

# Bronx Metro-North Station Study

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## Draft Scope of Work for an Environmental Impact Statement

CEQR No. 23DCP065X

**Lead Agency: New York City Planning Commission**

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

**December 8, 2022**

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## BRONX METRO-NORTH STATION STUDY AND RELATED ACTIONS

### A. 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.

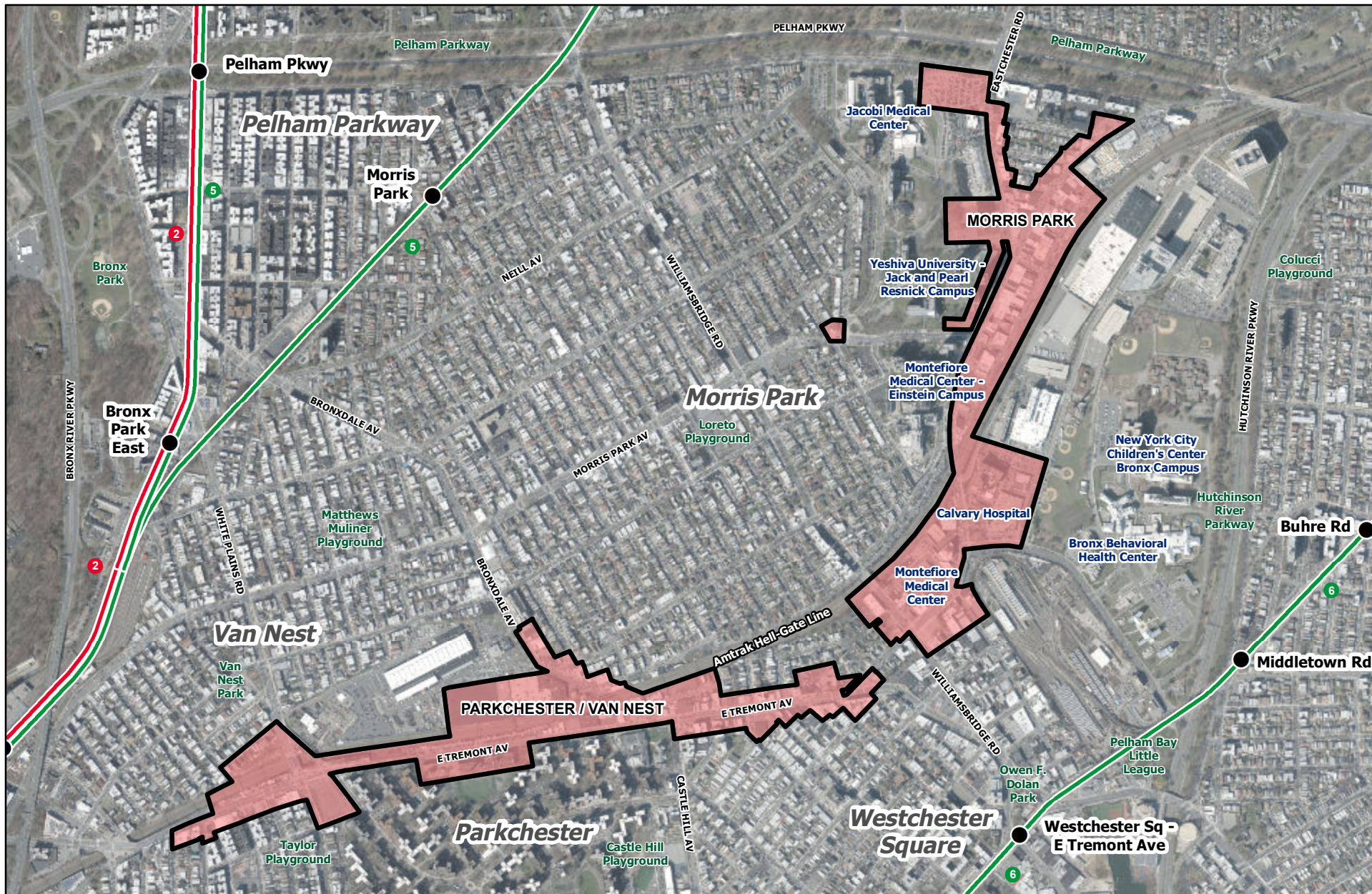
The Proposed Actions are intended to leverage new planned Metro-North service to promote economic growth, facilitate the development of housing, including affordable housing, as well as guide investment in the public realm around stations to improve pedestrian safety and comfort. The Proposed Actions 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 1 includes a full list of the blocks and lots that would be affected by the Proposed Actions.





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.

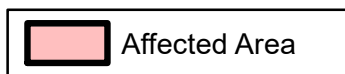
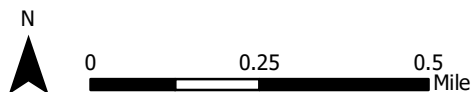
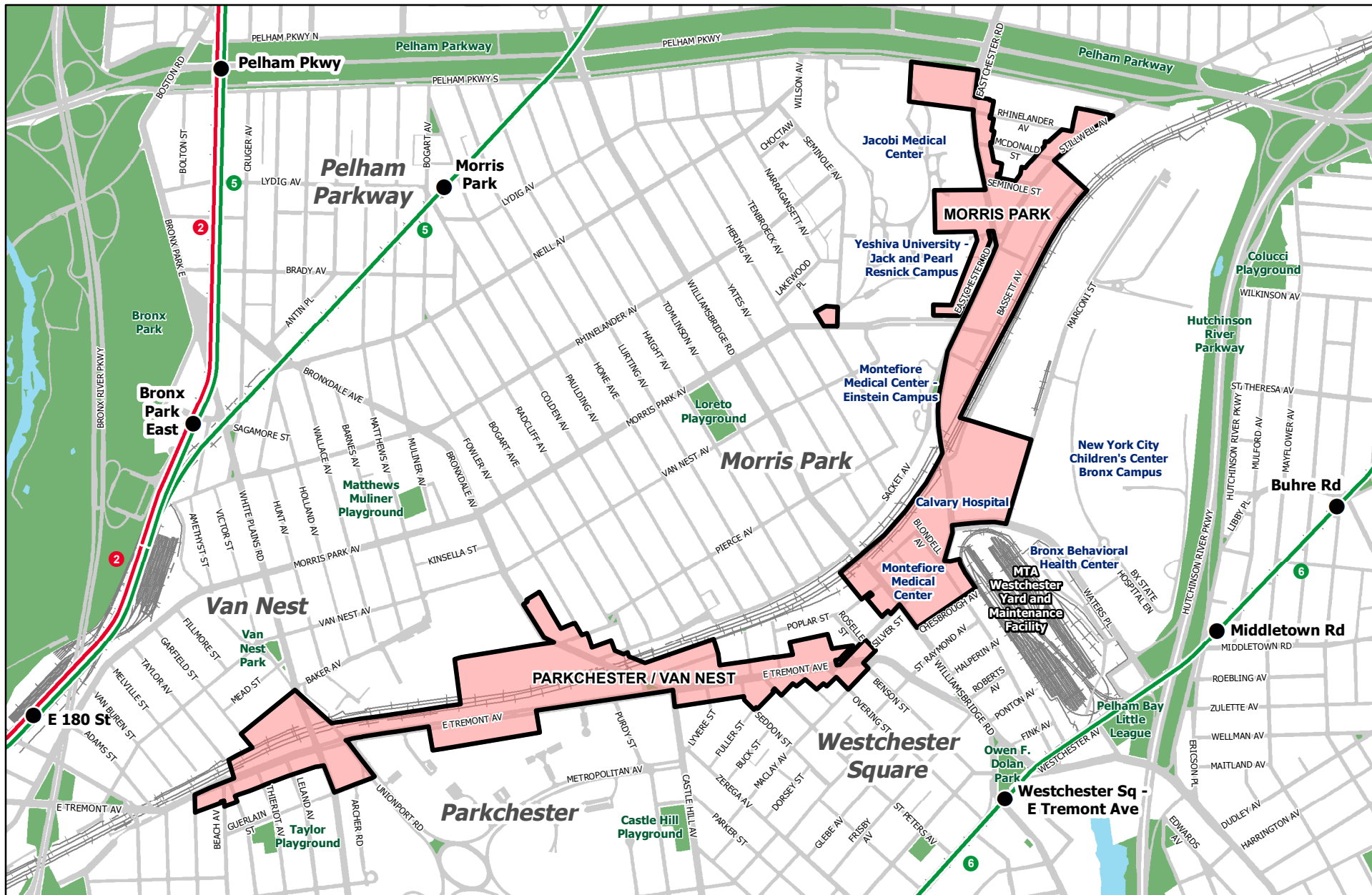


Figure 1





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

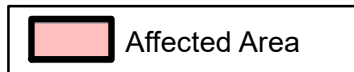
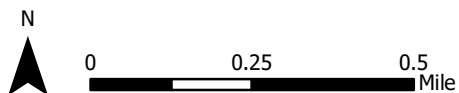


Figure 2

## B. REQUIRED APPROVALS AND REVIEW PROCEDURES

The Proposed Actions, described in more detail in Section G, 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) process<sup>1</sup>, 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 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 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:
  - Map Block 4209, Lots 10 and 70 as street to facilitate pedestrian access to the Morris Park station.

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<sup>1</sup> 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 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.

### **City Environmental Quality Review (CEQR) and Scoping**

The Proposed Actions are classified as Type 1, as defined under 6 NYCRR (New York Codes, Rules and Regulations) 617.4 and 43 RCNY (Rules of the City of New York) 6-15, subject to environmental review in accordance with CEQR guidelines. An Environmental Assessment Statement (EAS) was completed on December 8, 2022. A Positive Declaration, issued on December 8, 2022, established that the Proposed Actions may have a significant adverse impact on the environment, thus warranting the preparation of an Environmental Impact Statement (EIS).

The CEQR scoping process is intended to focus the EIS on those issues that are most pertinent to the Proposed Actions. The process allows other agencies and the public a voice in framing the scope of the EIS. The scoping document sets forth the analyses and methodologies that will be utilized to prepare the EIS. During the period for scoping, those interested in reviewing the Draft Scope may do so and give their

comments to the lead agency. The public, interested agencies, Bronx Community Boards 9, 10 and 11, and elected officials, are invited to comment on the Draft Scope, either in writing or orally, at a public scoping meeting to be held on January 9, 2023, at 2:00 PM. In support of the City's efforts to contain the spread of COVID-19, DCP will hold the public scoping meeting remotely. Instructions on how to view and participate, as well as materials relating to the meeting, will be available at the DCP Scoping Documents webpage (<https://www.nyc.gov/site/planning/applicants/scoping-documents.page>) and NYC Engage website (<https://www1.nyc.gov/site/nycengage/index.page>) in advance of the meeting. The public, interested agencies, and elected officials, are invited to comment on the Draft Scope, either in writing or orally, at the Scoping Meeting.

Comments received during the Draft Scope's public meeting and written comments received up to ten days after the meeting until 5:00 PM on Thursday, January 19, 2023 will be considered and incorporated as appropriate into the Final Scope of Work (Final Scope). The lead agency will oversee preparation of the Final Scope, which will incorporate all relevant comments made on the Draft Scope and revise the extent or methodologies of the studies, as appropriate, in response to comments made during the scoping. The Draft EIS (DEIS) will be prepared in accordance with the Final Scope.

Once the lead agency is satisfied that the DEIS is complete, the document will be made available for public review and comment. A public hearing will be held on the DEIS in conjunction with the CPC hearing on the land use applications to afford all interested parties the opportunity to submit oral and written comments. The record will remain open for ten days after the public hearing to allow additional written comments on the DEIS. At the close of the public review period, a Final EIS (FEIS) will be prepared that will respond to all substantive comments made on the DEIS, along with any revisions to the technical analyses necessary to respond to those comments. The FEIS will then be used by the decision makers to evaluate CEQR findings, which address project impacts and proposed mitigation measures, in deciding whether to approve the requested discretionary actions, with or without modifications.

## C. 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.

## **D. 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 development, 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 19<sup>th</sup> 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 Area 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 as 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).

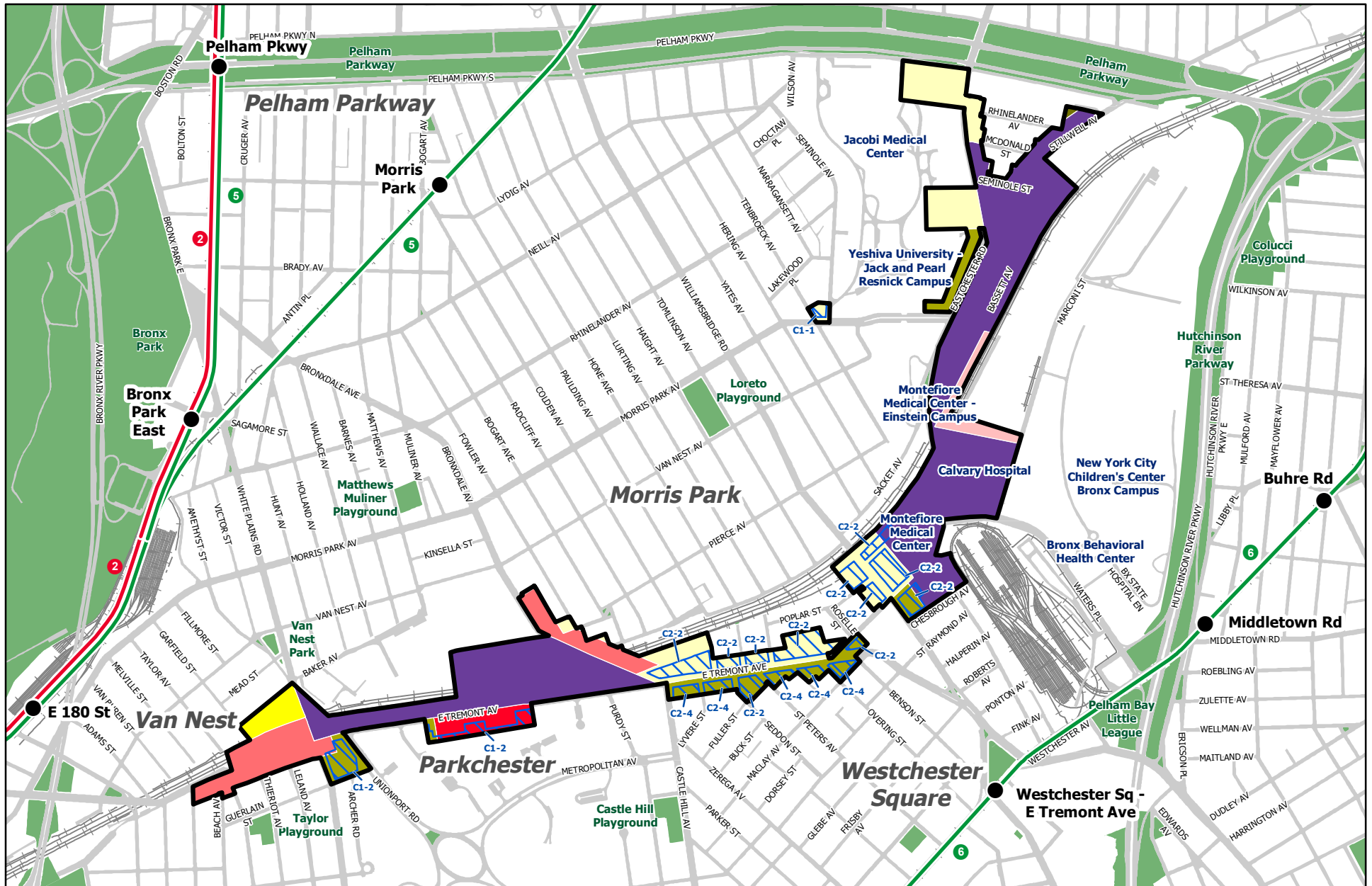
In 2015, Amtrak, MTA, Metro-North, and Long Island Rail Road executed a Planning Phase Agreement that committed them to working cooperatively in order to progress the conceptual planning of the PSA project. The Environmental Assessment for PSA was concluded in 2021. Construction of the PSA project takes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

## **E. 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.



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

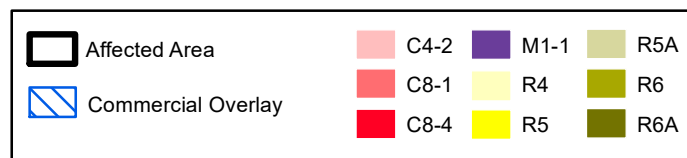
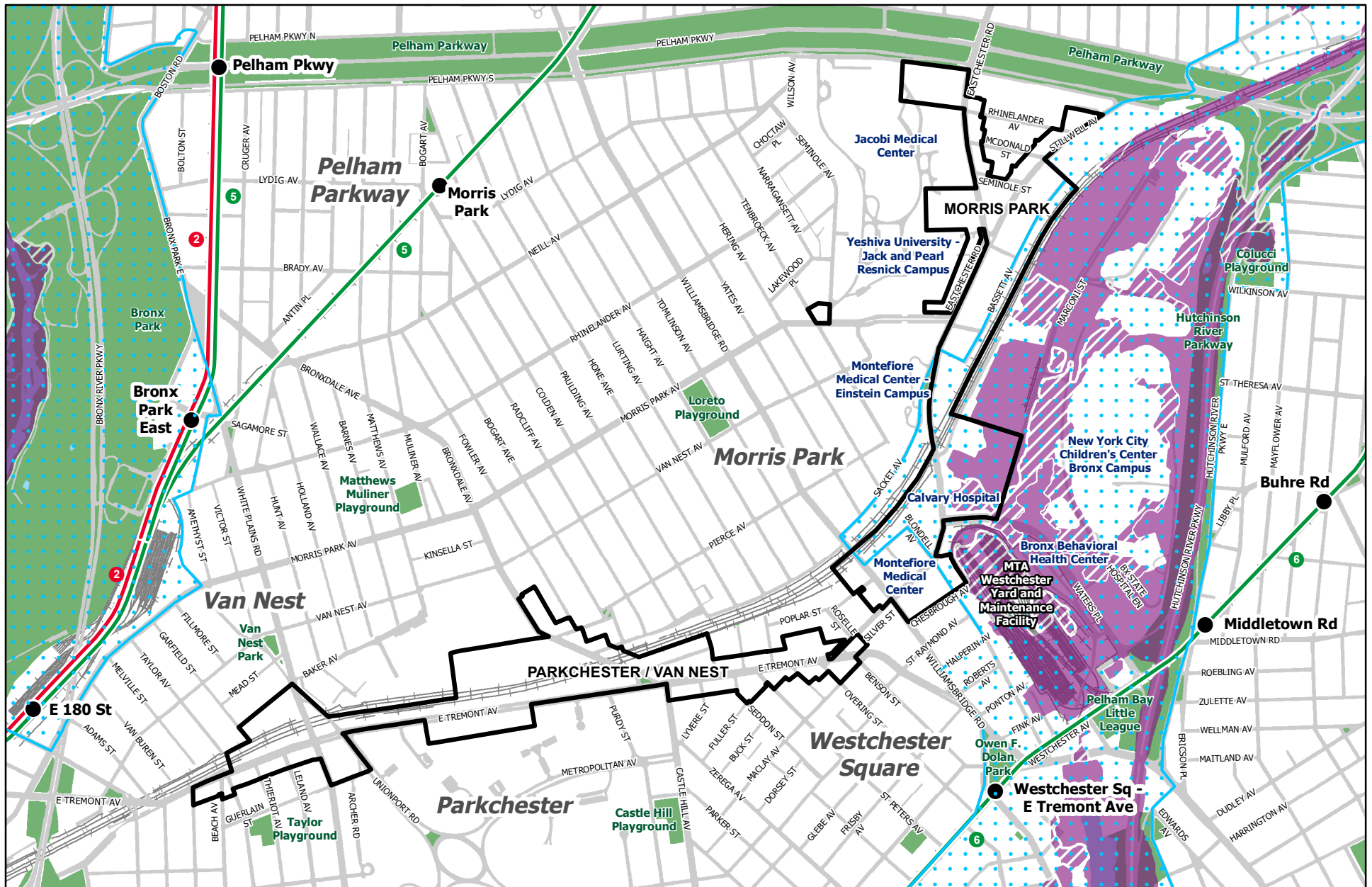


Figure 3

EXISTING ZONING





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

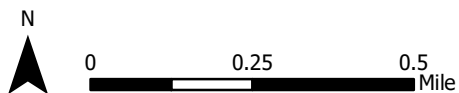


Figure 4

## FLOOD ZONES AND COASTAL ZONE



**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, Rhinelander 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.

## F. 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.

## G. DESCRIPTION OF PROPOSED ACTIONS

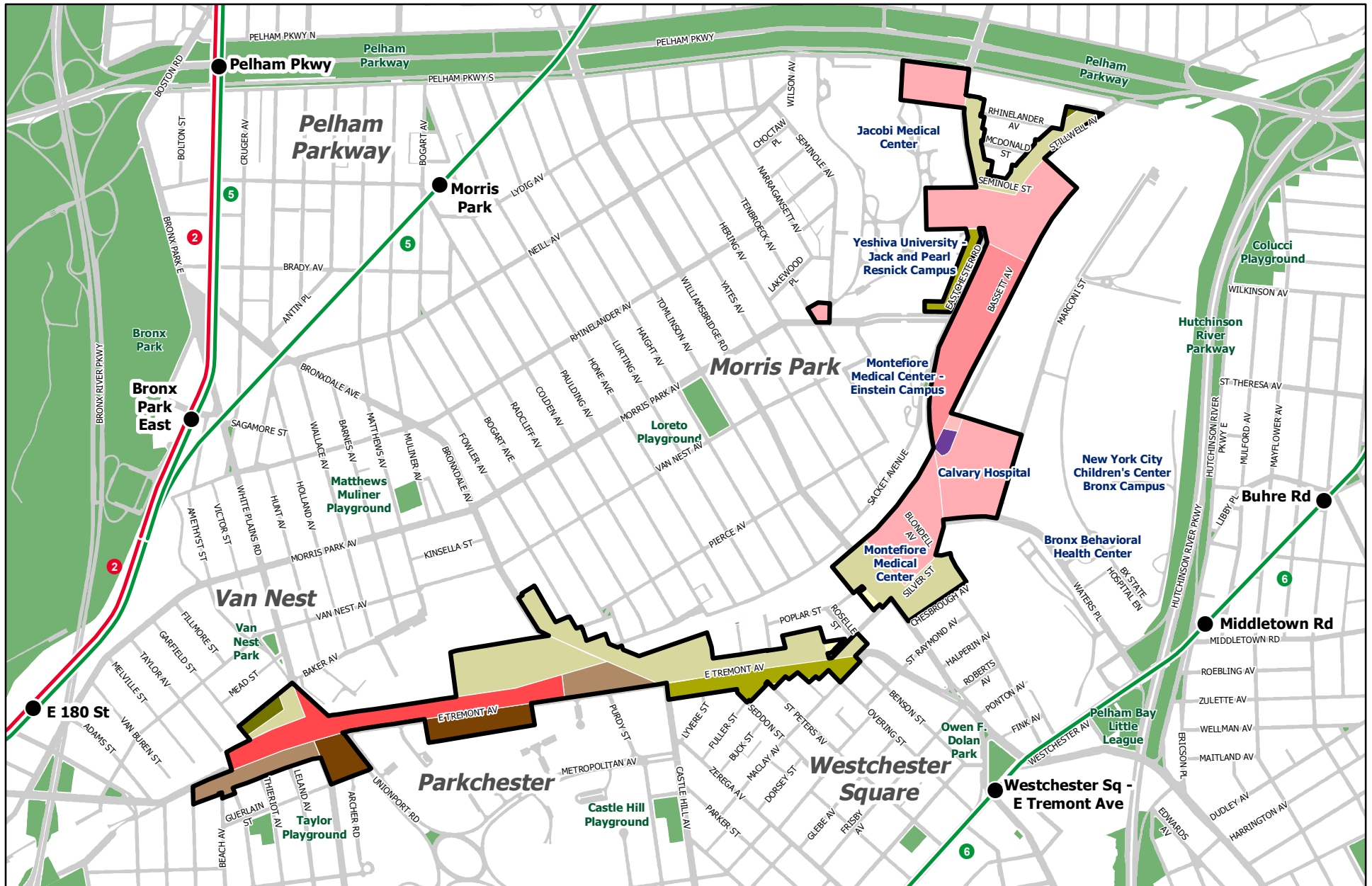
The Proposed Actions would facilitate development consistent with the goals of the Bronx Metro-North Station Area Study by allowing for housing growth with permanently affordable housing, creating neighborhood and commuter-serving retail opportunities, allowing the number of job-generating uses to grow 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.



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

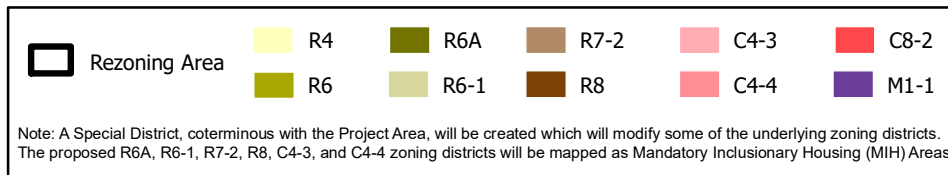
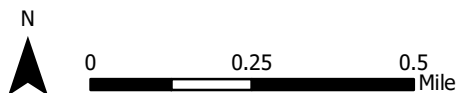
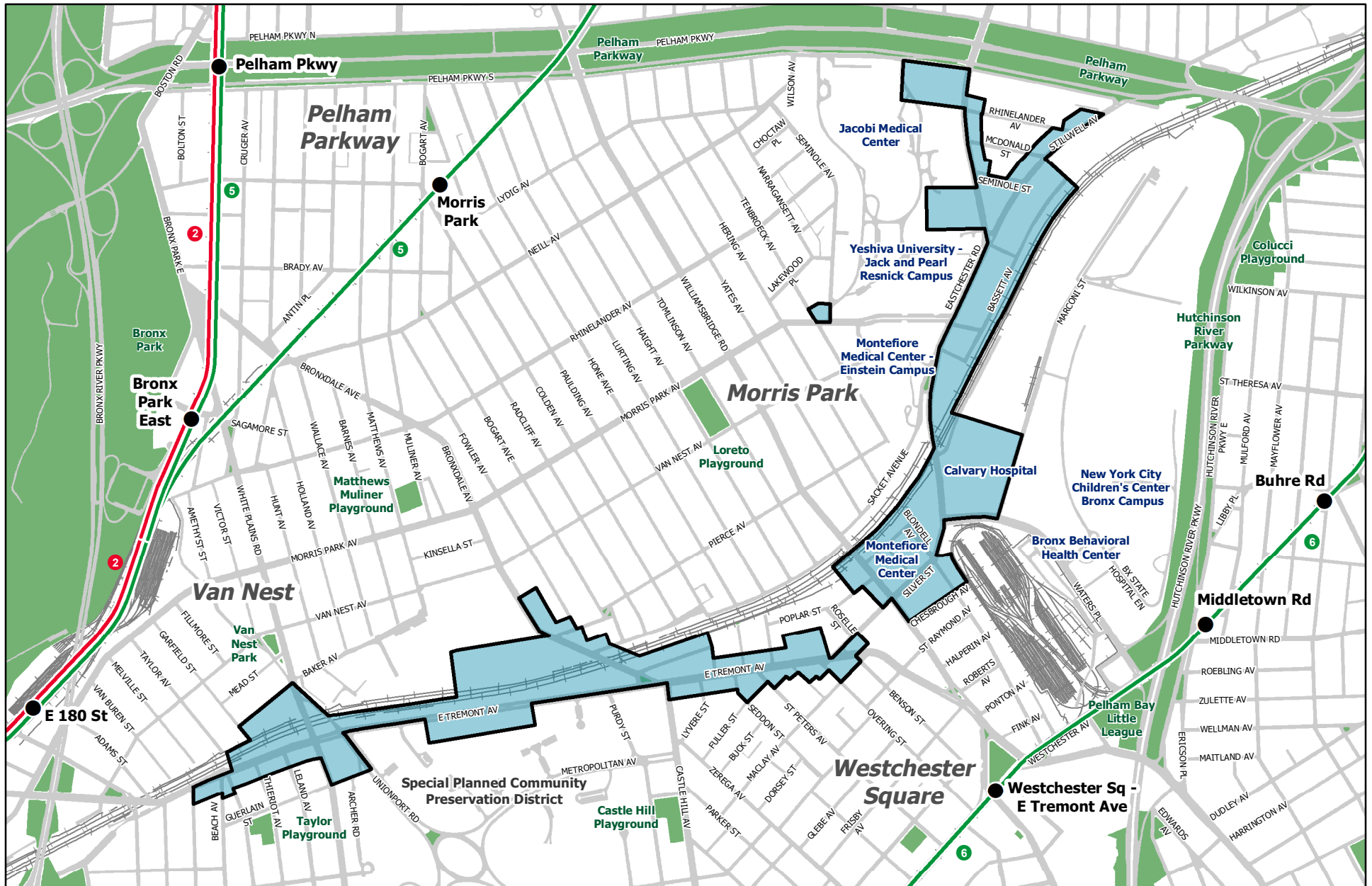


Figure 5



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

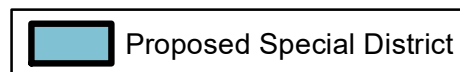
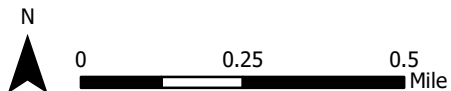
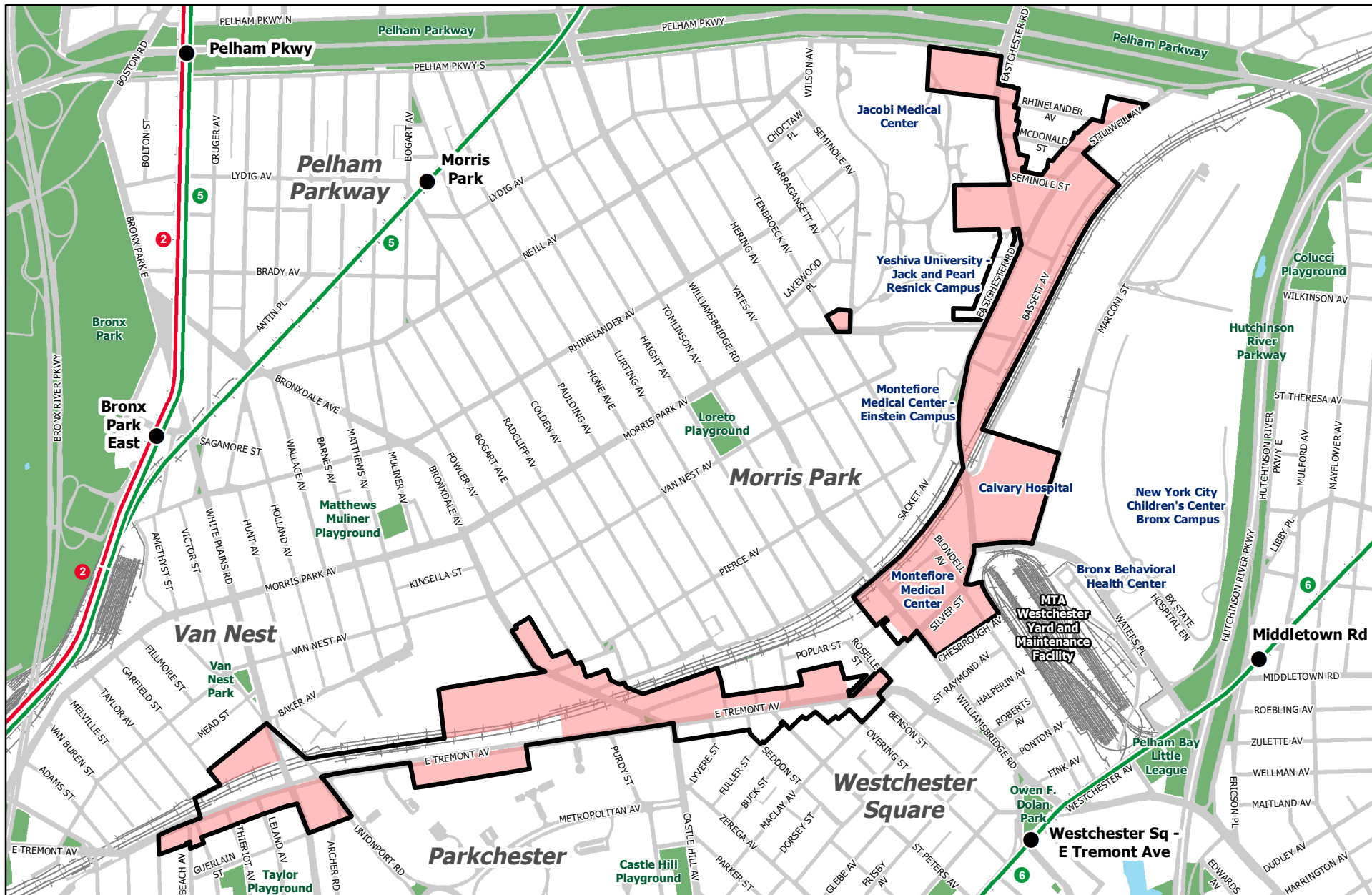


Figure 6





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

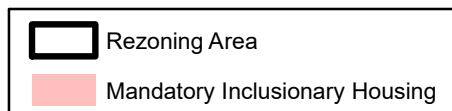
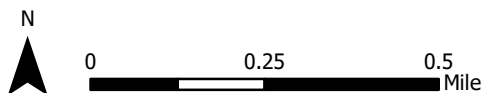


Figure 7  
**PROPOSED MANDATORY  
 INCLUSIONARY HOUSING  
 (MIH) AREA**

**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 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.

**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 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.

**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 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 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 would be created to allow the distribution of floor area across development sites proximate to this future station.

#### **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 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.

### **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.

## H. 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 feet<sup>2</sup> (including potential assemblages totaling 5,000 square feet or more if assemblage seems probable<sup>3</sup>), unless the site is between 2,500 and 4,999 sf and is underutilized (defined as vacant or occupied by a vacant building).

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<sup>2</sup> 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.

<sup>3</sup> 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. These projected and potential development sites are depicted in Figures 8a and 8b, described in detail in Appendix 7, and the detailed RWCDs tables provided in Appendix 1 identify the uses expected to occur on each of these sites under No Action and With Action conditions.

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 1 shows the No-Action conditions for the projected development sites.

As shown in Table 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 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 uses<sup>4</sup>, 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 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.

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

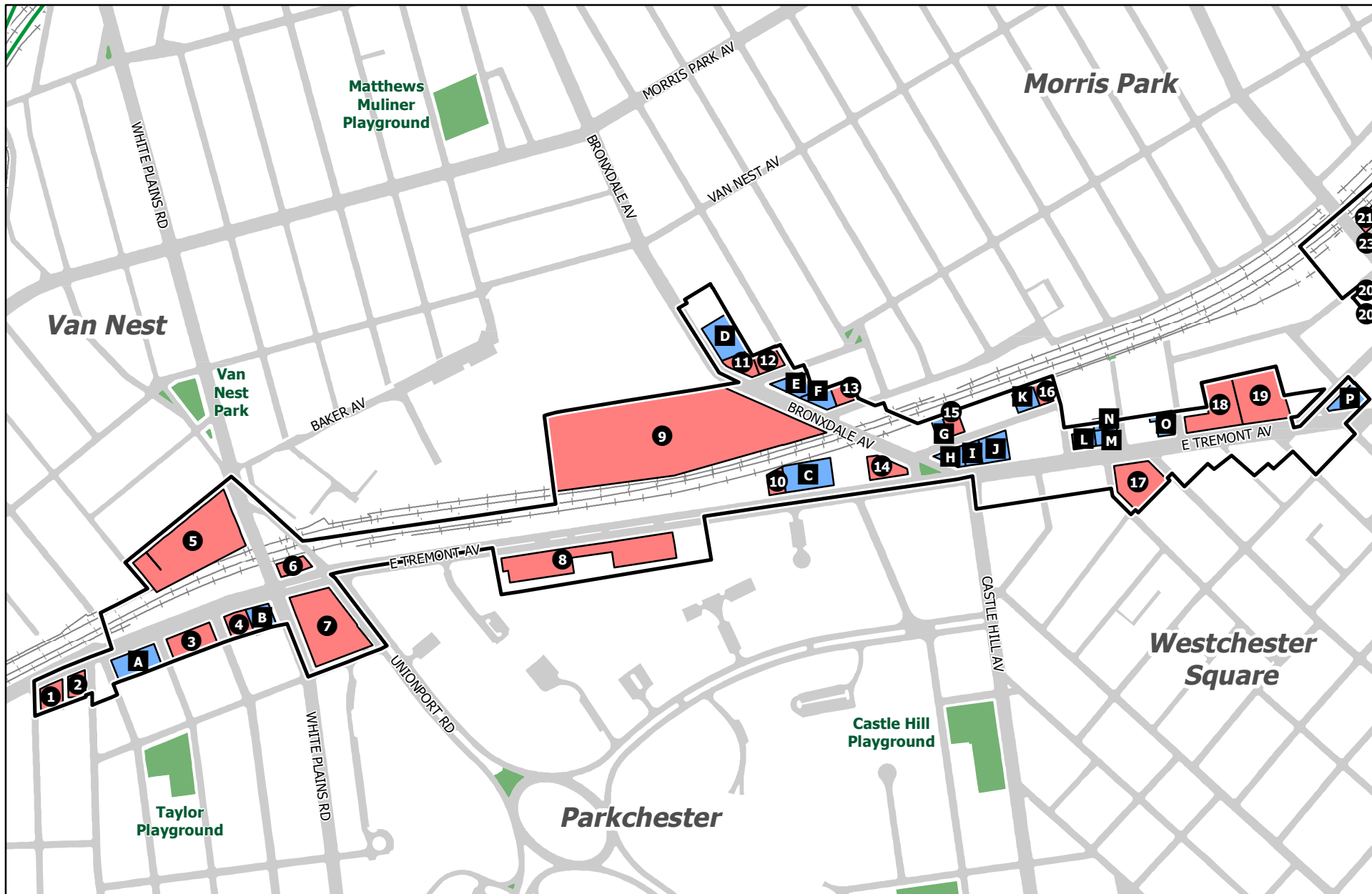
Estimates of workers are based on standard rates used in several DCP neighborhood rezonings. Employee rates used are as follows: 1 employee per 25 dwelling units; 1 employee per 50 parking spaces; 1 employee per 250 sf of office; 3 employees per 1,000 sf of retail; 1 employee per 1,000 sf of auto-related 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, under the RWCDs, the Proposed Actions would result in a net increment of 16,202 residents and 6,992 workers.

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 1: 2033 RWCDs No-Action and With-Action Land Uses**

Land Use	No-Action Condition	With-Action Condition	No-Action to With-Action Increment
<b>Residential</b>			
<b>Total Residential</b>	<b>214,147 sf</b> <b>239 units</b> 243,887 sf (GFA)	<b>5,261,583 sf</b> <b>6,190 units</b> 5,855,399 sf (GFA)	<b>5,047,436 sf</b> <b>5,951 units</b> 5,611,511 sf (GFA)
<b>Commercial</b>			
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
<b>Total Commercial</b>	<b>1,250,150 sf</b> 1,467,160 sf (GFA)	<b>1,787,465 sf</b> 2,475,621 sf (GFA)	<b>537,315 sf</b> 1,008,461 sf (GFA)
<b>Industrial</b>			
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
<b>Total Industrial</b>	<b>154,009 sf</b> 181,187 sf (GFA)	<b>0 sf</b> 0 sf (GFA)	<b>-154,009 sf</b> -181,187 sf (GFA)
<b>Community Facility</b>			
Medical Office	192,609 sf	1,043,668 sf	851,059 sf
House of Worship	6,970 sf	29,420 sf	22,450 sf
<b>Total Community Facility</b>	<b>199,579 sf</b> 229,777 sf (GFA)	<b>1,172,721 sf</b> 1,379,671 sf GFA	<b>973,142 sf</b> 1,149,894 sf GFA
<b>Total Floor Area</b>	<b>1,817,885 sf</b> 2,122,011 sf (GFA)	<b>8,221,769 sf</b> 9,710,691 sf (GFA)	<b>6,403,884 sf</b> 7,588,680 sf (GFA)
<b>Parking</b>			
Parking Spaces	2,208 spaces	6,286 spaces	4,078 spaces
<b>Population</b>			
Residents	637	16,839	16,202
Workers	2,695	9,687	6,992



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

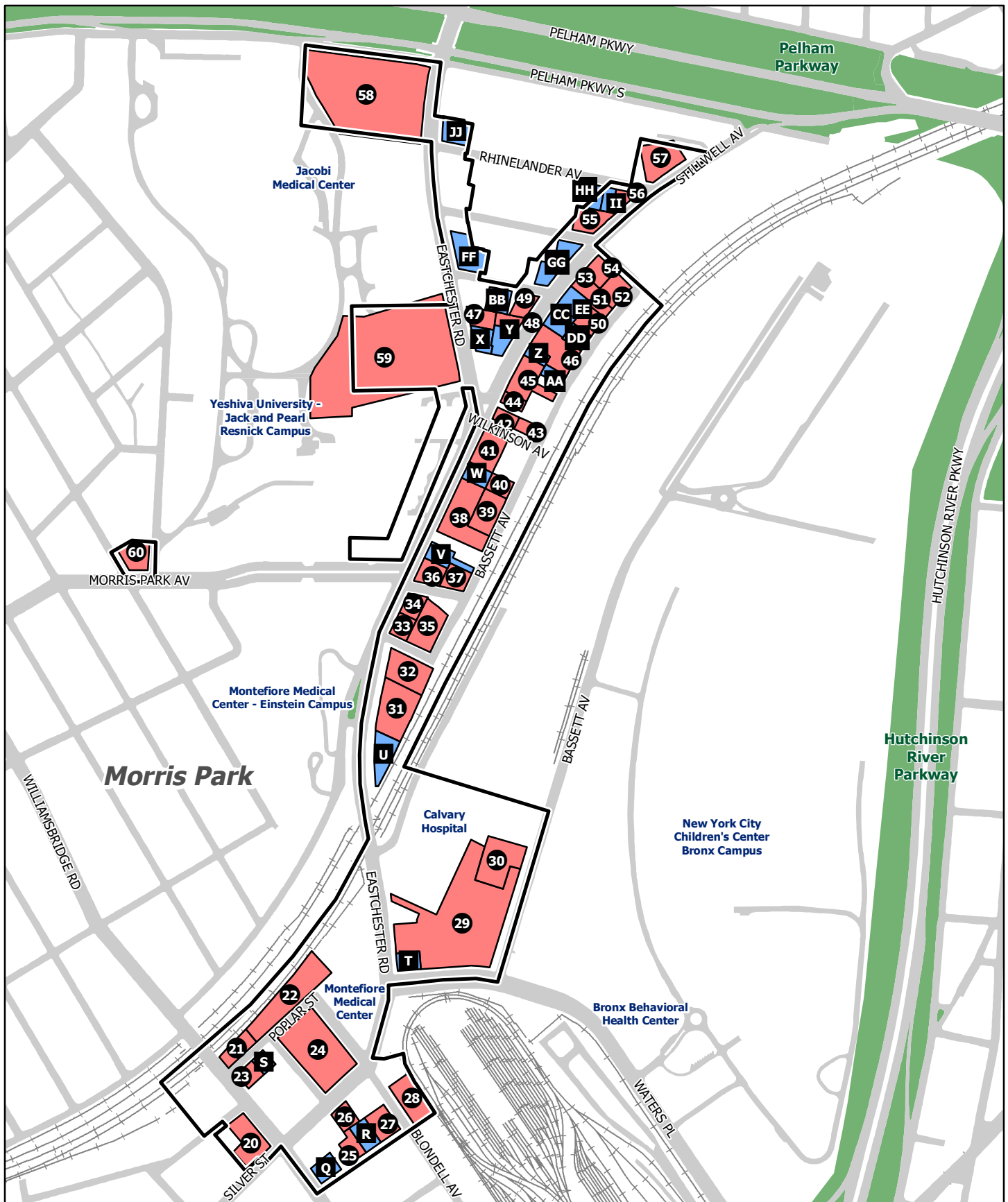


*Bronx Metro-North Station Study*

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 8a  
**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 8b  
**MORRIS PARK  
PROJECTED AND POTENTIAL  
DEVELOPMENT SITES**

## I. PROPOSED SCOPE OF WORK FOR THE EIS

The New York City (NYC) Department of City Planning (DCP), on behalf of the NYC City Planning Commission (CPC), is acting as lead agency for the environmental review of the Proposed Actions. A CEQR Environmental Assessment Statement (EAS) was prepared for the Proposed Actions leading to the determination stated in the Positive Declaration that the Proposed Actions have the potential to result in significant adverse impacts to the environment. This Draft Scope of Work (Draft Scope) outlines the technical areas to be analyzed and the methodology to be used in the preparation of the Draft Environmental Impact Statement (DEIS) for the Bronx Metro-North Station Study. Based on the analysis framework and pursuant to the EAS and Positive Declaration, the Proposed Actions have the potential to result in significant adverse impacts in all technical areas except natural resources. The DEIS will analyze all technical areas in which the Proposed Actions have the potential to result in significant adverse impacts.

The DEIS will be prepared in conformance with all applicable laws and regulations, including the New York State Environmental Quality Review Act (SEQRA; Article 8 of the New York State Environmental Conservation Law) and its implementing regulations found at 6 NYCRR Part 617, New York City Executive Order No. 91 of 1977, as amended, and the Rules of Procedure for CEQR, found at Title 62, Chapter 5 of the Rules of the City of New York.

The DEIS, following the guidance of the *CEQR Technical Manual*, will include:

- A description of the proposed project and its environmental setting;
- A statement of the environmental impacts of the proposed project, including short-term and long-term effects;
- An identification of any adverse environmental effects that cannot be avoided should the proposed project be implemented;
- A discussion of the social and economic impacts of the proposed project;
- A discussion of alternatives to the proposed project and the comparable impacts and effects of such alternatives;
- An identification of any irreversible and irretrievable commitments of resources that would be involved in the proposed project, should it be implemented;
- A description of mitigation measures proposed to minimize significant adverse environmental impacts;
- A description of the growth-inducing aspects of the proposed project, where applicable and significant;
- A discussion of the effects of the proposed project on the use and conservation of energy resources, where applicable and significant; and
- A list of underlying studies, reports, or other information obtained and considered in preparing the environmental impact statement.

The technical areas to be included in the DEIS, as well as their respective tasks and the methodologies for evaluating the effects of the Proposed Actions, are described below. As described in this Draft Scope, the analysis in the DEIS will be consistent with the guidance presented in the *CEQR Technical Manual* unless

otherwise noted. The DEIS will analyze projected development sites for all technical areas of concern including density and site-specific effects; potential development sites will be analyzed solely for site-specific effects.

## **TASK 1. PROJECT DESCRIPTION**

The Project Description introduces the reader to the Proposed Actions and provides sufficient information to understand the proposal and allow assessment of the impacts that could result from the Proposed Actions. It provides a description of the Proposed Actions and the area(s) affected by the Proposed Actions; the background and history of the Proposed Actions and key planning considerations that have shaped the current proposal; a statement of the purpose and need for the Proposed Actions; and describes the required approvals and review procedures for the Proposed Actions.

This chapter will also include a description and summary of the analysis framework established to assess the potential impacts of the Proposed Actions on the environment.

The section on approval procedures will explain the changes to the City Map, zoning text amendments, zoning map amendments, disposition of real property, and ULURP processes and their timing, including hearings before the Community Boards, the Bronx Borough President's office, the City Planning Commission, and the New York City Council. This section will also explain the role of the EIS as a full-disclosure document to aid in decision-making.

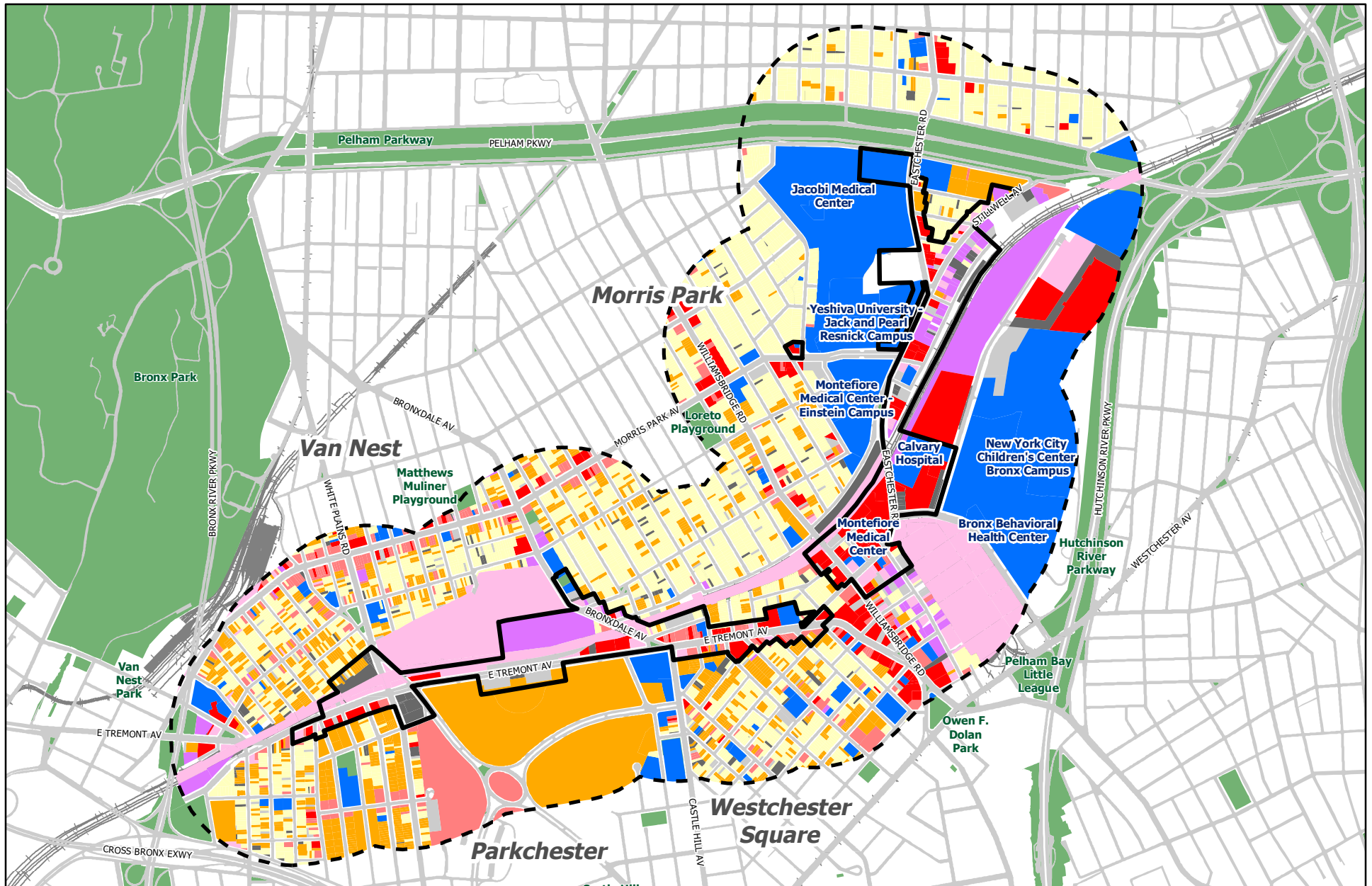
## **TASK 2. LAND USE, ZONING, AND PUBLIC POLICY**

A land use analysis characterizes the uses and development trends in the area that may be affected by a proposed action, describes the public policies that guide development in the area, and determines whether an action is either compatible with those conditions or whether it may affect them. 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.

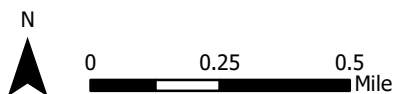
This chapter will analyze the potential impacts of the Proposed Actions on land use, zoning, and public policy. The primary study area for land use, zoning, and public policy, the area where the potential effects of the Proposed Actions would be directly experienced, will comprise the Rezoning Area (the "Project Area"). The secondary study area, or the area which could be indirectly affected by the Proposed Actions, will be analyzed as the area within ¼-mile of the Rezoning Area, as shown on Figure 9. The analysis will:

- Provide a brief development history of the primary and secondary study areas.
- Provide a description of land use, zoning, and applicable public policies in the study areas discussed above (a more detailed analysis will be conducted for the Project Area), which will also be used for the assessment of other technical areas in the EIS. Recent development activity in the primary and secondary study area will be documented, and relevant public policies will be described including 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.

- Identify, describe, and graphically portray predominant land use patterns and trends for the study areas, and discuss the major factors influencing those trends based on field surveys and prior studies.
- Describe and map existing zoning and recent zoning actions in the study areas.
- Prepare a list of known developments in the study areas that are expected to be complete and operational by the 2033 analysis year and identify pending zoning actions or other public policy actions that could affect land use patterns and trends in the study areas. Based on these planned projects and initiatives, assess land use and zoning conditions in the future without the Proposed Actions (“No-Action” condition).
- Describe the Proposed Actions and provide an assessment of the compatibility and impacts of the Proposed Actions and resultant RWCDs (“With-Action” condition) on land use and land use trends, zoning, and public policy. The proposed disposition of real property will also be described and assessed for compatibility and potential effects to land use, zoning, and public policy.
- Assess the Proposed Actions’ conformity with City goals. Since part of the Project Area is within the City’s Coastal Zone, an assessment of the Proposed Actions’ consistency with the City’s Waterfront Revitalization Program (WRP) will be provided.
- If necessary, mitigation measures to avoid or reduce potential significant adverse land use, zoning, and/or public policy impacts will be identified.



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



### Bronx Metro-North Station Study

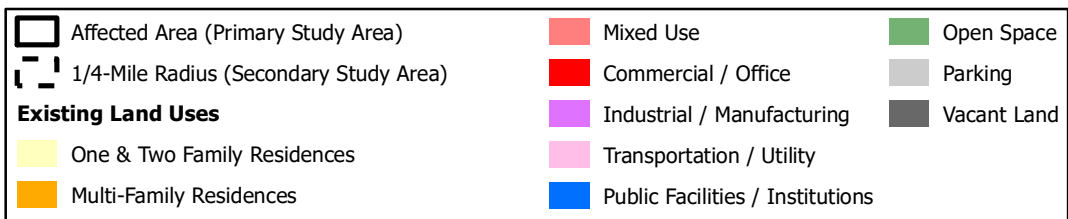


Figure 9  
**LAND USE  
STUDY AREA**

### TASK 3. SOCIOECONOMIC CONDITIONS

The socioeconomic character of an area includes its population, housing, and economic activity. Socioeconomic changes may occur when a project directly or indirectly changes any of these elements. Although socioeconomic changes may not result in impacts under CEQR, they are disclosed if they would affect land use patterns, low-income populations, the availability of goods and services, or economic investment in a way that would change the socioeconomic character of the area. The socioeconomic study area depends on the size and characteristics of the RWCDs associated with the Proposed Actions. This chapter will assess the Proposed Actions' potential effects on the socioeconomic character of the study area, which is expected to conform to the ¼-mile land use study area described in Task 2, "Land Use, Zoning, and Public Policy," above.

A socioeconomic assessment examines the potential for an action to result in changes to the socioeconomic character of a study area relative to the study area population. For projects or actions that would result in an increase in population (residential and/or nonresidential), the scale of the relative change is typically represented as a percent increase in population. A project that would result in a relatively large increase in population may be expected to affect a larger area.

This chapter will begin with an assessment of the Proposed Actions' potential effects on the socioeconomic character of a study area within a ¼-mile of the Project Area, consistent with the secondary study area described in Task 2, "Land Use, Zoning, and Public Policy." The study area will be expanded to include the area within a ½-mile of the Project Area if it is determined that the Proposed Actions would increase the study area population within the ¼-mile study area by five percent or more compared to the estimated No-Action population. In order to create the boundaries of the proposed project's study area, and to assess the likelihood of direct and/or indirect impacts on the residential population, the existing population and the no-action, build-year population will be estimated.

It may be appropriate to create sub-areas for analysis if it is determined that the Proposed Actions might affect parts of the study area in different ways. If necessary, sub-areas will be determined based on recognizable neighborhoods or communities in an effort to disclose whether the Proposed Actions may have disparate effects on distinct populations that would otherwise be masked or overlooked within the larger study area.

The five principal issues of concern with respect to socioeconomic conditions are: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on specific industries. As described in the EAS, direct displacement of fewer than 500 residents would not be expected to alter the socioeconomic characteristics of a neighborhood. The Proposed Actions would not exceed the *CEQR Technical Manual* analysis threshold of 500 displaced residents, and consequently, would not be expected to result in significant adverse impacts due to direct residential displacement; therefore, the Proposed Actions do not warrant an assessment of socioeconomic conditions with respect to direct residential displacement. However, the Proposed Actions would warrant further assessment in the remaining four areas of concern. The EIS will disclose the number of residential units and estimated number of residents to be directly displaced by the Proposed Actions relative to study area population.

The analysis of the four remaining areas of concern will begin with a preliminary assessment to determine whether a detailed analysis is necessary in conformance with the *CEQR Technical Manual* guidelines. Detailed analyses will be conducted for those areas in which the preliminary assessment cannot definitively rule out the potential for significant adverse impacts. The detailed assessments will be framed in the context of existing conditions and an evaluation of the future No-Action condition and With-Action condition, including any population and employment changes anticipated to take place by the 2033 analysis year.

### **Direct Business Displacement**

The analysis will disclose the type and extent of businesses and workers that would be directly displaced as a result of the Proposed Actions. If a project would directly displace more than 100 employees, an assessment of direct business displacement is appropriate. The Proposed Actions have the potential to exceed the threshold of 100 displaced employees, and therefore, a preliminary assessment will be provided in the EIS.

The analysis of direct business and institutional displacement will estimate the number of employees and the number and types of businesses that would be directly displaced by the Proposed Actions, and characterize the economic profile of the study area using current employment and business data from the New York State Department of Labor or U.S. Census Bureau. This information will be used in addressing the following CEQR criteria for determining the need for a detailed assessment:

- (1) whether the businesses to be displaced provide essential products or services that would no longer be available in its “trade area” due to the difficulty of either relocating the businesses or establishing new, comparable businesses; and
- (2) whether a category of businesses is the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it.

If it is determined that a detailed assessment of direct business displacement is warranted, the assessment will be provided pursuant to *CEQR Technical Manual* guidance. The objective of the detailed assessment is to better understand the operational characteristics of the displaced businesses, determine whether they can be relocated, and assess whether the product or service they provide would continue to be available to the businesses’ customers. The assessment would describe the operational and financial characteristics of the business and the effects of this business on and whether it has an important or substantial economic value to the City. The analysis would address in the No-Action condition and With-Action condition whether the available commercial or industrial space in the study area is expected to expand or decrease; whether rents are expected to increase or remain stable; and whether the tenants’ conditions would change.

### **Indirect Residential Displacement**

Indirect residential displacement is the involuntary displacement of residents that results from a change in socioeconomic conditions created by a proposed action. Indirect residential displacement could occur if a proposed project either introduces a trend or accelerates a trend of changing socioeconomic conditions that may potentially displace a vulnerable population to the extent that the socioeconomic character of the neighborhood would change. To assess this potential impact, the analysis will address a

series of threshold questions in terms of whether the project substantially alters the demographic character of a study area through population change or introduction of more costly housing.

The indirect residential displacement analysis will use the available U.S. Census data, New York City Department of Finance's Real Property Assessment Data (RPAD) database, and current real estate market data to present demographic and residential market trends and conditions for the study area. The presentation of study area characteristics will include population estimates, housing tenure and vacancy status, median value and rent, estimates of the number of housing units not subject to rent protection, and median household income. The preliminary assessment will carry out the following step-by-step evaluation:

- *Step 1:* Determine if the Proposed Actions would add substantial new population with different income as compared with the income of the study area population. If the expected average income of the new population would be similar to the average income of the study area populations, no further analysis is necessary. If the expected average income of the new population would exceed the average income of the study area populations, then Step 2 of the analysis will be conducted.
- *Step 2:* Determine if the Proposed Actions' population would be large enough to affect real estate market conditions in the study area. If the population increase may potentially affect real estate market conditions, then Step 3 will be conducted.
- *Step 3:* Determine whether the study area has already experienced a readily observable trend toward increasing rents, the likely effect of the action on such trends, and whether the study area potentially contains a population at risk of indirect displacement resulting from rent increases due to changes in the real estate market caused by the new population.

A detailed analysis, if warranted, would utilize more in-depth demographic analyses and field surveys to characterize existing conditions of residents and housing, identify populations at risk of displacement, assess current and future socioeconomic trends that may affect these populations, and examine the effects of the Proposed Actions on prevailing socioeconomic trends and, thus, impacts on the identified populations at risk.

### **Indirect Business Displacement**

The purpose of the preliminary indirect business displacement assessment is to determine whether the Proposed Actions may introduce trends that make it difficult for those businesses that provide products or services essential to the local economy, or those subject to regulations or publicly adopted plans to preserve, enhance, or otherwise protect them, to remain in the area.

In most cases, indirect displacement of businesses occurs when a project would markedly increase property values and rents throughout the study area, making it difficult for some categories of businesses to remain in the area. An example would be the effect on industrial businesses in an area where land use change is occurring due to the introduction of a new population, which would result in new commercial or retail services that would increase demand for space and cause rents to rise.

Often, enough information is known to understand whether an action would introduce a trend that may increase property values. Information provided as part of Task 2, "Land Use, Zoning, and Public Policy,"



is often adequate to determine whether the study area is likely to contain certain categories of businesses, such as industrial firms, that may face increase in rents due to an action. The preliminary indirect business displacement assessment will:

- Identify and characterize business and employment conditions and trends within the study area based on field surveys, employment data from the New York State Department of Labor and/or U.S. Census Bureau, and discussions with real estate brokers and local development corporations or business improvement districts.
- Determine whether the Proposed Actions would introduce enough new economic activity or add to the concentration of activity in a particular sector such that they would introduce or accelerate a socioeconomic trend.
- Determine whether the Proposed Actions would directly displace any type of use that either directly supports businesses in the study area or brings a customer base to the area for local businesses, or if it would directly or indirectly displace residents or workers who form the customer base of existing businesses in the study area.

If it is determined that the Proposed Actions would introduce such a trend, a detailed assessment of indirect business displacement would be warranted. The detailed assessment would determine whether the Proposed Actions would increase property values and thus increase rents for a potentially vulnerable category of businesses, and whether relocation opportunities exist for those firms. If warranted by the results of the detailed analysis, further assessment of indirect business displacement due to retail market saturation will be performed.

### **Adverse Effects on Specific Industries**

The analyses of direct business displacement will provide sufficient information to determine whether the Proposed Actions could have any adverse effects on a specific industry, compared with the No-Action condition. The analysis will determine:

- Whether the Proposed Actions would significantly affect business conditions in any industry or category of businesses within or outside the study areas.
- Whether the Proposed Actions would substantially reduce employment or impair economic viability in a specific industry or category of businesses.

## **TASK 4. COMMUNITY FACILITIES AND SERVICES**

The demand for community facilities and services is directly related to the type and size of the new population generated by the development resulting from the Proposed Actions. The RWCDs associated with the Proposed Actions would add 5,951 new residential units to the study area, including a net 1,521 affordable units. This level of development would trigger a detailed analysis of elementary, intermediate, and high schools, libraries, and early childhood programs, as presented in the EAS. While the RWCDs would not trigger detailed analyses of potential impacts on police/fire stations and health care services, for informational purposes, a description of existing police, fire, and health care facilities serving the Rezoning Area will be provided in the EIS. The proposed disposition of City-owned property comprising a portion of Block 4205, Lot 1, currently under the jurisdiction of New York City Health and Hospitals

Corporation and used as parking for Jacobi Medical Center will be described and assessed for potential impacts to health care services. The community facilities and services analysis will follow the specific methodologies described herein.

### Public Schools

- The primary study area for the analysis of elementary and intermediate schools should be the school districts' "sub-district" in which the project is located. As the Rezoning Area encompasses parts of Community School District (CSD) 11, Sub-district 1 and CSD 12, Sub-district 2, the elementary and intermediate school analyses will be conducted separately for each sub-district. The Proposed Actions also trigger an analysis of high schools, which are assessed on a borough-wide basis.
- Public elementary and intermediate schools serving CSD 11, Sub-district 1 and CSD 12, Sub-district 2 will be identified and located. Existing capacity, enrollment, and utilization data for all public elementary and intermediate schools within the affected sub-districts will be provided for the current (or most recent) school year, noting any specific shortages of school capacity. Similar data will be provided for Bronx high schools. Utilization will be presented using the "Target Calculation Method," which is used by the New York City Department of Education (DOE) for capital planning purposes.
- Conditions that would exist in the No-Action condition for the sub-districts (for elementary and intermediate school analyses) and the borough (for the high school analysis) will be identified, taking into consideration projected changes in future enrollments, including those associated with other developments in the affected sub-districts, using the New York City School Construction Authority's (SCA) Projected New Housing Starts. The Bronx school districts will be aggregated into a borough total, which will be used for the No-Action borough high school analysis. Plans to alter school capacity, either through administrative actions on the part of the DOE or as a result of the construction of new school space prior to the 2033 analysis year, will also be identified and incorporated into the analyses. Planned new capacity projects from the DOE's *2020-2024 Five Year Capital Plan* will not be included in the quantitative analysis unless the projects have commenced site preparation and/or construction. They may, however, be included in a qualitative discussion. The capacity of transportable classrooms, mini-schools, and annexes will not be included in the future conditions analysis.
- Future conditions with the Proposed Actions will be analyzed, adding students likely to be generated per the RWCDs to the projections for the future No-Action condition. Impacts will be assessed based on the difference between the future With-Action projections and the future No-Action projections (at the sub-district level for elementary and intermediate schools and at the borough level for high schools) for enrollment, capacity, and utilization in 2033.
- A determination of whether the Proposed Actions would result in significant adverse impacts to elementary, intermediate, and/or high schools will be made. A significant adverse impact to elementary and intermediate schools may result, warranting consideration of mitigation, if the Proposed Actions would result in: (1) a utilization rate of the elementary and/or intermediate schools in the sub-district study area that is equal to or greater than 100 percent in the With-Action condition; and (2) 100 or more new students generated from the Proposed Actions past

the 100 percent utilization rate. A significant adverse impact to high schools may result, warranting consideration of mitigation, if the Proposed Actions would result in: (1) a utilization rate of high schools in the borough-wide study area that is equal to or greater than 100 percent in the With-Action condition; and (2) an increase of five percentage points or more in the utilization rate between the No-Action and With-Action conditions. If impacts are identified, mitigation will be developed in consultation with SCA and DOE. The number of school seats needed to mitigate any identified impacts, as well as the timing when impacts would occur, will be provided.

## **Libraries**

- The local public library branch(es) serving the study area within approximately ¾-mile of the Rezoning Area, which is the distance that one might be expected to travel for such services, will be identified and presented on a map.
- Existing libraries within the study area and their respective information services and user populations will be described. Information regarding services provided by branch(es) within the study area will include holdings and other relevant existing conditions. Details on library operations will be based on publicly available information and/or consultation with New York Public Library officials. If applicable, holdings per resident may be estimated to provide a quantitative gauge of available resources in the applicable branch libraries in order to form a baseline for the analysis.
- For the No-Action condition, projections of population change in the study area and information on any planned changes in library services or facilities will be described, and the effects of these changes on library services will be assessed. Using the information gathered for existing conditions, holdings per resident in the No-Action condition will be estimated.
- The effects of the addition of the population resulting from the Proposed Actions on the library's ability to provide information services to its users will be assessed. Holdings per resident in the With-Action condition will be estimated and compared to the No-Action holdings estimate.
- If the Proposed Actions would increase a branch library's ¾-mile study area population by five percent or more over No-Action levels, and it is determined, in consultation with the New York Public Library, that this increase would impair the delivery of library services in the study area, a significant adverse impact may occur, warranting consideration of mitigation.

## **Early Childhood Programs**

- Existing publicly funded early childhood programs within approximately 1.5 miles of the Rezoning Area will be identified. Each facility will be described in terms of its location, number of slots (capacity), enrollment, and utilization in consultation with the DOE.
- For the No-Action condition, information will be obtained for any changes planned for early childhood programs or facilities in the study area, including the closing or expansion of existing facilities and the establishment of new facilities. Any expected increase in the population of children under age six within the eligibility income limitations, using the No-Action RWCDs (see section G, "Analysis Framework"), will be discussed as potential additional demand, and the potential effect of any population increases on demand for early childhood programs in the study

area will be assessed. The available capacity or resulting deficiency in slots and the utilization rate for the study area will be calculated for the No-Action condition.

- The potential effects of the additional eligible children resulting from the Proposed Actions will be assessed by comparing the estimated net demand over capacity in the With-Action condition to a net demand over capacity in the No-Action condition.
- A determination of whether the Proposed Actions would result in significant adverse impacts to early childcare programs will be made. A significant adverse impact may result, warranting consideration of mitigation, if the Proposed Actions would result in both of the following: (1) a collective utilization rate of early childhood programs in the study area that is greater than 100 percent in the With-Action condition; and (2) an increase of five percent or more in the collective utilization rate of early childhood programs in the study area between the No-Action condition and With-Action condition.
- A qualitative discussion of the existence of Universal 3-K and Pre-K can accompany the early childhood program analysis. Universal 3-K and Pre-K provide limited hours and a limited school year compared to early childhood programs and are thus not a direct replacement for such programs. However, they do expand access to education for 3-4 year old children and may alleviate some demand from families residing in low and low/middle income units who do not require the extended programming.

## **TASK 5. OPEN SPACE**

A preliminary quantitative assessment of open space is performed if an action would have a direct effect on an open space (e.g., displacement of an existing open space resource) or an indirect effect through increased population size. Indirect effects may occur when the population generated by an action would be sufficiently large to significantly diminish the ability of an area's open space to serve the future population. An assessment of indirect effects is warranted if the Proposed Actions would generate more than 200 residents or 500 nonresidents, or a similar number of other nonresidential users (e.g., the population introduced by a new university or college). These preliminary screening thresholds are generally accepted baseline guidance for considering when new population generated by a proposed project in the City may start to affect the use and enjoyment of open space in an identified study area.

The Proposed Actions would introduce both new residents and new workers in excess of the respective CEQR thresholds for indirect effects mentioned above. Therefore, an assessment of both residential and nonresidential open space is warranted and will be provided in the EIS. The open space analysis will consider both passive and active open space resources and calculate open space ratios. Passive open space ratios will be assessed within a residential (½-mile radius) study area and a nonresidential (¼-mile radius) study area. Active open space ratios will be assessed for the ½-mile residential study area. Both study areas would generally comprise those census tracts that have 50 percent or more of their area located within the ¼-mile radius and ½-mile radius of the Rezoning Area, respectively. Any census tracts that overlap with the Rezoning Area are included in their entirety, regardless of the percentage census tract area that is included in the ¼-mile or ½-mile study areas (see Figure 10).

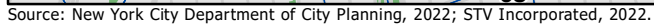
It may be appropriate to create sub-areas to better understand the localized effect the Proposed Actions may have on open space resources. If necessary, existing characteristics of the study area should be considered when creating sub-areas for assessment (e.g., where centers of residential density are located,

how existing land uses affect open space demand, features present in the study area that may serve as boundaries, etc.).

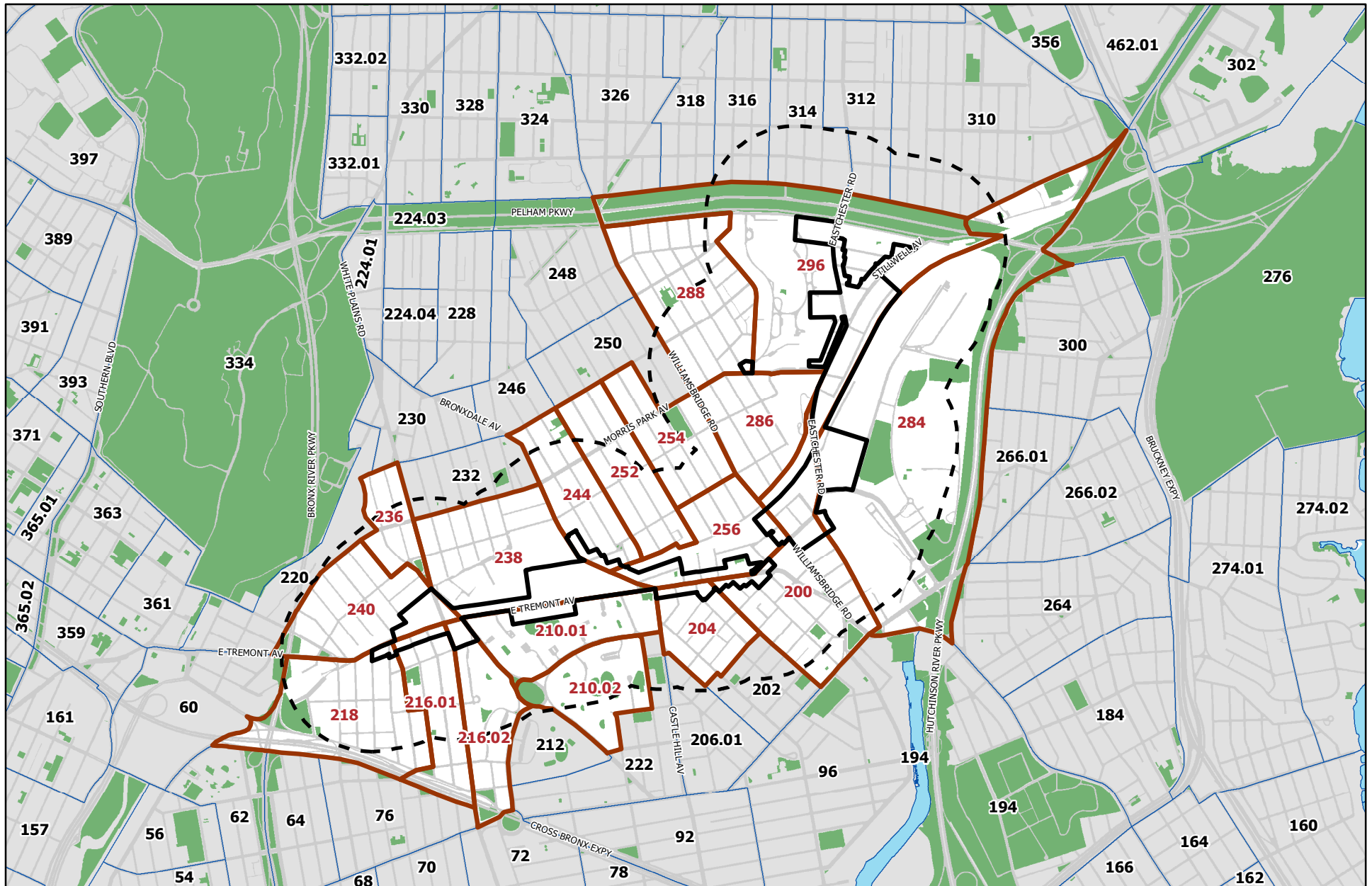
The Proposed Actions would not result in direct effects due to physical displacement or alteration of any open space resources, changes in its use, or limits on public access. An assessment of direct effects related to other technical areas, including from noise or air pollutant emissions, odors, or shadows, will be presented in the relevant chapters of the EIS; the Open Space assessment will reference those chapters.

The detailed open space analysis will include the following:

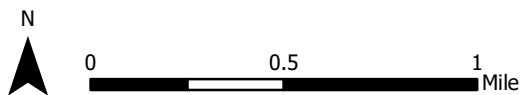
- Characteristics of the two open space user groups (residents and workers/daytime users) will be determined. To determine the number of residents in the study areas, U.S. Census data will be compiled for census tracts comprising the nonresidential and residential open space study areas. As the study areas may include a workforce and daytime population that may also use open spaces, the number of employees and daytime workers in the study areas will also be calculated, based on reverse journey-to-work census data.
- Existing active and passive open spaces within the ¼-mile and ½-mile open space study areas will be inventoried and mapped. The condition and usage of existing facilities will be described based on the inventory and field visits. Acreages of these facilities will be determined, and the total study area acreages will be calculated. The percentage of active and passive open space will also be calculated. In addition, any larger or regional parks proximate to the open space study areas (i.e., located in adjacent census tracts that are not included as part of the study areas) may be considered when determining impact significance.
- Based on the inventory of facilities and study area populations, total, active, and passive open space ratios will be calculated for the residential and worker populations and compared to City guidelines to assess adequacy, including whether the Rezoning Area is located in an identified walk gap of the City as defined by NYC Park's "Walk to a Park" program. Open space ratios are expressed as the amount of open space acreage (total, passive, and active) per 1,000 user population.
- Expected changes in future levels of open space supply and demand in the 2033 analysis year will be assessed, based on other planned development projects within the open space study areas. Any new open space or recreational facilities that are anticipated to be operational by the analysis year will also be accounted for. Open space ratios will be calculated for the future No-Action condition and compared with exiting ratios to determine changes in future levels of adequacy.
- Effects on open space supply and demand resulting from increased residential and worker populations added per the RWCDs associated with the Proposed Actions will be assessed. The assessment of the Proposed Actions' impacts will be based on a comparison of open space ratios for the future No-Action condition versus future With-Action condition. In addition to the quantitative analysis, a qualitative analysis will be performed to determine if the changes resulting from the Proposed Actions constitute a substantial change (positive or negative) or an adverse effect to open space conditions. The qualitative analysis will assess whether the study areas are considered to have ample open space, given the type (active or passive), capacity, condition, and distribution of open space, and the profile of the study area populations.



## OPEN SPACE



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



**Bronx Metro-North Station Study**

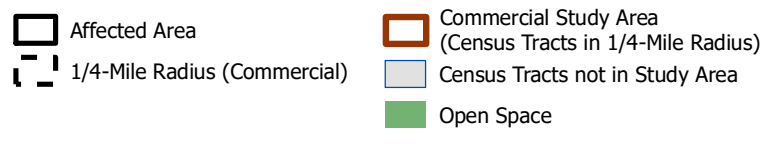


Figure 10b

**OPEN SPACE  
COMMERCIAL STUDY AREA**



## TASK 6. SHADOWS

A shadows analysis assesses whether new structures resulting from an action would cast shadows on sunlight-sensitive resources of concern such as publicly accessible open space and natural or historic resources and the significance of their impact. This chapter will examine the potential for the Proposed Actions to result in significant adverse shadow impacts pursuant to *CEQR Technical Manual* criteria and with reference to the analyses presented in other technical areas.

Generally, the potential for shadow impacts exists if an action would result in new structures or additions to buildings resulting in structures of over 50 feet in height that could cast shadows on natural features, community gardens, public open space, architectural features, or other resources that are dependent on sunlight. The sunlight sensitivity of a resource will be determined, as necessary, in consultation with the expert agencies for that respective resource. New construction or building additions resulting in incremental height changes of less than 50 feet could also potentially result in shadow impacts if they are located adjacent to, or across the street from, a sunlight-sensitive resource of concern.

The Proposed Actions would permit development of buildings greater than 50 feet in height and therefore have the potential to result in shadows impacts in the areas to be rezoned. The EIS will assess the RWCDs on a site-specific basis for potential shadows effects of new developments on both the projected and potential development sites on sunlight-sensitive resources of concern and disclose the range of shadow impacts, if any, which are likely to result from the Proposed Actions. The shadows analysis in the EIS will include the following:

- A preliminary shadows screening assessment will be prepared to ascertain whether the projected and potential developments' shadows may potentially reach any sunlight-sensitive resources of concern at any time of year, as described following:
  - A Tier 1 Screening Assessment will be prepared to ascertain whether the shadows cast by projected and potential development would reach any sunlight-sensitive resources of concern at any time of year. The longest shadow study area will be calculated as 4.3 times a structure's maximum feasible height, including all rooftop mechanical equipment, parapets, and any other parts of the building (the longest shadow that would occur on December 21, the winter solstice). A base map, which includes topographic information, that illustrates the locations of the projected and potential developments in relation to sunlight-sensitive resources of concern will be provided.
  - A Tier 2 Screening Assessment will be conducted if any part of a sunlight-sensitive resource of concern lies within the longest shadow study area. The Tier 2 assessment will determine the triangular area that cannot be shaded by the projected and potential developments due to the path of the sun across the sky, which in New York City is the area that lies south of a structure, between -108 and +108 degrees from true north.
  - If any portion of a sunlight-sensitive resource of concern is within the area that could be potentially shaded by the projected or potential developments, a Tier 3 Screening Assessment will be conducted. The Tier 3 Screening Assessment will determine if shadows resulting from the projected and potential developments can reach a sunlight-sensitive resource of concern using three-dimensional computer modeling



software with the capacity to accurately calculate shadow patterns. The model will include a three-dimensional representation of the sunlight-sensitive resource(s) of concern, a three-dimensional representation of the RWCDs for projected and potential developments, and a three-dimensional representation of the topographic information within the area to determine the extent and duration of new shadows that would be cast on sunlight-sensitive resources of concern as a result of the Proposed Actions.

- If the screening analysis does not rule out the possibility that action-generated shadows would reach any sunlight-sensitive resources of concern, a detailed analysis of potential shadow impacts will be provided in the EIS. The detailed shadow analysis will establish a baseline condition (No-Action), which will be compared to the future condition resulting from the Proposed Actions (With-Action) to illustrate the shadows cast by existing or future buildings and distinguish the additional (incremental) shadow resulting from the Proposed Actions. The detailed analysis will include the following tasks:
  - The analysis will be documented with graphics comparing shadows resulting from the No-Action condition to those resulting from the With-Action condition, with incremental shadow highlighted in a contrasting color.
  - A summary table listing the entry and exit times and total duration of incremental shadow on each applicable representative day for each affected resource will be provided.
  - The significance of any shadow impacts on sunlight-sensitive resources of concern will be assessed.

## **TASK 7. HISTORIC AND CULTURAL RESOURCES**

Historic and cultural resources include both architectural and archaeological resources. Such resources are identified as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. This includes designated New York City Landmarks; properties calendared for consideration as landmarks by the New York City Landmarks Preservation Commission (LPC); properties listed on the State/National Register of Historic Places (S/NR) or contained within a district listed on or formally determined eligible for S/NR listing; properties recommended by the New York State Board for Listing on the S/NR; National Historic Landmarks; and properties not identified by one of the programs listed above, but that meet their eligibility requirements. As the Proposed Actions would induce development that could result in new in-ground disturbance, demolition of existing buildings, and new construction, the Proposed Actions have the potential to result in impacts to archaeological and architectural resources.

Impacts on historic (architectural) resources are considered on the affected site and in the area surrounding identified development sites. The historic resources study area is therefore defined as the directly affected area (i.e., the Rezoning Area), plus a 400-foot radius. Archaeological resources are considered only in those areas where new in-ground disturbance would be likely to occur compared to the No-Action condition. Impacts to architectural resources may result from both temporary (e.g., related to construction process) and permanent (e.g., related to long-term effects or results of the Proposed Actions or construction project) activities and/or indirectly through visual and contextual changes.

## Archaeological Resources

The assessment of archaeological resources will include the following tasks:

- Provide an overview of the study area's history and land development.
- Adhere to LPC's 2018 Guidelines for Archaeological Work in NYC.
- Identify, in consultation with LPC, those areas known to have potential archaeological sensitivity located on or near a development site where incremental in-ground disturbance is expected to occur. If LPC determines that no sites are sensitive archaeological resources, no further archaeological analysis will be required.
- Review and update, as necessary, previously prepared Phase 1A Archaeological Documentary Reports ("Phase 1A report(s)"), as appropriate. If it is determined that additional sites require archaeological study, new or updated Phase 1A report(s) will be prepared for any projected or potential development site(s) identified as requiring further study and will be submitted to LPC for review. The Phase 1A report(s) will include an evaluation of archaeological resources within each of the development sites of concern documenting the site history, its development and use, and the potential to host significant archaeological resources. The EIS will summarize the results of the Phase 1A report(s).
- If any development sites are identified as having archaeological potential in a Phase 1A report and LPC concurs, the Proposed Actions' effect on those resources will be evaluated to determine if a significant adverse impact would result due to the Proposed Actions. If it is found that a significant adverse impact to archaeological resources would occur, LPC will be consulted on what, if any, mitigation measures may be available to address those impacts.

## Historic Architectural Resources

The assessment of historic architectural resources will include the following tasks:

- Provide an overview of the study area's history and land development. Identify, map, and describe, in consultation with LPC, known and eligible architectural resources in the study area including: New York City Landmarks, Interior Landmarks, Scenic Landmarks, and New York City Historic Districts; resources calendared for consideration as one of the above the by LPC; resources listed on or formally determined eligible for inclusion in the State or National Registers of Historic Places (S/NR), or contained within a district listed in or formally determined eligible for listing in the S/NR; resources recommended by the New York State Board for listing in the S/NR; and National Historic Landmarks.
- Assess potential impacts of the developments resulting from the Proposed Actions on historic architectural resources. The assessment would address the following: (a) would there be a direct physical impact to the resource; or (b) would there be a physical change to its setting, such as context or visual prominence (indirect impacts), and, if so, is the change likely to alter or eliminate the significant characteristics of the resource that make it important. This assessment will be coordinated with the other tasks in this EIS, as applicable.

- If necessary, mitigation measures to avoid, minimize, or mitigate potential significant adverse impacts will be identified in consultation with LPC.

## **TASK 8. URBAN DESIGN AND VISUAL RESOURCES**

Urban design is the totality of components that shape and affect a pedestrian's experience of public space. The practice of urban design focuses on people and their relationship to the buildings and the parks, the streets and the waterfronts, the plazas and the natural areas around them. These features can be further described as characteristics of the public realm which shape and influence how we live, learn, work, exercise, play, socialize, walk, get around or simply rest. An assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. When an action would potentially obstruct view corridors, compete with icons in the skyline, or would result in substantial alterations to the streetscape of the neighborhood by noticeably changing the scale of buildings, a more detailed analysis of urban design and visual resources would be appropriate.

As the Proposed Actions would modify bulk and parking regulations around the planned Metro-North stations to allow higher density, and map new zoning districts within the study area, a preliminary assessment of urban design and visual resources will be provided in the EIS.

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 an assessment is not warranted.

The study area for urban design is the area where the project may influence land use patterns, the built environment, and pedestrian's experiences in the public realm surrounding the Rezoning Area. It is generally consistent with that used for the land use analysis (delineated by a ¼-mile radius from the Rezoning Area boundary). For visual resources, the view corridors within the study area from which such resources are publicly viewable will be identified. The preliminary assessment will consist of the following:

- Based on field visits, the existing urban design and visual resources of the Project Area and study area will be described using text, photographs, aerial views, area maps (including those showing existing view corridors and access to visual resources), and other graphic materials, as necessary, to identify critical features, and describe use, bulk, form, and scale of elements of the built landscape throughout the study area.
- In coordination with Task 2, "Land Use, Zoning, and Public Policy," the changes expected in the urban design and visual character of the study area due to known development projects which would occur in the No-Action condition will be described.
- Potential changes that could occur in the urban design character of the study area as a result of the Proposed Actions will be described. For the projected and potential development sites, the analysis will focus on general building types for the sites that are assumed for development, as well as elements such as street wall height, setback, and building envelope. Photographs and/or other graphic material will be utilized, where applicable, to assess the potential effects on urban design and views of visual resources.

A detailed analysis will be prepared if warranted based on the preliminary assessment. Examples of projects that may require a detailed analysis are those that would make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings, potentially obstruct view corridors, or compete with icons in the skyline. The detailed analysis would describe the projected and potential development sites and the urban design and visual resources of the surrounding area. The analysis would describe the potential changes that could occur to urban design and visual resources in the future With-Action condition, in comparison to the future No-Action condition, focusing on the changes that could negatively affect a pedestrian's experience of the study area. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

## **TASK 9. HAZARDOUS MATERIALS**

A hazardous materials assessment determines whether a proposed action may increase the exposure of people or the environment to hazardous materials, and, if so, whether this increased exposure would result in potential significant public health or environmental impacts. The potential for significant impacts related to hazardous materials can occur when: (a) elevated levels of hazardous materials exist on a site and the project would increase pathways to human or environmental exposures; (b) a project would introduce new activities or processes using hazardous materials, and the risk of human or environmental exposure is increased; or (c) the project would introduce a population to potential human or environmental exposure from off-site sources. The hazardous materials analysis will follow the guidance of the *CEQR Technical Manual*.

The hazardous materials assessment will determine which, if any, of the Proposed Actions' projected and potential development sites may have been adversely affected by present or historical uses at or adjacent to the sites. For some proposed projects (e.g., area-wide rezonings), portions of the typical scope for a Phase I Environmental Site Assessment (ESA), such as site inspections, may not be possible. The Proposed Actions include an area-wide rezoning, and none of the identified projected and potential development sites are in City ownership. As such, a preliminary screening assessment will be conducted for the projected and potential development sites to determine which sites warrant an institutional control, such as an (E) designation, in accordance with the *CEQR Technical Manual*, Section 11-15 (Environmental Requirements) of the Zoning Resolution of the City of New York and Chapter 24 of Title 15 of the Rules of the City of New York governing the placement (E) designations.<sup>5</sup>

The hazardous materials assessment will include the following tasks:

- Perform exterior site inspections from sidewalks of potential and projected development sites to identify any possible monitoring wells, vent pipes, and/or manufacturing/commercial/industrial uses that could indicate environmental impact.
- Review existing information sources such as Sanborn Fire Insurance Maps and City directories for the projected and potential development sites and the surrounding area to develop a profile of the historical uses of properties.

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<sup>5</sup> A hazardous materials (E) designation is an institutional control that can be placed on a property as a result of the review of a zoning map or zoning text amendment or action pursuant to the Zoning Resolution. It provides a mechanism to ensure that testing for and mitigation and/or remediation of hazardous materials, if necessary, are completed prior to, or as part of, future development of the affected site, thereby eliminating the potential for a hazardous materials impact.

- Review and evaluate relevant existing data to assess the potential for environmental concerns on the development sites.
- Prepare a summary of findings and conclusions for inclusion in the EIS to determine where (E) designations may be appropriate.

## **TASK 10. WATER AND SEWER INFRASTRUCTURE**

The water and sewer infrastructure assessment determines whether an action may adversely affect the City's water distribution or sewer system and, if so, assesses the effects of such actions to determine whether their impact is significant. The *CEQR Technical Manual* outlines thresholds for analysis of incremental water demand and wastewater and stormwater generation resulting from an action.

As described in the EAS, an analysis of water supply is warranted because the RWCDs associated with the Proposed Actions 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. A preliminary assessment of the Proposed Actions' effects on wastewater and stormwater infrastructure is also warranted because the Proposed Actions are expected to result in more than 400 residential units and over 150,000 sf of commercial space, the applicable thresholds for combined sewer areas in the Bronx. Therefore, the EIS will include an assessment of the Proposed Actions' potential effects on wastewater and stormwater infrastructure. The Department of Environmental Protection (DEP) will be consulted in preparation of this assessment.

### **Water Supply**

- The existing water distribution system serving the Rezoning Area will be described, based on information obtained from DEP.
- The existing water demand generated on the projected development sites will be estimated.
- Water demand generated by the projected development sites identified in the RWCDs will be projected for the future No-Action condition and With-Action condition.
- The effects of the incremental demand on the City's water supply system will be assessed to determine if there would be impacts to water supply or pressure. The incremental water demand will be the difference between the water demand on the projected development sites in the With-Action condition and the demand in the No-Action condition.

### **Wastewater and Stormwater Infrastructure**

- The appropriate study area for the assessment will be established in accordance with the guidance in the *CEQR Technical Manual* and in consultation with DEP. The Proposed Actions' directly affected area is primarily located within the service area of the Hunts Point Wastewater Resource Recovery Facility (WRRF).
- The existing stormwater drainage system and surfaces (pervious or impervious) on the projected development sites will be described, and the amount of stormwater generated on those sites will be estimated using DEP's volume calculation worksheet.
- The existing sewer system serving the Rezoning Area will be described based on records obtained from DEP. The existing flows to the Hunts Point WRRF, which serves the directly affected area,

will be obtained for the latest twelve-month period, and the average dry weather monthly flow will be presented.

- Any changes to the stormwater drainage plan, sewer system, and surface area expected in the future without the Proposed Actions will be described, as warranted.
- Future stormwater generation from the projected development sites will be assessed to determine the Proposed Actions' potential to result in impacts. Changes to the projected development sites' surface area will be described, runoff coefficients and runoff for each surface type/area will be presented, and volume and peak discharge rates from the sites will be determined based on the DEP volume calculation worksheet.
- Sanitary sewage generation for the projected development sites identified in the RWCDs will also be estimated. The effects of the incremental demand on the system will be assessed to determine if there will be any impact on operations of the Hunts Point WRRF.

A more detailed assessment may be required if action-generated incremental sanitary or stormwater discharges are predicted to affect the capacity of portions of the existing sewer system, exacerbate combined sewer overflow (CSO) volumes/frequencies, or contribute greater pollutant loadings in stormwater discharged to receiving water bodies. The scope of a more detailed analysis, if necessary, will be developed based on conclusions from the preliminary infrastructure assessment and coordinated with DEP.

## **TASK 11. SOLID WASTE AND SANITATION SERVICES**

A solid waste assessment determines whether an action has the potential to cause a substantial increase in solid waste production that may overburden available waste management capacity or otherwise be inconsistent with the City's Solid Waste Management Plan or with State policy related to the City's integrated solid waste management system. The Proposed Actions would induce new development that would require sanitation services. If a project's generation of solid waste in the With-Action condition would not exceed 50 tons per week, it may be assumed that there would be sufficient public or private carting and transfer station capacity in the metropolitan area to absorb the increment, and further analysis generally would not be required. The RWCDs associated with the Proposed Actions is expected to result in an increase of more than 50 tons per week, compared to the No-Action condition. Therefore, this chapter will provide an estimate of the additional solid waste expected to be generated by the projected development sites per the RWCDs and will assess its effects on the City's solid waste and sanitation services. This assessment will:

- Describe existing and future New York City solid waste collection and disposal practices including the new Commercial Waste Zone Program.
- Estimate solid waste generation on projected development sites under existing conditions, the No-Action condition, and the With-Action condition.
- Assess the impacts of the Proposed Actions' solid waste generation (projected developments) on the City's collection needs and disposal capacity and the Proposed Actions' consistency with the City's Solid Waste Management Plan.

## **TASK 12. ENERGY**

In most cases, an action does not warrant a detailed energy assessment, but its operational energy is projected. A detailed energy assessment is limited to actions that may significantly affect the transmission or generation of energy. For other actions, the estimated amount of energy that would be consumed annually as a result of the day-to-day operation of the buildings and uses resulting from an action is disclosed.

An analysis of the anticipated additional demand resulting from the Proposed Actions will be provided in the EIS, which will disclose the projected amount of energy consumed during long-term operation of development resulting from the Proposed Actions. The projected amount of energy consumption during long-term operation will be estimated based on the average and annual whole-building energy use rates for New York City. If warranted, the Mayor's Office of Environmental Coordination (MOEC) and/or the power utility serving the study area (Con Edison of New York) will be consulted to determine energy usage rates.

## **TASK 13. TRANSPORTATION**

The objective of a transportation analysis is to determine whether a proposed action may have a potential significant impact on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, the safety of all roadway users (pedestrians, bicyclists, and motorists), on- and off-street parking, or goods movement. The Proposed Actions are expected to induce new residential, retail, commercial, and community facility development, which would generate additional vehicular travel and demand for parking, as well as additional subway and bus riders and pedestrian traffic. These new trips have the potential to affect the study area's transportation systems. Therefore, the transportation studies will be a key focus of the EIS.

### **Travel Demand and Screening Assessment**

A draft travel demand forecast has been prepared for the RWCDs using standard sources, including the *CEQR Technical Manual*, U.S. census data, previously approved studies, and other references. The travel demand forecast (a Level-1 screening assessment) summarizes the travel demand by peak hour, mode of travel, as well as person and vehicle trips. The travel demand forecast also identifies the number of peak hour person trips made by transit and the numbers of pedestrian trips that will be traversing the study area's sidewalks, corner areas, and crosswalks. The results of this forecast are summarized in Appendix 2. In addition to the travel demand forecast, detailed vehicle transit assignments have been prepared. A similar set of assignments will be prepared for pedestrian elements.

## Traffic

The EIS will provide a detailed traffic analysis focusing on those peak hours and street network intersections where the highest concentrations of action-generated demand would occur. The peak hours for analysis will be selected, and the specific intersections to be included in the traffic study area will be determined based upon the assignment of project-generated traffic and the analysis threshold of 50 additional vehicle trips per hour and discussions with the lead agency and New York City Department of Transportation (DOT).

The RWCDs is expected to exceed the minimum development density screening thresholds for a transportation analysis specified in Table 16-1 of the *CEQR Technical Manual*. Therefore, a travel demand forecast is required to determine if the Proposed Actions would generate 50 or more vehicle trips in any peak hour. Based on preliminary estimates, the Proposed Actions are expected to generate more than 50 additional vehicular trips in the weekday AM, midday, and PM peak hours, as well as the Saturday midday, and as such this proposal assumes analysis of up to four (4) peak hours. Based on preliminary estimates as well as prior experience with similar projects, the traffic study area would include up to approximately 55 intersections for analysis (weekday AM, midday, PM, and Saturday midday). These intersections are expected to be primarily concentrated along the key corridors within the study area. The intersections to be analyzed will be determined in coordination with the lead agency and DOT once the RWCDs is finalized and the Transportation Planning Factors (TPF)/Transportation Demand Forecast (TDF) technical memorandum is completed.

The following outlines the anticipated scope of work for conducting a traffic impact analysis for the Proposed Actions' RWCDs:

- Select peak hours for analysis and define a traffic study area consisting of intersections to be analyzed within and in proximity to the Rezoning Area and along key routes leading to and from the Rezoning Area.
- Conduct a count program for traffic analysis locations that includes a mix of automatic traffic recorder (ATR) machine counts and intersection turning movement counts, along with vehicle classification counts and travel time studies (speed runs) as support data for air quality and noise analyses. Turning movement count data will be collected at each analyzed intersection during the weekday and Saturday peak hours and will be supplemented by nine days of continuous ATR counts. Vehicle classification count data will be collected during each peak hour at several representative intersections along each of the principal corridors in the study area. The turning movement counts, vehicle classification counts, and travel time studies will be conducted concurrently with the ATR counts. Any typical conditions including sidewalk and/or street lane closures, accidents, and queueing/spill-back conditions affecting traffic flows will also be recorded concurrently with the data collection program. If representative traffic volumes and patterns cannot be collected from a new traffic data collection program because of the COVID-19 pandemic, available traffic data information from recent studies in the vicinity of the study area will be compiled and adjusted to establish baseline traffic volumes. These resources would include DOT's Traffic Information Management System database, DCP environmental studies, and other recent environmental/traffic studies completed in the rezoning area.
- Inventory physical data at each of the analysis intersections, including street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, bicycle routes and curbside parking regulations. Signal phasing and timing data for each signalized intersection included in the analysis will be obtained from DOT.



- Determine existing traffic operating characteristics at each analysis intersection including capacities, volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service (LOS) per lane group, per intersection approach, and per overall intersection. This analysis will be conducted using the 2000 Highway Capacity Manual (HCM) methodology with the latest approved Synchro software and calibrated as needed to reflect current operating conditions.
- Based on available sources, Census data and standard references including the *CEQR Technical Manual*, estimate the travel demand from projected development sites in the No-Action condition, as well as the demand from other major developments planned in the vicinity of the study area by the analysis year. This will include total daily and peak hour person and vehicular trips, and the distribution of trips by auto, taxi, and other modes. A truck trip generation forecast will also be prepared based on data from the *CEQR Technical Manual* and previous relevant studies. Mitigation measures accepted for all No-Action projects as well as other DOT initiatives, if any, will be included in the future No-Action network, as applicable.
- Compute the future No-Action traffic volumes based on approved background traffic growth rates for the study area (0.25 percent per year for years one through five, 0.125 percent for years six and beyond) and demand from major development projects expected to be completed in the No-Action condition. Incorporate any planned changes to the roadway system anticipated by the analysis year and determine the No-Action v/c ratios, delays, and levels of services at analyzed intersections.
- Based on available sources, U.S. Census data, and standard references including the *CEQR Technical Manual*, develop a travel demand forecast for projected development sites based on the net change in uses compared to the No-Action condition as defined in the RWCDs. Determine the net change in vehicle trips expected to be generated by projected development sites in the With-Action condition as described in the TPF/TDF technical memorandum and approved by DCP in consultation with DOT. Assign the net project-generated trips in each analysis period to likely approach and departure routes and prepare traffic volume networks for the With-Action condition for each analyzed peak hour.
- Determine the v/c ratios, delays, and LOS at analyzed intersections for the With-Action condition and identify significant adverse traffic impacts.
- Identify and evaluate potential traffic mitigation measures, as appropriate, for all significantly impacted locations in the study area in consultation with the lead agency and DOT. Potential traffic mitigation could include both operational and physical measures such as changes to lane striping, curbside parking regulations and traffic signal timing and phasing, roadway widening, and the installation of new traffic signals. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

## Transit

Detailed transit analyses are generally not required if a proposed action is projected to result in fewer than 200 peak hour rail or bus transit trips according to the general thresholds specified in the *CEQR Technical Manual*. If a proposed action would result in 50 or more bus trips being assigned to a single bus line (in one direction), or if it would result in an increase of 200 or more trips at a single subway station or on a single subway line, a detailed bus or subway analysis would be warranted. The Proposed Actions'

RWCDS is expected to generate a net increase of more than 200 additional subway trips and bus trips in one or more peak hours, and would therefore require detailed transit analyses, which will be included in the EIS.

### **Subway**

Transit analyses typically focus on the weekday AM and PM commuter peak hours when overall demand on the subway and bus systems is usually highest. The detailed transit analyses will include the following subtasks:

- Identify for analysis those subway stations expected to be utilized by 200 or more action-generated trips in one or more peak hours. At each of these stations, analyze those stairways and fare entrance control elements expected to be used by significant concentrations of action-generated demand in the weekday AM and PM peak hours. The specific station elements to be analyzed will be determined in consultation with the lead agency.
- Conduct counts of existing weekday AM and PM peak hour demand at analyzed subway station elements and determine existing v/c ratios and levels of service.
- Determine volumes and conditions at analyzed subway station elements in the No-Action condition using approved background growth rates and accounting for any trips expected to be generated by No-Action development on projected development sites or other major projects in the vicinity of the study area.
- Add action-generated demand to the No-Action volumes at analyzed subway station elements and determine AM and PM peak hour volumes and conditions in the With-Action condition.
- Identify potential significant adverse impacts at subway station stairways and fare control elements.
- As the Proposed Actions are expected to generate 200 or more new subway trips in one direction on one or more of the of the multiple subway routes serving the study area, subway line haul conditions will also be assessed in the EIS.
- Mitigation needs and potential subway station improvements will be identified, as appropriate, in conjunction with the lead agency and NYC Transit.

### **Bus**

The study area is served by several local bus routes operated by New York City Transit (NYCT) and MTA Bus that connect the study area with other parts of the Bronx and Manhattan. A detailed analysis of bus conditions is generally not required if a proposed action is projected to result in fewer than 50 peak hour trips being assigned to a single bus route (in one direction) based on the general thresholds specified in the *CEQR Technical Manual*. As the incremental person-trips by bus generated by the Proposed Actions would likely exceed 50 peak hour trips in one direction on one or more of the routes serving the Project Area, the EIS will include a quantitative analysis of local bus conditions. Trips will be assigned to each route based on proximity to the projected development sites and current ridership patterns for the analysis. The analysis will include documenting existing peak hour bus service levels and maximum load point ridership, determining conditions in the future No-Action condition, and assessing the effects of new action-generated peak hour trips. Bus transit mitigation, if warranted, will be identified in consultation with the lead agency and the MTA.

## **Pedestrians**

Projected pedestrian volumes of less than 200 persons per hour at any pedestrian element (sidewalks, corner areas, and crosswalks) would not typically be considered a significant impact, since the level of increase would not generally be noticeable and therefore would not require further analysis. It is anticipated that action-generated pedestrian trips would exceed the 200-trip analysis threshold at one or more locations in one or more peak hours. A detailed pedestrian analysis will therefore be prepared for the EIS focusing on selected sidewalks, corner areas, and crosswalks along corridors that would experience more than 200 additional peak hour pedestrian trips, and pedestrian elements linking the projected school sites to the nearest transit stop locations. Pedestrian counts will be conducted at each analysis location and used to determine existing levels of service. No-Action and With-Action pedestrian volumes and levels of service will be determined based on approved background growth rates, trips expected to be generated by No-Action development on projected development sites and other major projects in the vicinity of the study area, and action-generated demand. The specific pedestrian facilities to be analyzed will be determined in consultation with the lead agency once the assignment of action-generated pedestrian trips has been finalized. The analysis will evaluate the potential for incremental demand from the Proposed Actions to result in significant adverse impacts based on current *CEQR Technical Manual* criteria. Potential measures to mitigate any significant adverse pedestrian impacts will be identified and evaluated, as warranted, in consultation with the lead agency and DOT.

## **Vehicular and Pedestrian Safety**

Data on traffic accidents involving pedestrians and/or cyclists at study area intersections will be obtained from DOT for the most recent three-year period available. These data will be analyzed to determine if any of the studied locations may be classified as high crash locations and whether vehicle and/or pedestrian trips and any street network changes resulting from the Proposed Actions would adversely affect vehicular and pedestrian safety in the study area. In addition, any Senior Pedestrian Focus Areas, Vision Zero Corridors/Intersections and/or Truck Safety Corridors as defined in the *2021 CEQR TM* will be identified. If any high crash locations are identified, feasible improvement measures will be explored to alleviate potential safety issues.

## **Parking**

Parking demand from commercial uses typically peaks in the midday period and declines during the afternoon and evening. By contrast, residential demand typically peaks in the overnight period. It is anticipated that the on-site required accessory parking for projected development sites may not be sufficient to accommodate overall incremental demand. As such, detailed existing on-street parking and off-street parking inventories will be conducted for the weekday overnight period (when residential parking demand typically peaks) and the weekday midday period (when parking in a business area is frequently at peak occupancy) to document existing supply and demand for each period. The parking analyses will document changes in the parking utilization in proximity to projected development sites under the No-Action condition and With-Action condition based on accepted background growth rates and projected demand from No-Action and With-Action development on projected development sites and other major projects in the vicinity of the study area. Parking utilization within the Rezoning Area, as well as within ¼-mile of the Rezoning Area, will be analyzed.

Parking demand generated by the projected residential component of the Proposed Actions' RWCDs will be forecast based on auto ownership data for the Rezoning Area and the surrounding area. Parking

demand from all other uses will be derived from the forecasts of daily auto trips generated by these uses. Future parking demand will account for net reductions in demand associated with the projected development sites' No-Action land uses displaced under the Proposed Actions.

The forecast of new parking supply per the RWCDs will be based on the net change in parking spaces on projected development sites. Pursuant to MIH regulations, it is assumed that no accessory parking would be provided for affordable units developed in the With-Action condition. Future supply will also account for accessory parking spaces associated with the With-Action commercial uses, which have lower commercial demand in the overnight hours.

## **TASK 14. AIR QUALITY**

The *CEQR Technical Manual* outlines three different sources of air quality pollutants: mobile sources, stationary sources, and construction activities. Analysis of mobile sources is necessary when an action increases or causes a redistribution of traffic, creates any other mobile sources of pollutants, or adds new uses near existing atypical mobile sources. Mobile sources of air quality pollutants also include parking facilities or rail and marine facilities. Analysis of stationary sources is necessary when an action would:

- create new stationary sources that could affect surrounding uses, such as a building's boilers or emissions from industrial plants, hospitals;
- introduce uses that may be affected by emissions from nearby existing light industrial sources or major/large sources as hospitals and other large institutional uses; or
- introduce structures that may change the dispersion of emissions from nearby existing or planned emission stacks so as to affect surrounding uses.

An air quality assessment of both mobile and stationary sources will be provided as described below, and analysis of emissions from construction activities would be analyzed as part of Task 19, "Construction."

### **Mobile Source Analysis**

The increased traffic associated with the With-Action condition for projected development sites would have the potential to affect local air quality levels. Emissions generated by the increased traffic at congested intersections have the potential to impact air quality at nearby sensitive land uses. Carbon monoxide (CO) and particulate matter (PM) are the primary pollutants of concern for microscale mobile source air quality analyses, including assessments of roadways intersections and parking garages. The Proposed Actions have the potential to exceed the CEQR CO analysis screening threshold of 170 action-generated vehicle trips in a peak hour and the fine particulate matter (PM<sub>2.5</sub>) screening threshold for heavy-duty trucks or equivalent vehicles at one or more intersection in the study area. Therefore, detailed modeling analysis of CO and PM mobile source emissions at critical intersections may be warranted. In addition, an assessment of air quality impacts associated with parking facilities may be warranted.

The specific work program for the mobile source air quality study will include the following tasks:

- Existing ambient air quality data for the study area (published by the New York State Department of Environmental Conservation [NYSDEC]) will be compiled for the analysis of existing and future conditions.
- Critical intersection locations exceeding the CO and PM screening thresholds outlined above will be selected, representing locations with the worst potential total and incremental pollution

impacts, based on data obtained from the traffic analysis (Task 13, "Transportation"). At each intersection, multiple receptor sites will be analyzed in accordance with *CEQR Technical Manual* guidance.

- The United States Environmental Protection Agency's (EPA's) AERMOD dispersion model will be utilized to predict CO<sub>2</sub>, PM<sub>2.5</sub>, and PM<sub>10</sub> concentrations, with five years of meteorological data from LaGuardia Airport and concurrent upper air data from Brookhaven, New York to be used for the simulation program.
- Vehicular cruise and idle emissions for the dispersion modeling will be computed using EPA's MOVES model based on traffic volumes, speeds, and vehicles classification information developed through Task 13, "Transportation." Emission factors for re-suspended road dust will be based on *CEQR Technical Manual* guidance and the EPA procedure defined in Air Pollutant Emissions Factors (AP-42).
- At each mobile source microscale receptor site, (1) the one-hour and eight-hour average CO concentrations will be calculated for the No-Action condition and With-Action condition; (2) the maximum 24-hour and annual average PM<sub>2.5</sub> concentrations will be calculated for the No-Action condition and With-Action condition; and (3) the maximum 24-hour PM<sub>10</sub> concentrations will be calculated for the With-Action condition.
- An analysis of CO and PM emissions will be performed for the parking facilities that would have the greatest potential for impact on air quality. The analysis will use the procedures outlined in the *CEQR Technical Manual* for assessing potential impacts from parking facilities. Cumulative impacts from on-street sources and emissions from parking facilities will be calculated, where appropriate.
- Future pollutant levels with Proposed Actions will be compared with the CO and PM<sub>10</sub> National Ambient Air Quality Standards (NAAQS) and the City's CO and PM<sub>2.5</sub> de minimis guidance criteria to determine the impacts of the Proposed Actions.

### **Stationary Source Analysis**

The stationary source air quality analysis will assess the potential effects to existing nearby land uses from emissions generated by projected and potential development sites heating and hot water systems, as well as the potential for impacts to other projected or potential development site (i.e., project-on-project impacts). An analysis of emissions from existing light industrial sources, major/large sources would be performed including examining light industrial sources of emissions within 400 feet, and major/large sources of emissions within 1,000 feet of the Rezoning Area.

### **Heat and Hot Water Systems Analysis**

- A screening analysis will be performed to determine the potential for air quality impacts from heating and hot water systems of the projected and potential development sites.
- If the screening analysis for any site demonstrates a potential for air quality impacts, a refined modeling analysis will be performed for that development site using the EPA AERMOD dispersion model. For this analysis, five recent years of surface meteorological data from LaGuardia Airport

and concurrent upper air data from Brookhaven, New York will be utilized for the simulation program. Concentrations of pollutants of concern including nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), and particulate matter (PM<sub>2.5</sub>) will be determined at existing receptors, as well as on projected and potential development site receptors. Predicted values will be compared with NAAQS and relevant CEQR *de minimis* criteria. If warranted based on the analysis, requirements related to fuel type, exhaust stack locations and/or other appropriate measures will be memorialized by (E) designations placed on the blocks and lots pursuant to Section 11-15 of the New York City Zoning Resolution and the (E) Designation Rules.

- A cumulative impact analysis will be performed for the projected and potential development sites with similar height located near one another (i.e., “site clusters”). Impacts will be determined using the EPA AERSCREEN or AERMOD models. If violations of standards are predicted at one or more clusters, measures to reduce pollutant levels to within standards will be examined.

### ***Industrial Source Analysis***

- A field survey will be performed to identify processing or light industrial facilities within 400 feet of the projected and potential residential, commercial, and community facility development sites. A copy of the air permits for each of these facilities will be requested from DEP’s Bureau of Environmental Compliance, and emission from these sites located within 400 feet will be considered for analysis.
- For the potential development sites with identified current industrial sources of air emissions, the industrial sources analysis will be performed assuming that development does take place, as well as assuming that it does not take place.
- Cumulative air quality impact analysis will be performed for multiple sources that emit the same air contaminants. Predicted concentrations of these compounds will be compared to NYSDEC DAR-1 guideline values for short-term (SGC) and annual (AGC) averaging periods. If violations of standards are predicted, measures to reduce pollutant levels to within standards will be examined.
- Potential cumulative health risk impacts of multiple air pollutants will be determined based on the EPA’s Hazard Index Approach for non-carcinogenic compounds and using the EPA’s Unit Risk Factors for carcinogenic compounds. Both methods are based on equations that use EPA health risk information (established for individual compounds with known health effects) to determine the level of health risk posed by specific ambient concentrations of that compound. The derived values of health risk are additive and can be used to determine the total risk posed by multiple air pollutants.

### ***Large and Major Source Analysis***

- A review of NYSDEC permits and the EPA Envirofacts database will be performed to identify any Title V facilities (major sources) or NYS Air Permit facilities (large sources) within 1,000 feet of projected and potential residential, commercial, and community facility development sites.

- An analysis of existing large and major sources of emissions identified within 1,000 feet of projected and potential development sites will be performed. Predicted criteria pollutant concentrations will be predicted using the AERMOD model compared with NAAQS for NO<sub>2</sub>, SO<sub>2</sub>, and PM<sub>10</sub>, and PM<sub>2.5</sub>.

Further details on the air quality analysis approach for the Proposed Actions are provided in Appendix 3.

## **TASK 15. GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE**

### **Greenhouse Gas Emissions (GHG)**

The Proposed Actions would generate more than 350,000 gsf of incremental development warranting assessment of greenhouse gas (GHG) emissions. The GHG emissions generated by the Proposed Actions will be quantified and an assessment of the Proposed Actions' consistency with the City's established GHG reduction goal will be performed as part of the EIS. The assessment will examine GHG operational, mobile source, and construction emissions resulting from the Proposed Actions, as outlined below.

- Sources of GHG from the development projected as part of the Proposed Actions will be identified. The pollutants for analysis will be discussed, as well as various City, State, and Federal goals, policies, regulations, standards, and benchmarks for GHG emissions.
- Fuel consumption will be estimated for the projected developments based on the calculations of energy use estimated as part of Task 12, "Energy."
- GHG emissions associated with the action-related traffic will be estimated for the Proposed Actions using data from Task 13, "Transportation." A calculation of vehicle miles traveled (VMT) will be prepared.
- The types of construction materials and equipment proposed will be discussed along with opportunities for alternative approaches that may serve to reduce GHG emissions associated with construction.
- A qualitative discussion of stationary and mobile sources of GHG emissions will be provided in conjunction with a discussion of goals for reducing GHG emissions to determine if the Proposed Actions are consistent with GHG reduction goals, including the construction of efficient buildings, using clean power, transit-oriented development and sustainable transportation, reducing construction operations emissions, and using building materials with low carbon intensity.

### **Climate Change**

Parts of the Project Area are located within the federally mapped 100- and 500-year (1 percent and 0.2 percent annual chance of flooding, respectively) floodplains and future projected floodplains and would be susceptible to storm surge and coastal flooding. This chapter of the EIS will include a qualitative discussion of potential effects of climate change and design measures that could be incorporated into new development projected to occur in the Project Area to mitigate that effect. The most recent New York Panel on Climate Change (NPCC) projections of future floodplains will be used for the climate change assessment. The consistency of the Proposed Actions with climate change/sea level rise considerations is assessed as part of the WRP assessment to be included in Task 2, "Land Use, Zoning, and Public Policy," and will be summarized as part of the Climate Change assessment.

## TASK 16. NOISE

A noise analysis will be included in the EIS, as the Proposed Actions would result in additional vehicle trips to and from the Rezoning Area and would introduce new sensitive receptors in the vicinity of heavily trafficked roadways. The noise analysis will examine both the Proposed Actions' potential effects on sensitive noise receptors (including residences, health care facilities, schools, open space, etc.) and the potential noise exposure at new sensitive uses introduced by the Proposed Actions. The Proposed Actions would primarily result in new residential, commercial, and community facility development and would alter traffic conditions in the study area. Noise, which is a general term used to describe unwanted sound, will likely be affected by these development changes.

It is assumed that outdoor mechanical equipment would be designed to meet applicable regulations, and consequently no detailed analysis of potential noise impacts due to outdoor mechanical equipment will be performed. The noise analysis will examine the level of building attenuation necessary to meet CEQR interior noise level requirements. The following tasks will be performed:

- Based on the traffic studies conducted for Task 13, "Transportation," a screening analysis will be conducted to determine whether there are any locations where there is the potential for the RWCDs associated with the Proposed Actions to result in significant noise impacts (i.e., doubling Noise Passenger Car Equivalents [PCEs]) due to action-generated traffic.
- Noise survey locations will be selected to represent sites of future sensitive uses in the With-Action condition. These noise survey locations will be placed in areas to be analyzed for building attenuation purposes and would focus on areas of potentially high ambient noise where projected and potential development sites with sensitive uses are located.
- At the identified locations, noise measurements will be conducted during typical weekday AM, midday, and PM and Saturday midday peak periods (coinciding with the traffic peak periods). Traffic counts, field notes, and measurement photos will be conducted at each noise survey location for all noise measurements. The measured noise level descriptors will include equivalent noise level ( $L_{eq}$ ), maximum level ( $L_{max}$ ), minimum level ( $L_{min}$ ), and statistical percentile levels such as  $L_1$ ,  $L_{10}$ ,  $L_{50}$ , and  $L_{90}$ . A 24-hour period monitoring will be conducted for receptors facade that experiences dominant train noise.  $L_{eq(1)}$  and/or  $L_{dn}$  will be estimated followed by Federal Transit Administration (FTA) guideline. Also, the noise monitoring will be conducted for stationary noise source (including playground per Chapter 19, Section 333 of CEQR TM), if applicable. A summary table of existing measured noise levels will be provided as part of the EIS.
- Future No-Action and With-Action noise levels will be estimated at the noise receptor locations based on acoustical fundamentals. If there is significant difference between traffic data conducted during noise measurement and analyzed in Transportation study, existing noise measurements will be adjusted based on the difference between the vehicle counts conducted during noise measurement and the existing vehicle counts collected and summarized in Transportation chapter. Mobile and stationary noise levels will be combined to estimate cumulative noise level at relevant receptor sites as per the *CEQR Technical Manual*, Chapter 19, Section 334. All projections will be made with  $L_{eq}$  or  $L_{dn}$  noise descriptor depending on the nature of dominant noise sources.
- The level of building attenuation necessary to satisfy CEQR requirements (a function of the



exterior noise levels) will be determined based on the highest  $L_{10}$  or  $L_{dn}$  noise level estimated at each monitoring site. The building attenuation requirements will be memorialized by (E) designations placed on the blocks and lots requiring specific levels of attenuation pursuant to Section 11-15 of the New York City Zoning Resolution and the (E) Designation Rules. The EIS will include (E) designation language describing the requirements for each of the blocks and lots to which they would apply.

Further details on the noise analysis methodology and technical approach for the Proposed Actions are provided in Appendix 4.

## **TASK 17. PUBLIC HEALTH**

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 goal of the public health analysis in CEQR is to determine whether adverse impacts on public health may occur as a result of a proposed project, and, if so, to identify measures to mitigate such effects.

A public health assessment may be warranted if an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, hazardous materials, or noise. If unmitigated significant adverse impacts are identified for the Proposed Actions in any of these technical areas and DCP determines that a public health assessment is warranted, an analysis will be provided for the specific technical area or areas.

If the results of the impact analysis identify a potential for significant adverse impacts, potential practicable mitigation measures to avoid or reduce those significant adverse impacts will be identified. Where impacts cannot be fully or partially mitigated, they will be described as unavoidable adverse impacts.

## **TASK 18. NEIGHBORHOOD CHARACTER**

Neighborhood character is formed by numerous factors, including land use patterns, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other physical features that include traffic and pedestrian patterns, noise, etc. The Proposed Actions have the potential to alter certain elements contributing to the study area's neighborhood character. Therefore, a neighborhood character analysis will be provided in the EIS.

A preliminary assessment of neighborhood character will be provided in the EIS to determine whether changes expected in other technical analysis areas — land use, zoning, and public policy; socioeconomic conditions; community facilities; open space; historic and cultural resources; urban design and visual resources; shadows; transportation; and noise — may affect a defining feature of neighborhood character. The preliminary assessment will:

- Identify the defining features of the existing neighborhood.
- Summarize changes in the character of the neighborhood that can be expected in the With- Action condition and compare to the No-Action condition.
- Evaluate whether the Proposed Actions have the potential to affect these defining features, either through the potential for a significant adverse impact or a combination of moderate effects in

relevant technical areas.

If the preliminary assessment determines that the Proposed Actions could affect the defining features of neighborhood character, a detailed analysis will be conducted in accordance with the *CEQR Technical Manual* guidelines.

## **TASK 19. CONSTRUCTION**

Construction impacts can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the study area. Construction impacts are usually important when construction activity has the potential to affect transportation conditions, archaeological resources and the integrity of historic resources, community noise patterns, air quality conditions, and mitigation of hazardous materials. Multi-sited projects with overall construction periods lasting longer than two years and that are near sensitive receptors should undergo a preliminary impact assessment according to the *CEQR Technical Manual*. The construction assessment will focus on areas where construction activities may pose specific environmental problems. The preliminary impact assessment will follow the guidelines in the *CEQR Technical Manual* based on a conceptual construction schedule with anticipated reasonable worst-case construction timelines for each of the projected development sites. The preliminary assessment will evaluate the duration and severity of the disruption or inconvenience to nearby sensitive receptors. If the preliminary assessment indicates the potential for a significant impact during construction, a detailed construction impact analysis will be undertaken and reported in the EIS.

Technical areas to be assessed include the following:

- *Transportation Systems:* The assessment will qualitatively consider losses in lanes, sidewalks, and other transportation services on the adjacent streets during the various phases of construction and identify the increase in vehicle trips from construction workers and equipment. A travel demand forecast for the peak construction period(s) will be prepared and compared to the trip projections under the operational condition.
- *Air Quality:* A quantitative (i.e., model predicted concentrations) air quality analysis will be conducted to determine the potential for air quality impacts during on-site construction activities and construction-generated traffic on local roadways. Air pollutant sources will include combustion exhaust associated with non-road engines (i.e., cranes, excavators), on-road engines, and on-site activities that generate fugitive dust. During the most representative worst-case time period(s), concentration level for each pollutant of concern (carbon monoxide, particulate matter, and nitrogen dioxide) due to construction activities at each sensitive receptor will be predicted. The potential for significant impacts will be determined by a comparison of model predicted total concentrations to the National Ambient Air Quality Standards (NAAQS), and by comparison of the predicted increase in concentrations to applicable interim guidance thresholds.
- *Noise:* The construction noise impact section will contain a quantitative discussion of noise impacts from construction. Existing noise levels will be determined by noise measurements performed at at-grade receptor locations, and baseline noise levels will be calculated using the CadnaA model using existing condition traffic data. The existing condition CadnaA model will include receptors representing the noise measurement locations to be used for the purpose of validating or calibrating the existing condition results. During the most representative worst-case time period(s), noise levels due to construction activities at sensitive receptors will be predicted

and the duration of sustained noise levels exceeding the threshold for significant impacts will be estimated.

- *Other Technical Areas:* As appropriate, other areas of environmental assessment—such as historic and cultural resources, hazardous materials, and neighborhood character—will be analyzed for potential construction-related impacts.

Further details on the construction air quality and noise analysis methodology and technical approach for the Proposed Actions are provided in Appendix 5 and Appendix 6.

## **TASK 20. MITIGATION**

CEQR requires that any significant adverse impacts identified in the EIS be minimized or avoided to the greatest extent practicable. Where significant adverse impacts have been identified in Tasks 2 through 19, measures to mitigate those impacts will be described. The chapter will also consider when mitigation measures will need to be implemented to minimize or avoid significant adverse impacts. These measures will be developed and coordinated with the responsible City/State agencies, as necessary, including the LPC, DOT, NYC Department of Parks and Recreation (DPR), and DEP. Where impacts cannot be fully mitigated, they will be disclosed as unavoidable adverse impacts.

## **TASK 21. ALTERNATIVES**

The purpose of an alternatives section in an EIS is to examine development options that would tend to reduce action-related impacts. The alternatives will be better defined once the full extent of the Proposed Actions' impacts have been identified. A description and evaluation of the range of reasonable alternatives to the Proposed Actions will be included in the EIS at a level of detail sufficient to permit a comparative assessment of the alternatives discussed. Typically, for area-wide actions, such as the Proposed Actions, the alternatives will include a No-Action alternative, a no-impact or no unmitigated significant adverse impact alternative, and a lesser density alternative. A lesser density alternative would be pursued only if it is found to have the potential to reduce impacts of the Proposed Actions while, to some extent, still meeting the actions' stated purpose and need.

The alternatives analysis will be qualitative, except in those technical areas where significant adverse impacts for the Proposed Actions have been identified. The level of analysis provided will depend on an assessment of project impacts determined by the analysis connected with the appropriate tasks.

## **TASK 22. SUMMARY EIS CHAPTERS**

The EIS will include the following three summary chapters, where appropriate to the Proposed Actions, in accordance with *CEQR Technical Manual* guidelines:

- *Unavoidable Adverse Impacts:* which summarizes any significant adverse impacts that are unavoidable if the Proposed Actions are implemented regardless of the mitigation employed (or if mitigation is not feasible).
- *Growth-Inducing Aspects of the Proposed Actions:* which generally refer to “secondary” impacts of the Proposed Actions that trigger further development.
- *Irreversible and Irretrievable Commitments of Resources:* which summarizes the Proposed Actions and their impact in terms of the loss of environmental resources (loss of vegetation, use of fossil

fuels and materials for construction, etc.), both in the immediate future and in the long term.

### **TASK 23. EXECUTIVE SUMMARY**

The executive summary will utilize relevant material from the body of the EIS to describe the Proposed Actions, their environmental impacts, measures to mitigate those impacts, and alternatives to the Proposed Actions. The executive summary will be written in enough detail to facilitate drafting of a notice of completion by the lead agency.

## **Appendix 1**

### **Detailed RWCDs Tables**



[illegible]

Date	Ref. No.	Project Info			Status			Financial Data										Operational Data									
		Project Name	Location	Start Date	Current Status	Budget (USD)	Actual (USD)	Variance (USD)	Revenue (USD)	Cost (USD)	Profit (USD)	Margin (%)	Units Produced	Units Sold	Inventory (Units)	Customer Satisfaction	Employee Count	Hours Worked	Material Cost (USD)	Overhead Cost (USD)	Net Profit (USD)	ROI (%)					
2023-01-01	001	Project Alpha	New York	2023-01-01	On Track	1000000	950000	50000	1200000	800000	400000	33.33	10000	9500	500	4.5	10	1000	100000	50000	50000	50.00					
2023-01-02	002	Project Beta	Los Angeles	2023-01-02	Delayed	800000	820000	-20000	900000	600000	300000	37.50	8000	7800	200	4.2	8	800	80000	40000	40000	50.00					
2023-01-03	003	Project Gamma	Chicago	2023-01-03	On Track	600000	580000	20000	700000	450000	250000	35.71	6000	5800	200	4.3	6	600	60000	30000	30000	50.00					
2023-01-04	004	Project Delta	San Francisco	2023-01-04	On Track	900000	880000	20000	1000000	700000	300000	30.00	9000	8800	200	4.4	9	900	90000	45000	45000	50.00					
2023-01-05	005	Project Epsilon	London	2023-01-05	On Track	700000	680000	20000	800000	500000	300000	37.50	7000	6800	200	4.3	7	700	70000	35000	35000	50.00					
2023-01-06	006	Project Zeta	Paris	2023-01-06	On Track	500000	480000	20000	600000	350000	250000	41.67	5000	4800	200	4.4	5	500	50000	25000	25000	50.00					
2023-01-07	007	Project Eta	Madrid	2023-01-07	On Track	400000	380000	20000	500000	300000	200000	40.00	4000	3800	200	4.5	4	400	40000	20000	20000	50.00					
2023-01-08	008	Project Theta	Rome	2023-01-08	On Track	300000	280000	20000	400000	250000	150000	37.50	3000	2800	200	4.4	3	300	30000	15000	15000	50.00					
2023-01-09	009	Project Iota	Athens	2023-01-09	On Track	200000	180000	20000	300000	150000	150000	50.00	2000	1800	200	4.5	2	200	20000	10000	10000	50.00					
2023-01-10	010	Project Kappa	Beijing	2023-01-10	On Track	1500000	1450000	50000	1800000	1100000	700000	38.89	15000	14500	500	4.6	15	1500	150000	75000	75000	50.00					
2023-01-11	011	Project Lambda	Mumbai	2023-01-11	On Track	1200000	1150000	50000	1400000	900000	500000	35.71	12000	11500	500	4.5	12	1200	120000	60000	60000	50.00					
2023-01-12	012	Project Mu	Bombay	2023-01-12	On Track	1100000	1050000	50000	1300000	850000	450000	34.55	11000	10500	500	4.4	11	1100	110000	55000	55000	50.00					
2023-01-13	013	Project Nu	Delhi	2023-01-13	On Track	1000000	980000	20000	1200000	750000	450000	37.50	10000	9800	200	4.5	10	1000	100000	50000	50000	50.00					
2023-01-14	014	Project Xi	Calcutta	2023-01-14	On Track	900000	880000	20000	1100000	700000	400000	36.36	9000	8800	200	4.4	9	900	90000	45000	45000	50.00					
2023-01-15	015	Project Omicron	Chennai	2023-01-15	On Track	800000	780000	20000	1000000	600000	400000	40.00	8000	7800	200	4.5	8	800	80000	40000	40000	50.00					
2023-01-16	016	Project Pi	Hyderabad	2023-01-16	On Track	700000	680000	20000	900000	550000	350000	38.89	7000	6800	200	4.4	7	700	70000	35000	35000	50.00					
2023-01-17	017	Project Rho	Bangalore	2023-01-17	On Track	600000	580000	20000	800000	480000	320000	40.00	6000	5800	200	4.5	6	600	60000	30000	30000	50.00					
2023-01-18	018	Project Sigma	Chennai	2023-01-18	On Track	500000	480000	20000	700000	400000	300000	42.86	5000	4800	200	4.4	5	500	50000	25000	25000	50.00					
2023-01-19	019	Project Tau	Chennai	2023-01-19	On Track	400000	380000	20000	600000	350000	250000	41.67	4000	3800	200	4.5	4	400	40000	20000	20000	50.00					
2023-01-20	020	Project Upsilon	Chennai	2023-01-20	On Track	300000	280000	20000	500000	300000	200000	40.00	3000	2800	200	4.4	3	300	30000	15000	15000	50.00					
2023-01-21	021	Project Phi	Chennai	2023-01-21	On Track	200000	180000	20000	400000	250000	150000	37.50	2000	1800	200	4.5	2	200	20000	10000	10000	50.00					
2023-01-22	022	Project Chi	Chennai	2023-01-22	On Track	100000	95000	5000	200000	120000	80000	40.00	1000	950	50	4.5	1	100	10000	5000	5000	50.00					
2023-01-23	023	Project Psi	Chennai	2023-01-23	On Track	50000	48000	2000	100000	60000	40000	40.00	500	480	20	4.5	0.5	50	5000	2500	2500	50.00					
2023-01-24	024	Project Omega	Chennai	2023-01-24	On Track	25000	24000	1000	50000	30000	20000	40.00	250	240	10	4.5	0.2	25	2500	1250	1250	50.00					
2023-01-25	025	Project Alpha	New York	2023-01-25	On Track	1000000	950000	50000	1200000	800000	400000	33.33	10000	9500	500	4.5	10	1000	100000	50000	50000	50.00					
2023-01-26	026	Project Beta	Los Angeles	2023-01-26	Delayed	800000	820000	-20000	900000	600000	300000	37.50	8000	7800	200	4.2	8	800	80000	40000	40000	50.00					
2023-01-27	027	Project Gamma	Chicago	2023-01-27	On Track	600000	580000	20000	700000	450000	250000	35.71	6000	5800	200	4.3	6	600	60000	30000	30000	50.00					
2023-01-28	028	Project Delta	San Francisco	2023-01-28	On Track	900000	880000	20000	1000000	700000	300000	30.00	9000	8800	200	4.4	9	900	90000	45000	45000	50.00					
2023-01-29	029	Project Epsilon	London	2023-01-29	On Track	700000	680000	20000	800000	500000	300000	37.50	7000	6800	200	4.3	7	700	70000	35000	35000	50.00					
2023-01-30	030	Project Zeta	Paris	2023-01-30	On Track	500000	480000	20000	600000	350000	250000	41.67	5000	4800	200	4.4	5	500	50000	25000	25000	50.00					
2023-01-31	031	Project Eta	Madrid	2023-01-31	On Track	400000	380000	20000	500000	300000	200000	40.00	4000	3800	200	4.5	4	400	40000	20000	20000	50.00					
2023-02-01	032	Project Theta	Rome	2023-02-01	On Track	300000	280000	20000	400000	250000	150000	37.50	3000	2800	200	4.4	3	300	30000	15000	15000	50.00					
2023-02-02	033	Project Iota	Athens	2023-02-02	On Track	200000	180000	20000	300000	150000	150000	50.00	2000	1800	200	4.5	2	200	20000	10000	10000	50.00					
2023-02-03	034	Project Kappa	Beijing	2023-02-03	On Track	1500000	1450000	50000	1800000	1100000	700000	38.89	15000	14500	500	4.6	15	1500	150000	75000	75000	50.00					
2023-02-04	035	Project Lambda	Mumbai	2023-02-04	On Track	1200000	1150000	50000	1400000	900000	500000	35.71	12000	11500	500	4.5	12	1200	120000	60000	60000	50.00					
2023-02-05	036	Project Mu	Bombay	2023-02-05	On Track	1100000	1050000	50000	1300000	850000	450000	34.55	11000	10500	500	4.4	11	1100	110000	55000	55000	50.00					
2023-02-06	037	Project Nu	Delhi	2023-02-06	On Track	1000000	980000	20000	1200000	750000	450000	37.50	10000	9800	200	4.5	10	1000	100000	50000	50000	50.00					
2023-02-07	038	Project Xi	Calcutta	2023-02-07	On Track	900000	880000	20000	1100000	700000	400000	36.36	9000	8800	200	4.4	9	900	90000	45000	45000	50.00					
2023-02-08	039	Project Omicron	Chennai	2023-02-08	On Track	800000	780000	20000	1000000	600000	400000	40.00	8000	7800	200	4.5	8	800	80000	40000	40000	50.00					
2023-02-09	040	Project Pi	Hyderabad	2023-02-09	On Track	700000	680000	20000	900000	550000	350000	38.89	7000	6800	200	4.4	7	700	70000	35000	35000	50.00					
2023-02-10	041	Project Rho	Bangalore	2023-02-10	On Track	600000	580000	20000	800000	480000	320000	40.00	6000	5800	200	4.5	6	600	60000	30000	30000	50.00					
2023-02-11	042	Project Sigma	Chennai	2023-02-11	On Track	500000	480000	20000	700000	400000	300000	42.86	5000	4800	200	4.4	5	500	50000	25000	25000	50.00					
2023-02-12	043	Project Tau	Chennai	2023-02-12	On Track	400000	380000	20000	600000	350000	250000	41.67	4000	3800	200	4.5	4	400	40000	20000	20000	50.00					
2023-02-13	044	Project Upsilon	Chennai	2023-02-13	On Track	300000	280000	20000	500000	300000	200000	40.00	3000	2800	200	4.4	3	300	30000	15000	15000	50.00					
2023-02-14	045	Project Phi	Chennai	2023-02-14	On Track	200000	180000	20000	400000	250000	150000	37.50	2000	1800	200	4.5	2	200	20000	10000	10000	50.00					
2023-02-15	046	Project Chi	Chennai	2023-02-15	On Track	100000	95000	5000	200000	120000	80000	40.00	1000	950	50	4.5	1	100	10000	5000	5000	50.00					
2023-02-16	047	Project Psi	Chennai	2023-02-16	On Track	50000	48000	2000	100000	60000	40000	40.00	500	480	20	4.5	0.5	50	5000	2500	2500	50.00					
2023-02-17	048	Project Omega	Chennai	2023-02-17	On Track	25000	24000	1000	50000	30000	20000	40.00	250	240	10	4.5	0.2	25	2500	1250	1250	50.00					
2023-02-18	049	Project Alpha	New York	2023-02-18	On Track	1000000	950000	50000	1200000	800000	400000	33.33	10000	9500	500	4.5	10	1000	100000	50000	50000	50.00					
2023-02-19	050	Project Beta	Los Angeles	2023-02-19	Delayed	800000	820000	-20000	900000	600000	300000	37.50	8000	7800	200	4.2	8	800	80000	40000	40000	50.00					
2023-02-20	051	Project Gamma	Chicago	2023-02-20	On Track	600000	580000	20000	700000	450000	250000	35.71	6000	5800	200	4.3	6	600	60000	30000	30000	50.00					
2023-02-21	052	Project Delta	San Francisco	2023-02-21	On Track	900000	880000	20000	1000000	700000	300000	30.00	9000	8800	200	4.4	9	900	90000	45000	45000	50.00					
2023-02-22	053	Project Epsilon	London	2023-02-22	On Track	700000	680000	20000	800000	500000	300000	37.50	7000	6800	200	4.3	7	700	70000	35000	35000	50.00					
2023-02-23	054	Project Zeta	Paris	2023-02-23	On Track	500000	480000	20000	600000	350000	250000	41.67	5000</														



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Year	Q1	Q2	Q3	Q4	Annual	Revenue	Profit	Cost	Margin	Units	Prod	Defect	Waste	Energy	Water	Gas	Oil	Coal	Other	Transport	Storage	Inventory	Accounts	Payables	Receivables	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equity	Debt	Assets	Liabilities	Net	Equit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## **Appendix 2**

### **Transportation Planning Factors and Travel Demand Forecast Memorandum**

**To:** NYCDP  
**From:** STV, Incorporated  
**Date:** **December 5, 2022**  
**Project:** Bronx Metro-North Station Study EIS  
**Reference:** Draft Transportation Planning Factors and Travel Demand Forecast

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This memorandum summarizes the transportation planning factors to be used for the analyses of traffic, parking, transit, and pedestrian conditions for the *Bronx Metro-North Station Study EIS*. Estimates of the peak travel demand for the Proposed Actions' reasonable worst-case development scenario (RWCDs) are provided, along with a discussion of trip assignment and study area definitions.

## **PROPOSED ACTIONS**

The Department of City Planning (DCP) is proposing a series of land use actions (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. 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, encouraging safety and comfort.

## **THE REASONABLE WORST CASE DEVELOPMENT SCENARIO**

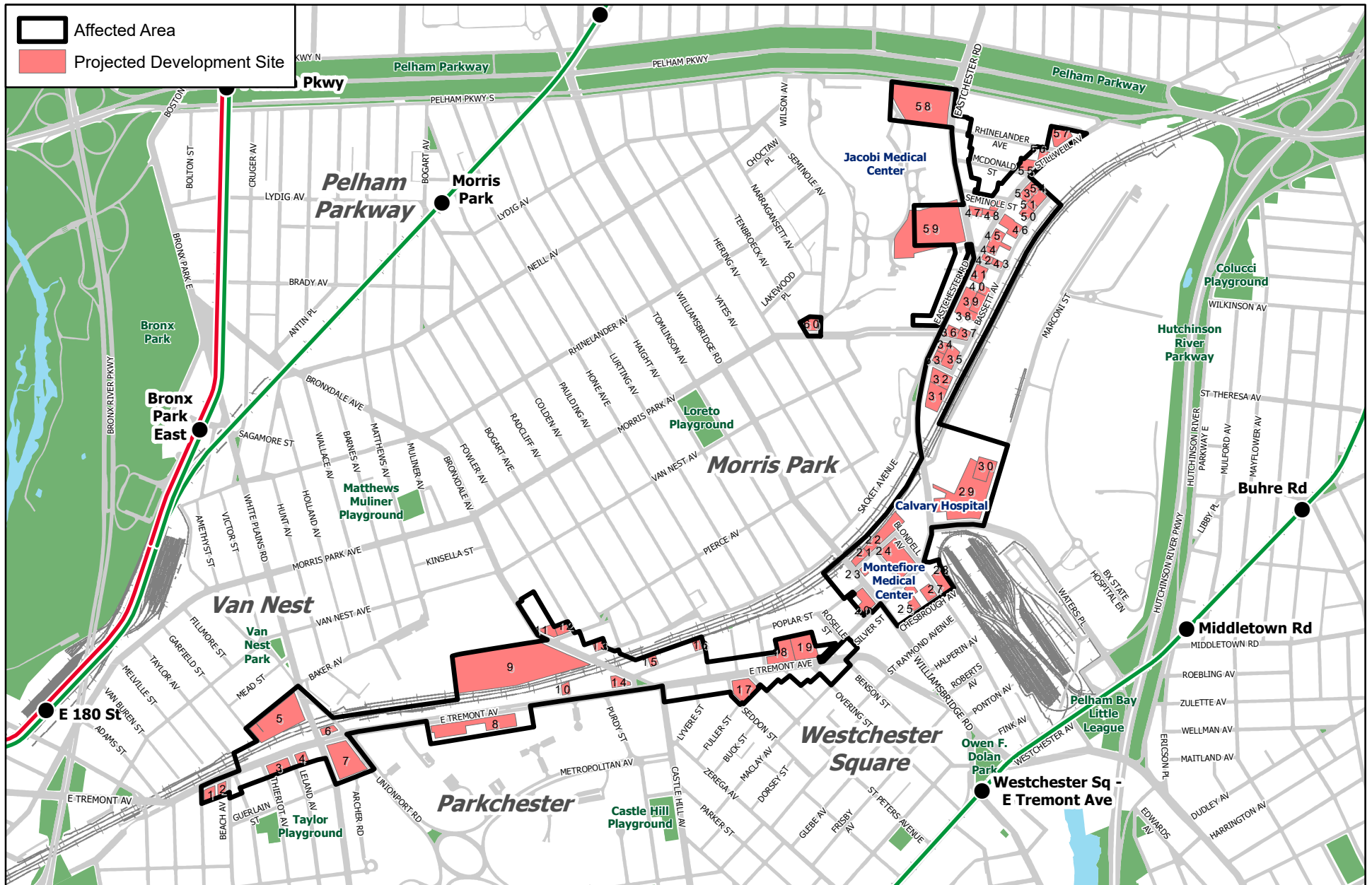
A RWCDs for both "future without the proposed actions" (Without-Action) and "future with the proposed actions" (With-Action) conditions is analyzed for an analysis year of 2033 in order to assess the potential effects of the Proposed Actions. Likely development sites were identified and divided into two categories: projected development sites and potential development sites to develop a reasonable estimate of future growth. The projected development sites are those considered more likely to be developed within the ten-year analysis period for the Proposed Actions (i.e., by the 2033 analysis year), while potential sites are considered less likely to be developed over the same period. Only projected development sites are considered for the purposes of the transportation analyses. A total of 60 projected development sites were identified and are considered for the purposes of the transportation analyses (see **Figure 1**). **Table**

1 lists the total anticipated Without-Action and With-Action land uses on projected development sites that were assumed for the purposes of the transportation analyses.

**Table 1: 2033 RWCDs Without-Action and With-Action Land Uses**

Land Use	Without-Action Condition	With-Action Condition	Net Increment
<b>Residential</b>			
Residential	239 DU	6,190 DU	5,951 DU
<b>Commercial</b>			
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
<i>Total Commercial</i>	<i>588,555 sf</i>	<i>1,787,465 sf</i>	<i>1,433,894 Sf</i>
<b>Community Facility</b>			
Medical Office	192,609 sf	1,043,668 sf	851,059 Sf
Education	0 sf	99,633 sf	99,633 Sf
House of Worship	6,970 sf	29,420 sf	22,450 Sf
<i>Total Community Facility</i>	<i>199,579 sf</i>	<i>1,172,721 sf</i>	<i>973,142 Sf</i>
<b>Industrial</b>			
Light Industrial	43,445 sf	0 sf	-43,445 Sf
Warehouse	30,976 sf	0 sf	-30,976 Sf
Auto Repair	79,588 sf	0 sf	-79,588 Sf
<i>Total Industrial</i>	<i>154,009 sf</i>	<i>0 sf</i>	<i>-154,009 Sf</i>





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



Figure 1

## TRANSPORTATION PLANNING FACTORS

The transportation planning factors used to forecast the travel demand that would be generated by the Without-Action and With-Action land uses for each projected development site are listed in **Table 2** and discussed below. These values were primarily based on those cited in the 2021 *City Environmental Quality Review (CEQR) Technical Manual*, factors developed for recent environmental reviews, American Community Survey (ACS) journey-to-work 5-year (2013-2017) data, AASHTO CTPP reverse journey-to-work 5-year (2012-2016) data, and data from other standard professional references. Factors are shown for the weekday AM and PM peak hours (typical peak periods for commuter travel demand) and the weekday midday and Saturday peak hours (typical peak periods for retail demand).

### Residential

The residential person trip and truck trip generation rates, temporal distributions, and directional in/out splits are based on recent trip generation survey data from NYCDOT and the latest *ITE Trip Generation Manual*. Modal split data was received from NYCDOT based on previously approved EIS's in the Bronx. Vehicle occupancies were based on data from the 2013-2017 5-year ACS journey-to-work data for census tracts encompassing the Bronx Metro-North Station Study Area (Bronx Census Tracts 200, 204, 210.01, 216.01, 216.02, 238, 240, 244, 256, 284, 286, and 296).

It is noted that ACS vehicle occupancy data reflect the average vehicle occupancy for personal auto trips to and from work, and therefore do not present the complete picture of average vehicle occupancy for other purposes (e.g., shopping, errands, social and recreational activities, school trips, etc.). In general, vehicle occupancy rates for non-work-related trips have been found to be higher than vehicle occupancy rates for work-related trips. As documented in the *East New York Rezoning EIS*, both national data from USDOT-FHWA's *Summary of Travel Trends: 2009 National Household Travel Survey* and regional data from the *Regional Travel-Household Interview Survey* prepared for the New York Metropolitan Transportation Council and the North Jersey Transportation Planning Authority indicate that average vehicle occupancy rates for all auto trips are more than 1.4 times the average vehicle occupancy rates for auto trips to and from work. As such, the weekday AM/PM peak hour vehicle occupancy rates derived from the ACS data are adjusted by a multiplicative factor of 1.4 for the weekday midday and Saturday peak hours to reflect the predominance of non-work-related trips during these periods. While not all AM and PM peak hour trips are work-related, the lower vehicle occupancy rates for trips to and from work are conservatively applied to all auto trips in these peak travel hours.

Residential-based trips in the weekday midday and Saturday peak hours more likely would be local, compared to non-local trips made during the commuter peak hours (and local trips would be expected to have a higher walk share, for example). However, modal splits based on the ACS journey-to-work data are conservatively assumed for all periods.

## Retail

The trip generation rates and directional in/out splits for local retail uses were based on data from the *CEQR Technical Manual*. The temporal distribution, modal split, and vehicle occupancy rates for local retail is based on recent trip generation survey data from NYCDOT and the latest *ITE Trip Generation Manual*. Truck trip generation rates and temporal distributions were based on data from the *CEQR Technical Manual*. To reflect the scale of the affected area, it was assumed for the purposes of the travel demand forecast that 50 percent of all local retail trips would be linked trips.

## Non-Retail Commercial Uses

Non-retail commercial land use in the rezoning area include office and life sciences. As listed in **Table 2**, the trip generation, directional in/out splits, and truck trip generation factors used for the office land use reflect those cited in the *CEQR Technical Manual*. The temporal distribution for office land use were based on recent trip generation survey data from NYCDOT and the latest *ITE Trip Generation Manual*. The modal split is based on previously approved EIS's in the Bronx. The travel demand factors for the life science land use were based on the 2019 *Industry City FEIS*, except for the modal split which reflects previously approved EIS's in the Bronx.

## Community Facility

The community facility land uses in the rezoning area include medical office, house of worship, and schools. The factors used to forecast the trip generation for the medical office reflect those cited in the *CEQR Technical Manual* and based on data provided by NYCDCP. The house of worship and community center trip generation factors were based on the 2016 *East New York Rezoning FEIS* and the 2017 *Jerome Avenue Rezoning FEIS*, respectively. It is assumed that an educational facility would develop on two projected development sites. Site 9 is projected to be a primary school. The trip generation rates and temporal distribution for school students, parents, and staff were based on the *CEQR Technical Manual*. The relation of school square footage to number of students and staff was based on New York City School Construction Authority Studies. The modal split for students was based on data provided by NYCDOT. The parent mode split was based on a proposed primary school at 160 Van Cortlandt Park South in the Bronx. The modal splits for school staff were based on AASHTO CTPP reverse journey-to-work data for workers in the census tracts encompassing the Rezoning Area. Site 59 is projected to be a STEAM (Science, Technology, Engineering, Arts & Math) Center. The factors used to determine the trip generation of the STEAM Center at site 9 are based on the 2018 *Brooklyn Navy Yard EAS*, including the relation of center square footage to number of students and staff. The school travel demand factors for the schools may be adjusted to reflect more recent data if available, and to better reflect the nature of the new schools as plans for these are further developed.

## Industrial

Industrial land uses in the rezoning area include light industrial, warehouse, and auto repair. The trip generation rates for the light industrial land use was based on data from the 2016 *East New York Rezoning Proposal FEIS*. Trip generation, in/out splits, and temporal distribution for the warehouse land use were

based on recent trip generation survey data from NYCDOT and the latest *ITE Trip Generation Manual* , except for the modal split which was based on the 2012-2016 AASHTO CTPP reverse journey-to-work data for workers in the census tracts encompassing the Rezoning Area. The auto repair trip generation factors were based on the 2017 *Jerome Avenue Rezoning FEIS*.

**Table 2: Transportation Planning Factors**

Land Use	Residential		Local Retail		Office		Warehouse		Medical Office		Light Industrial		Life Science	
<b>Trip Generation</b>	(1)		(1)		(1)		(2)		(1,8)		(5)		(13)	
Weekday	8.180		329		18.0		2.36		74.6		14.7		26.6	
Saturday	9.08		358		3.9		0.20		37.0		2.2		13.5	
	per DU		per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf	
<b>Temporal Distribution</b>	(2)		(2)		(2)		(2)		(1)		(10)		(13)	
AM	9.0%		5.0%		12.0%		10.0%		11.0%		13.0%		16.0%	
MD	6.0%		8.0%		11.0%		9.0%		12.6%		10.0%		9.0%	
PM	8.5%		11.0%		11.0%		11.0%		8.5%		14.0%		26.0%	
Sat MD	8.0%		12.0%		14.0%		33.0%		17.0%		10.0%		10.0%	
			(6)		(3)									
<b>Modal Splits</b>	(3)		AM/MD/PM SAT		AM/PM/SAT MD		(7)		(9)		(7)		(3)	
Auto	19.3%		11.0%		37.0%		62.7%		26.0%		62.7%		20.0%	
Taxi	1.8%		0.0%		2.0%		0.7%		10.0%		0.7%		1.0%	
Subway/Railroad	52.1%		4.0%		21.5%		11.4%		14.0%		11.4%		24.0%	
Bus	15.4%		3.0%		21.5%		14.4%		23.0%		14.4%		47.0%	
School Bus	0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%	
Walk/Other	11.4%		82.0%		81.0%		18.0%		83.0%		10.8%		8.0%	
	(2)		(1)		(1)		(2)		(9)		(10)		(13)	
<b>In/Out Splits</b>	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM	22%	78%	53%	47%	89%	11%	77%	23%	62%	38%	88%	12%	95%	5%
MD	50%	50%	50%	50%	48%	52%	53%	47%	47%	53%	50%	50%	50%	50%
PM	63%	37%	50%	50%	17%	83%	27%	73%	35%	65%	12%	88%	10%	90%
Sat MD	51%	49%	55%	45%	50%	50%	64%	36%	49%	51%	50%	50%	50%	50%
	(4,5)													
<b>Vehicle Occupancy</b>	AM/PM	MD/Sat	(2)		(5,7)		(2)		(9)		(7,10)		(13)	
Auto	1.12	1.57	2.10		1.08		1.08		1.60		1.08		1.20	
Taxi	1.3	1.82	2.10		1.2		1.40		1.60		1.40		1.30	
School Bus														
<b>Truck Trip Generation</b>	(1)		(1)		(1)		(2)		(5)		(10)		(13)	
Weekday	0.06		0.35		0.32		0.91		0.29		0.52		0.10	
Saturday	0.02		0.04		0.01		0.08		0.29		0.03		0.10	
	per DU		per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf	
<b>Temporal Distribution</b>	(1)		(1)		(1)		(2)		(5)		(10)		(13)	
AM	12.0%		8.0%		10.0%		9.9%		3.0%		12.0%		9.7%	
MD	9.0%		11.0%		11.0%		8.0%		11.0%		9.0%		9.1%	
PM	2.0%		2.0%		2.0%		7.0%		1.0%		2.0%		5.1%	
Saturday	9.0%		11.0%		11.0%		28.0%		0.0%		9.0%		9.1%	
<b>In/Out Splits</b>	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM/MD/PM/Sat	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%

**Table 2 (continued): Transportation Planning Factors**

Land Use	PS/IS School (Grade K-4 Student)	Parents (Pre-K - Grade 5)	PS/IS School Staff	Auto Repair	House of Worship	STEAM Center (student)	STEAM Center (staff)
<b>Trip Generation</b>	(1)	(1)	(1)	(5)	(5)	(14)	(14)
Weekday	2	4	2	19.42	19.18	2.00	2.00
Saturday	0	0	0	19.42	21.83	0.00	0.00
	per Student	per Parents	per Staff	per 1,000 sf	per 1,000 sf	per student	per staff
<b>Temporal Distribution</b>	(1)	(1)	(1)	(5)	(5)	(14)	(14)
AM	49.5%	49.5%	40.0%	13.2%	7.9%	25.0%	40.0%
MD	49.5%	49.5%	40.0%	11.0%	4.0%	50.0%	0.0%
PM	0.0%	0.0%	0.0%	14.2%	7.2%	25.0%	40.0%
Sat MD	0.0%	0.0%	0.0%	10.7%	15.8%	0.0%	0.0%
<b>Modal Splits</b>	(15)	(12)	(7)	(5)	(5)	(14)	(14)
Auto	34.0%	0.0%	62.7%	85.0%	5.0%	AM/PM 15.0%	Midday 0.0%
Taxi	0.0%	0.0%	0.7%	5.0%	1.0%	0.0%	0.0%
Subway/Railroad	3.0%	0.0%	11.4%	1.0%	3.0%	40.0%	0.0%
Bus	3.0%	15.0%	14.4%	1.0%	6.0%	20.0%	0.0%
School Bus	8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Walk/Other	52.0%	85.0%	10.8%	8.0%	85.0%	25.0%	0.0%
<b>In/Out Splits</b>	(1)	(1)	(1)	(5)	(5)	(14)	(14)
AM	In 100% Out 0%	In 50% Out 50%	In 100% Out 0%	In 65% Out 35%	In 54% Out 46%	In 100% Out 0%	In 100% Out 0%
MD	0% 100%	50% 50%	0% 100%	50% 50%	50% 50%	50% 50%	50% 50%
PM	0% 0%	0% 0%	0% 0%	50% 50%	52% 48%	0% 100%	0% 100%
Sat MD	0% 0%	0% 0%	0% 0%	50% 50%	71% 29%	0% 100%	0% 100%
<b>Vehicle Occupancy</b>	(15)		(5)	(5)	(5)	(14)	(14)
Auto	1.30	N/A	1.08	1.30	1.65	1.75	1.10
Taxi	1.30	N/A	1.00	1.30	1.40	1.75	1.10
School Bus	35					20	
<b>Truck Trip Generation</b>	(5)			(5)	(5)	(14)	
Weekday	0.03	N/A	N/A	0.89	0.29	0.03	N/A
Saturday	0.03	N/A	N/A	0.89	0.29	0.00	N/A
	per Student	per Parents	per Staff	per 1,000 sf	per 1,000 sf	per student	per Parents
<b>Temporal Distribution</b>	(5)			(5)	(5)	(14)	
AM	9.6%	N/A	N/A	14.0%	9.6%	9.6%	N/A
MD	11.0%	N/A	N/A	9.0%	11.0%	11.0%	N/A
PM	1.0%	N/A	N/A	1.0%	1.0%	1.0%	N/A
Saturday	0.0%	N/A	N/A	0.0%	0.0%	0.0%	N/A
<b>In/Out Splits</b>							
AM/MD/PM/Sat	In 50.0% Out 50.0%	In 50.0% Out 50.0%	In 50.0% Out 50.0%	In 50.0% Out 50.0%	In 50.0% Out 50.0%	In 50.0% Out 50.0%	In 50.0% Out 50.0%

**Table 2 (continued): Transportation Planning Factors**

**Notes:**

- (1) Based on data from *City Environmental Quality Review (CEQR) Technical Manual*, 2021.
- (2) Based on NYCDOT recent trip generation survey data and the latest *ITE Trip Generation Manual*.
- (3) Based on NYCDOT recommended modal split from previously approved EIS in the Bronx.
- (4) Based on American Community Survey journey-to-work 5-Year (2015-2019) data for Bronx Census Tracts 200, 204, 210.01, 216.01, 216.02, 218, 238, 240, 244, 256, 284, and 296.
- (5) Based on data from the *East New York Rezoning Proposal FEIS*, 2016.
- (6) Based on NYCDOT citywide survey data for local retail mode choice.
- (7) Based on AASHTO CTPP reverse journey-to-work 5-Year (2012-2016) data for Bronx Census Tracts 200, 204, 210.01, 216.01, 216.02, 218, 238, 240, 244, 256, 284, and 296.
- (8) For medical offices larger than 15,000 sf, the weekday trip generation should be determined using the equation:  $66.626x + 141.77$  (x=size of gsf in 1,000 sf).
- (9) Based on NYCDOT's Survey for Medical Office.
- (10) Based on data from the *Jerome Avenue Rezoning FEIS*, 2017.
- (11) The number of students is established from the square footage of the school size to student ratio based on NYC School Construction Authority studies.
- (12) The modal split of the school for parents is based on a proposed primary school at 160 Van Cortlandt Park South in the Bronx.
- (13) Based on data from the *Industry City FEIS*, 2019.
- (14) Based on data from the *Brooklyn Navy Yard EAS*, 2018.
- (15) Based on data provided by NYCDOT. Student auto and school bus trips are expected to make a complete in and out trip cycle in the peak hour.

## TRIP GENERATION

The person and vehicle trips expected to result from the Proposed Actions are expressed as an “incremental change” or “net change” in trips. This incremental change is calculated by comparing the estimated numbers of trips resulting from the Proposed Actions (in the 2033 analysis year) to the numbers of trips estimated to be occurring in the vicinity of the rezoning area without the Proposed Actions. Trips are calculated based on the transportation planning factors shown previously in **Table 2**.

**Table 3**, “RWCDs Travel Demand Forecast,” lists the estimate of the net incremental change in peak-hour person trips and vehicle trips, respectively (as compared to conditions in the area without the Proposed Actions) that would occur in 2033 with implementation of the Proposed Actions.

The Proposed Actions would be expected to generate a net increase of approximately 19,891 person trips in the weekday AM peak hour, 19,023 person trips in the weekday midday, 20,828 person trips in the weekday PM peak hour, and 16,436 person trips in the Saturday midday peak hour. These person trips can be translated into modal trip “types” for the entire study area as follows:

- Peak hour vehicle trips (including auto, school bus, truck, and taxi trips balanced to reflect that some taxis arrive or depart empty) would be expected to result in additional trips – approximately 4,209, 3,860, 3,553, and 2,499 vehicle trips (“in” and “out” trips, combined) in the weekday AM, midday, PM, and Saturday midday peak hours, respectively.
- Peak hour subway or railroad trips would increase by a net total of approximately 4,535, 3,370, 4,871, and 3,715 in the weekday AM, midday, PM, and Saturday midday peak hours, respectively.
- Peak hour bus trips would increase by a net total of approximately 4,438, 3,501, 5,354, and 2,777 in the weekday AM, midday, PM, and Saturday midday peak hours, respectively.
- Walk trips would increase by approximately 6,171, 6,883, 6,214, and 6,541 trips during the respective weekday AM, midday, PM, and Saturday midday peak hours.

The Rezoning Area is not currently served by a commuter railroad. However, the planned Metro-North service to the Rezoning Area will introduce two new stations within a convenient walking distance of the projected development sites.

**Table 4** shows the net incremental change in peak hour vehicle trips (auto, taxi, and truck) that would be generated by each individual projected development site during the weekday AM, midday, PM, and Saturday midday peak hours.<sup>1</sup> Overall, Site 9 would generate the greatest number of new vehicle trips, with up to 1,032 incremental vehicle trips per hour. Sites 24 and 29 would generate the next highest number of incremental trips, with up to 732 and 664 vehicle trips per hour, respectively. There would be net decrease in vehicle trips during one or more peak hours at approximately 19 sites, primarily due to the reduction in office, auto repair, warehouse, and light industrial uses on these sites in the RWCDs compared to the Without-Action condition.

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<sup>1</sup> Detailed demand forecast for each projected development site are provided in the Appendix.



**Table 3: RWCDs Travel Demand Forecast**

Land Use	Residential		Local Retail		Office		Warehouse		Medical Office		Light Industrial		Life Science	
Size/Units	5,951	DU	256	ksf	-117	ksf	-31	ksf	851	ksf	-43	ksf	1,061	ksf
<b>Peak Hour Trips:</b>														
AM	4,381		2,103		-254		-7		6,309		-83		4,514	
MD	2,921		3,365		-233		-7		7,227		-64		2,539	
PM	4,138		4,627		-233		-8		4,875		-89		7,336	
Sat MD	4,323		5,492		-64		-2		5,353		-10		1,432	
<b>Person Trips:</b>														
<b>AM</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>
Auto	186	660	123	109	-84	-10	-4	-1	1,017	623	-46	-6	858	45
Taxi	17	62	0	0	-5	-1	0	0	391	240	-1	0	43	2
Subway/Railroad	502	1,780	45	40	-49	-6	-1	0	548	336	-8	-1	1,029	54
Bus	148	526	33	30	-49	-6	-1	0	900	551	-11	-1	2,016	106
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	110	390	914	811	-41	-5	-1	0	1,056	647	-8	-1	343	18
Total	964	3,417	1,115	988	-226	-28	-6	-2	3,912	2,397	-73	-10	4,289	226
<b>MD</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>
Auto	282	282	185	185	-2	-2	-2	-2	883	996	-20	-20	254	254
Taxi	26	26	0	0	-1	-1	0	0	340	383	0	0	13	13
Subway/Railroad	761	761	67	67	-8	-8	0	0	476	536	-4	-4	305	305
Bus	225	225	50	50	-8	-8	-1	0	781	881	-5	-5	597	597
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	166	166	1,380	1,380	-93	-100	0	0	917	1,034	-3	-3	102	102
Total	1,460	1,460	1,682	1,682	-112	-121	-3	-3	3,397	3,830	-32	-32	1,270	1,270
<b>PM</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>
Auto	503	295	254	254	-15	-71	-1	-4	444	824	-7	-49	147	1,320
Taxi	47	28	0	0	-1	-4	0	0	171	317	0	-1	7	66
Subway/Railroad	1,358	798	93	93	-9	-42	0	-1	239	444	-1	-9	176	1,585
Bus	401	236	69	69	-9	-42	0	-1	392	729	-2	-11	345	3,103
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	297	175	1,897	1,897	-7	-35	0	-1	461	856	-1	-8	59	528
Total	2,607	1,531	2,313	2,313	-40	-193	-2	-6	1,706	3,169	-11	-79	734	6,602
<b>Saturday</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>
Auto	425	409	242	198	-12	-12	-1	0	682	710	-3	-3	143	143
Taxi	40	38	0	0	-1	-1	0	0	262	273	0	0	7	7
Subway/Railroad	1,149	1,104	211	173	-7	-7	0	0	367	382	-1	-1	172	172
Bus	340	326	121	99	-7	-7	0	0	603	628	-1	-1	337	337
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	251	241	2,447	2,002	-6	-6	0	0	708	737	-1	-1	57	57
Total	2,205	2,118	3,021	2,471	-32	-32	-1	-1	2,623	2,730	-5	-5	716	716
<b>Vehicle Trips:</b>														
<b>AM</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>
Auto	166	589	58	52	-77	-10	-3	-1	636	390	-42	-6	715	38
Taxi	13	47	0	0	-4	0	0	0	244	150	0	0	33	2
Taxi Balanced	61	61	0	0	-4	-4	0	0	394	394	0	0	35	35
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	21	21	4	4	-2	-2	-1	-1	4	4	-1	-1	5	5
Total	248	671	62	55	-83	-16	-5	-2	1,034	788	-44	-8	755	77
<b>MD</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>
Auto	180	180	88	88	-2	-2	-2	-2	552	622	-19	-19	212	212
Taxi	14	14	0	0	-1	-1	0	0	212	239	0	0	10	10
Taxi Balanced	29	29	0	0	-2	-2	0	0	452	452	0	0	20	20
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	16	16	5	5	-2	-2	-1	-1	14	14	-1	-1	5	5
Total	225	225	93	93	-6	-6	-3	-3	1,017	1,088	-20	-20	236	236
<b>PM</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>
Auto	449	264	121	121	-14	-66	-1	-3	277	515	-6	-46	122	1,100
Taxi	36	21	0	0	-1	-3	0	0	107	198	0	0	6	51
Taxi Balanced	57	57	0	0	-4	-4	0	0	305	305	0	0	56	56
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	4	4	1	1	0	0	-1	-1	1	1	0	0	3	3
Total	510	325	122	122	-18	-70	-2	-4	583	821	-7	-46	181	1,160
<b>Saturday</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>
Auto	271	261	115	94	-11	-11	-1	0	426	444	-3	-3	119	119
Taxi	22	21	0	0	-1	-1	0	0	164	171	0	0	6	6
Taxi Balanced	43	43	0	0	-1	-1	0	0	335	335	0	0	11	11
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	5	5	1	1	0	0	0	0	0	0	0	0	5	5
Total	319	309	116	95	-12	-12	-1	-1	761	778	-3	-3	135	135

(1) Fifty-percent linked trips for local retail.

**Table 3 (continued): RWCDs Travel Demand Forecast**

Land Use	PS/IS School (Grade K-4 Student)		Parents (Pre-K - Grade 5)		PS/IS School Staff		Auto Repair		House of Worship		STEAM Center (student)		STEAM Center (staff)		Total	
Size/Units	1,396 students		623 parents		140 staff		-80 ksf		22 ksf		700 students		26 staff			
Peak Hour Trips:																
AM	1,382		1,233		112		-204		34		350		21		19,891	
MD	1,382		1,233		112		-170		17		700		0		19,023	
PM	0		0		0		-219		31		350		21		20,828	
Sat MD	0		0		0		-165		77		0		0		16,436	
Person Trips:																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	470	0	0	0	70	0	-113	-61	1	1	53	0	7	0	2,538	1,359
Taxi	0	0	0	0	1	0	-7	-4	0	0	0	0	0	0	441	299
Subway/Railroad	41	0	32	32	13	0	-1	-1	1	0	140	0	10	0	2,301	2,234
Bus	41	0	32	32	16	0	-1	-1	1	1	70	0	3	0	3,200	1,238
School Bus	111	0	0	0	0	0	0	0	0	0	0	0	0	0	111	0
Walk/Other	719	0	553	553	12	0	-11	-6	16	13	88	0	1	0	3,751	2,420
Total	1,382	0	617	617	112	0	-133	-71	18	16	350	0	21	0	12,341	7,550
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	470	0	0	0	70	-72	-72	0	0	0	0	0	0	1,508	2,160
Taxi	0	0	0	0	0	1	-4	-4	0	0	0	0	0	0	373	417
Subway/Railroad	0	41	32	32	0	13	-1	-1	0	0	0	0	0	0	1,628	1,742
Bus	0	41	32	32	0	16	-1	-1	1	1	0	0	0	0	1,672	1,829
School Bus	0	111	0	0	0	0	0	0	0	0	350	350	0	0	350	461
Walk/Other	0	719	553	553	0	12	-7	-7	7	7	0	0	0	0	3,022	3,862
Total	0	1,382	617	617	0	112	-85	-85	9	9	350	350	0	0	8,552	10,471
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	-93	-93	1	1	0	53	0	7	1,233	2,536
Taxi	0	0	0	0	0	0	-5	-5	0	0	0	0	0	0	219	401
Subway/Railroad	0	0	0	0	0	0	-1	-1	0	0	0	140	0	10	1,855	3,016
Bus	0	0	0	0	0	0	-1	-1	1	1	0	70	0	3	1,198	4,156
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	-9	-9	14	13	0	88	0	1	2,710	3,504
Total	0	0	0	0	0	0	-110	-110	16	15	0	350	0	21	7,214	13,614
Saturday	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	-70	-70	3	1	0	0	0	0	1,409	1,375
Taxi	0	0	0	0	0	0	-4	-4	1	0	0	0	0	0	305	314
Subway/Railroad	0	0	0	0	0	0	-1	-1	2	1	0	0	0	0	1,892	1,823
Bus	0	0	0	0	0	0	-1	-1	3	1	0	0	0	0	1,395	1,382
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	-7	-7	47	19	0	0	0	0	3,497	3,044
Total	0	0	0	0	0	0	-83	-83	55	22	0	0	0	0	8,498	7,938
Vehicle Trips:																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	361	361	--	--	65	0	-87	-47	1	0	30	0	6	0	1,828	1,367
Taxi	0	0	--	--	1	0	-5	-3	0	0	0	0	0	0	283	196
Taxi Balanced	0	0	0	0	1	1	-8	-8	0	0	0	0	0	0	478	478
School Bus	3	3	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Truck	2		--	--	--	--	-5	-5	0	0	0	0	0	0	27	25
Total	367	365	0	0	66	1	-100	-59	1	1	30	0	6	0	2,336	1,873
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	361	361	--	--	0	65	-56	-56	0	0	0	0	0	0	1,315	1,450
Taxi	0	0	--	--	0	1	-3	-3	0	0	0	0	0	0	232	260
Taxi Balanced	0	0	0	0	1	1	-7	-7	0	0	0	0	0	0	492	492
School Bus	3	3	0	0	0	0	0	0	0	0	18	18	0	0	21	21
Truck	2	2	--	--	--	--	-3	-3	0	0	0	0	0	0	35	35
Total	367	367	0	0	1	66	-65	-65	1	1	18	18	0	0	1,862	1,998
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	--	--	0	0	-72	-72	0	0	0	30	0	6	878	1,850
Taxi	0	0	--	--	0	0	-4	-4	0	0	0	0	0	0	144	262
Taxi Balanced	0	0	0	0	0	0	-8	-8	0	0	0	0	0	0	406	406
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	--	--	--	--	0	0	0	0	0	0	0	0	7	7
Total	0	0	0	0	0	0	-81	-81	1	1	0	30	0	6	1,290	2,262
Saturday	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	--	--	0	0	-54	-54	2	1	0	0	0	0	865	850
Taxi	0	0	--	--	0	0	-3	-3	0	0	0	0	0	0	188	194
Taxi Balanced	0	0	0	0	0	0	-6	-6	1	1	0	0	0	0	381	381
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	--	--	--	--	0	0	0	0	0	0	0	0	10	10
Total	0	0	0	0	0	0	-60	-60	2	1	0	0	0	0	1,257	1,242

**Table 4: Net Incremental Vehicle Trips by Projected Development Site**

Site	Weekday Peak Hour			Saturday Peak Hour
	AM	MD	PM	
1	-8	-5	-4	-2
2	5	3	5	4
3	17	12	20	16
4	22	25	16	18
5	65	42	70	55
6	3	5	6	5
7	65	31	59	44
8	81	57	94	73
9	1,032	926	215	173
10	5	2	4	3
11	6	6	9	8
12	6	3	6	4
13	-2	-3	-2	-1
14	3	3	7	6
15	4	2	4	3
16	4	2	3	3
17	-27	-29	-8	-11
18	21	9	18	13
19	34	19	32	27
20	17	16	24	19
21	91	105	70	74
22	483	570	371	416
23	4	3	5	4
24	732	925	555	669
25	6	3	5	4
26	-1	1	0	1
27	-60	-74	-45	-49
28	14	7	12	9
29	420	209	664	94
30	239	301	182	215
31	13	10	20	17
32	204	236	157	171
33	-21	-30	-15	-16
34	11	9	14	11
35	-40	-60	-17	-28
36	30	7	30	11
37	-20	-37	-13	-19
38	34	20	29	20
39	4	-1	3	9
40	-4	-5	-5	0

**Table 4 (continued): Net Incremental Vehicle Trips by Projected Development Site**

Site	Weekday Peak Hour			Saturday Peak Hour
	AM	MD	PM	
41	10	15	17	17
42	18	2	16	4
43	-2	-1	-1	0
44	-10	-7	-8	-2
45	-14	-8	-8	3
46	19	13	22	17
47	14	12	11	7
48	-4	-3	-2	-1
49	-2	0	1	7
50	6	3	6	4
51	-7	-7	-7	-5
52	11	10	15	13
53	7	7	10	8
54	-3	0	0	10
55	-7	-6	-5	-3
56	-5	-4	-3	-2
57	15	15	24	21
58	418	258	644	151
59	124	88	124	67
60	128	152	98	108

## *Analysis Periods*

According to *CEQR Technical Manual* guidelines, a quantified traffic analysis is typically required if a proposed action would result in more than 50 peak-hour vehicle trip ends. As listed in **Table 4**, the Proposed Actions are expected to result in more than 50 total vehicle trips during each weekday analysis hour; therefore, each of these periods will be included in the quantified analysis of traffic conditions. The specific hours to be analyzed in each peak period will be determined based on traffic count data collected along the street network in the study area.

Transit (both subway and bus) analyses generally examine conditions during the weekday AM and PM commuter peak periods, as it is during these times that overall transit demand (and the potential for significant adverse impacts) is typically greatest. Therefore, the quantitative analyses of transit conditions with the Proposed Actions will focus on these two periods.

According to *CEQR Technical Manual* guidelines, a quantified analysis of pedestrian conditions is typically required if a proposed action would result in 200 or more peak hour pedestrian trips. The net increase in pedestrian trips resulting from the Proposed Actions would exceed the 200-trip *CEQR Technical Manual* analysis threshold during the weekday AM and PM commuter peak hours and the weekday midday and Saturday peak hours for retail demand. The specific analysis peak hours will be determined based on pedestrian counts that will be conducted as part of the pedestrian analyses for the *Bronx Metro-North Station Study EIS*. As project increment pedestrian trips during the Saturday peak hour would be lower than the weekday midday peak hour, significant adverse pedestrian impacts on Saturday over and above those identified for the weekday peak hours are considered unlikely. The analysis of pedestrian conditions will therefore focus on the weekday AM, midday and PM peak hours, and the Saturday peak hour will not be included for analysis.

## **TRAFFIC STUDY AREA**

### *Area Street Network*

As previously shown on **Figure 1**, the rezoning area consists of an approximately 40 block area near the future Parkchester/Van Nest and Morris Park Metro-North stations in the Bronx. The Parkchester/ Van Nest station area projected development sites are generally situated around East Tremont and Bronxdale avenues. The Morris Park station area projected development sites are generally situated around Eastchester Road and Stillwell Avenue.

### **Primary East-West Corridors**

East Tremont Avenue is a principal arterial that runs east-west through the Bronx, traversing from Morris Heights to the west to Throgs Neck to the east. East Tremont Avenue provides connections to local minor streets as well as access to Bruckner Boulevard, Hutchinson River Parkway, and the Cross-Bronx Expressway. East Tremont Avenue generally provides two travel lanes and curbside parking in both directions through the Rezoning Area. A painted or raised median exists for the majority of the street. East Tremont Avenue is an NYCDOT-designated local truck route.

Bounding the study area to the north is the Bronx-Pelham Parkway, a principal arterial operating east-west between the Bronx River Parkway and Interstate 95, the New England Thruway. Bronx-Pelham Parkway typically provides three through lanes in each direction with an express bus lane and two through lanes and on-street parking provided along the north and south service roads. The north and south Pelham Parkway service roads are NYCDOT-designated local truck route. Commercial traffic and trucks are not permitted on the main roadway.

Morris Park Avenue is a minor arterial that connects most of the local north-south streets. It generally runs parallel to East Tremont Avenue from Eastchester Avenue to the east and reroutes southbound to connect to East Tremont Avenue west of the Bronx River Parkway. Morris Park Avenue has two travel lanes per direction and curbside parking on both sides of the road and is an NYCDOT-designated local truck route.

### **Primary North-South Corridors**

Eastchester Road is a north-south principal arterial that runs through the Rezoning Area from Williamsbridge Road to the south to East Gun Hill Road to the north. Eastchester Road is generally 60 feet wide with two travel lanes in each direction and curbside parking on both sides. Eastchester Road is an NYCDOT-designated local truck route.

Stillwell Avenue is a minor arterial that runs from Eastchester Avenue in the Rezoning Area to the Hutchinson River Parkway. The roadway width in the study area is approximately 55 feet wide, with one travel lane in each direction and curbside parking (frequent double parking) on both sides.

East of the study area is the Hutchinson River Parkway, a major two-way northbound and southbound roadway classified as a Principal Arterial Expressway. The north and southbound roadways are separated by a landscaped median. It generally operates with three lanes in each direction. Commercial traffic and trucks are not permitted on the Hutchinson River Parkway.

### ***Traffic Assignment and Analysis Locations***

The assignment of vehicle trips was based on the location of the projected development sites and the anticipated origins and destinations of vehicle trips associated with the different uses projected for the rezoning area (e.g., commercial, residential, etc.). The origins/destinations of residential and non-retail commercial trips used for the assignments are based on flows from the 2012-2016 US Census journey-to-work and reverse journey-to-work data, respectively. Retail trip origins/destinations are based on population density in proximity to the rezoning area. **Table 5** presents the directional distributions of auto and taxi trips by land use based on the origin/destination data. Using these distributions, auto and taxi trips were first assigned to various portals on the perimeter of the rezoning area and then assigned via the most direct route to trip nodes located within each zone of a development site. Truck trips en route to and from each site were assigned to designated through and local truck routes and then to the most direct paths to and from the projected sites.

The assignment of vehicle trips to and from the origins and destinations varies among those development sites situated around the Parkchester/Van Nest station area versus those near the Morris Park station area. Morris Park station area trips to and from Manhattan, Brooklyn, Queens, Staten Island, and areas of the Bronx south and east of the Rezoning Area would use the Hutchinson River Parkway south to local roads or to the Whitestone and Throgs Neck Bridges. Trips to and from Westchester and Rockland counties and Connecticut would use the Hutchinson River Parkway northbound. Morris Park trips to and from New Jersey and Pennsylvania would take the Pelham Parkway east for access to I-95. Trips to areas of the Bronx north and west of the Rezoning Area would take Eastchester Road or Pelham Parkway, respectively.

Parkchester station area trips to and from Brooklyn, Queens, and Staten Island would use the Hutchinson River Parkway south the Whitestone and Throgs Neck Bridges from those development sites located in the east side of the Rezoning Area. Sites to those destinations located in the west side of the Rezoning Area would likely use East Tremont Avenue to Sheridan Boulevard and the Bruckner Expressway. Parkchester trips to and from Manhattan and areas of the Bronx south of the Rezoning Area would also use East Tremont Avenue to Sheridan Boulevard. Trips to and from Connecticut would use the Hutchinson River Parkway northbound. Parkchester trips to and from New Jersey and Pennsylvania would travel south to the Cross-Bronx Expressway for access to I-95.

**Table 5: Directional Distributions of Auto/Taxi Trips by Land Use**

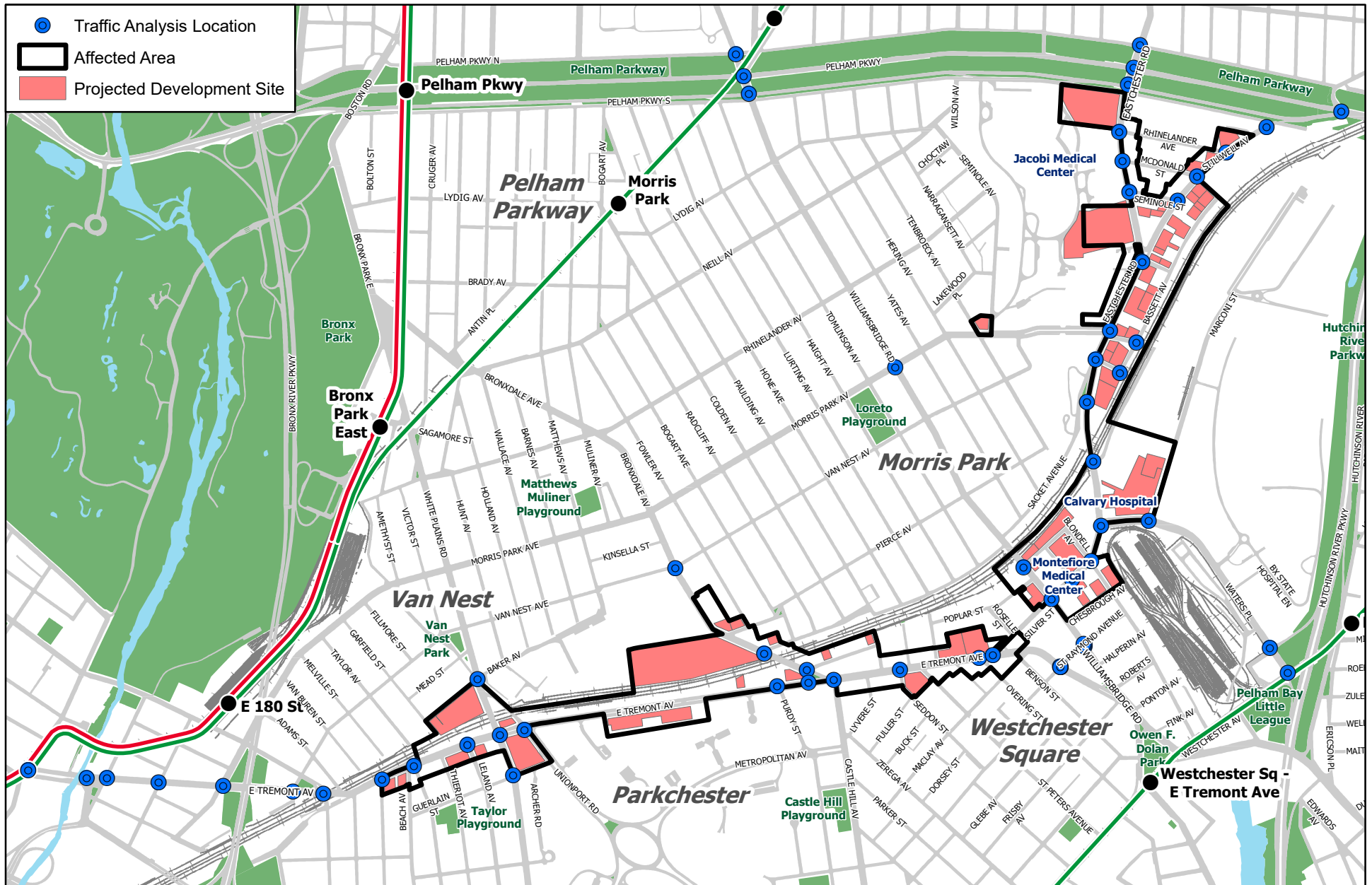
Land Use	Bronx				Manhattan	Brooklyn/ Queens/ Staten Island	Long Island	Westchester and Rockland	Connecticut	NJ/PA
	North	East	South	West						
Non-Retail Commercial <sup>1</sup>	17%	8%	9%	8%	6%	9%	5%	29%	2%	6%
Residential <sup>2</sup>	16%	4%	8%	27%	17%	8%	3%	10%	3%	5%
Retail/Community Uses <sup>3</sup>	22%	13%	44%	22%	-	-	-	-	-	-

**Notes:**

1. Vehicle (auto/taxi) trip distribution for office, warehouse, self-storage, light industrial, life science, and auto repair trips for the proposed rezoning area.  
This distribution was based on reverse journey-to-work trips using 2012-2016 US Census data for tracts 200, 204, 210.01, 216.01, 216.02, 218, 238, 240, 244, 256, 284, and 296.
2. Vehicle (auto/taxi) trip distribution for residential.  
This distribution was based on journey-to-work trips using 2012-2016 US Census data for tracts 200, 204, 210.01, 216.01, 216.02, 218, 238, 240, 244, 256, 284, and 296.
3. Trip distribution for all other uses in the proposed rezoning area (retails, medical office, house of worship, and community center).  
This distribution was based population density for census tracts within an approximate 1/2-mile distance of the proposed rezoning area.



As noted previously, the Proposed Actions would be expected to generate a net increase of 4,209 vehicle trips during the weekday AM peak hour, 3,860 vehicle trips during the weekday midday peak hour, 3,553 vehicle trips during the weekday PM peak hour, and 2,499 vehicle trips during the Saturday midday peak hour. As these traffic volumes would exceed 50 trips in each peak hour (the *CEQR Technical Manual* Level 1 screening threshold for a detailed analysis), a preliminary assignment of net increment traffic volumes has been prepared to identify critical intersections that would potentially exceed 50 trips per hour (a Level 2 screening assessment). The preliminary assignment identified a number of intersections that would exceed the 50-trip threshold and 55 representative intersections were selected for a detailed traffic analysis as shown in **Figure 2** and listed in **Table 6**. In addition, a detailed traffic analysis for the freeway and ramp junctions on the Hutchinson River Parkway will be performed for the weekday AM, midday, PM, and Saturday midday peak hours. The highway study area would likely consist of the mainline, weaving, and ramp juncture locations to/from Hutchinson River Parkway Interchanges 2 and 3. These locations were selected based on discussions with NYCDOT and NYCDOT.



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



Figure 2

## TRAFFIC ANALYSIS LOCATIONS

**Table 6: Detailed Traffic Analysis Locations**

Intersection Name	
East Tremont Avenue & Rosedale Avenue/East 180th Street	Williamsbridge Road & Eastchester Road
East Tremont Avenue & Boston Road/West Farms Road	Williamsbridge Road & St Raymond Avenue
East Tremont Avenue & East 177th Street	Eastchester Road & Pelham Parkway North
East Tremont Avenue & Devoe Avenue	Eastchester Road & Pelham Parkway
East Tremont Avenue & Bronx Park Avenue	Eastchester Road & Pelham Parkway South
East Tremont Avenue & Morris Park Avenue	Eastchester Road & Rhinelander Avenue
East Tremont Avenue & Van Nest Avenue	Eastchester Road & Seminole Street
East Tremont Avenue & St Lawrence Avenue	Eastchester Road & McDonald Street
East Tremont Avenue & Beach Avenue/Taylor Avenue	Eastchester Road & Stillwell Avenue
East Tremont Avenue & Leland Avenue	Eastchester Road & Morris Park Avenue
East Tremont Avenue & White Plains Road	Eastchester Road & Loomis Street
East Tremont Avenue & Unionport Road	Eastchester Road & Sackett Avenue
East Tremont Avenue & Purdy Street	Eastchester Road & Bassett Avenue
East Tremont Avenue & Bronxdale Avenue	Eastchester Road & Waters Place
East Tremont Avenue & Castle Hill Avenue	Eastchester Road & Blondell Avenue
East Tremont Avenue & Seddon Street	Eastchester Road & Jarret Place
East Tremont Avenue & Overing Street	Stillwell Avenue & Pelham Parkway
East Tremont Avenue & Silver Street	Stillwell Avenue & Pelham Parkway South
East Tremont Avenue & St Raymond Avenue	Stillwell Avenue & Rhinelander Avenue
White Plains Road & Baker Avenue	Stillwell Avenue & Seminole Street
White Plains Road & Guerlain Street	Stillwell Avenue & McDonald Street
Bronxdale Avenue & Van Nest Avenue	Waters Place & Marconi Street
Bronxdale Avenue & Sackett Avenue	Waters Place & Hutchinson River Parkway SB Off-Ramp/Fink Avenue
Bronxdale Avenue & Poplar Street	Waters Place & Hutchinson River Parkway SB On-Ramp/Westchester Avenue
Williamsbridge Road & Pelham Parkway North	Bassett Avenue & Morris Park Avenue
Williamsbridge Road & Pelham Parkway	Bassett Avenue & Loomis Street
Williamsbridge Road & Pelham Parkway South	
Williamsbridge Road & Morris Park Avenue	
Williamsbridge Road & Poplar Street	

## TRANSIT

According to the general thresholds used by the MTA and specified in the *CEQR Technical Manual*, detailed transit analyses are required if a proposed action is projected to result in greater than 200 peak hour rail or bus transit riders. If a proposed action would result in 50 or more bus passengers being assigned to a single bus line (in one direction), or if it would result in an increase of 200 or more passengers at a single subway station or on a single subway line, a detailed bus or subway analysis would be warranted.

### Subway Analysis

#### Subway Stations

There are a total of seven NYCT subway stations in proximity to the rezoning area that are expected to be used by new demand from projected development sites. These stations are presented in **Figure 3** and **Table 7**, along with the subway routes serving each facility. These are the stations most likely to be used based on the origins and destinations and walk distance from the projected development sites. As shown in **Figure 3**, 2 and 5 subway trains operating on the IRT White Plains Line and the IRT Dyre Avenue Line, respectively, are located west of the Rezoning Area and the 6 subway train operating on the IRT Pelham Line is located east of the Rezoning Area. Projected development sites in the Parkchester station area would most likely use the East 180<sup>th</sup> Street station for access to the 2 and 5 train lines. The Parkchester, Westchester Square, and Middletown Road stations are most likely to be used for access to the 6 train line.

**Table 7: RWCDs Net Incremental Peak Hour Subway Trips by Station**

Rail Station	AM Peak Hour Trips			PM Peak Hour Trips		
	Into Project	Out of Project	Total	Into Project	Out of Project	Total
<b>Project Summary</b>						
Peak Hour Project-Generated Trips:	12,341	7,550	19,891	7,214	13,614	20,828
Peak Hour Project-Generated Subway/Commuter Train Trips:	2,301	2,234	4,535	1,855	3,016	4,871
Peak Hour Project-Generated Subway Trips:	1,494	1,450	2,944	1,204	1,958	3,163
Peak Hour Project-Generated Commuter Train Trips:	807	784	1,591	651	1,058	1,708
<b>Subway Station Summary</b>						
E. 180st (2,5)	572	717	1,290	581	780	1,361
Pelham PKWY (2,5)	232	125	357	118	312	430
Parkchester (6)	30	94	124	76	48	124
Westchester Sq. (6)	463	434	897	337	517	854
Middletown Rd. (6)	196	80	276	91	302	394
<b>Total</b>	<b>1,494</b>	<b>1,450</b>	<b>2,944</b>	<b>1,204</b>	<b>1,959</b>	<b>3,163</b>





## Subway Assignment and Analyzed Stations

As shown in **Table 3**, the Proposed Actions would generate a net increment of approximately 4,535 and 4,871 subway or rail trips during the weekday AM and PM commuter peak hours, respectively. The planned Metro-North service to the Rezoning Area will introduce two new Metro-North stations within a convenient walking distance of the projected development sites and will attract approximately 35 percent<sup>2</sup> of the transit rail trips. The remaining 65 percent would be assigned as subway trips for a net increment of 2,944 and 3,163 subway trips in the weekday AM and PM peak hours, respectively.

The incremental subway trips from each projected development site were assigned to the 2, 5, or 6 subway lines based on the existing subway schedule and assigned to the closest subway station in its proximity. **Table 7** shows the estimated net incremental subway trips generated by the Proposed Actions during the weekday AM and PM peak hours at each of the subway stations serving the rezoning area. The highest number of peak hour subway trips is expected to occur at the East 180<sup>th</sup> Street station serving the 2 and 5 lines which would experience approximately 1,290 incremental trips (in + out combined) in the AM peak hour and 1,361 in the PM peak hour. The Westchester Square station on the 6 Line would experience an estimated 897 trips in the AM and 854 in the PM. The Pelham Parkway station on the 2 and 5 Line would experience an estimated 357 trips in the AM peak hour and 430 trips in the PM peak hour. The Middletown Road station on the 6 line would experience an estimated 277 trips in the AM peak hour and 394 trips in the PM peak hour. All other stations would experience fewer than 200 incremental trips in both the AM and PM peak hours.

As incremental demand generated by the Proposed Actions would exceed the 200-trip *CEQR Technical Manual* analysis threshold at the East 180<sup>th</sup> Street, Westchester Square, Pelham Parkway, and Middletown Road stations, the analysis of subway station conditions in the EIS will focus on these four stations. For each of these facilities, key circulation elements (e.g., street stairs and fare arrays) expected to be used by concentrations of new demand from the Proposed Actions will be analyzed.

## Subway Line Haul

As discussed above, the rezoning area is served by two NYCT subway routes—the 2 trains operating on the White Plains Line, the 5 trains operating on the Dyre Avenue Line, and the 6 trains operating on the Pelham Line. As the Proposed Actions are expected to generate 200 or more new subway trips in one direction on one or more of these routes, an analysis of subway line haul conditions will be included in the EIS. The analysis will use existing maximum load point subway service and ridership data provided by NYCT to assess existing, future No-Action, and future With-Action conditions at the peak load points of the respective subway lines during the weekday AM and PM peak hours.

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<sup>2</sup> Based on AASHTO CTPP 5-year (2012-2016) flow data for Woodlawn Metro-North Station adjacent census tracts (Bronx Census Tracts 449.01, 449.02 and 451.01)

## Metro-North Assignment and Analyzed Stations

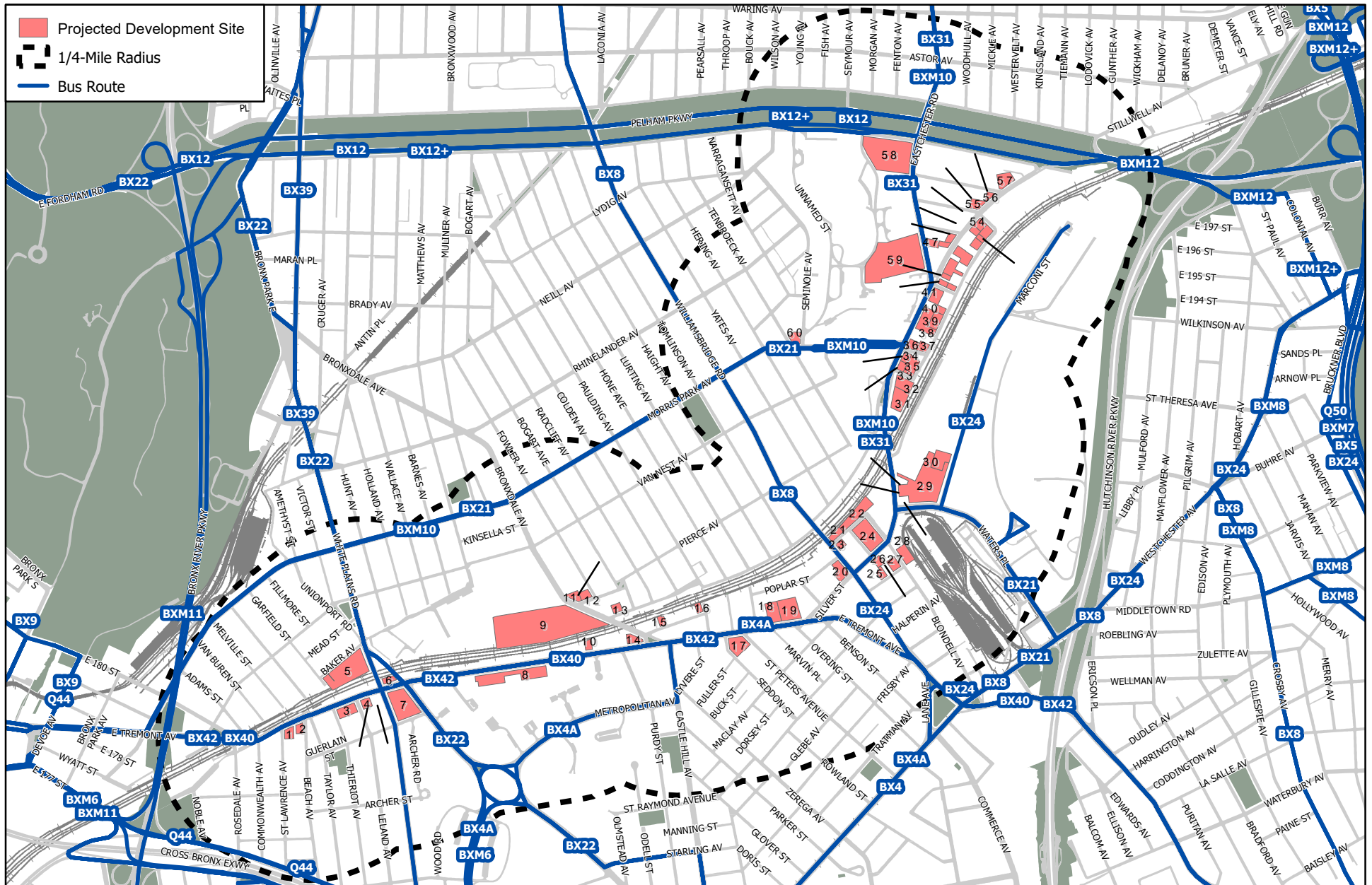
The Rezoning Area will be served by two new Metro-North stations in the Parkchester/Van Nest and Morris Park areas. Census data from the representative neighborhood of Woodlawn indicates that 35 percent of transit rail riders will use these new stations. As shown in **Table 7**, the Proposed Actions would generate a net increment of approximately 1,591 and 1,708 Metro-North rail trips during the weekday AM and PM commuter peak hours, respectively. The incremental rail trips from each projected development site were assigned to the designated station area, which results in 540 and 490 trips at the Parkchester station and 1,051 and 1,218 trips at the Morris Park station during the weekday AM and PM peak hours, respectively.

As incremental demand generated by the Proposed Actions would exceed the 200-trip *CEQR Technical Manual* analysis threshold in both peak hours at the Parkchester and Morris Park stations, the analysis of station conditions in the EIS will focus on these two stations. For each of these facilities, key circulation elements expected to be used by concentrations of new demand from the Proposed Actions will be analyzed based on available station plans.

## Bus Analysis

### Bus Routes

As shown in **Figure 4**, a total of 13 NYCT bus services operate within and approximate ¼-mile of projected development sites. These include both the local and Select Bus Service (SBS) services on the Bx12 route and the express BxM10. These routes and the principal corridors on which they operate in proximity to the rezoning area are listed in **Table 8**.



Source: New York City Department of City Planning, 2020; STV Incorporated, 2020.



Figure 4

## REZONING AREA BUS ROUTES



**Table 8: Bus Routes Serving the Rezoning Area**

Route	Operating Agency	Route Endpoints	Corridors Served in Proximity to the Rezoning Area
Bx4	NYCT	Spring Creek – Wyckoff Hospital	Westchester Sq – The Hub
Bx4A	NYCT	Westchester Square - Gladstone Square	East Tremont Avenue
Bx8	NYCT	Williamsbridge - Locust Point	Williamsbridge Road
Bx12	NYCT	Williamsbridge/Morris Park - Midtown	Pelham Parkway
Bx12-SBS	NYCT	Pelham Parkway - Fordham Road	Pelham Parkway
Bx21	NYCT	Westchester Square - Mott Haven	Eastchester Road/ Water Place
Bx22	NYCT	Bedford Park - Castle Hill	Unionport Road
Bx24	NYCT	Country Club - Hutchinson Metro Center	Eastchester Road/ Water Pl/ Marconi Street
Bx31	NYCT	Woodlawn - Westchester Square	Eastchester Road/ Williamsbridge Road
BX39	NYCT	Wakefield - Clasons Point	White Plains Rd
Bx40	NYCT	Throgs Neck - River Park Towers	East Tremont Ave
Bx42	NYCT	Throgs Neck - River Park Towers	East Tremont Ave
BxM10	NYCT	Williamsbridge/Morris Park - Midtown	Eastchester Road/ Morris Park Avenue

## Bus Assignments and Analyzed Routes

As shown in **Table 3**, projected development sites are expected to generate a net total of approximately 4,438 and 5,354 incremental bus trips during the weekday AM and PM peak hours, respectively. Additionally, it is expected that a portion of subway trips would originate as bus trips. All of the subway stations in the area are located beyond a ¼-mile radius from the projected development sites, as shown in **Figure 3**. As a result, an additional 2,382 and 2,612 incremental bus would be added as connections to subway stations for a total of 6,820 and 7,966 new bus trips during the weekday AM and PM peak hours, respectively.

Bus trip assignments were developed based on existing 2012-2016 AASHTO CTPP data to determine the destination tracts of bus trips originating in the Rezoning Area census tracts. Bus trips were assigned to bus lines that serve these areas. Incremental bus trips from each projected development site were assigned to a variety of bus lines as a result of multiple destinations from each census tract. The CTPP data for reverse-journey-to-work indicate that all inbound trips originate from Bronx census tracts; as a result all inbound trips to non-residential uses were assigned to local Bronx buses.

**Table 9** shows the anticipated numbers of new riders expected on each local bus route in the AM and PM peak hours. According to the general thresholds used by the MTA and specified in the *CEQR Technical Manual*, a detailed analysis of bus conditions is generally not required if a proposed action is projected to result in fewer than 50 peak hour trips being assigned to a single bus route (in one direction), as this level of new demand is considered unlikely to result in significant adverse impacts. As shown in **Table 9**, a total of one express and eight local bus routes operated by NYCT have the potential to experience 50 or more

new trips in one direction in at least one peak hour and will therefore be analyzed in the EIS. These routes are the Bx4A, BxM10, Bx12, Bx12-SBS, Bx21, Bx31, Bx39, Bx40, and Bx42.

**Table 9: RWCDs Net Incremental Peak Hour Bus Trips by Route and Direction**

Route	Direction	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Bx4	EB	3	0	3	4	0	4
	WB	0	5	5	0	3	3
Bx4A	EB	<b>70</b>	0	70	<b>140</b>	0	140
	WB	0	<b>186</b>	186	0	<b>82</b>	82
BxM10	NB	0	0	0	<b>187</b>	0	187
	SB	0	<b>196</b>	196	0	2	2
Bx12	EB	<b>248</b>	35	283	<b>74</b>	<b>331</b>	405
	WB	<b>228</b>	<b>59</b>	287	49	<b>367</b>	416
Bx12-SBS	EB	<b>137</b>	35	173	50	<b>331</b>	381
	WB	<b>228</b>	42	270	49	<b>206</b>	255
Bx21	EB	<b>1,415</b>	0	1,415	<b>585</b>	0	585
	WB	0	<b>637</b>	637	0	<b>1,848</b>	1,848
Bx22	NB	16	33	48	25	21	46
	SB	13	22	35	17	11	28
Bx24	EB	0	17	17	0	24	24
	WB	28	0	28	13	0	13
Bx31	NB	0	<b>375</b>	375	0	<b>1,766</b>	1,766
	SB	<b>1,318</b>	0	1,318	<b>385</b>	0	385
Bx39	NB	20	<b>84</b>	104	<b>51</b>	46	97
	SB	47	<b>64</b>	111	<b>64</b>	31	95
Bx40	EB	<b>247</b>	4	251	<b>227</b>	2	230
	WB	36	<b>341</b>	377	44	<b>327</b>	372
Bx42	EB	<b>247</b>	4	251	<b>227</b>	2	230
	WB	37	<b>342</b>	379	46	<b>328</b>	373
<b>Total</b>		4,338	2,482	6,820	2,238	5,728	7,966
Notes:							
Bold - denotes 50 or more incremental trips.							

## PEDESTRIANS

Under *CEQR Technical Manual* guidelines, detailed pedestrian analyses are generally warranted if a proposed action is projected to result in 200 or more new peak hour pedestrians at any sidewalk, corner reservoir area or crosswalk. As shown in **Table 3**, the Proposed Actions are expected to generate approximately 6,171 walk-only trips (in + out combined) in the weekday AM peak hour, 6,883 in the midday peak hour, 6,214 in the PM peak hour, and 6,541 in the Saturday peak hour. Persons en route to and from subway/rail station entrances and bus stops would add approximately 8,973, 6,871, 10,225 and 6,492 additional pedestrian trips to rezoning area sidewalks and crosswalks during these same periods, respectively. In the weekday AM and PM peak hours, new pedestrian trips would be most concentrated on sidewalks and crosswalks adjacent to projected development sites as well as along corridors connecting these sites to area subway station entrances. In the midday and Saturday peak hours,

pedestrian trips would tend to be more dispersed, as people travel throughout the area for lunch, shopping and/or errands.

The analysis of pedestrian conditions in the EIS will focus on representative pedestrian elements where new trips generated by projected developments are expected to be most concentrated. It is expected that these elements—sidewalks, corner areas and crosswalks—will be primarily located in the vicinity of major projected development sites and along corridors connecting these sites to area subway station entrances and bus routes.

## **PARKING**

Parking demand from the predominantly commercial and retail uses that would be developed under the Proposed Actions' RWCDs typically peaks in the weekday midday period and declines during the afternoon and evening. By contrast, parking demand from the Proposed Actions' relatively small residential component would typically peak during the overnight period.

It is anticipated that the on-site required accessory parking may not be sufficient to accommodate the overall incremental demand that would be generated by the Proposed Actions. As such, detailed existing on-street and off-street parking inventories for the weekday midday period will be provided in the EIS to document the existing supply and demand during this peak period for commercial and retail uses. The parking analyses will document changes in the parking supply and utilization in the rezoning area and within a ¼-mile radius of projected development sites under both No-Action and With-Action conditions.

The forecast of parking demand generated by the commercial and retail uses under the Proposed Actions' RWCDs will be derived from the forecasts of daily auto trips from these uses. The parking demand from the Proposed Actions' relatively residential component will be based on 2013-2017 ACS data on average vehicles per household for Bronx Census Tracts encompassing the rezoning area. Estimates of future parking utilization will account for net reductions in demand associated with No-Action land uses displaced from projected development sites under the RWCDs.

The forecast of new parking supply under the RWCDs will be based on the number of accessory parking spaces that would be provided on projected development sites in both the No-Action and With-Action conditions. The forecast of future supply will also account for accessory parking spaces associated with the With-Action commercial uses.

## **Appendix 3**

### **Air Quality Analysis Methodology and Assumptions Memorandum**

**To:** New York City Department of City Planning  
**From:** STV Incorporated  
**Date:** December 8, 2022  
**Project:** Bronx Metro-North Station Area Rezoning EIS  
**Reference:** Air Quality Analysis Methodology and Assumptions

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## INTRODUCTION

The purpose of this memorandum is to describe the air quality analysis approach for the Bronx Metro-North Station Area Rezoning Environmental Impact Statement (EIS). A total of 96 development sites (60 projected and 36 potential) have been identified within the proposed rezoning area (the "Project Area"). In the reasonable worst-case development scenario (RWCDs) for the Proposed Actions, the total development expected to occur on the 60 projected development sites under the With Action condition would consist of residential, commercial, community facility uses, and parking. The analysis year is 2033. In addition, based on the light industrial facility permits and Title V/State Air Permits obtained in coordination with the New York City Department of City Planning (NYCDCP), numerous light industrial sources (see Table 1) and major/large sources in the area are in operation and may need to be analyzed for their potential impact on future development sites as the result of the Proposed Actions.

The following outline of methodology and assumptions is based on guidelines contained in Chapter 17 of the 2021 *CEQR Technical Manual*. The key issues that will be addressed in the air quality study regarding the potential impacts of the Proposed Actions are:

- The potential for significant adverse air quality impacts from increases in the number of project-generated vehicle trips on the already congested local traffic network, and the accompanying reduction in vehicular speeds;
- Potential impacts associated with projected or potential parking facilities on sensitive uses;
- The potential for emissions from the heating, ventilation, and air conditioning (HVAC) systems of the projected and potential development sites to significantly impact other development sites (project-on-project impacts);
- The potential for emissions from the HVAC systems of the projected and potential development sites to significantly impact existing land uses;
- The potential combined impacts from HVAC emissions of development sites that are of similar height and located in close enough proximity to one another (clusters) to significantly impact existing land uses and other development sites;
- The potential for significant adverse air quality impacts on the projected and potential development sites from the emissions of existing large and major emission sources located within 1,000 feet of the projected and potential development sites; and

- The potential for significant adverse air quality impacts on the projected and potential developments from air toxic emissions generated by nearby existing light manufacturing and industrial sources.

This memorandum presents a summary of the methodology and assumptions to be used for both the mobile and stationary source air quality analyses of the Proposed Actions.

## **MOBILE SOURCE ANALYSIS**

### **Pollutants of Concern**

The microscale analysis will evaluate the potential impact that the proposed rezoning will have on localized carbon monoxide (CO), and fine particulate matter less than 10 microns in diameter (PM<sub>10</sub>) and less than 2.5 microns in diameter (PM<sub>2.5</sub>) levels in the study area as a result of adding vehicles trips by projected development sites to currently congested intersections. Selected sites will be analyzed based on the development scenario proposed in the RWCDs.

### **Dispersion and Emissions Modeling for Microscale Analyses**

#### Dispersion Modeling

The CO, PM<sub>10</sub> and PM<sub>2.5</sub> mobile source analysis will be conducted using the EPA AERMOD model at all intersections identified.

Five years (2016-2020) of meteorological data from LaGuardia Airport and concurrent upper air data from Brookhaven, New York will be used in the modeling. Off-peak traffic volumes will be determined by adjusting the peak period volumes by the 24-hour distributions of actual vehicle counts collected at appropriate locations.

Multiple receptors will be modeled at each of the selected sites; receptors will be placed along approach and departure links at spaced intervals at a pedestrian height of 1.8 meters. Based on the City's guidance for neighborhood-scale corridor PM<sub>2.5</sub> modeling, receptors in that analysis will be placed at a distance of 15 meters from the nearest moving lane at each analysis location.

#### Emission Factors

Vehicular cruise and idle CO and PM emission factors used in the dispersion modeling will be computed using EPA's mobile source emissions model, Motor Vehicle Emission Simulator, or MOVES3.<sup>1</sup> This emissions model is capable of calculating engine emission and brake/tire wear for various vehicle types, based on the fuel type (gasoline, diesel, or natural gas), meteorological conditions, vehicle speeds, vehicle age, roadway types, number of starts per day, engine soak time, and various other factors that influence emissions, such as inspection maintenance programs. Project specific traffic data obtained through field

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<sup>1</sup> EPA, MOVES Model, User Guide for MOVES3, EPA-420-B-15-095 November 2015.

studies as well as county-specific hourly temperature and relative humidity data obtained from the New York State Department of Environmental Conservation (NYSDEC) will be used.

Suspension of fugitive road dust, PM<sub>2.5</sub> and PM<sub>10</sub>, in the air from vehicular traffic will be analyzed in the local microscale analysis. However, since the New York City Department of Environmental Protection (NYCDEP) does not consider fugitive road dust to have a significant contribution on a neighborhood scale, fugitive road dust will not be included in the neighborhood scale PM<sub>2.5</sub> annual impact analyses. Road dust emission factors will be calculated according to the latest procedure delineated by EPA<sup>2</sup> and the *CEQR Technical Manual*.

If maximum PM<sub>2.5</sub> concentrations result in a potential impact, refinement to the analysis would be implemented. Seasonal and off-peak emissions factors can be prepared using additional runs of the MOVES model to capture the effect of temperature differences as well as changing vehicular classification mixes in off peak hours. If further refinements are necessary, the potential for additional and/or more detailed traffic data to be used within the air quality analysis, or the use of traffic mitigation measures, will be discussed with NYCDOT.

## **Analysis Locations**

### Intersection Selection

Based on a preliminary review of the study area roadway configuration and traffic patterns for the No Action and With Action conditions, it is anticipated that projected vehicle trips generated by the Proposed Actions may exceed the CO threshold of 170 vehicles in a peak hour at a number of intersections in the study area. For PM<sub>10</sub> and PM<sub>2.5</sub>, the screening procedure outlined in the *CEQR Technical Manual* is based on determining whether the projected number of vehicle trips at an intersection exceeds thresholds of heavy-duty diesel vehicle (HDDV) equivalents. The thresholds are as follow:

- 12 or more HDDV for paved roads with average daily traffic fewer than 5,000 vehicles;
- 19 or more HDDV for collector roads;
- 23 or more HDDV for principal and minor arterials; or
- 23 or more HDDV for expressways and limited access roads.

To determine whether any of these thresholds are exceeded, the worksheet referenced in Section 201 of Chapter 17 of the *CEQR Technical Manual* will be utilized to calculate the equivalent number of HDDV equivalents at intersections in the traffic study area. The worksheet uses vehicle classification information based on the traffic data collected for the project and assigns these classifications to vehicle categories using a table referenced in the *CEQR Technical Manual*. Roadway classifications will be determined by corridor at each intersection, based on NYCDOT functional class criteria and With Action traffic volumes.

If any intersection is determined to exceed the CO and/or PM mobile source screening thresholds, it will be considered for analysis. Selection of specific intersections for detailed analysis will depend on the baseline and No Action traffic conditions (volumes and LOS) along with the vehicular trip generation and

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<sup>2</sup> EPA, Compilations of Air Pollutant Emission Factors AP-42, Fifth Edition, Volume I: Stationary Point and Area Sources, Ch. 13.2.1, NC, <http://www.epa.gov/ttn/chief/ap42>, January 2011.

assignments with the Proposed Actions. The selected intersections will be submitted for review and approval to NYCDP. If additional intersections warrant analysis, justification for their inclusion will be provided to NYCDP for review and approval; however, based on preliminary review of the study area, it is anticipated that one (1) or two (2) intersection in total will be analyzed for CO. This area of the Bronx is a very congested traffic corridor and is considered to be a local truck route; therefore, this area of the Bronx may experience high volumes of heavy duty diesel vehicles. The addition of project-generated HDDVs and to a lesser degree light-duty gasoline vehicles (LDGV) could impact localized PM emissions. As a result, it is anticipated that detailed analysis of PM<sub>2.5</sub> and PM<sub>10</sub> will be conducted at up to three (3) “worst case” intersections as defined by the criteria described above.

#### Analysis Year

The analysis would be performed for 2033, the year by which the Proposed Actions are likely to be completed. The future analysis would be performed both without the Proposed Actions (the No-Action condition) and with the Proposed Actions (the With-Action condition) in order to quantify the air pollutant concentration increase caused by the proposed action.

#### **Background Concentrations**

The background concentrations that would be used in the mobile source analysis are concentrations recorded at a monitoring station representative of the county or from the nearest available monitoring station and in the statistical format of the NAAQS. These represent the most recent 3-year average for 24-hour average PM<sub>2.5</sub>, the highest 24-hour average concentrations from the three most recent years of data available for PM<sub>10</sub> and the highest 1-hour and 8-hour concentrations from the five most recent years of data available for CO.

#### **Parking Facilities Analysis**

Up to two worst case parking facilities, in terms of size, location, and proposed peak-hour utilization will be selected for the analysis of CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. Once each facility is selected for analysis, the peak period with the greatest number of vehicular ins/outs will be studied for CO impact and 24-hour average vehicular ins/outs will be studied for PM<sub>10</sub> and PM<sub>2.5</sub> impact. Vehicular emissions considered would be from the movement of vehicles within the parking facility and any vehicles idling before exiting. Cumulative impact from the on-street traffic emission and parking facility emission will be calculated. Both ground level and elevated receptors will be considered for uses located in the same site as the parking facility, and in nearby development sites as necessary. The analysis will use the procedures outlined in the *CEQR Technical Manual* for assessing potential impacts.



## STATIONARY SOURCE ANALYSIS

### Heating, Ventilation, and Air Conditioning (HVAC) Systems

#### Projected and Potential Development Sites

The potential for emissions from the HVAC systems of individual development sites to result in significant impact on existing land uses (project on existing impacts) and on other projected or potential development sites (project-on-project impacts) will be evaluated utilizing a stepped analysis procedure.

1. Impacts would be initially analyzed using the CEQR nomographic screening procedures assuming the use of No. 2 fuel oil.
2. If the No. 2 fuel oil screening fails, the nomographic screening procedure will be utilized assuming a cleaner burning fuel (natural gas).
3. If the nomographic screening results fail with natural gas, a detailed analysis will be conducted utilizing the EPA AERMOD model.
4. In the event that violations of standards are still predicted using the detailed AERMOD analysis, an air quality E-designation would be proposed for the site, providing the fuel and/or HVAC exhaust stack restrictions that would be required to avoid a significant adverse air quality impact. Cleaner low NOx gas burners with emissions concentrations of no more than 30 parts per million (PPM) will be considered, if necessary.

For the assessments, the nearest existing building and/or future development site of a similar or greater height will be analyzed as the potential receptor. Since information on the HVAC systems' design is not available, it will be assumed that exhaust stacks would be located three feet above roof height and are assumed to be located 10 feet from the wall of the adjacent taller building. Where exceedances of thresholds are predicted to occur under this scenario, additional iterations of the analysis are conducted utilizing subsequent setback distances from the wall of the adjacent building. Once the maximum distance is reached (i.e., the edge of the subject rooftop directly opposite the adjacent building property line), then the analysis is run assuming interval increases in stack height. Building receptors will be located on every floor and spaced 25 feet (horizontally). The model is assumed to be run without downwash.

#### HVAC Cluster Analysis

A cumulative HVAC impact analysis will be performed for projected and/or potential sites with buildings at a similar height located in close proximity to one another (i.e., site clusters). The proposed rezoning area will be studied to determine the cluster selection. Development cluster sites will be grouped based on the following criteria:

- Density and scale of development;
- Similarity of building height; and
- Proximity to other nearby buildings of a similar height.

Recommendations for the specific cluster locations to be analyzed will be submitted to NYCDCP for approval, after a review of the selected RWCDs. It is assumed that up to three clusters in total will be analyzed.

The HVAC cluster analysis will be first performed using the most recent version of the AERSCREEN Model.

The AERSCREEN model is a screening version of the AERMOD refined model and will be used for determining the maximum concentrations from a single source using predefined meteorological conditions. The AERSCREEN analysis will be performed to identify potential impacts of SO<sub>2</sub>, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions

The AERSCREEN model will be used to predict impacts over a 1-hour average using default meteorology assuming stability class D. In order to predict pollutant concentrations over longer periods of time, EPA-referenced persistence factors would be used consisting of 0.6 and 0.1 for the 24-hour and annual average periods, respectively.

The distance from the source clusters to the nearest buildings will be used in the modeling analysis. The analysis will examine existing buildings or other projected or potential development sites which are of a similar or greater height than the source cluster.

The results of the analysis will be added to background concentrations to determine whether impacts are below ambient air quality standards. In the event that an exceedance of a standard for a specific pollutant is predicted, a refined modeling analysis using the AERMOD model will be performed. Since the AERMOD model is capable of analyzing impacts from multiple emission sources, the modeling will include HVAC stacks of all sites within the cluster. In the event that violations of standards are predicted, an air quality E-designation would be proposed for the site, describing the fuel and/or HVAC exhaust stack restrictions that would be required to avoid a significant adverse air quality impact.

#### Emission Estimation

The estimate of emissions from the HVAC systems will be made based on the development size under the RWCDs, type of fuel used, and fuel consumption rates provided in the Air Quality Appendix of the 2021 CEQR Technical Manual shown below:

- For residential developments, 0.38 gal/ft<sup>2</sup>-year No. 2 fuel oil ; and
- For commercial developments, 0.30 gal /ft<sup>2</sup>-year No. 2 fuel oil.

Short-term factors will be determined by using peak hourly fuel consumption estimates for heating, hot water, and cooling systems.

Emission factors for each fuel would be obtained from the EPA Compilation of Air Pollutant Emission Factors, AP-42, Fifth Edition, Volume I: Stationary Point and Area Sources.

## Large and Major Sources

A review of NYSDEC Title V permits and the EPA Envirofacts database was performed to identify any federal or state-permitted facilities. Existing major and large sources of emissions (i.e., sources having a Title V or New York State Facility Air Permit) within 1,000 feet of the development sites were identified. Two facilities with a Title V Air Permit were identified: Parkchester South Condominium (DEC ID 2600500139), and Albert Einstein College of Medicine (DEC ID 2600500133).

An analysis of these sources will be performed to assess their potential effects on projected and potential development sites. Predicted criteria pollutant concentrations will be predicted using the EPA AERMOD model compared with NAAQS for NO<sub>2</sub>, SO<sub>2</sub>, and PM<sub>10</sub>. In the event that an exceedance of a standard is predicted, potential mitigation measures to avoid or minimize air quality impacts will be investigated.

## Industrial Source Analysis

NYCDP has recently identified potential process and light manufacturing sources that are located within a radius of 400 feet of the Bronx Metro-North Station Area Rezoning development sites. As shown in **Table 1**, 40 industrial source permits have been identified. It is anticipated that NYCDP will identify additional sources that will be included in the analysis. As per the scope of work, STV will review the DEP permit data received from NYCDP to determine which industrial sources are within 400 feet of a projected or potential development sites. Any industrial sources beyond 400 feet of projected or potential development sites will be excluded from the analysis. In addition, the analysis excludes industrial sources located at projected development sites since the Proposed Actions assume that all such sites would be redeveloped. However, for existing industrial sources currently located in potential development sites, the analysis will be performed using two methods, as follows:

1. Assuming the site is developed, in which case the industrial source is not assumed to be operating in the With-Action Condition. In this case, potential air quality impacts from other industrial sources in the study area will be analyzed to evaluate their potential effects on the development site.
2. Assuming the site is not developed, in which case the industrial source is assumed to be operating in the With-Action Condition, its potential effects on other development sites will be determined.

Once industrial source locations are confirmed to be within 400 feet of future development sites, a field survey will be performed to confirm the operational status of the sites identified in the permit search, and to identify if any additional sites may have sources of emissions that would warrant an analysis. If any such sources are identified, further consultation will be made with NYCDP to determine specific generic procedures for estimating emissions from these sources.

Cumulative analyses for each toxic pollutant from these light industrial facilities will be conducted from all sources. NYSDEC DAR-1 Annual Guideline Concentration (AGC) and Short-term Guideline Concentration (SGC) will be used as the thresholds to determine impact significance. If an initial screening assessment predicts exceedances of an AGC or SGC, a refined modeling analysis using the AERMOD model

will be performed in association with the five-year meteorological data to determine if significant air quality impacts on the projected and potential development sites would result from existing sources.

Potential health risk caused by multiple air contaminants will be determined based on the EPA's Hazard Index Approach for non-carcinogenic compounds and using the EPA's Unit Risk Factors for carcinogenic compounds. Both methods are based on equations that use EPA health risk information (established for individual compounds with known health effects) to determine the level of health risk posed by specific ambient concentrations of that compound. The derived values of health risk are additive and can be used to determine the total risk posed by multiple air contaminants.

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**Table 1**

**Industrial Source Permits**

Permit No	Block	Lot	Address
PA016199	4221	36	1617 STILLWELL AVENUE
PA035094	4117	1	1825 EASTCHESTER ROAD
PA052295	4042	200	1615 BRONXDALE AVENUE
PA056595	4117	1	1300 MORRIS PARK AVENUE
PA058994	4042	350	1640 WHITE PLAINS ROAD
PA063487	4117	1	1811 EASTCHESTER ROA
PA101087	4226	16	1776 EASTCHESTER ROAD
PB000712	4221	36	1617 STILLWELL AVENUE
PB008513	4222	5	1500 PELHAM PARKWAY SOUTH
PB009014	4082	11	1518 WILLIAMSBRIDGE ROAD
PB016608	4090	19	1199 SACKETT AVENUE
PB017007	4117	1	1811 EASTCHESTER ROAD
PB020106	4209	48	1459 BASSETT AVENUE
PB020306	4209	48	1459 BASSETT AVENUE
PB027010	4081	24	1481 BLONDELL AVENUE
PB027311	4219	22	1558 STILLWELL AVENUE
PB027411	4219	22	1558 STILLWELL AVENUE
PB028002	4117	1	1250 MORRIS PARK AVENUE
PB028013	4068	31	2511 EAST TREMONT AVENUE
PB028102	4117	1	1200 VAN NEST AVENUE
PB028302	4117	1	1825 EASTCHESTER ROAD
PB028402	4090	19	1199 SACKETT AVENUE
PB036602	4117	1	1865 EASTCHESTER ROAD
PB036612	4042	350	1610 MATTHEWS AVENUE
PB039714	4205	1	1400 PELHAM PARKWAY SOUTH
PB043214	4226	7502	1776 EASTCHESTER ROAD
PB043314	4226	7501	1250 WATERS PLACE
PB051414	4205	1	1400 PELHAM PARKWAY SOUTH
PB053314	4226	1	1776 EASTCHESTER ROAD
PB404603	3919	200	1563-B BEACH AVENUE
PR000121	3943	7	2020 EAST TREMONT AVENUE
PR012321	4226	31	1502 BASSETT AVENUE
PR012421	4226	1	1502 BASSETT AVENUE
PR019219	4205	26	1400 PELHAM PARKWAY SOUTH

PR019319	4205	1	1400 PELHAM PARKWAY SOUTH
PR022820	4042	200	1615 BRONXDALE AVENUE
PR033016	4226	7	1720 EASTCHESTER ROAD
PR033117	4068	31	2513 EAST TREMONT AVENUE
PR034317	4205	1	1400 PELHAM PARKWAY SOUTH
PW006119	4218	26	1543 STILLWELL AVENUE

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## **Appendix 4**

### **Noise Analysis Methodology and Assumptions Memorandum**

**To:** New York City Department of City Planning  
**From:** STV Incorporated  
**Date:** December 8, 2022  
**Project:** Bronx Metro-North Rezoning EIS  
**Reference:** Noise Analysis Methodology and Assumptions

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A noise analysis will be conducted for the Bronx Metro-North Rezoning Environmental Impact Statement (EIS) and will primarily involve the assessment of project-related mobile sources. The purpose of this memorandum is to describe the noise analysis approach for the projected and potential development sites for the Bronx Metro-North Station Study EIS. A total of 96 development sites (60 projected and 36 potential) have been identified within the rezoning area. In the reasonable worst-case development scenario (RWCDs) for the Proposed Actions, the development sites under the With-Action condition would consist of residential, commercial, community facility uses and parking. The future analysis year is 2033.

The following outline of procedures and assumptions is based on guidelines contained in Chapter 19 of the 2021 *CEQR Technical Manual*.

It is assumed that noise impacts could result primarily from one of two sources:

1. Vehicular noise from project-generated traffic on existing sensitive receptors in the community.
2. Ambient noise impacts (from future With-Action local and highway traffic, ventilation equipment, trains, stationary sources, etc.) on projected and potential development sites.

Given the high ambient noise levels expected from nearby sources including the MTA Westchester Yard, the future Metro-North and Amtrak Hell-Gate Line, as well as high existing vehicular volumes on many of the major streets (e.g., White Plains Road, East Tremont Avenue, Eastchester Road, and Stillwell Avenue), the trip generation resulting from the incremental development of the Proposed Actions would likely result in a low level of additional noise. The exceptions to this may occur on other less traveled streets in the project area that may be affected by the Proposed Actions. While these sites will be examined, it is assumed that the greatest concern for project-generated impacts would be related to the impact of existing and future noise generators on future noise sensitive uses.



## Noise Monitoring

### *Mobile Sources*

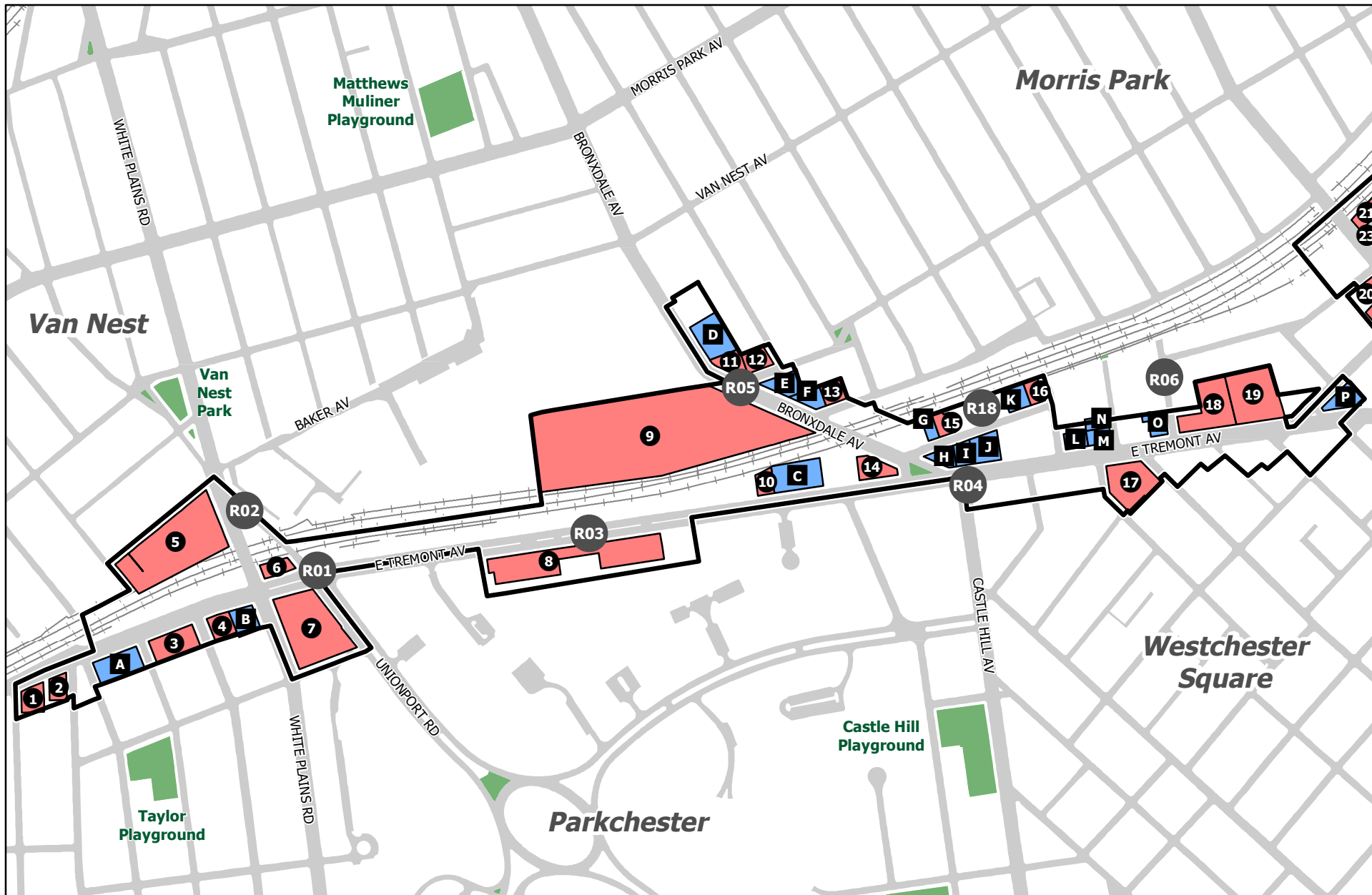
To determine baseline noise levels within the study area, noise monitoring is proposed. Given the projections in the RWCDs, locations were selected based on their proximity to projected and potential development sites as well as their potential to experience a doubling in Passenger Car Equivalents (PCEs), from project-induced traffic. Care was taken to select sites that would result in the most representative assessment of the existing noise environment. Monitoring will be conducted during the peak Weekday AM, Midday, PM, and Saturday Midday for locations near the sensitive receptors. For the Saturday midday period, noise monitoring will be conducted within a three-hour window of the peak hour identified between the hours of traffic data collection hours. Noise monitoring will be conducted for 20-minute intervals. If elevated receptor locations are required by field survey, noise monitoring will be conducted for an entire one-hour period. If the dominant noise source is expected to be future train noise, Federal Transit Administration (FTA) noise analysis would be conducted to calculate accurate  $L_{eq}$  or  $L_{dn}$  noise levels following guidelines set forth in the FTA manual. If needed, a 24-hour period monitoring will be conducted assuming access and security is available, but at no more than three sites. Noise monitoring will include the use of A-weighted sound levels, and the  $L_1$ ,  $L_{10}$ ,  $L_{50}$ ,  $L_{90}$ ,  $L_{min}$ ,  $L_{max}$  and  $L_{EQ}$  noise descriptors. Furthermore, publicly available LaGuardia Airport future noise contours (FAA contour maps) developed in terms of day and night average noise levels will also be referenced in evaluating potential aircraft noise impacts on the proposed development sites.

The instruments used for the monitoring will be Type I Sound Level Meters (SLM) according to ANSI Standard S1.4-1983 (R2006). Each SLM will have a valid laboratory calibration certificate when measurements occur. All measurement procedures will be based on the guidelines outlined in ANSI Standard S1.13-2005.

The proposed noise monitoring sites are listed below in Table 1, as well as on Figure 1a and Figure 1b. Noise locations were selected based on potential and projected development sites in the RWCDs and existing field conditions. They represent approximate locations where field personnel will conduct monitoring and will be reviewed and approved by DCP prior to initiating the field work. Identified monitoring locations are subject to change and will be revisited following more detailed information on site and project contexts

**Table 1**  
**Proposed Street Level Noise Monitoring Locations**

<b>Receptor</b>	<b>Location</b>
R01	Unionport Road & E Tremont Avenue
R02	White Plains Road & Unionport Road
R03	2000 E Tremont Avenue (Parkchester South Condominium)
R04	Castle Hill Avenue & E Tremont Avenue
R05	Bronxdale Avenue & Pierce Avenue
R06	Lurting Avenue North of Potential Development Site O
R07	Silver Street/Eastchester Road & Williamsbridge Road
R08	Williamsbridge Road & Poplar Street
R09	Eastchester Road & Blondell Avenue
R10	Waters Place & Marconi Street
R11	Calvary Hospital along Bassett Avenue
R12	Intersection of Morris Park Avenue and Eastchester Road(Simultaneous traffic counts for all directions at the intersection)
R13	Along the train line cross Street of 1531 Bassett Avenue (24-hour measurement)
R14	Stillwell Avenue & McDonald Street
R15	Eastchester Road between Pelham Parkway and Rhineland Avenue
R16	Along Pelham Parkway at the mid-point of Site 58
R17	Block 4142, Lot 1 (24-hour measurement)
R18	Block 4062, Lot 8 (24-hour measurement)



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

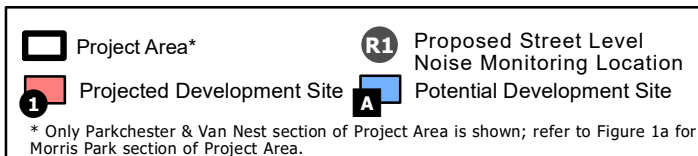
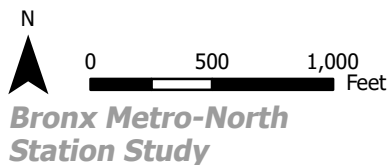
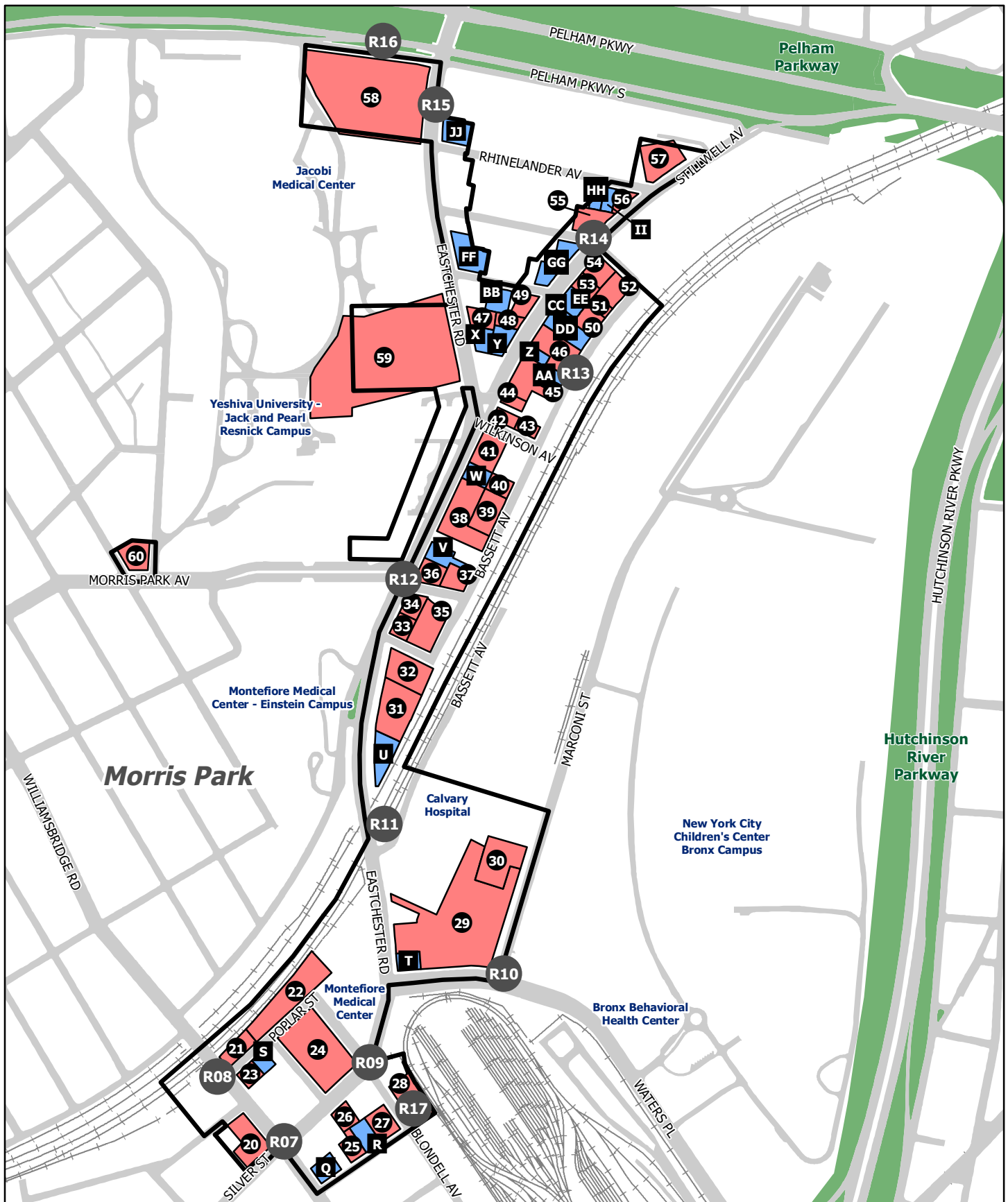


Figure 1a

## PARKCHESTER & VAN NEST AREA NOISE MONITORING LOCATIONS



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



**Bronx Metro-North  
Station Study**

- Project Area\*
- Projected Development Site
- R1 Proposed Street Level Noise Monitoring Location
- Potential Development Site

\* Only Morris Park section of Project Area is shown; refer to Figure 1b for Parkchester & Van Nest section of Project Area.

Figure 1b

**MORRIS PARK AREA NOISE  
MONITORING LOCATIONS**

### *Rail Sources*

The future Metro-North and Amtrak Hell-Gate train lines and the existing MTA train yard would be within close proximity to many of the potential and projected development sites. The Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual (FTA Report No. 0123, September 2018) presents the basic concept of transit noise and vibration and methods for evaluating the extent and severity of noise and vibration impacts from transit operations. Therefore, FTA analysis would be used to assess future train noise levels expected at the relevant projected and potential development sites.

### *Stationary Sources*

While noise from the Con Ed facility on White Plains Road will be investigated, it is not anticipated that a significant singular source of stationary noise will be identified and, therefore, no monitoring of stationary sources will be conducted. In addition, it is assumed that building mechanical systems (i.e., HVAC systems) for all buildings associated with the proposed actions will be designed to meet all applicable noise regulations (i.e., Subchapter 5, Sec. 24-227 of the New York City Noise Control Code and the New York City Department of Buildings Code).

Prediction of existing and future active recreational facilities noise levels will be estimated at the nearest sensitive receptors. The results of the 1992 SCA playground noise study will be used to determine the potential noise exposure and impact associated with the utilization of the existing and future active recreational facilities.

### **Detailed Analysis Procedures**

#### *Vehicular Noise*

For traffic-induced noise, in addition to establish existing noise level by noise monitoring and comparison of traffic data, noise increase associated with the proposed actions and future with-action noise level will also be projected following the CEQR Technical Manual. The PCE analysis prescribed by the CEQR Technical Manual will be conducted to predict the noise increase and future noise level and determine whether the Proposed Actions will result in any significant noise impact based on the CEQR guidelines.

#### *Ambient Noise Analysis*

Based on predicted With-Action  $L_{10}$  and  $L_{dn}$  noise levels, the noise analysis will result in a determination of the required attenuation values for each of the projected and potential development sites.

- Initially, the selected noise monitoring locations will be assessed to determine what their future  $L_{10}$  and  $L_{dn}$  noise levels will be.

- Future noise from traffic will be calculated by converting traffic into PCEs for existing, No-Action and With-Action conditions, using logarithmic calculations and PCE traffic volumes based on vehicle classification data.
- For traffic noise, predicted  $L_{eq}$  noise levels will be converted to  $L_{10}$  noise levels. The conversion assumes the difference in decibels between the  $L_{eq}$  and  $L_{10}$  for monitored noise levels will be the same relative to future noise levels. The calculation to determine the decibel difference will be conducted between existing and No-Action traffic conditions and between No-Action and With-Action traffic conditions. If there is significant difference between traffic data conducted during noise measurement and analyzed in Transportation study, existing noise measurements will be adjusted based on the difference between the vehicle counts conducted during noise measurement and the existing vehicle counts collected and summarized in Transportation chapter.
- For Train noise,  $L_{dn}$  will be calculated using hourly  $L_{eq}$  value and nighttime sensitivity.
- Each projected and potential development site will then be assigned a future noise level based on detailed train noise calculation and/or their proximity and similarity to one of the worst cases monitored noise sites.
- Based on future With-Action noise levels, the window/wall attenuation category would be selected to provide acceptable interior noise levels.
- Mobile and stationary noise levels will be combined to estimate cumulative noise level at relevant receptor sites as per the CEQR Technical Manual, Chapter 19, Section 334.

### **Models for Analysis**

The logarithmic proportional modeling procedure will be used to predict future  $L_{eq}$  noise levels. No modeling with the FHWA's TNM model is anticipated. For train noise, FTA noise analysis would be used to calculate future train noise. For the projected and potential development sites, it is assumed that outdoor mechanical equipment would be designed to meet applicable regulations and no detailed analysis of potential stationary source noise impacts due to outdoor mechanical equipment will be performed. However, if stationary source analyses are required for existing loud sources, sound levels at nearby sensitive receptors will be predicted using the distance attenuation equation provided in the *CEQR Technical Manual*.

### **Analysis Periods**

The analyses of mobile sources will predict noise levels for the No-Action condition and With-Action condition. One future build year will be studied, which has been tentatively identified by the New York City Department of City Planning as 2033. The peak hours will be weekday AM, Midday, PM, and Saturday Midday.

### **Mitigation**

Minimum façade noise attenuation ratings are established based on projected  $L_{10(1)}$  and  $L_{dn}$  noise levels in the future with the Proposed Actions. The future  $L_{10(1)}$  and  $L_{dn}$  noise levels will be used to determine

minimum building façade attenuation required to maintain acceptable interior noise levels for Development Sites per Table 19-3 of 2021 CEQR TM. Also, mitigation measures will be considered if there is significant adverse Impact at existing sensitive noise receptors not introduced by the Proposed Actions.

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## **Appendix 5**

### **Construction-Related Air Quality Analysis Methodology and Assumptions Memorandum**



**To:** New York City Department of City Planning  
**From:** STV Incorporated  
**Date:** December 8, 2022  
**Project:** Bronx Metro-North Station Area Rezoning EIS  
**Reference:** Construction-Related Air Quality Analysis Methodology and Assumptions

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## **Construction Air Quality**

It is anticipated that construction activities for the proposed Bronx Metro-North Station Area Rezoning would last for more than two years. Therefore, a quantitative assessment of construction-related air quality is anticipated to be conducted. Emissions of construction-related air pollutants would result from on-site construction machinery and activity as well as the movement of construction-related vehicles (i.e., worker trips, and material and equipment trips) on the surrounding roadways. The analysis will be based on the reasonable worst-case for the anticipated schedule of construction activities and phases, which will be provided by the New York City Department of City Planning (NYCDP). The general methodology for stationary source modeling (regarding model selection, receptor placement, and meteorological data) presented in the "Bronx Metro-North Station Area EIS – Stationary Source Air Quality Analysis Methodology and Assumptions" memo will be followed for modeling dispersion of pollutants from on-site sources during the construction period. Additional details relevant only to the construction air quality analysis methodology are presented in the following section.

## **Detailed Analysis Procedures and Assumptions**

The air quality construction analyses for the Bronx Metro-North Station Area Rezoning EIS will be conducted based on guidelines contained in *2021 CEQR Technical Manual*. Below is a list of the relevant procedures and assumptions that will be applicable to the analysis:

### *Pollutants of concern*

Pollutants of concern with respect to construction emissions include nitrogen oxides (NO<sub>x</sub>), particulate matter (PM) and carbon monoxide (CO). Most heavy equipment used in construction is powered by diesel engines that have the potential to produce relatively high levels of NO<sub>x</sub> and PM. Fugitive dust generated by construction activities is also a source of PM. Gasoline engines produce high levels of CO. Since ultra-low-sulfur diesel (ULSD) fuel would be used for all diesel engines used in the construction under the Proposed Actions, sulfur oxides (SO<sub>x</sub>) emitted from those construction activities is assumed to be negligible.

## Construction Periods and Sites for Study

The construction periods with activities closest to sensitive receptors as well as the most intense activities and highest emissions will be selected as the worst-case periods for analysis. The dispersion analysis will include modeling of the worst-case annual and worst-case short-term (i.e., 24-hour, 8-hour, and 1-hour) averaging periods, as identified in **Table 1**. Emission profiles of PM<sub>2.5</sub> daily emission and annual emission will be generated for development sites that are relatively big in scale, in proximity, and have overlapping construction activities. The worst-case short-term periods and annual periods would be identified as when the highest daily emission and highest annual emission occur as the result of one development site or multiple development sites in proximity under construction simultaneously. PM<sub>2.5</sub> emissions will be used for determining the worst-case periods for analysis of all pollutants. Generally, emission patterns of PM<sub>10</sub> and NO<sub>2</sub> would follow PM<sub>2.5</sub> emissions, since they are related to diesel engines by horsepower. CO emissions may have a somewhat different pattern but would also be anticipated to be highest during periods when the most activity would occur. In addition to emission intensity, the distance to nearby sensitive receptors will also be considered to guarantee that the highest potential air quality impact is captured and evaluated.

**Table 1**  
**Pollutants for Analysis and Averaging Periods**

Pollutant	Averaging Period
PM <sub>2.5</sub>	24-hour
	Annual Local
PM <sub>10</sub>	24-hour
NO <sub>2</sub>	Annual
CO	1-hour
	8-hour

The construction-related air quality dispersion modeling assessment will be conducted for two peak short-term periods and two peak annual periods. No more than two worst-case individual or clustered (group of projected development sites in close proximity to one another with a similar construction time period) locations will be analyzed for each of the peak periods identified.

### Dispersion Modeling

Dispersion modeling for construction emissions at selected locations will be conducted utilizing the USEPA AERMOD model. In general, parameters governing the use of the model will be similar to those described in the “Bronx Metro-North State Area – Stationary Source Air Quality Analysis Methodology and Assumptions” memo which will also be submitted to NYCDP. Specific assumptions tailored for the construction-related dispersion modeling of the relevant air pollutants are listed below:

- Emission rates of each pollutant from relevant sources will be estimated for each type of construction activity. Short-term emission estimates were based on peak period activity levels at each site. These emission estimates will be used to estimate short-term (i.e., 8 hours, 24 hours) pollutant concentrations (for comparison to short-term National Ambient Air Quality Standards [NAAQS] and CEQR *de minimis* criteria). Annual average activity levels would be used to estimate annual concentrations (for comparison to annual NAAQS and CEQR *de minimis* criteria). Engine emissions profiles would be prepared by multiplying the emission rates for each piece of equipment by the number of engines, the work hours per day, and fraction of the day each engine would be expected to work during each month of construction.
- For the short-term model scenarios (predicting concentration averages for periods of 24 hours or less), all stationary sources, such as cranes, concrete pumps, or generators, which would stay in a single location while operating, will be simulated as point sources. However, if their specific location would not be known, they will be modeled as area sources. Other engines, which would move around the site on any given day, will be simulated as area sources. For periods of eight hours or less (less than the length of a shift), it was assumed that all engines would be active simultaneously. For the annual emissions analysis, all sources would move around the site throughout the year and will be therefore modeled as area sources.
- Sensitive receptors identified for analysis will include locations where that are likely to be affected by the construction activities and where the general public is likely to have access. As a result, receptors were distributed along sidewalks spaced 25 feet apart with a height of 1.8 meters (6 feet) and at elevated building façade locations representative of intake vents, operable windows, and/or balconies.
- The most recent five-year period available of representative hourly meteorological data from LaGuardia Airport will be used in the analysis along with upper air data from Brookhaven, NY.
- Fugitive dust emission factors for demolition, excavation, truck loading, and re-entrained dust will be based on the equations and factors recommended in EPA's AP-42 Report "Compilation of Air Pollutant Emission Factors" Sections 13.2.3.1/2/3, and it will be assumed that the planned control of fugitive emissions would reduce PM emissions from such operations by 50 percent.
- Small equipment such as lifts, welders, and water pumps are assumed to use electric motors that operate on grid power instead of diesel power engines (i.e., no emissions).
- The construction activities may result in off-site mobile source emissions resulting from increases in and/or the redistributions of traffic. However, peak hour traffic increments during construction would generally be lower than the operational traffic increments for the full build-out of the development site. As a result, impacts related to mobile sources is not expected to be significant and a standalone mobile-source analysis would likely not be required. Nevertheless, on-road emissions adjacent to the

construction sites will be included with the on-site dispersion analysis in order to address all local construction-related emissions cumulatively.

- Applicable background concentrations from the New York State Department of Environmental Conservation will be added to the modeling results to obtain the total pollutant concentrations at each receptor site.

#### *Emission Reductions Assumptions*

In accordance with all applicable laws, regulations, and building codes, several emissions reduction measures would be applied to reduce pollutant emissions during construction. These include the following dust suppression measures and the idling restriction for on-road vehicles:

- **Dust Control.** All necessary measures will be implemented to ensure that the New York City Air Pollution Control Code regulating construction-related dust emissions is followed. For example, truck routes within the site would be watered as needed to avoid the re-suspension of dust. All trucks hauling loose material will be equipped with tight-fitting tailgates and their loads securely covered prior to leaving the construction site. Water sprays will be used to ensure that materials are dampened as necessary to avoid the suspension of dust into the air.
- **Idling Restriction.** In addition to adhering to the local law restricting unnecessary idling on roadways, on-site vehicle idle time will also be restricted to three minutes for all equipment and vehicles that are not using their engines to operate a loading, unloading, or processing device (e.g., concrete mixing trucks) or otherwise required for the proper operation of the engine. Additional emissions reduction measures are available to minimize air pollutant emissions during construction in addition to the required laws and regulations. For projected development sites with construction durations of more than two years, an emissions reduction program for all construction activities would be implemented to the extent practicable.

## **Appendix 6**

### **Construction-Related Noise and Vibration Analysis Methodology and Assumptions Memorandum**

**To:** New York City Department of City Planning  
**From:** STV Incorporated  
**Date:** December 8, 2022  
**Project:** Bronx Metro-North Rezoning EIS  
**Reference:** Construction-Related Noise and Vibration Analysis Methodology and Assumptions

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## **Construction Noise and Vibration**

It is anticipated that construction activities for the proposed Bronx Metro-North Rezoning EIS would last for more than two years. Therefore, a quantitative assessment of construction-related noise and vibration will be conducted. Noise and vibration from construction would result from on-site construction machinery and activity as well as the movement of construction-related vehicles (i.e., worker trips, and material and equipment trips) on the surrounding roadways. It is assumed that the construction analysis will be based on the most recent reasonable worst-case “cluster of development sites” for the anticipated schedule of construction activities and phases, which will be provided by the New York City Department of City Planning (DCP).

## **Detailed Analysis Procedures and Assumptions**

### *Noise*

Construction noise analyses for the Bronx Metro-North Rezoning EIS will be conducted in a manner that is generally consistent with the guidelines in *2021 CEQR Technical Manual*. Below is a list of the relevant procedures and assumptions that will be applicable to the analysis:

- The peak construction years utilized for all analyses will be based on types and quantity of on-site equipment and off-site construction trucks as well as the type of construction stage under progress as per construction management company's input.
- The largest projected development site(s) or cluster of sites will be selected for assessment. The peak period(s) for analysis will be selected based on the finalized RWCDs provided by DCP.
- One typically sized “projected” development site will be assessed as representative based on the criteria cited above (duration, intensity and sensitive receptor proximity and line of sight to construction site). Construction noise levels were calculated for each phase of construction at selected projected development sites. The results of the construction noise analyses at these selected sites were used along with the conceptual construction schedule to extrapolate construction noise from all projected development sites. Based on the extrapolated construction noise levels, the intensity and duration of construction noise at each receptor was evaluated to identify potential noise impacts from construction.
- Off-peak assessment periods would potentially be utilized to determine exceedances at development sites that would be occupied during construction of other nearby development sites.

- The screening level noise impact criteria for mobile and on-site construction activities are as follows:
  - If the No-Action noise level is less than 60 dBA  $Leq_{(1)}$ , a 5 dBA  $Leq_{(1)}$  or greater increase would be considered significant.
  - If the No-Action noise level is between 60 dBA  $Leq_{(1)}$  and 62 dBA  $Leq_{(1)}$ , a resultant  $Leq_{(1)}$  of 65 dBA or greater would be considered a significant increase.
  - If the No-Action noise level is equal to or greater than 62 dBA  $Leq_{(1)}$ , or if the analysis period is a nighttime period (defined in the *CEQR Technical Manual* as being between 10:00 p.m. and 7:00 a.m.), the incremental significant impact threshold would be 3 dBA  $Leq_{(1)}$ .
- The determination of significant adverse construction noise impact would be considered based on the intensity and duration (i.e., noise level increment of 15 dBA or more for prolonged period of 12 months or more or noise level increment of 20 dBA or more for prolonged period of 3 months or more) of noise impact at receptors. Intensity and duration of calculated interior noise levels above the acceptable range will also be considered to determine significant adverse construction noise impact. The significance of exceedances will be determined based on the magnitude and duration of construction noise at studied locations over the construction period and where noise increases from multiple development construction sites with overlapping construction activities could affect nearby receptors.
- No more than two worst-case locations (individual development sites or cluster of sites) will be chosen for the noise analysis. Selection will be based on their unique potential for significant adverse noise impacts when compared to other sites in the rezoning area. Furthermore, for selected worst-case locations, adjacent Projected Development Sites would be under construction during the same time frame. Finally, it will be anticipated that if impact pile driving activities would be conducted during the foundation phase of construction, DCP will be closely consulted during the site selection process.
- To estimate existing baseline noise levels at all receptor sites for analysis, CadnaA modeling analysis and existing traffic data, as well as noise measurement from operational noise chapter will be utilized.
- For locations selected for analysis, a screening analysis will be conducted that identifies the worst analysis quarter with the greatest construction activity—and therefore the loudest construction period. As was done with Jerome Avenue Rezoning, this peak period will be selected based on the peak construction period in coordination with EARD. To be conservative, the construction activity screening analysis for each analysis quarter will assume that both on-site construction activities and off-site construction-related traffic movements occurred simultaneously.
- The Cadna A Model will be utilized to determine noise equipment source levels and to assess the potential for noise impact at sensitive ground level, and elevated receptors nearby the project construction site. Noise equipment sound power levels for each of the studied pieces of equipment will be derived within Cadna A utilizing  $L_{max}$  reference sound levels, usage factor (percentage of time operation at full power) and distances (see *CEQR Technical Manual* Table 22-1) as a basis for conversion. Construction noise emissions from trucks will be modeled using the TNM module within

Cadna A. Modeled receptors would be representative of both ground level and elevated locations and include all relevant existing and future receptor locations.

#### *Vibration*

Potential impacts from construction-related vibration will also be assessed with respect to human annoyance and structural building damage. Properties of greatest concern would be those buildings located immediately adjacent or across the street from projected development sites. The Federal Transit Administration (FTA) general assessment methodology and criteria will be used for the analyses. It is assumed that construction schedule, phasing, activity and equipment data will be utilized for the assessment, in particular with respect to activities such as impact pile driving and demolition, if applicable, which represent the two most severe vibration causing activities.



## **Appendix 7**

### **Development Site Write-Ups**



### **Projected Site 1**

Lot count: 1

Address: 1780 East Tremont Avenue

Block, Lot: 3919, 27

Lot Area: 11,039 sf

Zoning Change: C8-1 to R7-2, C2-4

Existing Building and Use: One-story industrial building; Star Transmission General Repair, Auto Repair Jimenes

No Action:

Continuation of existing use.

With Action:

40,791 sf. of residential (48 units), 9,347 sf. of commercial, 75 ft. in height.

Increment:

+ 48 residential units

+ 12 Inclusionary Housing units

+ 9,347 sf. of commercial

- 9,700 sf. of industrial



## **Projected Site 2**

Lot count: 1

Address: 1794 East Tremont Avenue

Block, Lot: 3919, 34

Lot Area: 7,845 sf

Zoning Change: C8-1 to R7-2, C2-4

Existing Building and Use: One-story commercial building; FGO Motor Services, Omari United, East Tremont Super Deli, Casablanca Poultry Market

No Action:

Continuation of existing use.

With Action:

29,415 sf. of residential (35 units), 6,668 sf. of commercial, 65 ft. in height.

Increment:

+ 35 residential units

+ 9 Inclusionary Housing units

+ 168 sf. of commercial



**Projected Site 3**

Lot count: 1

Address: 1840 East Tremont Avenue

Block, Lot: 3926, 1

Lot Area: 21,096 sf

Zoning Change: C8-1 to R7-2, C2-4

Existing Building and Use: One-story commercial building

No Action:

Continuation of existing use.

With Action:

77,975 sf. of residential (92 units), 17,645 sf. of commercial, 34 residential parking spaces underground, 65 ft. in height.

Increment:

+ 92 residential units

+ 23 Inclusionary Housing units

+ 5,729 sf. of commercial



#### **Projected Site 4**

Lot count: 1

Address: 1860 East Tremont Avenue

Block, Lot: 3927, 1

Lot Area: 10,075 sf

Zoning Change: C8-1 to R7-2, C2-4

Existing Building and Use: One-story commercial building; Home Base

No Action:

Continuation of existing use.

With Action:

45,912 sf. of residential (54 units), 8,529 sf. of community facility, 75 ft. in height.

Increment:

+ 54 residential units

+ 14 Inclusionary Housing units

+ 8,529 sf. of community facility

- 12,600 sf. of commercial



**Projected Site 5**

Lot count: 26

Address: 1600 Garfield Street

Block, Lot: 4025, 1

Lot Area: 1,650 sf

Zoning Change: R5 to R6-1

Existing Building and Use: Three-story detached residential

Address: 602 Baker Avenue

Block, Lot: 4025, 2

Lot Area: 1,735 sf

Zoning Change: R5 to R6-1

Existing Building and Use: Two-family detached residential

Address: 604 Baker Avenue

Block, Lot: 4025, 3

Lot Area: 1,825 sf

Zoning Change: R5 to R6-1

Existing Building and Use: Three-story semi-detached residential

Address: 606 Baker Avenue

Block, Lot: 4025, 4

Lot Area: 2,500 sf

Zoning Change: R5 to R6-1

Existing Building and Use: Three-story semi-detached residential

Address: Baker Avenue  
Block, Lot: 4025, 5  
Lot Area: 2,000 sf  
Zoning Change: R5 to R6-1  
Existing Building and Use: Vacant

Address: 614 Baker Avenue  
Block, Lot: 4025, 6  
Lot Area: 2,000 sf  
Zoning Change: R5 to R6-1  
Existing Building and Use: Three-story residential

Address: 616 Baker Avenue  
Block, Lot: 4025, 7  
Lot Area: 2,000 sf  
Zoning Change: R5 to R6-1  
Existing Building and Use: Residential garage

Address: 618 Baker Avenue  
Block, Lot: 4025, 8  
Lot Area: 2,000 sf  
Zoning Change: R5 to R6-1  
Existing Building and Use: Two-family detached residential

Address: 620 Baker Avenue  
Block, Lot: 4025, 9  
Lot Area: 2,000 sf  
Zoning Change: R5 to R6-1  
Existing Building and Use: Three-story residential

Address: 622 Baker Avenue  
Block, Lot: 4025, 10  
Lot Area: 2,500 sf  
Zoning Change: R5 to R6-1  
Existing Building and Use: Two-family detached residential

Address: 624 Baker Avenue  
Block, Lot: 4025, 11  
Lot Area: 2,500 sf  
Zoning Change: R5 to R6-1  
Existing Building and Use: Three-story semi-detached residential

Address: 626 Baker Avenue  
Block, Lot: 4025, 12  
Lot Area: 2,500 sf  
Zoning Change: R5 to R6-1  
Existing Building and Use: Three-story semi-detached residential

Address: 628 Baker Avenue  
Block, Lot: 4025, 13  
Lot Area: 2,500 sf  
Zoning Change: R5 to R6-1  
Existing Building and Use: Three-story residential

Address: 630 Baker Avenue  
Block, Lot: 4025, 14  
Lot Area: 2,900 sf  
Zoning Change: R5 to R6-1  
Existing Building and Use: Three-story semi-detached residential

Address: 632 Baker Avenue  
Block, Lot: 4025, 15  
Lot Area: 2,245 sf  
Zoning Change: R5 to R6-1  
Existing Building and Use: Three-story residential

Address: 634 Baker Avenue  
Block, Lot: 4025, 16  
Lot Area: 2,245 sf  
Zoning Change: R5 to R6-1  
Existing Building and Use: Three-story residential

Address: 636 Baker Avenue  
Block, Lot: 4025, 17  
Lot Area: 3,596 sf  
Zoning Change: R5 to R6-1  
Existing Building and Use: Three-story residential

Address: 644 Baker Avenue  
Block, Lot: 4025, 18  
Lot Area: 3,300 sf  
Zoning Change: R5 to R6-1, C2-4  
Existing Building and Use: Vacant

Address: 646 Baker Avenue  
Block, Lot: 4025, 19  
Lot Area: 1,700 sf  
Zoning Change: R5 to R6-1, C2-4  
Existing Building and Use: Vacant

Address: White Plains Road  
Block, Lot: 4025, 21  
Lot Area: 1,352 sf  
Zoning Change: R5 to R6-1, C2-4  
Existing Building and Use: Vacant



Address: White Plains Road  
Block, Lot: 4025, 22  
Lot Area: 1,143 sf  
Zoning Change: R5 to R6-1, C2-4  
Existing Building and Use: Vacant

Address: White Plains Road  
Block, Lot: 4025, 23  
Lot Area: 796 sf  
Zoning Change: R5 to R6-1, C2-4  
Existing Building and Use: Vacant

Address: White Plains Road  
Block, Lot: 4025, 24  
Lot Area: 602 sf  
Zoning Change: R5 to R6-1, C2-4  
Existing Building and Use: Vacant

Address: White Plains Road  
Block, Lot: 4025, 25  
Lot Area: 393 sf  
Zoning Change: R5 to R6-1, C2-4  
Existing Building and Use: Vacant

Address: White Plains Road  
Block, Lot: 4025, 26  
Lot Area: 166 sf  
Zoning Change: R5 to R6-1, C2-4  
Existing Building and Use: Vacant

Address: White Plains Road  
Block, Lot: 4025, 28  
Lot Area: 82,000 sf  
Zoning Change: R5, C8-1 to R6-1, C2-4  
Existing Building and Use: Vacant

No Action:  
Continuation of existing use.

With Action:  
341,569 sf. of residential (402 units), 20,909 sf. of commercial, 151 residential parking spaces underground, 115 ft. in height.

Increment:  
+ 360 residential units  
+ 100 Inclusionary Housing units  
+ 20,909 sf. of commercial



**Projected Site 6**

Lot count: 1

Address: 1881 East Tremont Avenue

Block, Lot: 4041, 1

Lot Area: 7,987 sf

Zoning Change: M1-1 to C8-2

Existing Building and Use: One-story commercial building; Sunoco gas station

No Action:

6,945 sf. of commercial, 23 commercial parking spaces underground, 15 ft. in height.

With Action:

13,577 sf. of commercial, 30 ft. in height.

Increment:

+ 6,632 sf. of commercial



**Projected Site 7**

Lot count: 5

Address: 1584 White Plains Road

Block, Lot: 3952, 1

Lot Area: 7,579 sf

Zoning Change: R6, C1-2 to R8, C2-4

Existing Building and Use: Vacant land

Address: 1894 East Tremont Avenue

Block, Lot: 3952, 7

Lot Area: 7,685 sf

Zoning Change: R6, C1-2 to R8, C2-4

Existing Building and Use: Vacant land

Address: 1880 East Tremont Avenue

Block, Lot: 3952, 8

Lot Area: 7,789 sf

Zoning Change: C8-1 to R8, C2-4

Existing Building and Use: Vacant land

Address: 1603 Unionport Road

Block, Lot: 3952, 17

Lot Area: 21,139 sf

Zoning Change: R6, C1-2 to R8, C2-4

Existing Building and Use: Vacant land

Address: 1597 Unionport Road  
Block, Lot: 3952, 23  
Lot Area: 22,527 sf  
Zoning Change: R6, C1-2 to R8, C2-4  
Existing Building and Use: Vacant land

No Action:

83,504 sf. of residential (98 units), 58,015 sf. of commercial, 193 residential and commercial parking spaces underground, 45 ft. in height

With Action:

443,661 sf. of residential (522 units), 57,321 sf. of commercial, 157 residential and 57 commercial parking spaces underground, 115 ft. in height.

Increment:

+ 424 residential units  
+ 130 Inclusionary Housing units  
- 694 sf. of commercial



### **Projected Site 8**

Lot count: 3

Address: 2000 East Tremont Avenue

Block, Lot: 3943, 205

Lot Area: 34,108 sf

Zoning Change: C8-4 to R8, C2-4

Existing Building and Use: Five-story commercial building; public parking garage

Address: 2020 East Tremont Avenue

Block, Lot: 3943, 207

Lot Area: 7,111 sf

Zoning Change: C8-4 to R8, C2-4

Existing Building and Use: Surface parking lot

Address: 2040 East Tremont Avenue

Block, Lot: 3943, 209

Lot Area: 32,267 sf

Zoning Change: C8-4 to R8, C2-4

Existing Building and Use: Five-story commercial building; public parking garage

No Action:

Continuation of existing use.

With Action:

313,663 sf. of residential (369 units), 65,106 sf. of commercial, 506 residential and 65 commercial parking spaces, 255 ft. in height.

Increment:

+ 369 residential units

+ 92 Inclusionary Housing units

- 346,384 sf. of commercial



### **Projected Site 9**

Lot count: 3

Address: 1601 Bronxdale Avenue

Block, Lot: 4042, 200

Lot Area: 332,395 sf

Zoning Change: M1-1 to R6-1, C2-4

Existing Building and Use: Two-story commercial building with parking deck

Address: 1583 Bronxdale Avenue

Block, Lot: 4042, 201

Lot Area: 8,155 sf

Zoning Change: M1-1 to R6-1, C2-4

Existing Building and Use: Two-family detached residential

Address: 1569 Bronxdale Avenue

Block, Lot: 4042, 204

Lot Area: 5,882 sf

Zoning Change: M1-1 to R6-1, C2-4

Existing Building and Use: Three-story mixed commercial and residential building

No Action:

Continuation of existing use.

With Action:

1,411,498 sf. of residential (1,661 units), 45,229 sf. of community facility, 98,526 sf. of commercial, 623 residential and 99 commercial parking spaces, 225 ft. in height.

Increment:

+ 1,657 residential units  
+ 415 Inclusionary Housing units  
+ 45,229 sf. of community facility  
- 217,654 sf. of commercial





**Projected Site 10**

Lot count: 1

Address: 2255 East Tremont Avenue

Block, Lot: 4042, 244

Lot Area: 7,439 sf

Zoning Change: M1-1 to R7-2, C2-4

Existing Building and Use: Surface parking lot

No Action:

6,469 sf. of commercial, 21 commercial parking spaces underground, 15 ft. in height.

With Action:

26,953 sf. of residential (32 units), 6,324 sf. of commercial, 85 ft. in height.

Increment:

+ 32 residential units

+ 8 Inclusionary Housing units

- 145 sf. of commercial



**Projected Site 11**

Lot count: 2

Address: 1602 Bronxdale Avenue

Block, Lot: 4091, 39

Lot Area: 7,156 sf

Zoning Change: C8-1 to R6-1, C2-4

Existing Building and Use: One-story industrial building; Jerry & Son Auto Service

Address: Bronxdale Avenue

Block, Lot: 4091, 45

Lot Area: 3,471 sf

Zoning Change: C8-1 to R6-1, C2-4

Existing Building and Use: Surface parking lot

No Action:

Continuation of existing use.

With Action:

28,522 sf. of residential (34 units), 9,033 sf. of commercial, 55 ft. in height.

Increment:

+ 34 residential units

+ 8 Inclusionary Housing units

+ 9,033 sf. of commercial

- 1,900 sf. of industrial



**Projected Site 12**

Lot count: 2

Address: Pierce Avenue

Block, Lot: 4091, 34

Lot Area: 7,031 sf

Zoning Change: R4 to R6-1, C2-4

Existing Building and Use: Surface parking lot

Address: 907 Pierce Avenue

Block, Lot: 4091, 37

Lot Area: 2,924 sf

Zoning Change: R4 to R6-1, C2-4

Existing Building and Use: One-story industrial building; Dua Foam Insulators

No Action:

Continuation of existing use.

With Action:

35,263 sf. of residential (41 units), 55 ft. in height.

Increment:

+ 41 residential units

+ 10 Inclusionary Housing units

- 1,200 sf. of industrial



### **Projected Site 13**

Lot count: 2

Address: 911 Sacket Avenue

Block, Lot: 4058, 25

Lot Area: 4,556 sf

Zoning Change: R4 to R6-1, C2-4

Existing Building and Use: One-story industrial building

Address: 907 Sacket Avenue

Block, Lot: 4058, 27

Lot Area: 4,508 sf

Zoning Change: C8-1 to R6-1, C2-4

Existing Building and Use: One-story industrial building; R N & A C Body Shop

No Action:

Continuation of existing use.

With Action:

32,629 sf. of residential (38 units), 75 ft. in height.

Increment:

+ 38 residential units

+ 10 Inclusionary Housing units

- 7,810 sf. of industrial



**Projected Site 14**

Lot count: 1

Address: 2379 East Tremont Avenue

Block, Lot: 4042, 224

Lot Area: 12,572 sf

Zoning Change: M1-1 to R7-2, C2-4

Existing Building and Use: One-story industrial building; Maximo's Rite Muffler, Raja's General Mechanic, NY Signs Factory

No Action:

Continuation of existing use.

With Action:

47,726 sf. of residential (56 units), 9,803 sf. of commercial, 85 ft. in height.

Increment:

+ 56 residential units

+ 14 Inclusionary Housing units

+ 9,803 sf. of commercial

- 5,000 sf. of industrial





**Projected Site 15**

Lot count: 2

Address: 2423 Poplar Street

Block, Lot: 4062, 18

Lot Area: 2,223 sf

Zoning Change: R4 to R6-1

Existing Building and Use: Residential garage

Address: 2419 Poplar Street

Block, Lot: 4062, 19

Lot Area: 5,009 sf

Zoning Change: R4 to R6-1

Existing Building and Use: Two-family semi-detached residential

No Action:

Continuation of existing use.

With Action:

26,009 sf. of residential (31 units), 75 ft. in height.

Increment:

+ 29 residential units

+ 8 Inclusionary Housing units



**Projected Site 16**

Lot count: 2

Address: Poplar Street

Block, Lot: 4062, 1

Lot Area: 1,570 sf

Zoning Change: R4 to R6-1

Existing Building and Use: Vacant

Address: 2457 Poplar Street

Block, Lot: 4062, 2

Lot Area: 5,231 sf

Zoning Change: R4 to R6-1

Existing Building and Use: Two-family detached residential

No Action:

Continuation of existing use.

With Action:

22,890 sf. of residential (27 units), 75 ft. in height.

Increment:

+ 25 residential units

+ 7 Inclusionary Housing units



**Projected Site 17**

Lot count: 1

Address: 2460 East Tremont Avenue

Block, Lot: 3999, 32

Lot Area: 31,937 sf

Zoning Change: R6, C2-2 to R6, C2-4

Existing Building and Use: One-story commercial building; AutoZone

**No Action:**

69,529 sf. of residential (82 units), 16,528 sf. of community facility, 5,926 sf. of commercial, 41 residential, 17 community facility, and 20 commercial parking spaces, 155 ft. in height.

**With Action:**

88,907 sf. of residential (105 units), 26,049 sf. of commercial, 52 residential parking spaces underground, 65 ft. in height.

**Increment:**

+ 19,378 sf. of residential (23 units)

- 16,528 sf. of community facility

+ 20,123 sf. of commercial





**Projected Site 18**

Lot count: 1

Address: 2543 East Tremont Avenue

Block, Lot: 4078, 123

Lot Area: 37,123 sf

Zoning Change: R4, C2-2 to R6-1, C2-4

Existing Building and Use: One-story commercial building; Bronx Honda

No Action:

Continuation of existing use.

With Action:

124,622 sf. of residential (147 units), 7,994 sf. of commercial, 55 residential parking spaces underground, 65 ft. in height.

Increment:

+ 147 residential units

+ 37 Inclusionary Housing units

- 2,712 sf. of commercial



**Projected Site 19**

Lot count: 1

Address: 2547 East Tremont Avenue

Block, Lot: 4078, 10

Lot Area: 47,035 sf

Zoning Change: R4, C2-2 to R6-1, C2-4

Existing Building and Use: One-story community facility; Westchester United Methodist Church

No Action:

Continuation of existing use.

With Action:

168,935 sf. of residential (199 units), 29,420 sf. of community facility, 2,972 sf. of commercial, 75 residential parking spaces underground, 85 ft. in height.

Increment:

+ 199 residential units

+ 50 Inclusionary Housing units

+ 22,450 sf. of community facility

+ 2,972 sf. of commercial



**Projected Site 20**

Lot count: 1

Address: 1501 Williamsbridge Road

Block, Lot: 4079, 1

Lot Area: 20,806 sf

Zoning Change: R4, C2-2 to R6-1, C2-4

Existing Building and Use: One-story commercial with drive-thru; McDonald's

No Action:

Continuation of existing use.

With Action:

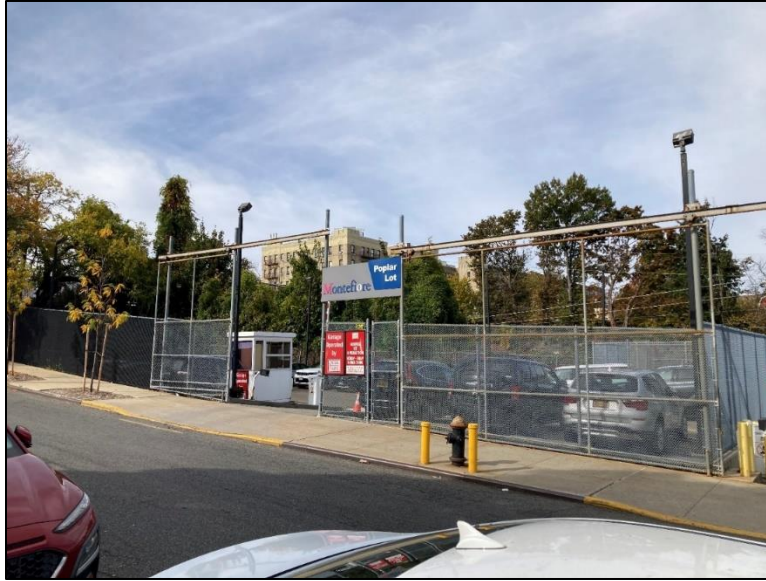
56,502 sf. of residential (66 units), 17,470 sf. of commercial, 25 residential parking spaces underground, 55 ft. in height.

Increment:

+ 66 residential units

+ 17 Inclusionary Housing units

+ 14,868 sf. of commercial



**Projected Site 21**

Lot count: 1

Address: 1601 Poplar Street

Block, Lot: 4085, 130

Lot Area: 10,950 sf

Zoning Change: R4, C2-2 to R6-1, C2-4

Existing Building and Use: Parking lot; Montefiore Medical Center

No Action:

16,292 sf. of community facility, 32 community facility parking spaces underground, 27 ft. in height.

With Action:

57,318 sf. of community facility, 57 community facility parking spaces underground, 105 ft. in height.

Increment:

+ 41,026 sf. of community facility



**Projected Site 22**

Lot count: 2

Address: 1625 Poplar Street

Block, Lot: 4085, 119

Lot Area: 26,914 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: Two-story commercial building; Montefiore Cancer Center

Address: 1617 Poplar Street

Block, Lot: 4085, 125

Lot Area: 16,374 sf

Zoning Change: M1-1, R4, C2-2 to C4-3

Existing Building and Use: One-story commercial building; Montefiore Cancer Center

No Action:

Continuation of existing use.

With Action:

231,541 sf. of community facility, 34,664 sf. of commercial, 232 commercial and 35 community facility parking spaces underground, 135 ft. in height.

Increment:

+ 231,541 sf. of community facility

- 13,221 sf. of commercial





**Projected Site 23**

Lot count: 1

Address: 1528 Williamsbridge Road

Block, Lot: 4082, 18

Lot Area: 6,988 sf

Zoning Change: R4, C2-2 to R6-1, C2-4

Existing Building and Use: One-story commercial building

No Action:

Continuation of existing use.

With Action:

19,217 sf. of residential (23 units), 5,940 sf. of commercial, 55 ft. in height.

Increment:

+ 23 residential units

+ 6 Inclusionary Housing units

+ 2,190 sf. of commercial



**Projected Site 24**

Lot count: 5

Address: 1627 Eastchester Road

Block, Lot: 4083, 1

Lot Area: 9,779 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: Two-story commercial building; Montefiore Cancer Center

Address: 1621 Eastchester Road

Block, Lot: 4083, 5

Lot Area: 10,184 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: One-story commercial building; Montefiore Cancer Center

Address: 1516 Jarrett Place

Block, Lot: 4083, 11

Lot Area: 4,643 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: Two-story commercial building; Montefiore Cancer Center

Address: 1525 Jarrett Place

Block, Lot: 4083, 13

Lot Area: 29,318 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: Two-story commercial building; Montefiore Cancer Center

Address: 1513 Blondell Avenue

Block, Lot: 4083, 27

Lot Area: 4,577 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: Three-story commercial building; Montefiore Cancer Center

No Action:

Continuation of existing use.

With Action:

380,036 sf. of community facility, 380 community facility parking spaces underground, 135 ft. in height.

Increment:

+ 380,036 sf. of community facility

- 110,245 sf. of commercial





**Projected Site 25**

Lot count: 1

Address: 2619 Chesbrough Avenue

Block, Lot: 4081, 33

Lot Area: 8,427 sf

Zoning Change: M1-1 to R6-1, C2-4

Existing Building and Use: Surface vehicle storage lot; Doughboys Recovery & Storage

No Action:

Continuation of existing use.

With Action:

30,303 sf. of residential (36 units), 85 ft. in height.

Increment:

+ 36 residential units

+ 9 Inclusionary Housing units



### **Projected Site 26**

Lot count: 2

Address: 1620 Eastchester Road

Block, Lot: 4081, 14

Lot Area: 3,198 sf

Zoning Change: M1-1 to R6-1, C2-4

Existing Building and Use: One-story industrial building; Fine Tune Auto Repair

Address: 1624 Eastchester Road

Block, Lot: 4081, 16

Lot Area: 4,870 sf

Zoning Change: M1-1 to R6-1, C2-4

Existing Building and Use: One-story commercial building; Skips Car Care Center

No Action:

Continuation of existing use.

With Action:

29,064 sf. of residential (34 units), 2,114 sf. of community facility, 4,743 sf. of commercial, 85 ft. in height.

Increment:

+ 34 residential units

+ 9 Inclusionary Housing units

+ 2,114 sf. of community facility

+ 4,743 sf. of commercial

- 6,550 sf. of industrial



**Projected Site 27**

Lot count: 1

Address: 1481 Blondell Avenue

Block, Lot: 4081, 24

Lot Area: 12,534 sf

Zoning Change: M1-1 to R6-1, C2-4

Existing Building and Use: Two single-story industrial buildings; Appliances4Less

No Action:

29,952 sf. of community facility, 99 community facility parking spaces underground, 39 ft. in height.

With Action:

44,015 sf. of residential (52 units), 16 residential parking spaces underground, 55 ft. in height.

Increment:

+ 52 residential units

+ 13 Inclusionary Housing units

- 29,952 sf. of community facility



**Projected Site 28**

Lot count: 3

Address: 1480 Blondell Avenue

Block, Lot: 4142, 1

Lot Area: 16,974 sf

Zoning Change: M1-1 to R6-1, C2-4

Existing Building and Use: Surface parking lot

Address: 1486 Blondell Avenue

Block, Lot: 4142, 6

Lot Area: 1,973 sf

Zoning Change: M1-1 to R6-1, C2-4

Existing Building and Use: Residential parking garage

Address: 1488 Blondell Avenue

Block, Lot: 4142, 7

Lot Area: 2,451 sf

Zoning Change: M1-1 to R6-1, C2-4

Existing Building and Use: Two-family detached residential

No Action:

Continuation of existing use.

With Action:

76,846 sf. of residential (90 units), 45 residential parking spaces underground, 85 ft. in height.

Increment:

+ 88 residential units

+ 23 Inclusionary Housing units



**Projected Site 29**

Lot count: 5

Address: 1730 Eastchester Road

Block, Lot: 4226, 7

Lot Area: 115,378 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: One-story commercial building; Stop & Shop and supportive retail

Address: 1742 Eastchester Road

Block, Lot: 4226, 10

Lot Area: 19,976 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: Surface parking lot

Address: 1724 Eastchester Road

Block, Lot: 4226, 507

Lot Area: 5,677 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: Surface parking lot

Address: Eastchester Road

Block, Lot: 4226, 508

Lot Area: 3,722 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: Surface parking lot

Address: 1716 Eastchester Road  
Block, Lot: 4226, 509  
Lot Area: 3,716 sf  
Zoning Change: M1-1 to C4-3  
Existing Building and Use: Surface parking lot

No Action:  
Continuation of existing use.

With Action:  
572,485 sf. of commercial, 572 commercial parking spaces, 150 ft. in height.

Increment:  
+ 509,825 sf. of commercial





**Projected Site 30**

Lot count: 1

Address: 34 Marconi Street

Block, Lot: 4226, 15

Lot Area: 29,301 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: Three two-story commercial buildings; Kidney Medical Associates

No Action:

Continuation of existing use.

With Action:

122,229 sf. of community facility, 122 community facility parking spaces, 120 ft. in height.

Increment:

+ 122,229 sf. of community facility

- 28,000 sf. of commercial



**Projected Site 31**

Lot count: 2

Address: 1820 Eastchester Road

Block, Lot: 4226, 409

Lot Area: 17,213 sf

Zoning Change: M1-1 to C4-4

Existing Building and Use: One-story commercial building with drive-thru; McDonald's

Address: 1826 Eastchester Road

Block, Lot: 4226, 418

Lot Area: 15,216 sf

Zoning Change: M1-1 to C4-4

Existing Building and Use: One-story commercial building; Super Car Wash & Quick Lube

No Action:

Continuation of existing use.

With Action:

122,743 sf. of residential (144 units), 26,428 sf. of commercial, 72 residential parking spaces underground, 135 ft. in height.

Increment:

+ 144 residential units

+ 36 Inclusionary Housing units

+ 18,858 sf. of commercial

- 9,064 sf. of industrial





**Projected Site 32**

Lot count: 3

Address: 1842 Eastchester Road

Block, Lot: 4226, 419

Lot Area: 15,868 sf

Zoning Change: M1-1 to C4-4

Existing Building and Use: Surface parking lot

Address: 1848 Eastchester Road

Block, Lot: 4226, 420

Lot Area: 3,299 sf

Zoning Change: M1-1 to C4-4

Existing Building and Use: Surface parking lot

Address: 1850 Eastchester Road

Block, Lot: 4226, 422

Lot Area: 3,839 sf

Zoning Change: M1-1 to C4-4

Existing Building and Use: Surface parking lot

No Action:

35,143 sf. of community facility, 20,005 sf. of commercial, 117 community facility and 66 commercial parking spaces underground, 39 ft. in height.

With Action:

129,784 sf. of community facility, 19,341 sf. of commercial, 130 community facility and 19 commercial parking spaces underground, 135 ft. in height.

Increment:

+ 94,641 sf. of community facility

- 664 sf. of commercial



**Projected Site 33**

Lot count: 1

Address: 1864 Eastchester Road

Block, Lot: 4209, 1

Lot Area: 7,905 sf

Zoning Change: M1-1 to C4-4

Existing Building and Use: One-story commercial building; Montefiore

**No Action:**

12,096 sf. of community facility, 6,874 sf. of commercial, 40 community facility and 22 commercial parking spaces underground, 39 ft. in height.

**With Action:**

50,019 sf. of residential (59 units), 6,719 sf. of commercial, 95 ft. in height.

**Increment:**

+ 59 residential units

+ 15 Inclusionary Housing units

- 12,096 sf. of community facility

- 155 sf. of commercial



**Projected Site 34**

Lot count: 1

Address: 1870 Eastchester Road

Block, Lot: 4209, 5

Lot Area: 8,025 sf

Zoning Change: M1-1 to C4-4

Existing Building and Use: One-story industrial building; Budget Muffler & Brake Center

No Action:

6,978 sf. of commercial, 23 commercial parking spaces underground, 15 ft. in height.

With Action:

44,107 sf. of residential (52 units), 13,643 sf. of commercial, 95 ft. in height.

Increment:

+ 52 residential units

+ 13 Inclusionary Housing units

+ 6,665 sf. of commercial



**Projected Site 35**

Lot count: 1

Address: 1315 Loomis Street

Block, Lot: 4209, 76

Lot Area: 21,256 sf

Zoning Change: M1-1 to C4-4

Existing Building and Use: One-story community facility; Day Habilitation Program, ACMRD Products Plus

**No Action:**

32,472 sf. of community facility, 18,483 sf. of commercial, 108 community facility and 61 commercial parking spaces underground, 39 ft. in height.

**With Action:**

145,465 sf. of residential (171 units), 34,188 sf. of commercial, 86 residential parking spaces underground, 140 ft. in height.

**Increment:**

+ 171 residential units

+ 43 Inclusionary Housing units

- 32,472 sf. of community facility

+ 15,705 sf. of commercial



**Projected Site 36**

Lot count: 2

Address: 1886 Eastchester Road

Block, Lot: 4209, 12

Lot Area: 10,466 sf

Zoning Change: M1-1 to C4-4

Existing Building and Use: One-story commercial building with drive-thru; Starbucks

Address: Eastchester Road

Block, Lot: 4209, 110

Lot Area: 73 sf

Zoning Change: M1-1 to C4-4

Existing Building and Use: Unimproved sliver lot

No Action:

Continuation of existing use.

With Action:

41,675 sf. of commercial, 42 commercial parking spaces, 75 ft. in height.

Increment:

+ 38,542 sf. of commercial





**Projected Site 37**

Lot count: 1

Address: 1401 Bassett Avenue

Block, Lot: 4209, 64

Lot Area: 9,842 sf

Zoning Change: M1-1 to C4-4

Existing Building and Use: One-story commercial building; Fresenius Kidney Care

No Action:

23,613 sf. of community facility, 78 community facility parking spaces underground, 39 ft. in height.

With Action:

53,269 sf. of residential (63 units), 8,330 sf. of community facility, 8,330 sf. of commercial, 105 ft. in height.

Increment:

+ 63 residential units

+ 16 Inclusionary Housing units

- 15,283 sf. of community facility

+ 8,330 sf. of commercial



**Projected Site 38**

Lot count: 1

Address: 1950 Eastchester Road

Block, Lot: 4209, 25

Lot Area: 34,734 sf

Zoning Change: M1-1 to C4-4

Existing Building and Use: Two-story industrial building; Quality Services for the Autism Community

**No Action:**

23,663 sf. of community facility, 6,542 sf. of commercial, 78 community facility and 21 commercial spaces, 15 ft. in height.

**With Action:**

159,348 sf. of residential (187 units), 24,532 sf. of community facility, 4,695 sf. of commercial, 94 residential parking spaces underground, 135 ft. in height.

**Increment:**

+ 187 residential units

+ 47 Inclusionary Housing units

+ 869 sf. of community facility

- 1,847 sf. of commercial





**Projected Site 39**

Lot count: 5

Address: 1455 Bassett Avenue

Block, Lot: 4209, 50

Lot Area: 2,577 sf

Zoning Change: M1-1 to C4-4

Existing Building and Use: Surface parking lot

Address: 1439 Bassett Avenue

Block, Lot: 4209, 51

Lot Area: 5,094 sf

Zoning Change: M1-1 to C4-4

Existing Building and Use: Two one-story industrial buildings; Marine Plumbing & Mechanical

Address: 1437 Bassett Avenue

Block, Lot: 4209, 53

Lot Area: 2,438 sf

Zoning Change: M1-1 to C4-4

Existing Building and Use: Surface parking lot and shed; C&Z Mechanical Plumbing and Heating

Address: Bassett Avenue

Block, Lot: 4209, 54

Lot Area: 2,626 sf

Zoning Change: M1-1 to C4-4

Existing Building and Use: Surface parking lot and shed

Address: 1431 Bassett Avenue

Block, Lot: 4209, 55

Lot Area: 5,071 sf

Zoning Change: M1-1 to C4-4

Existing Building and Use: Two-story industrial building; Faiella Fence & Iron

No Action:

Continuation of existing use.

With Action:

81,677 sf. of residential (96 units), 48 residential parking spaces underground, 105 ft. in height.

Increment:

+ 96 residential units

+ 24 Inclusionary Housing units

- 500 sf. of commercial

- 12,000 sf. of industrial



**Projected Site 40**

Lot count: 2

Address: 1461 Bassett Avenue

Block, Lot: 4209, 47

Lot Area: 2,399 sf

Zoning Change: M1-1 to C4-4

Existing Building and Use: One-story industrial building

Address: 1459 Bassett Avenue

Block, Lot: 4209, 48

Lot Area: 5,117 sf

Zoning Change: M1-1 to C4-4

Existing Building and Use: One-story industrial building; United Network Communications

No Action:

Continuation of existing use.

With Action:

33,863 sf. of residential (40 units), 95 ft. in height.

Increment:

+ 40 residential units

+ 10 Inclusionary Housing units

- 7,250 sf. of industrial



#### **Projected Site 41**

Lot count: 2

Address: 1964 Eastchester Road

Block, Lot: 4209, 33

Lot Area: 8,337 sf

Zoning Change: M1-1 to C4-4

Existing Building and Use: One-story commercial building; Enterprise

Address: 1968 Eastchester Road

Block, Lot: 4209, 37

Lot Area: 8,437 sf

Zoning Change: M1-1 to C4-4

Existing Building and Use: One-story commercial building; Quality Services for the Autism Community

No Action:

Continuation of existing use.

With Action:

63,055 sf. of residential (74 units), 14,035 sf. of commercial, 37 residential parking spaces underground, 75 ft. in height.

Increment:

+ 74 residential units

+ 19 Inclusionary Housing units

- 4,665 sf. of commercial



**Projected Site 42**

Lot count: 1

Address: 1504 Stillwell Avenue

Block, Lot: 4219, 3

Lot Area: 5,495 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: Three-story residential building with three units

No Action:

Continuation of existing use.

With Action:

21,964 sf. of commercial, 75 ft. in height.

Increment:

- 3 residential units

+ 21,964 sf. of commercial





**Projected Site 43**

Lot count: 2

Address: 1501 Bassett Avenue

Block, Lot: 4219, 64

Lot Area: 3,543 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: One-story industrial building; Empire Automotive Collision

Address: 1511 Wilkinson Avenue

Block, Lot: 4219, 68

Lot Area: 1,824 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: Two-story mixed residential and commercial building; Skyline Bar & Lounge

No Action:

Continuation of existing use.

With Action:

16,838 sf. of residential (20 units), 4,562 sf. of commercial, 55 ft. in height.

Increment:

+ 19 residential units

+ 5 Inclusionary Housing units

+ 3,562 sf. of commercial

- 3,250 sf. of industrial



**Projected Site 44**

Lot count: 2

Address: 1508 Stillwell Avenue

Block, Lot: 4219, 1

Lot Area: 2,278 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: Two-story industrial building; All City Water & Sewer

Address: 1510 Stillwell Avenue

Block, Lot: 4219, 4

Lot Area: 2,716 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: Two-story industrial building; New York Custom Motorsports

No Action:

Continuation of existing use.

With Action:

15,523 sf. of residential (18 units), 4,245 sf. of commercial, 75 ft. in height.

Increment:

+ 18 residential units

+ 5 Inclusionary Housing units

+ 4,245 sf. of commercial

- 9,410 sf. of industrial



**Projected Site 45**

Lot count: 3

Address: 1512 Stillwell Avenue

Block, Lot: 4219, 5

Lot Area: 4,900 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: Two-story industrial building; British Auto Works, ABC Insurance Brokerages

Address: 1530 Stillwell Avenue

Block, Lot: 4219, 9

Lot Area: 7,260 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: One-story industrial building; Miller Tires, Frank & Son Auto Body

Address: 1519 Stillwell Avenue

Block, Lot: 4219, 58

Lot Area: 8,760 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: One-story industrial building; Frank & Son Auto Body

No Action:

Continuation of existing use.

With Action:

68,509 sf. of residential (81 units), 14,404 sf. of commercial, 40 residential parking spaces underground, 95 ft. in height.



Increment:

+ 81 residential units

+ 20 Inclusionary Housing units

+ 11,404 sf. of commercial

- 18,442 sf. of industrial



**Projected Site 46**

Lot count: 1

Address: 1538 Stillwell Avenue

Block, Lot: 4219, 16

Lot Area: 22,666 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: Surface parking lot and EV charging

No Action:

Continuation of existing use.

With Action:

81,495 sf. of residential (96 units), 8,490 sf. of commercial, 48 residential parking spaces underground, 115 ft. in height.

Increment:

+ 96 residential units

+ 24 Inclusionary Housing units

+ 8,490 sf. of commercial



**Projected Site 47**

Lot count: 2

Address: 2034 Eastchester Road

Block, Lot: 4218, 11

Lot Area: 5,649 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: One-story commercial building; Apple Grocery & Produce

Address: 2038 Eastchester Road

Block, Lot: 4218, 13

Lot Area: 3,181 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: One-story commercial building; Jarne Home & Healthcare Services

No Action:

Continuation of existing use.

With Action:

31,115 sf. of residential (37 units), 1,695 sf. of community facility, 5,810 sf. of commercial, 95 ft. in height.

Increment:

+ 37 residential units

+ 9 Inclusionary Housing units

+ 1,695 sf. of community facility

- 1,042 sf. of commercial



**Projected Site 48**

Lot count: 1

Address: 1539 Stillwell Avenue

Block, Lot: 4218, 31

Lot Area: 6,131 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: One-story industrial building; Italy A&F Auto Repair.

No Action:

Continuation of existing use.

With Action:

19,288 sf. of residential (23 units), 5,211 sf. of commercial, 85 ft. in height.

Increment:

+ 23 residential units

+ 6 Inclusionary Housing units

+ 5,211 sf. of commercial

- 4,960 sf. of industrial



**Projected Site 49**

Lot count: 1

Address: 1543 Stillwell Avenue

Block, Lot: 4218, 26

Lot Area: 7,678 sf

Zoning Change: M1-1 to R6-1, C2-4

Existing Building and Use: One-story industrial building; Carib Prints, Don-Glo Auto Service of Bronx II

No Action:

Continuation of existing use.

With Action:

21,093 sf. of residential (25 units), 6,526 sf. of commercial, 55 ft. in height.

Increment:

+ 25 residential units

+ 6 Inclusionary Housing units

+ 6,526 sf. of commercial

- 7,500 sf. of industrial



**Projected Site 50**

Lot count: 2

Address: 1555 Bassett Avenue

Block, Lot: 4219, 42

Lot Area: 4,650 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: Surface parking lot

Address: 1551 Bassett Avenue

Block, Lot: 4219, 45

Lot Area: 4,945 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: Surface parking lot

No Action:

Continuation of existing use.

With Action:

34,532 sf. of residential (41 units), 75 ft. in height.

Increment:

+ 41 residential units

+ 10 Inclusionary Housing units



**Projected Site 51**

Lot count: 1

Address: 1559 Bassett Avenue

Block, Lot: 4219, 40

Lot Area: 5,019 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: One-story industrial building; J&J Custom Collision

No Action:

Continuation of existing use.

With Action:

18,048 sf. of residential (21 units), 75 ft. in height.

Increment:

+ 21 residential units

+ 5 Inclusionary Housing units

- 5,000 sf. of industrial





**Projected Site 52**

Lot count: 2

Address: 1614 McDonald Street

Block, Lot: 4219, 35

Lot Area: 9,730 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: Two-story industrial building; De Pino Transportation Services

Address: 1536 Bassett Avenue

Block, Lot: 4219, 39

Lot Area: 2,470 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: Two-family detached residential

No Action:

Continuation of existing use.

With Action:

38,399 sf. of residential (45 units), 10,370 sf. of commercial, 65 ft. in height.

Increment:

+ 43 residential units

+ 11 Inclusionary Housing units

+ 10,370 sf. of commercial

- 3,200 sf. of industrial





**Projected Site 53**

Lot count: 1

Address: 1572 Stillwell Avenue

Block, Lot: 4219, 26

Lot Area: 7,372 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: One-story industrial building; Fresh & Tasty Baked Products

No Action:

Continuation of existing use.

With Action:

23,222 sf. of residential (27 units), 6,267 sf. of commercial, 75 ft. in height.

Increment:

+ 27 residential units

+ 7 Inclusionary Housing units

- 733 sf. of commercial



**Projected Site 54**

Lot count: 2

Address: 1578 Stillwell Avenue

Block, Lot: 4219, 29

Lot Area: 5,089 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: One-story industrial building

Address: 1580 Stillwell Avenue

Block, Lot: 4219, 31

Lot Area: 5,149 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: Two-story industrial building; Signature Chrome Customs and Autobody

No Action:

Continuation of existing use.

With Action:

32,277 sf. of residential (38 units), 8,668 sf. of commercial, 65 ft. in height.

Increment:

+ 38 residential units

+ 9 Inclusionary Housing units

+ 7,335 sf. of commercial

- 10,178 sf. of industrial



**Projected Site 55**

Lot count: 3

Address: 1607 Stillwell Avenue

Block, Lot: 4221, 42

Lot Area: 4,827 sf

Zoning Change: M1-1 to R6-1, C2-4

Existing Building and Use: One-story industrial building; R&W Auto Body

Address: 1585 McDonald Street

Block, Lot: 4221, 44

Lot Area: 3,178 sf

Zoning Change: M1-1 to R6-1, C2-4

Existing Building and Use: One-story industrial building; Eastwell Automotive

Address: 1575 McDonald Street

Block, Lot: 4221, 46

Lot Area: 5,146 sf

Zoning Change: M1-1 to R6-1, C2-4

Existing Building and Use: One-family detached residential

No Action:

Continuation of existing use.

With Action:

40,517 sf. of residential (48 units), 6,805 sf. of commercial, 65 ft. in height.

Increment:

+ 47 residential units

+ 12 Inclusionary Housing units

+ 6,505 sf. of commercial

- 8,790 sf. of industrial



**Projected Site 56**

Lot count: 1

Address: 1617 Stillwell Avenue

Block, Lot: 4221, 36

Lot Area: 5,615 sf

Zoning Change: M1-1 to R6-1, C2-4

Existing Building and Use: One-story industrial building; A&R Auto Collision and Repair

No Action:

Continuation of existing use.

With Action:

15,441 sf. of residential (18 units), 4,773 sf. of commercial, 55 ft. in height.

Increment:

+ 18 residential units

+ 5 Inclusionary Housing units

+ 4,773 sf. of commercial

- 5,229 sf. of industrial



**Projected Site 57**

Lot count: 1

Address: 1621 Stillwell Avenue

Block, Lot: 4222, 72

Lot Area: 21,974 sf

Zoning Change: M1-1 to R6-1, C2-4

Existing Building and Use: One-story industrial building; E&J Automotive, A&A Wholesale Beverage, Air-Wave Air Conditioning

No Action:

Continuation of existing use.

With Action:

58,774 sf. of residential (69 units), 18,508 sf. of commercial, 35 residential parking spaces underground, 75 ft. in height.

Increment:

+ 69 residential units

+ 17 Inclusionary Housing units

+ 18,508 sf. of commercial

- 17,576 sf. of industrial





**Projected Site 58**

Lot count: 1

Address: 1400 Pelham Parkway South

Block, Lot: 4205, 1

Lot Area: 155,668 sf

Zoning Change: R4 to C4-3

Existing Building and Use: Surface parking lot; Jacobi / NYC Health+Hospital Corporation

No Action:

Continuation of existing use.

With Action:

14,576 sf. of community facility, 488,232 sf. of commercial, 545 parking spaces, 210 ft. in height.

Increment:

+ 14,576 sf. of community facility

+ 488,232 sf. of commercial



**Projected Site 59**

Lot count: 1

Address: 2025 Eastchester Road

Block, Lot: 4205, 40

Lot Area: 218,737 sf

Zoning Change: R4 to C4-3

Existing Building and Use: Surface parking lot, two-story utility buildings

No Action:

Continuation of existing use.

With Action:

429,957 sf. of residential (506 units), 54,404 sf. of community facility, 17,000 sf. of commercial, 1,667 parking spaces, 160 ft. in height.

Increment:

+ 506 residential units

+ 126 Inclusionary Housing units

+ 54,404 sf. of community facility

- 18,600 sf. of commercial





**Projected Site 60**

Lot count: 3

Address: 1731 Seminole Avenue

Block, Lot: 4203, 75

Lot Area: 3,860 sf

Zoning Change: R4, C1-1 to C4-3

Existing Building and Use: One-story commercial building

Address: Morris Park Avenue

Block, Lot: 4203, 81

Lot Area: 112 sf

Zoning Change: R4, C1-1 to C4-3

Existing Building and Use: Unimproved sliver lot

Address: 1201 Morris Park Avenue

Block, Lot: 4203, 82

Lot Area: 9,156 sf

Zoning Change: R4, C1-1 to C4-3

Existing Building and Use: One-story commercial building

No Action:

Continuation of existing use.

With Action:

62,982 sf. of community facility, 63 community facility parking spaces underground, 120 ft. in height.

Increment:

+ 60,132 sf. of community facility

- 4,391 sf. of commercial



### **Potential Site A**

Lot count: 3

Address: 1820 East Tremont Avenue

Block, Lot: 3925, 1

Lot Area: 10,319 sf

Zoning Change: C8-1 to R7-2, C2-4

Existing Building and Use: One-story commercial building; DaVita Kidney Care

Address: 1830 East Tremont Avenue

Block, Lot: 3925, 6

Lot Area: 5,156 sf

Zoning Change: C8-1 to R7-2, C2-4

Existing Building and Use: One-story commercial building; public parking garage

Address: 1836 East Tremont Avenue

Block, Lot: 3925, 9

Lot Area: 5,246 sf

Zoning Change: C8-1 to R7-2, C2-4

Existing Building and Use: One-story commercial building; New King Gourmet Deli, New Hong Kong Restaurant, All Wood Cabinets Depot

No Action:

Continuation of existing use.

With Action:

95,265 sf. of residential (112 units), 4,345 sf. of community facility, 12,995 sf. of commercial, 42 residential parking spaces underground, 85 ft. in height.

Increment:

+ 112 residential units

+ 28 Inclusionary Housing units

+ 4,345 sf. of community facility

- 16,505 sf. of commercial



**Potential Site B**

Lot count: 1

Address: 1872 East Tremont Avenue

Block, Lot: 3927, 8

Lot Area: 11,851 sf

Zoning Change: C8-1 to R7-2, C2-4

Existing Building and Use: One-story commercial building

No Action:

Continuation of existing use.

With Action:

44,290 sf. of residential (52 units), 10,038 sf. of commercial, 75 ft. in height.

Increment:

+ 52 residential units

+ 13 Inclusionary Housing units

- 12,749 sf. of commercial



**Potential Site C**

Lot count: 1

Address: 2265 East Tremont Avenue

Block, Lot: 4042, 236

Lot Area: 25,805 sf

Zoning Change: M1-1 to R7-2 C2-4

Existing Building and Use: Two-story commercial building; VIM Clothing Store

No Action:

Continuation of existing use.

With Action:

97,895 sf. of residential (115 units), 20,805 sf. of commercial, 43 residential parking spaces underground, 105 ft. in height.

Increment:

+ 115 residential units

+ 29 Inclusionary Housing units

- 9,195 sf. of commercial



**Potential Site D**

Lot count: 2

Address: Bronxdale Avenue

Block, Lot: 4091, 46

Lot Area: 10,400 sf

Zoning Change: C8-1 to R6-1, C2-4

Existing Building and Use: Surface parking lot

Address: 1616 Bronxdale Avenue

Block, Lot: 4091, 47

Lot Area: 12,888 sf

Zoning Change: C8-1 to R6-1, C2-4

Existing Building and Use: Two-story community facility building; DaVita Bronx River Kidney Care

No Action:

Continuation of existing use.

With Action:

82,289 sf. of residential (97 units), 10,121 sf. of community facility, 9,504 sf. of commercial, 36 residential parking spaces underground, 95 ft. in height.

Increment:

+ 97 residential units

+ 24 Inclusionary Housing units

- 2,779 sf. of community facility

+ 9,504 sf. of commercial





**Potential Site E**

Lot count: 2

Address: 1598 Bronxdale Avenue

Block, Lot: 4058, 2

Lot Area: 6,742 sf

Zoning Change: C8-1 to R6-1, C2-4

Existing Building and Use: One-story industrial building

Address: 906 Pierce Avenue

Block, Lot: 4058, 8

Lot Area: 5,085 sf

Zoning Change: C8-1 to R6-1, C2-4

Existing Building and Use: One-story industrial building

No Action:

Continuation of existing use.

With Action:

32,302 sf. of residential (38 units), 9,987 sf. of commercial, 55 ft. in height.

Increment:

+ 38 residential units

+ 10 Inclusionary Housing units

+ 9,987 sf. of commercial

- 7,548 sf. of industrial



**Potential Site F**

Lot count: 1

Address: 1550 Bronxdale Avenue

Block, Lot: 4058, 29

Lot Area: 8,441 sf

Zoning Change: C8-1 to R6-1, C2-4

Existing Building and Use: One-story industrial building; New King, Hansel Built, H&H Auto Service, King Auto Body Work

No Action:

Continuation of existing use.

With Action:

22,252 sf. of residential (26 units), 7,174 sf. of commercial, 55 ft. in height.

Increment:

+ 26 residential units

+ 7 Inclusionary Housing units

+ 7,174 sf. of commercial

- 5,100 sf. of industrial





### **Potential Site G**

Lot count: 2

Address: 2415 Poplar Street

Block, Lot: 4062, 21

Lot Area: 2,670 sf

Zoning Change: R4 to R6-1

Existing Building and Use: Three-family residential

Address: 2413 Poplar Street

Block, Lot: 4062, 22

Lot Area: 2,534 sf

Zoning Change: R4 to R6-1

Existing Building and Use: Three-family residential

No Action:

Continuation of existing use.

With Action:

18,127 sf. of residential (21 units), 75 ft. in height.

Increment:

+ 15 residential units

+ 5 Inclusionary Housing units



### **Potential Site H**

Lot count: 3

Address: 2403 East Tremont Avenue

Block, Lot: 4063, 18

Lot Area: 2,376 sf

Zoning Change: R4 to R6-1, C2-4

Existing Building and Use: Three-story mixed commercial and residential building; Matthew Marchese Law Office

Address: 2401 East Tremont Avenue

Block, Lot: 4063, 19

Lot Area: 2,076 sf

Zoning Change: R4 to R6-1, C2-4

Existing Building and Use: Three-story mixed commercial and residential building; Kaiikay's Beauty Spot

Address: 1506 Bronxdale Avenue

Block, Lot: 4063, 20

Lot Area: 2,908 sf

Zoning Change: R4 to R6-1, C2-4

Existing Building and Use: One-story commercial building; Lin's Asian Cuisine

No Action:

Continuation of existing use.

With Action:

20,230 sf. of residential (24 units), 6,070 sf. of commercial, 55 ft. in height.

Increment:

+ 20 residential units

+ 6 Inclusionary Housing units

+ 2,658 sf. of commercial



### **Potential Site I**

Lot count: 2

Address: 2407 East Tremont Avenue

Block, Lot: 4063, 15

Lot Area: 5,010 sf

Zoning Change: R4 to R6-1, C2-4

Existing Building and Use: Three-story mixed community facility and residential building; Iglesia Adventista, Emmanuel Worship Center

Address: 2405 East Tremont Avenue

Block, Lot: 4063, 17

Lot Area: 2,336 sf

Zoning Change: R4 to R6-1, C2-4

Existing Building and Use: Two-story community facility; RAIN East Tremont Senior Center

No Action:

Continuation of existing use.

With Action:

26,415 sf. of residential (31 units), 4,255 sf. of community facility, 1,989 sf. of commercial, 85 ft. in height.

Increment:

+ 29 residential units

+ 8 Inclusionary Housing units

+ 4,255 sf. of community facility

- 6,008 sf. of commercial



### Potential Site J

Lot count: 1

Address: 2415 East Tremont Avenue

Block, Lot: 4063, 10

Lot Area: 14,604 sf

Zoning Change: R4 to R6-1, C2-4

Existing Building and Use: Two-story commercial building

No Action:

Continuation of existing use.

With Action:

40,193 sf. of residential (47 units), 12,371 sf. of commercial, 85 ft. in height.

Increment:

+ 46 residential units

+ 12 Inclusionary Housing units

- 11,804 sf. of commercial



**Potential Site K**

Lot count: 3

Address: 2453 Poplar Street

Block, Lot: 4062, 4

Lot Area: 5,226 sf

Zoning Change: R4 to R6-1

Existing Building and Use: Two-family detached residential

Address: Poplar Street

Block, Lot: 4062, 6

Lot Area: 4,283 sf

Zoning Change: R4 to R6-1

Existing Building and Use: Residential garage

Address: Poplar Street

Block, Lot: 4062, 310

Lot Area: 939 sf

Zoning Change: R4 to R6-1

Existing Building and Use: Residential garage

No Action:

Continuation of existing use.

With Action:

37,568 sf. of residential (44 units), 85 ft. in height.

Increment:

+ 42 residential units

+ 11 Inclusionary Housing units





**Potential Site L**

Lot count: 2

Address: 2459 East Tremont Avenue

Block, Lot: 4067, 41

Lot Area: 2,335 sf

Zoning Change: R4 to R6-1, C2-4

Existing Building and Use: One-story commercial building; D&W Fresh Café, Thao Nails

Address: 2451 East Tremont Avenue

Block, Lot: 4067, 141

Lot Area: 4,462 sf

Zoning Change: R4 to R6-1, C2-4

Existing Building and Use: One-story commercial building

No Action:

Continuation of existing use.

With Action:

23,107 sf. of residential (27 units), 1,280 sf. of community facility, 4,413 sf. of commercial, 55 ft. in height.

Increment:

+ 27 residential units

+ 7 Inclusionary Housing units

+ 1,280 sf. of community facility

- 7,449 sf. of commercial



**Potential Site M**

Lot count: 2

Address: 2465 East Tremont Avenue

Block, Lot: 4067, 37

Lot Area: 3,404 sf

Zoning Change: R4 to R6-1, C2-4

Existing Building and Use: One-story commercial building; Canna Art by Dr. Green, Anna Laundromat, There Should Always Be Cake

Address: 2461 East Tremont Avenue

Block, Lot: 4067, 39

Lot Area: 3,400 sf

Zoning Change: R4 to R6-1, C2-4

Existing Building and Use: One-story commercial building; Willow wines Liquors, Deli Corp., A's Palace

No Action:

Continuation of existing use.

With Action:

18,741 sf. of residential (22 units), 5,749 sf. of commercial, 55 ft. in height.

Increment:

+ 22 residential units

+ 6 Inclusionary Housing units

- 817 sf. of commercial





**Potential Site N**

Lot count: 1

Address: 1515 Hone Avenue

Block, Lot: 4067, 35

Lot Area: 5,113 sf

Zoning Change: R4 to R6-1, C2-4

Existing Building and Use: Two-family detached residential

No Action:

Continuation of existing use.

With Action:

17,586 sf. of residential (21 units), 105 ft. in height.

Increment:

+ 19 residential units

+ 5 Inclusionary Housing units



**Potential Site O**

Lot count: 3

Address: 1513 Lurting Avenue

Block, Lot: 4068, 27

Lot Area: 2,514 sf

Zoning Change: R4 to R6-1, C2-4

Existing Building and Use: Two-family detached residential

Address: 2517 East Tremont Avenue

Block, Lot: 4068, 28

Lot Area: 3,380 sf

Zoning Change: R4 to R6-1, C2-4

Existing Building and Use: One-story industrial building; 50-50 Auto Repair

Address: 2515 East Tremont Avenue

Block, Lot: 4068, 30

Lot Area: 1,733 sf

Zoning Change: R4 to R6-1, C2-4

Existing Building and Use: Three-story mixed commercial and residential building; Yudi Salon Inc.

No Action:

Continuation of existing use.

With Action:

20,763 sf. of residential (24 units), 6,842 sf. of commercial, 55 ft. in height.

Increment:

+ 20 residential units

+ 6 Inclusionary Housing units

+ 5,544 sf. of commercial

- 4,000 sf. of industrial



**Potential Site P**

Lot count: 1

Address: 2601 East Tremont Avenue

Block, Lot: 4077, 18

Lot Area: 11,568 sf

Zoning Change: R6 to R6-1, C2-4

Existing Building and Use: One-story commercial building; Angelic Nails II, Silver Laundromat

No Action: Continuation of existing use.

With Action:

31,852 sf. of residential (37 units), 9,750 sf. of commercial, 65 ft. in height.

Increment:

+ 37 residential units

+ 9 Inclusionary Housing units

+ 4,573 sf. of commercial



### **Potential Site Q**

Lot count: 2

Address: 1480 Williamsbridge Road

Block, Lot: 4081, 1

Lot Area: 2,568 sf

Zoning Change: R6 to R6-1, C2-4

Existing Building and Use: One-story commercial building; M&R Coffee Shop

Address: 1484 Williamsbridge Road

Block, Lot: 4081, 2

Lot Area: 6,180 sf

Zoning Change: R6 to R6-1, C2-4

Existing Building and Use: Two one-story commercial building; CFSC Cash Checking, China Wok, Distinguished Diagnostic Imaging

No Action:

Continuation of existing use.

With Action:

31,569 sf. of residential (37 units), 4,599 sf. of community facility, 2,861 sf. of commercial, 65 ft. in height.

Increment:

+ 37 residential units

+ 9 Inclusionary Housing units

+ 4,599 sf. of community facility

- 4,945 sf. of commercial



**Potential Site R**

Lot count: 1

Address: 2629 Chesbrough Avenue

Block, Lot: 4081, 30

Lot Area: 9,649 sf

Zoning Change: M1-1 to R6-1, C2-4

Existing Building and Use: One-story commercial building; Liberato Auto Collision

No Action:

Continuation of existing use.

With Action:

26,499 sf. of residential (31 units), 8,202 sf. of commercial, 85 ft. in height.

Increment:

+ 31 residential units

+ 8 Inclusionary Housing units

+ 8,202 sf. of commercial

- 9,375 sf. of industrial





### **Potential Site S**

Lot count: 2

Address: 1610 Poplar Street

Block, Lot: 4082, 19

Lot Area: 2,621 sf

Zoning Change: R4 to C4-3

Existing Building and Use: Single-family detached residential building

Address: 1612 Poplar Street

Block, Lot: 4082, 20

Lot Area: 2,575 sf

Zoning Change: R4 to R6-1, C2-4

Existing Building and Use: Single-family detached residential building

No Action:

Continuation of existing use.

With Action:

14,015 sf. of residential (16 units), 4,417 sf. of commercial, 55 ft. in height.

Increment:

+ 14 residential units

+ 4 Inclusionary Housing units

+ 4,417 sf. of commercial



### **Potential Site T**

Lot count: 2

Address: 1712 Eastchester Road  
Block, Lot: 4226, 510  
Lot Area: 2,505  
Zoning Change: M1-1 to C4-3  
Existing Building and Use: Vacant

Address: 1710 Eastchester Road  
Block, Lot: 4226, 511  
Lot Area: 5,002 sf  
Zoning Change: M1-1 to C4-3  
Existing Building and Use: Vacant

No Action:  
Continuation of existing use.

With Action:  
30,015 sf. of commercial, 70 ft. in height.

Increment:  
+ 30,015 sf. of commercial.





### **Potential Site U**

Lot count: 3

Address: 1790 Eastchester Road

Block, Lot: 4226, 401

Lot Area: 5,431 sf

Zoning Change: M1-1 to C4-4

Existing Building and Use: One-story industrial building; Monte's Grab and Go Market

Address: 1812 Eastchester Road

Block, Lot: 4226, 405

Lot Area: 3,081 sf

Zoning Change: M1-1 to C4-4

Existing Building and Use: One-story industrial building; Eastchester Auto Body

Address: 1816 Eastchester Road

Block, Lot: 4226, 408

Lot Area: 5,980 sf

Zoning Change: M1-1 to C4-4

Existing Building and Use: One-story industrial building; Eastchester Auto Body

No Action:

Continuation of existing use.

With Action:

53,659 sf. of residential (63 units), 12,029 sf. of commercial, 19 residential parking spaces underground, 75 ft. in height.

Increment:

+ 63 residential units

+ 16 Inclusionary Housing units  
+ 12,029 sf. of commercial  
- 12,123 sf. of industrial



### **Potential Site V**

Lot count: 1

Address: 1888 Eastchester Road

Block, Lot: 4209, 15

Lot Area: 10,833 sf

Zoning Change: M1-1 to C4-4

Existing Building and Use: Two-story commercial building; The Redeemed Christian Church of God, Sahara Cafe Hookah Lounge, Dunkin Donuts, Tana Thai Restaurant, Eden Gourmet Deli, Fresh Take on Life

No Action:

Continuation of existing use.

With Action:

67,692 sf. of residential (80 units), 1,748 sf. of community facility, 5,126 sf. of commercial, 24 residential parking spaces underground, 215 ft. in height.

Increment:

+ 80 residential units

+ 20 Inclusionary Housing units

+ 1,748 sf. of community facility

- 6,474 sf. of commercial



### **Potential Site W**

Lot count: 2

Address: 1958 Eastchester Road

Block, Lot: 4209, 30

Lot Area: 5,513 sf

Zoning Change: M1-1 to C4-4

Existing Building and Use: Two-family detached residential

Address: 1960 Eastchester Road

Block, Lot: 4209, 32

Lot Area: 2,587 sf

Zoning Change: M1-1 to C4-4

Existing Building and Use: Two-story industrial building; Golden Nail Supply

No Action:

Continuation of existing use.

With Action:

30,339 sf. of residential (36 units), 6,886 sf. of commercial, 95 ft. in height.

Increment:

+ 34 residential units

+ 9 Inclusionary Housing units

+ 4,761 sf. of commercial

- 2,500 sf. of industrial



**Potential Site X**

Lot count: 2

Address: 2022 Eastchester Road

Block, Lot: 4218, 7

Lot Area: 2,626 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: One-story industrial building

Address: 2030 Eastchester Road

Block, Lot: 4218, 9

Lot Area: 5,751 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: One-story commercial building

No Action:

Continuation of existing use.

With Action:

26,383 sf. of residential (31 units), 7,121 sf. of commercial, 75 ft. in height.

Increment:

+ 31 residential units

+ 8 Inclusionary Housing units

+ 1,621 sf. of commercial

- 2,220 sf. of industrial



**Potential Site Y**

Lot count: 2

Address: 1535 Stillwell Avenue

Block, Lot: 4218, 33

Lot Area: 6,072 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: One-story commercial building

Address: 1531 Stillwell Avenue

Block, Lot: 4218, 36

Lot Area: 3,224 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: One-story commercial building

No Action:

Continuation of existing use.

With Action:

26,185 sf. of residential (31 units), 7,902 sf. of commercial, 55 ft. in height.

Increment:

+ 31 residential units

+ 8 Inclusionary Housing units

+ 742 sf. of commercial





### **Potential Site Z**

Lot count: 2

Address: 1534 Stillwell Avenue

Block, Lot: 4219, 12

Lot Area: 2,542 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: Two-story industrial building

Address: 1536 Stillwell Avenue

Block, Lot: 4219, 13

Lot Area: 2,493 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: Two-story industrial building; New Plumbing & Heating

No Action:

Continuation of existing use.

With Action:

15,858 sf. of residential (19 units), 4,280 sf. of commercial, 75 ft. in height.

Increment:

+ 19 residential units

+ 5 Inclusionary Housing units

+ 4,280 sf. of commercial

- 7,500 sf. of industrial



**Potential Site AA**

Lot count: 1

Address: 1527 Bassett Avenue

Block, Lot: 4219, 55

Lot Area: 4,816 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: Surface vehicle storage lot; Crown Towing Services

No Action:

Continuation of existing use.

With Action:

16,949 sf. of residential (20 units), 75 ft. in height.

Increment:

+ 20 residential units

+ 5 Inclusionary Housing units





**Potential Site BB**

Lot count: 4

Address: 1514 Seminole Street

Block, Lot: 4218, 21

Lot Area: 2,508 sf

Zoning Change: M1-1 to R6-1

Existing Building and Use: Two-family detached residential

Address: 1516 Seminole Street

Block, Lot: 4218, 22

Lot Area: 2,529 sf

Zoning Change: M1-1 to R6-1

Existing Building and Use: Two-family semi-detached residential

Address: 1518 Seminole Street

Block, Lot: 4218, 23

Lot Area: 2,374 sf

Zoning Change: M1-1 to R6-1

Existing Building and Use: Two-family semi-detached residential

Address: 1522 Seminole Street

Block, Lot: 4218, 24

Lot Area: 2,267 sf

Zoning Change: M1-1 to R6-1

Existing Building and Use: Two-family semi-detached residential

No Action:

Continuation of existing use.

With Action:

34,825 sf. of residential (41 units), 75 ft. in height.

Increment:

+ 34 residential units

+ 10 Inclusionary Housing units



**Potential Site CC**

Lot count: 2

Address: 1550 Stillwell Avenue

Block, Lot: 4219, 18

Lot Area: 5,177 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: Two-story industrial building

Address: 1554 Stillwell Avenue

Block, Lot: 4219, 20

Lot Area: 4,978 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: One-story industrial building; Hertz

No Action:

Continuation of existing use.

With Action:

31,453 sf. of residential (37 units), 8,598 sf. of commercial, 75 ft. in height.

Increment:

+ 37 residential units

+ 9 Inclusionary Housing units

+ 8,598 sf. of commercial

- 11,930 sf. of industrial



**Potential Site DD**

Lot count: 2

Address: 1549 Bassett Avenue

Block, Lot: 4219, 46

Lot Area: 2,564 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: Two-story commercial building; NY Plumbing & Heating

Address: 1547 Bassett Avenue

Block, Lot: 4219, 47

Lot Area: 5,061 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: Two-family semi-detached residential

No Action:

Continuation of existing use.

With Action:

27,447 sf. of residential (32 units), 75 ft. in height.

Increment:

+ 30 residential units

+ 8 Inclusionary Housing units

- 2,315 sf. of industrial



**Potential Site EE**

Lot count: 2

Address: 1558 Stillwell Avenue

Block, Lot: 4219, 22

Lot Area: 4,832 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: Two-story industrial building

Address: 1566 Stillwell Avenue

Block, Lot: 4219, 24

Lot Area: 5,065 sf

Zoning Change: M1-1 to C4-3

Existing Building and Use: One-story industrial building; DBA Quality Auto Electronics

No Action:

Continuation of existing use.

With Action:

30,865 sf. of residential (36 units), 8,413 sf. of commercial, 75 ft. in height.

Increment:

+ 36 residential units

+ 9 Inclusionary Housing units

+ 2,535 sf. of commercial

- 8,176 sf. of industrial



**Potential Site FF**

Lot count: 1

Address: 2050 Eastchester Road

Block, Lot: 4220, 1

Lot Area: 17,901 sf

Zoning Change: M1-1 to R6-1, C2-4

Existing Building and Use: Two-story commercial building; National Tax & Financial Services, Stand-up MRI, Gramercy Cardiac Diagnostic Services

No Action:

Continuation of existing use.

With Action:

64,504 sf. of residential (76 units), 5,371 sf. of community facility, 9,675 sf. of commercial, 38 residential parking spaces underground, 75 ft. in height.

Increment:

+ 76 residential units

+ 19 Inclusionary Housing units

+ 5,371 sf. of community facility

- 9,525 sf. of commercial





**Potential Site GG**

Lot count: 4

Address: 1579 Stillwell Avenue

Block, Lot: 4220, 26

Lot Area: 5,825 sf

Zoning Change: M1-1 to R6-1, C2-4

Existing Building and Use: Two-story commercial building with two residential units; Sound Design Auto Spa

Address: 1575 Stillwell Avenue

Block, Lot: 4220, 29

Lot Area: 1,946 sf

Zoning Change: M1-1 to R6-1, C2-4

Existing Building and Use: One-story commercial building; Diamondback Sportswear

Address: 1565 Stillwell Avenue

Block, Lot: 4220, 30

Lot Area: 4,410 sf

Zoning Change: M1-1 to R6-1, C2-4

Existing Building and Use: Two-story industrial building; Fashion Auto Body

Address: 1539 Seminole Street

Block, Lot: 4220, 32

Lot Area: 3,267 sf

Zoning Change: M1-1 to R6-1, C2-4

Existing Building and Use: Two-story residential building with three units

No Action:

Continuation of existing use.

With Action:

42,455 sf. of residential (50 spaces), 12,960 sf. of commercial, 25 residential parking spaces, 65 ft. in height.

Increment:

+ 45 residential units

+ 12 Inclusionary Housing units

+ 11,315 sf. of commercial

- 10,096 sf. of industrial





**Potential Site HH**

Lot count: 2

Address: 1574 Rhinelander Avenue

Block, Lot: 4221, 32

Lot Area: 2,552 sf

Zoning Change: R4 to R6-1

Existing Building and Use: One-family semi-detached residential

Address: 1576 Rhinelander Avenue

Block, Lot: 4221, 33

Lot Area: 2,554 sf

Zoning Change: M1-1 to R6-1

Existing Building and Use: One-family semi-detached residential

No Action:

Continuation of existing use.

With Action:

18,066 sf. of residential (21 spaces), 75 ft. in height.

Increment:

+ 19 residential units

+ 5 Inclusionary Housing units



**Potential Site II**

Lot count: 2

Address: 1580 Rhineland Avenue

Block, Lot: 4221, 34

Lot Area: 2,593 sf

Zoning Change: M1-1 to R6-1, C2-4

Existing Building and Use: One-family semi-detached residential

Address: 1582 Rhineland Avenue

Block, Lot: 4221, 35

Lot Area: 2,605 sf

Zoning Change: M1-1 to R6-1, C2-4

Existing Building and Use: One-family semi-detached residential

No Action:

Continuation of existing use.

With Action:

18,594 sf. of residential (22 units), 115 ft. in height.

Increment:

+ 20 residential units

+ 5 Inclusionary Housing units



**Potential Site JJ**

Lot count: 3

Address: 2102 Eastchester Road

Block, Lot: 4222, 1

Lot Area: 3,815 sf

Zoning Change: R4 to R6-1, C2-4

Existing Building and Use: One-story commercial building; M&M Deli, Eastchester Pharmacy, China Pavilion

Address: 2104 Eastchester Road

Block, Lot: 4222, 3

Lot Area: 4,272 sf

Zoning Change: R4 to R6-1, C2-4

Existing Building and Use: Two-family detached residential

Address: 1509 Rhineland Avenue

Block, Lot: 4222, 111

Lot Area: 3,730 sf

Zoning Change: R4 to R6-1

Existing Building and Use: Two-story residential with four units

No Action:

Continuation of existing use.

With Action:

32,491 sf. of residential (38 units), 10,044 sf. of commercial, 55 ft. in height.

Increment:

+ 32 residential units

+ 10 Inclusionary Housing units

+ 7,344 sf. of commercial