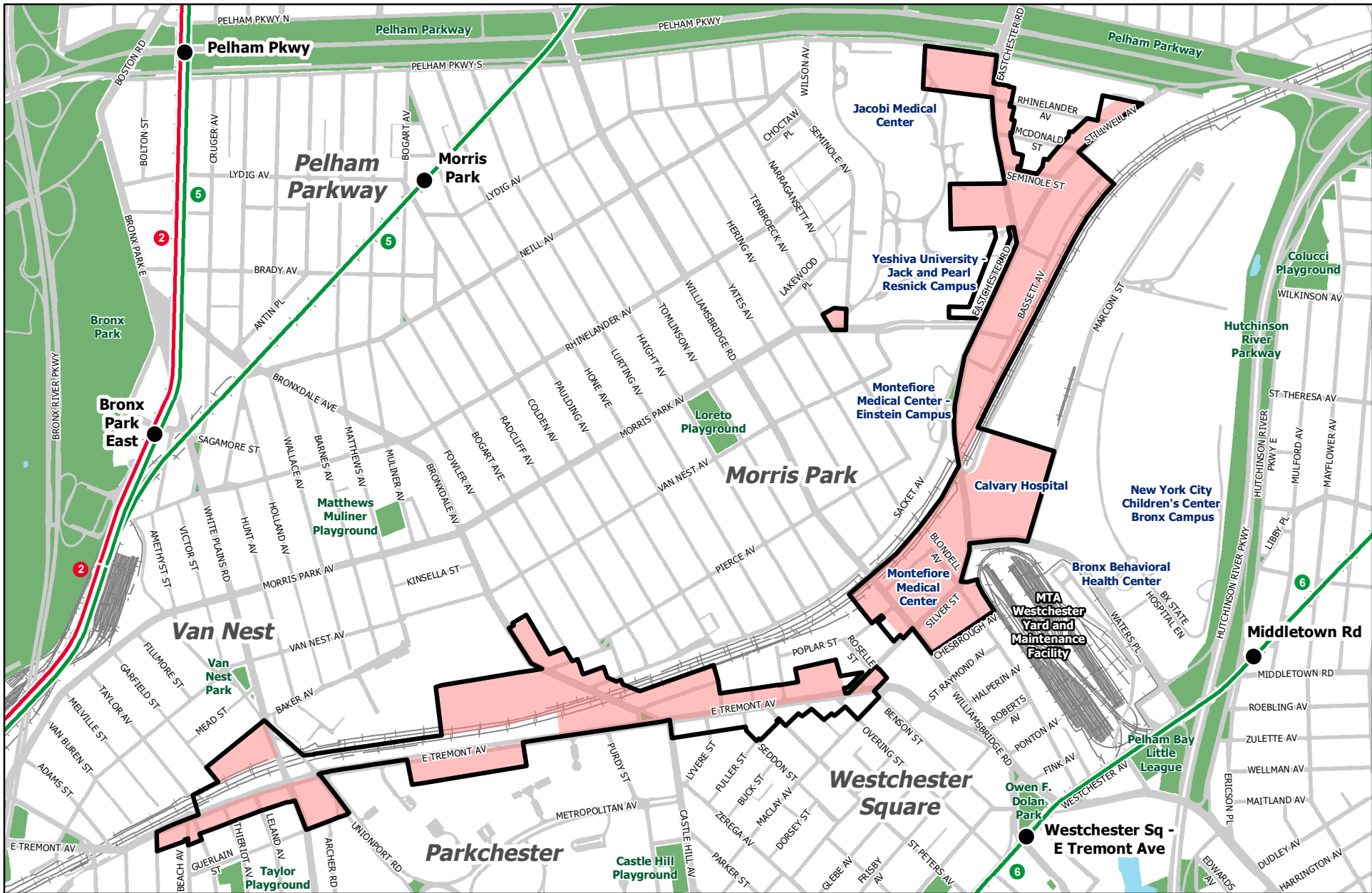


Source: New York City Department of City Planning, 2022; STV Incorporated, 2022.



Proposed Special District

Figure 6



Source: New York City Department of City Planning, 2022; Metropolitan Transit Authority (MTA), 2018 & 2019; STV Incorporated, 2022.

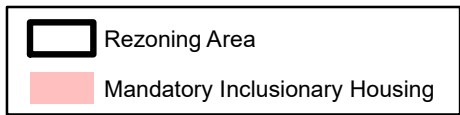
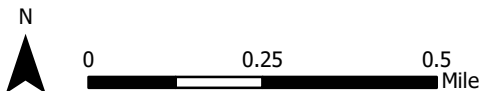
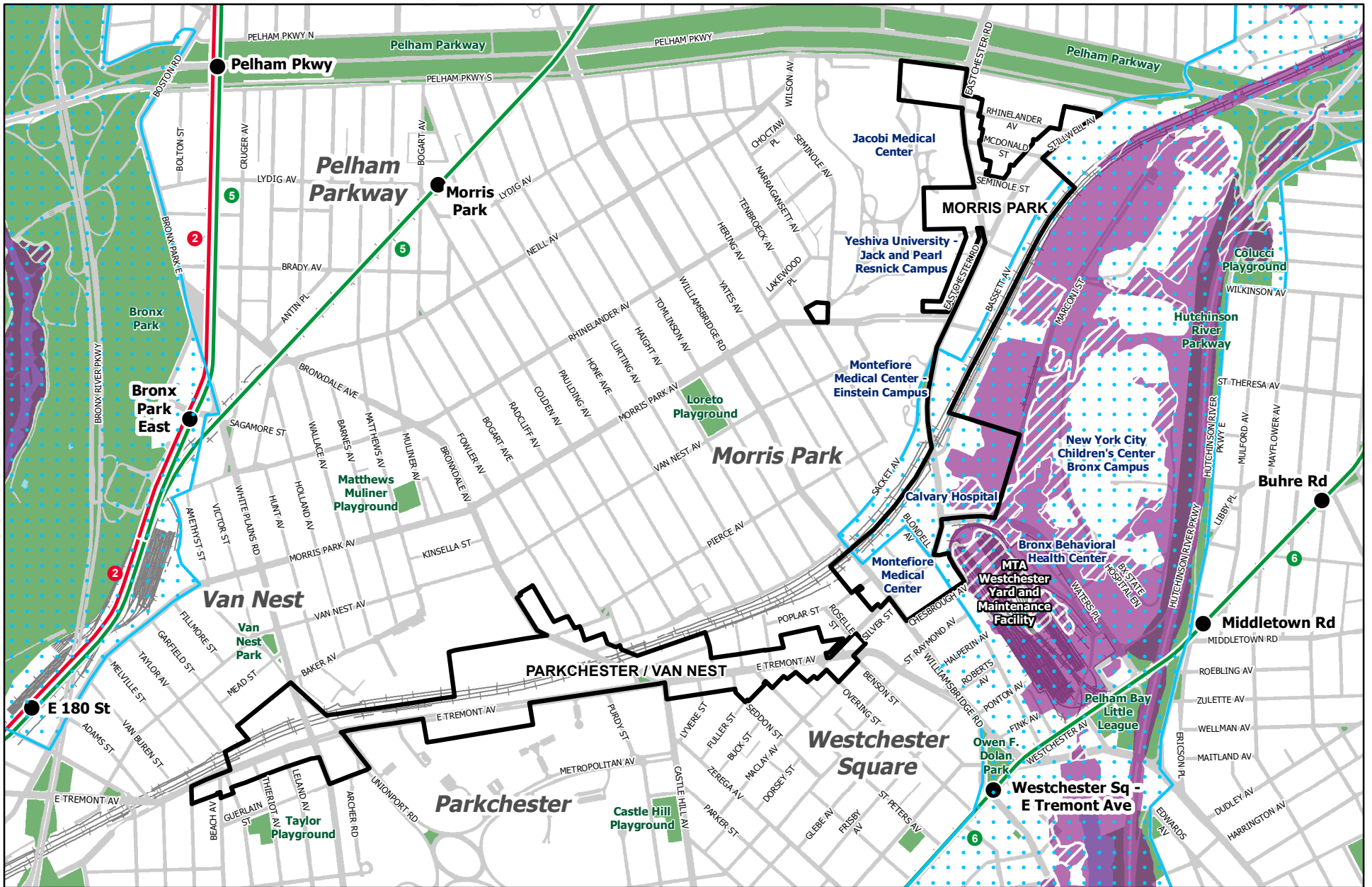


Figure 7
**PROPOSED MANDATORY
 INCLUSIONARY HOUSING
 (MIH) AREA**



Source: New York City Department of City Planning, 2022; Metropolitan Transit Authority (MTA), 2018; STV Incorporated, 2022.

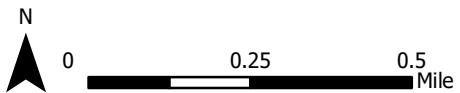
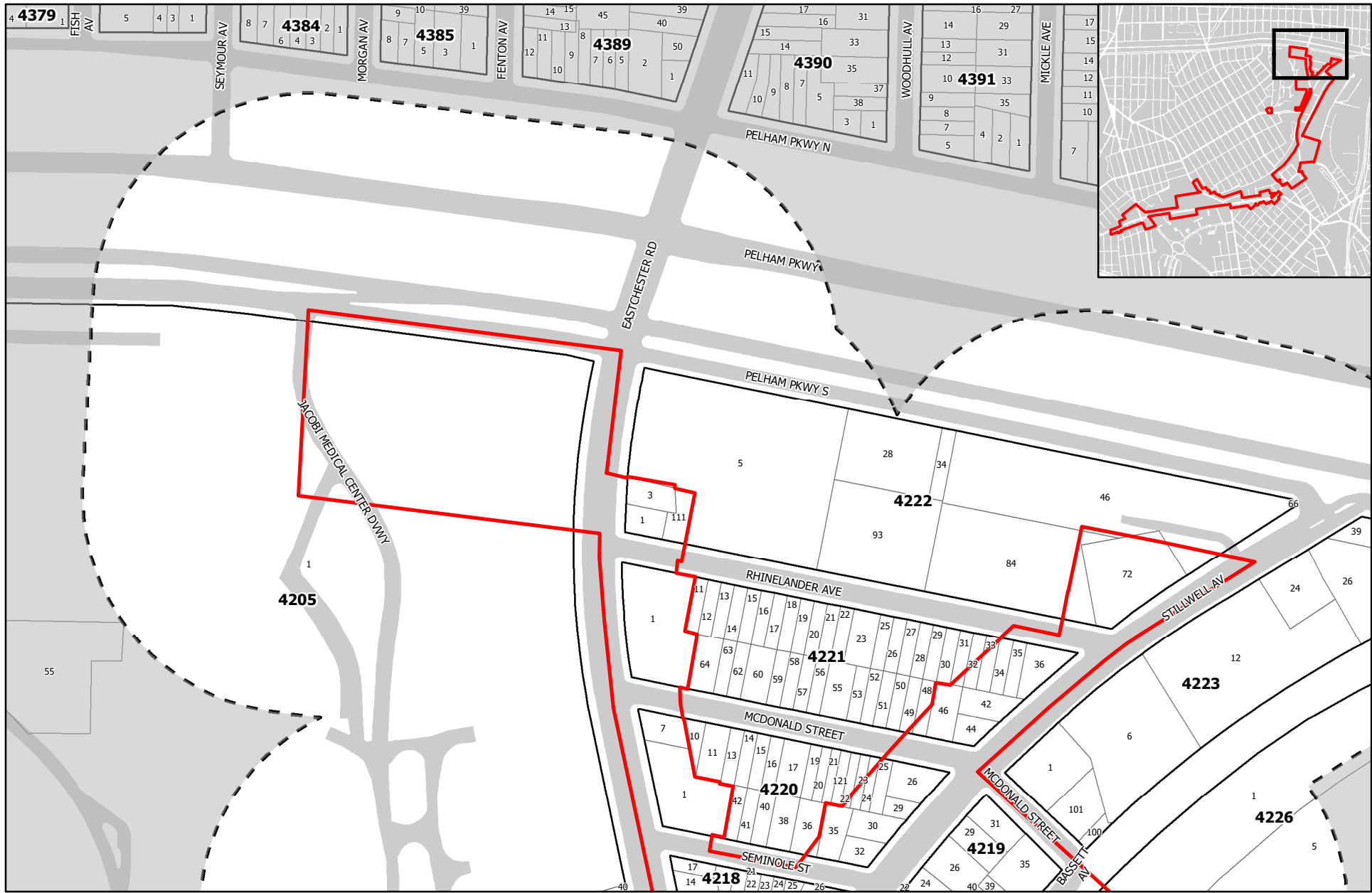


Figure 8

FLOOD ZONES AND COASTAL ZONE



Source: New York City Department of City Planning MapPLUTO 22 v1, 2022; STV Incorporated, 2022.

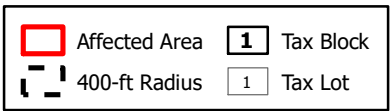
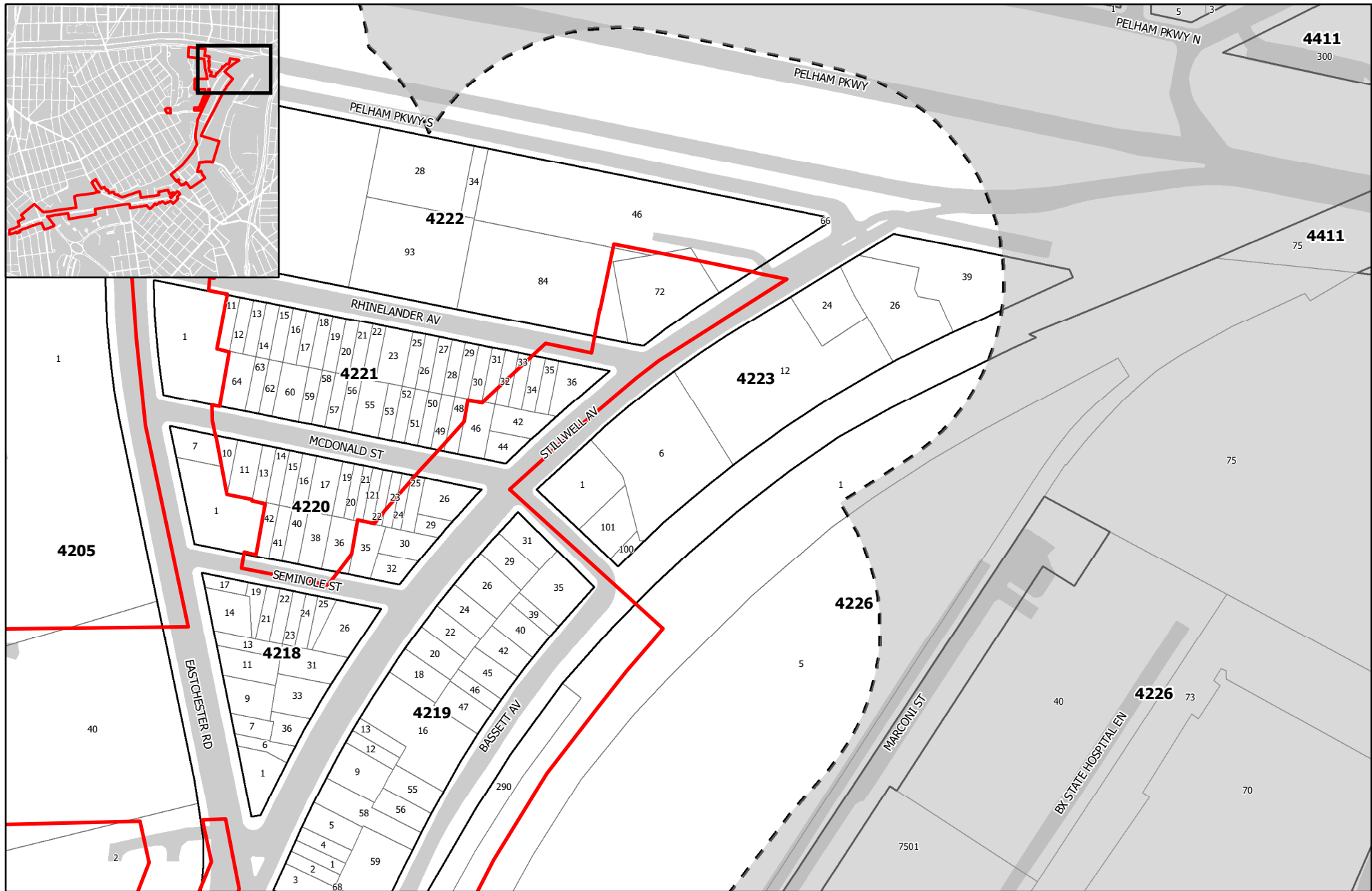


Figure 9a



Source: New York City Department of City Planning MapPLUTO 22 v2, 2022; STV Incorporated, 2022.

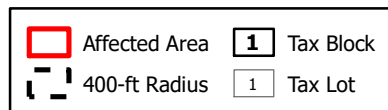
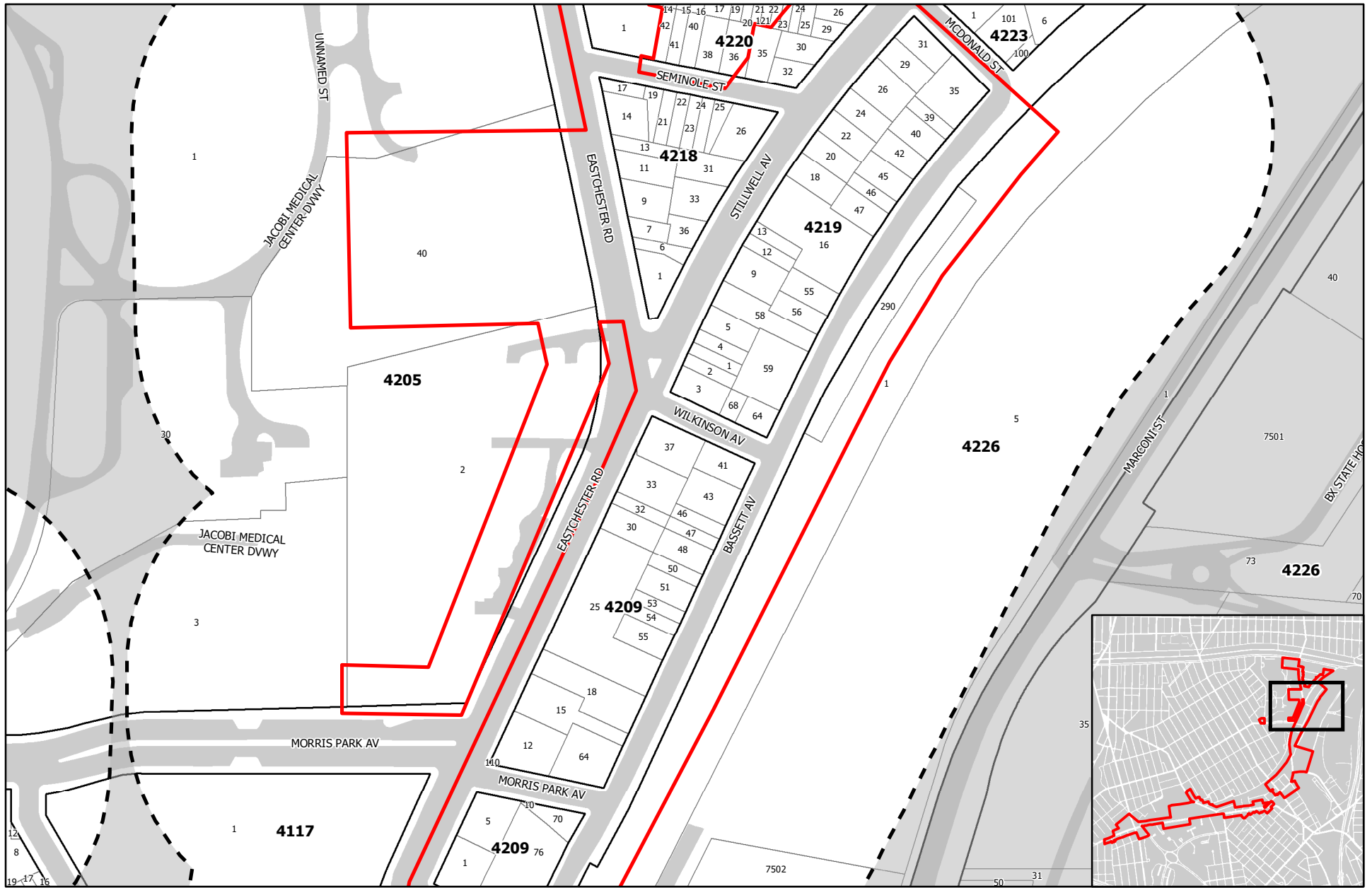


Figure 9b



Source: New York City Department of City Planning MapPLUTO 22 v2, 2022; STV Incorporated, 2022.

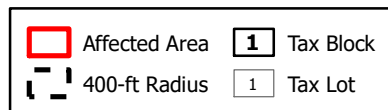
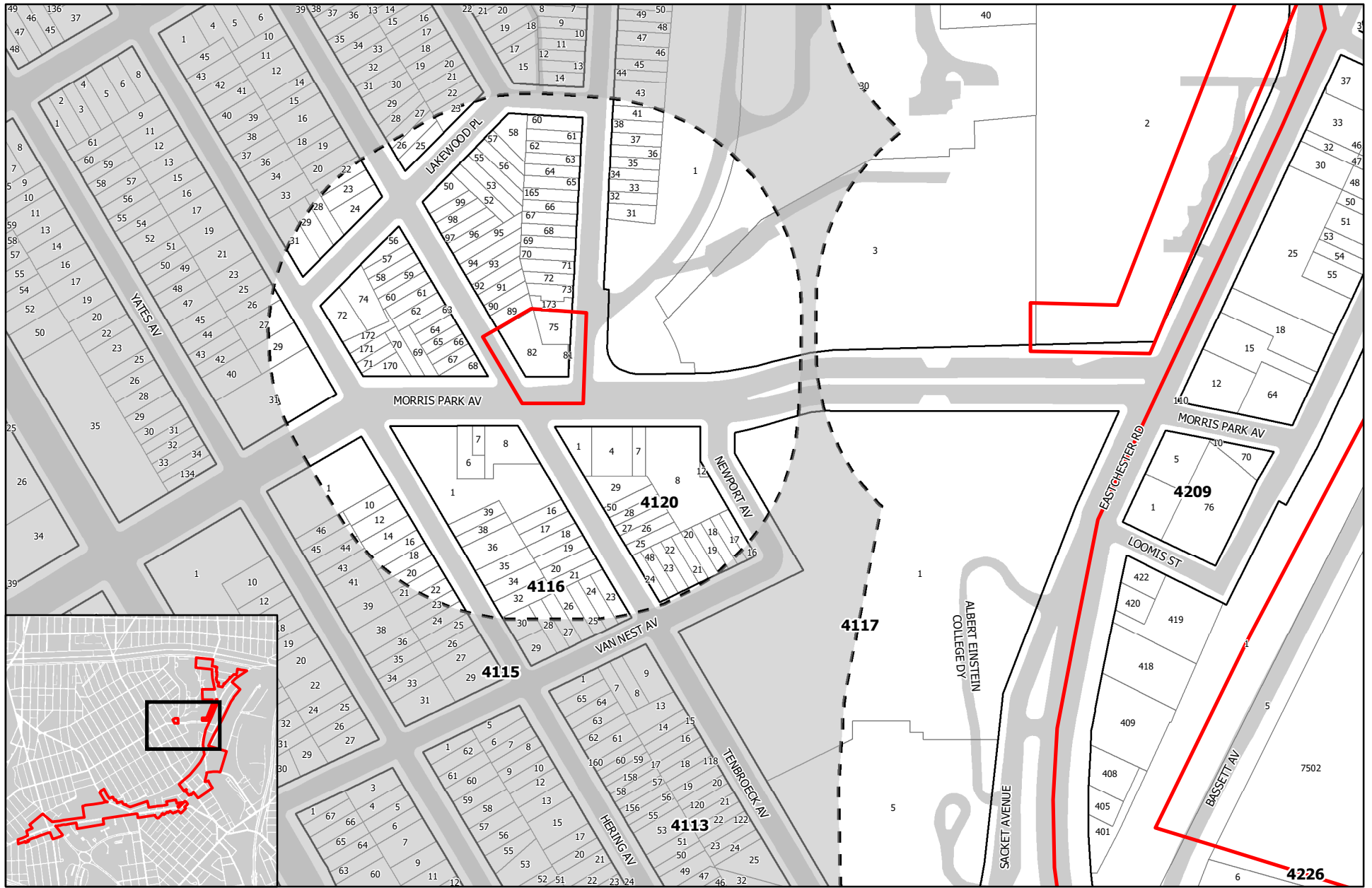


Figure 9c



Source: New York City Department of City Planning MapPLUTO 22 v2, 2022; STV Incorporated, 2022.

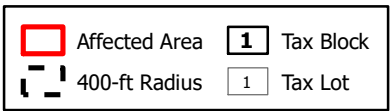
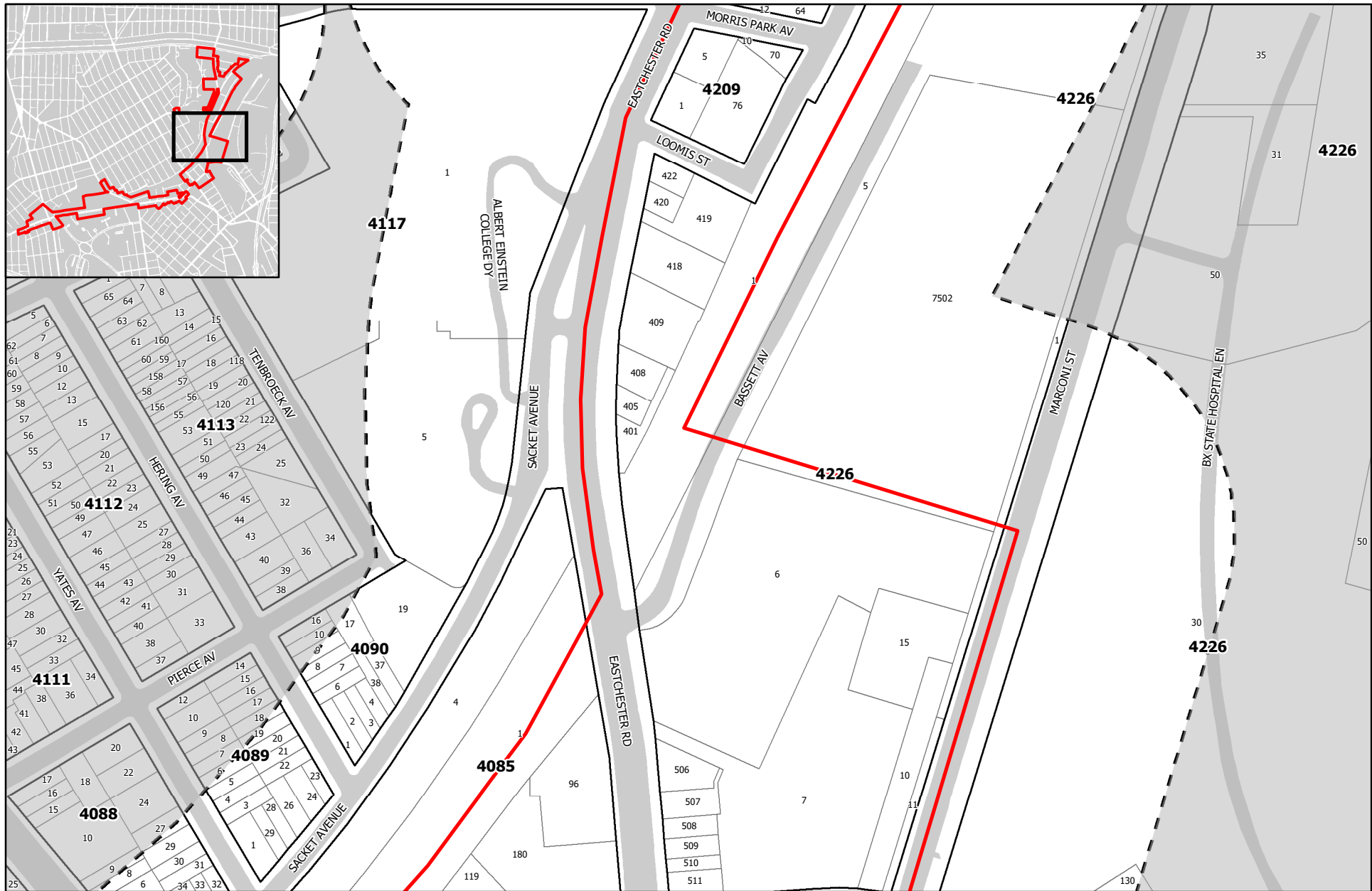


Figure 9d



Source: New York City Department of City Planning MapPLUTO 22 v2, 2022; STV Incorporated, 2022.

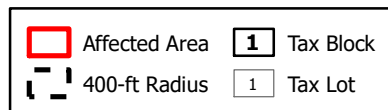
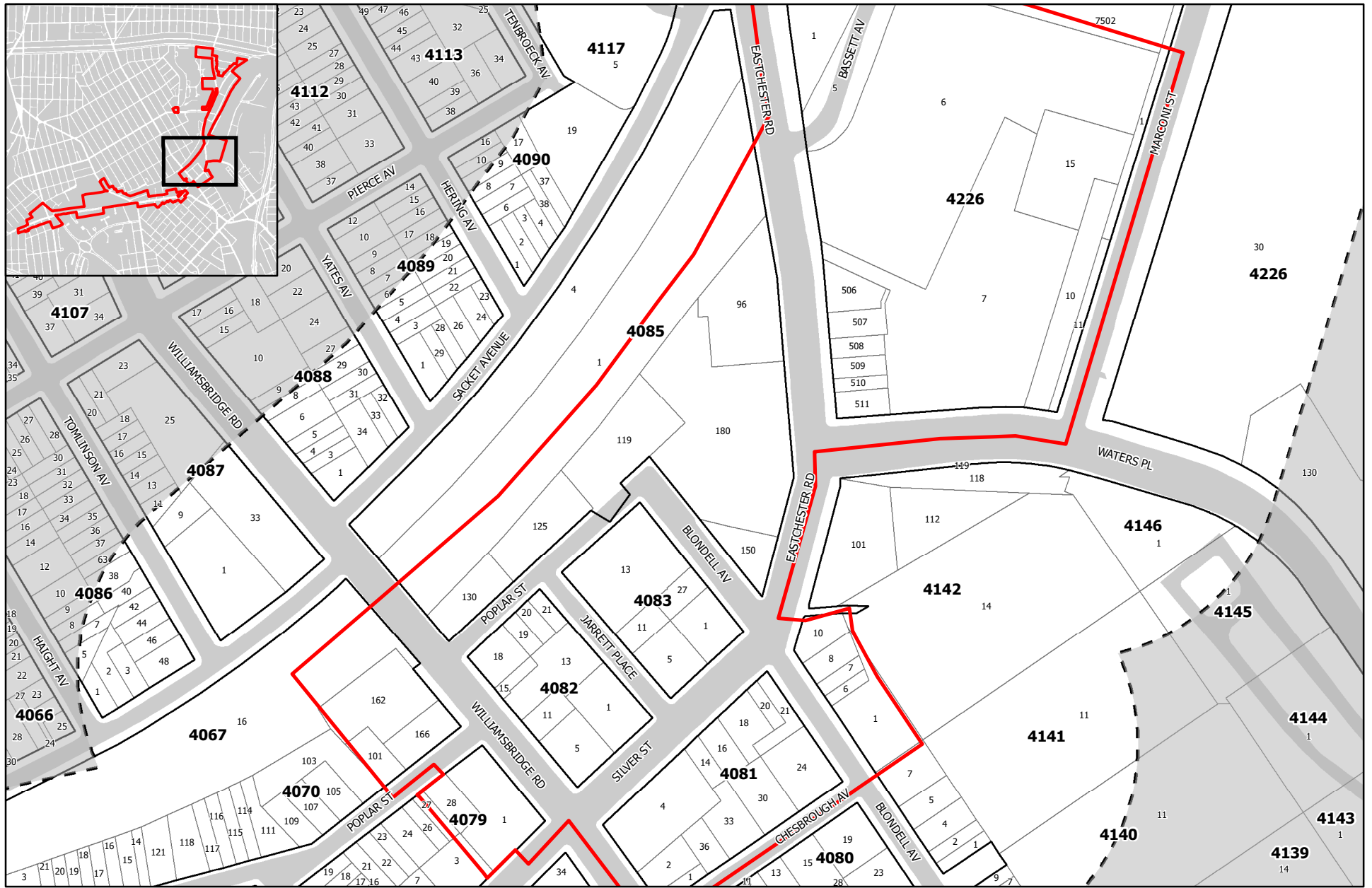


Figure 9e



Source: New York City Department of City Planning MapPLUTO 22 v2, 2022; STV Incorporated, 2022.

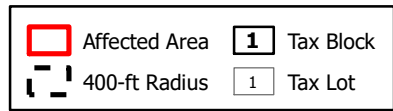
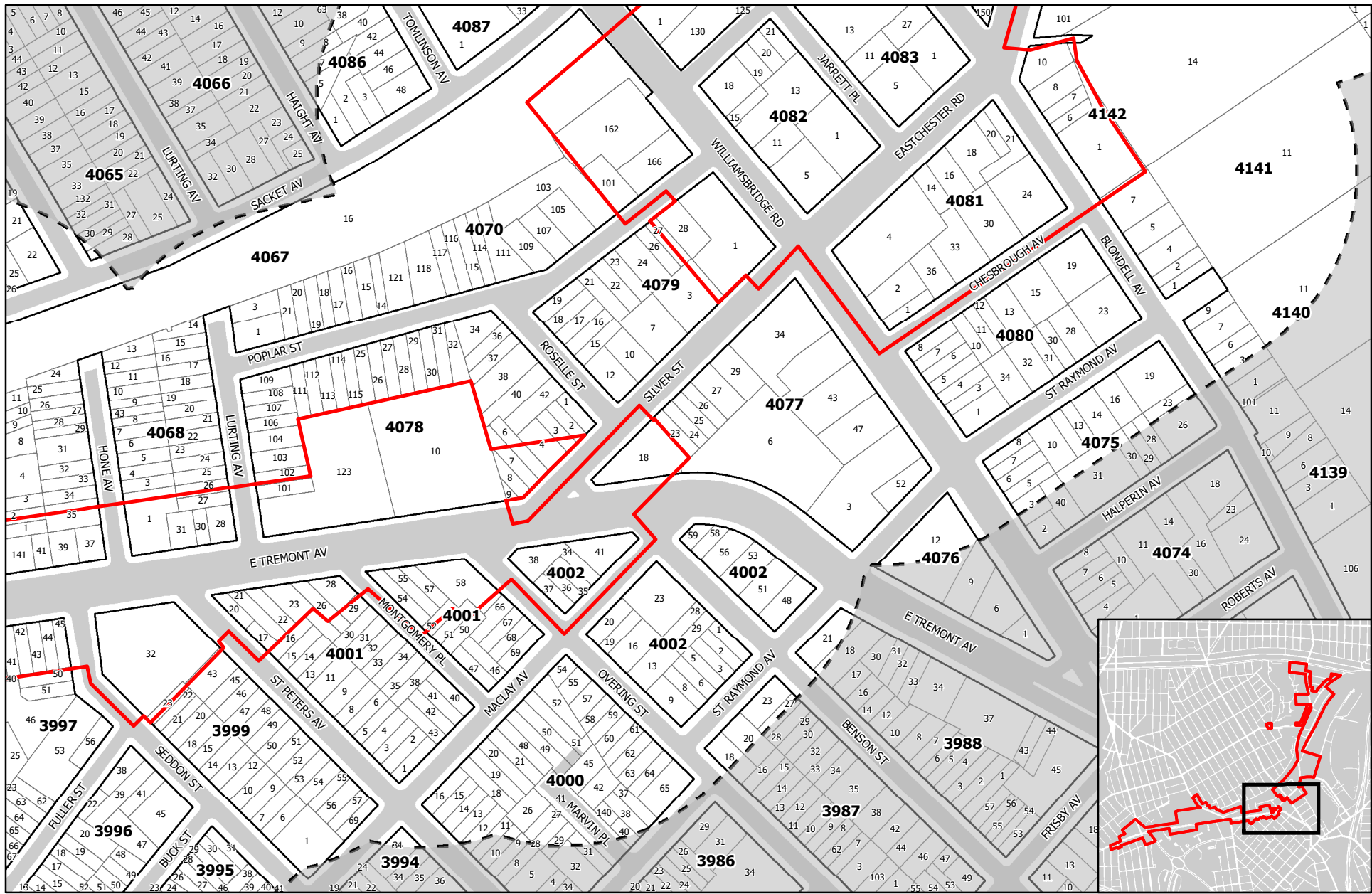


Figure 9f



Source: New York City Department of City Planning MapPLUTO 22 v2, 2022; STV Incorporated, 2022.

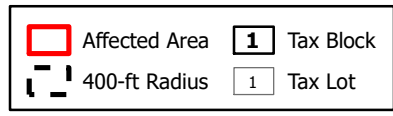
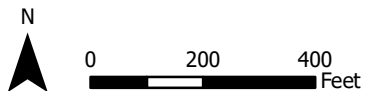
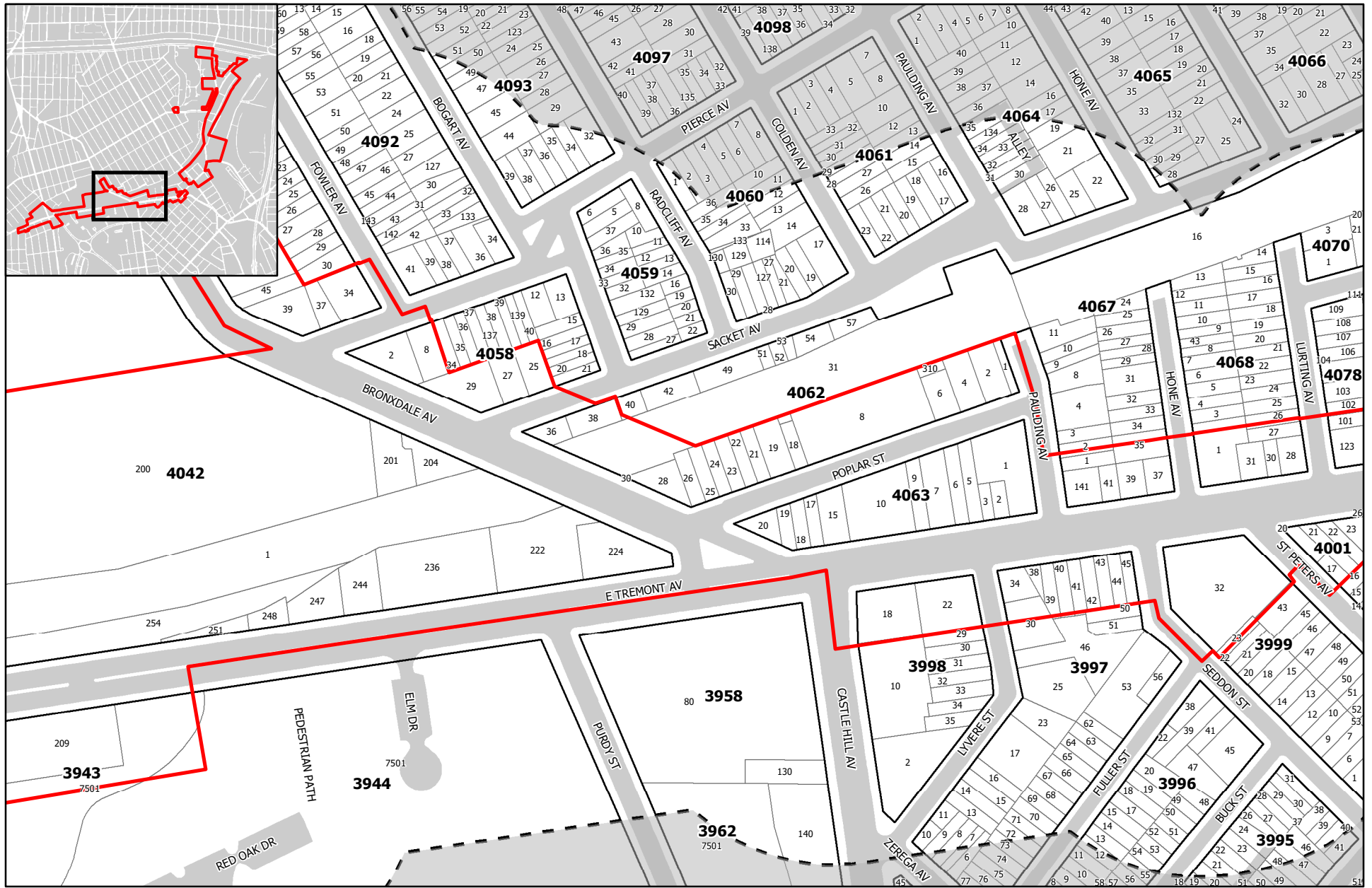


Figure 9g

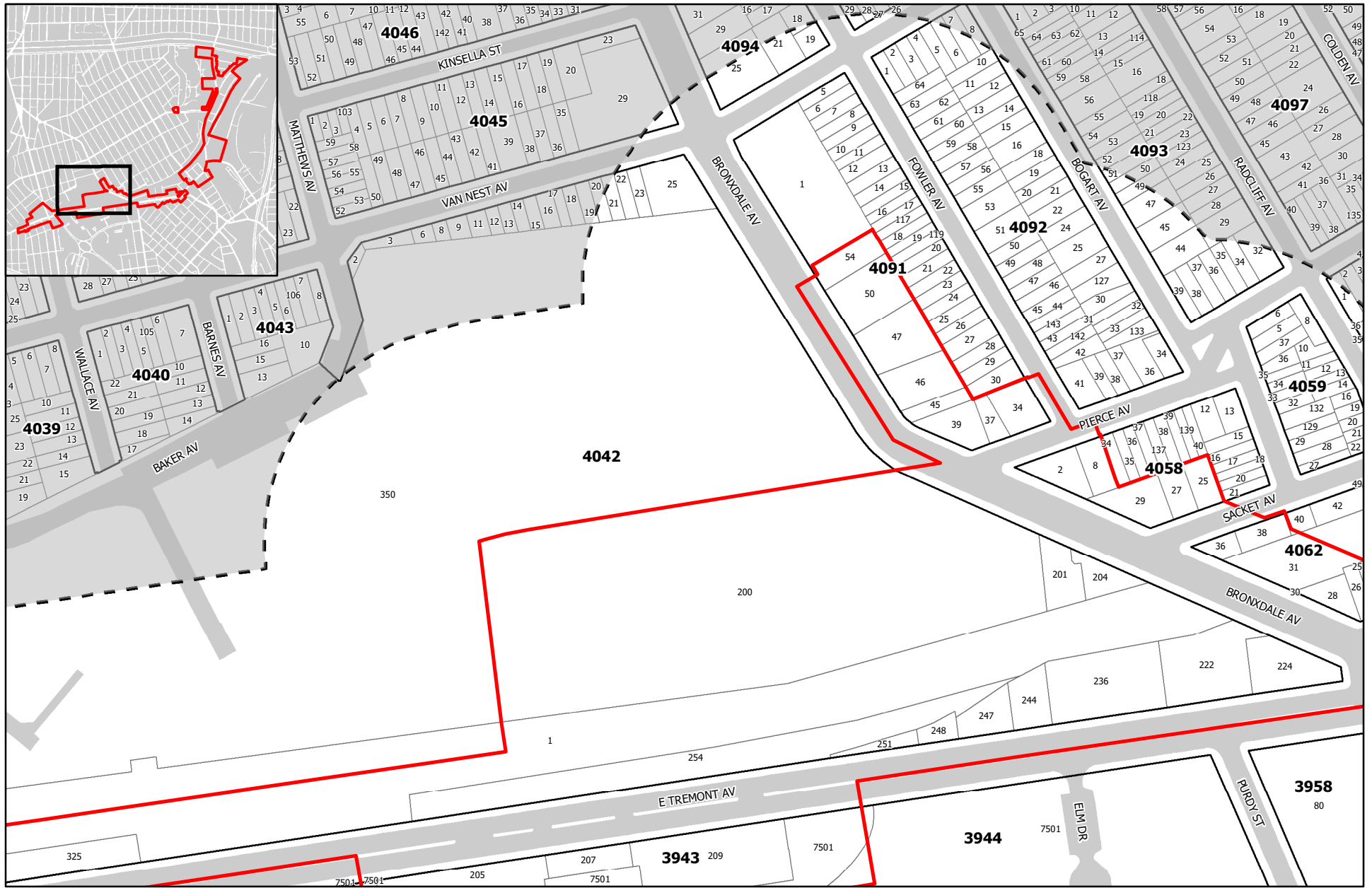


Source: New York City Department of City Planning MapPLUTO 22 v2, 2022; STV Incorporated, 2022.



Affectrd Area	Tax Block
400-ft Radius	Tax Lot

Figure 9h

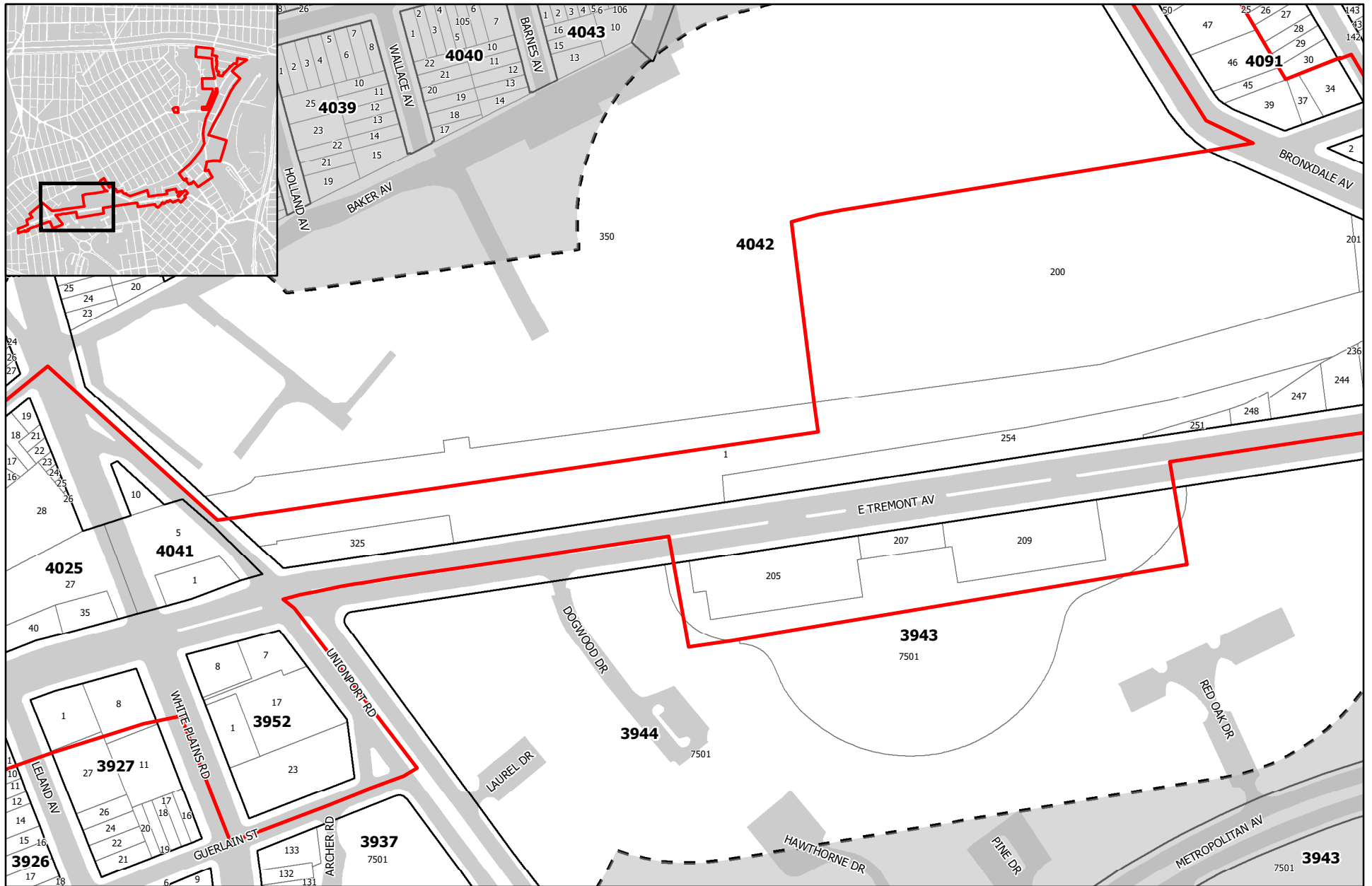


Source: New York City Department of City Planning MapPLUTO 22 v2, 2022; STV Incorporated, 2022.



Affected Area	Tax Block
400-ft Radius	Tax Lot

Figure 9i



Source: New York City Department of City Planning, MapPLUTO 22 v2, 2022; STV Incorporated, 2022.

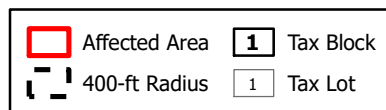
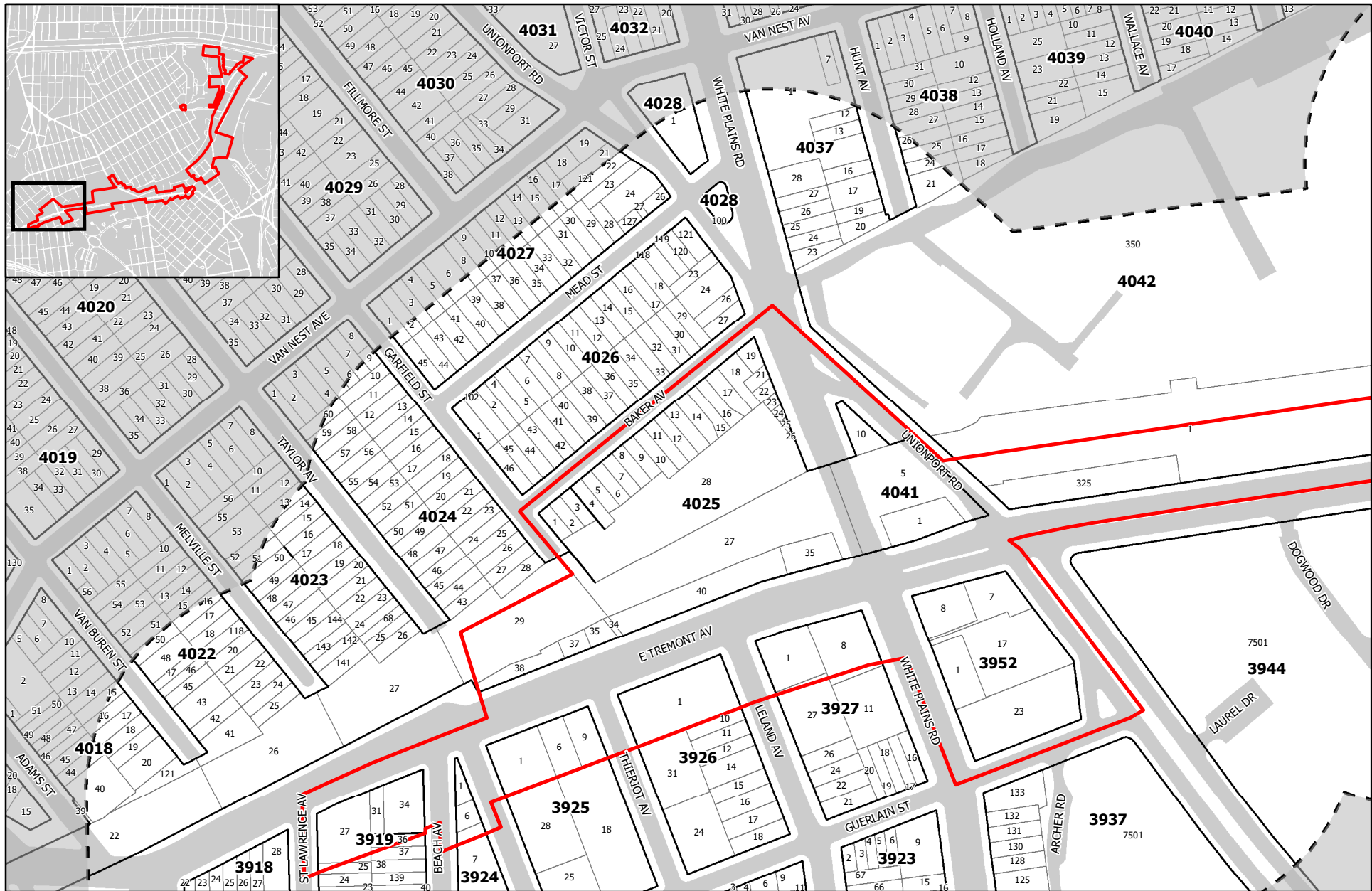


Figure 9j



Source: New York City Department of City Planning MapPLUTO 22 v2, 2022; STV Incorporated, 2022.

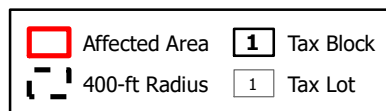
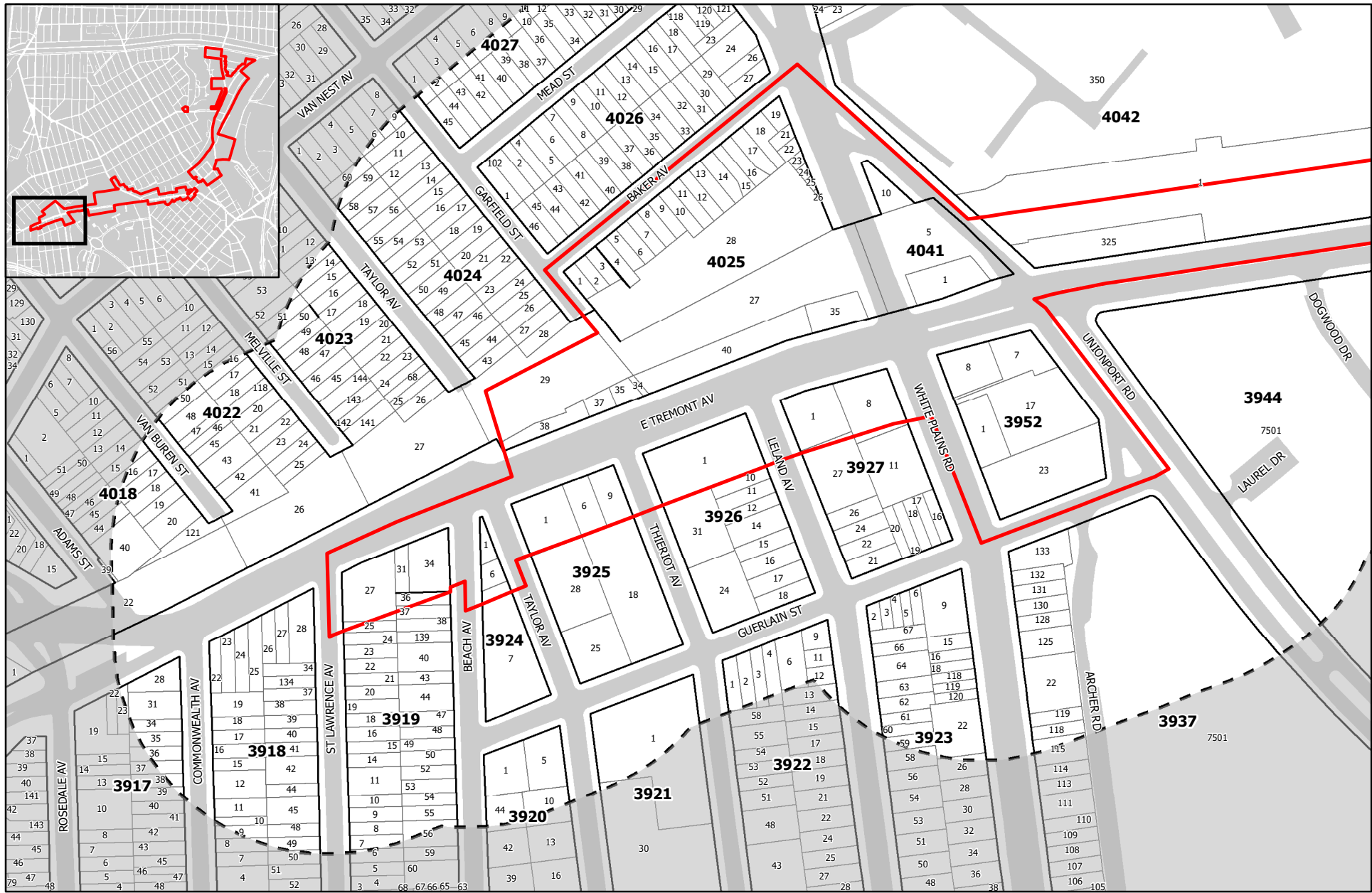


Figure 9k



Source: New York City Department of City Planning MapPLUTO 22 v2, 2022; STV Incorporated, 2022.

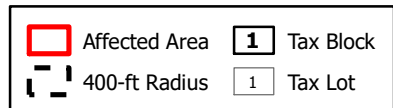
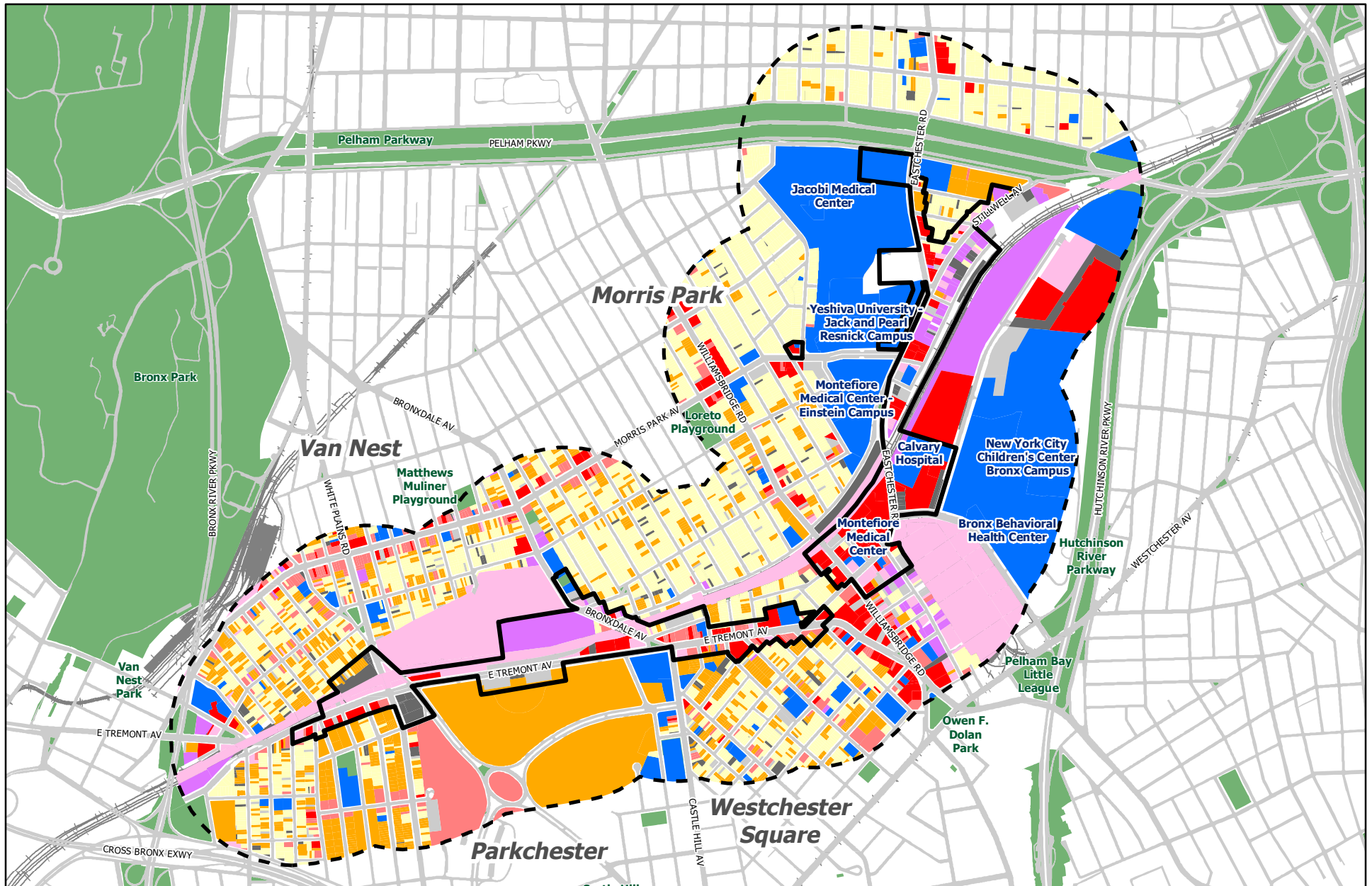
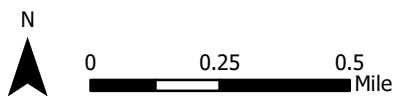


Figure 9I



Source: New York City Department of City Planning MapPLUTO 22 v2, 2022; STV Incorporated, 2022.



**Bronx Metro-North
Station Study**

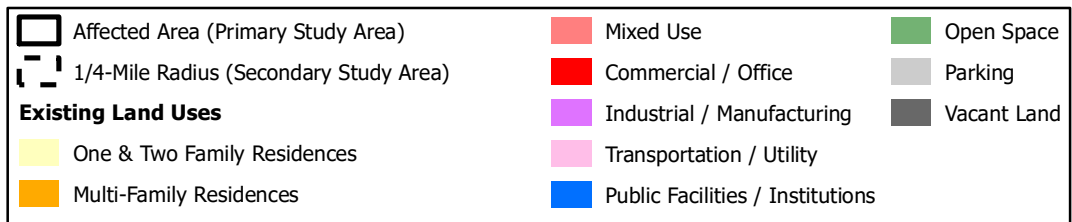
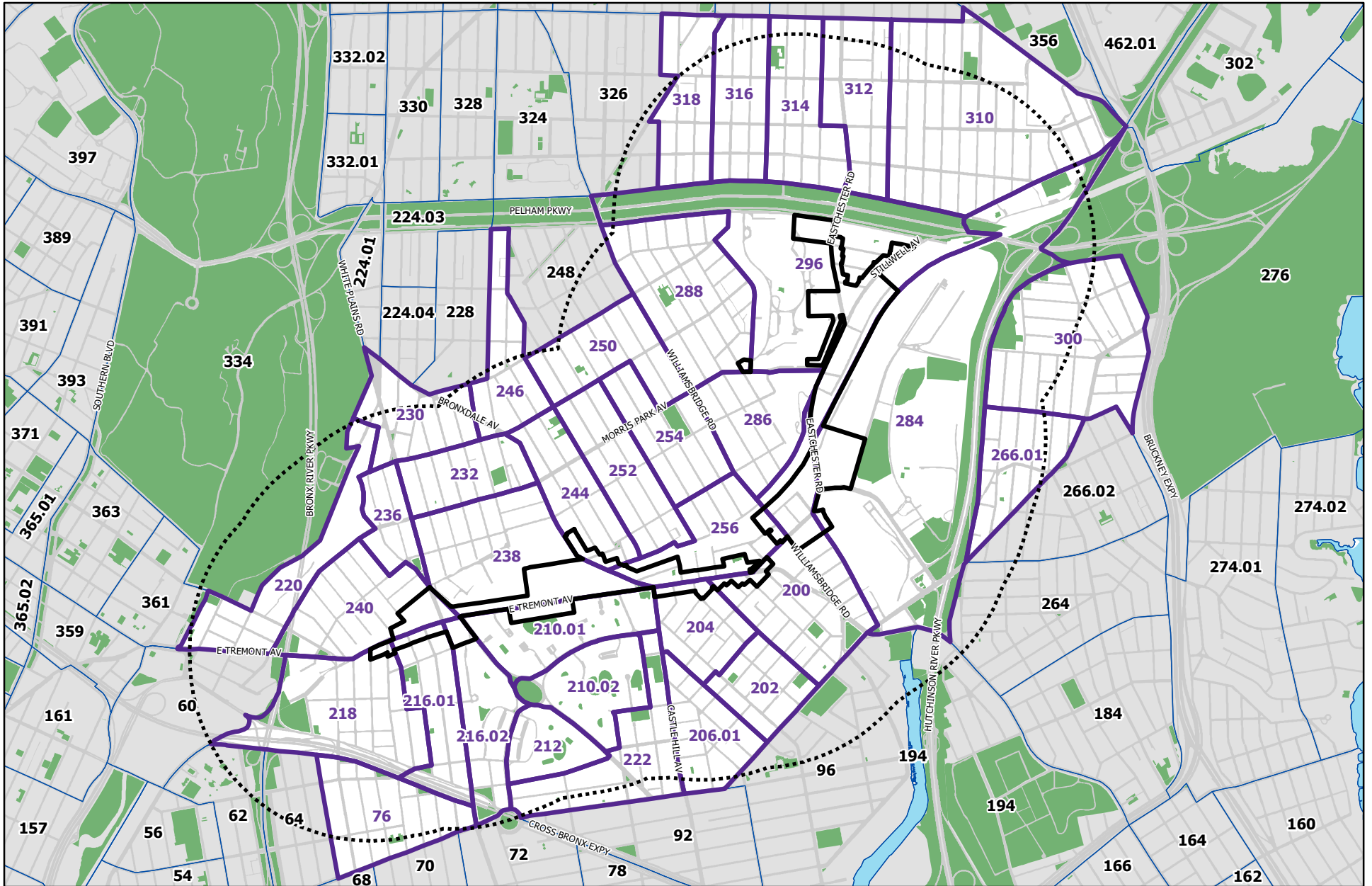


Figure 10
**LAND USE
STUDY AREA**



Source: New York City Department of City Planning, 2022; STV Incorporated, 2022.



Bronx Metro-North Station Study

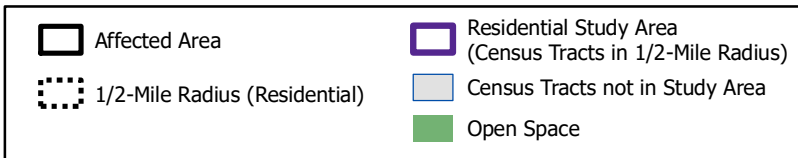
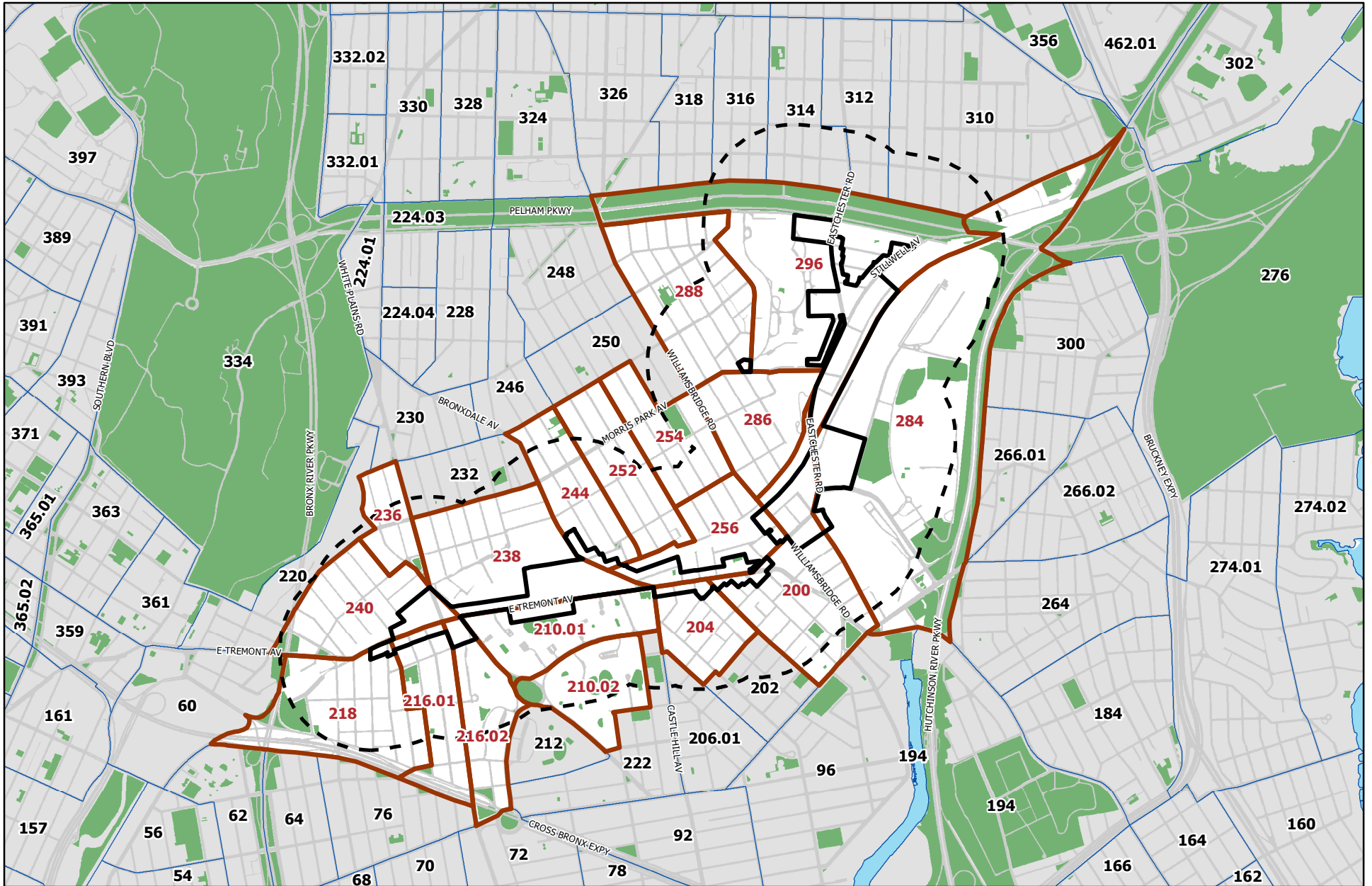


Figure 11a

**OPEN SPACE
RESIDENTIAL STUDY AREA**



Source: New York City Department of City Planning, 2022; STV Incorporated, 2022.



Bronx Metro-North Station Study

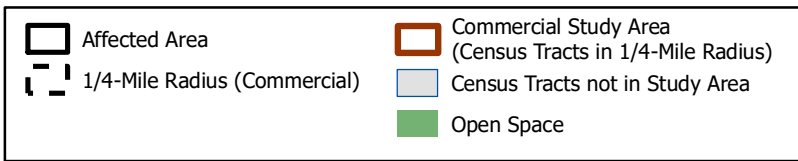
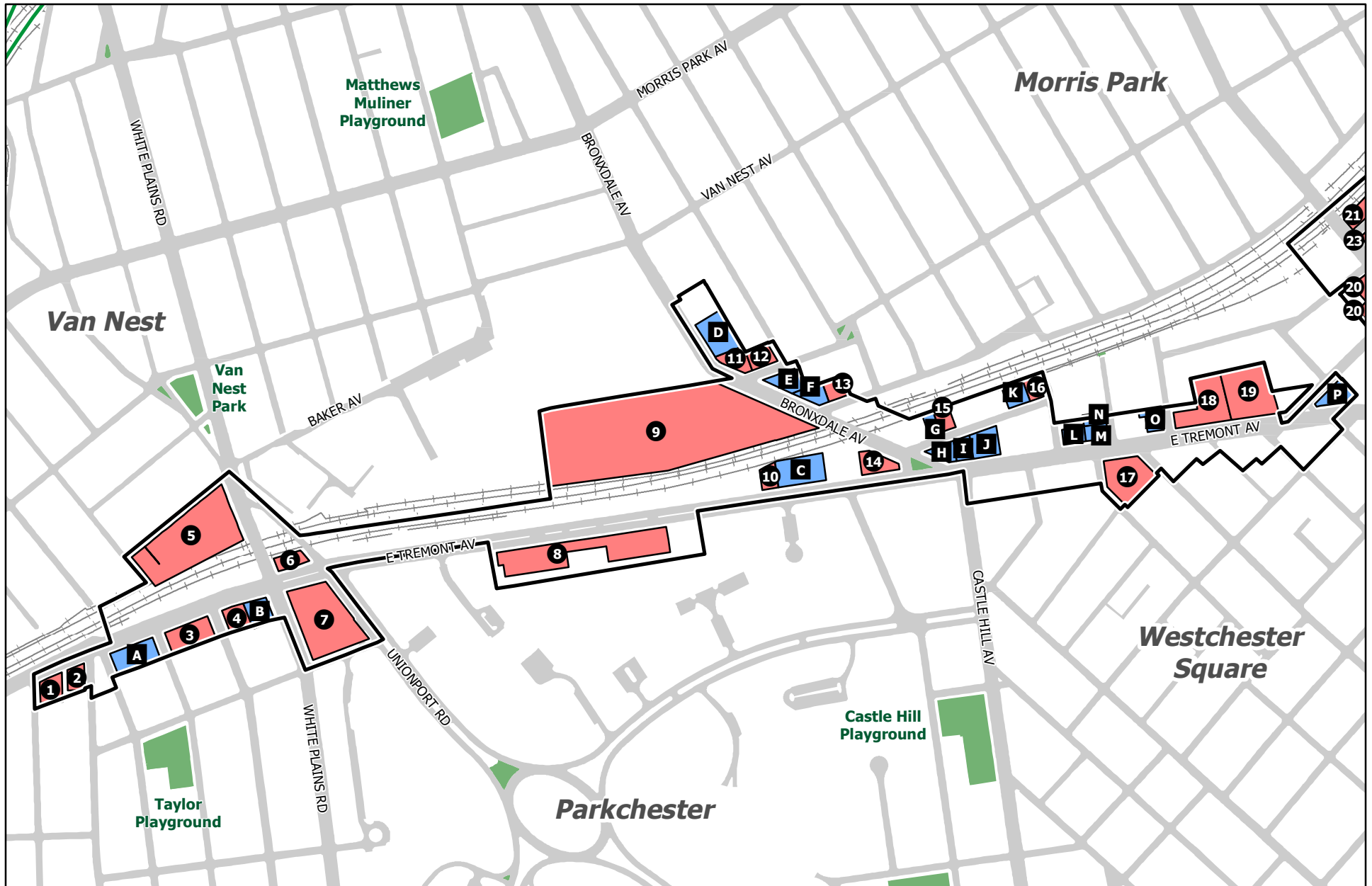


Figure 11b

**OPEN SPACE
COMMERCIAL STUDY AREA**



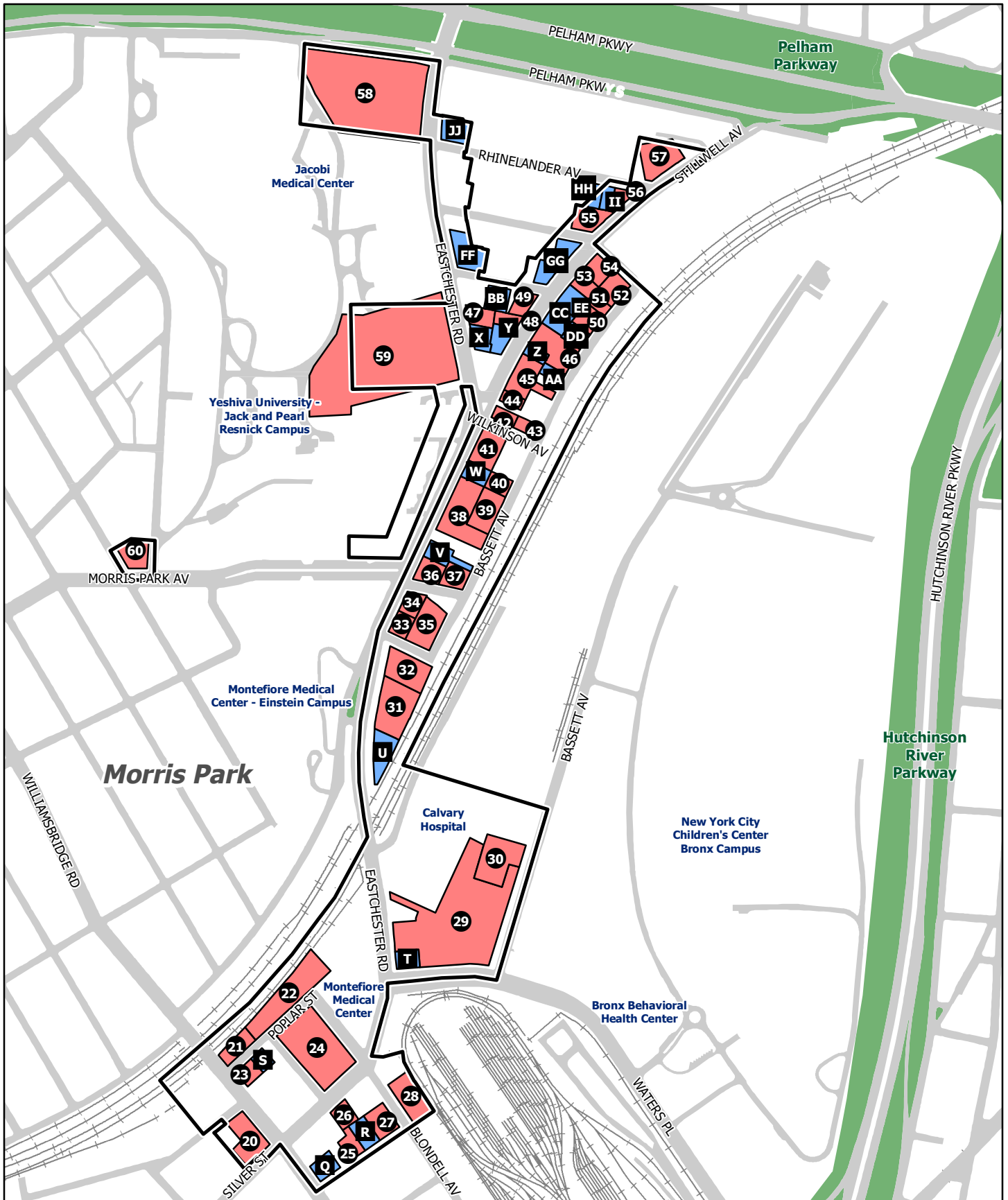
Source: New York City Department of City Planning, 2022; STV Incorporated, 2022.



Bronx Metro-North Station Study

Affected Area *	*Only Parkchester / Van Nest section of Affected Area is shown; refer to Figure 8b for Morris Park section of Affected Area.
Projected Development Site	
Potential Development Site	

Figure 12a
**PARKCHESTER / VAN NEST
 PROJECTED AND POTENTIAL
 DEVELOPMENT SITES**



Source: New York City Department of City Planning, 2022; STV Incorporated, 2022.



Bronx Metro-North Station Study

	Affected Area*
	Projected Development Site
	Potential Development Site

* Only Morris Park section of Affected Area is shown; refer to Figure 8a for Parkchester/Van Nest section of Affected Area.

Figure 12b
**MORRIS PARK
 PROJECTED AND POTENTIAL
 DEVELOPMENT SITES**

BRONX METRO-NORTH STATION STUDY REZONING AND RELATED ACTIONS

INTRODUCTION

Metro-North regional rail service is being planned for the East Bronx. By 2027 (estimated), Metro-North will bring four new stations to the borough at Hunts Point, Parkchester/Van Nest, Morris Park, and Co-Op City. The new stations are part of the Metropolitan Transportation Authority’s (MTA) Penn Station Access project, which will connect the East Bronx directly to Manhattan’s Penn Station and points north in Westchester County and Connecticut. While the MTA will construct the stations and deliver train service, the MTA has looked to the New York City Department of City Planning to convene City agencies and community members to plan for improvements around each of the four stations and to ensure the stations bring maximum benefits to the Bronx. That study, known as the Bronx Metro-North Station Area Study (BMNS), officially launched in July 2018. The study has looked at needed investments for safe access to the stations, schools, parks, and more. Implementing the station-area plan will support investment in much-needed amenities and services in the Bronx and support New York City’s recovery from the impacts of COVID-19. Additionally, the Parkchester/Van Nest and Morris Park station areas offer unique opportunities to grow housing and jobs through land use changes that the community initially prioritized in 2014 as part of the *Sustainable Communities in the Bronx* study and that were then refined over the last four and a half years of community and stakeholder engagement as part of the BMNS planning work.

The New York City Department of City Planning is proposing a series of land use actions, including zoning map amendments, zoning text amendments (including mapping a special zoning district and Mandatory Inclusionary Housing to ensure affordable housing is part of any future development), and changes to the City Map (collectively, the “Proposed Actions”), that would facilitate the implementation of a multi-year planning process conducted in the Parkchester, Van Nest, and Morris Park neighborhoods in the Bronx in partnership with local stakeholders, city agencies, and the MTA.

The Proposed Actions would affect an approximately 46-block area primarily along major corridors — East Tremont Avenue, White Plains Road, Bronxdale Avenue, Eastchester Road, and Stillwell Avenue — near the future Parkchester/Van Nest and Morris Park Metro-North stations in Bronx Community Districts 9, 10 and 11 (the “Project Area”). The approximately 28-block area closest to the future Parkchester/Van Nest station is generally bound by Baker Avenue and Van Nest Avenue to the north, Silver Street to the east, East Tremont Avenue to the south, and St. Lawrence Avenue to the west. The approximately 18-

block area closest to the future Morris Park station is generally bound by Pelham Parkway to the north, Marconi Street to the east, Williamsbridge Road to the south, and Tenbroeck Avenue to the west.

The Proposed Actions are intended to leverage new planned Metro-North service to promote economic growth, facilitate the development of housing, including affordable housing, as well as guide investment in the public realm around stations to improve pedestrian safety and comfort. The Proposed Actions seek to accomplish the following land-use objectives:

- Allow for housing growth with permanently affordable housing and retail in appropriate locations near new Metro-North stations.
- Allow for neighborhood and commuter-serving retail opportunities, where appropriate.
- Increase the number of job-generating uses in commercial districts at the Morris Park station area by allowing for commercial office, medical office, healthcare, and life sciences growth, where appropriate.
- Focus development to promote active streetscapes along key corridors and near planned stations, including along the length of East Tremont Avenue, White Plains Road, Bronxdale Avenue, Eastchester Road, and Stillwell Avenue.
- Promote development continuity between the Parkchester/Van Nest and Morris Park station areas.
- Promote higher density mixed-use development with affordable and mixed-income housing, retail, and community facilities on larger opportunity sites.
- Encourage a mix of uses on underutilized manufacturing-zoned sites to best respond to the need for jobs, new (affordable) housing, and general retail growth to activate commercial corridors.
- Create opportunities for the creation of a new public plaza at the future Morris Park station and facilitate improved connectivity to the planned Parkchester/Van Nest station.
- Create special zoning rules to accommodate unique development conditions and guide development on large opportunity sites.

An overview of the Project Area, the purpose and need for the Proposed Actions and their specific components are discussed below. Appendix A-1 includes a full list of the blocks and lots that would be affected by the Proposed Actions.

REQUIRED APPROVALS AND REVIEW PROCEDURES

The Proposed Actions, described in more detail in “Analysis Framework,” of Attachment A, “Project Description,” include discretionary actions that are subject to review under the Uniform Land Use Review Procedure (ULURP), Section 200 of the City Charter, and City Environmental Quality Review (CEQR) process¹, as follows:

- Zoning Map Amendments to:
 - Rezone portions of existing M1-1, C8-1, C8-4, R4, R5, R6 and R6A districts and C1-2 and C2-2 commercial overlays to R6A, R6-1, R7-2, R8, C8-2, C4-3 and C4-4 districts and a C2-4 commercial overlay.
 - Modify the boundaries of the existing Parkchester Special Planned Community Preservation District to facilitate development and active uses that better connect the wider community to the existing special district.
 - Map the Special Bronx Metro-North District, largely coterminous with the Rezoning Area.
- Zoning Text Amendments to:
 - Establish the Special Bronx Metro-North District, largely coterminous with the Rezoning Area. The proposed special district will include modifications to underlying use, bulk, parking and loading, and streetscape regulations. The special purpose district would also provide flexibility for large opportunity sites to facilitate public realm improvements around the future Metro-North stations.
 - Remove language that exclusively applies to C8-4 districts mapped within Special Planned Community Preservation District areas.
 - Create the proposed R6-1 non-contextual medium-density zoning district.
 - Modify Appendix F for the purpose of establishing proposed R6A, R6-1, R7-2, R8, C4-3 and C4-4 districts as Mandatory Inclusionary Housing areas, applying the Mandatory Inclusionary Housing program to require a share of new housing to be permanently affordable where significant new housing capacity would be created.
 - Modify Appendix I to extend Transit Zone 2, Borough of the Bronx, Community District 11.
- City Map Amendments to:

¹ While not part of the Proposed Actions as listed here, there are potentially other discretionary actions of partnering agencies both at the City and State level, such as a revocable consent to facilitate the construction of pedestrian bridge, that would further facilitate or align with the Proposed Actions as described here.

- Map Block 4209, Lots 10 and 70 as street to facilitate pedestrian access to the Morris Park station.
- Map portions of Block 4042, Lots 200, 201 and 204 as street to facilitate the creation of a street network and improved circulation for future development of this site and access to the anticipated new Metro-North station entrance.
- Map Block 4226, Lots 1 (portions of) and 11 as street to facilitate the proposed widening of Marconi Street to reduce traffic congestion and enhance pedestrian and vehicular safety and circulation.
- Map portions of Block 4226, Lots 1, 5 and 75 and Block 4411, Lot 75 as street to accommodate the proposed extension of Marconi Street to connect with Pelham Parkway.
- De-map Archer Road (street) between Unionport Road and Guerlain Street to facilitate the development of adjacent Block 3952.
- De-map Victor Street (street) between Unionport Road and Van Nest Avenue to be mapped as parkland.
- De-map portion of Sackett Avenue (street) at the intersection of Colden Avenue and Sackett Avenue and coterminous with the parcel located between Block 4062, Lot 31 and Block 4062, Lot 57 to accommodate formalizing its use as a community garden.
- Disposition of City-Owned Property:
 - The Proposed Actions include disposition of City-owned property on Block 4205, Lot 1 (portion of). The property is under the jurisdiction of the New York City Health and Hospitals Corporation. The approval would allow for the disposition of development rights for the future redevelopment of the site located at the corner of Pelham Parkway South and Eastchester Road.

BACKGROUND TO THE PROPOSED ACTIONS

Community Engagement and Interagency Participation

The Bronx Metro-North Station Area Study publicly launched in July 2018 and first convened a Working Group to begin planning around the four planned Metro-North stations. The group was convened by then Bronx Borough President, Rubén Díaz Jr., the NYC Department of City Planning (DCP), the NYC Economic Development Corporation (EDC), and the NYC Department of Transportation (CDOT). Working Group members include a mix of local and state elected officials, Community Boards, community institutions and organizations that represent a large variety of community interests in the areas around each station and who understood the importance of adding new Metro-North service to the East Bronx and the need to plan for its arrival.

Starting in Fall 2018, the study team worked station-by-station to hold public workshops and small group conversations for participants to share their local expertise, hear from their neighbors, and contribute their ideas to improve the station areas. Following the workshops, the study team sponsored station-specific Open Houses to reflect what had been heard and solicit further feedback. Recommendations were developed based on input, ideas, and priorities gathered through a series of in-person and remote workshops, open houses, surveys, and small-group discussions from 2018 through 2022. In 2021, the study team sponsored a Remote Open House with online small-group sessions to share draft recommendations for each station area and continue engagement during COVID.

Over the course of the study team's conversations with the community some major themes have become clear, including the need to improve access to jobs and facilitate the creation of new jobs; balanced growth that supports existing residents with new housing, shopping, and services; and ensuring the stations are connected to their communities. To highlight these themes the recommendations are organized under three categories:

- *Working Communities*, with a focus on growing jobs centers in the Bronx and helping to connect Bronxites to jobs in the borough, the city, and the region.
- *Vibrant Communities*, with a focus on facilitating affordable and mixed-rate housing around the station areas, addressing needed improvements to parks and open space, and ensuring that city services are prepared to address both longstanding and future growth needs, among other items.
- *Connected Communities*, with a focus on improving connections to and from the future stations, including via roadway, transit, and pedestrian and bike network improvements, among other items.

The planning process provided an opportunity for further feedback to shape the final Bronx Metro-North plan, released in late 2022 for the station areas that make up the Project Area, which memorialized the multi-year community process and serves as a roadmap for bringing the study goals and objectives to life.

THE BRONX METRO-NORTH STATION AREA HISTORY

The Bronx Metro-North Station Area Study Area includes the neighborhoods of Parkchester, Van Nest, and Morris Park located in the East Bronx.

Parkchester and nearby neighborhoods

The collection of neighborhoods colloquially referred to simply as “Parkchester” take their name from the Parkchester planned community. Developed between 1938 and 1941 by the Metropolitan Life Insurance Company (commonly known as MetLife) – the same developer that would go on to develop Stuyvesant Town in Manhattan – the Parkchester development is today home to some 30,000 residents spread across a total of 168 buildings interspersed with ample open space and winding, tree-lined boulevards. The name Parkchester itself was originally a portmanteau of the two adjacent communities to the east and west of the development, known as Westchester Square and Park Versailles, respectively. By 1943, all 12,271 of the development’s new apartments were occupied, forever transforming an area that had been home to a large Catholic protectorate. Shortly after construction, the development was sold to real-estate developer Harry Helmsley, after which ensued a period of decline and poor maintenance. In the mid-1970s, the Helmsleys began converting portions of Parkchester from rental to condominiums. Ultimately about half of Parkchester’s units would be converted to condominiums and co-ops. Following the creation of the Parkchester Preservation Company in the late 1990s, an effort led by the Community Preservation Corporation, shares for some 6,300 apartments and 80 stores were removed from the Helmsleys’ control. This was followed by hundreds of millions of dollars in repairs to the community.

Westchester Square itself was originally founded by English settlers in 1654 on land originally occupied by Wampage and other Native Americans. The settlement took its name from Westchester Creek. Until 1895, the village was the town seat of the Town of Westchester, after which point it was incorporated into New York City. Like much of the Bronx, this annexation preceded the city’s larger, much more feted consolidation in 1898. In 1920, the new Interborough Rapid Transit Company connected Westchester Square to the larger city, with a stop on its new elevated line opening at Westchester Square-East Tremont Avenue.

Park Versailles, for its part, was originally known as the Mapes Farm. To render the property more attractive as part of an auction for future develop, one of Mapes’ son christened the property “Park Versailles.” By 1920, all of the lots making up the former farm had been sold.

Morris Park

Named after John Albert Morris, who’s eponymous 360-acre racecourse existed over much of the extent of the current neighborhood from 1889 to 1910, development in Morris Park greatly accelerated following a fire at the former track and the division of its property into for-sale lots. In the 1940s, the neighborhood was marketed by prospective developers as “Westchester Heights”. Elements of the city’s civic history are still evident today in the names of several streets that crisscross the old racecourse, such as Colden and Paulding Avenues, which harken back to mayors from the 19th century.

The neighborhood includes a diverse array of communities, including a long-established Italian American community – reflected in the various Italian flag motifs that line Morris Park Avenue – as well as more recent Hispanic, Albanian, and Yemeni communities, among many others. In 2019, the growing Yemeni community held its first Yemeni Day Parade in the neighborhood, thus establishing a new tradition and

another chapter in Morris Park's tradition of welcoming various immigrant communities to the City of New York.

After the far eastern end of the Morris Park neighborhood lies the Hutchinson Metro Center and a number of important medical and educational employment centers, including Montefiore Hospital, the Albert Einstein College of Medicine, and Jacobi Hospital. Formerly home to a number of industrial uses associated with the adjacent rail line, the Hutchinson Metro Center has over time developed as a series of isolated campuses with a variety of uses. The name "Hutchinson Metro Center" is commonly used by many in the community to refer to the area demarcated by the existing Amtrak rail line to the west, Pelham Parkway to the north, the Hutchinson River Parkway to the east, and Waters Place to the south, but itself comes from the name of a private development contained within the large area. In 1970, as part of a plan for the development of the Bronx Developmental Center, acclaimed architect Richard Meier designed an award-winning campus, "total-care residential facility" to accommodate 750 children with disabilities. New York Times architecture critic Ada Louis Huxtable once referred to the project as "the cynosure of the architectural world," a testament to the attention paid to the original design. In 2001, a private developer purchased the property from the State of New York. This was followed by significant modifications to the existing buildings, and significant new construction.

In the mid-2010s, Marconi Street was formally mapped within the Hutchinson Metro Center to ensure a public right-of-way up to the northern portion of the center, where a 911 emergency call center – known as the Public Safety Answering Center II, or PSAC II – was completed in 2016. The majority of development within the center, including the private medical office development known as the Hutchinson Metro Center, was developed using state overrides and as such the built form here largely exists irrespective of the existing zoning districts. An exception to this is the development known as the Metro Center Atrium, which is today home to a mixed-use development including hotel space, class-A office space, and various retail and gym uses. While the development was also built using state overrides, in 2017 a private application adjusted the zoning on the site to reflect the current built form and to facilitate the addition of non-profit hospital staff dwelling units designated for staff at Montefiore Hospital.

On the other side of the tracks, the Albert Einstein College of Medicine – formerly owned by Yeshiva University but under Montefiore Hospital since 2015 – was the first medical school built in New York City since 1897, one year before consolidation, when it opened in 1955. It was also the first private medical school in the city to establish an academic department of family medicine and the first to create an internal medicine program with an emphasis on women's health. To the north Jacobi Hospital, part of the City's Health & Hospital system, can be found. In 1964 the City of New York purchased approximately 64 acres formerly belonging to the Morris Park racecourse in order to establish a hospital and teaching campus away from the city's denser urban core. On the southern end of the campus is the Van Etten building. Opened in 1955, the Van Etten building was originally intended to be used for the treatment of tuberculosis, but never saw use as such. Today the building is physically located on the Jacobi Health & Hospitals campus but is leased to Montefiore Hospital.

Van Nest

The Van Nest neighborhood is located on the north side of East Tremont Avenue and the Amtrak Hell Gate rail line. About one square mile in size, the neighborhood is bounded by Bronxdale Avenue to the northeast, the Amtrak train line to the southeast, and the eastern edge of Bronx Park to the west. The Van Nest neighborhood's history has close links to the nearby railroad that forms the southern boundary

of the neighborhood. The neighborhood is named after the former Van Nest train station, that was established before the presence of settlements in the area. The train station was named in honor of Reynier Van Nest, a successful saddle maker and the father of Abraham Reynier Van Nest, the director of the New York, New Haven, and Hartford Railroad, commonly known as The Consolidated. The Van Nest family came from the Netherlands in 1647 to settle in the young Dutch colony.

Before 1870, this area of the Bronx was farmland, comprising the Neill farm, Round Meadow, and the Hunt Estate. In 1888, the Morris Park Racetrack was built as the premier racetrack of the region. The Van Nest Railroad Station served as the main depot for visitors to the racetrack. In 1892, the Van Nest Land & Improvement Company surveyed and divided the farmland surrounding the racetrack into 1,700 lots for development and gave the real estate project the name “Van Nest Park.” In part because the Van Nest name was so well known and in part because the area was accessible by rail, the area was settled rapidly, and the growing community adopted the Van Nest name.

The Van Nest neighborhood spread out over the rippling terrain of an old glacial moraine. Its many low-lying spots were great for collecting rainwater, prompting bespattered travelers to dub the place “Mud West.” After Van Nest became part of New York City in 1895, the City built embankments across the low spots to bring all the local streets up to an even grade. This left many houses below street level, and so Mud West now became known as “the Sunken City.” To this day you can still see many old houses with retrofitted front entrances cut into what originally were their second floors. The neighborhood, developed as a family community, is dominated by single-family homes of various architectural styles. Much of its architecture is in the Queen Anne, Italianate, and Art Deco styles and includes brick construction from the 1950s, and a few tenements scattered across the Van Nest neighborhood.

An important neighborhood landmark is the Van Nest Park that began as a triangle with a monument honoring World War I soldiers who hailed from the Van Nest neighborhood and who gave their lives in service of their country. The granite monument, which still stands in the center of the original park, was erected by the Van Nest Citizens’ Patriotic League. The City of New York had acquired this parcel of land, bounded by White Plains Road, Unionport Road, and Mead Street in August 1913, and the land was placed under Parks’ jurisdiction in 1922. In addition to the monument in honor of fallen soldiers, the park also contains playground equipment, installed after a parcel of land was added in 1938 to expand the park for the Van Nest community. Tributes to fallen soldiers of World War II, and the Korean and Vietnam Wars were added to the facade of the monument.

Project Area

The Proposed Actions would affect an approximately 46-block area primarily along the main corridors— East Tremont Avenue, White Plains Road, Bronxdale Avenue, Eastchester Road, and Stillwell Avenue— near the future Parkchester/Van Nest and Morris Park Metro-North stations in Bronx Community Districts 9, 10 and 11 (the “Project Area”). The approximately 28-block area closest to the future Parkchester/Van Nest station is generally bound by Baker Avenue and Van Nest Avenue to the north, Silver St to the east, East Tremont Avenue to the south, and St. Lawrence Avenue to the west. The approximately 18-block area closest to the future Morris Park station is generally bound by Pelham Parkway to the north, Marconi St to the east, Williamsbridge Road to the south, and Tenbroeck Avenue to the west.

East Tremont Avenue

East Tremont Avenue is a key corridor in the Bronx – one of the few that traverses the borough from east to west – and will be the primary point of access to the Parkchester/Van Nest station. The stretch of East Tremont Avenue located between St Lawrence Street and Silver Street consists of a mix of industrial, retail, community facility, and residential uses, with industrial and retail uses predominating to the west and a mix of retail and residential uses predominating to the east. The area located closest to the future station, between Unionport Road and Bronxdale Avenue, consists principally of automotive and retail uses to the north, and residential and commercial uses to the south, most notably the large Parkchester community.

White Plains Road

White Plains Road runs roughly north-south between Mount Vernon, a city in Westchester County, and the Bronx neighborhood of Soundview. This approximately seven-mile-long corridor intersects East Tremont Avenue immediately west of the future Parkchester/Van Nest station. The stretch of White Plains Road between Baker Avenue and Guerlain Street consists of a mix of public service facilities, residential uses, automotive uses, and retail. The area located south of the railroad right-of-way consists primarily of a large vacant site and residential uses with automotive uses and retail located at the intersection with East Tremont Avenue. The area north of the railroad is dominated by a public utility facility, the ConEdison Van Nest Service Center, and residential uses.

Bronxdale Avenue

Bronxdale Avenue is a corridor in the East Bronx that runs roughly northwest-southeast between the Bronx Park and East Tremont Avenue. The stretch that runs between Van Nest Avenue and East Tremont Avenue is characterized by predominantly automotive and industrial uses mixed with community facility and commercial uses. The western frontage of this section of Bronxdale Avenue is dominated by two large sites, the abovementioned ConEdison Van Nest Service Center and a sizeable industrial building. The eastern frontage has several community facilities to the north and becomes gradually dominated by automotive uses as one moves toward East Tremont Avenue.

Eastchester Road

Together with East Tremont Avenue, Eastchester Road forms the spine of the Project Area, connecting both station areas at Parkchester/Van Nest and Morris Park. Eastchester Road runs approximately north-south between Pelham Parkway South and Silver Street. The western frontage of Eastchester Road is dominated by Montefiore and NYC Health + Hospitals health care campuses. The eastern frontage consists of a mix of predominantly commercial, automotive, and light industrial uses

Stillwell Avenue

Stillwell Avenue runs for a length of about a mile between Eastchester Road and Hutchinson River Parkway. The stretch of Stillwell Avenue located between Eastchester Road and Pelham Parkway South is dominated by automotive, commercial, and light industrial uses. The area located closest to Pelham Parkway South and east of Stillwell Avenue is different in character and has a mix of large vehicle storage sites and a residential building fronting on Pelham Parkway South.

Previous Planning Efforts and Past Actions

Over the last ten years, local Community Boards, various City agencies including DCP and CDOT, and Empire State Development Corporation in collaboration with the community have developed plans and studies geared toward the improvement and development of the station areas and surrounding residential neighborhoods and employment centers. These studies include *Sustainable Communities in*

the Bronx: Leveraging Regional Rail for Access, Growth & Opportunity (2014 and *Penn Station Access* (2021). Furthermore, several past actions have been taken by DCP and others within the Study Area and its immediate surroundings.

Public Safety Answering Center II (2009)

Public Safety Answering Center II (PSAC II) was a project by the City of New York to construct a second emergency communications 911 center on an approximately 8.75-acre site at 350 Marconi Street, immediately east of the Project Area. PSAC II was proposed as a parallel operation to the existing PSAC I in Downtown Brooklyn and would augment and provide redundancy to the emergency 911 response services in the city. Construction of PSAC II was completed in 2012 and the facility consists of a single office building and accessory parking garage. The facility serves as a streamlined emergency call intake and dispatch center for all of the City's first responders and also houses command control center operations for the FDNY and the NYPD to coordinate emergency response throughout the entire city.

Sustainable Communities in the Bronx (2014)

In the fall of 2011, DCP's Bronx Office initiated the Sustainable Communities Metro-North Corridor Transit-Oriented Development Study. This study makes recommendations that will foster sustainable growth in the borough by expanding transit-oriented development opportunities to create housing affordable at a range of incomes, improve job access for residents, and grow the overall economy of the Bronx, strengthening its position within the city and region. Eight study areas surrounding six existing and two planned Metro-North rail stations—Morris Park and Parkchester/Van Nest—were selected for evaluation to determine strategic land use, transportation, and pedestrian realm actions to accomplish these objectives.

To achieve its goals, DCP undertook an extensive community outreach process focused on education, visioning, and implementation. As part of this process, DCP held more than 40 community/stakeholder meetings in a variety of formats. DCP's extensive site-specific analyses combined with input gathered through partners and general outreach provided the groundwork for recommendations around each station area. The study includes individual area studies for each station, including Morris Park and Parkchester/Van Nest. It focuses on challenges and opportunities to strengthen these areas through targeted regulatory changes and physical improvement, and it offers for each area a set of recommendations developed in concert with stakeholders. Concretely, challenges and opportunities to strengthen these station areas were identified and recommendations were made in the study:

- Parkchester/Van Nest: The proposed station will help establish a new center for these neighborhoods, but currently it is characterized by inactive uses, difficult crossings, and general lack of pedestrian amenities.
 - Recommendation: Re-examine zoning along both sides of East Tremont Avenue to encourage the development of a mixed-use retail corridor and pedestrian activity, and to re-orient the community towards the corridor and proposed station area.
 - Recommendation: Implement comprehensive streetscape improvements to both sides of East Tremont Avenue which include activating rail adjacent lots and revisiting the street alignment to allow for wider sidewalks and pedestrian safety.
- Morris Park: As the home to a number of large professional institutions and planned development, Morris Park is a regional center for employment and education. The proposed station currently lacks pedestrian infrastructure and commercial uses to support the institutions'

needs. The new station would help bolster the area’s status as a regional employment center and be an asset to the community.

- Recommendation: Re-examine zoning to permit retail and a range of housing options on both sides of the rail line.
- Identify long-term improvements to pedestrian and vehicular access to improve circulation.
- Explore opportunities to brand the area through increased partnerships between institutions.

The implementation of the above recommendations culminated in the Bronx Metro-North Station Study Plan and especially the here-Proposed Actions.

1776 Eastchester Road (2017)

1776 Eastchester Road was an application by 1776 Eastchester Realty LLC, Hutch 34 Industrial Street, LLC, and Hutch 35 LLC to rezone a single block—immediately east and north of the Project Area—located near the Hutchinson Metro Center west of Marconi Street from a M1-1 district to R5, C4-2, and C4-2A districts. The applicants also sought a zoning text amendment and special permit to allow for the construction and subsequent use of non-profit hospital staff dwellings and designate an MIH area. The application will facilitate the development of approximately 182 units of non-profit hospital staff housing on top of an existing parking garage. The application, as it relates to the area proposed to be rezoned to a C4-2 district, was approved by the NYC City Council on December 19, 2017.

Blondell Commons (2019)

Blondell Commons was an application by Blondell Equities, LLC to rezone four blocks at the southern end of Blondell Avenue in Bronx Community District 11 from the existing R6/C1-2 and M1-1 districts to an R7A district and establish a C2-4 district on a portion of the site. The application will facilitate the development of a nine-story mixed-use building with approximately 228 units of affordable housing. The application was approved by the NYC City Council on April 18, 2019.

Bronx Psychiatric Center Land Use Improvement Project (2019)

The Bronx Psychiatric Center Land Use Improvement Project is a project led by Empire State Development to redevelop a 34-acre portion of the New York State Office of Mental Health’s Bronx Psychiatric Center (BPS) campus in the eastern portion of the Morris Park neighborhood. The campus is located between Marconi Street to the west and the Hutchinson River Parkway to the east. The BPS campus would be redeveloped with approximately 1.1 to 1.9 million gross square feet of commercial office space for business, professional, or medical facilities, as well biotech and research space, educational facilities, and a hotel. Phase I of the development (1.1 million square feet) is expected to be completed in 2030. No build year has yet been identified for Phase II.

Penn Station Access (2021)

The Penn Station Access (PSA) project brings direct Metro-North service from the Bronx, Westchester, and Connecticut to Penn Station and Manhattan's west side using Amtrak's existing Hell Gate Line, four new ADA-accessible passenger rail stations in the East Bronx, and significant improvements to rail infrastructure. The four proposed new Metro-North Stations are Hunts Point, Parkchester/Van Nest, Morris Park, and Co-op City.

In the mid-1990s, a precursor to PSA was conceived as an element of then-New York State Governor Pataki's comprehensive, regional transportation initiative. In 1999, Metro-North initiated the PSA Major Investment Study/Draft Environmental Impact Statement to evaluate options for improving access between Penn Station and the Harlem, Hudson, and New Haven Lines. As part of the study, over 20 potential new station locations were considered and screened. In 2002, MTA recommended an alternative for further consideration; this decision was published in the PSA Comparative Screening Results Report (2002) and included New Haven Line service via Amtrak's Hell Gate Line with three new Metro-North stations in the East Bronx. Between 2002 and 2009, Metro-North continued PSA project planning and environmental review. In 2007, Metro-North held meetings with various project stakeholders.

As part of the continued environmental review effort, Metro-North conducted outreach in 2012 to the local communities that would potentially be affected by the PSA project, with special attention paid to those communities in the East Bronx where new stations were being proposed. Metro-North conducted some of the meetings jointly with DCP, which identified potential opportunities for transit-oriented development near the proposed stations. Based on input received from the local communities, Metro-North proposed a new station at Morris Park in 2012 (bringing the total number of stations to four).

In 2015, Amtrak, MTA, Metro-North, and Long Island Rail Road executed a Planning Phase Agreement that committed them to working cooperatively in order to progress the conceptual planning of the PSA project. The Environmental Assessment for PSA was concluded in 2021. Construction of the PSA project takes approximately five years and the anticipated completion date for the project is 2027.

EXISTING ZONING

The Rezoning Area includes the southeast portion of Community District 11, a northern portion of Community District 9, and a small, northwestern portion of Community District 10. Much of the area's zoning has not been modified since 1961, however, there have been a few private rezonings in the area since then as outlined in the previous section.

Located immediately south of the future Parkchester/Van-Nest Metro-North station, the 129-acre Parkchester Special Planned Community Preservation District protects the unique character of a community that has been planned and developed as a unit. This community characteristically has large landscaped open spaces and a superior relationship of buildings, open spaces, commercial uses, and pedestrian and vehicular circulation. No demolition, new development, enlargement or alteration of landscaping or topography is permitted within the district, except by special permit of the City Planning Commission.

The Rezoning Area is comprised of M1-1, C8-1, C8-4, R4, R5, R5A, R6, and R6A zoning districts and C1-1, C1-2, C2-2, and C2-4 commercial overlays (see Figure 3). The existing zoning is discussed below.

M1-1

M1-1 zoning districts are mapped in two different areas of the Rezoning Area. One area is generally bound by Van Nest Avenue to the north, Bronxdale Avenue to the east, East Tremont Avenue to the south, and White Plains Road to west. The other area consists of approximately six full blocks and seven partial blocks with frontages on Eastchester Road and Stillwell Avenue.

The M1-1 zoning district has a floor area ratio (FAR) of 1.0 for commercial and manufacturing uses. In addition to those uses listed in Use Group 17, manufacturing uses listed in Use Group 18 are permitted if they comply with the M1 performance standards. M1-1 districts also permit certain community facility uses (Use Groups 3 and 4) at a maximum FAR of 2.40. Residential uses are not permitted. M1-1 districts have a low-density envelope, and the maximum building height is determined by the Sky Exposure Plane, which begins at a height of 30 feet, or two stories, whichever is less, above the street line. One parking space for every 300 square feet of floor area is typically required for retail and office uses.

Existing uses include a mix of warehouses, light manufacturing, community facility uses such as medical office, and automotive and retail uses.

C8-1 and C8-4

C8-1 zoning districts are mapped in two areas of the Rezoning Area. Both frontages of East Tremont Avenue west of White Plains Road, and the eastern frontage of Bronxdale Avenue between approximately Poplar Street and Van Nest Avenue to the north are zoned C8-1. A portion of the Parkchester planned community located approximately mid-block along East Tremont Avenue is zoned C8-4.

C8-1 and C8-4 districts are heavy commercial districts that allow a range of commercial uses to a maximum FAR of 1.0 and 5.0, respectively. Both districts permit auto-oriented uses, including auto repair shops, gas stations, and car washes as well as wholesale, warehousing, and light industrial uses, in addition to most of the retail and service uses permitted in other commercial zoning districts. No residential uses are allowed. Height and setback regulations in C8 districts are governed by a Sky Exposure Plane behind which the building must be located. In C8-1 districts, the Sky Exposure Plan begins at a height of 30 feet above the street line, and in C8-4 at 60 feet above the street line. A limited set of community facility uses is

allowed at a maximum FAR of 2.4 for C8-1 districts and 6.5 for C8-4 districts. For typical retail or service uses, one parking space is required for every 300 square feet of floor area in C8-1 districts and no parking is required in C8-4 districts.

Existing uses include a mix of automotive uses such as gas stations and auto repair shops, parking structures, retail uses, and several community facility uses.

R4

Approximately 18 full and partial blocks within the Rezoning Area are zoned R4; several blocks bound by Stillwell Avenue and Eastchester Road, several blocks on either side of Morris Park Avenue, as well as the area north of East Tremont Avenue and Silver Street, generally bound by Jarrett Place and Bronxdale Avenue.

R4 districts are low-density non-contextual residential districts that allow residential uses of all types and community facility uses. Residential uses are allowed a maximum floor area ratio (FAR) of 0.75, which may be increased to 0.90 pursuant to the attic bonus, and community facility uses are permitted a maximum FAR of 2.0. All types of residences are permitted in R4 Districts, including detached, semi-detached, and multi-family buildings. The maximum residential building height is 35 feet. A minimum 10-foot front yard is required. Side yards between zero and eight feet are required, depending on the building type. Off-street parking is required for 100% of dwelling units in the building. There is a 50% requirement for income-restricted housing units (IRHU), but there are no parking spaces required inside the Transit Zone.

Existing uses include residential uses, mostly two-family homes and small multifamily apartment homes, and a variety of commercial and community facility uses in either one-story buildings or mixed-use residential buildings along streets where commercial overlays are mapped.

R5

An R5 district is mapped on one partial block within the Rezoning Area. This block is generally bounded by Baker Avenue to the north, White Plains Road to the east, the railroad right-of-way to the south, and Garfield Street to the south.

An R5 district is a non-contextual residential district, which allows residential and community facility uses, that often is a transition between medium and lower density areas. R5 districts are general residence districts that allow a variety of housing types, including low-rise attached houses, small multifamily apartment houses, and detached and semi-detached one- and two-family residences. The maximum residential FAR is 1.25 with a maximum street wall height of a new building is 30 feet and the maximum building height is 40 feet. Above a height of 30 feet, a setback of 15 feet is required from the street wall of the building; in addition, any portion of the building that exceeds a height of 33 feet must be set back from a rear or side yard line. Detached houses must have two side yards that total at least 13 feet, each with a minimum width of five feet. Semi-detached houses need one eight-foot-wide side yard. Apartment houses need two side yards, each at least eight feet wide. Front yards must be 10 feet deep or, if deeper, a minimum of 18 feet to prevent cars parked on-site from protruding onto the sidewalk. Community facility uses are permitted at a maximum FAR of 2.0. Cars may park in the side or rear yard, in the garage or in the front yard within the side lot ribbon; parking is also allowed within the front yard when the lot is wider than 35 feet. Off-street parking is required for 85% of the dwelling units in the building. There is a 42.5% requirement for income-restricted housing units (IRHU), but there are no parking spaces required inside the Transit Zone.

Existing uses include two-family detached homes, small multifamily apartment houses, and vacant land.

R5A

An R5A district is mapped in a small portion of the Rezoning Area, which consists of two partial blocks bounded between St. Peters Avenue and Overing Place, along the southern frontage of East Tremont Avenue.

An R5A district is a contextual residential district, which allows residential and community facility uses, that often is a transition between medium and lower density areas. The district allows for single- and two-family residences in detached homes. The maximum residential FAR is 1.10 and a maximum perimeter wall height of a new building is 25 feet, above which height is governed by a sloping envelope with a maximum ridge line for a pitched roof at 35 feet. Detached houses must have two side yards that total at least 10 feet, each with a minimum width of two feet. Front yards must be 10 feet deep, or at least as deep as the adjacent front yard but not to exceed 20 feet in depth. Community facility uses are permitted at a maximum FAR of 2.0. Off-street parking is required for 100% of the dwelling units in the building but have a 50% requirement for income-restricted housing units.

Existing uses include one-story commercial buildings and mixed-use residential buildings on sites fronting on East Tremont Avenue frontage and detached two-family and small multifamily apartment buildings on side streets.

R6

Approximately 15 full and partial blocks within the Rezoning Area are zoned R6, most of which are located between St. Lawrence Avenue and Benson Street, along the southern frontage of East Tremont Avenue. The southeastern portion of the health care campus along the western frontage of Eastchester Road is also zoned R6.

R6 districts are medium-density non-contextual residential districts that allow residential uses of all types and community facility uses. Land uses within the R6 district are generally residential with some community facilities located throughout. Residential uses include single- and two-family buildings and larger multi-family apartment buildings. Community facility uses are generally permitted at a maximum FAR of 4.8. R6 has two sets of bulk regulations to choose from: height factor regulations and Quality Housing regulations.

Height factor regulations promote slender, tall buildings set far back from the street and surrounded by open space, while Quality Housing regulations promote the types of high lot coverage buildings found in many neighborhoods prior to the 1961 Zoning Resolution. Under height factor regulations, residential uses are allowed a maximum FAR of 2.43 with height regulated by a relationship between the FAR and open space ratio (OSR), the percentage of total floor area that should be provided as open space. The FAR and OSR are calibrated on a sliding scale, and maximum FAR is only achievable if considerable open space is provided. Under Quality Housing regulations, the sliding scale of FAR and OSR in the height factor system is replaced by fixed maximum FARs and maximum lot coverages. On narrow streets (defined as less than 75 feet wide), residential uses are allowed a maximum of 2.2 FAR with a maximum street wall height of 45 feet, above which the building must be set back, and may rise to a maximum height of 55 feet. Under the Quality Housing option, on wide streets (defined as greater than 75 feet wide), residential uses are allowed a maximum of 3.0 FAR with a maximum street wall height of 65, above which the building must be set back, and may rise to a maximum height of 75 feet.

Off-street parking is required for 70% of the dwelling units (Height Factor). This requirement is lowered to 50% of the units if the lot area is less than 10,000 square feet or if Quality Housing provisions are used. Parking requirements are lowered for income-restricted housing units and are further modified within the Transit Zone. If five spaces or fewer are required, the off-street parking requirement is waived.

Existing uses include residential uses, mostly multifamily apartment homes and mixed-use residential buildings, large hospital buildings, and vacant land. A variety of commercial and community facility uses in either one-story buildings or mixed-use residential buildings can be found along streets where commercial overlays are mapped.

R6A

An R6A district is mapped on one partial block within the Rezoning Area. This block is generally bounded by Pelham Parkway South to the north, Stillwell Avenue to the east, Rhineland Avenue to the south, and Eastchester Road to the west.

An R6A is a medium-density contextual district, often mapped along wide streets, designed to produce Quality Housing buildings that are seven or eight stories tall. The district's bulk regulations are designed to ensure that new buildings match the scale of older buildings in medium density residential districts. R6A districts allow residential and community facility uses up to 3.0 FAR. The building form requires a street wall between 40 and 60 feet, a setback above the maximum base height of 60 feet, a maximum building height of 70 feet, and a maximum of seven stories. Off-street parking is required for 50% of the dwelling units in the building. There is a 25% requirement for income-restricted housing units (IRHU), but there are no parking spaces required inside the Transit Zone.

Existing uses include six-story multifamily elevator buildings.

C1-1, C1-2, C2-2, and C2-4 Commercial Overlays

Commercial overlays are mapped along streets that serve local retail and service needs and are found within residential districts. C1-1 commercial overlays is mapped across a portion of a block bound between Tenbroeck Avenue and Seminole Avenue, along the northern frontage of Morris Park Avenue. A C1-2 commercial overlay is mapped across the entire block, except its northwestern portion, bound by East Tremont Avenue to the north, Unionport Road to the east, Guerlain Street to the south, and White Plains Road to the west. C2-2 and C2-4 commercial overlays are mapped along portions of East Tremont Avenue, Silver Street, and Williamsbridge Road. Within the Project Area, C1-1 commercial overlays are mapped over a R4 district, while C1-2 commercial overlays are mapped over a R6 residential district. The C2-2 and C4-4 commercial overlays are mapped over R4 and R6 districts within the Project Area.

C1-1, C1-2, C2-2, and C2-4 commercial overlays allow residential uses, community facility uses, and commercial uses. C1 commercial overlays generally permit commercial uses listed in Use Groups 5 and 6, while C2 commercial overlays also permit uses listed in Use Groups 7 through 9 and 14. When mapped over R4 and R5 districts, these commercial overlays allow for local retail uses and commercial uses up to 1.0 FAR. In R6 districts, a maximum FAR of 2.0 is permitted for commercial uses. In mixed-use buildings, commercial uses are limited to one or two floors and must always be located below the residential use. Parking requirements vary by the commercial overlay's numeric suffix. As the suffix increases, the parking requirements decreases. For example, one off-street parking space is required for every 1,000 square feet for general commercial uses, as listed in Parking Requirement Category B (PRC-B), in C2-4 commercial

overlays, while a C1-1 commercial overlay generally requires 1 space for every 150 square feet of floor area.

Existing uses include office space, medical offices, educational facilities, neighborhood grocery stores, restaurants, and beauty parlors.

PURPOSE AND NEED FOR THE PROPOSED ACTIONS

General

- Metro-North will be opening new stations at locations that have historically developed as marginal spaces typically occupied by auto-related uses (car repair shops, auto supply, spray booths, etc.). While these areas' historic locations at the edge of communities in part explains this pattern of land uses, the future station areas at Morris Park and Parkchester/Van Nest are not suited for a future condition with projected pedestrian flows of 3,000 to 4,000 persons per day arriving at and leaving each station area, nor are the land uses in place positioned to leverage this new service for the creation of new housing units near transit and for the strengthening of existing jobs centers and retail corridors. The establishment of new transit service in previously auto-oriented areas demands a thoughtful reorientation of permitted uses and densities to capitalize on the state's significant investment in regional rail.
- Current land use and development patterns in Parkchester, Van Nest, and Morris Park have been shaped by zoning that has been in place since 1961 that, as noted above, favored industrial — and historically automotive-focused — uses. Preceding the planned stations by over half a century, land use patterns and the zoning that facilitated existed in a context in which passenger rail service did not exist.
- The existing zoning does not permit appropriate levels of density, nor the types of uses consistent with the future vision for the station areas, as identified by the previous five years of outreach with the public and area stakeholders.
- The existing zoning encourages uses that are not compatible with transit-oriented development and would create conflict between area residents, workers, and riders in the future.
- The existing zoning does not require the inclusion of affordable housing as part of new development.
- The Proposed Actions would facilitate an area-wide rezoning that would increase density on major streets, large sites, areas adjacent to large institutions and at new transit stations.
- The Proposed Actions would implement zoning districts with height limits, requiring new developments to be developed under Quality Housing regulations resulting in better urban design while providing more needed housing and commercial space.
- The Proposed Actions would apply the Mandatory Inclusionary Housing (MIH) program which would require the inclusion of permanently affordable housing in new developments. This is notable as the East Bronx has seen very little mapping of Mandatory Inclusionary Housing Areas in the past and as such the rezoning represents an opportunity to leverage new service towards meeting City priorities for the provision of permanently affordable housing units.
- Without a coordinated rezoning, it is likely that some property owners would seek discretionary actions. New development and conversions would occur, but without the benefit of a coordinated, overarching plan.
- The Proposed Actions would update the zoning in an approximately 46-block area across the two station areas, allowing for growth and development in appropriate locations. Also, although not part of the proposed land use and zoning actions, a coordinated plan would call for strategic improvements to infrastructure and services, such as streetscape and pedestrian safety improvements along East Tremont Avenue and other commercial corridors, a new pedestrian

plaza at Morris Park Avenue, and investments in affordable housing and workforce training, among other elements.

Housing

- There has been relatively little housing development within the station areas in recent years. Within the proposed zoning area, covering both stations, there have been no new residential buildings constructed. Zoning along East Tremont Avenue and in affected areas along Bronxdale Avenue does not currently allow for housing. This also holds for Morris Park where the majority of the lots proposed for rezoning do not currently allow for housing, this despite continuing demand as expressed by area institutions and rising housing costs. For example, Montefiore Hospital brought forth an application in 2017 (1776 Eastchester Road, outlined above) to rezone an area immediately to the east of the proposed Morris Park station to allow for the construction of 181 units of non-profit hospital staff dwelling units to serve medical residents at the Albert Einstein College of Medicine. As noted by Montefiore in that application, the proposed number of dwelling units still falls short of the projected annual demand.
- There has been some modest housing construction to the north of Rezoning Area and the proposed Morris Park station area in a new, multi-family, 129-unit structure built within the small portion of existing R6A zoning at the corner of Pelham Parkway South and Stillwell Avenue.
- In the Parkchester/Van Nest station area, new housing construction has been concentrated south of the Parkchester Special Planned Community Preservation District, with the lion's share of that development happening along or near the Westchester Avenue elevated rail line. In those areas along East Tremont Ave falling within the Rezoning Area that allow for housing growth today, no new residential developments have occurred in recent years.
- In new developments, affordable housing is only required in an MIH area immediately to the east of the planned Morris Park station area created as part of a rezoning that was approved in 2017 (the Montefiore-led rezoning noted above). However, as this property is already built out and rezoned to facilitate a non-profit hospital staff dwelling development on top of an existing parking garage, it is unlikely that any permanently affordable units would be constructed there in the foreseeable future.
- The Proposed Actions would support development of new housing in the neighborhood, including new permanently affordable housing. This housing has been identified by institutions at Morris Park as critical to their continued growth as it has become a barrier to recruit both staff and students, and by residents around the future Parkchester/Van Nest station area as desirable in creating additional activity.
- Specifically, the Proposed Actions would create opportunities for new housing along major corridors including East Tremont Avenue, Bronxdale Avenue, Eastchester Road, as well as modest growth along portions of Stillwell Avenue. Additionally, the proposed actions would allow for residential (including affordable residential) development on underutilized land in formerly manufacturing-zoned areas.
- With the Proposed Actions, more new housing with permanently affordable housing would be created, which would increase the supply of housing overall and lessen the already high pressure on rents and rise in overcrowded units.

Jobs

- Economic growth has largely been centered within the large institutional campuses that border the Morris Park station area but that fall outside of the planned Rezoning Area. This includes growth of the Montefiore Einstein campus and operations, as well as completed and planned growth within the Hutchinson Metro Center (i.e., the area bound by the rail lines to the west, the Hutchinson River Parkway to the east, Pelham Parkway to the north, and Waters Place to the south). This growth includes the redevelopment of the northernmost 34 acres of the former Bronx Psychiatric Center. In 2015, that campus was consolidated into new structures on the southern 40 acres of the property, after which point the Empire State Development released a Request for Proposals for the redevelopment of the northern portion of the site. Those redevelopment plans call for the creation of up to 1.9 million square feet of additional commercial and research space, a hotel, staff housing and other related uses.
- Growth has largely taken place via state zoning overrides within the Hutchinson Metro Center and does not reflect the underlying R4, R5 and M1-1 zoning districts in place in those portions of the station area. Additional growth has also taken place within the Montefiore Einstein campuses found to the west of the station area.

Industrially-Zoned Areas

- Industrial zoning, which allows commercial and industrial uses and no new residential uses, also has not changed in Morris Park, Parkchester, and Van Nest since 1961. Prior to 1961, many of the station areas' current manufacturing-zoned areas permitted a mix of uses that contributed to a small amount of non-conforming residential uses within industrial districts around Morris Park.
- There has been some modest construction and new development within the existing industrially-zoned area near the future Morris Park train station. Two vacant lots located on opposite sides of Bassett Avenue between McDonald Street and Wilkinson Avenue were recently redeveloped to open parking lots equipped with EV charging stations.
- Industrial zoning covers many blocks that contain a mix of industrial and commercial buildings but also residential homes that predate the zoning. In other areas, industrially-zoned blocks contain large underutilized lots and buildings with few jobs remaining.
- The existing zoning has not kept up with economic changes. Industrial areas, including the proposed Project Area, do not have zoning in place that matches the needs of existing businesses and has discouraged new development and the creation of residential and commercial spaces that would complement and support the growth of surrounding institutions.
- The combination of outdated zoning and broader economic conditions has resulted in few new buildings constructed within the proposed Project Area. Limited new development includes a small residential building and a Starbucks.
- Without the Proposed Actions, underutilized sites in industrial zones will remain underdeveloped and underutilized, resulting in a lost opportunity for creation of new housing and space for jobs in the context of a housing shortage and rising housing prices.
- Absent the Proposed Actions, it is likely that a few property owners would seek discretionary actions in areas close to transit for zoning amendments to alleviate zoning challenges that exist today. Therefore, it is likely that limited new development may occur, albeit in a piecemeal fashion and without the benefit of a comprehensive plan.

- In areas appropriate for economic growth, the Proposed Actions would respond to present-day economic conditions, allowing for development that meets the needs of modern businesses, and allows for development to occur.
- In areas where residential uses are appropriate, updated zoning would (in some locations) better reflect the existing conditions on the ground, and in other locations, allow for provision of new housing, as well as permanently affordable housing.

Commercial

- While commercial corridors around the future Morris Park and Parkchester/Van Nest station areas do have active businesses, many of these businesses are geared towards automotive uses that lack pedestrian-oriented ground floor uses and which intrude upon limited sidewalk space making it difficult for individuals to walk.
- At Morris Park, the existing commercial corridor along Eastchester Road includes a mix of automotive and retail establishments. However, there are no provisions in place that require these corridors to have active ground floor uses.
- In appropriate areas close to the planned Metro-North stations, the Proposed Actions would allow for development of mixed-use buildings with multiple floors of commercial use, and for full-commercial buildings. The Proposed Actions would also require active frontages in these same areas, including along the edges of the proposed plaza at Morris Park. In the case of the future Parkchester/Van Nest station area, active ground floor uses would be required along sections of East Tremont Avenue, as well as Bronxdale Avenue and White Plains Road.

Urban Design

- Today, East Tremont Avenue is characterized by inadequate pedestrian facilities, automotive uses that render sidewalks impassible at times, particularly along the north side of East Tremont Ave to the west of White Plains Road, and by a lack of active ground floor uses and local retail.
- At Morris Park, the east side of the rail line is characterized by large, private campuses designed for automotive uses. On the west side of the tracks, Bassett Avenue is characterized by inadequate sidewalks and pedestrian amenities. The entire corridor, as well as much of Stillwell Avenue and portions of Eastchester Road to the south, is characterized by automotive uses that spill out onto the sidewalks and render these spaces difficult to navigate, frequently forcing pedestrians to walk in the street.
- At the future Morris Park station area, the built form is characterized by low-lying industrial and commercial structures, generally of only one or two stories, surrounded to the east and west by large institutional campuses with structures rising as high as 28 stories.
- At the future Parkchester/Van Nest station area, the built form is dominated by the Parkchester Special Planned Community Preservation District, a master planned community consisting of 171 buildings ranging from eight to 14 stories in height spread out over 129 acres. To the east and west of Parkchester, the area along East Tremont Avenue is typified by one- to two-story structures that back up to larger five- and six-story apartment blocks. St. Raymond Roman Catholic Church is also a notable structure at the corner of Bronxdale Avenue and East Tremont Avenue. The north side of East Tremont Avenue is characterized by small, one-story structures and repair shops, gas stations, and vacant lots, as well as some active one- and two-story commercial

structures to the east of Bronxdale Avenue. North of the rail line, the area is typified by the lower scale of the Van Nest neighborhood, generally consisting of two- to three-story structures with some larger apartment buildings; the large Con Edison facility; and a mix of industrial uses centered along Bronxdale Avenue north of the rail bridge.

- The Proposed Actions would require developments to comply with new rules related to active street frontage, including along the frontages facing the planned Morris Park station plaza.
- The Proposed Actions would additionally allow for greater flexibility on large sites for distribution of floor area to ensure a quality built form.

Metro-North

- Metro-North is committed to the construction of four new ADA-accessible stations in the East Bronx, including the future Parkchester/Van Nest and Morris Park stations within the Project Area. The Proposed Actions are needed to facilitate land uses that are suited for a future condition with projected pedestrian flows of 3,000 to 4,000 persons per day arriving at and leaving each station area and to leverage this new regional rail service for the creation of new housing units near transit and for the strengthening of existing jobs centers and retail corridors. The Proposed Actions are necessary to take fully leverage the state's significant (estimated at \$2.8 billion) investment in regional rail.
- In line with Metro-North's general policy for in-city stations, no parking facilities will be built at any of the planned Metro-North stations.
- The Proposed Actions would build upon Metro-North's investment by concentrating a mix of uses — including office, residential, and retail — near the planned stations at Morris Park and Parkchester/Van Nest in line with general best practices around transit-oriented development.

DESCRIPTION OF PROPOSED ACTIONS

The Proposed Actions would facilitate development consistent with the goals of the Bronx Metro-North Station Area Study by allowing for housing growth with permanently affordable housing, creating neighborhood and commuter-serving retail opportunities, allowing the number of job-generating uses to grow at the Morris Park station area, and focusing development in a manner that promotes active streetscapes along key corridors and near the planned Metro-North stations at Parkchester/Van Nest and Morris Park. To accomplish these goals, DCP is proposing zoning text amendments, zoning map amendments and city map changes (collectively the “Proposed Actions”).

The Proposed Actions would affect an approximately 46-block area primarily along the main corridors— East Tremont Avenue, White Plains Road, Bronxdale Avenue, Eastchester Road, and Stillwell Avenue— near the future Parkchester/Van Nest and Morris Park Metro-North stations in Bronx Community Districts 9, 10 and 11 (the “Project Area”). The approximately 28-block area closest to the future Parkchester/Van Nest station is generally bound by Baker Avenue and Van Nest Avenue to the north, Silver Street to the east, East Tremont Avenue to the south, and St. Lawrence Avenue to the west. The approximately 18-block area closest to the future Morris Park station is generally bound by Pelham Parkway to the north, Marconi Street to the east, Williamsbridge Road to the south, and Eastchester Road to the west.

As discussed in detail below, the Proposed Actions consist of:

- Zoning map amendments to:
 - Rezone portions of existing M1-1, C8-1, C8-4, R4, R5, R5A, R6 and R6A districts and C1-2 and C2-2 commercial overlays to R6A, R6-1, R7-2, R8, C8-2, C4-3 and C4-4 districts and a C2-4 commercial overlay.
 - Modify the boundaries of the existing Parkchester Special Planned Community Preservation District to facilitate development and active uses that better connect the wider community to the existing special district.
 - Map the Special Bronx Metro-North District, largely coterminous with the Rezoning Area.
- Zoning text amendments to:
 - Establish the Special Bronx Metro-North District largely coterminous with the Rezoning Area. The proposed special purpose district will include modifications to underlying use, bulk, parking and loading, and streetscape regulations. The special purpose district would also provide flexibility for large opportunity sites to facilitate public realm improvements around the future Metro-North stations.
 - Remove language that exclusively applies to C8-4 districts mapped within Special Planned Community Preservation District areas.
 - Create the proposed R6-1 non-contextual medium density zoning district.
 - Modify Appendix F for the purpose of establishing proposed R6A, R6-1, R7-2, R8, C4-3 and C4-4 districts as Mandatory Inclusionary Housing areas, applying the Mandatory Inclusionary Housing program to require a share of new housing to be permanently affordable where significant new housing capacity would be created.
 - Modify Appendix I to extend Transit Zone 2, Borough of the Bronx, Community District 11.
- City Map changes to:
 - Map Block 4209, Lots 10 and 70 as street to facilitate the creation of a new public plaza at the Morris Park station.

- Map portions of Block 4042, Lots 200, 201 and 204 as street to facilitate the creation of a street network and improved circulation for future development of this site and access to an anticipated new Metro-North station entrance.
- Map Block 4226, Lots 1 (portions of) and 11 as street to facilitate the proposed widening of Marconi Street to reduce traffic congestion and enhance pedestrian and vehicular safety and circulation.
- Map portions of Block 4226, Lots 1, 5 and 75 and Block 4411, Lot 75 as street to accommodate the proposed extension of Marconi Street to connect with Pelham Parkway.
- De-map Archer Road (street) between Unionport Road and Guerlain Street to facilitate the development of adjacent Block 3952.
- De-map Victor Street (street) between Unionport Road and Van Nest Avenue to be mapped as parkland.
- De-map a portion of Sackett Avenue (street) at the intersection of Colden Avenue and Sackett Avenue and coterminous with the parcel located between Block 4062, Lot 31 and Block 4062, Lot 57 to accommodate formalizing its use as a community garden.
- The disposition of City-owned property on Block 4205, Lot 1 (portion of). The property is under the jurisdiction of the New York City Health and Hospitals Corporation. The approval would allow for the disposition of development rights for the future redevelopment of the site located at the corner of Pelham Parkway South and Eastchester Road.

Proposed Zoning Map Changes

Proposed R6-1 *(Existing R4, R5, R6, C8-1, and M1-1)*

R6-1 zoning districts are proposed to cover approximately 22 full and partial blocks:

- *An area with frontage on either Eastchester Road to the west or Stillwell Avenue to the east on those blocks generally bounded by Pelham Parkway South to the north and Seminole Street to the south.*
- *The area generally bound by Eastchester Road to the north-west, Chesbrough Avenue to the south-east, and Williamsbridge Road to the south-west, along both frontages of Blondell Avenue.*
- *An area located on either side of Williamsbridge Road between the railroad right-of-way to the north-west, and Silver Street and Eastchester Road to the south-east.*
- *Two full and four partial blocks generally bound to the northern frontage of East Tremont Avenue, located between Silver Street to the east and Bronxdale Avenue to the west, and located to the south of the railroad right-of-way.*
- *Four partial blocks generally roughly located between the railroad right-of-way to the south and Van Nest Avenue to the north, along both frontages of Bronxdale Avenue.*
- *The portion of the block bounded by Baker Avenue to the north, Williamsbridge Road to the east, the railroad right-of-way to the south, and Garfield Street to the west, that is beyond 100 feet of a narrow street.*

The proposed R6-1 non-contextual district is a medium density residential district that would allow residential uses of all types and community facility uses. The proposed R6-1 district is designed to produce

Quality Housing buildings that have bulk regulations similar to what is allowed in an R6 district on wide streets under the Mandatory Inclusionary Housing (MIH) program. For areas mapped with inclusionary housing and under Quality Housing, R6-1 districts permit a maximum of 3.6 FAR (MIH) with a maximum street wall height of 65 feet, above which the building must be set back, and may rise to a maximum height of 115 feet and have a maximum of 11 stories. A different building setback is required on wide and narrow streets. Above the maximum base height, the required building setbacks are 10 feet and 15 feet, respectively. Like other residential districts, R6-1 districts require a 30 foot rear yard for residential portions of any building. Off-street parking is required for 50% of the dwelling units in the building. There is a 25% requirement for income-restricted housing units (IRHU), but there are no parking spaces required inside the Transit Zone.

Proposed R6A (Existing R5)

R6A zoning districts are proposed to cover one partial block:

- *The portion of the block bounded by Baker Avenue to the north, Williamsbridge Road to the east, the railroad right-of-way to the south, and Garfield Street to the west, that is within 100 feet of a narrow street.*

R6A is a medium-density contextual residential district that would allow residential uses of all types and community facility uses and is designed to produce Quality Housing buildings. R6A districts permit a maximum residential FAR of 3.6, when mapped with inclusionary housing, and an FAR for community facility up to 3.0. Where inclusionary housing is mapped and on narrow streets, R6A districts permit a maximum street wall height of 65 feet, above which the building must be set back, may rise to a maximum height of 80 feet, and have a maximum of 8 stories. A building setback of 10 feet is required on wide streets and 15 feet on narrow street. Like other residential districts, the R6A district requires a 30 foot rear yard for residential portions of any building. Off-street parking is required for 50% of the dwelling units in the building. There is a 25% requirement for income-restricted housing units (IRHU), but there are no parking spaces required inside the Transit Zone.

Proposed R7-2 (Existing C8-1 and M1-1)

R7-2 districts are proposed for approximately six partial blocks in two areas:

- *An area roughly bound by East Tremont Avenue to the north, White Plains Road to the east, St. Lawrence Avenue to the west, and Guerlain Street to the south, and generally with frontage on East Tremont Avenue.*
- *An area roughly bound by the railroad right-of-way to the north, Bronxdale Avenue to the east, East Tremont Avenue to the south, and to the west approximately at a point where Elm Drive intersects with East Tremont Avenue.*

R7-2 is a medium-density non-contextual residential district that would allow residential uses of all types and community facility uses. R7-2 districts permit a maximum residential FAR of 4.6 when mapped with inclusionary housing and a maximum FAR for community facility up to 6.5. Where inclusionary housing is mapped, R7-2 districts permit a maximum street wall height of 75 feet, above which the building must be set back, may rise to a maximum height of 135 feet, and have a maximum of 13 stories. A building setback of 10 feet on wide streets and of 15 feet on narrow streets is required. Like other residential districts, R7-2 districts require a 30 foot rear yard for residential portions of any building. Off-street parking is required

for 50% of the dwelling units in the building. There is a 15% requirement for income-restricted housing units (IRHU), but there are no parking spaces required inside the Transit Zone.

Proposed R8 (*Existing C8-1, C8-4, and R6*)

R8 districts are proposed for one full block and one partial block:

- *The block bound by East Tremont Avenue to the north, Unionport Road to the east, Guerlain Street to the south, and White Plains Road to the west.*
- *An area roughly coterminous with the existing properties fronting on East Tremont Avenue to the north and located mid-block on the block roughly bound by Purdy Street to the east, Metropolitan Avenue to the south, and Unionport Road to the west.*

R8 is a high-density non-contextual residential district that would allow residential uses of all types and community facility uses. R8 districts permit a maximum residential FAR of 7.20 on both narrow and wide streets when mapped with inclusionary housing and a maximum community facility FAR of 6.50. R8 districts permit a maximum street wall height of 135 feet, above which the building must be set back, may rise to a maximum height of 215 feet, and have maximum of 21 stories. A building setback of 10 feet on wide streets and of 15 feet on narrow streets is required. Like other residential districts, R8 districts require a 30 feet rear yard for residential portions of any building. Off-street parking is required for 40% of the dwelling units in the building. There is a 12% requirement for income-restricted housing units (IRHU), but there are no parking spaces required inside the Transit Zone.

Proposed C4-3 (*Existing M1-1 and R4*)

C4-3 districts are proposed for approximately 8 full and partial blocks:

- *The block bound by McDonald Street to the north, Bassett Avenue to the east, Wilkinson Avenue to the south, and Stillwell Avenue to the west.*
- *The southern portion of the triangular block bound by Seminole Street to the north, Stillwell Avenue to the east, and Eastchester Road to the west.*
- *An area roughly bound by Pelham Parkway South to the north, Eastchester Road to the east, the fence shared with the New York City Police Department Bronx 49 Precinct to the south, and an internal access road running north-south between Pelham Parkway South and Seminole Avenue to the west.*
- *An area roughly coterminous with the property lines of Block 4205, Lot 40 that fronts on Eastchester Road to the east.*
- *A partial block north of Morris Park Avenue located between Seminole Avenue to the east and Tenbroeck Avenue to the west.*
- *An area roughly bound by the Hutchinson Metro Center complex to the north, Marconi Street to the east, Waters Place to the south, and Eastchester Road as well as Bassett Avenue to the west.*
- *An area roughly bound by the railroad right-of-way to the north, Eastchester Road to the east and south, and Williamsbridge Road the west, generally except for those properties fronting on Williamsbridge Road.*

C4-3 is a medium-density commercial district that allows a range of commercial uses as well as residential and community facility uses. C4-3 districts permit a maximum commercial FAR of 3.40, and a community facility FAR of 4.80. For C4-3 districts, the residential district equivalent is a R6 district. As a result, any residences within the C4-3 district must comply with the bulk regulations of this residential district and,

where inclusionary housing is mapped, with the mandatory affordable housing requirements pursuant to the Mandatory Inclusionary Housing (MIH) program. Height and setback regulations for non-residential buildings in C4-3 districts are governed by a Sky Exposure Plane behind which the building must be located. In C4-3 districts, the Sky Exposure Plan begins at a height of 60 feet above the street line. In addition to the allowing residences and community facilities, C4-3 districts permit, as-of-right, retail and commercial uses in Use Groups 6, 8, 9, 10, and 12. These use groups include retail, offices, business services, larger retail establishments such as department stores, and some entertainment uses. For general commercial uses, as listed in Parking Requirement Category (PRC-B), off-street parking is required for every 400 square feet of floor area.

Proposed C4-4 (*Existing M1-1*)

C4-4 districts are proposed for three full blocks in one area:

- *An area roughly bound by Wilkinson Avenue to the north, Bassett Avenue to the east, Eastchester Road to the south where it intersects with the railroad right-of-way, and Eastchester Road to the west.*

C4-4 is a medium-density commercial district that allows a range of commercial uses as well as residential and community facility uses. C4-4 districts permit a maximum commercial FAR of 3.40 and a community facility FAR of 6.50. For C4-4 districts, the residential district equivalent is a R7-2 district. As a result, any residences within the C4-4 district must comply with the R7-2 bulk regulations and, where inclusionary housing is mapped, with the mandatory affordable housing requirements pursuant to the Mandatory Inclusionary Housing (MIH) program. Height and setback regulations for non-residential buildings in C4-4 districts are governed by a Sky Exposure Plane behind which the building must be located. In C4-4 districts, the Sky Exposure Plan begins at a height of 60 feet above the street line. In addition to the allowing residences and community facilities, C4-4 districts permit, as-of-right, retail and commercial uses in Use Groups 5, 6, 8, 9, 10, and 12. These use groups include retail, offices, business services, larger retail establishments such as department stores, and some entertainment uses. For general commercial uses, as listed in PRC-B, off-street parking is required for every 1,000 square feet of floor area.

Proposed C8-2 (*Existing C8-1 and M1-1*)

C8-2 districts are proposed to cover three full blocks and one partial block:

- *The block bound by the railroad right-of-way in the north, Unionport Road in the east, East Tremont Avenue in the south, and White Plains Road in the west.*
- *The triangular block bound by Unionport Road to the north and east, the railroad right-of-way in the south, and White Plains Road in the west.*
- *The block roughly bound by the railroad right-of-way in the north, White Plains Road in the east, and East Tremont Avenue in the south.*
- *An area roughly bound by the railroad right-of-way to the north, East Tremont Avenue to the south, and Unionport Road the west, and to the east approximately at a point where Elm Drive intersects with East Tremont Avenue.*

C8-2 is a commercial district generally mapped along major traffic arteries that provides for general commercial uses, including automotive and other heavy commercial services, and community facility uses. Residential uses are not permitted within the C8-2 district. C8-2 districts permit a maximum commercial FAR of 2.00 and a maximum community facility FAR of 4.80. Height and setback regulations in C8-2

districts are governed by a Sky Exposure Plane behind which the building must be located. In C8-2 districts, the Sky Exposure Plan begins at a height of 60 feet above the street line. For general commercial uses, as listed in PRC-B, off-street parking is required for every 400 square feet of floor area.

Proposed C2-4 Commercial Overlays

C2-4 commercial overlays are mapped along portions of East Tremont Avenue, White Plains Road, Bronxdale Avenue, Eastchester Road, Williamsbridge Road, Morris Park Avenue, and Stillwell Avenue. C2-4 commercial overlays are proposed to be mapped over portions of the proposed R6-1, R7-2, and R8 districts as detailed below. The proposed rezoning would also replace existing C1-2 and C2-2, overlays in certain locations and establish new C2-4 overlays. Where the proposed C2-4 commercial overlay would replace existing C1-2 and C2-2 commercial overlays and C8-1 and C8-4 districts, the extent of the proposed C2-4 commercial overlay would be mapped to match the extent of those existing districts. The affected area is as follows:

- 5 blocks generally bound between St. Lawrence and White Plains Road, along the southern frontage of East Tremont Avenue.
- The block generally bound by East Tremont Avenue to the north, Unionport Road to the east, Guerlain Street to the south, and White Plains Road to the west.
- The block generally bound between the railroad right-of-way and Baker Avenue, along the western frontage of White Plains Road.
- 6 blocks generally bound between Unionport Road and Silver Street, along the northern frontage of East Tremont Avenue.
- 4 blocks generally bound between Van Nest Avenue and Poplar Street, along the eastern frontage of Bronxdale Avenue.
- The block generally bound between Seddon Street and St. Peters Avenue, along the southern frontage of East Tremont Avenue.
- The block generally bound between the railroad right-of-way and Van Nest Avenue, along the western frontage of Bronxdale Avenue.
- 2 blocks generally bound between the railroad right-of way and Silver Street, along the western frontage of Williamsbridge Road.
- 2 block generally bound between the railroad right-of-way and Eastchester Road, along the eastern frontage of Williamsbridge Road.
- The block generally bound between Unionport Road and Purdy Street, along approximately 850 feet of the southern frontage of East Tremont Avenue.
- The block generally bound by Eastchester Road to the north, Blondell Avenue to the east, Chesbrough Avenue to the south, and Williamsbridge to the west.
- The block generally bound between Eastchester Road and Chesbrough Avenue, along the eastern frontage of Blondell Avenue.
- 3 blocks generally bound between Pelham Parkway South and Seminole Street, along the eastern frontage of Eastchester Road.
- 3 blocks generally bound between Pelham Parkway South and Seminole Street, along the western frontage of Stillwell Avenue.
- The triangular block generally bound by Seminole Street, Eastchester Road and Stillwell Avenue, along the western frontage of Stillwell Avenue and the eastern frontage of Eastchester Road.

- The block generally bound by Pelham Parkway to the north, Eastchester Road to the east, Morris Park Avenue to the south, and Seminole Avenue to west, along the frontage at the corner of Morris Park Avenue and Eastchester Road.

C2-4 commercial overlays allow for up to 2.0 FAR of local retail uses in stand-alone commercial buildings or on the ground-floor of mixed-use buildings. C2-4 allows uses listed in Use Groups 1-9 and 14, which include a range of conventional retail and services, along with some repair and entertainment uses. For general commercial uses, as listed in PRC-B, one off-street parking space is required for every 1,000 square feet of floor area.

Special Bronx Metro-North District

A special purpose district known as the Special Bronx Metro-North District would be mapped largely coterminous with the Project Area. The proposed special purpose district is described in more detail below as part of the related action to amend the zoning text and establish the proposed special purpose district.

Parkchester Special Planned Community Preservation District

The Proposed Actions include a zoning map amendment for the purpose of removing a portion from the Parkchester Special Planned Community Preservation District. This community characteristically has large landscaped open spaces and a superior relationship of buildings, open spaces, commercial uses, and pedestrian and vehicular circulation. No demolition, new development, enlargement or alteration of landscaping or topography is permitted within the district. This zoning map amendment would be confined to that portion of the Parkchester Special Planned Community Preservation District zoned C8-4. The affected area is mapped C8-4 for a length of approximately 850 feet along the southern frontage of East Tremont Avenue between Unionport Road and Purdy Street.

Parkchester is a master planned community consisting of 168 buildings ranging from eight to 14 stories in height spread out over 129 acres. Parkchester was built as a self-contained apartment community and, as a result, the predominantly residential buildings generally face inward and away from the perimeter of the Parkchester development and, especially East Tremont Avenue as a major thoroughfare. Instead, the buildings are generally oriented around Parkchester's main arterial roads, Unionport Road and Metropolitan Avenue, that radiate outward from Metropolitan Oval. The existing use, zoning, and built form of the affected area are distinct from that of the Parkchester Special Planned Community Preservation District as a whole. The affected area of this zoning map amendment has no residential or neighborhood retail uses. Instead, the area is currently comprised of a high-pressure steam plant that supplies Parkchester with heat and hot water, two parking structures, surface parking, and small ground-floor storefronts that are mostly vacant. While the Parkchester planned community is zoned R6 except for its shopping district on Metropolitan Avenue, the affected area is zoned C8-4. This zoning district bridges commercial and manufacturing uses and provides for automotive and other heavy commercial services along major traffic arteries. Reflective of their zoning and use, the buildings within the affected area are notably different in terms of height, building massing, and their orientation toward East Tremont Avenue as a busy thoroughfare. Therefore, the affected area's built form is notably different from the ensemble of buildings that is central to the Parkchester Special Planned Community's character which the preservation district seeks to preserve.

Proposed Zoning Text Amendments

The Department of City Planning proposes a series of text amendments to facilitate the land use objectives and the Bronx Metro-North Plan. The following is a list and description of the proposed text amendments:

Special Bronx Metro-North District

A special purpose district known as the Special Bronx Metro-North District would be mapped largely coterminous with the Project Area. The proposed special purpose district would establish a framework around the future Morris Park and Parkchester/Van Nest stations, to

- promote the growth of housing and employment centers around transit and foster an adequate range of services and amenities for residents, workers and visitors;
- ensure a lively and attractive urban streetscape around such stations and along major corridors; and
- create a cohesive pedestrian and public realm network that would better connect future developments with future station areas and surrounding neighborhoods.

To achieve this, a series of modifications to a range of underlying zoning provisions are proposed, as follows:

Use Regulations

To create an attractive pedestrian environment and enhance commercial activity in the special purpose district, the special purpose district provisions would allow commercial uses to be located on the second floor in mixed-use developments within residence districts mapped with a commercial overlay. Absent this modification, commercial uses would be limited to one floor in a mixed-use development in such districts.

Bulk Regulations

Within the special purpose district, residential growth would necessitate the provision of more services such as schools and other educational facilities. To create a more livable community and facilitate the construction of schools, a floor area exemption would be provided for such uses on large development sites.

To establish a consistent framework for residential growth across the special purpose district, floor area regulations for certain zoning districts would be adjusted. Within the proposed C4-3 and C4-4 districts, the maximum permitted residential FAR within a Mandatory Inclusionary Housing area would be modified as follows:

- The residential equivalent in C4-3 districts would be modified from R6 to the proposed R6-1 district. Within a Mandatory Inclusionary Housing Area, this would increase the maximum permitted residential FAR beyond 100 feet of a wide street from 2.42 to 3.6.
- For development sites near the future Morris Park Station within a C4-4 district, the residential equivalent would be modified from R7-2 to R8 district. Within a Mandatory Inclusionary Housing Area, this would increase the maximum permitted residential FAR from 4.6 to 7.2.

Additionally, where C4-3 and C4-4 districts are mapped, the maximum permitted commercial FAR would be increased from 3.4 to 4.0 to support the growth of existing and new employment centers within Morris Park.

The special purpose district also seeks to facilitate new job centers by making commercial and research space easier to develop. To simplify and rationalize the controls on the height and massing of such buildings, the special purpose district would apply the same height and setback provisions of Mandatory Inclusionary Housing for Quality Housing buildings, to non-residential developments. Absent such modification, non-residential developments would be subject to Sky Exposure Plane regulations, which could yield unpredictable building envelopes. Such modification would not only result in a more predictable building envelope, it would also create a more practical building footprint to meet the needs of modern-day medium-scale offices and labs. Additionally, the special purpose district would require contextual bulk envelopes for portions of the project area south of East Tremont Avenue, that lie within the existing R6 district.

To facilitate development on shallow lots along the rail line, the special purpose district would waive rear yard requirements where buildings abut the rail line within a C8-2 district. Absent this modification, rear yards would need to be provided on the portion of such properties abutting the rail. Such a rule that was intended to provide sufficient separation between buildings on the same block would unnecessarily burden development on these sites that would not otherwise abut other buildings on the same block.

Parking and Loading Requirements

With the establishment of new transit service in previously auto-oriented areas, the special purpose district would provide a consistent framework for parking across most of the Project Area:

- For residential uses in R6A and R6-1 districts, and their commercial equivalents, the parking rules would be adjusted to the parking requirements of an R7-2 district. As such, off-street parking is required for 50% of dwelling units. Where income-restricted housing units are provided, parking for such units is waived within the transit zone and required for 15% of such units outside of the transit zone. Where the number of required parking does not exceed 15 spaces, or where a site does not exceed 10,000 square feet, parking may be waived.
- For most non-residential uses, one parking space per 1,000 square feet of floor area would be required throughout the special purpose district.

Additionally, to promote the efficient use of existing parking, the special purpose district would allow required or permitted accessory off-street parking spaces to be made available for public use.

Through the special purpose district, loading requirements would also be made consistent across all commercial districts. The proposed modification would adjust loading requirements for all commercial districts to the requirements of a C4-4 district. As such, no loading berths would be required for most commercial uses with a floor area of 25,000 sf or less or, for office use, with a floor area of 100,000 or less.

Streetscape Regulations

To foster desirable architectural outcomes and establish continuity between building facades, the special purpose district provisions would create street wall requirements along key commercial corridors. Within the special purpose district, a majority of the proposed zoning districts, with the exception of R6A district, would be non-contextual. As such, absent any special rules, no street wall regulations would apply. Additionally, to enhance the pedestrian experience and minimize disruption to ground floor uses, screening and wrapping would be required around structured parking.

Additional Provisions

For large sites next to the future Parkchester/Van Nest station, a City Planning Commission authorization would be created to facilitate the provision of public realm improvements. Such mechanism would be created to allow for a floor area bonus where a network of open space amenities and pedestrian circulation improvements are provided. This authorization would also allow for additional bulk and use modifications.

Additionally, to accommodate the creation of a station plaza for the future Morris Park station, a transfer of floor area mechanism to allow the distribution of floor area across development sites proximate to this future station may be analyzed.

Parkchester Special Planned Community Preservation District

The proposed zoning text amendment to modify Section 103-10 of the Zoning Resolution seeks to remove language that exclusively applies to C8-4 districts mapped within Special Planned Community Preservation District areas.

Section 103-10 of the Zoning Resolution contains a provision that exclusively applies to C8-4 districts mapped within Special Planned Community Preservation District areas. This specific provision provides an exemption to the generally prohibited demolition of buildings within Special Planned Community Preservation District areas. The exemption only applies within a C8-4 district and allows for the demolition of any building that is less than 10,000 square feet and was constructed after December 31, 1955, but prior to July 18, 1974.

Four Special Planned Community Preservation District areas are established in New York City: Parkchester in the Bronx, Harlem River Houses in Manhattan, and Fresh Meadows and Sunnyside Gardens in Queens. A C8-4 district is only mapped in the Parkchester area.

As described above, zoning map amendments are proposed to both rezone the currently C8-4 zoned portion of the Parkchester area to a R8 district, and to remove the affected area from the Parkchester Special Planned Community Preservation District.

Therefore, the provision of Zoning Resolution Section 103-10 that specifically relates to C8-4 districts would no longer serve a purpose and the proposed zoning text amendment looks to remove the relevant language from the Zoning Resolution.

R6-1 Zoning District

The proposed R6-1 non-contextual district is a medium density residential district that would allow residential uses of all types and community facility uses. The proposed R6-1 district is designed to produce Quality Housing buildings that have bulk regulations similar to what is allowed in an R6 district on wide streets under the Mandatory Inclusionary Housing (MIH) program. For areas mapped with inclusionary housing and under Quality Housing, R6-1 districts permit a maximum of 3.6 FAR (MIH) with a maximum street wall height of 65 feet, above which the building must be set back, and may rise to a maximum height of 115 feet and have a maximum of 11 stories. A different building setback is required on wide and narrow streets. Above the maximum base height, the required building setbacks are 10 feet and 15 feet, respectively. Like other residential districts, R6-1 districts require a 30 feet rear yard for residential portions of any building. Off-street parking is required for 50% of the dwelling units in the building. There

is a 25% requirement for income-restricted housing units (IRHU), but there are no parking spaces required inside the Transit Zone.

Mandatory Inclusionary Housing

Amendment to Appendix F adding the proposed R6A, R6-1, R7-2, R8, C4-3 and C4-4 districts to the list and maps of Mandatory Inclusionary Housing Areas.

The proposed R6A, R6-1, R7-2, R8, C4-3 and C4-4 zoning districts would be mapped as Mandatory Inclusionary Housing Areas setting mandatory affordable housing requirements pursuant to the Mandatory Inclusionary Housing (MIH) program to require a share of new housing to be permanently affordable where significant new housing capacity would be created.

The MIH program requires permanently affordable housing within new residential developments, enlargements, and conversions from non-residential to residential use within the mapped “Mandatory Inclusionary Housing Areas” (MIH Areas). The program requires permanently affordable housing set-asides for all developments over 10 units or 12,500 zoning square feet within the MIH Areas or, as an additional option for developments below 25 units and 25,000 sf, a payment into an Affordable Housing Fund.

The MIH program includes two primary options that pair set-aside percentages with different affordability levels to reach a range of low and moderate incomes while accounting for the financial feasibility trade-off inherent between income levels and size of the affordable set-aside. Option 1 requires 25 percent of residential floor area to be for affordable housing units for households with incomes averaging 60 percent of the Area Median Income (AMI). Option 1 also includes a requirement that 10 percent of residential floor area be affordable at 40 percent of AMI. Option 2 requires 30 percent of residential floor area to be for affordable to households with an average of 80 percent of AMI. Additionally, an Option 3 could also be applied in conjunction with Options 1 or 2. Option 3, also known as the “Deep Affordability” option, requires that 20 percent of the residential floor area be affordable to residents at 40 percent AMI. The City Council and CPC could apply an additional Option 4, known as the “Workforce” option, for markets where moderate- or middle-income development is marginally financially feasible without subsidy. This requires a 30% set-aside at AMIs averaging 115% and does not allow public funding.

Transit Zone

The Proposed Actions include an amendment to Appendix I, extending Transit Zone 2, Borough of the Bronx, Community District 11 and adding to the maps of the Transit Zone. The affected areas are as follows:

- 1 block generally bounded by Paulding Avenue and Bronxdale Avenue to the east and west, respectively, and along the northern frontage of Poplar Street.
- 1 partial block generally bounded Sackett Avenue to the north and the railroad right-of-way to the south.
- 1 partial block generally bounded by Bronxdale Avenue to the west and Pierce Avenue and Sackett Avenue to the north and south, respectively
- 1 partial block generally bounded by Bronxdale Avenue to the west and Van Nest Avenue and Pierce Avenue to the north and south, respectively.
- 1 partial block generally bounded by Bronxdale Avenue to the east and Pierce Avenue and the railroad right-of-way to the north and south, respectively.

- 1 partial block generally bounded by East Tremont Avenue to the north for a length of approximately 600 feet westwardly from its intersection with Bronxdale Avenue.

Proposed City Map Changes

The Proposed Actions include changes to the City Map to:

- Map Block 4209, Lots 10 and 70 as street to facilitate the creation of a new public plaza at the Morris Park station. For purposes of analysis, it is conservatively assumed that this specific City Map change is part of the Proposed Actions.
- Map portions of Block 4042, Lots 200, 201 and 204 as street to facilitate the creation of a street network and improved circulation of future development of this site.
- Map Block 4226, Lots 1 and 11 as street to facilitate the proposed widening of Marconi Street to reduce traffic congestion and enhance pedestrian and vehicular safety and circulation.
- Map portions of Block 4226, Lots 1, 5 and 75 and Block 4411, Lot 75 as street to accommodate the proposed extension of Marconi Street to connect with Pelham Parkway.
- De-map Archer Road (street) between Unionport Road and Guerlain Street to facilitate the development of adjacent Block 3952.
- De-map Victor Street (street) between Unionport Road and Van Nest Avenue to be mapped as parkland.
- De-map portions of Sackett Avenue (street) at the intersection of Colden Avenue and Sackett Avenue and coterminous with the parcel located between Block 4062, Lot 31 and Block 4062, Lot 57 to accommodate formalizing its use as a community garden. For purposes of analysis, it is conservatively assumed that this City Map change is part of the Proposed Actions. Other means to accommodate the formalization of the parcel's current use as a community garden, including the completion of a formalization process where the parcel remains under its current ownership by the New York City Department of Transportation, continue to be pursued.

The proposed changes to the City Map are intended to improve neighborhood livability by increasing access to publicly accessible open space and community gardens, facilitate public realm improvements in connection with planned private and public investments. The proposed mapping of new streets would facilitate the improved circulation of future development of a large opportunity site. The proposed mapping to extent and widen Marconi Street would provide a direct connection between the existing office campuses at Hutchinson Metro Center and the future Bronx Psychiatric Center redevelopment and Pelham Parkway to the north and reduce traffic congestion and enhance traffic safety.

Proposed Disposition of City-Owned Property

The Proposed Actions include disposition of City-owned property on Block 4205, Lot 1 (portion of). The property is under the jurisdiction of the New York City Health and Hospitals Corporation. The approval would allow for the disposition of development rights for the future redevelopment of the site located at the corner of Pelham Parkway South and Eastchester Road. This parcel is currently used by the Jacobi Medical Center for parking and is generally bound by Pelham Parkway South to the north, Eastchester Road to the east, the fence shared with the New York City Police Department Bronx 49 Precinct to the south, and an internal access road running north-south between Pelham Parkway South and Seminole Avenue to the west. For purposes of analysis, it is conservatively assumed that the disposition of this City-owned property is part of the Proposed Actions. At the same time, several City agencies—most importantly, the New York City Health and Hospitals Corporation, the New York City Department of City Planning, and the New York City Economic Development Corporation—continue their collaboration to shape the future condition and ownership of the site.

ANALYSIS FRAMEWORK

REASONABLE WORST-CASE DEVELOPMENT SCENARIO (RWCDs)

In order to assess the possible impacts of the Proposed Actions, a reasonable worst-case development scenario (RWCDs) was developed for both the current (Future No-Action) and proposed zoning (Future With-Action) conditions for a ten-year period (build year 2033). The incremental difference between the Future No-Action and Future With-Action conditions will serve as the basis for the impact analyses of the Environmental Impact Statement (EIS). A ten-year period typically represents the amount of time developers would act on the proposed action for an area-wide rezoning not associated with a specific development.

To determine the Future With-Action and No-Action conditions, standard methodologies have been used following the *CEQR Technical Manual* guidelines employing reasonable assumptions. These methodologies have been used to identify the amount and location of future development.

In projecting the amount and location of new development, several factors have been considered in identifying likely development sites; including known development proposals, past and current development trends, and the development site criteria described below. Generally, for area-wide rezonings that create a broad range of development opportunities, new development can be expected to occur on selected, rather than all, sites within the Rezoning Area. The first step in establishing the development scenario for the Proposed Actions was to identify those sites where new development could be reasonably expected to occur.

DEVELOPMENT SITE CRITERIA

Development sites were initially identified based on the following criteria:

- Lots utilizing less than half of the permitted Floor Area Ratio (FAR) under the relevant zoning, or occupied by a vacant building.
- Lots located in areas where changes in use would be permitted.
- Lots located in areas where a substantial increase in permitted FAR is proposed.
- Lots with a total size greater than or equal to 5,000 square feet² (including potential assemblages totaling 5,000 square feet or more if assemblage seems probable³), unless the site is between 2,500 and 4,999 sf and is underutilized (defined as vacant or occupied by a vacant building).

² To make a conservative assumption, a site with a lot area that is only insignificantly below the 5,000 square feet threshold was included as a projected development site.

³ Assemblages are defined as a combination of adjacent lots, which satisfy one of the following conditions:

- (1) Lots share common ownership and, when combined, meet the aforementioned qualifying site criteria.
- (2) At least one of the lots, or combination of lots, meets the qualifying site criteria, and ownership of the assemblage is shared by no more than three distinct owners, with the exception of projected development site #5. Due to the recent pattern of assemblage on this block, where an additional four residential properties were brought under common ownership since 2020, it was determined reasonable to assume that the remaining lots would share common ownership by the analysis year even though the current assemblage is shared by more than three distinct owners.

Certain lots that meet these criteria have been excluded from the scenario based on the following conditions because they are very unlikely to be redeveloped as a result of the proposed rezoning

- Lots where construction activity is occurring or has recently been completed.
- The sites of schools (public and private), municipal libraries, government offices, large medical centers and houses of worship in control of their sites with limited development potential. These facilities may meet the development site criteria, because they are built to less than half of the permitted floor area under the current zoning and are on larger lots. However, these facilities have not been redeveloped or expanded despite the ability to do so, and it is extremely unlikely that the increment of additional FAR permitted under the proposed zoning would induce redevelopment or expansion of these structures. Additionally, for government-owned properties, development and/or sale of these lots may require discretionary actions from the pertinent government agency.
- Lots containing multi-unit buildings (six or more residential units) built before 1974 are unlikely to be redeveloped as they may contain rent-stabilized units. Buildings with rent-stabilized units are difficult to legally demolish due to tenant re-location requirements. Unless there are known redevelopment plans (throughout the public review process or otherwise), these buildings are generally excluded from the analysis framework.
- Certain large commercial structures, such as multi-story office buildings, sites owned and operated by major national corporations. Although these sites may meet the criteria for being built to less than half of the proposed permitted floor area, some of them are unlikely to be redeveloped due to their current or potential profitability, the cost of demolition and redevelopment, and their location.
- Certain active uses which would have difficulty relocating to other areas because of citywide restrictions on the location of said uses.
- Lots whose location, highly irregular shape, or highly irregular topography would preclude or greatly limit future as-of-right development. Generally, development on highly irregular lots does not produce marketable floor space.
- Lots utilized for public transportation and/or public utilities.

PROJECTED AND POTENTIAL DEVELOPMENT SITES

To produce a reasonable, conservative estimate of future growth, the development sites have been divided into two categories: projected development sites and potential development sites. The projected development sites are considered more likely to be developed within the ten-year analysis period for the Proposed Actions (i.e., by the analysis year 2033) while potential sites are considered less likely to be developed over the approximately 10-year analysis period. Potential development sites were identified based on the following criteria:

- Lots whose slightly irregular shapes, topographies, or encumbrances would make development more difficult.
- Lots with 4 or more commercial tenants, which are less likely to redevelop in the foreseeable future.
- Active businesses, which may provide unique services or are prominent, successful neighborhood businesses or organizations unlikely to move.
- Lots or site assemblages that are occupied by active, second-story commercial uses.

Based on the above criteria, 96 development sites (60 projected sites and 36 potential) have been identified in the Rezoning Area.

The EIS will assess both density-related and site-specific potential impacts from development on all projected development sites. Density-related impacts are dependent on the amount and type of development projected on a site and the resulting impacts on traffic, air quality, community facilities, and open space.

Site-specific impacts relate to individual site conditions and are not dependent on the density of projected development. Site-specific impacts include potential noise impacts from development, the effects on historic resources, and the possible presence of hazardous materials. Development is not anticipated on the potential development sites in the foreseeable future. Therefore, these sites have not been included in the density-related impact assessments. However, review of site-specific impacts for these sites will be conducted in order to ensure a conservative analysis.

Conceptual Analysis

In addition, a Conceptual Analysis site was identified where development would require discretionary action in the future With-Action condition. This Conceptual Analysis will serve as a means of disclosing the potential impacts of the proposed discretionary actions for the Conceptual Development Site, which shall be subject to new or different future environmental review under the Proposed Action. The Conceptual Development Site is Block 4205, Lot 2 (portions of) where the C2-4 commercial overlay is proposed for a portion of the site, where land use and development is governed by a large-scale general development plan.

As the Proposed Action would create new discretionary actions to be considered by the City Planning Commission, an assessment of the potential environmental impact that could result from this action within the large-scale general development plan is warranted. However, because it is not possible to predict whether a discretionary action would be pursued on this site in the future, the RWCDs for the Proposed Action does not include consideration of specific development that would seek this action. Instead, a conceptual analysis will be provided to understand how the new discretionary action could be utilized and to generically assess the potential environmental impacts that could result. However, all potential significant adverse impacts related to these future discretionary actions would be disclosed through environmental review at the time of application.

DEVELOPMENT SCENARIO PARAMETERS

Dwelling Unit Factor

The number of projected dwelling units in residential use buildings is determined by dividing the total amount of residential floor area by 850 and rounding to the nearest whole number.

The Future without the Proposed Actions (No-Action Condition)

In the future without the Proposed Actions (No-Action), the identified projected development sites are assumed to either remain unchanged from existing conditions or become occupied by uses that are as-of-right under existing zoning and reflect current trends if they are vacant, occupied by vacant buildings, or occupied by low intensity uses that are deemed likely to support more active uses. Table A-1 shows the No-Action conditions for the projected development sites.

As shown in Table A-1 below, it is anticipated that, in the future without the Proposed Actions, there would be a total of approximately 1,817,885 sf of built floor area on the 60 projected development sites. Under the RWCDs, the total No-Action development would comprise approximately 239 residential units with no guarantees for affordability, 287,447 sf of retail, restaurant and grocery store uses, 301,108 sf of office space, 0 sf of life sciences, 154,009 sf of industrial and automotive uses, 199,579 sf of community facility uses, and 2,208 accessory parking spaces. The No-Action estimated population would include approximately 637 residents and 2,695 workers on these projected development sites.

For reference, in the Existing Condition, the projected development sites in the Rezoning Area have an estimated total of 160 residents and 1,960 workers.

The Future with the Proposed Actions (With-Action Condition)

The Proposed Actions would allow for the development of new uses and higher densities at the projected and potential development sites. As shown in Table A-1, under the RWCDs, the total development expected to occur on the 60 projected development sites under the With-Action condition would consist of approximately 8,221,769 sf of floor area, including 5,261,583 sf of residential floor area (approximately 6,190 dwelling units), a substantial proportion of which are expected to be affordable, 543,132 sf of retail, restaurant, and grocery store uses, 183,616 sf of office space, 1,060,717 sf of life sciences, 0 sf of industrial and automotive uses, and 1,172,721 sf of community facility uses⁴, as well as 6,286 accessory parking spaces. The With-Action estimated population would include approximately 16,839 residents and 9,687 workers on these projected development sites.

The projected incremental (net) change between the No-Action and With-Action conditions that would result from the Proposed Actions would be an increase of 5,047,436 sf of residential floor area (5,951 dwelling units), 255,685 sf of local retail space, 1,060,717 sf of life sciences, 973,142 sf of community facility space, and 4,078 accessory parking spaces, and a net decrease 154,009 sf of industrial and automotive uses and 117,492 sf of office space on the projected development sites.

Based on 2020 Census data, the average household size for residential units in Bronx Community District 9 is 2.82, the average household size for residential units in Bronx Community District 10 is 2.45, and the average household size for residential units in Bronx Community District 11 is 2.71. Based on these ratios and standard ratios for estimating employment for commercial, community facility and industrial uses, Table A-1 also provides an estimate of the number of residents and workers on the 60 project development sites in the No-Action and With-Action conditions.

Estimate of workers based on standard rates used in several DCP neighborhood rezonings. Employee rates used are as follows: 1 employee per 25 dwelling units; 1 employee per 50 parking spaces; 1 employee per 250 sf of office; 3 employees per 1,000 sf of retail; 1 employee per 1,000 sf of auto-related and industrial uses; 1 employee per 15,000 sf of warehouse uses; 1 employee per 11.4 students in school uses; 3 employees per 1,000 sf of all other community facility uses; 1 employee per 450 sf of medical office; and 1 employee per 250 sf of life science uses. As indicated in the Table A-1, under the RWCDs, the Proposed Actions would result in a net increment of 16,202 residents and 6,992 workers.

⁴ For purposes of analysis, it is conservatively assumed that an educational facility would develop on two here relevant projected development sites.

A total of 36 sites were considered less likely to be developed within the foreseeable future and were thus considered potential development sites (see Figures 8a and 8b). As noted earlier, the potential sites are deemed less likely to be developed because they did not closely meet the criteria listed above. However, as discussed above, the analysis recognized that a number of potential development sites could be developed under the Proposed Actions in lieu of one or more of the projected sites in accommodating the development anticipated in the RWCDs. The potential development sites are therefore also analyzed in the EIS for site-specific effects.

As such, the EIS will analyze the projected development sites for all technical areas of concern and also evaluate the effects of the potential developments for site-specific effects such as archaeology, shadows, hazardous materials, stationary air quality, and noise.

Table A-1: 2033 RWCDs No-Action and With-Action Land Uses

Land Use	No-Action Condition	With-Action Condition	No-Action to With-Action Increment
Residential			
Total Residential	214,147 sf 239 units <i>243,887 sf (GFA)</i>	5,261,583 sf 6,190 units <i>5,855,399 sf (GFA)</i>	5,047,436 sf 5,951 units <i>5,611,511 sf (GFA)</i>
Commercial			
Local Retail	287,447 sf	543,132 sf	255,685 sf
Office	301,108 sf	183,616 sf	-117,492 sf
Life Sciences	0 sf	1,060,717 sf	1,060,717 sf
Garage	349,753 sf	0 sf	-349,753 sf
Storage	79,569 sf	0 sf	-79,569 sf
Other Commercial	232,273 sf	0 sf	-232,273 sf
Total Commercial	1,250,150 sf <i>1,467,160 sf (GFA)</i>	1,787,465 sf <i>2,475,621 sf (GFA)</i>	537,315 sf <i>1,008,461 sf (GFA)</i>
Industrial			
Warehouse	30,976 sf	0 sf	-30,976 sf
Auto-Related	79,588 sf	0 sf	-79,588 sf
Manufacturing	43,445 sf	0 sf	-43,445 sf
Total Industrial	154,009 sf <i>181,187 sf (GFA)</i>	0 sf <i>0 sf (GFA)</i>	-154,009 sf <i>-181,187 sf (GFA)</i>
Community Facility			
Medical Office	192,609 sf	1,043,668 sf	851,059 sf
House of Worship	6,970 sf	29,420 sf	22,450 sf
Total Community Facility	199,579 sf <i>229,777 sf (GFA)</i>	1,172,721 sf <i>1,379,671 sf GFA</i>	973,142 sf <i>1,149,894 sf GFA</i>
Total Floor Area	1,817,885 sf <i>2,122,011 sf (GFA)</i>	8,221,769 sf <i>9,710,691 sf (GFA)</i>	6,403,884 sf <i>7,588,680 sf (GFA)</i>
Parking			
Parking Spaces	<i>2,208 spaces</i>	<i>6,286 spaces</i>	<i>4,078 spaces</i>
Population			
Residents	637	16,839	16,202
Workers	2,695	9,687	6,992

Additional Technical Information for EAS Full Form Attachment B: Part II: Technical Analysis

A reasonable worst case development scenario (RWCDS) has been prepared to assess the potential for the Proposed Actions to significantly and adversely affect the environment. The assessment of impacts of the Proposed Actions is based on the year by which the full effects of the Proposed Actions are expected to have occurred. An analysis year ten years in the future is generally considered appropriate for most actions because it captures a typical cycle of market conditions and represents the outer timeframe for which predictions of future development may be made without undue speculation. Therefore, the analysis year for the Proposed Actions is 2033.

Based on existing conditions, observed trends, and known and expected changes, a development scenario has been prepared for the future without the Proposed Actions (No-Action condition) in the 2033 analysis year. The No-Action condition is used as a baseline from which the potential effects of the Proposed Actions have been developed. From the possible development scenarios that are considered both reasonable and likely to occur as a result of the Proposed Actions, the one with the worst environmental effects is analyzed in the future with the Proposed Actions (With-Action condition) as the RWCDS.

The potential impacts of the Proposed Actions on the environment are determined through a comparison of the No-Action condition to the With-Action condition. A summary of the comparison, or analysis framework, can be found in "Analysis Framework," of Attachment A, "Project Description." Details and assumptions related to the development of the Analysis Framework can be found in the Draft Scope of Work for the Environmental Impact Statement for this action (CEQR No. 23DCP065X). The overall increment between the No-Action condition and the With-Action condition resulting from the Proposed Actions is an increase of approximately 1,008,461 gross square feet (gsf) (537,315 zoning square feet (zsf)) of commercial space; 1,149,894 gsf (973,142 zsf) of community facility space; and 5,951 dwelling units (DUs); and a decrease of 181,187 gsf (154,009 zsf) of industrial space.

Based on the RWCDS, and as indicated in the EAS Full Form Part II, the technical areas that warrant additional analysis to determine the potential for significant adverse impacts include all technical areas except for natural resources, as follows: land use, zoning, and public policy; socioeconomic conditions; community facilities and services; open space; shadows; historic and cultural resources; urban design and visual resources; hazardous materials; water and sewer infrastructure; solid waste and sanitation services; energy; transportation; air quality; greenhouse gas emissions and climate change; noise; public health; neighborhood character; and construction.

Provided below are the preliminary screening analyses conducted for the Proposed Actions as part of the EAS, based on the guidelines presented in the *CEQR Technical Manual*, to determine whether further analysis of a given technical area is necessary to determine the potential for significant adverse impacts to the environment in that area.

A. LAND USE, ZONING AND PUBLIC POLICY

A land use analysis characterizes the uses and development trends in the area that may be affected by a proposed action. The analysis also considers the action's compliance with and effect on the area's zoning and other applicable public policies. Even when there is little potential for an action to be inconsistent with or affect land use, zoning, or public policy, a description of these issues is appropriate to establish conditions and provide information for use in other technical areas. A detailed assessment of land use is appropriate if an action would result in a significant change in land use or would substantially affect regulation or policies governing land use. A detailed assessment of land use conditions is necessary if a detailed assessment has been deemed appropriate for other technical areas, or for generic or area-wide zoning map amendments.

The Proposed Actions include zoning map amendments, zoning text amendments (including mapping a special zoning district and Mandatory Inclusionary Housing), and changes to the City Map, that would facilitate the implementation of a multi-year planning process conducted in the Parkchester, Van Nest, and Morris Park neighborhoods in the Bronx in partnership with local stakeholders. The Proposed Actions would affect an approximately 28-block area of Parkchester and Van Nest, Bronx, Community Districts 9, 10, and 11, generally bounded by Baker Avenue and Van Nest Avenue to the north, Silver Street to the east to the east, East Tremont Avenue to the south, and St. Lawrence Avenue to the west and an approximately 18-block area of Morris Park, Bronx, Community Districts 10 and 11, generally bounded by Pelham Parkway to the north, Marconi Street to the east, Williamsbridge Road to the south, and Tenbroeck to the west.

Figure 3, "Existing Zoning," Figure 5, "Proposed Zoning," Figure 6, "Special Districts," and Figure 7, "Proposed Mandatory Inclusionary Housing (MIH) Area," of the EAS present the existing and proposed zoning districts, special districts, and proposed MIH. Existing land uses in the Project Area are shown on Figure 4, "Land Use," of the EAS. As described in Attachment A, "Project Description," the Proposed Actions are intended to leverage new planned Metro-North Railroad service and would create special use, bulk, and parking regulations to promote economic growth, facilitate the development of housing, including affordable housing, as well as guide investment in the public realm around stations, encouraging safety and comfort. Several public policies are applicable to the Project Area and surrounding study area, including but not limited to Housing New York, Vision Zero, the Food Retail Expansion to Support Health (FRESH) Program, applicable business improvement districts (BIDs), and OneNYC, the City's sustainability plan. Further, as the Project Area is within the City's Coastal Zone, the Proposed Actions' consistency with the City's Waterfront Revitalization Program will be assessed (see Figure 8, "Flood Zones and Coastal Zone").

Therefore, the Proposed Actions have the potential to result in significant adverse impacts related to land use, zoning, and public policy, and therefore, an assessment of land use, zoning, and public policy will be provided in the Environmental Impact Statement (EIS), as described in the Draft Scope of Work.

B. SOCIOECONOMIC CONDITIONS

The five principal issues of concern with respect to socioeconomic conditions are whether a proposed action would result in significant adverse impacts due to: (1) direct residential displacement; (2) direct business displacement; (3) indirect residential displacement; (4) indirect business displacement; and (5) adverse effects on specific industries. A socioeconomic assessment should be conducted if an action may reasonably be expected to result in substantial socioeconomic changes in an area. This could occur if an action would directly displace a residential population, a substantial number of businesses or employees, or a business or institution that is unusually important to the community. It could also occur if an action would introduce substantial new development to an area that is markedly different from existing uses and activities resulting in indirect displacement of businesses or residents.

The following describes the level of assessment that is warranted and the scope of analysis for the five principal socioeconomic areas of concern:

DIRECT RESIDENTIAL DISPLACEMENT

If an action would result in the direct displacement of more than 500 residents, it may have the potential to alter the socioeconomic character of a neighborhood, and therefore an assessment of direct residential displacement would be necessary.

The Proposed Actions would not be expected to exceed the analysis threshold of 500 displaced residents, and therefore, are not expected to result in significant adverse impacts due to direct residential displacement. As described in the Draft Scope of Work, the EIS will disclose the number of residential units and estimated number of residents to be directly displaced by the Proposed Actions and will determine the amount of displacement relative to the study area population.

DIRECT BUSINESS DISPLACEMENT

If an action would directly displace more than 100 employees, a preliminary assessment of direct business displacement is warranted. The Proposed Actions would increase permitted density on major streets, large sites, areas adjacent to large institutions, and at new transit stations. Given the increase in permitted density and existing land use patterns in the Project Area, the Proposed Actions have the potential to result in the redevelopment of parcels occupied by existing businesses that may result in the displacement of more than 100 employees. Therefore, the Proposed Actions have the potential to result in a significant adverse impact related to direct business displacement, and therefore, a preliminary assessment of direct business displacement will be provided in the EIS, as described in the Draft Scope of Work.

INDIRECT RESIDENTIAL DISPLACEMENT

If an action would introduce more than 200 incremental dwelling units, a preliminary assessment of indirect residential displacement is warranted. The Proposed Actions would result in a net increment of more than 200 new residential units, and therefore an assessment of indirect residential displacement will be provided in the EIS, as described in the Draft Scope of Work.

INDIRECT BUSINESS DISPLACEMENT

An assessment of indirect business displacement considers whether an action could lead to increases in property values, and thus rents, making it difficult for some businesses to remain in the area. A preliminary indirect business displacement assessment is warranted if an action would introduce more than 200,000 square feet of new commercial uses to an area. The Proposed Actions would introduce approximately 1,008,461 gsf (537,315 zsf) of new commercial uses to the Project Area, requiring an

assessment of indirect business displacement, which will be provided in the EIS, as described in the Draft Scope of Work.

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

A preliminary assessment of effects on specific industries is warranted if an action would significantly affect business conditions in any industry or category of businesses, or if the action would substantially reduce employment or impair viability in a specific industry or category of businesses. The Proposed Actions do not include any citywide regulatory changes that would adversely affect the economic and operational conditions of certain types of businesses or processes. However, the Proposed Actions will change land use and zoning controls in an area largely dominated by industrial, warehouse, and auto-related uses. Therefore, an assessment of adverse effects on specific industries will be provided in the EIS, as described in the Draft Scope of Work.

C. COMMUNITY FACILITIES AND SERVICES

Community facilities are public or publicly-funded schools, libraries, early childhood programs, health care facilities, and fire and police protection. An analysis examines an action's potential effect on the services provided by these facilities. An action can affect facility services directly, when it physically displaces or alters a community facility, or indirectly, when it causes a change in population that may affect the services delivered by a community facility.

The Proposed Actions would not result in the direct displacement of any existing community facilities or services, nor would they affect the physical operations of—or access to and from—any police or fire stations. Therefore, the Proposed Actions would not have any significant adverse direct impacts on existing community facilities or services.

New residential population added to an area as a result of an action would use existing services, which may result in potential indirect effects on service delivery. The demand for community facilities and services is directly related to the type and size of the new population generated by development resulting from a proposed action. Depending on the size, income characteristics, and age distribution of the new population, an action may have indirect effects on public schools, libraries, or early childhood programs. The RWCDs associated with the Proposed Actions would introduce approximately 5,951 net additional dwelling units to the study area, with an estimated 16,202 residents. A discussion of the Proposed Actions' potential effects on community facilities is provided below.

PUBLIC SCHOOLS

If an action introduces fewer than 50 elementary and middle school age children, or fewer than 150 high school students, an assessment of school facilities is not warranted. In Community School District (CSD) 11 and CSD 12, which comprise the Rezoning Area, the 50-student threshold for analysis of elementary/middle school capacity is achieved if an action introduces at least 142 residential units or 128 residential units, respectively. The threshold for analysis of high school capacity is considered at the borough level and is achieved with the introduction of at least 1,153 residential units. As the RWCDs for the Proposed Actions would result in an increment of approximately 5,951 residential units, including 1,521 affordable units (compared to the No-Action scenario), it exceeds the CEQR preliminary threshold for elementary schools, middle schools, and high schools assessments. Therefore, a detailed analysis of elementary, intermediate, and high school capacity will be provided in the EIS, as described in the Draft Scope of Work.

LIBRARIES

If a proposed action increases the number of residential units served by the local library branch by more than five percent, an analysis of library services may be necessary. In the Bronx, the introduction of 731 residential units would represent a five percent increase in dwelling units per branch. As the RWCDs associated with the Proposed Actions would result in the addition of approximately 5,951 dwelling units to the Project Area compared to the No-Action condition, it exceeds the CEQR threshold for a detailed analysis, which will be provided in the EIS, as described in the Draft Scope of Work.

EARLY CHILDHOOD PROGRAMS

A detailed analysis of early childhood programs is warranted when a proposed action would produce substantial numbers of subsidized, low- to moderate-income family housing units that may therefore generate a sufficient number of eligible children to affect the availability of seats at publicly funded early childhood programs. Typically, proposed actions that generate 20 or more eligible children under the age of five require further analysis. According to Table 6-1 of the *CEQR Technical Manual*, the number of dwelling units to yield 20 or more eligible children under age five in the Bronx would be 141 affordable housing units. The RWCDs associated with the Proposed Actions would result in a net increment of approximately 5,951 dwelling units, of which approximately 1,521 units would be affordable. As such, the Proposed Actions exceed the threshold for an analysis of early childhood programs, and an analysis will be provided in the EIS, as described in the Draft Scope of Work.

POLICE/FIRE SERVICES AND HEALTH CARE FACILITIES

A detailed analysis of police and fire services and health care facilities is warranted if a proposed action would (a) introduce a sizeable new neighborhood where one has not previously existed, or (b) would displace or alter a hospital or public health clinic, fire protection services facility, or police station. As the Proposed Actions would not result in any of the above, no significant adverse impacts would be expected to occur, and a detailed analysis of police and fire services and health care facilities is not required; however, for informational purposes, a description of existing police, fire, and health care facilities serving the Rezoning Area will be provided in the EIS.

D. OPEN SPACE

A detailed analysis of open space is warranted if a proposed action would result in either direct or indirect effects on open space. An assessment of direct effects is warranted if the proposed project would:

- Result in alienation or conversion of parkland;
- Result in a physical loss of public open space (by encroaching on or displacing open space);
- Change the use of an open space so that it no longer serves the same user population (e.g., elimination of playground equipment);
- Limit public access to an open space (e.g., the closing of a park entrance which reduces access points); or
- Cause increased noise, air pollutants, odors, or shadows on public open space that would affect its function, usability, or enjoyment, whether on a permanent or temporary basis.

An assessment of indirect effects is warranted if a project would increase the population by more than 200 residents or 500 nonresidents, a generally accepted threshold for considering when new population generated by a proposed project in the City may start to affect the use and enjoyment of an open space in an identified study area.

While direct effects to open space are not anticipated, based on the RWCDs, the Proposed Actions would introduce an increment of approximately 16,202 residents and 6,992 workers, exceeding the threshold for both indirect residential and nonresidential analyses. Therefore, an open space assessment for both indirect residential and nonresidential populations will be included in the EIS, as described in the Draft Scope of Work.

E. SHADOWS

A shadow assessment is warranted for a proposed action that would result in a new structure(s), or addition(s) to existing structure(s) that is greater than 50 feet in height and/or if adjacent to an existing sunlight-sensitive resource. The Proposed Actions would permit development of buildings greater than 50 feet in height, some of which could be located in the vicinity of sunlight-sensitive resources. Therefore, the Proposed Actions have the potential to result in new structures which would cast shadows on sunlight-sensitive resources. As such, an analysis of the Proposed Actions' potential to result in significant adverse shadow impacts is warranted and will be included in the EIS, as described in the Draft Scope of Work.

F. HISTORIC AND CULTURAL RESOURCES

A historic and cultural resources assessment is performed if there is the potential to affect either archaeological or architectural resources. Historic and cultural resources are defined as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. This includes properties that have been designated or are under consideration for designation as a New York City Landmark (NYCL) or Scenic Landmark, or are eligible for such designation; properties within New York City Historic Districts; properties listed in the State and/or National Register of Historic Places (S/NR); and National Historic Landmarks.

Historic resources in the Project Area include the Parkchester Apartment Complex which is S/NR-eligible. Therefore, the Proposed Actions have the potential to result in significant adverse impacts to historic architectural resources, and an assessment will be provided in the EIS, as described in the Draft Scope of Work.

The Proposed Actions would be expected to result in incremental in-ground disturbance in the Project Area, specifically at the locations of the projected and potential development sites, and therefore have the potential to affect archaeological resources that may be present on or nearby those sites. Additionally, parts of the Project Area are identified as Archaeologically Sensitive on the New York State Historic Preservation Office's Cultural Resource Information System. Therefore, the Proposed Actions have the potential to result in significant adverse impacts to archaeological resources, and an assessment will be provided in the EIS, as described in the Draft Scope of Work.

G. URBAN DESIGN AND VISUAL RESOURCES

An assessment of urban design and visual resources is warranted when a project may have effects on one or more of the elements that contribute to a pedestrian's experience of public space. These elements include streets, buildings, visual resources, open spaces, natural resources, wind, and sunlight. A preliminary analysis of urban design and visual resources is considered appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning, including the following: (1) projects that permit the modification of yard, height, and

setback requirements; and (2) projects that result in an increase in built floor area beyond what would be allowed “as-of-right” or in the future without the proposed action. A detailed analysis is warranted for actions that would result in substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings.

The Proposed Actions do not have the potential to result in the development of multiple, tall buildings at or near waterfront sites that would exacerbate wind conditions due to channelization or downwash effects. Therefore, the Proposed Actions would not be expected to affect pedestrian wind conditions and, therefore, an assessment is not warranted. However, the Proposed Actions would result in development beyond the bulk and form currently permitted as-of-right. These changes would affect a pedestrian’s experience of public space and would require an urban design assessment. Therefore, a preliminary assessment of urban design and visual resources will be provided in the EIS, as described in the Draft Scope of Work.

H. NATURAL RESOURCES

A natural resource is defined as the City’s biodiversity (plants, wildlife, and other organisms); any aquatic or terrestrial areas capable of providing suitable habitat to sustain the life processes of plants, wildlife, and other organisms; and any areas capable of functioning in support of the ecological systems that maintain the City’s environmental stability. Such resources include ground water, soils and geologic features; numerous types of natural and human-created aquatic and terrestrial habitats (including wetlands, dunes, beaches, grasslands, woodlands, landscaped areas, gardens, parks, and built structures); and any areas used by wildlife may be considered, as appropriate.

A natural resources assessment may be appropriate if a natural resource is present on or near the site of an action, and the action has the potential, either directly or indirectly, to cause a disturbance of that resource. According to the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) mapping application, the entire Borough of Bronx is located within the range of the threatened Piping Plover (*Charadrius melodus*). However, since the Project Area is located in a developed urban environment that is generally devoid of ecologically sensitive areas, it does not provide critical habitat to support any rare, threatened, or endangered species. Therefore, the Proposed Actions do not have the potential to create a significant adverse impact on natural resources, and no further analysis is warranted.

I. HAZARDOUS MATERIALS

The potential for significant adverse impacts from hazardous materials can occur when: a) hazardous materials exist on a site and b) an action would increase pathways to their exposure; or c) an action would introduce new activities or processes using hazardous materials, thereby increasing the risk of human or environmental exposure. An analysis should be conducted for sites with the potential to contain hazardous materials or where future redevelopment is anticipated. Therefore, the EIS will include an assessment of hazardous materials on the projected and potential sites identified in the RWCDs, as described in the Draft Scope of Work.

J. WATER AND SEWER INFRASTRUCTURE

A preliminary analysis of a project's effects on the water supply system is warranted if a project would result in an exceptionally large demand for water (e.g., those that would use more than one million gallons of water per day) or would be in an area that experiences low water pressure (e.g., Rockaway Peninsula or Coney Island). A preliminary analysis of a project's effects on wastewater or stormwater infrastructure is warranted depending on a project's proposed density, its location, and its potential to increase impervious surfaces.

For the Proposed Actions, an analysis of water supply is warranted because the RWCDs would result in an incremental demand for water of more than one million gallons of water per day (gpd) compared to the No-Action condition. As shown below in Table B-1, based on the average daily water use rates provided in Table 13-2 of the *CEQR Technical Manual*, it is estimated that the RWCDs developed for the Proposed Actions would introduce an incremental use of approximately 3,142,601 gpd of water compared to the No-Action condition.

A preliminary wastewater and stormwater assessment is warranted if a project is located in a combined sewer area (like the Project Area) and would exceed the following incremental development of residential units or commercial space above the predicted No-Action condition: (a) 1,000 residential units or 250,000 sf of commercial space or more in Manhattan; or (b) 400 residential units or 150,000 sf of commercial space or more in the Bronx, Brooklyn, Staten Island or Queens.

Since the Proposed Actions would introduce an increment of approximately 5,951 residential units and 1,008,461 gsf (537,315 zsf) of commercial space over the No-Action condition, a preliminary assessment of wastewater and stormwater infrastructure will be provided in the EIS, as described in the Draft Scope of Work.

Table B-1

Expected Water Demand and Wastewater Generation due to the Proposed Actions - 2033 No-Action Condition vs. 2033 With-Action Condition¹

	Land Use ¹	Area (gsf)	Dwelling Units	Domestic Water/ Wastewater Generation (gpd)	Air Conditioning (gpd)	Total (Domestic + AC)
No-Action Condition²	Residential	243,887	239	63,700	41,461	105,161
	Commercial	1,467,160		193,944	249,417	443,361
	Community Facility²	229,777		22,978	39,062	62,040
	Industrial	181,187		41,595	30,802	72,397
No-Action Total		2,122,011		322,217	360,742	682,959
With-Action Condition³	Residential	5,855,399	6,190	1,683,900	995,418	2,679,318
	Commercial	2,475,621		352,875	420,856	773,730
	Community Facility³	1,379,671		137,967	234,544	372,511
	Industrial	0		0	0	0
With-Action Total		9,710,691		2,174,742	1,650,817	3,825,559
Net Difference: No-Action vs. With-Action Condition						3,142,601
<p>Notes:</p> <p>¹ Water demand rates from <i>CEQR Technical Manual</i> Table 13-2, "Water Usage and Sewer Generation Rates for Use in Impact Assessment"</p> <p>Residential: 100 gpd/person (Per 2010 Census for Bronx CDs 9, 10, and 11, average household size of 2.78, 2.36, and 2.64 per DU is assumed, respectively)</p> <p>Retail: domestic - 0.24 gpd/sf and A/C - 0.17 gpd/sf</p> <p>Commercial (non-retail): domestic - 0.1 gpd/sf and A/C - 0.17 gpd/sf</p> <p>Community Facility: domestic - 0.1 gpd/sf and A/C - 0.17 gpd/sf</p> <p>Industrial Facility: domestic - 10,000 gpd/acre and A/C - 0.17 gpd/sf (Based on 2005 Greenpoint-Williamsburg Rezoning FEIS. Calculated based on total building floor area, assuming no additional water demand from open storage.)</p> <p>² No-Action condition: Community Facility uses include medical office uses and house of worship uses. Commercial uses include retail, auto-related uses, offices, self-storage, garages, a wholesale bread distributor, and a retail wholesaler.</p> <p>³ With-Action condition: Community Facility uses include medical office uses, school uses, house of worship uses, and other community facility uses. Commercial uses include retail, life science uses, and offices.</p>						

K. SOLID WASTE AND SANITATION SERVICES

An assessment of solid waste and sanitation services is warranted if an action would have the potential to result in a substantial increase in solid waste production that could overburden available waste management capacity or otherwise be inconsistent with the City’s Solid Waste Management Plan (SWMP) or with state policy related to the City’s integrated solid waste management system. According to the *CEQR Technical Manual*, few projects have the potential to generate substantial amounts of solid waste, defined as 50 tons (100,000 pounds) per week or more, and, therefore most projects would not result in significant adverse impact.

As shown in Table B-2, based on the average daily solid waste generation rates provided in Table 14-1 of the *CEQR Technical Manual*, it is estimated that the RWCDs associated with the Proposed Actions would result in a net increase of approximately 196 tons (391,554 pounds) of solid waste per week compared to

the No-Action condition. Therefore, an assessment of solid waste and sanitation services is warranted and will be provided in the EIS, as detailed in the Draft Scope of Work.

**Table B-2
Expected Solid Waste Generation due to the Proposed Actions –
2033 No-Action Condition vs. 2033 With-Action Condition**

	Land Use ¹	Area (gsf)	Dwelling Units	Solid Waste Handled by DSNY (lbs/wk)	Solid Waste Handled by Private Carriers (lbs/wk)	Total Solid Waste (lbs/wk)
No-Action Condition²	Residential	243,887	239	9,799	0	9,799
	Commercial	1,467,160		0	138,709	138,709
	Community Facility	229,777		6,893	0	6,893
	Industrial	181,187		0	16,138	16,138
No-Action Total		2,122,011		16,692	154,847	171,539
With-Action Condition³	Residential	5,855,399	6,190	253,790	0	253,790
	Commercial	2,475,621		0	267,913	267,913
	Community Facility	1,379,671		41,390	0	41,390
	Industrial	0		0	0	0
With-Action Total		9,710,691		295,180	267,913	563,093
Net Difference: No-Action vs. With-Action Condition						391,554
Notes: ¹ Solid waste generation is based on citywide average waste generation rates presented in Table 14-1 of the <i>CEQR Technical Manual</i> . Residential Use: 41 lbs/wk/dwelling unit. Community Facility Uses: 0.03 lbs/wk/sf. General Retail: 79 lbs/wk/employee, 1 employee per 333.3 sf. Commercial Office/Other: 13 lbs/wk/employee, 1 employee per 250 sf. Wholesale: 66 lbs/wk/employee, 1 employee per 1,000 sf. Warehouse/Self Storage: 9 lbs/wk/employee, 1 employee per 15,000 sf. Auto Related Uses: average of retail and wholesale rates - 72.5 lbs/wk/employee, 1 employee per 1,000 sf. Industrial Uses: average of apparel/textile and printing/publishing rates - 182.5 lbs/wk/employee, 1 employee per 1,000 sf. ² No-Action condition: Community Facility uses include medical office uses and house of worship uses. Commercial uses include retail, auto-related uses, offices, self-storage, garages, a wholesale bread distributor, and a retail wholesaler. ³ With-Action condition: Community Facility uses include medical office uses, school uses, house of worship uses, and other community facility uses. Commercial uses include retail, life science uses, and offices.						

L. ENERGY

A detailed assessment of the potential for significant adverse impacts related to energy would only be warranted for actions that could significantly affect the transmission or generation of energy or that generate substantial indirect consumption of energy (such as a new roadway). Although the Proposed Actions are not anticipated to result in significant adverse energy impacts, the EIS will disclose the projected amount of energy consumption during long-term operation resulting from the Proposed Actions as this information is required for the assessment of Greenhouse Gas Emissions, as described in the Draft Scope of Work.

Based on the rates presented in Table 15-1 of the *CEQR Technical Manual* and as shown in Table B-3, it is estimated that the RWCDs associated with the Proposed Actions would result in annual energy consumption of approximately 1,623,239,395 million BTUs, an increment of 1,116,955,156 million BTUs over the No-Action condition. As noted in the Draft Scope of Work, an analysis of the anticipated additional demand from the Proposed Actions’ RWCDs will be provided in the EIS.

**Table B-3
Estimated Energy Consumption due to the Proposed Actions –
2033 No-Action Condition vs. 2033 With-Action Condition**

	Land Use ¹	Area (gsf)	Consumption Rates (Thousand BTU (MBTU)/sf/yr) ¹	Annual Energy Use (million BTUs)
No-Action Condition²	Residential	243,887	126.7	30,900,483
	Commercial	1,467,160	216.3	317,346,708
	Community Facility	229,777	250.7	57,605,093
	Industrial	181,187	554.3	100,431,954
No-Action Total		2,122,011		506,284,239
With-Action Condition³	Residential	5,855,399	126.7	741,879,053
	Commercial	2,475,621	216.3	535,476,822
	Community Facility	1,379,671	250.7	345,883,520
	Industrial	0	554.3	0
With-Action Total		9,710,691		1,623,239,395
Increment: No-Action vs. With-Action Condition				1,116,955,156
Notes:				
¹ Consumption rates are from the <i>CEQR Technical Manual</i> , Table 15-1, “Average Annual Whole-Building Energy Use in New York City”				
² No-Action condition: Community Facility uses include medical office uses and house of worship uses. Commercial uses include retail, auto-related uses, offices, self-storage, garages, a wholesale bread distributor, and a retail wholesaler.				
³ With-Action condition: Community Facility uses include medical office uses, school uses, house of worship uses, and other community facility uses. Commercial uses include retail, life science uses, and offices.				

M. TRANSPORTATION

An assessment of transportation will be provided in the EIS. Based on a preliminary assessment, the RWCDs associated with the Proposed Actions would generate more than 50 incremental vehicular trips in one or more peak hours. The RWCDs is also expected to generate 50 or more vehicles per hour during one or more of the peak hours through one or more intersections. Therefore, the Proposed Actions have the potential to result in significant adverse traffic impacts, and a detailed traffic analysis will be provided in the EIS, as detailed in the Draft Scope of Work. Furthermore, as described in the Draft Scope of Work, the EIS will document changes in on- and off-street parking utilization in the future No-Action condition and With-Action condition, and will include a parking assessment to determine whether the Proposed Actions and associated RWCDs would result in excess parking demand, and whether there are enough other parking spaces in the study area to accommodate that excess demand.

Based on the preliminary assessment, the RWCDs would generate more than 200 incremental subway trips at one or more stations and more than 50 incremental bus passenger trips on one or more bus routes in one or more peak hours. Therefore, detailed subway and bus transit analyses are warranted and will

be provided in the EIS, as detailed in the Draft Scope of Work. The transit analyses will focus on the weekday AM and PM peak commuter hours, as it is during these peak periods that the overall demand on the subway and bus systems are usually highest.

Based on the preliminary assessment, the RWCDs would generate more than 200 incremental pedestrian trips in one or more of the peak hours, including walk-only trips and the walk component of trips between projected development sites and other modes of travel, such as subway stations and bus stops. Although these pedestrian trips would be dispersed throughout the Project Area, some concentrations of incremental pedestrian trips exceeding the 200-trip *CEQR Technical Manual* threshold may occur during one or more peak hours along corridors in the immediate vicinity of the projected development sites, and along corridors connecting these sites to area transit services. Therefore, a detailed pedestrian analysis is warranted and will be provided in the EIS, as described in the Draft Scope of Work.

N. AIR QUALITY

An air quality analysis determines whether a proposed action would result in stationary or mobile sources of pollutant emissions that could have a significant adverse impact on ambient air quality and considers the potential of existing sources of air pollution to impact uses introduced by an action.

The Proposed Actions would have the potential to result in the conditions outlined in Chapter 17, Section 210 of the *CEQR Technical Manual*. Specifically, the number of incremental vehicle trips associated with the RWCDs for the Proposed Actions is expected to exceed the thresholds for conducting an air quality analysis of mobile sources, which is 170 vehicles at any intersection. In addition, the Proposed Actions and associated RWCDs would result in the conditions outlined in Chapter 17, Section 220, as the projected and potential development sites would use fossil fuels for heat and hot water systems, would be in proximity of major and large sources, and would introduce new uses within 400 feet of manufacturing or processing facilities. Therefore, an assessment of air quality for both mobile and stationary sources are warranted and will be provided in the EIS.

O. GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

The need for a greenhouse gas (GHG) emissions assessment is highly dependent on the nature of an action and its potential impacts. The GHG consistency assessment is generally only necessary for city capital projects, projects proposing power generation or a fundamental change to the City's solid waste management system, and projects requiring an EIS and which would result in development of 350,000 gsf or more (or smaller projects that would result in the construction of a building that is particularly energy-intensive, such as a data processing center or health care facility). Based on the RWCDs, the Proposed Actions have the potential to result in an increment of approximately 7.59 million gsf (6.40 million zsf) of development, exceeding the 350,000-gsf threshold for GHG analysis. Therefore, a GHG emissions assessment will be provided in the EIS, as described in the Draft Scope of Work. Since a GHG emissions assessment will be included in the EIS, the Proposed Actions' energy consumption will also be calculated and included in the EIS.

Depending on the sensitivity, location, and useful life of development resulting from a proposed action, it may be appropriate to provide a qualitative discussion of the potential effects of climate change in environmental review. Rising sea levels and increases in storm surge and coastal flooding are the most immediate threats in New York City for which site-specific conditions can be assessed, and an analysis of

climate change may be deemed warranted for sites located within the current 100- or 500-year (1 percent or 0.2 percent annual chance) flood zone, as delineated in the FEMA PFIRMs, or within future 100-year (1 percent annual chance) flood zones as projected by the New York City Panel on Climate Change, as appropriate. Parts of the Project Area are located within the special flood hazard area (1 percent and 0.2 percent annual chance of flooding) and may be susceptible to storm surge and coastal flooding (see Figure 8, "Flood Zones and Coastal Zone"). Therefore, an assessment of climate change is warranted and will be provided in the EIS, as described in the Draft Scope of Work.

P. NOISE

A noise analysis is appropriate if an action would generate any mobile or stationary sources of noise or would be in an area with high ambient noise levels. Specifically, an analysis would be required if an action generates or reroutes vehicular traffic, if an action would introduce a noise sensitive receptor located near a heavily trafficked thoroughfare, or if an action would introduce a noise sensitive receptor within one mile of an existing flight path or within 1,500 feet of existing rail activity (and with a direct line of sight to that rail facility). A noise assessment would also be appropriate if the action would result in a playground or would cause a stationary source to be operating within 1,500 feet of a receptor (with a direct line of sight to that receptor), or if the action would include unenclosed mechanical equipment for manufacturing or building ventilation purposes, or if the action would introduce a noise sensitive receptor in an area with high ambient noise levels resulting from stationary sources.

The Proposed Actions would result in additional vehicle trips to and from the Project Area; would introduce new sensitive receptors near heavily trafficked roadways and existing rail lines; and would introduce a receptor in an area with high ambient noise levels resulting from stationary sources. Therefore, a detailed noise assessment will be provided in the EIS, as described in the Draft Scope of Work. Building attenuation measures necessary to provide acceptable interior noise levels for projected and potential development sites will also be examined and discussed in the EIS, as described in the Draft Scope of Work.

Q. PUBLIC HEALTH

Public health involves the activities that society undertakes to create and maintain conditions in which people can be healthy. Public health is the organized effort of society to protect and improve the health and well-being of the population through monitoring; assessment and surveillance; health promotion; prevention of disease, injury, disorder, disability, and premature death; and reducing inequalities in health status. The purpose of a public health assessment is to determine whether adverse impacts on public health may occur as a result of an action, and, if so, to identify measures to mitigate such effects. For most projects, a public health assessment is not necessary.

A public health assessment may be warranted if unmitigated significant adverse impacts are identified for the Proposed Actions in other CEQR analysis areas such as air quality, water quality, hazardous materials, or noise. As none of the relevant analyses have yet been completed, the potential for significant adverse public health impacts cannot be ruled out at this time. Should the technical analyses conducted for the EIS indicate that significant unmitigated adverse impacts would occur in the areas of air quality, water quality, hazardous materials, or noise, then an assessment of public health will be provided in the EIS, as described in the Draft Scope of Work.

R. NEIGHBORHOOD CHARACTER

A neighborhood character assessment considers how elements of the built environment combine to create the context and feeling of a neighborhood, and how a project may affect that context and feeling. To determine a project's effects on neighborhood character, a neighborhood's contributing elements are considered together. An assessment of neighborhood character is generally warranted when a proposed action has the potential to result in significant adverse impacts in the areas of land use, socioeconomic conditions, community facilities, open space, shadows, urban design and visual resources, historic and cultural resources, transportation, and noise, or when the action may result in moderate effects on several of these elements that define a neighborhood's character. The Proposed Actions are expected to affect one or more of the constituent elements of neighborhood character, including land use patterns, urban design, and levels of traffic and noise. Therefore, an assessment of the Proposed Actions' potential to result in significant adverse impacts on neighborhood character will be provided in the EIS, as described in the Draft Scope of Work.

S. CONSTRUCTION

Construction impacts, although temporary in nature, can include disruptive and noticeable effects resulting from an action. Determination of their significance and need for mitigation is generally based on the duration and magnitude of the impacts. Construction impacts are considered when construction activity could affect traffic conditions, archaeological resources, the integrity of historic resources, community noise levels, and area air quality conditions. In addition, because soils are disturbed during construction, any action proposed for a site that has been found to have the potential to contain hazardous materials should also consider the potential construction impacts that could result from contamination.

A preliminary construction assessment is typically warranted for construction activities (a) lasting longer than two years; (b) located along an arterial highway or major thoroughfare; (c) involving the closing, narrowing, or otherwise impeding of traffic, transit, or pedestrian elements; (d) involving multiple buildings; (e) involving the operation of several pieces of diesel equipment in a single location; (f) resulting in the closure or disruption of a community facility service; (g) located within 400 feet of a historic or cultural resource; (h) disturbing a site containing or adjacent to natural resources; and/or (i) occurring on multiple sites in the same geographic area. Therefore, a preliminary assessment, which will evaluate the duration and severity of the disruption or inconvenience to nearby sensitive receptors, will be included in the EIS, as detailed in the Draft Scope of Work.

Appendix A-1

List of Blocks and Lots Included in Proposed Bronx Metro-North Station Study

Block	Lots
3919	25 (p/o), 27 (p/o), 31, 34 (p/o), 36 (p/o), 37 (p/o)
3924	1, 6, 7 (p/o)
3925	1, 6, 9, 18 (p/o), 28 (p/o)
3926	1, 10 (p/o), 31 (p/o)
3927	1, 8 (p/o), 27 (p/o)
3943	205, 207, 209, 7501 (p/o)
3944	7501 (p/o)
3952	1, 7, 8, 17, 23
3997	30 (p/o), 34, 38, 39 (p/o), 40 (p/o), 41 (p/o), 42, 43, 44, 45, 50 (p/o)
3998	10 (p/o), 18, 22, 29 (p/o)
3999	32, 43 (p/o), 45 (p/o)
4001	16 (p/o), 17, 20, 21, 22, 23 (p/o), 26 (p/o), 28, 29 (p/o), 50 (p/o), 51 (p/o), 52 (p/o), 54, 55, 57, 58 (p/o)
4002	34, 35, 36, 37, 38, 41
4024	29 (p/o), 34, 35, 37, 38 (p/o)
4025	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 21, 22, 23, 24, 25, 26, 27, 28, 35, 40
4041	1, 5, 10
4042	1 (p/o), 200, 201, 204, 222, 224, 236, 244, 247, 248, 251, 254, 325, 350
4058	2, 8, 15 (p/o), 16 (p/o), 17 (p/o), 18 (p/o), 20 (p/o), 21 (p/o), 25, 27, 29, 34 (p/o), 35 (p/o), 36 (p/o), 37 (p/o), 38 (p/o), 39 (p/o), 40 (p/o), 137 (p/o), 139 (p/o)
4062	1, 2, 4, 6, 8, 18, 19, 21, 22, 23, 24, 25, 26, 28, 30, 31 (p/o), 36, 38 (p/o), 40 (p/o), 310
4063	1, 2, 3, 5, 6, 7, 9, 10, 15, 17, 18, 19, 20
4067	1, 2 (p/o), 16, 35 (p/o), 37, 39, 41, 141
4068	1 (p/o), 26 (p/o), 27, 28, 30, 31
4070	101 (p/o), 103 (p/o), 162 (p/o), 166
4077	6 (p/o), 18 (p/o), 23 (p/o)
4078	2 (p/o), 3 (p/o), 4 (p/o), 6 (p/o), 7 (p/o), 8 (p/o), 9, 10, 25, 26 (p/o), 27 (p/o), 28 (p/o), 29 (p/o), 30 (p/o), 31 (p/o), 32 (p/o), 37 (p/o), 101, 102 (p/o), 103 (p/o), 104 (p/o), 106 (p/o), 111 (p/o), 112 (p/o), 113 (p/o), 114 (p/o), 115 (p/o), 123
4079	1, 3 (p/o), 27 (p/o), 28
4081	1, 2, 4, 14, 16, 18, 20, 21, 24, 30, 33, 36
4082	1, 5, 11, 13, 15, 18, 19, 20, 21
4083	1, 5, 11, 13, 27
4085	1 (p/o), 96, 119, 125, 130, 150, 180
4091	18 (p/o), 19 (p/o), 20 (p/o), 21 (p/o), 22 (p/o), 23 (p/o), 24 (p/o), 25 (p/o), 26 (p/o), 27 (p/o), 28 (p/o), 29 (p/o), 30 (p/o), 34, 37, 39, 45, 46, 47, 50, 54 (p/o), 117 (p/o), 119 (p/o)
4141	7 (p/o)
4142	1, 6, 7, 8, 10, 14 (p/o)
4203	75, 81, 82, 89 (p/o), 173 (p/o)
4205	1 (p/o), 2 (p/o), 40 (p/o)
4209	1, 5, 10, 12, 15, 18, 25, 30, 32, 33, 37, 41, 43, 46, 47, 48, 50, 51, 53, 54, 55, 64, 70, 76, 110
4218	1, 6, 7, 9, 11, 13, 14, 17, 19, 21, 22, 23, 24, 25, 26, 31, 33, 36

4219	1, 2, 3, 4, 5, 9, 12, 13, 16, 18, 20, 22, 24, 26, 29, 31, 35, 39, 40, 42, 45, 46, 47, 55, 56, 58, 59, 64, 68
4220	1 (p/o), 7, 10 (p/o), 11 (p/o), 13 (p/o), 22 (p/o), 23 (p/o), 24 (p/o), 25 (p/o), 26, 29, 30, 32, 35 (p/o), 36 (p/o)
4221	1 (p/o), 31 (p/o), 32 (p/o), 33 (p/o), 34 (p/o), 35, 36, 42, 44, 46 (p/o), 48 (p/o), 49 (p/o)
4222	1, 3, 5 (p/o), 46 (p/o), 72, 84 (p/o), 111
4226	1 (p/o), 5 (p/o), 6, 7, 10, 11, 15, 290, 401, 405, 408, 409, 418, 419, 420, 422, 506, 507, 508, 509, 510, 511, 7502 (p/o)