Bronx Metro-North Station Study

~~Draft~~ Final 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

January 19, 2024~~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~~ evaluated the ~~needed~~ investments necessary to facilitate ~~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~~ have subsequently been refined over the last ~~four~~ five 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~~ purpose district and designating a Mandatory Inclusionary Housing area 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~~ the 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 bounded by Baker Avenue and Van Nest Avenue to the north, Silver Street to the east, East Tremont Avenue to the south, and St. Lawrence Avenue to the west. The approximately 18-block area closest to the future Morris Park station is generally bounded 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~~ Establish special zoning rules to accommodate unique development conditions and guide development on large opportunity sites.
- Establish special zoning rules to promote and incentivize the provision of public realm improvements, focused on creating a network of open space amenities and pedestrian circulation improvements, in proximity to the future Morris Park and Parkchester/Van Nest stations.

An overview of the Project Area, the purpose and need for the Proposed Actions and their specific components are discussed below. Appendix 10 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, 2023; 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, 2023.

N

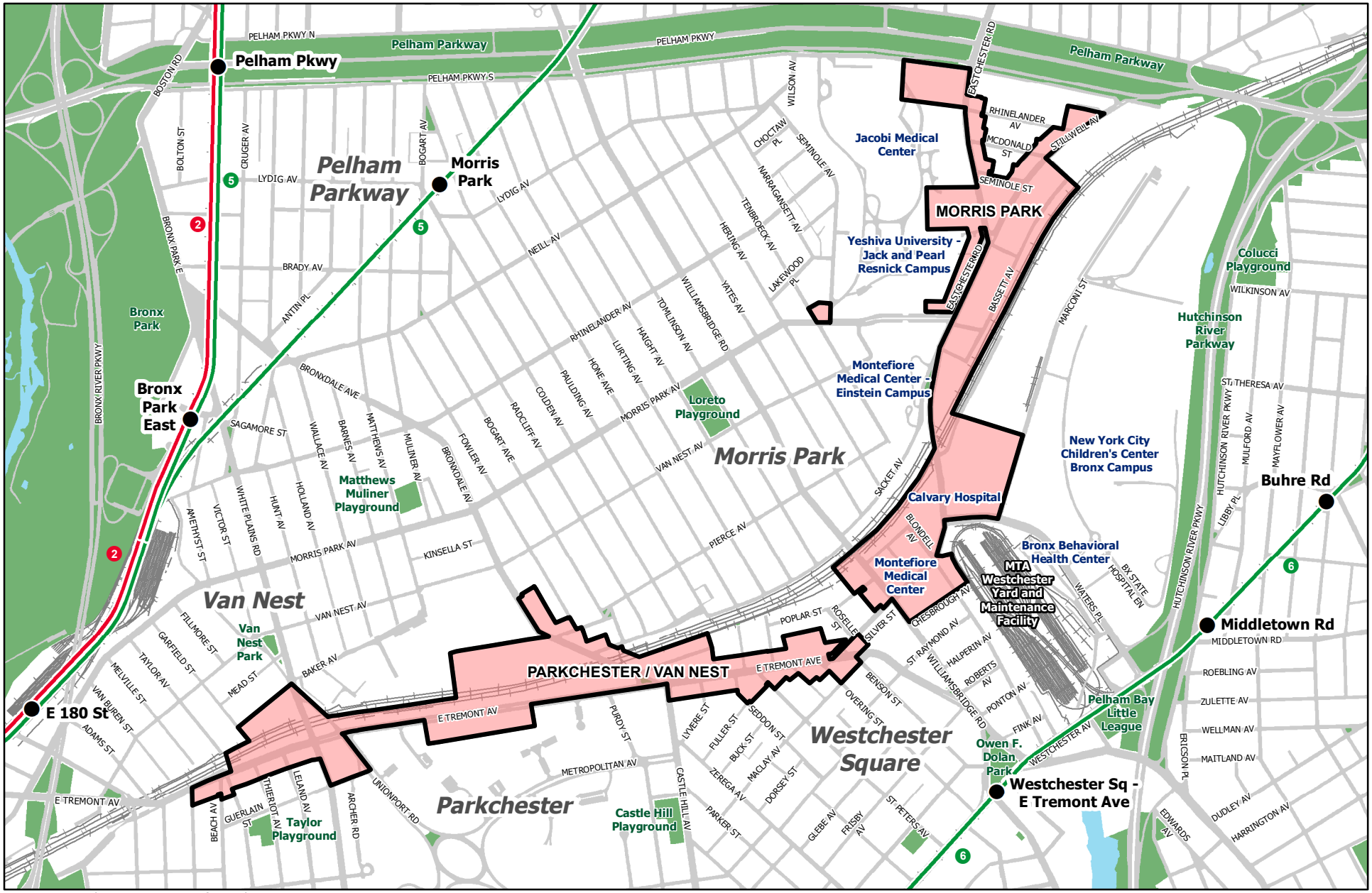
0 0.25 0.5 Mile

Affected Area

Figure 1

Bronx Metro-North Station Study

AERIAL VIEW



Source: New York City Department of City Planning, 2023;
Metropolitan Transit Authority (MTA), 2018 & 2019; STV Incorporated, 2023.

N

0 0.25 0.5 Mile

Affected Area

Figure 2

Bronx Metro-North Station Study

AFFECTED AREA

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[1], as follows:

- Zoning Map Amendments to:
  - Rezone portions of existing M1-1, C8-1, C8-4, R4, R5, R6 and R6A districts and C1-1, C1-2 and C2-2 commercial overlays to R4, R6A, R6-1, R7-2, M1-1A/R7-3, R8X, 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~~ Eastchester – East Tremont Corridor District, largely coterminous with the Rezoning Area.

- Zoning Text Amendments to:
  - Establish the Special ~~Bronx Metro-North~~ Eastchester – East Tremont Corridor District, largely coterminous with the Rezoning Area. The proposed special purpose district ~~will~~ would include modifications to underlying use, bulk, parking and loading, and streetscape regulations, and establish special provisions for the M1-1A/R7-3 paired district. 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~~ Establish the proposed R6-1 non-contextual medium-density zoning district.

  - Establish a new M1-1A district, which would facilitate loft building envelopes similar to contextual buildings in residence districts.

  - Modify Appendix F for the purpose of ~~establishing~~ designating proposed R6A, R6-1, R7-2, R7-3, R8X, 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.

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

- 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.
  - Map portions of Block 4042, Lot~~s~~ 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, and map Block 4226, Lot 50 (portions of) as street to facilitate the proposed widening of Marconi Street to add a new right-turn lane to the future Bronx Psychiatric Center Campus.
  - 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 a portion of Unionport Road ~~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~~I, 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. Therefore, in accordance with City and State environmental review regulations and methodologies, the Draft Scope of Work to prepare the EIS was issued on December 8, 2022. The public, interested agencies, Bronx Community Boards 9, 10 and 11, and elected officials, ~~are~~ were 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~~ held the public scoping meeting remotely. Instructions on how to view and participate, as well as materials relating to the meeting, ~~will be~~ were 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, were ~~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~~ were considered and incorporated as appropriate into ~~the~~ this Final Scope of Work (Final Scope). The lead agency ~~will oversee~~ oversaw preparation of the Final Scope, which ~~will~~ incorporates all relevant comments made on the Draft Scope and revises the extent or methodologies of the studies, as appropriate, in response to comments made during the scoping process and to include any other necessary changes to the scope of work for the EIS. Appendix 8 includes responses to comments made on the Draft Scope of Work. The written comments received are included in Appendix 9. The Draft EIS (DEIS) will be prepared in accordance with ~~the~~ this 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 included 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~~ 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~~ 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 will ~~memorialized~~ memorialize the multi-year community process and ~~serves~~ serve 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' sons 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~~ whose eponymous 360-acre racecourse existed over much of the extent of the current neighborhood from 1889 to 1910, development in Morris Park greatly accelerated following a fire at the former track and the division of its property into for-sale lots. In the 1940s, the neighborhood was marketed by prospective developers as "Westchester Heights". Elements of the city's civic history are still evident today in the names of several streets that crisscross the old racecourse, such as Colden and Paulding Avenues, which harken back to mayors from the 19th century.

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

community held its first Yemeni Day Parade in the neighborhood, thus establishing a new tradition and another chapter in Morris Park's tradition of welcoming various immigrant communities to the City of New York.

~~After~~ At 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 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~~ those boundaries. 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, which ~~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~~ 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 bounded 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 bounded 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~~ predominantly to the west and a mix of retail and residential uses ~~predominating~~ predominantly 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~~ is developed with 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~~ is developed with 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 land use actions have been taken by DCP and ~~others~~ other agencies 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~~ an application (C 090070 PCX) by the Police Department (NYPD), Fire Department (FDNY), Department of Citywide Administrative Services (DCAS) and Department of Information Technology and Telecommunications (DOITT) 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~~ to 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~~ made recommendations ~~that will~~ to 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~~ included individual area studies for each station, including Morris Park and Parkchester/Van Nest. It ~~focuses~~ focused on challenges and opportunities to strengthen these areas through targeted regulatory changes and physical improvement, and ~~it~~ offers a set of recommendations 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 (C 170445 ZMX) 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~~ facilitated 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 (C 170438 ZMX) 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~~ facilitated 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~~ will bring 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).

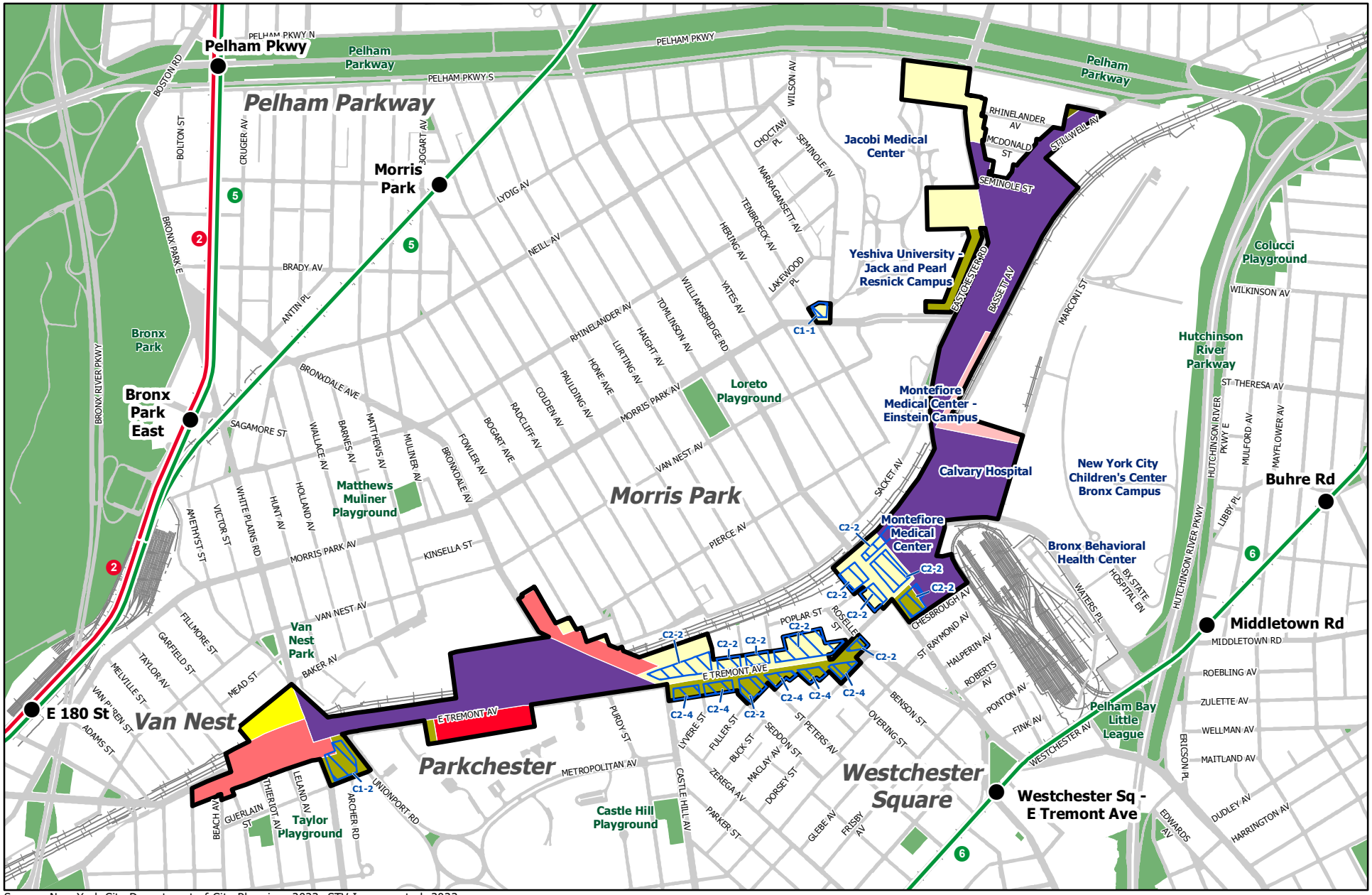
In 2015, Amtrak, MTA, Metro-North, and Long Island Rail Road executed a Planning Phase Agreement that committed them to working cooperatively in order to progress the conceptual planning of the PSA project. The Environmental Assessment for PSA was concluded in 2021. Construction of the PSA project ~~takes~~ is expected to take 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. 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. 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~~ currently mapped with 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, 2023; STV Incorporated, 2023.

N

0 0.25 0.5 Mile

Affected Area

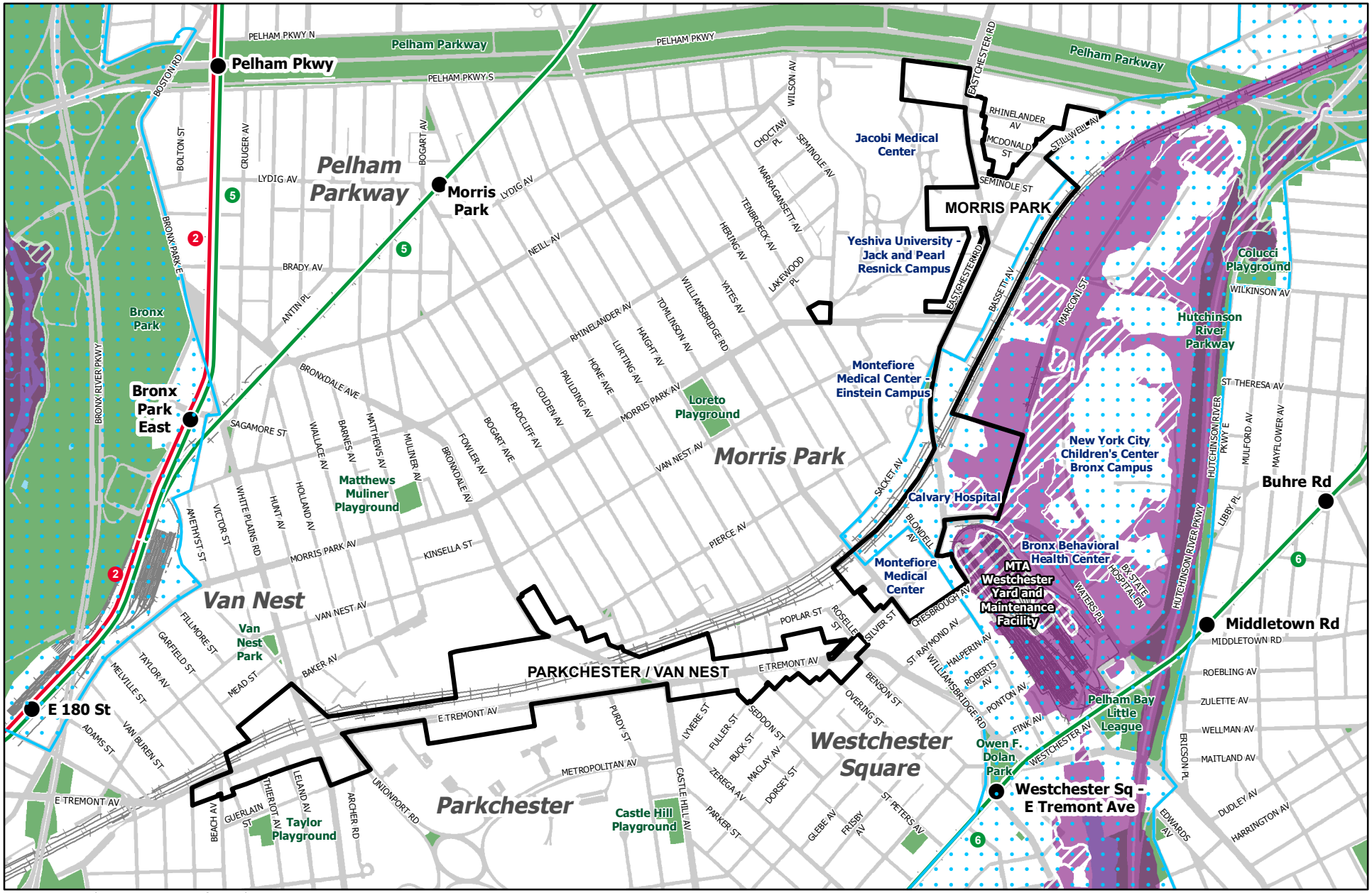
Commercial Overlay

C4-2 C8-1 C8-4 M1-1 R4 R5 R5A R6 R6A

Bronx Metro-North Station Study

Figure 3

EXISTING ZONING



Source: New York City Department of City Planning, 2023;
Metropolitan Transit Authority (MTA), 2018; STV Incorporated, 2023.

N

0 0.25 0.5 Mile

Affected Area
NYC Coastal Zone Boundary
100-Year Flood Zone
500-Year Flood Zone

Figure 4

FLOOD ZONES AND COASTAL ZONE

M1-1

M1-1 zoning districts are mapped in two ~~different areas~~ portions of the Rezoning Area. One ~~area~~ is generally bounded 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~~ districts permit commercial and manufacturing uses with 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~~ to a maximum FAR of 2.40. ~~Residential~~ New 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~~: 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 intensive 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 new 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 Plane begins at a height of 30 feet above the street line, and in C8-4 districts it begins ~~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~~ 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 bounded 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 bounded by Jarrett Place and Bronxdale Avenue.

R4 districts are low-density non-contextual ~~residential~~ residence 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~~ up to eight feet are required, depending on the building type. Off-street parking is required for 100~~%~~ percent of dwelling units ~~in the building. There is a~~ (50~~%~~ percent ~~requirement~~ for income-restricted housing units (IRHU)), but ~~there are~~ no parking ~~spaces~~ is 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~~ residence district, ~~which~~ that allows residential and community facility uses, ~~that often is~~ mapped as 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~~ of 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~~ require one eight-foot-wide side yard. Apartment houses ~~need~~ require two side yards, each at least eight feet wide. Front yards must be at least 10 feet deep. If the depth of a front yard exceeds 10 feet, the depth of the front yard must be at least ~~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~~%~~ percent of the dwelling units ~~in the building There is a~~ (42.5~~%~~ percent ~~requirement~~ for ~~income-restricted housing units (~~IRHU), but ~~there are~~ no parking ~~spaces~~ is 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 residence ~~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~~ the relationship between the FAR and the 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~~%~~ percent of the dwelling units (Height Factor). This requirement is lowered to 50~~%~~ percent of the units if the lot area is less than 10,000 square feet or if Quality Housing provisions are used. 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~~ residence districts. R6A districts allow residential and community facility uses up to a maximum FAR of 3.0 ~~FAR~~. ~~The building form requires~~ Bulk regulations require 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~~%~~ percent of the dwelling units in the building~~. There is a~~ (25~~%~~ percent ~~requirement for income-restricted housing units (~~ for IRHU), but ~~there are~~ no parking ~~spaces~~ is 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 in residential districts that serve local retail and service needs ~~and are found within residential districts~~. C1-1 commercial overlays ~~is~~ are mapped across a portion of a block bounded 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, bounded 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~~ within an R4 district, while C1-2 commercial overlays are mapped ~~over a~~ within R6 ~~residential~~ residence districts. The C2-2 and ~~C4-4~~ C2-4 commercial overlays are mapped ~~over~~ in 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~~ within R4 and R5 districts, these commercial overlays allow ~~for~~ local retail uses and commercial uses up to an FAR of 1.0 ~~FAR~~. In R6 districts, commercial uses are permitted to 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 requirement~~s~~ 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~~ one 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 explain~~s~~ 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~~ which, 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 ~~it~~ them 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 permit increased 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~~ few designated Mandatory Inclusionary Housing ~~Areas~~ 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~~ coordinated planning work calls 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~~ Project 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~~ filed 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 the existing R6A ~~zoning~~ district 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 Avenue 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~~ designated 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 allowed. ~~created,~~ If built, it ~~which~~ would increase the supply of housing overall and ~~lessen~~ reduce 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 bounded 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~~ been permitted 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~~ Manufacturing-Zoned Areas

- ~~Industrial zoning~~ Manufacturing districts, which allow~~s~~ commercial and industrial uses and no new residential uses, also ~~has~~ have 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~~ included 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~~ manufacturing-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~~ manufacturing-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~~ would 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~~ including 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~~ auto-oriented 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 portion to the east ~~side~~ of the rail line is characterized by large, private campuses designed for automotive uses. ~~On the west side~~ West 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~~ low-rise 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 new 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 permitted 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

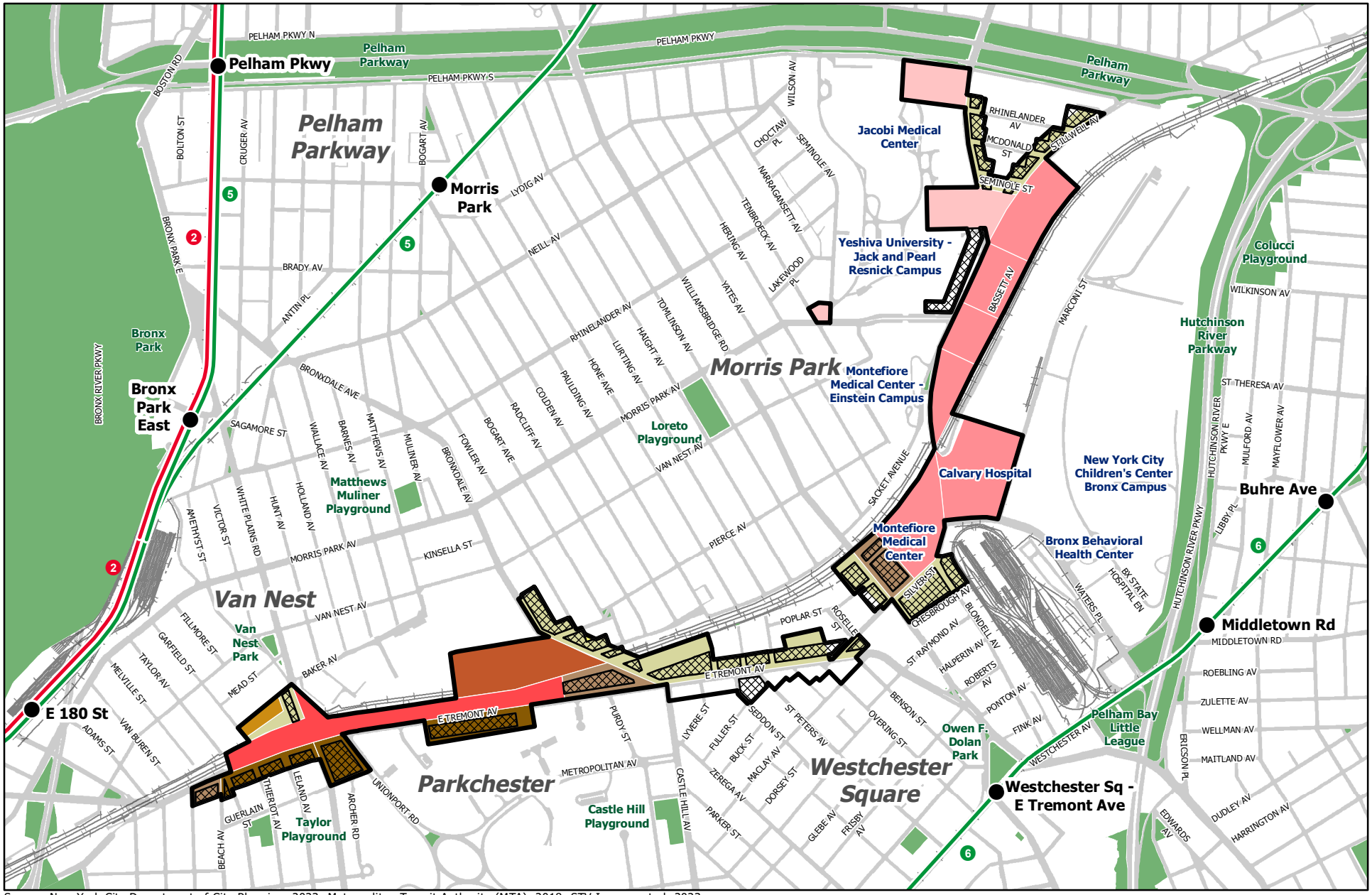
The Proposed Actions would facilitate development consistent with the goals of the Bronx Metro-North Station Area Study by allowing for housing growth with permanently affordable housing, creating neighborhood and commuter-serving retail opportunities, allowing the number of job-generating uses to grow 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~~ 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 bounded by Baker Avenue and Van Nest Avenue to the north, Silver Street to the east, East Tremont Avenue to the south, and St. Lawrence Avenue to the west. The approximately 18-block area closest to the future Morris Park station is generally bounded 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 C1-1, C1-2, and C2-2 commercial overlays to R4, R6A, R6-1, R7-2, M1-1A/R7-3, R8X, 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~~ Eastchester – East Tremont Corridor District, largely coterminous with the Rezoning Area.
- Zoning text amendments to:
  - Establish the Special ~~Bronx Metro-North~~ Eastchester – East Tremont Corridor District largely coterminous with the Rezoning Area. The proposed special purpose district ~~will~~ would include modifications to underlying use, bulk, parking and loading, and streetscape regulations, and establish special provisions for the proposed M1-1A/R7-3 district. 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~~ Establish the proposed R6-1 non-contextual medium-density ~~zoning~~ district.
  - Establish a new M1-1A district, which would facilitate loft building envelopes similar to contextual buildings in residence districts.
  - Modify Appendix F for the purpose of ~~establishing~~ designating proposed R6A, R6-1, R7-2, R7-3, R8X, 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, Lot~~s~~ 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, and map Block 4226, Lot 50 (portions of) as street to facilitate the proposed widening of Marconi Street to add a new right-turn lane to the future Bronx Psychiatric Center Campus.
  - 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~~ a portion of Unionport Road 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, 2023; Metropolitan Transit Authority (MTA), 2018; STV Incorporated, 2023.

N

0 0.25 0.5 Mile

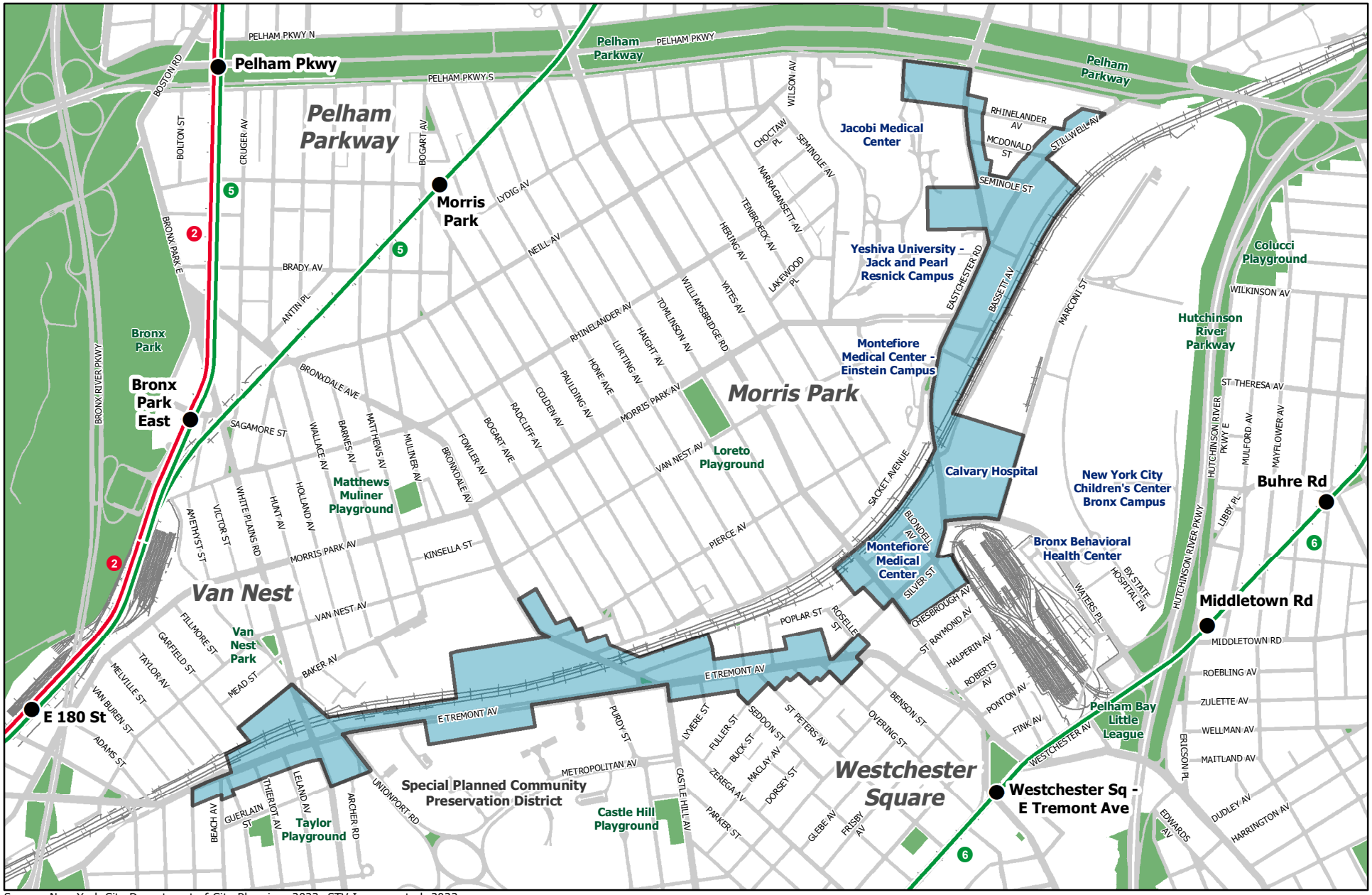
Bronx Metro-North Station Study

Primary Study Area/ Affected Area	C4-3	C8-2	R6-1	R7-2	M1-1A/R7-3
C2-4 Overlay	C4-4	R4	R6A	R8X	

Note: A Special District, largely coterminous with the Affected Area, will be created which will modify some of the underlying zoning districts. The special district would not be mapped on Projected Development 60 (Block 4203, Lots 75, 81, and 82). The proposed R6A, R6-1, R7-2, R8X, C4-3, and C4-4 zoning districts will be mapped as Mandatory Inclusionary Housing (MIH) Areas.

Figure 5

PROPOSED ZONING



Source: New York City Department of City Planning, 2023; STV Incorporated, 2023.

N

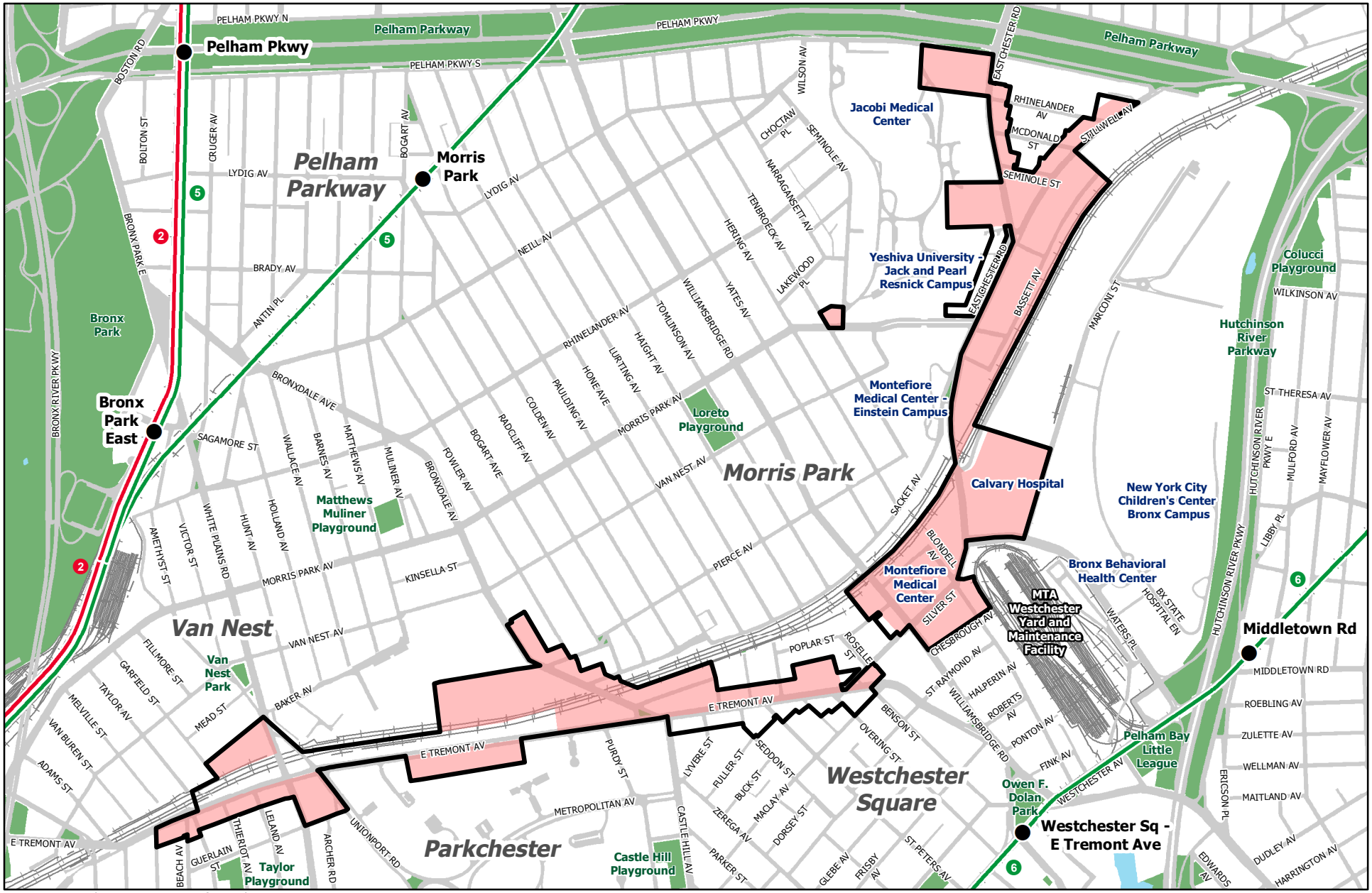
0 0.25 0.5 Mile

Proposed Special District

Figure 6

Bronx Metro-North Station Study

SPECIAL DISTRICT



Source: New York City Department of City Planning, 2023;
Metropolitan Transit Authority (MTA), 2018 & 2019; STV Incorporated, 2023.

N

0 0.25 0.5 Mile

Affected Area

Mandatory Inclusionary Housing

Figure 7

PROPOSED MANDATORY INCLUSIONARY HOUSING (MIH) AREA

Bronx Metro-North Station Study

PROPOSED ZONING MAP CHANGES

PROPOSED ZONING DISTRICTS

Proposed R4 *(Existing C8-1)*

An R4 district is proposed for one partial block:

- *A triangular portion of a block bounded by Pierce Avenue to the north, Bogart Avenue to the east, Sacket Avenue to the south, and Bronxdale Avenue to the west, that is within 100 feet of Bronxdale Avenue.*

The proposed R4 non-contextual district is a low-density residence district that would 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 percent of dwelling units (50 percent for IRHU), but no parking would be required inside the Transit Zone.

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

An R6-1 district ~~zoning districts~~ is ~~are~~ proposed ~~to cover~~ for approximately ~~22~~ 21 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 bounded 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*~~ *The area generally bounded by Williamsbridge Road to the north-east, ~~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 bounded 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~~ the eastern frontages ~~of~~ 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 new medium-density ~~residential~~ residence district proposed as a part of the text amendment 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~~ and has 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 MIH ~~inclusionary~~ housing ~~and under Quality~~

~~Housing~~, R6-1 districts would permit a maximum FAR of 3.6 ~~FAR (MIH)~~ with a maximum ~~street wall~~ base height of 65 feet, above which the building must be set back, and ~~may rise to~~ a maximum building height of 115 feet ~~and have a maximum of~~ or 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 residence ~~residential~~ districts, R6-1 districts would require a 30-foot ~~feet~~ rear yard for residential portions of any building. Off-street parking ~~is~~ would be required for 50~~%~~ percent of the dwelling ~~units in the building. There is a~~ (25~~%~~ percent ~~requirement~~ for ~~income-restricted housing units~~ (IRHU), but ~~there are~~ no parking ~~spaces~~ would be required inside the Transit Zone.

Proposed R6A *(Existing R5)*

An R6A district ~~zoning districts are~~ is proposed ~~to cover~~ for 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 residence 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 uses ~~up~~ to a maximum FAR of 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 streets. Like other residence~~tial~~ districts, the R6A district requires a 30-foot ~~feet~~ rear yard for residential portions of any building. Off-street parking is required for 50~~%~~ percent of the dwelling units ~~in the building. There is a~~ (25~~%~~ percent ~~requirement~~ for ~~income-restricted housing units (~~IRHU), but ~~there are~~ no parking ~~spaces~~ is required inside the Transit Zone.

Proposed R7-2 *(Existing R4, C8-1, and M1-1)*

An R7-2 district ~~districts are~~ is proposed for ~~approximately six~~ one full block and three partial blocks in two areas:

- *An area roughly bounded by East Tremont Avenue to the north, ~~White Plains Road~~ Beach Avenue 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 bounded 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.*
- *An area roughly bounded by Williamsbridge Road to the south-west, the railroad right-of-way to the north-west, Eastchester Road to the south-east, and Jarrett Place to the north-east.*

R7-2 is a medium-density non-contextual residence 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 community facility uses to a maximum FAR ~~for community facility up to~~ of 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 residen~~tial~~ districts, R7-2 districts require a 30-foot ~~feet~~ rear yard for residential portions of any building. Off-street parking is required for 50~~%~~ percent of the dwelling units ~~in the building. There is a~~ (15~~%~~ percent ~~requirement~~ for ~~income-restricted housing units (~~IRHU), but ~~there are~~ no parking ~~spaces~~ is required inside the Transit Zone.

Proposed M1-1A/R7-3 *(Existing M1-1)*

A paired M1-1A/R7-3 district is proposed for one partial block:

- *The partial block roughly located between the railroad right-of-way to the south and Van Nest Avenue to the north, along the western frontage of Bronxdale Avenue.*

The proposed M1-1A/R7-3 district would permit residential uses of all types up to a maximum floor area ratio (FAR) of 6.0, and community facility uses up to a maximum FAR of 5.0. Under such paired district, a maximum base height of 85 feet and total building height of 185 feet would be permitted. Off-street parking would be required for 50 percent of dwelling units in the building.

Other use and bulk regulations for commercial or manufacturing uses would follow the provisions of the proposed M1-1A district, which would be established in the special purpose district.

~~**Proposed R8** *(Existing C8-1, C8-4, and R6)*~~
~~*R8 districts are proposed for one full block and one partial blocks:*~~

- ~~*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 R8X *(Existing C8-1, C8-4, and R6)*
An R8X district is proposed for one full block and five partial blocks:

- *The block bounded 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 bounded by Purdy Street to the east, Metropolitan Avenue to the south, and Unionport Road to the west.*

- *An area roughly bounded by East Tremont Avenue to the north, Beach Avenue to the west, Williamsbridge Road to the east, and Guerlain Street to the south, and generally with frontage on East Tremont Avenue.*

R8X is a high-density contextual residence district that would allow residential uses of all types and community facility uses. R8X districts permit a maximum residential FAR of 7.20 on both narrow and wide streets when mapped in MIH areas and a maximum community facility FAR of 6.0. R8X districts permit a maximum street wall height of 105 feet, above which the building must be set back, may rise to a maximum height of 175 feet, and have maximum of 17 stories. A building setback of 10 feet on wide streets and of 15 feet on narrow streets is required. Like other residence districts, R8X districts require a 30-foot rear yard for residential portions of any building. Off-street parking is required for 40 percent of the dwelling units (12 percent for IRHU), but no parking is required inside the Transit Zone.

Proposed C4-3 *(Existing M1-1 and R4)*
A C4-3 district ~~districts are~~ is proposed for approximately ~~8 full and~~ four 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 bounded by Seminole Street to the north, Stillwell Avenue to the east, and Eastchester Road to the west.*
- *An area roughly bounded 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 residence~~tial~~ district equivalent is ~~a~~ R6 ~~district~~. As a result, any residences within ~~the~~ a C4-3 district must comply with the bulk regulations of this residence~~tial~~ district and, where inclusionary housing is mapped, with the ~~mandatory affordable housing~~ requirements ~~pursuant to~~ of 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 Plane 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, a wide range of retail and commercial uses ~~in Use Groups 6, 8, 9, 10, and 12. These use groups include retail~~, including 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)*
An C4-4 district ~~districts are~~ is proposed for ~~three~~ five full blocks and two partial blocks ~~in one area~~:

- *An area roughly bounded by ~~Wilkinson Avenue~~ McDonald Street 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.*
- *An area roughly bounded by the Metro Center Atrium 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 bounded 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.*

C4-4 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 residence~~tial~~ 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 MIH ~~mandatory inclusionary housing~~ is mapped, with the ~~mandatory affordable housing~~ affordability requirements ~~pursuant to~~ of 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 Plane 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, a wide range of retail and commercial uses ~~in Use Groups 5, 6, 8, 9, 10, and 12. These use groups include retail,~~ including 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)*
An C8-2 district ~~districts are~~ is proposed ~~to cover~~ for three full blocks and one partial block:

- *The block bounded 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 bounded 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 bounded 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 bounded 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~~ New 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 Plane begins at a height of 60 feet above the street line. For general commercial uses, as listed in PRC-B, one off-street parking space is required for every 400 square feet of floor area.

Proposed C2-4 Commercial Overlays

C2-4 commercial overlays ~~are~~ would be mapped along portions of East Tremont Avenue, White Plains Road, Bronxdale Avenue, Eastchester Road, Williamsbridge Road, Morris Park Avenue, and Stillwell Avenue, within~~. C2-4 commercial overlays are proposed to be mapped over~~ portions of the proposed R6-1, R7-2, and R8X districts as detailed below. The proposed rezoning would also replace existing C1-2 and C2-2~~,~~ overlays in certain locations and ~~establish~~ with new C2-4 overlays. Where ~~the~~ a 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 bounded between St. Lawrence and White Plains Road, along the southern frontage of East Tremont Avenue.
- The block generally bounded 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 bounded between the railroad right-of-way and Baker Avenue, along the western frontage of White Plains Road.
- 6 blocks generally bounded between Unionport Road and Silver Street, along the northern frontage of East Tremont Avenue.
- 4 blocks generally bounded between Van Nest Avenue and Poplar Street, along the eastern frontage of Bronxdale Avenue.
- The block generally bounded between Seddon Street and St. Peters Avenue, along the southern frontage of East Tremont Avenue.
- The block generally bounded between the railroad right-of-way and Van Nest Avenue, along the western frontage of Bronxdale Avenue.
- 2 blocks generally bounded between the railroad right-of way and Silver Street, along the western frontage of Williamsbridge Road.
- 2 block generally bounded between the railroad right-of-way and Eastchester Road, along the eastern frontage of Williamsbridge Road.
- The block generally bounded between Unionport Road and Purdy Street, along approximately 850 feet of the southern frontage of East Tremont Avenue.
- The block generally bounded by Eastchester Road to the north, Blondell Avenue to the east, Chesbrough Avenue to the south, and Williamsbridge to the west.
- The block generally bounded between Eastchester Road and Chesbrough Avenue, along the eastern frontage of Blondell Avenue.
- 3 blocks generally bounded between Pelham Parkway South and Seminole Street, along the eastern frontage of Eastchester Road.
- 3 blocks generally bounded between Pelham Parkway South and Seminole Street, along the western frontage of Stillwell Avenue.

- The triangular block generally bounded 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 bounded 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 to a maximum FAR of 2.0. C2-4 overlays allow ~~allows for a range of~~ uses~~, listed in Use Groups 1-9 and 14, which include a range of~~ including 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~~ EASTCHESTER – EAST TREMONT CORRIDOR DISTRICT

A special purpose district known as the Special ~~Bronx Metro-North~~ Eastchester – East Tremont Corridor 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.

ZONING MAP AMENDMENT FOR PARKCHESTER SPECIAL PLANNED COMMUNITY PRESERVATION DISTRICT

The Proposed Actions include a zoning map amendment to modify the boundaries of the Parkchester Special Planned Community Preservation District. The modification would remove a portion ~~for the purpose of removing~~ from the existing Parkchester Special Planned Community Preservation District to facilitate development and active uses that provide opportunities for new housing, including affordable housing, near the future Parkchester/Van Nest station and better connect the wider community to the existing special 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 with a C8-4 district 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~~ developed with 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. The Special Eastchester – East Tremont Corridor District would be mapped across the affected area zoned C8-4 that would be removed from the Parkchester Special Planned Community Preservation District by the proposed zoning map amendment.

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~~ EASTCHESTER – EAST TREMONT CORRIDOR DISTRICT
A special purpose district known as the Special ~~Bronx Metro-North~~ Eastchester – East Tremont Corridor 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~~ of 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.

The special purpose district would also establish use regulations for the proposed M1-1A district. The proposed district, within the special purpose district, would permit community facility uses and commercial uses, including retail and service establishments without any size restrictions, and all recreation, entertainment and assembly space uses. The district would also permit light industrial or manufacturing uses subject to performance standards.

Bulk Regulations

To ~~establish a consistent framework for~~ harmonize residential and commercial growth across the special purpose district, the bulk provisions of certain districts would be adjusted to provide more flexibility for

affordable and mixed-use developments. As such, floor area, height and setback, and yard regulations ~~for certain zoning districts~~ would be adjusted or established as follows:

- The maximum permitted floor area ratios (FARs) and building heights would be modified in the following residence districts within Mandatory Inclusionary Housing areas:
  - In R6A Districts, the maximum FAR would be increased from 3.6 to 3.9, and the maximum permitted building height would be increased from 85 feet to 95 feet.
  - In R6-1 Districts, the maximum FAR would be increased from 3.6 to 3.9, and the maximum permitted building height would be increased from 115 feet to 125 feet.
  - In R7-2 Districts, the maximum FAR would be increased from 4.6 to 5.0. The maximum base height would be increased from 75 feet to 85 feet, and the maximum permitted building height would be increased from 135 feet to 155 feet.
- Within the proposed C4-3 and C4-4 districts, the ~~maximum permitted residential FAR within a Mandatory Inclusionary Housing area~~ maximum permitted FARs 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~~ area, this would increase the maximum permitted residential FAR beyond 100 feet of a wide street from 2.42 to 3.9~~6~~.
  - For development sites near the future Morris Park Station within a C4-4 district and located northwest of the rail line, the residential equivalent district would be modified from R7-2 to R8 ~~district~~. As such, for the residential portion of developments in this area, the maximum FAR would be increased from 4.6 to 7.2, the maximum base height would be increased from 85 feet to 105 feet, and the maximum permitted building height would be increased from 155 feet to 215 feet. ~~Within a Mandatory Inclusionary Housing Area area, this would increase the maximum permitted residential FAR from 4.6 to 7.2.~~
  - ~~Additionally, where~~ For 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 would also establish bulk provisions for the proposed M1-1A District, and modify provisions for the paired M1-1A/R7-3 district:

- For M1-1A districts, the special purpose district would establish a maximum FAR of 2.0 for all permitted uses. The special purpose district would also establish loft building envelopes similar to those for contextual buildings in residence districts. For all permitted uses, the district would have a maximum base height of 45 feet and maximum building height of 65 feet. The special purpose district would also establish a minimum rear yard of 10 feet below a building height of 65 feet, 15 feet, between a building height of 65 and 125 feet, and 20 feet above a height of 125 feet for commercial or manufacturing uses. For general commercial uses, off-street parking would be required for every 300 square feet of floor area.
- Within the paired M1-1A/R7-3 district, a maximum base height of 85 feet, pursuant to underlying regulations, would be increased to 95 feet, and a total building height of 185 feet would be permitted. The maximum residential FAR would be 6.0, in accordance with the provisions of R7-3 districts and the maximum permitted FAR for community facility uses would be increased from 5.0, pursuant to underlying regulations, to 6.5 in the special purpose district. For commercial and manufacturing uses, the FAR provisions of M1-1A would apply.

In addition to district-specific modifications, the special purpose district proposes the following:

- 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.
- The special purpose district also seeks to facilitate new job centers by making commercial and research space easier to develop. To simplify and rationalize controls on the height and massing of such buildings, the special purpose district would apply the same contextual height and setback provisions ~~of Mandatory Inclusionary Housing~~ for ~~Quality Housing buildings~~ residential developments, as modified in the special district, to non-residential developments outside of C8-2 districts. 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 ~~permit~~ 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, which ~~that~~ was intended to provide sufficient separation between buildings on the same block, would unnecessarily burden development on these sites, which ~~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 accessory parking for most non-residential uses, requiring one parking space per 1,000 square feet of floor area ~~parking~~ across most of the Project Area.

Furthermore, the special purpose district would eliminate minimum parking requirements for new housing developments. While it is expected that developers would continue to provide parking as part of new housing development in response to market needs and as parking requirements for existing housing will remain, the special purpose district would reduce existing conflicts between housing and parking on development sites.

Existing parking requirements require developers to provide parking based on the amount of proposed housing units in a development. This can result in developers building fewer housing units to save on the cost of and space devoted to parking. The elimination of parking requirements would make land and floor space that is currently required to be used for parking available for housing and would reduce the cost of building housing.

Existing parking requirements also do not reflect current trends in car ownership and public transit access. The addition of the new Metro-North stations will provide the special purpose district with greater transit access. Eliminating parking requirements would allow the market to determine the right amount of parking for new developments and allow for opportunities to create affordable housing.

- ~~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 sf or less.

Streetscape Regulations

To foster desirable architectural outcomes and establish continuity between building facades, the special purpose district would apply active ground-floor and transparency requirements along key commercial corridors. Additionally, the ~~special purpose district~~ provisions would create street wall requirements along such ~~key commercial~~ corridors. Within the special purpose district, a majority of the proposed zoning districts, with the exception of the 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 certain large sites next to the future Parkchester/Van Nest and Morris Park stations, ~~a City Planning Commission authorization~~ the Proposed Actions would create future actions ~~would be created~~ to facilitate the provision of public realm improvements. ~~Such~~ A 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~~ A separate authorization would also allow for additional bulk ~~and use~~ modifications to facilitate developable floor space, including additional floor area generated under the bonus, to be accommodated within the permitted building envelope.

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~~ Only the Parkchester Special Planned Community Preservation District is mapped with 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 R8X district, and to remove the affected area from the Parkchester Special Planned Community Preservation District. The removed area would be included within the Special Eastchester – East Tremont Corridor District boundaries.

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

M1-1A DISTRICT

The proposed zoning text amendment would establish a new M1-1A district, which would permit loft building envelopes similar to contextual buildings in residence districts. The proposed district would permit community facility uses and commercial uses, including retail and service establishments without any size restrictions, and all recreation, entertainment and assembly space uses. The district would also permit light-industrial or manufacturing uses subject to performance standards. All permitted uses would

have a maximum FAR of 2.0. The district would establish a maximum base height of 45 feet and maximum building height of 65 feet. The district would also have a rear yard requirement of 10 feet below a building height of 65 feet, 15 feet, for buildings with a height between 65 and 125 feet, and 20 feet above a height of 125 feet for commercial or manufacturing uses. For general commercial uses, off-street parking would be required for every 300 square feet of floor area. Such use, bulk and parking provisions would be established in the Special Eastchester – East Tremont Corridor District.

MANDATORY INCLUSIONARY HOUSING

Amendment to Appendix F ~~adding~~ designating the proposed R6A, R6-1, R7-2, R7-3, R8X, C4-3 and C4-4 districts ~~to the list and maps of~~ as Mandatory Inclusionary Housing ~~Areas~~ areas.

The proposed R6A, R6-1, R7-2, M1-1A/R7-3, R8X, C4-3 and C4-4 zoning districts would be mapped as Mandatory Inclusionary Housing ~~Areas~~ areas, ~~setting mandatory affordable housing requirements pursuant to the Mandatory Inclusionary Housing (MIH) program to require~~ requiring 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~~ designated ~~"Mandatory Inclusionary Housing Areas" (~~MIH areas ~~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~~ 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~~ An Option 3 ~~could~~ can 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~~ households at 40 percent of 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~~%~~ percent set-aside at AMIs averaging 115~~%~~ percent and does not allow public funding.

TRANSIT ZONE EXTENSION

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. Other means to facilitate the creation of a new publicly accessible plaza at the future Morris Park station, including the acquisition of real property by a private entity, continue to be pursued.
- Map portions of Block 4042, Lot~~s~~ 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, and map Block 4226, Lot 50 (portions of) as street to facilitate the proposed widening of Marconi Street to add a new right-turn lane to the future Bronx Psychiatric Center Campus.
- 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 a portion of Unionport Road ~~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~~ facilitating 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~~ within a large opportunity site

near the future Parkchester/Van Nest train station. The proposed mapping to ~~extent~~ extend 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[2] (including potential assemblages totaling 5,000 square feet or more if assemblage seems probable[3]), unless the site is between 2,500 and 4,999 sf and is underutilized (defined as vacant or occupied by a vacant building).

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

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

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

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

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

PROJECTED AND POTENTIAL DEVELOPMENT SITES

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

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

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

Under the State Environmental Quality Review Act (SEQRA), a conceptual analysis is warranted if a Proposed Action creates new discretionary actions that are broadly applicable even when projects seeking those actions will trigger a future, separate environmental review. It is the lead agency's responsibility to consider all possible environmental impacts of the new discretionary actions at the time it creates them. The Proposed Actions would create a new discretionary action; an authorization for floor area bonus, for the City Planning Commission to consider. A conceptual analysis will be provided to understand how the new discretionary actions could be used in the future 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.

In addition, as part of the Proposed Action portions of Block 4205, Lot 2 would be mapped with a C2-4 commercial overlay. Because the land use and development on this lot is governed by a large-scale general development plan which would require a future discretionary approval, this commercial overlay would also be analyzed conceptually.

The conceptual analysis would also consider those sites within or surrounding the affected area where an interest in future development, subject to future discretionary actions, has been expressed. These include the following: Montefiore Einstein has expressed interest in a series of land use actions affecting Block 4117, Lot 1 and Block 4120, Lots 7, 8, 12, 16, 18, 19, and 20 in order to facilitate the development of a new 425-bed high-acuity hospital pavilion and parking structure with a potential overbuild for health care. Discretionary actions to develop the New York City Health and Hospitals site currently housing New York City Police Precinct 49 and Fire Department of New York EMS Battalion 20 on Block 4205, Lot 1 (portions of) will also be analyzed conceptually. Development on this site would require disposition of city-owned property and additional discretionary action.

~~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~~ 2,122,010 gross square feet (gsf) 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~~ 336,343 gsf of retail, restaurant and grocery store uses, ~~301,108 sf~~ 361,715 gsf of office space, 0 ~~sf~~ gsf of life sciences, ~~154,009 sf~~ 405,096 gsf of industrial and automotive uses, ~~199,579 sf~~ 229,777 gsf of community facility uses, and 2,208 accessory parking spaces. The No-Action estimated population would include approximately 637 residents and ~~2,695~~ 3,189 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~~ 2,001 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~~ 11,287,282 gsf of floor area, including ~~5,261,583 sf~~ 7,291,654 gsf of residential floor area (approximately ~~6,190~~ 7,713 dwelling units), a substantial proportion of which are expected to be affordable, ~~543,132 sf~~ 638,579 gsf of retail, restaurant, and grocery store uses, ~~183,616 sf~~ 216,019 gsf of office space, ~~1,060,717 sf~~ 1,620,625 gsf of life sciences, 0 ~~sf~~ gsf of industrial and automotive uses, and ~~1,172,721 sf~~ 1,520,405 gsf of community facility uses[4], as well as ~~6,286~~ 5,973 accessory parking spaces. The With-Action estimated population would include approximately ~~16,839~~ 20,986 residents and ~~9,687~~ 13,239 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~~ 9,165,272 gsf of residential floor area (~~5,951~~ 7,474 dwelling units), ~~255,685 sf~~ 302,236 gsf of local retail space, ~~1,060,717 sf~~ 1,620,625 gsf of life sciences, ~~973,142 sf~~ 1,290,628 gsf of community facility space, and ~~4,078~~ 3,765 accessory parking spaces, and a net decrease ~~154,009 sf~~ 405,096 gsf of industrial and automotive uses and ~~117,492 sf~~ 145,696 gsf 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.

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~~ 20,349 residents and ~~6,992~~ 10,050 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.

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

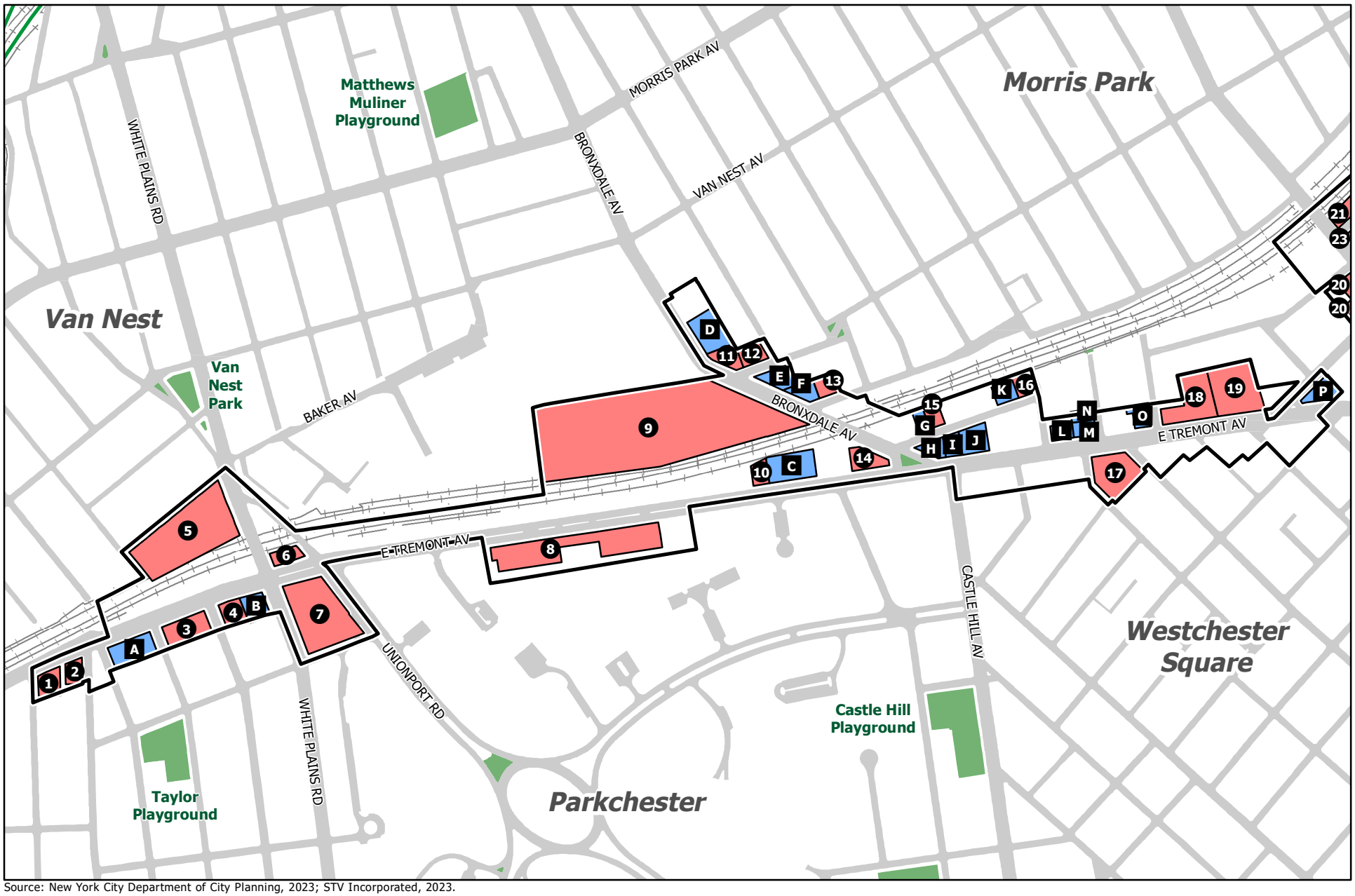
As such, the EIS will analyze the projected development sites for all technical areas of concern and also evaluate the effects of the potential developments for site-specific effects such as archaeology, shadows, hazardous materials, stationary air quality, and noise.

Table 1: 2033 RWCDS No-Action and With-Action Land Uses

Land Use	No-Action Conditions	With-Action Condition	No-Action to With-Action Increment
Residential			
Total Residential	*243,887 gsf* *239 units* *214,147 zsf*	*7,291,654 gsf* *7,713 units* *6,555,793 zsf*	*7,047,767 gsf* *7,474 units* *6,341,646 zsf*
Commercial			
Local Retail	336,343 gsf	638,579 gsf	302,236 gsf
Office	361,715 gsf	216,019 gsf	-145,696 gsf
Life Sciences	0 gsf	1,620,625 gsf	1,620,625 gsf
Garage	415,592 gsf	0 gsf	-415,592 gsf
Storage	129,600 gsf	0 gsf	-129,600 gsf
Total Commercial	*1,243,250 gsf* *1,059,827 zsf*	*2,475,223 gsf* *1,787,125 zsf*	*1,231,973 gsf* *727,298 zsf*
Industrial			
Warehouse	260,352 gsf	0 gsf	-260,352 gsf
Auto-Related	93,633 gsf	0 gsf	-93,633 gsf
Manufacturing	51,112 gsf	0 gsf	-51,112 gsf
Total Industrial	*405,096 gsf* *344,332 zsf*	*0 gsf* *0 zsf*	*-405,096 gsf* *-344,332 zsf*
Community Facility			
Medical Office	221,577 gsf	1,301,789 gsf	1,080,212 gsf
House of Worship	8,200 gsf	34,611 gsf	26,411 gsf
Total Community Facility	*229,777 gsf* *199,579 zsf*	*1,520,405 gsf* *1,292,344 zsf*	*1,290,628 gsf* *1,092,765 zsf*
Total Floor Area	*2,122,010 gsf* *1,817,885 zsf*	*11,287,282 gsf* *9,635,263 zsf*	*9,165,272 gsf* *7,817,378 zsf*
Parking			
Parking Spaces	***2,208 spaces***	***5,973 spaces***	***3,765 spaces***
Population			
Residents	637	20,986	20,349
Workers	3,189	13,239	10,050

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
Residential			
Total Residential	***214,147 sf*** ***239 units*** *243,887 sf (GFA)*	***5,261,583 sf*** ***6,190 units*** *5,855,399 sf (GFA)*	***5,047,436 sf*** ***5,951 units*** *5,611,511 sf (GFA)*
Commercial			
Local Retail	287,447 sf	543,132 sf	255,685 sf
Office	301,108 sf	183,616 sf	-117,492 sf
Life Sciences	0 sf	1,060,717 sf	1,060,717 sf
Garage	349,753 sf	0 sf	-349,753 sf
Storage	79,569 sf	0 sf	-79,569 sf
Other Commercial	232,273 sf	0 sf	-232,273 sf
Total Commercial	***1,250,150 sf*** *1,467,160 sf (GFA)*	***1,787,465 sf*** *2,475,621 sf (GFA)*	***537,315 sf*** *1,008,461 sf (GFA)*
Industrial			
Warehouse	30,976 sf	0 sf	-30,976 sf
Auto-Related	79,588 sf	0 sf	-79,588 sf
Manufacturing	43,445 sf	0 sf	-43,445 sf
Total Industrial	***154,009 sf*** *181,187 sf (GFA)*	***0 sf*** *0 sf (GFA)*	***-154,009 sf*** *-181,187 sf (GFA)*
Community Facility			
Medical Office	192,609 sf	1,043,668 sf	851,059 sf
House of Worship	6,970 sf	29,420 sf	22,450 sf
Total Community Facility	***199,579 sf*** *229,777 sf (GFA)*	***1,172,721 sf*** *1,379,671 sf GFA*	***973,142 sf*** *1,149,894 sf GFA*
Total Floor Area	***1,817,885 sf*** *2,122,011 sf (GFA)*	***8,221,769 sf*** *9,710,691 sf (GFA)*	***6,403,884 sf*** *7,588,680 sf (GFA)*
Parking			
Parking Spaces	*2,208 spaces*	*6,286 spaces*	*4,078 spaces*
Population			
Residents	637	16,839	16,202
Workers	2,695	9,687	6,992



Source: New York City Department of City Planning, 2023; STV Incorporated, 2023.

N

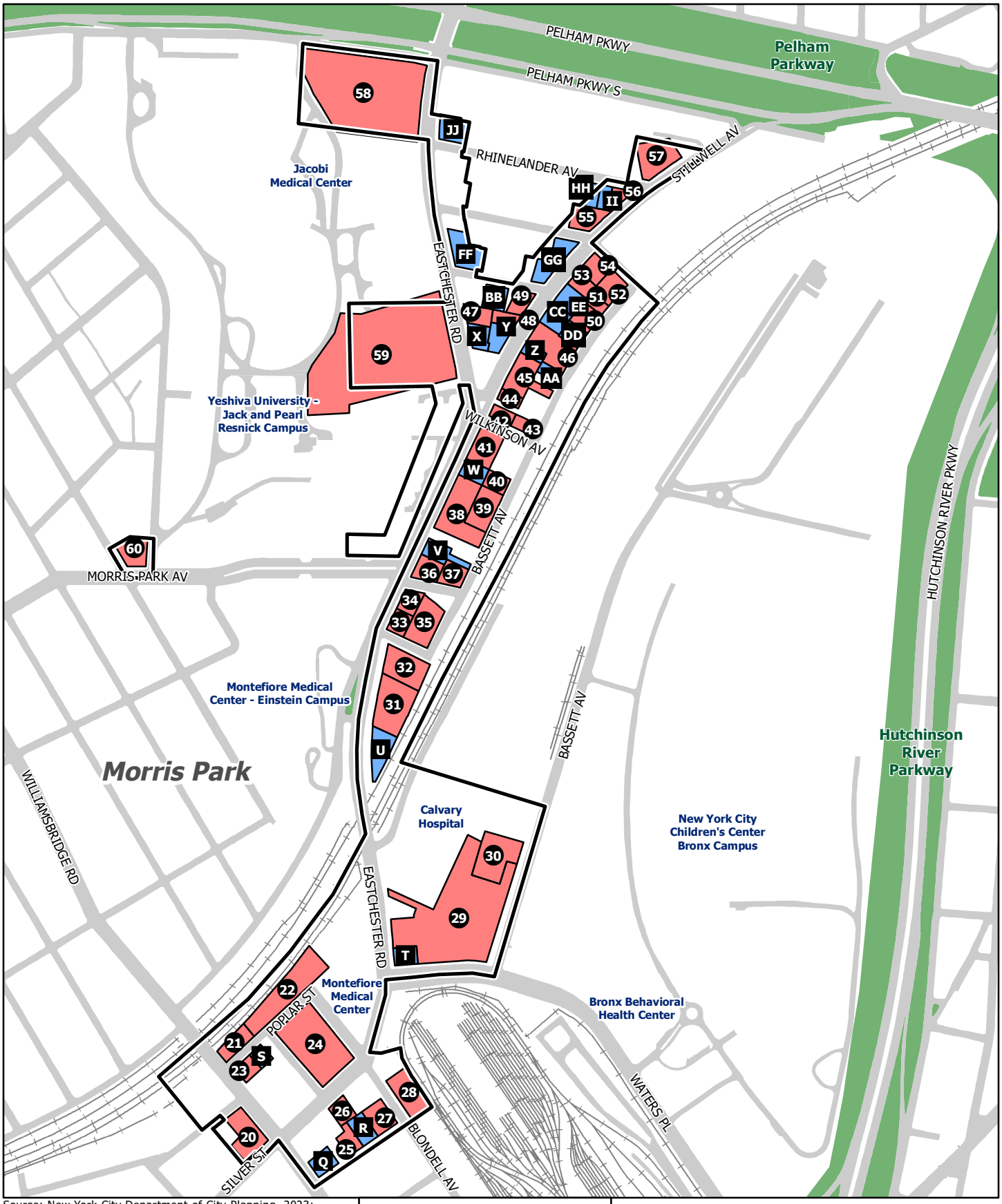
0 500 1,000 Feet

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

Figure 8a

PARKCHESTER / VAN NEST PROJECTED & POTENTIAL DEVELOPMENT SITES

Bronx Metro-North Station Study



Source: New York City Department of City Planning, 2023; STV Incorporated, 2023.

N

0 500 1,000 Feet

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 & POTENTIAL DEVELOPMENT SITES

Bronx Metro-North Station Study

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, ~~acquisition and 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.

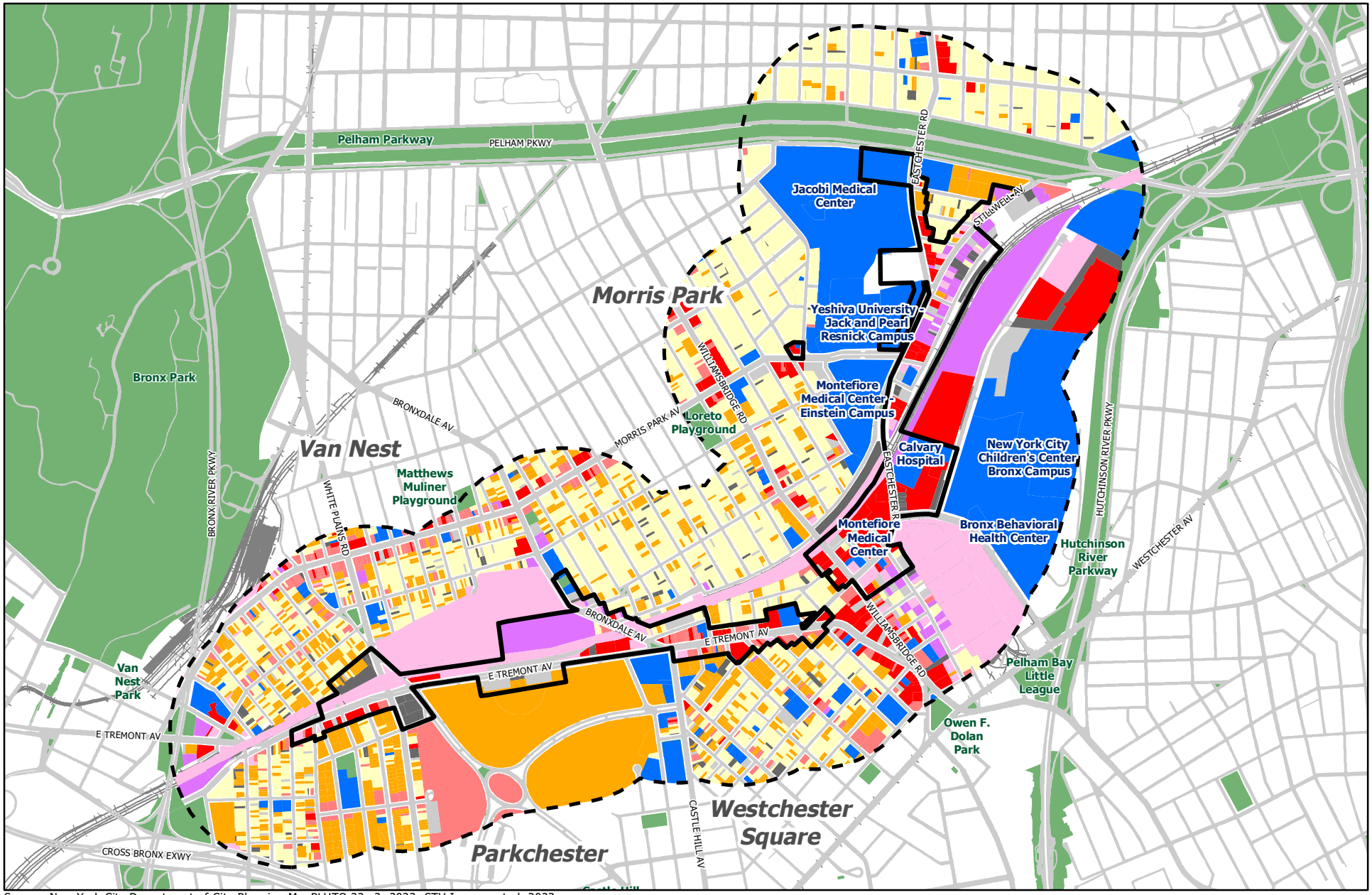
TASK 2. LAND USE, ZONING, AND PUBLIC POLICY

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 acquisition and 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, 2023.

N

0 0.25 0.5 Mile

Bronx Metro-North Station Study

- Affected Area (Primary Study Area)
- 1/4-Mile Radius (Secondary Study Area)

Existing Land Uses

- One & Two Family Residences
- Multi-Family Residences
- Mixed Use
- Commercial / Office
- Industrial / Manufacturing
- Transportation / Utility
- Public Facilities / Institutions
- Open Space
- Parking
- Vacant Land

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~~ 7,474 new residential units to the study area, including a net ~~1,521~~ 1,902 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:

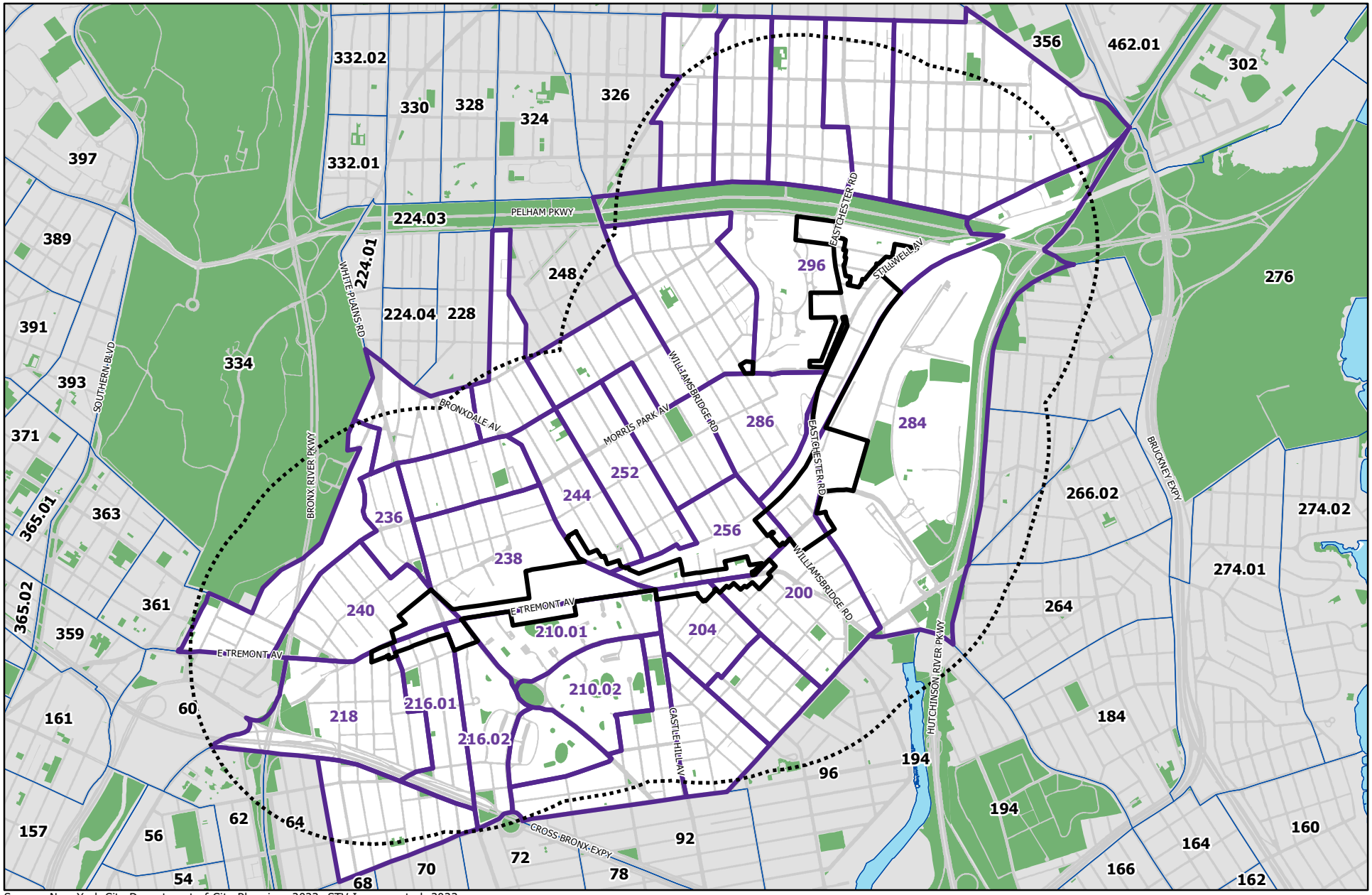
- Characteristics of the two open space user groups (residents and workers/daytime users) will be determined. To determine the number of residents in the study areas, U.S. Census data will be compiled for census tracts comprising the nonresidential and residential open space study areas. As the study 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.



Source: New York City Department of City Planning, 2023; STV Incorporated, 2023.

N

0 0.5 1 Mile

Affected Area

1/2-Mile Radius (Residential)

Residential Study Area (Census Tracts in 1/2-Mile Radius)

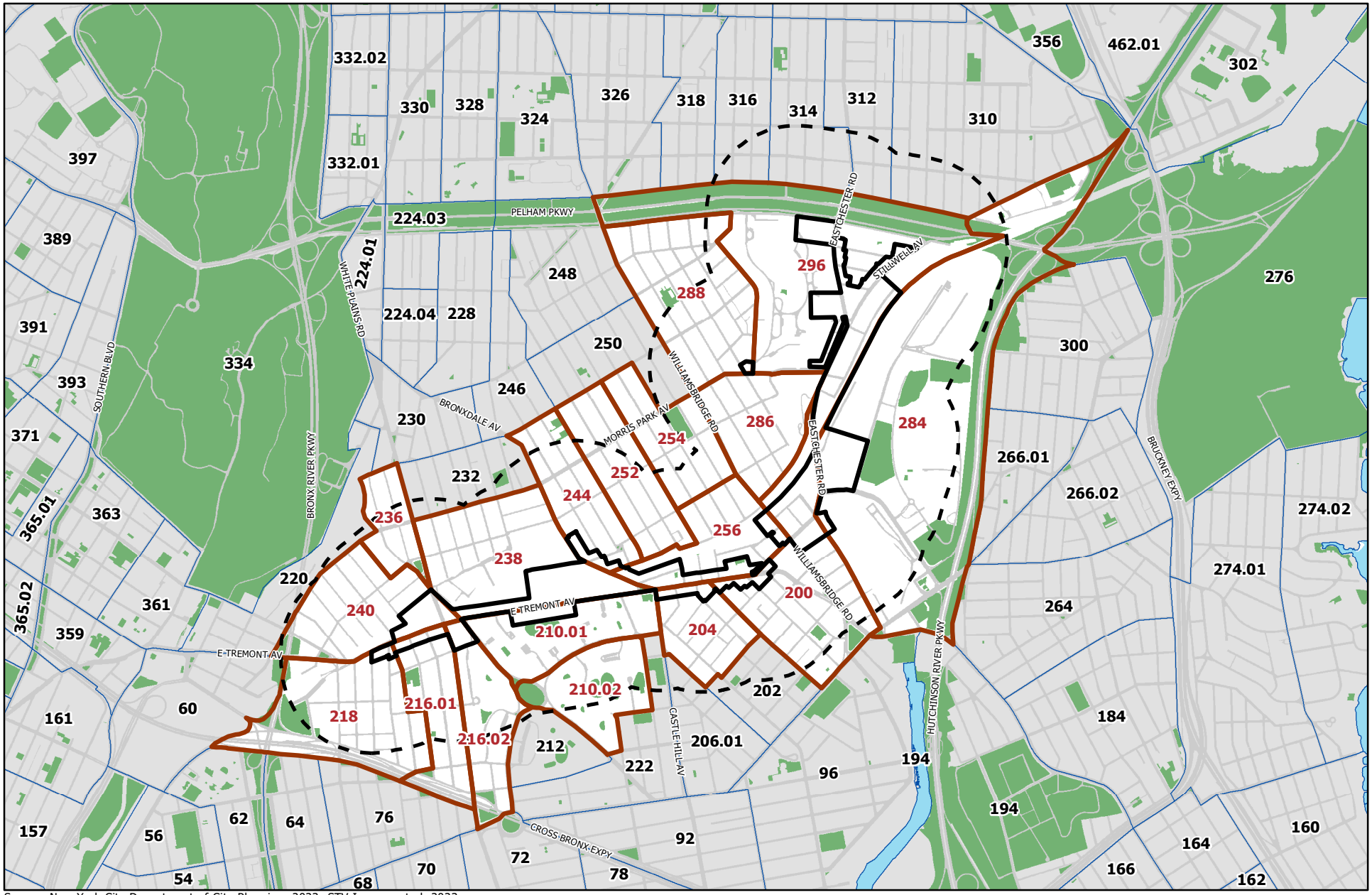
Census Tracts not in Study Area

Open Space

Bronx Metro-North Station Study

Figure 10a

OPEN SPACE RESIDENTIAL STUDY AREA



Source: New York City Department of City Planning, 2023; STV Incorporated, 2023.

N

0 0.5 1 Mile

Affected Area

1/4-Mile Radius (Commercial)

Commercial Study Area (Census Tracts in 1/4-Mile Radius)

Census Tracts not in Study Area

Open Space

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.[5]

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.

[5] 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~~ New York City Solid Waste Management Plan or with state ~~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 trip 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~~ was 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 atypical 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 ($PM_{2.5}$) 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_2, $PM_{2.5}$, and PM_{10} 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 $PM_{2.5}$ concentrations will be calculated for the No-Action condition and With-Action condition; and (3) the maximum 24-hour PM_{10} 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_{10} National Ambient Air Quality Standards (NAAQS) and the City's CO and $PM_{2.5}$ 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_2), sulfur dioxide (SO_2), and particulate matter ($PM_{2.5}$) 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_2, SO_2, and PM_{10}, and $PM_{2.5}$.

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.

- Federal Transit Administration (FTA) noise analysis will be conducted for receptor facades that would experience dominant future train noise. Calculation of Leq(1) and/or Ldn will follow Federal Transit Administration (FTA) guidelines.

- Future No-Action and With-Action noise levels will be estimated at the noise receptor locations based on acoustical fundaments. 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 or based on detailed train noise calculation. 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

Projected Sites - Existing Condition

Site Info						Residential Uses				Community Facility Uses				Commercial Uses							Industrial Uses				Parking							
Site #		Block	Lot	Lot Area	Existing Zoning	Resi SF	Resi Units	Affordable @25%	Affordable @30%	Medical Office	House of Worship	Education	Total CF SF	Local Retail	Office	Life Sciences	Other Area	Storage Area	Garage	Total Com SF	Warehouse	Auto Related	Manufacturing	Total Industrial SF	Resi Spaces	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Total Area	Built FAR	Building Height
1				11039		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9700	0	9700	0	0	0	0	0	9700	1	
	a	3919	27	11039	C8-1														0	0		9700	0	9700						9700	1	10
2				7845		0	0	0	0	0	0	0	0	6500	0	0	0	0	0	6500	0	0	0	0	0	0	0	0	0	6500	1	
	a	3919	34	7845	C8-1									6500						6500										6500	1	12
3				21096		0	0	0	0	0	0	0	0	10458	0	0	0	0	1458	11916	0	0	0	0	17	0	0	0	17	11916	1	
	a	3926	1	21096	C8-1									10458					1458	11916										11916	1	14
4				10075		0	0	0	0	0	0	0	0	2800	6200	0	0	0	3600	12600	0	0	0	0	0	0	0	0	0	12600	1	
	a	3927	1	10075	C8-1									2800	6200				3600	12600										12600	1	19
5				101244		41225	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	41225	0	
	a	4025	1	1650	R5	3888	3													0										3888	2	35
	b	4025	2	1735	R5	1440	2													0										1440	1	22
	c	4025	3	1825	R5	2205	3													0										2205	1	34
	d	4025	4	2500	R5	3045	3													0										3045	1	33
	e	4025	5	2000	R5	0														0										0	0	0
	f	4025	6	2000	R5	2310	3													0										2310	1	31
	g	4025	7	2000	R5	0														0										0	0	13
	h	4025	8	2000	R5	2310	2													0										2310	1	30
	i	4025	9	2000	R5	2227	3													0										2227	1	28
	j	4025	10	2500	R5	2088	2													0										2088	1	33
	k	4025	11	2500	R5	3060	3													0										3060	1	35
	l	4025	12	2500	R5	3426	3													0										3426	1	30
	m	4025	13	2500	R5	3426	3													0										3426	1	29
	n	4025	14	2900	R5	2950	3													0					1				1	2950	1	37
	o	4025	15	2245	R5	2950	3													0					1				1	2950	1	37
	p	4025	16	2245	R5	2950	3													0					1				1	2950	1	36
	q	4025	17	3596	R5	2950	3													0					1				1	2950	1	38
	r	4025	18	3300	R5															0										0	0	12
	s	4025	19	1700	R5															0										0	0	31
	t	4025	21	1352	R5															0										0	0	0
	u	4025	22	1143	R5															0										0	0	11
	v	4025	23	796	R5															0										0	0	0
	w	4025	24	602	R5															0										0	0	0
	x	4025	25	393	R5															0										0	0	0
	y	4025	26	166	R5															0										0	0	0
	z	4025	28	82000	R5															0										0	0	0

Projected Sites - Existing Condition

Site Info						Residential Uses				Community Facility Uses				Commercial Uses							Industrial Uses				Parking							
Site #		Block	Lot	Lot Area	Existing Zoning	Resi SF	Resi Units	Affordable @25%	Affordable @30%	Medical Office	House of Worship	Education	Total CF SF	Local Retail	Office	Life Sciences	Other Area	Storage Area	Garage	Total Com SF	Warehouse	Auto Related	Manufacturing	Total Industrial SF	Resi Spaces	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Total Area	Built FAR	Building Height
6				7987		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1872	0	1872	0	0	0	4	4	1872	0	
	a	4041	1	7987	M1-1															0		1872		1872						1872	0	16
7				66719		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	3952	1	7579	R6															0										0	0	0
	b	3952	7	7685	R6															0										0	0	0
	c	3952	8	7789	C8-1															0										0	0	0
	d	3952	17	21139	R6															0										0	0	0
	e	3952	23	22527	R6															0										0	0	0
8				73486		0	0	0	0	0	0	0	0	750	24720	0	0	74560	311460	411490	0	0	0	0	0	0	16	0	16	411490	6	
	a	3943	205	34108	C8-4									750	18370			12980	164490	196590										196590	6	65
	b	3943	207	7111	C8-4															0							16		16	0	0	0
	c	3943	209	32267	C8-4										6350			61580	146970	214900										214900	7	68
9				346432		4708	4	0	0	0	0	0	0	33938	91039	0	0	0	880	125857	190323	0	0	190323	0	0	135	0	135	320888	1	
	a	4042	200	332395	M1-1									32509	91039					123548	190323			190323			135		135	313871	1	34
	b	4042	201	8155	M1-1	3280	2													0										3280	0	28
	c	4042	204	5882	M1-1	1428	2							1429					880	2309										3737	1	38
10				7439		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	20	0	0	
	a	4042	244	7439	M1-1															0							20		20	0	0	0
11				10627		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1900	0	1900	0	0	0	10	10	1900	0	
	a	4091	39	7156	C8-1															0		1900		1900				10	10	1900	0	14
	b	4091	45	3471	C8-1															0										0	0	0
12				9955		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1200	0	0	1200	0	0	0	18	18	1200	0	
	a	4091	34	7031	R4															0								18	18	0	0	0
	b	4091	37	2924	R4															0	1200			1200						1200	0	16
13				9064		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4500	3310	0	7810	0	0	0	0	0	7810	1	
	a	4058	25	4556	R4															0	4500			4500						4500	1	15
	b	4058	27	4508	C8-1															0		3310		3310						3310	1	13
14				12572		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5000	0	5000	0	0	0	0	0	5000	0	
	a	4042	224	12572	M1-1															0		5000		5000						5000	0	15
15				7232		2504	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2504	0	
	a	4062	18	2223	R4															0										0	0	11
	b	4062	19	5009	R4	2504	2													0										2504	0	29

Projected Sites - Existing Condition

Site Info						Residential Uses				Community Facility Uses				Commercial Uses							Industrial Uses				Parking							
Site #		Block	Lot	Lot Area	Existing Zoning	Resi SF	Resi Units	Affordable @25%	Affordable @30%	Medical Office	House of Worship	Education	Total CF SF	Local Retail	Office	Life Sciences	Other Area	Storage Area	Garage	Total Com SF	Warehouse	Auto Related	Manufacturing	Total Industrial SF	Resi Spaces	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Total Area	Built FAR	Building Height
16				6801		3200	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3200	0	
	a	4062	1	1570	R4															0									0	0	0
	b	4062	2	5231	R4	3200	2													0									3200	1	29
17				31937		0	0	0	0	0	0	0	0	6815	0	0	0	0	0	6815	0	0	0	0	0	0	25	0	25	6815	0	
	a	3999	32	31937	R6									6815						6815							25		25	6815	0	21
18				37123		0	0	0	0	0	0	0	0	10706	0	0	0	0	0	10706	0	0	0	0	0	0	0	0	0	10706	0	
	a	4078	123	37123	R4									10706						10706									10706	0	16
19				47035		0	0	0	0	0	6970	0	6970	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	20	6970	0	
	a	4078	10	47035	R4						6970		6970							0						20			20	6970	0	34
20				20806		0	0	0	0	0	0	0	0	2602	0	0	0	0	0	2602	0	0	0	0	0	0	22	0	22	2602	0	
	a	4079	1	20806	R4									2602						2602							22		22	2602	0	12
21				10950		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0	0	30	0	0	
	a	4085	130	10950	R4															0						30			30	0	0	0
22				43288		0	0	0	0	0	0	0	0	0	47885	0	0	0	0	47885	0	0	0	0	0	0	0	0	0	47885	1	
	a	4085	119	26914	M1-1										27585					27585										27585	1	24
	b	4085	125	16374	M1-1										20300					20300										20300	1	23
23				6988		0	0	0	0	0	0	0	0	3750	0	0	0	0	0	3750	0	0	0	0	0	0	0	0	0	3750	1	
	a	4082	18	6988	R4									3750						3750									3750	1	13
24				58501		0	0	0	0	0	0	0	0	0	90555	0	0	0	19690	110245	0	0	0	0	0	0	0	0	0	110245	2	
	a	4083	1	9779	M1-1										16776					16776										16776	2	26
	b	4083	5	10184	M1-1										19284					19284										19284	2	21
	c	4083	11	4643	M1-1										13500					13500										13500	3	34
	d	4083	13	29318	M1-1										33595				19690	53285										53285	2	25
	e	4083	27	4577	M1-1										7400					7400										7400	2	44
25				8427		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	4081	33	8427	M1-1															0										0	0	0
26				8068		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6550	0	6550	0	0	0	0	0	6550	1	
	a	4081	14	3198	M1-1															0		2500		2500						2500	1	18
	b	4081	16	4870	M1-1															0		4050		4050						4050	1	15
27				12534		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14580	0	0	14580	0	0	0	0	0	14580	1	
	a	4081	24	12534	M1-1															0	14580			14580						14580	1	22

Projected Sites - Existing Condition

Site Info						Residential Uses				Community Facility Uses				Commercial Uses							Industrial Uses				Parking							
Site #		Block	Lot	Lot Area	Existing Zoning	Resi SF	Resi Units	Affordable @25%	Affordable @30%	Medical Office	House of Worship	Education	Total CF SF	Local Retail	Office	Life Sciences	Other Area	Storage Area	Garage	Total Com SF	Warehouse	Auto Related	Manufacturing	Total Industrial SF	Resi Spaces	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Total Area	Built FAR	Building Height
28				21398		2895	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0	0	30	2895	0	
	a	4142	1	16974	M1-1															0					30			30	0	0	0
	b	4142	6	1973	M1-1															0									0	0	3
	c	4142	7	2451	M1-1	2895	2													0									2895	1	28
29				148469		0	0	0	0	0	0	0	0	62660	0	0	0	0	0	62660	0	0	0	0	0	0	180	0	180	62660	0	
	a	4226	7	115378	M1-1									62660						62660					0	0	0	0	0	62660	1	36
	b	4226	10	19976	M1-1															0									0	0	0
	c	4226	507	5677	M1-1															0									0	0	0
	d	4226	508	3722	M1-1															0									0	0	0
	e	4226	509	3716	M1-1															0									0	0	0
30				29301		0	0	0	0	0	0	0	0	0	28000	0	0	0	0	28000	0	0	0	0	0	0	21	0	21	28000	1	
	a	4226	15	29301	M1-1										28000					28000							21		21	28000	1	23
31				32429		0	0	0	0	0	0	0	0	7570	0	0	0	0	0	7570	0	9064	0	9064	0	0	10	0	10	16634	1	
	a	4226	409	17213	M1-1									3897						3897							10		10	3897	0	17
	b	4226	418	15216	M1-1									3673						3673		9064		9064						12737	1	25
32				23006		0	0	0	0	0	0	0	0	0	0	0	0	0	2360	2360	0	0	0	0	0	35	0	0	35	2360	0	
	a	4226	419	15868	M1-1														2360	2360										2360	0	16
	b	4226	420	3299	M1-1															0									0	0	0
	c	4226	422	3839	M1-1															0									0	0	0
33				7905		0	0	0	0	0	0	0	0	0	0	0	0	0	1800	1800	0	0	0	0	0	0	8	0	8	1800	0	
	a	4209	1	7905	M1-1														1800	1800							8		8	1800	0	15
34				8025		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4183	0	4183	0	0	0	8	8	4183	1	
	a	4209	5	8025	M1-1															0		4183		4183						4183	1	17
35				21256		0	0	0	0	0	0	17020	17020	0	2655	0	0	0	0	2655	0	0	0	0	0	0	0	0	0	19675	1	
	a	4209	76	21256	M1-1							17020	17020		2655					2655										19675	1	27
36				10466		0	0	0	0	0	0	0	0	3133	0	0	0	0	0	3133	0	0	0	0	0	0	10	0	10	3133	0	
	a	4209	12	10393	M1-1									3133						3133							10		10	3133	0	13
	b	4209	110	73	M1-1															0										0	0	0
37				9842		0	0	0	0	0	0	0	0	0	9300	0	0	0	0	9300	0	0	0	0	0	0	0	0	0	9300	1	
	a	4209	64	9842	M1-1										9300					9300										9300	1	19
38				34734		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25000	0	0	25000	0	0	0	16	16	25000	1	
	a	4209	25	34734	M1-1															0	25000			25000				16	16	25000	1	22

Projected Sites - Existing Condition

Site Info						Residential Uses				Community Facility Uses				Commercial Uses							Industrial Uses				Parking							
Site #		Block	Lot	Lot Area	Existing Zoning	Resi SF	Resi Units	Affordable @25%	Affordable @30%	Medical Office	House of Worship	Education	Total CF SF	Local Retail	Office	Life Sciences	Other Area	Storage Area	Garage	Total Com SF	Warehouse	Auto Related	Manufacturing	Total Industrial SF	Resi Spaces	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Total Area	Built FAR	Building Height
39				17806		0	0	0	0	0	0	0	0	0	500	0	0	0	0	500	4500	0	7500	12000	0	0	0	0	0	12500	1	
	a	4209	50	2577	M1-1															0									0	0	0
	b	4209	51	5094	M1-1										500					500	4500			4500						5000	1	23
	c	4209	53	2438	M1-1															0										0	0	19
	d	4209	54	2626	M1-1															0										0	0	9
	e	4209	55	5071	M1-1															0			7500	7500						7500	1	31
40				7516		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2375	4875	7250	0	0	0	0	0	7250	1	
	a	4209	47	2399	M1-1															0			2500	2500						2500	1	17
	b	4209	48	5117	M1-1															0		2375	2375	4750						4750	1	17
41				16774		0	0	0	0	0	0	0	0	0	9535	0	0	0	9165	18700	0	0	0	0	0	0	0	0	0	18700	1	
	a	4209	33	8337	M1-1														7500	7500										7500	1	17
	b	4209	37	8437	M1-1										9535				1665	11200										11200	1	20
42				5495		2430	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2430	0	
	a	4219	3	5495	M1-1	2430	3													0										2430	0	30
43				5367		1000	1	0	0	0	0	0	0	1000	0	0	0	0	0	1000	0	3250	0	3250	0	0	0	0	0	5250	1	
	a	4219	64	3543	M1-1															0		3250		3250						3250	1	14
	b	4219	68	1824	M1-1	1000	1							1000						1000										2000	1	22
44				4994		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4410	5000	9410	0	0	0	0	0	9410	2	
	a	4219	1	2278	M1-1															0			5000	5000						5000	2	30
	b	4219	4	2716	M1-1															0		4410		4410						4410	2	27
45				20920		0	0	0	0	0	0	0	0	0	3000	0	0	0	0	3000	0	10050	8392	18442	0	0	0	0	0	21442	1	
	a	4219	5	4900	M1-1										3000					3000		3000		3000						6000	1	29
	b	4219	9	7260	M1-1															0		7050		7050						7050	1	20
	c	4219	58	8760	M1-1															0			8392	8392						8392	1	26
46				22666		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0	30	0	0	
	a	4219	16	22666	M1-1															0							30		30	0	0	0
47				8830		0	0	0	0	0	0	0	0	6852	0	0	0	0	0	6852	0	0	0	0	0	0	0	0	0	6852	1	
	a	4218	11	5649	M1-1									4652						4652										4652	1	13
	b	4218	13	3181	M1-1									2200						2200										2200	1	14
48				6131		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4960	0	4960	0	0	0	0	0	4960	1	
	a	4218	31	6131	M1-1															0		4960		4960						4960	1	14
49				7678		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7500	7500	0	0	0	0	0	7500	1	
	a	4218	26	7678	M1-1															0			7500	7500						7500	1	14

Projected Sites - Existing Condition

Site Info						Residential Uses				Community Facility Uses				Commercial Uses							Industrial Uses				Parking							
Site #		Block	Lot	Lot Area	Existing Zoning	Resi SF	Resi Units	Affordable @25%	Affordable @30%	Medical Office	House of Worship	Education	Total CF SF	Local Retail	Office	Life Sciences	Other Area	Storage Area	Garage	Total Com SF	Warehouse	Auto Related	Manufacturing	Total Industrial SF	Resi Spaces	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Total Area	Built FAR	Building Height
50				9595		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	4219	42	4650	M1-1															0									0	0	0
	b	4219	45	4945	M1-1															0									0	0	0
51				5019		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5000	0	5000	0	0	0	0	0	5000	1	
	a	4219	40	5019	M1-1															0		5000		5000						5000	1	21
52				12200		1068	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3200	0	0	3200	0	0	0	0	0	4268	0	
	a	4219	35	9730	M1-1															0	3200			3200						3200	0	20
	b	4219	39	2470	M1-1	1068	2													0										1068	0	28
53				7372		0	0	0	0	0	0	0	0	0	0	0	0	0	7000	7000	0	0	0	0	0	0	0	0	0	7000	1	
	a	4219	26	7372	M1-1														7000	7000										7000	1	19
54				10238		0	0	0	0	0	0	0	0	0	1333	0	0	0	0	1333	0	0	10178	10178	0	0	0	0	0	11511	1	
	a	4219	29	5089	M1-1															0			4900	4900						4900	1	19
	b	4219	31	5149	M1-1										1333					1333			5278	5278						6611	1	19
55				13151		2084	1	0	0	0	0	0	0	0	300	0	0	0	0	300	0	8790	0	8790	0	0	0	0	0	11174	1	
	a	4221	42	4827	M1-1															0		5790		5790						5790	1	16
	b	4221	44	3178	M1-1										300					300		3000		3000						3300	1	15
	c	4221	46	5146	M1-1	2084	1													0										2084	0	30
56				5615		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5229	0	5229	0	0	0	0	0	5229	1	
	a	4221	36	5615	M1-1															0		5229		5229						5229	1	19
57				21974		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17576	0	0	17576	0	0	0	0	0	17576	1	
	a	4222	72	21974	M1-1															0	17576			17576						17576	1	23
58				155668		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	450	0	0	450	0	0	
	a	4205	1	155668	R4															0						450			450			0
59				218737		0	0	0	0	0	0	0	0	0	0	0	0	35600	0	35600	0	0	0	0	0	165	0	0	165	35600	0	
	a	4205	40	218737	R4													35600		35600						165			165	35600	0	53
60				13128		0	0	0	0	2850	0	0	0	0	4391	0	0	0	0	4391	0	0	0	0	0	0	10	0	10	7241	1	
	a	4203	75	3860	R4					2850										0										2850	1	12
	b	4203	81	112	R4															0										0	0	0
	c	4203	82	9156	R4										4391					4391							10		10	4391	0	0
Sub Totals						**61,114**	**59**	**-**	**-**	**2,850**	**6,970**	**17,020**	**23,990**	**159,534**	**319,413**	**-**	**-**	**110,160**	**357,413**	**946,520**	**260,879**	**85,643**	**43,445**	**389,967**	**21**	**730**	**487**	**56**	**1,294**	**1,424,441**		

Projected Sites - Without Action

			Residential Uses								CF Uses								Commercial Uses											
Site #		Lot Area	Max Res FAR	Max Com FAR	Max CF FAR	Resi SF	Gross SF	Resi Units	Affordable @25%	Affordable @30%	Medical Office	Medical Office Gross SF	House of Worship	House of Worship Gross SF	Education	Education Gross SF	Total CF SF	Gross SF	Local Retail	Local Retail Gross SF	Office	Office Gross SF	Life Sciences	Life Sciences Gross SF	Other Area	Other Area Gross SF	Storage Area	Storage Area Gross SF	Garage	Garage Gross SF	Total Com SF	Gross SF
1		11039				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	11039	0.00	1.00	2.40																									0	
2		7845				0	0	0	0	0	0	0	0	0	0	0	0	0	6500	7647	0	0	0	0	0	0	0	0	0	0	6500	7647
	a	7845	0.00	1.00	2.40														6500												6500	
3		21096				0	0	0	0	0	0	0	0	0	0	0	0	0	10458	12304	0	0	0	0	0	0	0	0	1458	1715	11916	14019
	a	21096	0.00	1.00	2.40														10458										1458		11916	
4		10075				0	0	0	0	0	0	0	0	0	0	0	0	0	2800	3294	6200	7294	0	0	0	0	0	0	3600	4235	12600	14824
	a	10075	0.00	1.00	2.40														2800		6200								3600		12600	
5		101244				41225	45806	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	1650	1.25	0.00	2.00	3888		3																							0	
	b	1735	1.25	0.00	2.00	1440		2																							0	
	c	1825	1.25	0.00	2.00	2205		3																							0	
	d	2500	1.25	0.00	2.00	3045		3																							0	
	e	2000	1.25	0.00	2.00	0																									0	
	f	2000	1.25	0.00	2.00	2310		3																							0	
	g	2000	1.25	0.00	2.00	0																									0	
	h	2000	1.25	0.00	2.00	2310		2																							0	
	i	2000	1.25	0.00	2.00	2227		3																							0	
	j	2500	1.25	0.00	2.00	2088		2																							0	
	k	2500	1.25	0.00	2.00	3060		3																							0	
	l	2500	1.25	0.00	2.00	3426		3																							0	
	m	2500	1.25	0.00	2.00	3426		3																							0	
	n	2900	1.25	0.00	2.00	2950		3																							0	
	o	2245	1.25	0.00	2.00	2950		3																							0	
	p	2245	1.25	0.00	2.00	2950		3																							0	
	q	3596	1.25	0.00	2.00	2950		3																							0	
	r	3300	1.25	0.00	2.00																										0	
	s	1700	1.25	0.00	2.00																										0	
	t	1352	1.25	0.00	2.00																										0	
	u	1143	1.25	0.00	2.00																										0	
	v	796	1.25	0.00	2.00																										0	
	w	602	1.25	0.00	2.00																										0	
	x	393	1.25	0.00	2.00																										0	
	y	166	1.25	0.00	2.00																										0	
	z	82000	1.25	0.00	2.00																										0	

Projected Sites - Without Action

						Industrial Uses								Parking										
Site #		Lot Area	Max Res FAR	Max Com FAR	Max CF FAR	Warehouse	Warehouse Gross SF	Auto Related	Auto Related Gross SF	Manufacturing	Manufacturing Gross SF	Total Industrial SF	Gross SF	Res Spaces	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Parking Area SF	Loading SF	Total Area	Total Area Gross SF	Built FAR	Building Height
1		11039				0	0	9700	11412	0	0	9700	11412	0	0	0	0	0	0	0	9700	11412	0.88	
	a	11039	0.00	1.00	2.40			9700				9700									9700		0.88	10
2		7845				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6500	7647	0.83	
	a	7845	0.00	1.00	2.40																6500		0.83	12
3		21096				0	0	0	0	0	0	0	0	17	0	0	0	17	0	0	11916	14019	0.56	
	a	21096	0.00	1.00	2.40																11916		0.56	14
4		10075				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12600	14824	1.25	
	a	10075	0.00	1.00	2.40																12600		1.25	19
5		101244				0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	41225	45806	0.41	
	a	1650	1.25	0.00	2.00																3888		2.36	35
	b	1735	1.25	0.00	2.00																1440		0.83	22
	c	1825	1.25	0.00	2.00																2205		1.21	34
	d	2500	1.25	0.00	2.00																3045		1.22	33
	e	2000	1.25	0.00	2.00																0		0.00	0
	f	2000	1.25	0.00	2.00																2310		1.16	31
	g	2000	1.25	0.00	2.00																0		0.00	13
	h	2000	1.25	0.00	2.00																2310		1.16	30
	i	2000	1.25	0.00	2.00																2227		1.11	28
	j	2500	1.25	0.00	2.00																2088		0.84	33
	k	2500	1.25	0.00	2.00																3060		1.22	35
	l	2500	1.25	0.00	2.00																3426		1.37	30
	m	2500	1.25	0.00	2.00																3426		1.37	29
	n	2900	1.25	0.00	2.00									1				1			2950		1.02	37
	o	2245	1.25	0.00	2.00									1				1			2950		1.31	37
	p	2245	1.25	0.00	2.00									1				1			2950		1.31	36
	q	3596	1.25	0.00	2.00									1				1			2950		0.82	38
	r	3300	1.25	0.00	2.00																0		0.00	12
	s	1700	1.25	0.00	2.00																0		0.00	31
	t	1352	1.25	0.00	2.00																0		0.00	0
	u	1143	1.25	0.00	2.00																0		0.00	11
	v	796	1.25	0.00	2.00																0		0.00	0
	w	602	1.25	0.00	2.00																0		0.00	0
	x	393	1.25	0.00	2.00																0		0.00	0
	y	166	1.25	0.00	2.00																0		0.00	0
	z	82000	1.25	0.00	2.00																0		0.00	0

Projected Sites - Without Action

						Residential Uses					CF Uses								Commercial Uses											
Site #		Lot Area	Max Res FAR	Max Com FAR	Max CF FAR	Resi SF	Gross SF	Resi Units	Affordable @25%	Affordable @30%	Medical Office	Medical Office Gross SF	House of Worship	House of Worship Gross SF	Education	Education Gross SF	Total CF SF	Gross SF	Local Retail	Local Retail Gross SF	Office	Office Gross SF	Life Sciences	Life Sciences Gross SF	Other Area	Other Area Gross SF	Storage Area	Storage Area Gross SF	Garage	Garage Gross SF	Total Com SF	Gross SF
6		7987	0.00	1.00	2.40	0	0	0	0	0	0	0	0	0	0	0	0	0	6945	7987	0	0	0	0	0	0	0	0	0	0	6945	7987
	a	7987																													0	
7		66719	3.60	2.00	4.80	83504	96029	98	0	0	0	0	0	0	0	0	0	0	58015	66718	0	0	0	0	0	0	0	0	0	0	58015	66718
	a	7579	3.60	2.00	4.80																										0	
	b	7685	3.60	2.00	4.80																										0	
	c	7789	0.00	1.00	2.40																										0	
	d	21139	3.60	2.00	4.80																										0	
	e	22527	3.60	2.00	4.80																										0	
8		73486				0	0	0	0	0	0	0	0	0	0	0	0	0	750	882	24720	29082	0	0	0	0	74560	87718	311460	366424	411490	484106
	a	34108	0.00	5.00	6.50														750		18370						12980		164490		196590	
	b	7111	0.00	5.00	6.50																										0	
	c	32267	0.00	5.00	6.50																6350						61580		146970		214900	
9		346432				4708	5231	4	0	0	0	0	0	0	0	0	0	0	33938	39927	91039	107105	0	0	0	0	0	0	880	1035	125857	148067
	a	332395	0.00	1.00	2.40														32509		91039										123548	
	b	8155	0.00	1.00	2.40	3280		2																							0	
	c	5882	0.00	1.00	2.40	1428		2											1429										880		2309	
10		7439	0.00	1.00	2.40	0	0	0	0	0	0	0	0	0	0	0	0	0	6469	7439	0	0	0	0	0	0	0	0	0	0	6469	7439
	a	7439	0.00	1.00	2.40																										0	
11		10627				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	7156	0.00	1.00	2.40																										0	
	b	3471	0.00	1.00	2.40																										0	
12		9955				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	7031	0.75	0.00	2.00																										0	
	b	2924	0.75	0.00	2.00																										0	
13		9064				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	4556	0.75	0.00	2.00																										0	
	b	4508	0.00	1.00	2.40																										0	
14		12572				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	12572	0.00	1.00	2.40																										0	
15		7232				2504	2782	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	2223	0.75	0.00	2.00																										0	
	b	5009	0.75	0.00	2.00	2504		2																							0	

Projected Sites - Without Action																								
						Industrial Uses								Parking										
Site #		Lot Area	Max Res FAR	Max Com FAR	Max CF FAR	Warehouse	Warehouse Gross SF	Auto Related	Auto Related Gross SF	Manufacturing	Manufacturing Gross SF	Total Industrial SF	Gross SF	Res Spaces	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Parking Area SF	Loading SF	Total Area	Total Area Gross SF	Built FAR	Building Height
6		7987	0.00	1.00	2.40	0	0	0	0	0	0	0	0	0	0	23	0	23	6900	0	6945	7987	0.87	15
	a	7987																						
7		66719	3.60	2.00	4.80	0	0	0	0	0	0	0	0	0	0	193	0	193	57900	0	141519	162747	0.00	45
	a	7579	3.60	2.00	4.80																			
	b	7685	3.60	2.00	4.80																			
	c	7789	0.00	1.00	2.40																			
	d	21139	3.60	2.00	4.80																			
	e	22527	3.60	2.00	4.80																			
8		73486				0	0	0	0	0	0	0	0	0	0	16	0	16	0	0	411490	484106	5.60	
	a	34108	0.00	5.00	6.50																196590		5.76	65
	b	7111	0.00	5.00	6.50											16		16			0		0.00	0
	c	32267	0.00	5.00	6.50																214900		6.66	68
9		346432				190323	223909	0	0	0	0	190323	223909	0	0	135	0	135	0	0	320888	377208	0.93	
	a	332395	0.00	1.00	2.40	190323						190323				135		135			313871		0.94	34
	b	8155	0.00	1.00	2.40																3280		0.40	28
	c	5882	0.00	1.00	2.40																3737		0.64	38
10		7439	0.00	1.00	2.40	0	0	0	0	0	0	0	0	0	0	21	0	21	6300	0	6469	7439	0.00	15
	a	7439	0.00	1.00	2.40																			
11		10627				0	0	1900	2235	0	0	1900	2235	0	0	0	10	10	0	0	1900	2235	0.18	
	a	7156	0.00	1.00	2.40			1900				1900					10	10			1900		0.27	14
	b	3471	0.00	1.00	2.40																0		0.00	0
12		9955				1200	1412	0	0	0	0	1200	1412	0	0	0	18	18	0	0	1200	1412	0.12	
	a	7031	0.75	0.00	2.00												18	18			0		0.00	0
	b	2924	0.75	0.00	2.00	1200						1200									1200		0.41	16
13		9064				4500	5294	3310	3894	0	0	7810	9188	0	0	0	0	0	0	0	7810	9188	0.86	
	a	4556	0.75	0.00	2.00	4500						4500									4500		0.99	15
	b	4508	0.00	1.00	2.40			3310				3310									3310		0.73	13
14		12572				0	0	5000	5882	0	0	5000	5882	0	0	0	0	0	0	0	5000	5882	0.40	
	a	12572	0.00	1.00	2.40			5000				5000									5000		0.40	15
15		7232				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2504	2782	0.35	
	a	2223	0.75	0.00	2.00																0		0.00	11
	b	5009	0.75	0.00	2.00																2504		0.50	29

Projected Sites - Without Action

						Residential Uses					CF Uses								Commercial Uses											
Site #		Lot Area	Max Res FAR	Max Com FAR	Max CF FAR	Resi SF	Gross SF	Resi Units	Affordable @25%	Affordable @30%	Medical Office	Medical Office Gross SF	House of Worship	House of Worship Gross SF	Education	Education Gross SF	Total CF SF	Gross SF	Local Retail	Local Retail Gross SF	Office	Office Gross SF	Life Sciences	Life Sciences Gross SF	Other Area	Other Area Gross SF	Storage Area	Storage Area Gross SF	Garage	Garage Gross SF	Total Com SF	Gross SF
16		6801				3200	3556	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	1570	0.75	0.00	2.00																									0	
	b	5231	0.75	0.00	2.00	3200		2																						0	
17		31937	3.60	2.00	4.80	69529	79954	82	0	0	16528	19007	0	0	0	0	16528	19007	5926	6815	0	0	0	0	0	0	0	0	0	0	5926	6815
	a	31937	3.60	2.00	4.80																									0	
18		37123				0	0	0	0	0	0	0	0	0	0	0	0	0	10706	12595	0	0	0	0	0	0	0	0	0	0	10706	12595
	a	37123	0.75	0.00	2.00														10706											10706	
19		47035				0	0	0	0	0	0	0	6970	8200	0	0	6970	8200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	47035	0.75	0.00	2.00								6970				6970													0	
20		20806				0	0	0	0	0	0	0	0	0	0	0	0	0	2602	3061	0	0	0	0	0	0	0	0	0	0	2602	3061
	a	20806	0.75	0.00	2.00														2602											2602	
21		10950	0.75	1.00	2.00	0	0	0	0	0	16292	18736	0	0	0	0	16292	18736	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	10950	0.75	1.00	2.00																									0	
22		43288				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47885	56335	0	0	0	0	0	0	0	0	47885	56335
	a	26914	0.00	1.00	2.40																27585										27585	
	b	16374	0.00	1.00	2.40																20300										20300	
23		6988				0	0	0	0	0	0	0	0	0	0	0	0	0	3750	4412	0	0	0	0	0	0	0	0	0	0	3750	4412
	a	6988	0.75	0.00	2.00														3750											3750	
24		58501				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90555	106535	0	0	0	0	0	0	19690	23165	110245	129700
	a	9779	0.00	1.00	2.40																16776										16776	
	b	10184	0.00	1.00	2.40																19284										19284	
	c	4643	0.00	1.00	2.40																13500										13500	
	d	29318	0.00	1.00	2.40																33595								19690		53285	
	e	4577	0.00	1.00	2.40																7400										7400	
25		8427				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	8427	0.00	1.00	2.40																										0	
26		8068				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	3198	0.00	1.00	2.40																										0	
	b	4870	0.00	1.00	2.40																										0	
27		12534	0.00	1.00	2.40	0	0	0	0	0	29952	34445	0	0	0	0	29952	34445	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	12534	0.00	1.00	2.40																										0	

Projected Sites - Without Action

						Industrial Uses								Parking										
Site #		Lot Area	Max Res FAR	Max Com FAR	Max CF FAR	Warehouse	Warehouse Gross SF	Auto Related	Auto Related Gross SF	Manufacturing	Manufacturing Gross SF	Total Industrial SF	Gross SF	Res Spaces	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Parking Area SF	Loading SF	Total Area	Total Area Gross SF	Built FAR	Building Height
16		6801				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3200	3556	0.47	
	a	1570	0.75	0.00	2.00																0		0.00	0
	b	5231	0.75	0.00	2.00																3200		0.61	29
17		31937	3.60	2.00	4.80	0	0	0	0	0	0	0	0	41	17	20	0	78	23525	0	91983	105776	0.00	155
	a	31937	3.60	2.00	4.80																			
18		37123				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10706	12595	0.29	
	a	37123	0.75	0.00	2.00																10706		0.29	16
19		47035				0	0	0	0	0	0	0	0	0	20	0	0	20	0	0	6970	8200	0.15	
	a	47035	0.75	0.00	2.00										20			20			6970		0.15	34
20		20806				0	0	0	0	0	0	0	0	0	0	22	0	22	0	0	2602	3061	0.13	
	a	20806	0.75	0.00	2.00											22		22			2602		0.13	12
21		10950	0.75	1.00	2.00	0	0	0	0	0	0	0	0	0	32	0	0	32	9600	0	16292	18736	0.00	27
	a	10950	0.75	1.00	2.00																			
22		43288				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47885	56335	1.11	
	a	26914	0.00	1.00	2.40																27585		1.02	24
	b	16374	0.00	1.00	2.40																20300		1.24	23
23		6988				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3750	4412	0.54	
	a	6988	0.75	0.00	2.00																3750		0.54	13
24		58501				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	110245	129700	1.88	
	a	9779	0.00	1.00	2.40																16776		1.72	26
	b	10184	0.00	1.00	2.40																19284		1.89	21
	c	4643	0.00	1.00	2.40																13500		2.91	34
	d	29318	0.00	1.00	2.40																53285		1.82	25
	e	4577	0.00	1.00	2.40																7400		1.62	44
25		8427				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
	a	8427	0.00	1.00	2.40																0		0.00	0
26		8068				0	0	6550	7706	0	0	6550	7706	0	0	0	0	0	0	0	6550	7706	0.81	
	a	3198	0.00	1.00	2.40			2500				2500									2500		0.78	18
	b	4870	0.00	1.00	2.40			4050				4050									4050		0.83	15
27		12534	0.00	1.00	2.40	0	0	0	0	0	0	0	0	0	99	0	0	99	29700	0	29952	34445	0.00	39
	a	12534	0.00	1.00	2.40																			

Projected Sites - Without Action

						Residential Uses					CF Uses								Commercial Uses											
Site #		Lot Area	Max Res FAR	Max Com FAR	Max CF FAR	Resi SF	Gross SF	Resi Units	Affordable @25%	Affordable @30%	Medical Office	Medical Office Gross SF	House of Worship	House of Worship Gross SF	Education	Education Gross SF	Total CF SF	Gross SF	Local Retail	Local Retail Gross SF	Office	Office Gross SF	Life Sciences	Life Sciences Gross SF	Other Area	Other Area Gross SF	Storage Area	Storage Area Gross SF	Garage	Garage Gross SF	Total Com SF	Gross SF
28		21398				2895	3217	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	16974	0.00	1.00	2.40																									0	
	b	1973	0.00	1.00	2.40																									0	
	c	2451	0.00	1.00	2.40	2895		2																						0	
29		148469				0	0	0	0	0	0	0	0	0	0	0	0	0	62660	73718	0	0	0	0	0	0	0	0	0	0	62660	73718
	a	115378	0.00	1.00	2.40														62660											62660	
	b	19976	0.00	1.00	2.40																									0	
	c	5677	0.00	1.00	2.40																									0	
	d	3722	0.00	1.00	2.40																									0	
	e	3716	0.00	1.00	2.40																									0	
30		29301				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28000	32941	0	0	0	0	0	0	0	0	28000	32941
	a	29301	0.00	1.00	2.40																28000										28000	
31		32429				0	0	0	0	0	0	0	0	0	0	0	0	0	7570	8906	0	0	0	0	0	0	0	0	0	0	7570	8906
	a	17213	0.00	1.00	2.40														3897											3897	
	b	15216	0.00	1.00	2.40														3673											3673	
32		23006	0.00	1.00	2.40	0	0	0	0	0	35143	40415	0	0	0	0	35143	40415	20005	23006	0	0	0	0	0	0	0	0	0	0	20005	23006
	a	15868	0.00	1.00	2.40																									0	
	b	3299	0.00	1.00	2.40																									0	
	c	3839	0.00	1.00	2.40																									0	
33		7905	0.00	1.00	2.40	0	0	0	0	0	12096	13910	0	0	0	0	12096	13910	6874	7905	0	0	0	0	0	0	0	0	0	0	6874	7905
	a	7905	0.00	1.00	2.40																									0	
34		8025	0.00	1.00	2.40	0	0	0	0	0	0	0	0	0	0	0	0	0	6978	8025	0	0	0	0	0	0	0	0	0	0	6978	8025
	a	8025	0.00	1.00	2.40																									0	
35		21256	0.00	1.00	1.00	0	0	0	0	0	32472	37343	0	0	0	0	32472	37343	18483	21256	0	0	0	0	0	0	0	0	0	0	18483	21256
	a	21256	0.00	1.00	2.40																									0	
36		10466				0	0	0	0	0	0	0	0	0	0	0	0	0	3133	3686	0	0	0	0	0	0	0	0	0	0	3133	3686
	a	10393	0.00	1.00	2.40														3133											3133	
	b	73	0.00	1.00	2.40																									0	
37		9842	0.00	1.00	2.40	0	0	0	0	0	23613	27156	0	0	0	0	23613	27156	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	9842	0.00	1.00	2.40																									0	
38		34734	0.00	1.00	2.40	0	0	0	0	0	23663	27212	0	0	0	0	23663	27212	6542	7523	0	0	0	0	0	0	0	0	0	0	6542	7523
	a	34734	0.00	1.00	2.40																									0	

Projected Sites - Without Action

						Industrial Uses								Parking										
Site #		Lot Area	Max Res FAR	Max Com FAR	Max CF FAR	Warehouse	Warehouse Gross SF	Auto Related	Auto Related Gross SF	Manufacturing	Manufacturing Gross SF	Total Industrial SF	Gross SF	Res Spaces	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Parking Area SF	Loading SF	Total Area	Total Area Gross SF	Built FAR	Building Height
28		21398				0	0	0	0	0	0	0	0	0	30	0	0	30	0	0	2895	3217	0.14	
	a	16974	0.00	1.00	2.40										30			30			0		0.00	0
	b	1973	0.00	1.00	2.40																0		0.00	3
	c	2451	0.00	1.00	2.40																2895		1.18	28
29		148469				0	0	0	0	0	0	0	0	0	0	180	0	180	0	0	62660	73718	0.42	
	a	115378	0.00	1.00	2.40																62660		0.54	36
	b	19976	0.00	1.00	2.40																0		0.00	0
	c	5677	0.00	1.00	2.40																0		0.00	0
	d	3722	0.00	1.00	2.40																0		0.00	0
	e	3716	0.00	1.00	2.40																0		0.00	0
30		29301				0	0	0	0	0	0	0	0	0	0	21	0	21	0	0	28000	32941	0.96	
	a	29301	0.00	1.00	2.40											21		21			28000		0.96	23
31		32429				0	0	9064	10664	0	0	9064	10664	0	0	10	0	10	0	0	16634	19569	0.51	
	a	17213	0.00	1.00	2.40											10		10			3897		0.23	17
	b	15216	0.00	1.00	2.40			9064				9064									12737		0.84	25
32		23006	0.00	1.00	2.40	0	0	0	0	0	0	0	0	0	117	66	0	183	54900	0	55148	63421	0.00	39
	a	15868	0.00	1.00	2.40																			
	b	3299	0.00	1.00	2.40																			
	c	3839	0.00	1.00	2.40																			
33		7905	0.00	1.00	2.40	0	0	0	0	0	0	0	0	0	40	22	0	62	18600	0	18970	21815	0.00	39
	a	7905	0.00	1.00	2.40																			
34		8025	0.00	1.00	2.40	0	0	0	0	0	0	0	0	0	0	23	0	23	6900	0	6978	8025	0.00	15
	a	8025	0.00	1.00	2.40																			
35		21256	0.00	1.00	1.00	0	0	0	0	0	0	0	0	0	108	61	0	169	50700	0	50955	58599	0.00	39
	a	21256	0.00	1.00	2.40																			
36		10466				0	0	0	0	0	0	0	0	0	0	10	0	10	0	0	3133	3686	0.30	
	a	10393	0.00	1.00	2.40											10		10			3133		0.30	13
	b	73	0.00	1.00	2.40																0		0.00	0
37		9842	0.00	1.00	2.40	0	0	0	0	0	0	0	0	0	78	0	0	78	23400	0	23613	27156	0.00	39
	a	9842	0.00	1.00	2.40																			
38		34734	0.00	1.00	2.40	0	0	0	0	0	0	0	0	0	78	21	0	99	29700	0	30205	34735	0.00	15
	a	34734	0.00	1.00	2.40																			

Projected Sites - Without Action

						Residential Uses					CF Uses								Commercial Uses											
Site #		Lot Area	Max Res FAR	Max Com FAR	Max CF FAR	Resi SF	Gross SF	Resi Units	Affordable @25%	Affordable @30%	Medical Office	Medical Office Gross SF	House of Worship	House of Worship Gross SF	Education	Education Gross SF	Total CF SF	Gross SF	Local Retail	Local Retail Gross SF	Office	Office Gross SF	Life Sciences	Life Sciences Gross SF	Other Area	Other Area Gross SF	Storage Area	Storage Area Gross SF	Garage	Garage Gross SF	Total Com SF	Gross SF
39		17806				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500	588	0	0	0	0	0	0	0	0	500	588
	a	2577	0.00	1.00	2.40																										0	
	b	5094	0.00	1.00	2.40																500										500	
	c	2438	0.00	1.00	2.40																										0	
	d	2626	0.00	1.00	2.40																										0	
	e	5071	0.00	1.00	2.40																										0	
40		7516				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	2399	0.00	1.00	2.40																										0	
	b	5117	0.00	1.00	2.40																										0	
41		16774				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9535	11218	0	0	0	0	0	0	9165	10782	18700	22000
	a	8337	0.00	1.00	2.40																								7500		7500	
	b	8437	0.00	1.00	2.40																9535								1665		11200	
42		5495				2430	2700	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	5495	0.00	1.00	2.40	2430		3																							0	
43		5367				1000	1111	1	0	0	0	0	0	0	0	0	0	0	1000	1176	0	0	0	0	0	0	0	0	0	0	1000	1176
	a	3543	0.00	1.00	2.40																										0	
	b	1824	0.00	1.00	2.40	1000		1											1000												1000	
44		4994				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	2278	0.00	1.00	2.40																										0	
	b	2716	0.00	1.00	2.40																										0	
45		20920				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3000	3529	0	0	0	0	0	0	0	0	3000	3529
	a	4900	0.00	1.00	2.40																3000										3000	
	b	7260	0.00	1.00	2.40																										0	
	c	8760	0.00	1.00	2.40																										0	
46		22666				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	22666	0.00	1.00	2.40																										0	
47		8830				0	0	0	0	0	0	0	0	0	0	0	0	0	6852	8061	0	0	0	0	0	0	0	0	0	0	6852	8061
	a	5649	0.00	1.00	2.40														4652												4652	
	b	3181	0.00	1.00	2.40														2200												2200	
48		6131				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	6131	0.00	1.00	2.40																										0	

Projected Sites - Without Action

						Industrial Uses								Parking										
Site #		Lot Area	Max Res FAR	Max Com FAR	Max CF FAR	Warehouse	Warehouse Gross SF	Auto Related	Auto Related Gross SF	Manufacturing	Manufacturing Gross SF	Total Industrial SF	Gross SF	Res Spaces	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Parking Area SF	Loading SF	Total Area	Total Area Gross SF	Built FAR	Building Height
39		17806				4500	5294	0	0	7500	8824	12000	14118	0	0	0	0	0	0	0	12500	14706	0.70	
	a	2577	0.00	1.00	2.40																0		0.00	0
	b	5094	0.00	1.00	2.40	4500						4500									5000		0.98	23
	c	2438	0.00	1.00	2.40																0		0.00	19
	d	2626	0.00	1.00	2.40																0		0.00	9
	e	5071	0.00	1.00	2.40					7500		7500									7500		1.48	31
40		7516				0	0	2375	2794	4875	5735	7250	8529	0	0	0	0	0	0	0	7250	8529	0.96	
	a	2399	0.00	1.00	2.40					2500		2500									2500		1.04	17
	b	5117	0.00	1.00	2.40			2375		2375		4750									4750		0.93	17
41		16774				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18700	22000	1.11	
	a	8337	0.00	1.00	2.40																7500		0.90	17
	b	8437	0.00	1.00	2.40																11200		1.33	20
42		5495				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2430	2700	0.44	
	a	5495	0.00	1.00	2.40																2430		0.44	30
43		5367				0	0	3250	3824	0	0	3250	3824	0	0	0	0	0	0	0	5250	6111	0.98	
	a	3543	0.00	1.00	2.40			3250				3250									3250		0.92	14
	b	1824	0.00	1.00	2.40																2000		1.10	22
44		4994				0	0	4410	5188	5000	5882	9410	11071	0	0	0	0	0	0	0	9410	11071	1.88	
	a	2278	0.00	1.00	2.40					5000		5000									5000		2.19	30
	b	2716	0.00	1.00	2.40			4410				4410									4410		1.62	27
45		20920				0	0	10050	11824	8392	9873	18442	21696	0	0	0	0	0	0	0	21442	25226	1.02	
	a	4900	0.00	1.00	2.40			3000				3000									6000		1.22	29
	b	7260	0.00	1.00	2.40			7050				7050									7050		0.97	20
	c	8760	0.00	1.00	2.40					8392		8392									8392		0.96	26
46		22666				0	0	0	0	0	0	0	0	0	0	30	0	30	0	0	0	0	0.00	
	a	22666	0.00	1.00	2.40											30		30					0.00	0
47		8830				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6852	8061	0.78	
	a	5649	0.00	1.00	2.40																4652		0.82	13
	b	3181	0.00	1.00	2.40																2200		0.69	14
48		6131				0	0	4960	5835	0	0	4960	5835	0	0	0	0	0	0	0	4960	5835	0.81	
	a	6131	0.00	1.00	2.40			4960				4960									4960		0.81	14

Projected Sites - Without Action

						Residential Uses					CF Uses								Commercial Uses											
Site #		Lot Area	Max Res FAR	Max Com FAR	Max CF FAR	Resi SF	Gross SF	Resi Units	Affordable @25%	Affordable @30%	Medical Office	Medical Office Gross SF	House of Worship	House of Worship Gross SF	Education	Education Gross SF	Total CF SF	Gross SF	Local Retail	Local Retail Gross SF	Office	Office Gross SF	Life Sciences	Life Sciences Gross SF	Other Area	Other Area Gross SF	Storage Area	Storage Area Gross SF	Garage	Garage Gross SF	Total Com SF	Gross SF
49		7678				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	7678	0.00	1.00	2.40																									0	
50		9595				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	4650	0.00	1.00	2.40																									0	
	b	4945	0.00	1.00	2.40																									0	
51		5019				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	5019	0.00	1.00	2.40																									0	
52		12200				1068	1187	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	9730	0.00	1.00	2.40																									0	
	b	2470	0.00	1.00	2.40	1068		2																						0	
53		7372				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7000	8235	7000	8235
	a	7372	0.00	1.00	2.40																							7000		7000	
54		10238				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1333	1568	0	0	0	0	0	0	0	1333	1568
	a	5089	0.00	1.00	2.40																									0	
	b	5149	0.00	1.00	2.40																1333									1333	
55		13151				2084	2316	1	0	0	0	0	0	0	0	0	0	0	0	0	300	353	0	0	0	0	0	0	0	300	353
	a	4827	0.00	1.00	2.40																									0	
	b	3178	0.00	1.00	2.40																300									300	
	c	5146	0.00	1.00	2.40	2084		1																						0	
56		5615				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	5615	0.00	1.00	2.40																									0	
57		21974				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	21974	0.00	1.00	2.40																									0	
58		155668				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	155668	0.75	0.00	2.00																									0	
59		218737				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35600	41882	0	0	35600	41882
	a	218737	0.75	0.00	2.00																						35600				35600	
60		13128				0	0	0	0	0	2850	3353	0	0	0	0	2850	3353	0	0	4391	5166	0	0	0	0	0	0	0	0	4391	5166
	a	3860	0.75	0.00	2.00						2850	3353					2850													0	
	b	112	0.75	0.00	2.00																									0	
	c	9156	0.75	0.00	2.00																4391									4391	
Sub Totals						**214,147**	**243,887**	**239**	-	-	**192,609**	**221,577**	**6,970**	**8,200**	-	-	**199,579**	**229,777**	**288,956**	**336,343**	**307,458**	**361,715**	-	-	-	-	**110,160**	**129,600**	**353,253**	**415,592**	**1,059,827**	**1,243,250**

Projected Sites - Without Action

						Industrial Uses								Parking										
Site #		Lot Area	Max Res FAR	Max Com FAR	Max CF FAR	Warehouse	Warehouse Gross SF	Auto Related	Auto Related Gross SF	Manufacturing	Manufacturing Gross SF	Total Industrial SF	Gross SF	Res Spaces	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Parking Area SF	Loading SF	Total Area	Total Area Gross SF	Built FAR	Building Height
49		7678				0	0	0	0	7500	8824	7500	8824	0	0	0	0	0	0	0	7500	8824	0.98	
	a	7678	0.00	1.00	2.40					7500		7500									7500		0.98	14
50		9595				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
	a	4650	0.00	1.00	2.40																0		0.00	0
	b	4945	0.00	1.00	2.40																0		0.00	0
51		5019				0	0	5000	5882	0	0	5000	5882	0	0	0	0	0	0	0	5000	5882	1.00	
	a	5019	0.00	1.00	2.40			5000				5000									5000		1.00	21
52		12200				3200	3765	0	0	0	0	3200	3765	0	0	0	0	0	0	0	4268	4951	0.35	
	a	9730	0.00	1.00	2.40	3200						3200									3200		0.33	20
	b	2470	0.00	1.00	2.40																1068		0.43	28
53		7372				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7000	8235	0.95	
	a	7372	0.00	1.00	2.40																7000		0.95	19
54		10238				0	0	0	0	10178	11974	10178	11974	0	0	0	0	0	0	0	11511	13542	1.12	
	a	5089	0.00	1.00	2.40					4900		4900									4900		0.96	19
	b	5149	0.00	1.00	2.40					5278		5278									6611		1.28	19
55		13151				0	0	8790	10341	0	0	8790	10341	0	0	0	0	0	0	0	11174	13010	0.85	
	a	4827	0.00	1.00	2.40			5790				5790									5790		1.20	16
	b	3178	0.00	1.00	2.40			3000				3000									3300		1.04	15
	c	5146	0.00	1.00	2.40																2084		0.40	30
56		5615				0	0	5229	6152	0	0	5229	6152	0	0	0	0	0	0	0	5229	6152	0.93	
	a	5615	0.00	1.00	2.40			5229				5229									5229		0.93	19
57		21974				17576	20678	0	0	0	0	17576	20678	0	0	0	0	0	0	0	17576	20678	0.80	
	a	21974	0.00	1.00	2.40	17576						17576									17576		0.80	23
58		155668				0	0	0	0	0	0	0	0	0	450	0	0	450	0	0	0	0	0.00	
	a	155668	0.75	0.00	2.00										450			450					0.00	0
59		218737				0	0	0	0	0	0	0	0	0	165	0	0	165	0	0	35600	41882	0.16	
	a	218737	0.75	0.00	2.00										165			165			35600		0.16	53
60		13128				0	0	0	0	0	0	0	0	0	0	10	0	10	0	0	7241	8519	0.55	
	a	3860	0.75	0.00	2.00																2850		0.74	12
	b	112	0.75	0.00	2.00																0		0.00	0
	c	9156	0.75	0.00	2.00											10		10			4391		0.48	0
Sub Totals						**221,299**	**260,352**	**79,588**	**93,633**	**43,445**	**51,112**	**344,332**	**405,096**	**62**	**1,234**	**884**	**28**	**2,208**	**318,125**	**-**	**1,817,885**	**2,122,011**		

With-Action

					Residential Uses					Community Facility Uses								Commercial Uses													
Site #	Lot Area	Max Res FAR	Max CF FAR	Max Com FAR	Resi SF	Gross SF	Resi Units	Affordable @25%	Affordable @30%	Medical Office	Medical Office Gross SF	House of Worship	House of Worship Gross SF	Education	Education Gross SF	Total CF SF	Gross SF	Local Retail	Local Retail Gross SF	Office	Office Gross SF	Life Sciences	Life Sciences Gross SF	Other Area	Other Area Gross SF	Storage Area	Storage Area Gross SF	Garage	Garage Gross SF	Total Com SF	Gross SF
1	11039	5.00	6.50	2.00	45553	50614	54	13	16	0	0	0	0	0	0	0	0	9347	10996	0	0	0	0	0	0	0	0	0	0	9347	10996
2	7845	5.00	6.50	2.00	32557	36174	38	10	11	0	0	0	0	0	0	0	0	6668	7845	0	0	0	0	0	0	0	0	0	0	6668	7845
3	21096	7.20	6.00	2.00	134214	149127	158	39	47	0	0	0	0	0	0	0	0	17645	20759	0	0	0	0	0	0	0	0	0	0	17645	20759
4	10075	7.20	6.00	2.00	63978	71087	75	19	23	8359	9834	0	0	0	0	8359	9834	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	101244	3.90	4.80	2.00	373943	417398	440	110	132	0	0	0	0	0	0	0	0	20909	24598	0	0	0	0	0	0	0	0	0	0	20909	24598
6	7987	0.00	4.80	2.00	0	0	0	0	0	0	0	0	0	0	0	0	0	13577	15973	0	0	0	0	0	0	0	0	0	0	13577	15973
7	69734	7.20	6.00	2.00	443661	492957	522	130	157	0	0	0	0	0	0	0	0	57321	67437	0	0	0	0	0	0	0	0	0	0	57321	67437
8	73486	7.20	6.00	2.00	407250	452500	479	120	144	0	0	0	0	0	0	0	0	39850	46883	25256	29712	0	0	0	0	0	0	0	0	65106	76595
9	246432	7.20	7.80	2.40	1774310	1971456	2087	522	626	0	0	0	0	0	0	102000	120000	38331	45096	60195	70817	0	0	0	0	0	0	0	0	98526	115913
10	7439	5.00	6.50	2.00	30240	33600	36	9	11	0	0	0	0	0	0	0	0	6324	7439	0	0	0	0	0	0	0	0	0	0	6324	7439
11	10627	3.90	4.80	2.00	32412	36014	38	10	11	0	0	0	0	0	0	0	0	9033	10627	0	0	0	0	0	0	0	0	0	0	9033	10627
12	9955	3.90	4.80	0.00	38824	43615	46	11	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	9064	3.90	4.80	2.00	35350	39613	42	10	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	12572	5.00	6.50	2.00	53054	58948	62	16	19	0	0	0	0	0	0	0	0	9803	11533	0	0	0	0	0	0	0	0	0	0	9803	11533
15	7232	3.90	4.80	0.00	28205	31583	33	8	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	6801	3.90	4.80	0.00	26524	29688	31	8	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	31937	3.60	4.80	2.00	88907	98786	105	0	0	0	0	0	0	0	0	0	0	26049	30646	0	0	0	0	0	0	0	0	0	0	26049	30646
18	37123	3.90	4.80	2.00	136784	152916	161	40	48	0	0	0	0	0	0	0	0	7994	9405	0	0	0	0	0	0	0	0	0	0	7994	9405
19	47035	3.90	4.80	2.00	183437	203819	216	54	65	0	0	29420	34611	0	0	29420	34611	2972	3496	0	0	0	0	0	0	0	0	0	0	2972	3496
20	20806	3.90	4.80	2.00	63674	70748	75	19	22	0	0	0	0	0	0	0	0	17470	20553	0	0	0	0	0	0	0	0	0	0	17470	20553

With-Action

					Industrial Uses								Parking												
Site #	Lot Area	Max Res FAR	Max CF FAR	Max Com FAR	Warehouse	Warehouse Gross SF	Auto Related	Auto Related Gross SF	Manufacturing	Manufacturing Gross SF	Total Industrial SF	Gross SF	Resi Spaces	Resi @25	Resi @30	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Total @25	Total @30	Loading SF	Total Area	Total Area Gross SF	Built FAR	Building Height
1	11039	5.00	6.50	2.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54900	61610	4.97	85
2	7845	5.00	6.50	2.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39225	44019	5.00	75
3	21096	7.20	6.00	2.00	0	0	0	0	0	0	0	0	59	0	0	0	0	0	59	0	0	0	151860	169886	7.20	105
4	10075	7.20	6.00	2.00	0	0	0	0	0	0	0	0	17	0	0	0	0	0	17	0	0	0	72337	80921	7.18	105
5	101244	3.90	4.80	2.00	0	0	0	0	0	0	0	0	165	0	0	0	0	0	165	0	0	0	394852	441996	3.90	125
6	7987	0.00	4.80	2.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13577	15973	1.70	30
7	69734	7.20	6.00	2.00	0	0	0	0	0	0	0	0	157	0	0	0	57	0	214	0	0	2000	500983	560394	7.18	115
8	73486	7.20	6.00	2.00	0	0	0	0	0	0	0	0	329	0	0	0	65	0	394	0	0	2000	472356	529095	7.20	215
9	246432	7.20	7.80	2.40	0	0	0	0	0	0	0	0	783	0	0	0	99	0	882	0	0	3000	1974836	2207369	7.60	205
10	7439	5.00	6.50	2.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36564	41039	4.91	95
11	10627	3.90	4.80	2.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41445	46641	3.90	65
12	9955	3.90	4.80	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38824	43615	3.90	65
13	9064	3.90	4.80	2.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35350	39613	3.90	85
14	12572	5.00	6.50	2.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62857	70482	5.00	95
15	7232	3.90	4.80	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28205	31583	3.90	85
16	6801	3.90	4.80	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26524	29688	3.90	95
17	31937	3.60	4.80	2.00	0	0	0	0	0	0	0	0	52	0	0	0	0	0	52	0	0	1000	114956	129431	3.60	65
18	37123	3.90	4.80	2.00	0	0	0	0	0	0	0	0	60	0	0	0	0	0	60	0	0	0	144778	162321	3.90	75
19	47035	3.90	4.80	2.00	0	0	0	0	0	0	0	0	81	0	0	0	0	0	81	0	0	0	215829	241927	4.59	95
20	20806	3.90	4.80	2.00	0	0	0	0	0	0	0	0	28	0	0	0	0	0	28	0	0	0	81143	91301	3.90	65

With-Action

					Residential Uses					Community Facility Uses								Commercial Uses													
Site #	Lot Area	Max Res FAR	Max CF FAR	Max Com FAR	Resi SF	Gross SF	Resi Units	Affordable @25%	Affordable @30%	Medical Office	Medical Office Gross SF	House of Worship	House of Worship Gross SF	Education	Education Gross SF	Total CF SF	Gross SF	Local Retail	Local Retail Gross SF	Office	Office Gross SF	Life Sciences	Life Sciences Gross SF	Other Area	Other Area Gross SF	Storage Area	Storage Area Gross SF	Garage	Garage Gross SF	Total Com SF	Gross SF
21	10950	5.00	6.50	2.00	0	0	0	0	0	71165	83724	0	0	0	0	71165	83724	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	40981	5.00	6.50	4.00	0	0	0	0	0	231541	272401	0	0	0	0	231541	272401	0	0	34664	40781	0	0	0	0	0	0	0	0	34664	40781
23	6988	5.00	6.50	2.00	29002	32225	34	9	10	0	0	0	0	0	0	0	0	5940	6988	0	0	0	0	0	0	0	0	0	0	5940	6988
24	58500	5.00	6.50	4.00	0	0	0	0	0	380036	447102	0	0	0	0	380036	447102	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25	8427	3.90	4.80	2.00	32865	36776	39	10	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26	8068	3.90	4.80	2.00	31464	34960	37	9	11	2114	2487	0	0	0	0	2114	2487	4743	5580	0	0	0	0	0	0	0	0	0	0	4743	5580
27	12534	3.90	4.80	2.00	48882	54854	58	14	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28	21398	3.90	4.80	2.00	83452	93367	98	25	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
29	148469	5.00	6.50	4.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	572485	880746	0	0	0	0	0	0	572485	880746
30	29301	5.00	6.50	4.00	0	0	0	0	0	171405	201653	0	0	0	0	171405	201653	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31	32429	7.20	6.50	4.00	206355	229284	243	61	73	0	0	0	0	0	0	0	0	26428	31092	0	0	0	0	0	0	0	0	0	0	26428	31092
32	23006	7.20	6.50	4.00	0	0	0	0	0	129784	152687	0	0	0	0	129784	152687	19341	22754	0	0	0	0	0	0	0	0	0	0	19341	22754
33	7905	7.20	6.50	4.00	50139	55710	59	15	18	0	0	0	0	0	0	0	0	6719	7905	0	0	0	0	0	0	0	0	0	0	6719	7905
34	8025	7.20	6.50	4.00	44107	49008	52	13	16	0	0	0	0	0	0	0	0	13643	16051	0	0	0	0	0	0	0	0	0	0	13643	16051
35	21256	7.20	6.50	4.00	145465	161628	171	43	51	0	0	0	0	0	0	0	0	34188	40221	0	0	0	0	0	0	0	0	0	0	34188	40221
36	10466	7.20	6.50	4.00	0	0	0	0	0	0	0	0	0	0	0	0	0	8468	9962	33207	39067	0	0	0	0	0	0	0	0	41675	49029
37	9842	7.20	6.50	4.00	53269	59188	63	16	19	8330	9800	0	0	0	0	8330	9800	0	0	8330	9800	0	0	0	0	0	0	0	0	8330	9800
38	34734	7.20	6.50	4.00	220741	245268	260	65	78	24532	28861	0	0	0	0	24532	28861	4695	5524	0	0	0	0	0	0	0	0	0	0	4695	5524
39	17806	7.20	6.50	4.00	128169	142983	151	38	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
40	7516	7.20	6.50	4.00	54116	60376	64	16	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

With-Action																									
					Industrial Uses								Parking												
Site #	Lot Area	Max Res FAR	Max CF FAR	Max Com FAR	Warehouse	Warehouse Gross SF	Auto Related	Auto Related Gross SF	Manufacturing	Manufacturing Gross SF	Total Industrial SF	Gross SF	Resi Spaces	Resi @25	Resi @30	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Total @25	Total @30	Loading SF	Total Area	Total Area Gross SF	Built FAR	Building Height
21	10950	5.00	6.50	2.00	0	0	0	0	0	0	0	0	0	0	0	71	0	0	71	0	0	0	71165	83724	6.50	135
22	40981	5.00	6.50	4.00	0	0	0	0	0	0	0	0	0	0	0	232	35	0	267	0	0	0	266205	313183	6.50	135
23	6988	5.00	6.50	2.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34942	39213	5.00	75
24	58500	5.00	6.50	4.00	0	0	0	0	0	0	0	0	0	0	0	380	0	0	380	0	0	0	380036	447102	6.50	135
25	8427	3.90	4.80	2.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32865	36776	3.90	95
26	8068	3.90	4.80	2.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38322	43028	4.75	95
27	12534	3.90	4.80	2.00	0	0	0	0	0	0	0	0	17	0	0	0	0	0	17	0	0	0	48882	54854	3.90	65
28	21398	3.90	4.80	2.00	0	0	0	0	0	0	0	0	49	0	0	0	0	0	49	0	0	0	83452	93367	3.90	95
29	148469	5.00	6.50	4.00	0	0	0	0	0	0	0	0	0	0	0	0	572	0	572	0	0	2000	572485	880746	3.86	150
30	29301	5.00	6.50	4.00	0	0	0	0	0	0	0	0	0	0	0	175	0	0	175	0	0	0	171405	201653	5.85	165
31	32429	7.20	6.50	4.00	0	0	0	0	0	0	0	0	121	0	0	0	0	0	121	0	0	1000	232784	260376	7.18	205
32	23006	7.20	6.50	4.00	0	0	0	0	0	0	0	0	0	0	0	130	19	0	149	0	0	0	149125	175441	6.48	135
33	7905	7.20	6.50	4.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56858	63615	7.19	95
34	8025	7.20	6.50	4.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57750	65058	7.20	95
35	21256	7.20	6.50	4.00	0	0	0	0	0	0	0	0	86	0	0	0	0	0	86	0	0	2000	179653	201849	8.45	140
36	10466	7.20	6.50	4.00	0	0	0	0	0	0	0	0	0	0	0	0	42	0	42	0	0	0	41675	49029	3.98	75
37	9842	7.20	6.50	4.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69930	78789	7.11	105
38	34734	7.20	6.50	4.00	0	0	0	0	0	0	0	0	130	0	0	0	0	0	130	0	0	0	249968	279653	7.20	165
39	17806	7.20	6.50	4.00	0	0	0	0	0	0	0	0	75	0	0	0	0	0	75	0	0	0	128169	142983	7.20	155
40	7516	7.20	6.50	4.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54116	60376	7.20	155

With-Action

					Residential Uses					Community Facility Uses								Commercial Uses													
Site #	Lot Area	Max Res FAR	Max CF FAR	Max Com FAR	Resi SF	Gross SF	Resi Units	Affordable @25%	Affordable @30%	Medical Office	Medical Office Gross SF	House of Worship	House of Worship Gross SF	Education	Education Gross SF	Total CF SF	Gross SF	Local Retail	Local Retail Gross SF	Office	Office Gross SF	Life Sciences	Life Sciences Gross SF	Other Area	Other Area Gross SF	Storage Area	Storage Area Gross SF	Garage	Garage Gross SF	Total Com SF	Gross SF
41	16774	7.20	6.50	4.00	106321	118135	125	31	38	0	0	0	0	0	0	0	0	14035	16512	0	0	0	0	0	0	0	0	0	0	14035	16512
42	5495	7.20	6.50	4.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21964	25840	0	0	0	0	0	0	0	0	21964	25840
43	5367	7.20	6.50	4.00	33810	37567	40	10	12	0	0	0	0	0	0	0	0	4562	5367	0	0	0	0	0	0	0	0	0	0	4562	5367
44	4994	7.20	6.50	4.00	31704	35227	37	9	11	0	0	0	0	0	0	0	0	4245	4994	0	0	0	0	0	0	0	0	0	0	4245	4994
45	20919	7.20	6.50	4.00	136193	151325	160	40	48	0	0	0	0	0	0	0	0	14404	16946	0	0	0	0	0	0	0	0	0	0	14404	16946
46	22666	7.20	6.50	4.00	154649	172240	182	45	55	0	0	0	0	0	0	0	0	8490	9988	0	0	0	0	0	0	0	0	0	0	8490	9988
47	8830	3.90	4.80	4.00	34436	38262	41	10	12	1695	1994	0	0	0	0	1695	1994	5810	6836	0	0	0	0	0	0	0	0	0	0	5810	6836
48	6131	3.90	4.80	4.00	19288	21431	23	6	7	0	0	0	0	0	0	0	0	5211	6131	0	0	0	0	0	0	0	0	0	0	5211	6131
49	7678	3.90	4.80	2.00	23418	26020	28	7	8	0	0	0	0	0	0	0	0	6526	7678	0	0	0	0	0	0	0	0	0	0	6526	7678
50	9595	7.20	6.50	4.00	68495	76431	81	20	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
51	5019	7.20	6.50	4.00	35932	40095	42	11	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
52	12199	7.20	6.50	4.00	77422	86024	91	23	27	0	0	0	0	0	0	0	0	10200	11999	0	0	0	0	0	0	0	0	0	0	10200	11999
53	7372	7.20	6.50	4.00	45876	50974	54	13	16	0	0	0	0	0	0	0	0	6267	7372	0	0	0	0	0	0	0	0	0	0	6267	7372
54	10238	7.20	6.50	4.00	65003	72225	76	19	23	0	0	0	0	0	0	0	0	8498	9998	0	0	0	0	0	0	0	0	0	0	8498	9998
55	13151	3.90	4.80	2.00	44314	49393	52	13	16	0	0	0	0	0	0	0	0	6805	8006	0	0	0	0	0	0	0	0	0	0	6805	8006
56	5615	3.90	4.80	2.00	17125	19028	20	5	6	0	0	0	0	0	0	0	0	4773	5615	0	0	0	0	0	0	0	0	0	0	4773	5615
57	21974	3.90	4.80	2.00	66969	74409	79	20	24	0	0	0	0	0	0	0	0	18508	21774	0	0	0	0	0	0	0	0	0	0	18508	21774
58	155668	3.90	4.80	4.00	0	0	0	0	0	14576	17149	0	0	0	0	14576	17149	0	0	0	0	488232	739879	0	0	0	0	0	0	488232	739879
59	218737	3.90	4.80	4.00	473934	526594	558	139	167	0	0	0	0	0	0	54404	64005	17000	20000	0	0	0	0	0	0	0	0	0	0	17000	20000
60	13128	3.00	4.80	3.40	0	0	0	0	0	62982	74097	0	0	0	0	62982	74097	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					6,555,793	**7,291,654**	**7,713**	**1,902**	**2,282**	**1,106,520**	**1,301,789**	**29,420**	**34,611**	-	-	**1,292,344**	**1,520,405**	**542,792**	**638,579**	**183,616**	**216,019**	**1,060,717**	**1,620,625**	-	-	-	-	-	-	**1,787,125**	**2,475,223**

With-Action																										
					Industrial Uses								Parking													
Site #	Lot Area	Max Res FAR	Max CF FAR	Max Com FAR	Warehouse	Warehouse Gross SF	Auto Related	Auto Related Gross SF	Manufacturing	Manufacturing Gross SF	Total Industrial SF	Gross SF	Resi Spaces	Resi @25	Resi @30	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Total @25	Total @30	Loading SF	Total Area	Total Area Gross SF	Built FAR	Building Height
41	16774	7.20	6.50	4.00	0	0	0	0	0	0	0	0	63	0	0	0	0	0	63	0	0	0	120357	134647	7.18	115
42	5495	7.20	6.50	4.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21964	25840	4.00	75
43	5367	7.20	6.50	4.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38372	42934	7.15	85
44	4994	7.20	6.50	4.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35949	40221	7.20	145
45	20919	7.20	6.50	4.00	0	0	0	0	0	0	0	0	80	0	0	0	0	0	80	0	0	0	150597	168271	7.20	175
46	22666	7.20	6.50	4.00	0	0	0	0	0	0	0	0	91	0	0	0	0	0	91	0	0	0	163139	182228	7.20	165
47	8830	3.90	4.80	4.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41941	47091	4.75	105
48	6131	3.90	4.80	4.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24500	27562	4.00	85
49	7678	3.90	4.80	2.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29945	33698	3.90	55
50	9595	7.20	6.50	4.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68495	76431	7.14	145
51	5019	7.20	6.50	4.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35932	40095	7.16	145
52	12199	7.20	6.50	4.00	0	0	0	0	0	0	0	0	27	0	0	0	0	0	27	0	0	0	87621	98024	7.18	105
53	7372	7.20	6.50	4.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52143	58346	7.07	135
54	10238	7.20	6.50	4.00	0	0	0	0	0	0	0	0	23	0	0	0	0	0	23	0	0	0	73500	82223	7.18	105
55	13151	3.90	4.80	2.00	0	0	0	0	0	0	0	0	16	0	0	0	0	0	16	0	0	0	51119	57399	3.89	65
56	5615	3.90	4.80	2.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21898	24643	3.90	65
57	21974	3.90	4.80	2.00	0	0	0	0	0	0	0	0	39	0	0	0	0	0	39	0	0	0	85477	96184	3.89	85
58	155668	3.90	4.80	4.00	0	0	0	0	0	0	0	0	0	0	0	57	488	0	545	0	0	3000	502808	757027	3.23	120
59	218737	3.90	4.80	4.00	0	0	0	0	0	0	0	0	279	0	0	644	17	0	940	0	0	0	545339	610599	3.15	125
60	13128	3.00	4.80	3.40	0	0	0	0	0	0	0	0	0	0	0	63	0	0	63	0	0	0	62982	74097	4.80	120
					-	-	-	-	-	-	-	-	**2,827**	-	-	**1,752**	**1,394**	-	**5,973**	-	-	**16,000**	**9,635,263**	**11,287,281**		

		Increment																									
		Residential Uses					Community Facility Uses								Commercial Uses												
Site #	Lot Area	Resi SF	Gross SF	Resi Units	Affordable @25%	Affordable @30%	Medical Office	Medical Office Gross SF	House of Worship	House of Worship Gross SF	Education	Education Gross SF	Total CF SF	Gross SF	Local Retail	Local Retail Gross SF	Office	Office Gross SF	Life Sciences	Life Sciences Gross SF	Other Area	Other Area Gross SF	Storage Area	Storage Area Gross SF	Garage	Garage Gross SF	Total Com SF	Gross SF
1	11039	45553	50614	54	13	16	0	0	0	0	0	0	0	0	9347	10996	0	0	0	0	0	0	0	0	0	0	9347	10996
2	7845	32557	36174	38	10	11	0	0	0	0	0	0	0	0	168	198	0	0	0	0	0	0	0	0	0	0	168	198
3	21096	134214	149127	158	39	47	0	0	0	0	0	0	0	0	7187	8456	0	0	0	0	0	0	0	0	-1458	-1715	5729	6740
4	10075	63978	71087	75	19	23	8359	9834	0	0	0	0	8359	9834	-2800	-3294	-6200	-7294	0	0	0	0	0	0	-3600	-4235	-12600	-14824
5	101244	332718	371592	398	110	132	0	0	0	0	0	0	0	0	20909	24598	0	0	0	0	0	0	0	0	0	0	20909	24598
6	7987	0	0	0	0	0	0	0	0	0	0	0	0	0	6632	7986	0	0	0	0	0	0	0	0	0	0	6632	7986
7	69734	360157	396928	424	130	157	0	0	0	0	0	0	0	0	-694	719	0	0	0	0	0	0	0	0	0	0	-694	719
8	73486	407250	452500	479	120	144	0	0	0	0	0	0	0	0	39100	46000	536	630	0	0	0	0	-74560	-87718	-311460	-366424	-346384	-407511
9	246432	1769602	1966225	2083	522	626	0	0	0	0	0	0	102000	120000	4393	5168	-30844	-36288	0	0	0	0	0	0	-880	-1035	-27331	-32154
10	7439	30240	33600	36	9	11	0	0	0	0	0	0	0	0	-145	0	0	0	0	0	0	0	0	0	0	0	-145	0
11	10627	32412	36014	38	10	11	0	0	0	0	0	0	0	0	9033	10627	0	0	0	0	0	0	0	0	0	0	9033	10627
12	9955	38824	43615	46	11	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	9064	35350	39613	42	10	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	12572	53054	58948	62	16	19	0	0	0	0	0	0	0	0	9803	11533	0	0	0	0	0	0	0	0	0	0	9803	11533
15	7232	25701	28801	31	8	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	6801	23324	26132	29	8	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	31937	19378	18832	23	0	0	-16528	-19007	0	0	0	0	-16528	-19007	20123	23831	0	0	0	0	0	0	0	0	0	0	20123	23831
18	37123	136784	152916	161	40	48	0	0	0	0	0	0	0	0	-2712	-3191	0	0	0	0	0	0	0	0	0	0	-2712	-3191
19	47035	183437	203819	216	54	65	0	0	22450	26411	0	0	22450	26411	2972	3496	0	0	0	0	0	0	0	0	0	0	2972	3496
20	20806	63674	70748	75	19	22	0	0	0	0	0	0	0	0	14868	17492	0	0	0	0	0	0	0	0	0	0	14868	17492

		Increment																				
		Industrial Uses								Parking												
Site #	Lot Area	Warehouse	Warehouse Gross SF	Auto Related	Auto Related Gross SF	Manufacturing	Manufacturing Gross SF	Total Industrial SF	Gross SF	Res Spaces	Res @25	Res @30	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Total @ 25	Total @ 30	Loading SF	Total Area Gross SF	Total Area
1	11039	0	0	-9700	-11412	0	0	-9700	-11412	0			0	0	0	0			0	50199	45200
2	7845	0	0	0	0	0	0	0	0	0			0	0	0	0			0	36372	32725
3	21096	0	0	0	0	0	0	0	0	42			0	0	0	42			0	155867	139944
4	10075	0	0	0	0	0	0	0	0	17			0	0	0	17			0	66097	59737
5	101244	0	0	0	0	0	0	0	0	161			0	0	0	161			0	396191	353627
6	7987	0	0	0	0	0	0	0	0	0			0	-23	0	-23			0	7986	6632
7	69734	0	0	0	0	0	0	0	0	157			0	-136	0	21			2000	397647	359464
8	73486	0	0	0	0	0	0	0	0	329			0	49	0	378			2000	44989	60866
9	246432	-190323	-223909	0	0	0	0	-190323	-223909	783			0	-36	0	747			3000	1830161	1653948
10	7439	0	0	0	0	0	0	0	0	0			0	-21	0	-21			0	33600	30095
11	10627	0	0	-1900	-2235	0	0	-1900	-2235	0			0	0	-10	-10			0	44405	39545
12	9955	-1200	-1412	0	0	0	0	-1200	-1412	0			0	0	-18	-18			0	42203	37624
13	9064	-4500	-5294	-3310	-3894	0	0	-7810	-9188	0			0	0	0	0			0	30425	27540
14	12572	0	0	-5000	-5882	0	0	-5000	-5882	0			0	0	0	0			0	64599	57857
15	7232	0	0	0	0	0	0	0	0	0			0	0	0	0			0	28801	25701
16	6801	0	0	0	0	0	0	0	0	0			0	0	0	0			0	26132	23324
17	31937	0	0	0	0	0	0	0	0	11			-17	-20	0	-26			1000	23655	22973
18	37123	0	0	0	0	0	0	0	0	60			0	0	0	60			0	149726	134072
19	47035	0	0	0	0	0	0	0	0	81			-20	0	0	61			0	233727	208859
20	20806	0	0	0	0	0	0	0	0	28			0	-22	0	6			0	88240	78541

		Increment																									
		Residential Uses					Community Facility Uses								Commercial Uses												
Site #	Lot Area	Resi SF	Gross SF	Resi Units	Affordable @25%	Affordable @30%	Medical Office	Medical Office Gross SF	House of Worship	House of Worship Gross SF	Education	Education Gross SF	Total CF SF	Gross SF	Local Retail	Local Retail Gross SF	Office	Office Gross SF	Life Sciences	Life Sciences Gross SF	Other Area	Other Area Gross SF	Storage Area	Storage Area Gross SF	Garage	Garage Gross SF	Total Com SF	Gross SF
21	10950	0	0	0	0	0	54873	64988	0	0	0	0	54873	64988	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	40981	0	0	0	0	0	231541	272401	0	0	0	0	231541	272401	0	0	-13221	-15554	0	0	0	0	0	0	0	0	-13221	-15554
23	6988	29002	32225	34	9	10	0	0	0	0	0	0	0	0	2190	2577	0	0	0	0	0	0	0	0	0	0	2190	2577
24	58500	0	0	0	0	0	380036	447102	0	0	0	0	380036	447102	0	0	-90555	-106535	0	0	0	0	0	0	-19690	-23165	-110245	-129700
25	8427	32865	36776	39	10	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26	8068	31464	34960	37	9	11	2114	2487	0	0	0	0	2114	2487	4743	5580	0	0	0	0	0	0	0	0	0	0	4743	5580
27	12534	48882	54854	58	14	17	-29952	-34445	0	0	0	0	-29952	-34445	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28	21398	80557	90151	96	25	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
29	148469	0	0	0	0	0	0	0	0	0	0	0	0	0	-62660	-73718	0	0	572485	880746	0	0	0	0	0	0	509825	807028
30	29301	0	0	0	0	0	171405	201653	0	0	0	0	171405	201653	0	0	-28000	-32941	0	0	0	0	0	0	0	0	-28000	-32941
31	32429	206355	229284	243	61	73	0	0	0	0	0	0	0	0	18858	22186	0	0	0	0	0	0	0	0	0	0	18858	22186
32	23006	0	0	0	0	0	94641	112272	0	0	0	0	94641	112272	-664	-252	0	0	0	0	0	0	0	0	0	0	-664	-252
33	7905	50139	55710	59	15	18	-12096	-13910	0	0	0	0	-12096	-13910	-155	0	0	0	0	0	0	0	0	0	0	0	-155	0
34	8025	44107	49008	52	13	16	0	0	0	0	0	0	0	0	6665	8026	0	0	0	0	0	0	0	0	0	0	6665	8026
35	21256	145465	161628	171	43	51	-32472	-37343	0	0	0	0	-32472	-37343	15705	18965	0	0	0	0	0	0	0	0	0	0	15705	18965
36	10466	0	0	0	0	0	0	0	0	0	0	0	0	0	5335	6276	33207	39067	0	0	0	0	0	0	0	0	38542	45343
37	9842	53269	59188	63	16	19	-15283	-17356	0	0	0	0	-15283	-17356	0	0	8330	9800	0	0	0	0	0	0	0	0	8330	9800
38	34734	220741	245268	260	65	78	869	1649	0	0	0	0	869	1649	-1847	-1999	0	0	0	0	0	0	0	0	0	0	-1847	-1999
39	17806	128169	142983	151	38	45	0	0	0	0	0	0	0	0	0	0	-500	-588	0	0	0	0	0	0	0	0	-500	-588
40	7516	54116	60376	64	16	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

		Increment																				
		Industrial Uses								Parking												
Site #	Lot Area	Warehouse	Warehouse Gross SF	Auto Related	Auto Related Gross SF	Manufacturing	Manufacturing Gross SF	Total Industrial SF	Gross SF	Res Spaces	Res @25	Res @30	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Total @ 25	Total @ 30	Loading SF	Total Area Gross SF	Total Area
21	10950	0	0	0	0	0	0	0	0	0			39	0	0	39			0	64988	54873
22	40981	0	0	0	0	0	0	0	0	0			232	35	0	267			0	256847	218320
23	6988	0	0	0	0	0	0	0	0	0			0	0	0	0			0	34801	31192
24	58500	0	0	0	0	0	0	0	0	0			380	0	0	380			0	317402	269791
25	8427	0	0	0	0	0	0	0	0	0			0	0	0	0			0	36776	32865
26	8068	0	0	-6550	-7706	0	0	-6550	-7706	0			0	0	0	0			0	35322	31772
27	12534	0	0	0	0	0	0	0	0	17			-99	0	0	-82			0	20409	18930
28	21398	0	0	0	0	0	0	0	0	49			-30	0	0	19			0	90151	80557
29	148469	0	0	0	0	0	0	0	0	0			0	392	0	392			2000	807028	509825
30	29301	0	0	0	0	0	0	0	0	0			175	-21	0	154			0	168711	143405
31	32429	0	0	-9064	-10664	0	0	-9064	-10664	121			0	-10	0	111			1000	240806	216150
32	23006	0	0	0	0	0	0	0	0	0			13	-47	0	-34			0	112020	93977
33	7905	0	0	0	0	0	0	0	0	0			-40	-22	0	-62			0	41800	37888
34	8025	0	0	0	0	0	0	0	0	0			0	-23	0	-23			0	57033	50772
35	21256	0	0	0	0	0	0	0	0	86			-108	-61	0	-83			2000	143250	128698
36	10466	0	0	0	0	0	0	0	0	0			0	32	0	32			0	45343	38542
37	9842	0	0	0	0	0	0	0	0	0			-78	0	0	-78			0	51633	46317
38	34734	0	0	0	0	0	0	0	0	130			-78	-21	0	31			0	244918	219763
39	17806	-4500	-5294	0	0	-7500	-8824	-12000	-14118	75			0	0	0	75			0	128277	115669
40	7516	0	0	-2375	-2794	-4875	-5735	-7250	-8529	0			0	0	0	0			0	51847	46866

		Increment																									
		Residential Uses					Community Facility Uses								Commercial Uses												
Site #	Lot Area	Resi SF	Gross SF	Resi Units	Affordable @25%	Affordable @30%	Medical Office	Medical Office Gross SF	House of Worship	House of Worship Gross SF	Education	Education Gross SF	Total CF SF	Gross SF	Local Retail	Local Retail Gross SF	Office	Office Gross SF	Life Sciences	Life Sciences Gross SF	Other Area	Other Area Gross SF	Storage Area	Storage Area Gross SF	Garage	Garage Gross SF	Total Com SF	Gross SF
41	16774	106321	118135	125	31	38	0	0	0	0	0	0	0	0	14035	16512	-9535	-11218	0	0	0	0	0	0	-9165	-10782	-4665	-5488
42	5495	-2430	-2700	-3	0	0	0	0	0	0	0	0	0	0	0	0	21964	25840	0	0	0	0	0	0	0	0	21964	25840
43	5367	32810	36456	39	10	12	0	0	0	0	0	0	0	0	3562	4190	0	0	0	0	0	0	0	0	0	0	3562	4190
44	4994	31704	35227	37	9	11	0	0	0	0	0	0	0	0	4245	4994	0	0	0	0	0	0	0	0	0	0	4245	4994
45	20919	136193	151325	160	40	48	0	0	0	0	0	0	0	0	14404	16946	-3000	-3529	0	0	0	0	0	0	0	0	11404	13417
46	22666	154649	172240	182	45	55	0	0	0	0	0	0	0	0	8490	9988	0	0	0	0	0	0	0	0	0	0	8490	9988
47	8830	34436	38262	41	10	12	1695	1994	0	0	0	0	1695	1994	-1042	-1226	0	0	0	0	0	0	0	0	0	0	-1042	-1226
48	6131	19288	21431	23	6	7	0	0	0	0	0	0	0	0	5211	6131	0	0	0	0	0	0	0	0	0	0	5211	6131
49	7678	23418	26020	28	7	8	0	0	0	0	0	0	0	0	6526	7678	0	0	0	0	0	0	0	0	0	0	6526	7678
50	9595	68495	76431	81	20	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
51	5019	35932	40095	42	11	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
52	12199	76354	84838	89	23	27	0	0	0	0	0	0	0	0	10200	11999	0	0	0	0	0	0	0	0	0	0	10200	11999
53	7372	45876	50974	54	13	16	0	0	0	0	0	0	0	0	6267	7372	0	0	0	0	0	0	0	0	-7000	-8235	-733	-863
54	10238	65003	72225	76	19	23	0	0	0	0	0	0	0	0	8498	9998	-1333	-1568	0	0	0	0	0	0	0	0	7165	8429
55	13151	42230	47078	51	13	16	0	0	0	0	0	0	0	0	6805	8006	-300	-353	0	0	0	0	0	0	0	0	6505	7653
56	5615	17125	19028	20	5	6	0	0	0	0	0	0	0	0	4773	5615	0	0	0	0	0	0	0	0	0	0	4773	5615
57	21974	66969	74409	79	20	24	0	0	0	0	0	0	0	0	18508	21774	0	0	0	0	0	0	0	0	0	0	18508	21774
58	155668	0	0	0	0	0	14576	17149	0	0	0	0	14576	17149	0	0	0	0	488232	739879	0	0	0	0	0	0	488232	739879
59	218737	473934	526594	558	139	167	0	0	0	0	0	0	54404	64005	17000	20000	0	0	0	0	0	0	-35600	-41882	0	0	-18600	-21882
60	13128	0	0	0	0	0	60132	70744	0	0	0	0	60132	70744	0	0	-4391	-5166	0	0	0	0	0	0	0	0	-4391	-5166
		6,341,646	**7,047,767**	**7,474**	**1,902**	**2,282**	**913,911**	**1,080,212**	**22,450**	**26,411**	**-**	**-**	**1,092,765**	**1,290,628**	**253,836**	**302,236**	**(123,842)**	**(145,696)**	**1,060,717**	**1,620,625**	**-**	**-**	**(110,160)**	**(129,600)**	**(353,253)**	**(415,592)**	**727,298**	**1,231,972**

		Increment																				
		Industrial Uses								Parking												
Site #	Lot Area	Warehouse	Warehouse Gross SF	Auto Related	Auto Related Gross SF	Manufacturing	Manufacturing Gross SF	Total Industrial SF	Gross SF	Res Spaces	Res @25	Res @30	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Total @ 25	Total @ 30	Loading SF	Total Area Gross SF	Total Area
41	16774	0	0	0	0	0	0	0	0	63			0	0	0	63			0	112647	101657
42	5495	0	0	0	0	0	0	0	0	0			0	0	0	0			0	23140	19534
43	5367	0	0	-3250	-3824	0	0	-3250	-3824	0			0	0	0	0			0	36823	33122
44	4994	0	0	-4410	-5188	-5000	-5882	-9410	-11071	0			0	0	0	0			0	29150	26539
45	20919	0	0	-10050	-11824	-8392	-9873	-18442	-21696	80			0	0	0	80			0	143045	129155
46	22666	0	0	0	0	0	0	0	0	91			0	-30	0	61			0	182228	163139
47	8830	0	0	0	0	0	0	0	0	0			0	0	0	0			0	39030	35089
48	6131	0	0	-4960	-5835	0	0	-4960	-5835	0			0	0	0	0			0	21727	19540
49	7678	0	0	0	0	-7500	-8824	-7500	-8824	0			0	0	0	0			0	24875	22445
50	9595	0	0	0	0	0	0	0	0	0			0	0	0	0			0	76431	68495
51	5019	0	0	-5000	-5882	0	0	-5000	-5882	0			0	0	0	0			0	34213	30932
52	12199	-3200	-3765	0	0	0	0	-3200	-3765	27			0	0	0	27			0	93072	83353
53	7372	0	0	0	0	0	0	0	0	0			0	0	0	0			0	50111	45143
54	10238	0	0	0	0	-10178	-11974	-10178	-11974	23			0	0	0	23			0	68680	61989
55	13151	0	0	-8790	-10341	0	0	-8790	-10341	16			0	0	0	16			0	44389	39945
56	5615	0	0	-5229	-6152	0	0	-5229	-6152	0			0	0	0	0			0	18492	16669
57	21974	-17576	-20678	0	0	0	0	-17576	-20678	39			0	0	0	39			0	75506	67901
58	155668	0	0	0	0	0	0	0	0	0			-393	488	0	95			3000	757027	502808
59	218737	0	0	0	0	0	0	0	0	279			479	17	0	775			0	568716	509739
60	13128	0	0	0	0	0	0	0	0	0			63	-10	0	53			0	65578	55741
		(221,299)	**(260,352)**	**(79,588)**	**(93,633)**	**(43,445)**	**(51,112)**	**(344,332)**	**(405,096)**	**2,765**	**-**	**-**	**518**	**510**	**(28)**	**3,765**	**-**	**-**	**16,000**	**9,165,270**	**7,817,378**

Potential Sites - Existing Condition

						Residential Uses				Community Facility Uses				Commercial Uses							Industrial Uses				Parking							
Site #		Block	Lot	Lot Area	Existing Zoning	Resi SF	Resi Units	Aff @25%	Aff @30%	Medical Office	House of Worship	Education	Total CF SF	Local Retail	Office	Life Sciences	Other Area	Storage Area	Garage	Total Com SF	Warehouse	Auto Related	Manu-facturing	Total Industrial SF	Res Spaces	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Total Area	Built FAR	Building Height
A				20721		0	0	0	0	0	0	0	0	5000	10000	0	0	0	14500	29500	0	0	0	0	0	0	0	0	0	29500	1	
	a	3925	1	10319	C8-1										10000				9500	19500										19500	2	32
	b	3925	6	5156	C8-1														5000	5000										5000	1	25
	c	3925	9	5246	C8-1									5000						5000										5000	1	17
B				11851		0	0	0	0	0	0	0	0	11394	0	0	0	0	11393	22787	0	0	0	0	0	0	0	0	0	22787	2	
	a	3927	8	11851	C8-1									11394					11393	22787										22787	2	22
C				25805		0	0	0	0	0	0	0	0	30000	0	0	0	0	0	30000	0	0	0	0	0	0	0	0	0	30000	1	
	a	4042	236	25805	M1-1									30000						30000										30000	1	26
D				23288		0	0	0	0	12900	0	0	12900	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	20	12900	1	
	a	4091	46	10400	C8-1															0						20			20	0	0	0
	b	4091	47	12888	C8-1					12900			12900							0										12900	1	25
E				11827		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2748	4800	7548	0	0	0	0	0	7548	1	
	a	4058	2	6742	C8-1															0		2748		2748						2748	0	23
	b	4058	8	5085	C8-1															0			4800	4800						4800	1	18
F				8441		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5100	0	5100	0	0	0	0	0	5100	1	
	a	4058	29	8441	C8-1															0		5100		5100						5100	1	12
G				5204		4900	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6736	1	
	a	4062	21	2670	R4	2450	3													0										3368	1	26
	b	4062	22	2534	R4	2450	3													0										3368	1	27
H				7360		4590	4	0	0	0	0	0	0	1546	1866	0	0	0	0	3412	0	0	0	0	0	0	0	0	0	8002	1	
	a	4063	18	2376	R4	2574	2								858					858										3432	1	36
	b	4063	19	2076	R4	2016	2								1008					1008										3024	1	34
	c	4063	20	2908	R4									1546						1546										1546	1	14

Potential Sites - Existing Condition

						Residential Uses				Community Facility Uses				Commercial Uses							Industrial Uses				Parking							
Site #		Block	Lot	Lot Area	Existing Zoning	Resi SF	Resi Units	Aff @25%	Aff @30%	Medical Office	House of Worship	Education	Total CF SF	Local Retail	Office	Life Sciences	Other Area	Storage Area	Garage	Total Com SF	Warehouse	Auto Related	Manu-facturing	Total Industrial SF	Res Spaces	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Total Area	Built FAR	Building Height
I				7346		2247	2	0	0	0	0	0	0	3722	4275	0	0	0	0	7997	0	0	0	0	0	0	0	0	0	10244	1	
	a	4063	15	5010	R4	2247	2							3722						3722										5969	1	30
	b	4063	17	2336	R4										4275					4275										4275	2	17
J				14604		2255	1	0	0	0	0	0	0	15825	0	0	0	0	8350	24175	0	0	0	0	0	0	0	0	0	26430	2	
	a	4063	10	14604	R4	2255	1							15825					8350	24175										26430	2	30
K				10448		3500	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4700	0	
	a	4062	4	5226	R4	3500	2													0										4700	1	31
	b	4062	6	4283	R4															0										0	0	0
	c	4062	310	939	R4															0										0	0	13
L				6697		0	0	0	0	0	0	0	0	6420	3942	0	0	1500	0	11862	0	0	0	0	0	0	0	0	0	11862	2	
	a	4067	41	2235	R4									2380				1500		3880										3880	2	12
	b	4067	141	4462	R4									4040	3942					7982										7982	2	12
M				6804		0	0	0	0	0	0	0	0	6566	0	0	0	0	0	6566	0	0	0	0	0	0	0	0	0	6566	1	
	a	4067	37	3404	R4									3283						3283										3283	1	13
	b	4067	39	3400	R4									3283						3283										3283	1	11
N				5113		2219	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2219	0	
	a	4067	35	5113	R4	2219	2													0										2219	0	40
O				7627		4813	4	0	0	0	0	0	0	938	0	0	0	0	0	938	0	3400	0	3400	0	0	0	0	0	10151	1	
	a	4068	27	2514	R4	2000	2													0										3000	1	29
	b	4068	28	3380	R4															0		3400		3400						3400	1	16
	c	4068	30	1733	R4	2813	2							938						938										3751	2	37
P				11568		0	0	0	0	0	0	0	0	5177	0	0	0	0	0	5177	0	0	0	0	0	0	0	10	0	10	5177	0	
	a	4077	18	11568	R6									5177						5177								10		10	5177	0	14

Potential Sites - Existing Condition

						Residential Uses				Community Facility Uses				Commercial Uses							Industrial Uses				Parking							
Site #		Block	Lot	Lot Area	Existing Zoning	Resi SF	Resi Units	Aff @25%	Aff @30%	Medical Office	House of Worship	Education	Total CF SF	Local Retail	Office	Life Sciences	Other Area	Storage Area	Garage	Total Com SF	Warehouse	Auto Related	Manu-facturing	Total Industrial SF	Res Spaces	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Total Area	Built FAR	Building Height
Q				8764		0	0	0	0	0	0	0	0	6516	1290	0	0	0	0	7806	0	0	0	0	0	0	0	0	0	7806	1	
	a	4081	1	2584	R6									1110	1290					2400										2400	1	12
	b	4081	2	6180	R6									5406						5406										5406	1	14
R				9649		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9375	0	9375	0	0	0	0	0	9375	1	
	a	4081	30	9649	M1-1															0		9375		9375						9375	1	21
S				5196		1900	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3800	1	
	a	4082	19	2621	R4	950	1													0										1900	1	22
	b	4082	20	2575	R4	950	1													0										1900	1	23
T				7507		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	4226	510	2505	M1-1															0										0	0	0
	b	4226	511	5002	M1-1															0										0	0	0
U				14492		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7441	4682	12123	0	0	0	0	0	12123	1	
	a	4226	401	5431	M1-1															0			4682	4682						4682	1	11
	b	4226	405	3081	M1-1															0		3016		3016						3016	1	16
	c	4226	408	5980	M1-1															0		4425		4425						4425	1	14
V				10833		0	0	0	0	0	0	0	0	6000	3650	0	1950	0	0	11600	0	0	0	0	0	0	0	0	0	11600	1	
	a	4209	15	10833	M1-1									6000	3650		1950			11600										11600	1	31
W				8100		2080	2	0	0	0	0	0	0	0	2125	0	0	0	0	2125	2500	0	0	2500	0	0	0	0	0	6705	1	
	a	4209	30	5513	M1-1	2080	2													0										2080	0	33
	b	4209	32	2587	M1-1										2125					2125	2500			2500						4625	2	24
X				8377		0	0	0	0	0	0	0	0	5500	0	0	0	0	0	5500	2220	0	0	2220	0	0	0	0	0	7720	1	
	a	4218	7	2626	M1-1															0	2220			2220						2220	1	15
	b	4218	9	5751	M1-1									5500						5500										5500	1	20

Potential Sites - Existing Condition

						Residential Uses				Community Facility Uses				Commercial Uses							Industrial Uses				Parking							
Site #		Block	Lot	Lot Area	Existing Zoning	Resi SF	Resi Units	Aff @25%	Aff @30%	Medical Office	House of Worship	Education	Total CF SF	Local Retail	Office	Life Sciences	Other Area	Storage Area	Garage	Total Com SF	Warehouse	Auto Related	Manu-facturing	Total Industrial SF	Res Spaces	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Total Area	Built FAR	Building Height
Y				9296		0	0	0	0	0	0	0	0	0	4080	0	0	0	3080	7160	0	0	0	0	0	0	0	0	0	7160	1	
	a	4218	33	6072	M1-1										4080					4080										4080	1	19
	b	4218	36	3224	M1-1														3080	3080										3080	1	14
Z				5035		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7500	7500	0	0	0	0	0	7500	1	
	a	4219	12	2542	M1-1															0			2500	2500						2500	1	15
	b	4219	13	2493	M1-1															0			5000	5000						5000	2	29
AA				4816		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	4219	55	4816	M1-1															0										0	0	0
BB				9678		8016	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8016	1	
	a	4218	21	2508	M1-1	2288	2													0										2288	1	32
	b	4218	22	2529	M1-1	2288	2													0										2288	1	31
	c	4218	23	2374	M1-1	2288	2													0										2288	1	30
	d	4218	24	2267	M1-1	1152	1													0										1152	1	25
CC				10155		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11930	11930	0	0	0	0	0	11930	1	
	a	4219	18	5177	M1-1															0			6950	6950						6950	1	32
	b	4219	20	4978	M1-1															0			4980	4980						4980	1	21
DD				7625		1596	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2315	2315	0	0	0	0	0	3911	1	
	a	4219	46	2564	M1-1															0			2315	2315						2315	1	22
	b	4219	47	5061	M1-1	1596	2													0										1596	0	24
EE				9897		0	0	0	0	0	0	0	0	0	878	0	0	5000	0	5878	0	5000	1950	6950	0	0	0	0	0	12828	1	
	a	4219	22	4832	M1-1															0		5000	1950	6950						6950	1	20
	b	4219	24	5065	M1-1										878			5000		5878										5878	1	23
FF				17901		0	0	0	0	0	0	0	0	8813	10387	0	0	0	0	19200	0	0	0	0	0	10	0	0	10	19200	1	
	a	4220	1	17901	M1-1									8813	10387					19200						10			10	19200	1	25

Potential Sites - Existing Condition

						Residential Uses				Community Facility Uses				Commercial Uses							Industrial Uses				Parking							
Site #		Block	Lot	Lot Area	Existing Zoning	Resi SF	Resi Units	Aff @25%	Aff @30%	Medical Office	House of Worship	Education	Total CF SF	Local Retail	Office	Life Sciences	Other Area	Storage Area	Garage	Total Com SF	Warehouse	Auto Related	Manu-facturing	Total Industrial SF	Res Spaces	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Total Area	Built FAR	Building Height
GG				15448		4810	5	0	0	0	0	0	0	1645	0	0	0	0	0	1645	0	8582	0	8582	0	0	0	0	0	15037	1	
	a	4220	26	5825	M1-1	1610	2													0		3682		3682						5292	1	24
	b	4220	29	1946	M1-1									1645						1645										1645	1	13
	c	4220	30	4410	M1-1															0		4900		4900						4900	1	18
	d	4220	32	3267	M1-1	3200	3													0										3200	1	26
HH				5106		2240	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2800	1	
	a	4221	32	2552	R4	1120	1													0					1				1	1680	1	32
	b	4221	33	2554	M1-1	1120	1													0					1				1	1120	0	33
II				5198		2240	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3360	1	
	a	4221	34	2593	M1-1	1120	1													0					1				1	1680	1	30
	b	4221	35	2605	M1-1	1120	1													0					1				1	1680	1	30
JJ				11817		4416	6	0	0	0	0	0	0	2700	0	0	0	0	0	2700	0	0	0	0	0	0	0	0	0	7116	1	
	a	4222	1	3815	R4									2700						2700										2700	1	14
	b	4222	3	4272	R4	1856	2													0										1856	0	29
	c	4222	111	3730	R4	2560	4													0										2560	1	40
																				0												
Sub Totals						**51,822**	**49**	**-**	**-**	**12,900**	**-**	**-**	**12,900**	**117,762**	**42,493**	**-**	**1,950**	**6,500**	**37,323**	**206,028**	**4,720**	**41,646**	**33,177**	**79,543**	**4**	**30**	**10**	**-**	**44**	**357,909**		

Potential Sites - Without Action

						Residential Uses					Community Facility Uses								Commercial Uses											
Site #		Lot Area	Max Res FAR	Max Com FAR	Max CF FAR	Resi SF	Gross SF	Resi Units	Aff @25%	Aff @30%	Medical Office	Medical Office Gross SF	House of Worship	House of Worship Gross SF	Education	Education Gross SF	Total CF SF	Gross SF	Local Retail	Local Retail Gross SF	Office	Office Gross SF	Life Sciences	Life Sciences Gross SF	Other Area	Other Area Gross SF	Storage Area	Storage Area Gross SF	Garage	Garage Gross SF	Total Com SF	Gross SF
A		20721				0	0	0	0	0	0	0	0	0	0	0	0	0	5000	5882	10000	11765	0	0	0	0	0	0	14500	17059	29500	34706
	a	10319	0.00	1.00	2.40																10000								9500		19500	
	b	5156	0.00	1.00	2.40																								5000		5000	
	c	5246	0.00	1.00	2.40														5000												5000	
B		11851				0	0	0	0	0	0	0	0	0	0	0	0	0	11394	13405	0	0	0	0	0	0	0	0	11393	13404	22787	26808
	a	11851	0.00	1.00	2.40														11394										11393		22787	
C		25805				0	0	0	0	0	0	0	0	0	0	0	0	0	30000	35294	0	0	0	0	0	0	0	0	0	0	30000	35294
	a	25805	0.00	1.00	2.40														30000												30000	
D		23288				0	0	0	0	0	12900	15176	0	0	0	0	12900	15176	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	10400	0.00	1.00	2.40																										0	
	b	12888	0.00	1.00	2.40						12900	15176					12900														0	
E		11827				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	6742	0.00	1.00	2.40																										0	
	b	5085	0.00	1.00	2.40																										0	
F		8441				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	8441	0.00	1.00	2.40																										0	
G		5204				4900	5444	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	2670	0.75	0.00	2.00	2450		3																							0	
	b	2534	0.75	0.00	2.00	2450		3																							0	
H		7360				4590	5100	4	0	0	0	0	0	0	0	0	0	0	1546	1819	1866	2195	0	0	0	0	0	0	0	0	3412	4014
	a	2376	0.75	0.00	2.00	2574		2													858										858	
	b	2076	0.75	0.00	2.00	2016		2													1008										1008	
	c	2908	0.75	0.00	2.00														1546												1546	

Potential Sites - Without Action

						Industrial Uses								Parking										
Site #		Lot Area	Max Res FAR	Max Com FAR	Max CF FAR	Warehouse	Warehouse Gross SF	Auto Related	Auto Related Gross SF	Manufacturing	Manufacturing Gross SF	Total Industrial SF	Gross SF	Res Spaces	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Parking Area SF	Loading SF	Total Area	Total Area Gross SF	Built FAR	Building Height
A		20721				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29500	34706	1.42	
	a	10319	0.00	1.00	2.40																19500		1.89	32
	b	5156	0.00	1.00	2.40																5000		0.97	25
	c	5246	0.00	1.00	2.40																5000		0.95	17
B		11851				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22787	26808	1.92	
	a	11851	0.00	1.00	2.40																22787		1.92	22
C		25805				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30000	35294	1.16	
	a	25805	0.00	1.00	2.40																30000		1.16	26
D		23288				0	0	0	0	0	0	0	0	0	20	0	0	20	0	0	12900	15176	0.55	
	a	10400	0.00	1.00	2.40										20			20			0		0.00	0
	b	12888	0.00	1.00	2.40																12900		1.00	25
E		11827				0	0	2748	3233	4800	5647	7548	8880	0	0	0	0	0	0	0	7548	8880	0.64	
	a	6742	0.00	1.00	2.40			2748				2748									2748		0.41	23
	b	5085	0.00	1.00	2.40					4800		4800									4800		0.94	18
F		8441				0	0	5100	6000	0	0	5100	6000	0	0	0	0	0	0	0	5100	6000	0.60	
	a	8441	0.00	1.00	2.40			5100				5100									5100		0.60	12
G		5204				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4900	5444	0.94	
	a	2670	0.75	0.00	2.00																2450		0.92	26
	b	2534	0.75	0.00	2.00																2450		0.97	27
H		7360				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8002	9114	1.09	
	a	2376	0.75	0.00	2.00																3432		1.44	36
	b	2076	0.75	0.00	2.00																3024		1.46	34
	c	2908	0.75	0.00	2.00																1546		0.53	14

Potential Sites - Without Action

						Residential Uses					Community Facility Uses								Commercial Uses											
Site #		Lot Area	Max Res FAR	Max Com FAR	Max CF FAR	Resi SF	Gross SF	Resi Units	Aff @25%	Aff @30%	Medical Office	Medical Office Gross SF	House of Worship	House of Worship Gross SF	Education	Education Gross SF	Total CF SF	Gross SF	Local Retail	Local Retail Gross SF	Office	Office Gross SF	Life Sciences	Life Sciences Gross SF	Other Area	Other Area Gross SF	Storage Area	Storage Area Gross SF	Garage	Garage Gross SF	Total Com SF	Gross SF
I		7346				2247	2497	2	0	0	0	0	0	0	0	0	0	0	3722	4379	4275	5029	0	0	0	0	0	0	0	0	7997	9408
	a	5010	0.75	0.00	2.00	2247		2											3722											3722	
	b	2336	0.75	0.00	2.00																4275										4275	
J		14604				2255	2506	1	0	0	0	0	0	0	0	0	0	0	15825	18618	0	0	0	0	0	0	0	0	8350	9824	24175	28441
	a	14604	0.75	0.00	2.00	2255		1											15825										8350		24175	
K		10448				3500	3889	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	5226	0.75	0.00	2.00	3500		2																						0	
	b	4283	0.75	0.00	2.00																									0	
	c	939	0.75	0.00	2.00																									0	
L		6697				0	0	0	0	0	0	0	0	0	0	0	0	0	6420	7553	3942	4638	0	0	0	0	1500	1765	0	0	11862	13955
	a	2235	0.75	0.00	2.00														2380								1500				3880	
	b	4462	0.75	0.00	2.00														4040		3942										7982	
M		6804				0	0	0	0	0	0	0	0	0	0	0	0	0	6566	7725	0	0	0	0	0	0	0	0	0	0	6566	7725
	a	3404	0.75	0.00	2.00														3283												3283	
	b	3400	0.75	0.00	2.00														3283												3283	
N		5113				2219	2466	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	5113	0.75	0.00	2.00	2219		2																						0	
O		7627				4813	5348	4	0	0	0	0	0	0	0	0	0	0	938	1104	0	0	0	0	0	0	0	0	0	0	938	1104
	a	2514	0.75	0.00	2.00	2000		2																						0	
	b	3380	0.75	0.00	2.00																									0	
	c	1733	0.75	0.00	2.00	2813		2											938											938	
P		11568				0	0	0	0	0	0	0	0	0	0	0	0	0	5177	6091	0	0	0	0	0	0	0	0	0	0	5177	6091
	a	11568	3.60	0.00	4.80														5177											5177	

Potential Sites - Without Action

						Industrial Uses								Parking										
Site #		Lot Area	Max Res FAR	Max Com FAR	Max CF FAR	Warehouse	Warehouse Gross SF	Auto Related	Auto Related Gross SF	Manufacturing	Manufacturing Gross SF	Total Industrial SF	Gross SF	Res Spaces	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Parking Area SF	Loading SF	Total Area	Total Area Gross SF	Built FAR	Building Height
I		7346				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10244	11905	1.39	
	a	5010	0.75	0.00	2.00																5969		1.19	30
	b	2336	0.75	0.00	2.00																4275		1.83	17
J		14604				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26430	30947	1.81	
	a	14604	0.75	0.00	2.00																26430		1.81	30
K		10448				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3500	3889	0.33	
	a	5226	0.75	0.00	2.00																3500		0.67	31
	b	4283	0.75	0.00	2.00																0		0.00	0
	c	939	0.75	0.00	2.00																0		0.00	13
L		6697				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11862	13955	1.77	
	a	2235	0.75	0.00	2.00																3880		1.74	12
	b	4462	0.75	0.00	2.00																7982		1.79	12
M		6804				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6566	7725	0.97	
	a	3404	0.75	0.00	2.00																3283		0.96	13
	b	3400	0.75	0.00	2.00																3283		0.97	11
N		5113				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2219	2466	0.43	
	a	5113	0.75	0.00	2.00																2219		0.43	40
O		7627				0	0	3400	4000	0	0	3400	4000	0	0	0	0	0	0	0	9151	10451	1.20	
	a	2514	0.75	0.00	2.00																2000		0.80	29
	b	3380	0.75	0.00	2.00			3400				3400									3400		1.01	16
	c	1733	0.75	0.00	2.00																3751		2.16	37
P		11568				0	0	0	0	0	0	0	0	0	0	10	0	10	0	0	5177	6091	0.45	
	a	11568	3.60	0.00	4.80											10		10			5177		0.45	14

Potential Sites - Without Action

						Residential Uses					Community Facility Uses								Commercial Uses													
Site #		Lot Area	Max Res FAR	Max Com FAR	Max CF FAR	Resi SF	Gross SF	Resi Units	Aff @25%	Aff @30%	Medical Office	Medical Office Gross SF	House of Worship	House of Worship Gross SF	Education	Education Gross SF	Total CF SF	Gross SF	Local Retail	Local Retail Gross SF	Office	Office Gross SF	Life Sciences	Life Sciences Gross SF	Other Area	Other Area Gross SF	Storage Area	Storage Area Gross SF	Garage	Garage Gross SF	Total Com SF	Gross SF
Q		8764				0	0	0	0	0	0	0	0	0	0	0	0	0	6516	7666	1290	1518	0	0	0	0	0	0	0	0	7806	9184
	a	2584	3.60	0.00	4.80														1110		1290										2400	
	b	6180	3.60	0.00	4.80														5406												5406	
R		9649				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	9649	0.00	1.00	2.40																										0	
S		5196				1900	2111	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	2621	0.75	0.00	2.00	950		1																							0	
	b	2575	0.75	0.00	2.00	950		1																							0	
T		7507				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	2505	0.00	1.00	2.40																										0	
	b	5002	0.00	1.00	2.40																										0	
U		14492				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	5431	0.00	1.00	2.40																										0	
	b	3081	0.00	1.00	2.40																										0	
	c	5980	0.00	1.00	2.40																										0	
V		10833				0	0	0	0	0	0	0	0	0	0	0	0	0	6000	7059	3650	4294	0	0	1950	2294	0	0	0	0	11600	13647
	a	10833	0.00	1.00	2.40														6000		3650				1950						11600	
W		8100				2080	2311	2	0	0	0	0	0	0	0	0	0	0	0	0	2125	2500	0	0	0	0	0	0	0	0	2125	2500
	a	5513	0.00	1.00	2.40	2080		2																							0	
	b	2587	0.00	1.00	2.40																2125										2125	
X		8377				0	0	0	0	0	0	0	0	0	0	0	0	0	5500	6471	0	0	0	0	0	0	0	0	0	0	5500	6471
	a	2626	0.00	1.00	2.40																										0	
	b	5751	0.00	1.00	2.40														5500												5500	

Potential Sites - Without Action																								
						Industrial Uses								Parking										
Site #		Lot Area	Max Res FAR	Max Com FAR	Max CF FAR	Warehouse	Warehouse Gross SF	Auto Related	Auto Related Gross SF	Manufacturing	Manufacturing Gross SF	Total Industrial SF	Gross SF	Res Spaces	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Parking Area SF	Loading SF	Total Area	Total Area Gross SF	Built FAR	Building Height
Q		8764				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7806	9184	0.89	
	a	2584	3.60	0.00	4.80																2400		0.93	12
	b	6180	3.60	0.00	4.80																5406		0.87	14
R		9649				0	0	9375	11029	0	0	9375	11029	0	0	0	0	0	0	0	9375	11029	0.97	
	a	9649	0.00	1.00	2.40			9375				9375									9375		0.97	21
S		5196				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1900	2111	0.37	
	a	2621	0.75	0.00	2.00																950		0.36	22
	b	2575	0.75	0.00	2.00																950		0.37	23
T		7507				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
	a	2505	0.00	1.00	2.40																0		0.00	0
	b	5002	0.00	1.00	2.40																0		0.00	0
U		14492				0	0	7441	8754	4682	5508	12123	14262	0	0	0	0	0	0	0	12123	14262	0.84	
	a	5431	0.00	1.00	2.40					4682		4682									4682		0.86	11
	b	3081	0.00	1.00	2.40			3016				3016									3016		0.98	16
	c	5980	0.00	1.00	2.40			4425				4425									4425		0.74	14
V		10833				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11600	13647	1.07	
	a	10833	0.00	1.00	2.40																11600		1.07	31
W		8100				2500	2941	0	0	0	0	2500	2941	0	0	0	0	0	0	0	6705	7752	0.83	
	a	5513	0.00	1.00	2.40																2080		0.38	33
	b	2587	0.00	1.00	2.40	2500						2500									4625		1.79	24
X		8377				2220	2612	0	0	0	0	2220	2612	0	0	0	0	0	0	0	7720	9082	0.92	
	a	2626	0.00	1.00	2.40	2220						2220									2220		0.85	15
	b	5751	0.00	1.00	2.40																5500		0.96	20

Potential Sites - Without Action

						Residential Uses					Community Facility Uses								Commercial Uses											
Site #		Lot Area	Max Res FAR	Max Com FAR	Max CF FAR	Resi SF	Gross SF	Resi Units	Aff @25%	Aff @30%	Medical Office	Medical Office Gross SF	House of Worship	House of Worship Gross SF	Education	Education Gross SF	Total CF SF	Gross SF	Local Retail	Local Retail Gross SF	Office	Office Gross SF	Life Sciences	Life Sciences Gross SF	Other Area	Other Area Gross SF	Storage Area	Storage Area Gross SF	Garage	Garage Gross SF	Total Com SF	Gross SF
Y		9296				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4080	4800	0	0	0	0	0	0	3080	3624	7160	8424
	a	6072	0.00	1.00	2.40																4080										4080	
	b	3224	0.00	1.00	2.40																								3080		3080	
Z		5035				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	2542	0.00	1.00	2.40																										0	
	b	2493	0.00	1.00	2.40																										0	
AA		4816				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	4816	0.00	1.00	2.40																										0	
BB		9678				8016	8907	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	2508	0.00	1.00	2.40	2288		2																							0	
	b	2529	0.00	1.00	2.40	2288		2																							0	
	c	2374	0.00	1.00	2.40	2288		2																							0	
	d	2267	0.00	1.00	2.40	1152		1																							0	
CC		10155				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	5177	0.00	1.00	2.40																										0	
	b	4978	0.00	1.00	2.40																										0	
DD		7625				1596	1773	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	2564	0.00	1.00	2.40																										0	
	b	5061	0.00	1.00	2.40	1596		2																							0	
EE		9897				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	878	1033	0	0	0	0	5000	5882	0	0	5878	6915
	a	4832	0.00	1.00	2.40																										0	
	b	5065	0.00	1.00	2.40																878						5000				5878	
FF		17901				0	0	0	0	0	0	0	0	0	0	0	0	0	8813	10368	10387	12220	0	0	0	0	0	0	0	0	19200	22588
	a	17901	0.00	1.00	2.40														8813		10387										19200	

Potential Sites - Without Action

						Industrial Uses								Parking										
Site #		Lot Area	Max Res FAR	Max Com FAR	Max CF FAR	Warehouse	Warehouse Gross SF	Auto Related	Auto Related Gross SF	Manufacturing	Manufacturing Gross SF	Total Industrial SF	Gross SF	Res Spaces	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Parking Area SF	Loading SF	Total Area	Total Area Gross SF	Built FAR	Building Height
Y		9296				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7160	8424	0.77	
	a	6072	0.00	1.00	2.40																4080		0.67	19
	b	3224	0.00	1.00	2.40																3080		0.96	14
Z		5035				0	0	0	0	7500	8824	7500	8824	0	0	0	0	0	0	0	7500	8824	1.49	
	a	2542	0.00	1.00	2.40					2500		2500									2500		0.98	15
	b	2493	0.00	1.00	2.40					5000		5000									5000		2.01	29
AA		4816				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
	a	4816	0.00	1.00	2.40																0		0.00	0
BB		9678				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8016	8907	0.83	
	a	2508	0.00	1.00	2.40																2288		0.91	32
	b	2529	0.00	1.00	2.40																2288		0.90	31
	c	2374	0.00	1.00	2.40																2288		0.96	30
	d	2267	0.00	1.00	2.40																1152		0.51	25
CC		10155				0	0	0	0	11930	14035	11930	14035	0	0	0	0	0	0	0	11930	14035	1.17	
	a	5177	0.00	1.00	2.40					6950		6950									6950		1.34	32
	b	4978	0.00	1.00	2.40					4980		4980									4980		1.00	21
DD		7625				0	0	0	0	2315	2724	2315	2724	0	0	0	0	0	0	0	3911	4497	0.51	
	a	2564	0.00	1.00	2.40					2315		2315									2315		0.90	22
	b	5061	0.00	1.00	2.40																1596		0.32	24
EE		9897				0	0	5000	5882	1950	2294	6950	8176	0	0	0	0	0	0	0	12828	15092	1.30	
	a	4832	0.00	1.00	2.40			5000		1950		6950									6950		1.44	20
	b	5065	0.00	1.00	2.40																5878		1.16	23
FF		17901				0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	19200	22588	1.07	
	a	17901	0.00	1.00	2.40										10			10			19200		1.07	25

Potential Sites - Without Action

						Residential Uses					Community Facility Uses								Commercial Uses											
Site #		Lot Area	Max Res FAR	Max Com FAR	Max CF FAR	Resi SF	Gross SF	Resi Units	Aff @25%	Aff @30%	Medical Office	Medical Office Gross SF	House of Worship	House of Worship Gross SF	Education	Education Gross SF	Total CF SF	Gross SF	Local Retail	Local Retail Gross SF	Office	Office Gross SF	Life Sciences	Life Sciences Gross SF	Other Area	Other Area Gross SF	Storage Area	Storage Area Gross SF	Garage	Garage Gross SF	Total Com SF	Gross SF
GG		15448				4810	5344	5	0	0	0	0	0	0	0	0	0	0	1645	1935	0	0	0	0	0	0	0	0	0	0	1645	1935
	a	5825	0.00	1.00	2.40	1610		2																						0	
	b	1946	0.00	1.00	2.40														1645											1645	
	c	4410	0.00	1.00	2.40																									0	
	d	3267	0.00	1.00	2.40	3200		3																						0	
HH		5106				2240	2489	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	2552	0.75	0.00	2.00	1120		1																						0	
	b	2554	0.00	1.00	2.40	1120		1																						0	
II		5198				2240	2489	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	2593	0.00	1.00	2.40	1120		1																						0	
	b	2605	0.00	1.00	2.40	1120		1																						0	
JJ		11817				4416	4907	6	0	0	0	0	0	0	0	0	0	0	2700	3176	0	0	0	0	0	0	0	0	0	0	2700	3176
	a	3815	0.75	0.00	2.00														2700											2700	
	b	4272	0.75	0.00	2.00	1856		2																						0	
	c	3730	0.75	0.00	2.00	2560		4																						0	
																														0	
Sub Totals						**51,822**	**57,580**	**49**	**-**	**-**	**12,900**	**15,176**	**-**	**-**	**-**	**-**	**12,900**	**15,176**	**117,762**	**138,544**	**42,493**	**49,992**	**-**	**-**	**1,950**	**2,294**	**6,500**	**7,647**	**37,323**	**43,909**	**206,028**	**242,386**

Potential Sites - Without Action																								
						Industrial Uses								Parking										
Site #		Lot Area	Max Res FAR	Max Com FAR	Max CF FAR	Warehouse	Warehouse Gross SF	Auto Related	Auto Related Gross SF	Manufacturing	Manufacturing Gross SF	Total Industrial SF	Gross SF	Res Spaces	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Parking Area SF	Loading SF	Total Area	Total Area Gross SF	Built FAR	Building Height
GG		15448				0	0	8582	10096	0	0	8582	10096	0	0	0	0	0	0	0	15037	17376	0.97	
	a	5825	0.00	1.00	2.40			3682				3682									5292		0.91	24
	b	1946	0.00	1.00	2.40																1645		0.85	13
	c	4410	0.00	1.00	2.40			4900				4900									4900		1.11	18
	d	3267	0.00	1.00	2.40																3200		0.98	26
HH		5106				0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	2800	2489	0.55	
	a	2552	0.75	0.00	2.00									1				1			1680		0.66	32
	b	2554	0.00	1.00	2.40									1				1			1120		0.44	33
II		5198				0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	2240	2489	0.43	
	a	2593	0.00	1.00	2.40									1				1			1120		0.43	30
	b	2605	0.00	1.00	2.40									1				1			1120		0.43	30
JJ		11817				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7116	8083	0.60	
	a	3815	0.75	0.00	2.00																2700		0.71	14
	b	4272	0.75	0.00	2.00																1856		0.43	29
	c	3730	0.75	0.00	2.00																2560		0.69	40
Sub Totals						**4,720**	**5,553**	**41,646**	**48,995**	**33,177**	**39,032**	**79,543**	**93,580**	**4**	**30**	**10**	**-**	**44**	**-**	**-**	**350,853**	**408,722**		

With-Action

					Residential Uses					Community Facility Uses								Commercial Uses													
Site #	Lot Area	Max Res FAR	Max CF FAR	Max Com FAR	Resi SF	Gross SF	Resi Units	Aff @25%	Aff @30%	Medical Office	Medical Office Gross SF	House of Worship	House of Worship Gross SF	Education	Education Gross SF	Total CF SF	Gross SF	Local Retail	Local Retail Gross SF	Office	Office Gross SF	Life Sciences	Life Sciences Gross SF	Other Area	Other Area Gross SF	Storage Area	Storage Area Gross SF	Garage	Garage Gross SF	Total Com SF	Gross SF
A	20721	7.20	6.00	2.00	131813	146459	155	39	47	4345	5112	0	0	0	0	4345	5112	12995	15288	0	0	0	0	0	0	0	0	0	0	12995	15288
B	11851	7.20	6.00	2.00	75278	83643	89	22	27	0	0	0	0	0	0	0	0	9868	11609	0	0	0	0	0	0	0	0	0	0	9868	11609
C	25805	5.00	6.50	2.00	107640	119600	127	32	38	0	0	0	0	0	0	0	0	20805	24476	0	0	0	0	0	0	0	0	0	0	20805	24476
D	23288	3.90	4.80	2.00	90824	100915	107	27	32	10121	11907	0	0	0	0	10121	11907	9504	11181	0	0	0	0	0	0	0	0	0	0	9504	11181
E	11827	3.90	4.80	2.00	36120	40133	42	11	13	0	0	0	0	0	0	0	0	9987	11750	0	0	0	0	0	0	0	0	0	0	9987	11750
F	8441	3.90	4.80	2.00	25743	28604	30	8	9	0	0	0	0	0	0	0	0	7174	8441	0	0	0	0	0	0	0	0	0	0	7174	8441
G	5204	3.90	4.80	0.00	20158	22565	24	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H	7360	3.90	4.80	2.00	22085	24538	26	6	8	0	0	0	0	0	0	0	0	6070	7141	0	0	0	0	0	0	0	0	0	0	6070	7141
I	7346	3.90	4.80	2.00	28649	31833	34	8	10	0	0	4255	5006	0	0	4255	5006	1989	2339	0	0	0	0	0	0	0	0	0	0	1989	2339
J	14604	3.90	4.80	2.00	44378	49309	52	13	16	0	0	0	0	0	0	0	0	12371	14554	0	0	0	0	0	0	0	0	0	0	12371	14554
K	10448	3.90	4.80	0.00	40200	45001	47	12	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
L	6697	3.90	4.80	2.00	26118	29020	31	8	9	0	0	1280	1506	0	0	1280	1506	4413	5191	0	0	0	0	0	0	0	0	0	0	4413	5191
M	6804	3.90	4.80	2.00	20786	23096	24	6	7	0	0	0	0	0	0	0	0	5749	6763	0	0	0	0	0	0	0	0	0	0	5749	6763
N	5113	3.90	4.80	2.00	19645	21996	23	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
O	7627	3.90	4.80	2.00	23262	25847	27	7	8	0	0	0	0	0	0	0	0	6482	7626	0	0	0	0	0	0	0	0	0	0	6482	7626
P	11568	3.90	4.80	2.00	35364	39294	42	10	12	0	0	0	0	0	0	0	0	9750	11470	0	0	0	0	0	0	0	0	0	0	9750	11470

With-Action																										
					Industrial Uses								Parking													
Site #	Lot Area	Max Res FAR	Max CF FAR	Max Com FAR	Warehouse	Warehouse Gross SF	Auto Related	Auto Related Gross SF	Manu-facturing	Manufacturing Gross SF	Total Industrial SF	Gross SF	Res Spaces	Res @25	Res @30	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Total @25	Total @30	Loading SF	Total Area	Total Area Gross SF	Built FAR	Building Height
A	20721	7.20	6.00	2.00	0	0	0	0	0	0	0	0	58	0	0	0	0	0	58	0	0	0	149153	166859	7.20	105
B	11851	7.20	6.00	2.00	0	0	0	0	0	0	0	0	20	0	0	0	0	0	20	0	0	0	85146	95252	7.18	105
C	25805	5.00	6.50	2.00	0	0	0	0	0	0	0	0	47	0	0	0	0	0	47	0	0	1000	128444	144076	4.98	115
D	23288	3.90	4.80	2.00	0	0	0	0	0	0	0	0	40	0	0	0	0	0	40	0	0	0	110449	124004	4.74	105
E	11827	3.90	4.80	2.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46107	51883	3.90	65
F	8441	3.90	4.80	2.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32918	37044	3.90	65
G	5204	3.90	4.80	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20158	22565	3.87	85
H	7360	3.90	4.80	2.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28154	31679	3.83	55
I	7346	3.90	4.80	2.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34893	39178	4.75	95
J	14604	3.90	4.80	2.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56749	63863	3.89	85
K	10448	3.90	4.80	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40200	45001	3.85	85
L	6697	3.90	4.80	2.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31811	35718	4.75	65
M	6804	3.90	4.80	2.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26535	29859	3.90	55
N	5113	3.90	4.80	2.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19645	21996	3.84	125
O	7627	3.90	4.80	2.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29744	33473	3.90	55
P	11568	3.90	4.80	2.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45114	50764	3.90	65

With-Action

					Residential Uses					Community Facility Uses								Commercial Uses													
Site #	Lot Area	Max Res FAR	Max CF FAR	Max Com FAR	Resi SF	Gross SF	Resi Units	Aff @25%	Aff @30%	Medical Office	Medical Office Gross SF	House of Worship	House of Worship Gross SF	Education	Education Gross SF	Total CF SF	Gross SF	Local Retail	Local Retail Gross SF	Office	Office Gross SF	Life Sciences	Life Sciences Gross SF	Other Area	Other Area Gross SF	Storage Area	Storage Area Gross SF	Garage	Garage Gross SF	Total Com SF	Gross SF
Q	8764	3.90	4.80	2.00	34028	37808	40	10	12	4599	5411	0	0	0	0	4599	5411	2861	3366	0	0	0	0	0	0	0	0	0	0	2861	3366
R	9649	3.90	4.80	2.00	29225	32473	34	9	10	0	0	0	0	0	0	0	0	8202	9649	0	0	0	0	0	0	0	0	0	0	8202	9649
S	5196	5.00	6.50	2.00	21023	23359	25	6	7	0	0	0	0	0	0	0	0	4417	5197	0	0	0	0	0	0	0	0	0	0	4417	5197
T	7506	5.00	6.50	4.00	0	0	0	0	0	0	0	0	0	0	0	0	0	30015	35312	0	0	0	0	0	0	0	0	0	0	30015	35312
U	14492	7.20	6.50	4.00	92256	102506	109	27	33	0	0	0	0	0	0	0	0	12029	14151	0	0	0	0	0	0	0	0	0	0	12029	14151
V	10833	7.20	6.50	4.00	67692	82811	80	20	24	0	0	1748	2057	0	0	1748	2057	5126	6031	0	0	0	0	0	0	0	0	0	0	5126	6031
W	8100	7.20	6.50	4.00	51421	57134	60	15	18	0	0	0	0	0	0	0	0	6886	8101	0	0	0	0	0	0	0	0	0	0	6886	8101
X	8377	3.90	4.80	4.00	26383	29314	31	8	9	0	0	0	0	0	0	0	0	7121	8377	0	0	0	0	0	0	0	0	0	0	7121	8377
Y	9296	3.90	4.80	4.00	29283	32536	34	9	10	0	0	0	0	0	0	0	0	7902	9296	0	0	0	0	0	0	0	0	0	0	7902	9296
Z	5035	7.20	6.50	4.00	31434	34927	37	9	11	0	0	0	0	0	0	0	0	4280	5035	0	0	0	0	0	0	0	0	0	0	4280	5035
AA	4816	7.20	6.50	4.00	34696	38707	41	10	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BB	9678	3.90	4.80	0.00	37744	42260	44	11	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CC	10155	7.20	6.50	4.00	64502	71669	76	19	23	0	0	0	0	0	0	0	0	8427	9915	0	0	0	0	0	0	0	0	0	0	8427	9915
DD	7625	7.20	6.50	4.00	54638	60970	64	16	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EE	9897	7.20	6.50	4.00	62820	69800	74	18	22	0	0	0	0	0	0	0	0	8413	9897	0	0	0	0	0	0	0	0	0	0	8413	9897
FF	17901	3.90	4.80	2.00	69793	77548	82	21	25	5371	6318	0	0	0	0	5371	6318	9675	11383	0	0	0	0	0	0	0	0	0	0	9675	11383

With-Action																										
					Industrial Uses								Parking													
Site #	Lot Area	Max Res FAR	Max CF FAR	Max Com FAR	Warehouse	Warehouse Gross SF	Auto Related	Auto Related Gross SF	Manu-facturing	Manufacturing Gross SF	Total Industrial SF	Gross SF	Res Spaces	Res @25	Res @30	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Total @25	Total @30	Loading SF	Total Area	Total Area Gross SF	Built FAR	Building Height
Q	8764	3.90	4.80	2.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41488	46585	4.73	65
R	9649	3.90	4.80	2.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37427	42122	3.88	95
S	5196	5.00	6.50	2.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25440	28556	4.90	75
T	7506	5.00	6.50	4.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1000	30015	35312	4.00	70
U	14492	7.20	6.50	4.00	0	0	0	0	0	0	0	0	33	0	0	0	0	0	33	0	0	0	104284	116657	7.20	115
V	10833	7.20	6.50	4.00	0	0	0	0	0	0	0	0	24	0	0	0	0	0	24	0	0	0	74566	90898	6.88	215
W	8100	7.20	6.50	4.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58306	65235	7.20	155
X	8377	3.90	4.80	4.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33503	37691	4.00	75
Y	9296	3.90	4.80	4.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37184	41832	4.00	65
Z	5035	7.20	6.50	4.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35714	39962	7.09	135
AA	4816	7.20	6.50	4.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34696	38707	7.20	155
BB	9678	3.90	4.80	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37744	42260	3.90	85
CC	10155	7.20	6.50	4.00	0	0	0	0	0	0	0	0	23	0	0	0	0	0	23	0	0	0	72930	81584	7.18	145
DD	7625	7.20	6.50	4.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54638	60970	7.17	145
EE	9897	7.20	6.50	4.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71232	79697	7.20	145
FF	17901	3.90	4.80	2.00	0	0	0	0	0	0	0	0	41	0	0	0	0	0	41	0	0	0	84839	95249	4.74	85

With-Action

					Residential Uses					Community Facility Uses								Commercial Uses													
Site #	Lot Area	Max Res FAR	Max CF FAR	Max Com FAR	Resi SF	Gross SF	Resi Units	Aff @25%	Aff @30%	Medical Office	Medical Office Gross SF	House of Worship	House of Worship Gross SF	Education	Education Gross SF	Total CF SF	Gross SF	Local Retail	Local Retail Gross SF	Office	Office Gross SF	Life Sciences	Life Sciences Gross SF	Other Area	Other Area Gross SF	Storage Area	Storage Area Gross SF	Garage	Garage Gross SF	Total Com SF	Gross SF
GG	15448	3.90	4.80	2.00	47287	52541	56	14	17	0	0	0	0	0	0	0	0	12960	15247	0	0	0	0	0	0	0	0	0	0	12960	15247
HH	5106	3.90	4.80	0.00	19416	21740	23	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II	5198	3.90	4.80	0.00	20270	22692	24	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
JJ	11817	3.90	4.80	2.00	36042	40047	42	11	13	0	0	0	0	0	0	0	0	10044	11816	0	0	0	0	0	0	0	0	0	0	10044	11816
					1,578,016	**1,762,691**	**1,856**	**464**	**557**	**24,436**	**28,748**	**7,284**	**8,569**	-	-	**31,720**	**37,318**	**255,513**	**300,603**	-	-	-	-	-	-	-	-	-	-	**255,513**	**300,603**

With-Action																										
					Industrial Uses								Parking													
Site #	Lot Area	Max Res FAR	Max CF FAR	Max Com FAR	Warehouse	Warehouse Gross SF	Auto Related	Auto Related Gross SF	Manu-facturing	Manufacturing Gross SF	Total Industrial SF	Gross SF	Res Spaces	Res @25	Res @30	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Total @25	Total @30	Loading SF	Total Area	Total Area Gross SF	Built FAR	Building Height
GG	15448	3.90	4.80	2.00	0	0	0	0	0	0	0	0	28	0	0	0	0	0	28	0	0	0	60247	67788	3.90	75
HH	5106	3.90	4.80	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19416	21740	3.80	125
II	5198	3.90	4.80	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20270	22692	3.90	85
JJ	11817	3.90	4.80	2.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46086	51863	3.90	65
					-	-	-	-	-	-	-	-	314	-	-	-	-	-	314	-	-	2,000	1,865,249	2,100,612		

		Increment																											
		Residential Uses					Community Facility Uses								Commercial Uses														
Site #	Lot Area	Resi SF	Gross SF	Resi Units	Aff @25%	Aff @30%	Medical Office	Medical Office Gross SF	House of Worship	House of Worship Gross SF	Education	Education Gross SF	Total CF SF	Gross SF	Local Retail	Local Retail Gross SF	Office	Office Gross SF	Life Sciences	Life Sciences Gross SF	Other Area	Other Area Gross SF	Storage Area	Storage Gross SF	Garage	Garage Gross SF	Total Com SF	Gross SF
A	20721	131813	146459	155	39	47	4345	5112	0	0	0	0	4345	5112	7995	9406	-10000	-11765	0	0	0	0	0	0	-14500	-17059	-16505	-19417
B	11851	75278	83643	89	22	27	0	0	0	0	0	0	0	0	-1526	-1795	0	0	0	0	0	0	0	0	-11393	-13404	-12919	-15199
C	25805	107640	119600	127	32	38	0	0	0	0	0	0	0	0	-9195	-10818	0	0	0	0	0	0	0	0	0	0	-9195	-10818
D	23288	90824	100915	107	27	32	-2779	-3269	0	0	0	0	-2779	-3269	9504	11181	0	0	0	0	0	0	0	0	0	0	9504	11181
E	11827	36120	40133	42	11	13	0	0	0	0	0	0	0	0	9987	11750	0	0	0	0	0	0	0	0	0	0	9987	11750
F	8441	25743	28604	30	8	9	0	0	0	0	0	0	0	0	7174	8441	0	0	0	0	0	0	0	0	0	0	7174	8441
G	5204	15258	17120	18	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H	7360	17495	19438	22	6	8	0	0	0	0	0	0	0	0	4524	5322	-1866	-2195	0	0	0	0	0	0	0	0	2658	3127
I	7346	26402	29336	32	8	10	0	0	4255	5006	0	0	4255	5006	-1733	-2039	-4275	-5029	0	0	0	0	0	0	0	0	-6008	-7069
J	14604	42123	46803	51	13	16	0	0	0	0	0	0	0	0	-3454	-4064	0	0	0	0	0	0	0	0	-8350	-9824	-11804	-13887
K	10448	36700	41112	45	12	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
L	6697	26118	29020	31	8	9	0	0	1280	1506	0	0	1280	1506	-2007	-2362	-3942	-4638	0	0	0	0	-1500	-1765	0	0	-7449	-8764
M	6804	20786	23096	24	6	7	0	0	0	0	0	0	0	0	-817	-961	0	0	0	0	0	0	0	0	0	0	-817	-961
N	5113	17426	19530	21	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
O	7627	18449	20499	23	7	8	0	0	0	0	0	0	0	0	5544	6522	0	0	0	0	0	0	0	0	0	0	5544	6522
P	11568	35364	39294	42	10	12	0	0	0	0	0	0	0	0	4573	5380	0	0	0	0	0	0	0	0	0	0	4573	5380

		Increment																				
		Industrial Uses								Parking												
Site #	Lot Area	Warehouse	Warehouse Gross SF	Auto Related	Auto Related Gross SF	Manu-facturing	Manufacturing Gross SF	Total Industrial SF	Gross SF	Res Spaces	Res @25	Res @30	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Total @25	Total @30	Loading SF	Total Area Gross SF	Total Area
A	20721	0	0	0	0	0	0	0	0	58			0	0	0	58			0	132153	119653
B	11851	0	0	0	0	0	0	0	0	20			0	0	0	20			0	68444	62359
C	25805	0	0	0	0	0	0	0	0	47			0	0	0	47			1000	108782	98444
D	23288	0	0	0	0	0	0	0	0	40			-20	0	0	20			0	108827	97549
E	11827	0	0	-2748	-3233	-4800	-5647	-7548	-8880	0			0	0	0	0			0	43003	38559
F	8441	0	0	-5100	-6000	0	0	-5100	-6000	0			0	0	0	0			0	31044	27818
G	5204	0	0	0	0	0	0	0	0	0			0	0	0	0			0	17120	15258
H	7360	0	0	0	0	0	0	0	0	0			0	0	0	0			0	22565	20152
I	7346	0	0	0	0	0	0	0	0	0			0	0	0	0			0	27273	24649
J	14604	0	0	0	0	0	0	0	0	0			0	0	0	0			0	32916	30319
K	10448	0	0	0	0	0	0	0	0	0			0	0	0	0			0	41112	36700
L	6697	0	0	0	0	0	0	0	0	0			0	0	0	0			0	21762	19949
M	6804	0	0	0	0	0	0	0	0	0			0	0	0	0			0	22135	19969
N	5113	0	0	0	0	0	0	0	0	0			0	0	0	0			0	19530	17426
O	7627	0	0	-3400	-4000	0	0	-3400	-4000	0			0	0	0	0			0	23022	20593
P	11568	0	0	0	0	0	0	0	0	0			0	-10	0	-10			0	44673	39937

		Increment																										
		Residential Uses					Community Facility Uses								Commercial Uses													
Site #	Lot Area	Resi SF	Gross SF	Resi Units	Aff @25%	Aff @30%	Medical Office	Medical Office Gross SF	House of Worship	House of Worship Gross SF	Education	Education Gross SF	Total CF SF	Gross SF	Local Retail	Local Retail Gross SF	Office	Office Gross SF	Life Sciences	Life Sciences Gross SF	Other Area	Other Area Gross SF	Storage Area	Storage Gross SF	Garage	Garage Gross SF	Total Com SF	Gross SF
Q	8764	34028	37808	40	10	12	4599	5411	0	0	0	0	4599	5411	-3655	-4300	-1290	-1518	0	0	0	0	0	0	0	0	-4945	-5817
R	9649	29225	32473	34	9	10	0	0	0	0	0	0	0	0	8202	9649	0	0	0	0	0	0	0	0	0	0	8202	9649
S	5196	19123	21248	23	6	7	0	0	0	0	0	0	0	0	4417	5197	0	0	0	0	0	0	0	0	0	0	4417	5197
T	7506	0	0	0	0	0	0	0	0	0	0	0	0	0	30015	35312	0	0	0	0	0	0	0	0	0	0	30015	35312
U	14492	92256	102506	109	27	33	0	0	0	0	0	0	0	0	12029	14151	0	0	0	0	0	0	0	0	0	0	12029	14151
V	10833	67692	82811	80	20	24	0	0	1748	2057	0	0	1748	2057	-874	-1028	-3650	-4294	0	0	-1950	-2294	0	0	0	0	-6474	-7616
W	8100	49341	54823	58	15	18	0	0	0	0	0	0	0	0	6886	8101	-2125	-2500	0	0	0	0	0	0	0	0	4761	5601
X	8377	26383	29314	31	8	9	0	0	0	0	0	0	0	0	1621	1907	0	0	0	0	0	0	0	0	0	0	1621	1907
Y	9296	29283	32536	34	9	10	0	0	0	0	0	0	0	0	7902	9296	-4080	-4800	0	0	0	0	0	0	-3080	-3624	742	873
Z	5035	31434	34927	37	9	11	0	0	0	0	0	0	0	0	4280	5035	0	0	0	0	0	0	0	0	0	0	4280	5035
AA	4816	34696	38707	41	10	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BB	9678	29728	33353	37	11	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CC	10155	64502	71669	76	19	23	0	0	0	0	0	0	0	0	8427	9915	0	0	0	0	0	0	0	0	0	0	8427	9915
DD	7625	53042	59196	62	16	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EE	9897	62820	69800	74	18	22	0	0	0	0	0	0	0	0	8413	9897	-878	-1033	0	0	0	0	-5000	-5882	0	0	2535	2982
FF	17901	69793	77548	82	21	25	5371	6318	0	0	0	0	5371	6318	862	1015	-10387	-12220	0	0	0	0	0	0	0	0	-9525	-11205

		Increment																				
		Industrial Uses								Parking												
Site #	Lot Area	Warehouse	Warehouse Gross SF	Auto Related	Auto Related Gross SF	Manu-facturing	Manufacturing Gross SF	Total Industrial SF	Gross SF	Res Spaces	Res @25	Res @30	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Total @25	Total @30	Loading SF	Total Area Gross SF	Total Area
Q	8764	0	0	0	0	0	0	0	0	0			0	0	0	0			0	37402	33682
R	9649	0	0	-9375	-11029	0	0	-9375	-11029	0			0	0	0	0			0	31092	28052
S	5196	0	0	0	0	0	0	0	0	0			0	0	0	0			0	26445	23540
T	7506	0	0	0	0	0	0	0	0	0			0	0	0	0			1000	35312	30015
U	14492	0	0	-7441	-8754	-4682	-5508	-12123	-14262	33			0	0	0	33			0	102395	92161
V	10833	0	0	0	0	0	0	0	0	24			0	0	0	24			0	77251	62966
W	8100	-2500	-2941	0	0	0	0	-2500	-2941	0			0	0	0	0			0	57483	51601
X	8377	-2220	-2612	0	0	0	0	-2220	-2612	0			0	0	0	0			0	28609	25783
Y	9296	0	0	0	0	0	0	0	0	0			0	0	0	0			0	33409	30024
Z	5035	0	0	0	0	-7500	-8824	-7500	-8824	0			0	0	0	0			0	31138	28214
AA	4816	0	0	0	0	0	0	0	0	0			0	0	0	0			0	38707	34696
BB	9678	0	0	0	0	0	0	0	0	0			0	0	0	0			0	33353	29728
CC	10155	0	0	0	0	-11930	-14035	-11930	-14035	23			0	0	0	23			0	67548	61000
DD	7625	0	0	0	0	-2315	-2724	-2315	-2724	0			0	0	0	0			0	56473	50727
EE	9897	0	0	-5000	-5882	-1950	-2294	-6950	-8176	0			0	0	0	0			0	64605	58404
FF	17901	0	0	0	0	0	0	0	0	41			-10	0	0	31			0	72661	65639

		Increment																											
		Residential Uses					Community Facility Uses								Commercial Uses														
Site #	Lot Area	Resi SF	Gross SF	Resi Units	Aff @25%	Aff @30%	Medical Office	Medical Office Gross SF	House of Worship	House of Worship Gross SF	Education	Education Gross SF	Total CF SF	Gross SF	Local Retail	Local Retail Gross SF	Office	Office Gross SF	Life Sciences	Life Sciences Gross SF	Other Area	Other Area Gross SF	Storage Area	Storage Gross SF	Garage	Garage Gross SF	Total Com SF	Gross SF
FF	17901	69793	77548	82	21	25	5371	6318	0	0	0	0	5371	6318	862	1015	-10387	-12220	0	0	0	0	0	0	0	0	-9525	-11205
GG	15448	42477	47197	51	14	17	0	0	0	0	0	0	0	0	11315	13312	0	0	0	0	0	0	0	0	0	0	11315	13312
HH	5106	17176	19251	21	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II	5198	18030	20203	22	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
JJ	11817	31626	35140	36	11	13	0	0	0	0	0	0	0	0	7344	8640	0	0	0	0	0	0	0	0	0	0	7344	8640
		1,526,194	**1,705,111**	**1,807**	**464**	**557**	**11,536**	**13,572**	**7,284**	**8,569**	-	-	**18,820**	**22,141**	**137,751**	**162,060**	**(42,493)**	**(49,992)**	-	-	**(1,950)**	**(2,294)**	**(6,500)**	**(7,647)**	**(37,323)**	**(43,909)**	**49,485**	**58,217**

		Increment																				
		Industrial Uses								Parking												
Site #	Lot Area	Warehouse	Warehouse Gross SF	Auto Related	Auto Related Gross SF	Manu-facturing	Manufacturing Gross SF	Total Industrial SF	Gross SF	Res Spaces	Res @25	Res @30	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Total @25	Total @30	Loading SF	Total Area Gross SF	Total Area
GG	15448	0	0	-8582	-10096	0	0	-8582	-10096	28			0	0	0	28			0	50412	45210
HH	5106	0	0	0	0	0	0	0	0	-2			0	0	0	-2			0	19251	16616
II	5198	0	0	0	0	0	0	0	0	-2			0	0	0	-2			0	20203	18030
JJ	11817	0	0	0	0	0	0	0	0	0			0	0	0	0			0	43780	38970
		(4,720)	**(5,553)**	**(41,646)**	**(48,995)**	**(33,177)**	**(39,032)**	**(79,543)**	**(93,580)**	**310**	**-**	**-**	**(30)**	**(10)**	**-**	**270**	**-**	**-**	**2,000**	**1,691,890**	**1,514,396**

Appendix 2

Transportation Planning Factors and Travel Demand Forecast Memorandum

To: NYCDCP
From: STV, Incorporated
Date: ~~**December 5, 2022**~~ **August 30, 2023**
Project: Bronx Metro-North Station Study EIS
Reference: 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

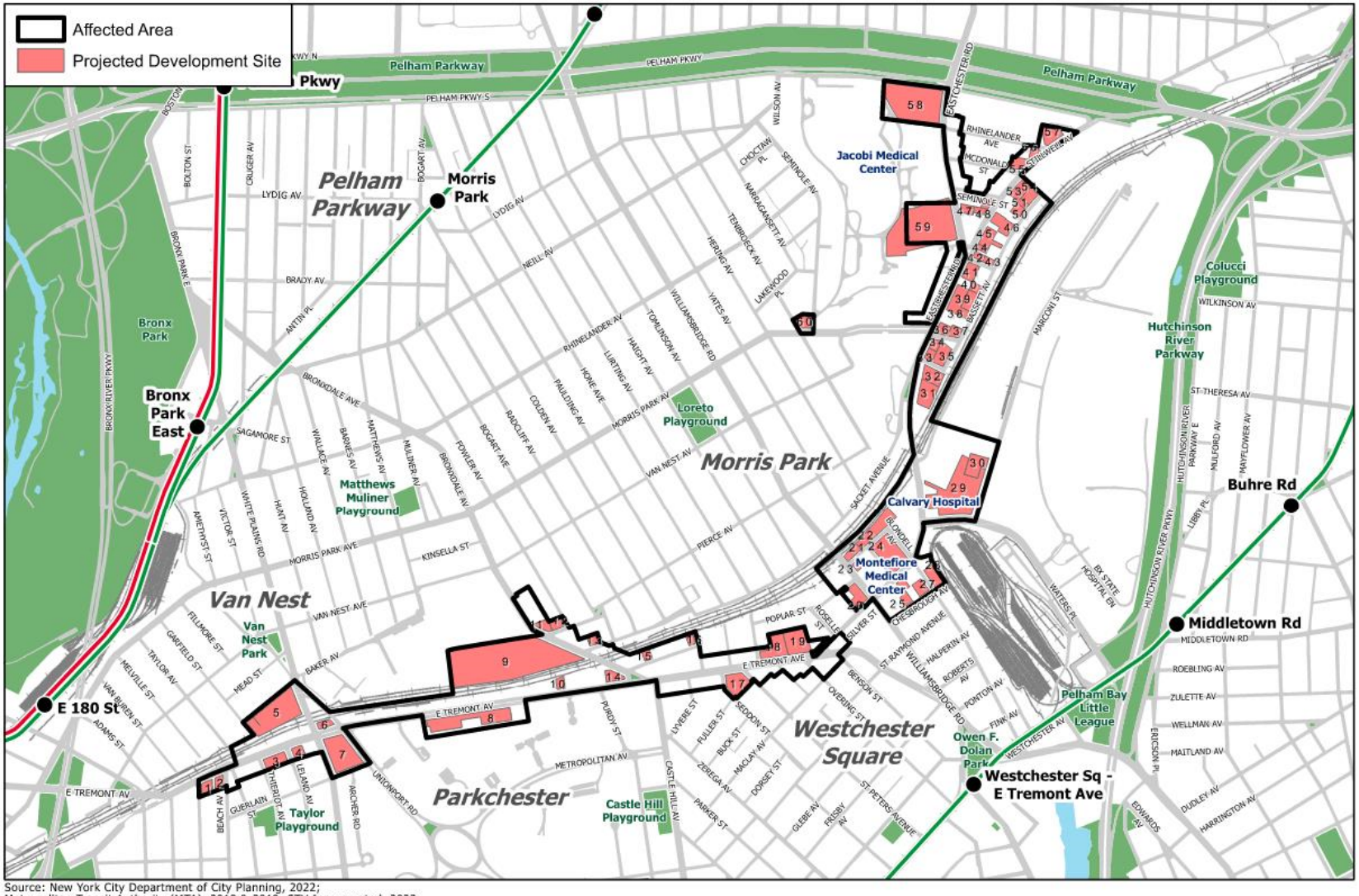
A RWCDS for both "future without the proposed actions" (Without-Action) and "future with the proposed actions" (With-Action) conditions is analyzed for an analysis year of 2033 in order to assess the potential effects of the Proposed Actions. Likely development sites were identified and divided into 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
Residential			
Residential	239 DU	7,713 DU	7,474 DU
Commercial			
Local Retail	336,343 gsf (288,956 zsf)	638,579 gsf (542,792 zsf)	302,236 gsf (253,836 zsf)
Office	361,715 gsf (307,458 zsf)	216,019 gsf (183,616 zsf)	-145,696 gsf (-123,842 zsf)
Life Sciences	0 gsf (0 zsf)	1,620,625 gsf (1,060,717 zsf)	1,620,625 gsf (1,060,717 zsf)
Total Commercial	*1,243,250 gsf* *(1,059,827 zsf)*	*2,475,223 gsf* *(1,787,125 zsf)*	*1,231,973 gsf* *(727,298 zsf)*
Community Facility			
Medical Office	221,577 gsf (192,609 zsf)	1,301,789 gsf (1,106,520 zsf)	1,080,212 gsf (913,911 zsf)
Education	0 gsf (0 zsf)	184,046 gsf (156,439 zsf)	184,046 gsf (156,439 zsf)
House of Worship	8,200 gsf (6,970 zsf)	34,611 gsf (29,420 zsf)	26,411 gsf (22,450 zsf)
Total Community Facility	*229,777* gsf *(199,579* zsf)	*1,520,446* gsf *(1,292,379* zsf)	*1,290,628* gsf *(1,092,800* zsf)
Industrial			
Light Industrial	51,112 gsf (43,445 zsf)	0 gsf 0 zsf)	-51,112 gsf (-43,445 zsf)
Warehouse	260,352 gsf (221,299 zsf)	0 gsf 0 zsf)	-260,352 gsf (-221,299 zsf)
Auto Repair	93,633 gsf (79,588 zsf)	0 gsf 0 zsf)	-93,633 gsf (-79,588 zsf)
Total Industrial	*405,096 gsf* *(344,332 zsf)*	*0 gsf* *0 zsf)*	*-405,096 gsf* *(-344,332 zsf)*

Note: Table 1 has been revised from the published table in the Draft Scope of Work.



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

N

0 0.25 0.5 Mile

Bronx Metro-North Station Study

Figure 1

RWCDS PROJECTED DEVELOPMENT SITES

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.~~an NYCDOT survey of a NYC research laboratory facility.

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 conservatively 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.

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
Trip Generation	(1)	(1)	(1)	(2)	(1,8)	(5)	(13)
Weekday	8.180	329	18.0	2.36	74.6	14.7	~~26.~~6.98
Saturday	9.08	358	3.9	0.20	37.0	2.2	~~13.5~~1.43
	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
Temporal Distribution	(2)	(2)	(2)	(2)	(1)	(10)	(13)
AM	9.0%	5.0%	12.0%	10.0%	11.0%	13.0%	~~16~~13.0%
MD	6.0%	8.0%	11.0%	9.0%	12.6%	10.0%	~~9~~10.0%
PM	8.5%	11.0%	11.0%	11.0%	8.5%	14.0%	~~26~~10.0%
Sat MD	8.0%	12.0%	14.0%	33.0%	17.0%	10.0%	~~10~~11.0%
		(6)	(3)				(13)
Modal Splits	(3)	AM/MD/PM SAT	AM/PM/SAT MD	(7)	(9)	(7)	~~(3)~~AM/MD/PM SAT
Auto	19.3%	11.0% 8.0%	37.0% 2.0%	62.7%	26.0%	62.7%	~~20~~37.0% 2.0%
Taxi	1.8%	0.0% 0.0%	2.0% 1.0%	0.7%	10.0%	0.7%	2.0% 1.0%
Subway/Railroad	52.1%	4.0% 7.0%	21.5% 7.0%	11.4%	14.0%	11.4%	~~24.0~~21.5% 7.0%
Bus	15.4%	3.0% 4.0%	21.5% 7.0%	14.4%	23.0%	14.4%	~~47.0~~21.5% 7.0%
School Bus	0.0%	0.0% 0.0%	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%	27.0%	10.8%	~~8~~18.0% 83.0%
	(2)	(1)	(1)	(2)	(9)	(10)	(13)
In/Out Splits	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~~89% ~~5~~11%
MD	50% 50%	50% 50%	48% 52%	53% 47%	47% 53%	50% 50%	~~50~~49% ~~50~~51%
PM	63% 37%	50% 50%	17% 83%	27% 73%	35% 65%	12% 88%	~~10~~23% ~~90~~77%
Sat MD	51% 49%	55% 45%	50% 50%	64% 36%	49% 51%	50% 50%	~~50~~75% ~~50~~25%
	(4,5)						
Vehicle Occupancy	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~~08
Taxi	1.3 1.82	2.10	1.2	1.40	1.60	1.40	1.~~30~~20
School Bus							
Truck Trip Generation	(1)	(1)	(1)	(2)	(5)	(10)	(13)
Weekday	0.06	0.35	0.32	0.91	0.29	0.52	0.~~10~~32
Saturday	0.02	0.04	0.01	0.08	0.29	0.03	0.~~10~~01
	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
Temporal Distribution	(1)	(1)	(1)	(2)	(5)	(10)	(13)
AM	12.0%	8.0%	10.0%	9.9%	3.0%	12.0%	~~9.7~~10.0%
MD	9.0%	11.0%	11.0%	8.0%	11.0%	9.0%	~~9.1~~11.0%
PM	2.0%	2.0%	2.0%	7.0%	1.0%	2.0%	~~5.1~~2.0%
Saturday	9.0%	11.0%	11.0%	28.0%	0.0%	9.0%	~~9.1~~11.0%
In/Out Splits	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)	
Trip Generation	(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	
Temporal Distribution	(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%	
											(14)			
Modal Splits	(15)		(12)		(7)		(5)		(5)		AM/PM	Midday	(14)	
Auto	34.0%		0.0%		62.7%		85.0%		5.0%		15.0%	0.0%	31.0%	
Taxi	0.0%		0.0%		0.7%		5.0%		1.0%		0.0%	0.0%	1.0%	
Subway/Railroad	3.0%		~~0.0~~5.2%		11.4%		1.0%		3.0%		40.0%	0.0%	46.0%	
Bus	3.0%		~~15.0~~5.2%		14.4%		1.0%		6.0%		20.0%	0.0%	15.0%	
School Bus	8.0%		0.0%		0.0%		0.0%		0.0%		0.0%	100.0%	0.0%	
Walk/Other	52.0%		~~85.0~~89.7%		10.8%		8.0%		85.0%		25.0%	0.0%	7.0%	
	(1)		(1)		(1)		(5)		(5)		(14)		(14)	
In/Out Splits	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM	100%	0%	50%	50%	100%	0%	65%	35%	54%	46%	100%	0%	100%	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%
Vehicle Occupancy	(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			
Truck Trip Generation	(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	
Temporal Distribution	(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	
In/Out Splits	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

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~~ NYCDOT provided rates from ~~the *Industry City FEIS,* 2019~~ survey of an NYC research laboratory facility.
(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~~18,945 person trips in the weekday AM peak hour, 19,~~023~~888 person trips in the weekday midday, ~~20,828~~17,724 person trips in the weekday PM peak hour, and ~~16,436~~18,759 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~~327, 4,217, 3,~~860, 3,553~~177, and 2,~~499~~811 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~~565, 3,~~370~~633, 4,~~871~~127, and ~~3,715~~4,232 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~~148, 3,070, 2,626, and 2,~~777~~659 in the weekday AM, midday, PM, and Saturday midday peak hours, respectively.
- Walk trips would increase by approximately 6,~~171~~301, 7,270, 6,~~883, 6,214~~992, and ~~6,541~~7,968 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.[1] Overall, Site ~~9~~24 would generate the greatest number of new vehicle trips, with up to 1,~~032~~087 incremental vehicle trips per hour. Sites ~~24~~9 and ~~29~~22 would generate the next highest number of incremental trips, with up to ~~732~~751 and ~~664~~670 vehicle trips per hour, respectively. There would be net decrease in vehicle trips during one or more peak hours at approximately ~~19~~17 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.

[1] 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	7,474	DU	302	ksf	-146	ksf	-260	ksf	1,080	ksf	-51	ksf	1,621	ksf
Peak Hour Trips:														
AM	5,502		2,486		-315		-61		7,990		-98		1,471	
MD	3,668		3,977		-288		-55		9,152		-75		1,131	
PM	5,196		5,469		-288		-68		6,174		-105		1,131	
Sat MD	5,429		6,492		-80		-17		6,795		-11		255	
Person Trips:														
AM	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
Auto	234	828	145	129	-104	-13	-30	-9	1,288	789	-54	-7	484	60
Taxi	22	77	0	0	-6	-1	0	0	495	304	-1	0	26	3
Subway/Railroad	631	2,236	53	47	-60	-7	-5	-2	694	425	-10	-1	281	35
Bus	186	661	40	35	-60	-7	-7	-2	1,139	698	-12	-2	281	35
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	138	489	1,080	958	-50	-6	-5	-2	1,338	820	-9	-1	236	29
Total	**1,210**	**4,292**	**1,318**	**1,168**	**-280**	**-35**	**-47**	**-14**	**4,954**	**3,036**	**-86**	**-12**	**1,309**	**162**
MD	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
Auto	354	354	219	219	-3	-3	-18	-16	1,118	1,261	-24	-24	205	213
Taxi	33	33	0	0	-1	-2	0	0	430	485	0	0	11	12
Subway/Railroad	956	956	80	80	-10	-11	-3	-3	602	679	-4	-4	119	124
Bus	282	282	60	60	-10	-11	-4	-4	989	1,116	-5	-5	119	124
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	209	209	1,631	1,631	-115	-125	-3	-3	1,161	1,310	-4	-4	100	104
Total	**1,834**	**1,834**	**1,989**	**1,989**	**-138**	**-150**	**-29**	**-26**	**4,301**	**4,851**	**-38**	**-38**	**554**	**577**
PM	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
Auto	632	371	301	301	-18	-89	-11	-31	562	1,043	-8	-58	96	322
Taxi	59	35	0	0	-1	-5	0	0	216	401	0	-1	5	17
Subway/Railroad	1,706	1,002	109	109	-11	-51	-2	-6	303	562	-1	-11	56	187
Bus	504	296	82	82	-11	-51	-3	-7	497	923	-2	-13	56	187
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	373	219	2,242	2,242	-9	-43	-2	-5	583	1,084	-1	-10	47	157
Total	**3,274**	**1,923**	**2,734**	**2,734**	**-49**	**-239**	**-18**	**-49**	**2,161**	**4,013**	**-13**	**-93**	**260**	**871**
Saturday	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
Auto	534	513	286	234	-15	-15	-7	-4	866	901	-4	-4	4	1
Taxi	50	48	0	0	-1	-1	0	0	333	347	0	0	2	1
Subway/Railroad	1,443	1,386	250	204	-9	-9	-1	-1	466	485	-1	-1	13	4
Bus	426	410	143	117	-9	-9	-2	-1	766	797	-1	-1	13	4
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	316	303	2,892	2,366	-7	-7	-1	-1	899	936	-1	-1	159	53
Total	**2,769**	**2,660**	**3,571**	**2,921**	**-40**	**-40**	**-11**	**-6**	**3,329**	**3,465**	**-6**	**-6**	**191**	**64**
Vehicle Trips:														
AM	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
Auto	209	740	69	61	-96	-12	-27	-8	805	493	-50	-7	448	55
Taxi	17	59	0	0	-5	-1	0	0	310	190	0	0	22	3
Taxi Balanced	76	76	0	0	-5	-5	0	0	499	499	0	0	25	25
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	27	27	4	4	-2	-2	-12	-12	5	5	-2	-2	26	26
Total	**312**	**843**	**73**	**65**	**-104**	**-19**	**-40**	**-20**	**1,309**	**997**	**-52**	**-9**	**499**	**106**
MD	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
Auto	226	226	104	104	-3	-3	-17	-15	699	788	-22	-22	190	198
Taxi	18	18	0	0	-1	-1	0	0	269	303	0	0	9	10
Taxi Balanced	36	36	0	0	-2	-2	0	0	572	572	0	0	19	19
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	20	20	6	6	-3	-3	-9	-9	17	17	-1	-1	29	29
Total	**282**	**282**	**110**	**110**	**-8**	**-8**	**-27**	**-25**	**1,288**	**1,377**	**-23**	**-23**	**237**	**245**
PM	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
Auto	564	331	143	143	-17	-82	-11	-29	351	652	-7	-54	89	298
Taxi	45	27	0	0	-1	-4	0	0	135	251	0	0	4	15
Taxi Balanced	72	72	0	0	-5	-5	0	0	386	386	-1	-1	19	19
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	4	4	1	1	0	0	-8	-8	2	2	0	0	5	5
Total	**641**	**408**	**144**	**144**	**-22**	**-87**	**-19**	**-37**	**739**	**1,040**	**-8**	**-55**	**113**	**322**
Saturday	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
Auto	341	327	136	111	-14	-14	-6	-4	541	563	-3	-3	4	1
Taxi	27	26	0	0	-1	-1	0	0	208	217	0	0	2	1
Taxi Balanced	54	54	0	0	-1	-1	0	0	425	425	0	0	2	2
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	7	7	1	1	0	0	-3	-3	0	0	0	0	1	1
Total	**401**	**388**	**137**	**112**	**-15**	**-15**	**-9**	**-7**	**966**	**988**	**-3**	**-3**	**7**	**4**

Table 3 (continued): RWCDS Travel Demand Forecast

Land Use	PS/IS School (Pre-K - Grade 5)		Parents (Pre-K - Grade 5)		PS/IS School Staff		Auto Repair		House of Worship		STEAM Center (student)		STEAM Center (staff)		**Total**	
Size/Units	888 students		396 parents		89 staff		-94 ksf		26 ksf		824 students		31 staff			
Peak Hour Trips:																
AM	879		784		71		-240		40		412		25		18,945	
MD	879		784		71		-200		20		824		0		19,888	
PM	0		0		0		-258		36		412		25		17,724	
Sat MD	0		0		0		-195		91		0		0		18,759	
Person Trips:																
AM	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
Auto	299	0	0	0	45	0	-133	-71	1	1	62	0	8	0	2,245	1,707
Taxi	0	0	0	0	0	0	-8	-4	0	0	0	0	0	0	530	379
Subway/Railroad	26	0	20	20	8	0	-2	-1	1	1	165	0	11	0	1,813	2,752
Bus	26	0	20	20	10	0	-2	-1	1	1	82	0	4	0	1,710	1,438
School Bus	70	0	0	0	0	0	0	0	0	0	0	0	0	0	70	0
Walk/Other	457	0	352	352	8	0	-12	-7	18	16	103	0	2	0	3,653	2,648
Total	**879**	**0**	**392**	**392**	**71**	**0**	**-156**	**-84**	**22**	**18**	**412**	**0**	**25**	**0**	**10,021**	**8,924**
MD	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
Auto	0	299	0	0	0	45	-85	-85	1	1	0	0	0	0	1,767	2,263
Taxi	0	0	0	0	0	0	-5	-5	0	0	0	0	0	0	467	523
Subway/Railroad	0	26	20	20	0	8	-1	-1	0	0	0	0	0	0	1,759	1,874
Bus	0	26	20	20	0	10	-1	-1	1	1	0	0	0	0	1,451	1,619
School Bus	0	70	0	0	0	0	0	0	0	0	412	412	0	0	412	482
Walk/Other	0	457	352	352	0	8	-8	-8	9	9	0	0	0	0	3,331	3,939
Total	**0**	**879**	**392**	**392**	**0**	**71**	**-100**	**-100**	**10**	**10**	**412**	**412**	**0**	**0**	**9,187**	**10,701**
PM	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
Auto	0	0	0	0	0	0	-110	-110	1	1	0	62	0	8	1,444	1,821
Taxi	0	0	0	0	0	0	-6	-6	0	0	0	0	0	0	273	442
Subway/Railroad	0	0	0	0	0	0	-1	-1	1	1	0	165	0	11	2,159	1,968
Bus	0	0	0	0	0	0	-1	-1	1	1	0	82	0	4	1,124	1,502
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	-10	-10	16	15	0	103	0	2	3,239	3,753
Total	**0**	**0**	**0**	**0**	**0**	**0**	**-129**	**-129**	**19**	**18**	**0**	**412**	**0**	**25**	**8,239**	**9,485**
Saturday	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
Auto	0	0	0	0	0	0	-83	-83	3	1	0	0	0	0	1,585	1,546
Taxi	0	0	0	0	0	0	-5	-5	1	0	0	0	0	0	380	390
Subway/Railroad	0	0	0	0	0	0	-1	-1	2	1	0	0	0	0	2,162	2,070
Bus	0	0	0	0	0	0	-1	-1	4	2	0	0	0	0	1,340	1,318
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	-8	-8	55	22	0	0	0	0	4,304	3,664
Total	**0**	**0**	**0**	**0**	**0**	**0**	**-97**	**-97**	**65**	**26**	**0**	**0**	**0**	**0**	**9,771**	**8,988**
Vehicle Trips:																
AM	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
Auto	230	230	--	--	41	0	-102	-55	1	1	35	0	7	0	1,570	1,498
Taxi	0	0	--	--	0	0	-6	-3	0	0	0	0	0	0	338	248
Taxi Balanced	0	0	0	0	0	0	-9	-9	0	0	0	0	0	0	586	586
School Bus	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Truck	1	1	--	--	--	--	-6	-6	0	0	0	0	0	0	42	42
Total	**233**	**233**	**0**	**0**	**42**	**0**	**-117**	**-70**	**1**	**1**	**35**	**0**	**7**	**0**	**2,199**	**2,128**
MD	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
Auto	230	230	--	--	0	41	-65	-65	0	0	0	0	0	0	1,342	1,482
Taxi	0	0	--	--	0	0	-4	-4	0	0	0	0	0	0	291	326
Taxi Balanced	0	0	0	0	0	0	-8	-8	0	0	0	0	0	0	617	617
School Bus	2	2	0	0	0	0	0	0	0	0	21	21	0	0	23	23
Truck	1	1	--	--	--	--	-4	-4	0	0	0	0	0	0	57	57
Total	**233**	**233**	**0**	**0**	**0**	**42**	**-77**	**-77**	**1**	**1**	**21**	**21**	**0**	**0**	**2,038**	**2,178**
PM	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
Auto	0	0	--	--	0	0	-84	-84	1	1	0	35	0	7	1,029	1,219
Taxi	0	0	--	--	0	0	-5	-5	0	0	0	0	0	0	179	283
Taxi Balanced	0	0	0	0	0	0	-10	-10	0	0	0	0	0	0	462	462
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	3	3
Total	**0**	**0**	**0**	**0**	**0**	**0**	**-95**	**-95**	**1**	**1**	**0**	**35**	**0**	**7**	**1,494**	**1,684**
Saturday	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
Auto	0	0	--	--	0	0	-64	-64	2	1	0	0	0	0	936	920
Taxi	0	0	--	--	0	0	-4	-4	0	0	0	0	0	0	233	239
Taxi Balanced	0	0	0	0	0	0	-7	-7	1	1	0	0	0	0	472	472
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	5	5
Total	**0**	**0**	**0**	**0**	**0**	**0**	**-71**	**-71**	**3**	**1**	**0**	**0**	**0**	**0**	**1,414**	**1,397**

Note: Table 3 has been revised from the published table in the Draft Scope of Work.

Table 4: Net Incremental Vehicle Trips by Projected Development Site

Site	Weekday Peak Hour			Saturday Peak Hour
	AM	MD	PM	
1	-89	-57	-45	-23
2	56	3	56	4
3	1728	1218	2030	1624
4	2227	2529	1620	1822
5	6573	4248	7079	5562
6	34	56	68	57
7	6566	3133	5960	4445
8	8196	5770	94112	7389
9	1,032751	926622	215222	173203
10	5	23	45	34
11	6	67	911	89
12	67	3	6	45
13	-23	-34	-23	-12
14	3	3	78	67
15	45	2	4	3
16	45	2	34	3
17	-2730	-2933	-89	-1112
18	2123	910	1820	1314
19	3437	1921	3235	2730
20	1720	1618	2427	1922
21	91142	105164	70109	74118
22	483568	570670	371436	416489
23	46	34	57	46
24	732861	9251,087	555653	669787
25	6	3	5	4
26	-1	1	0-1	1
27	-6068	-7485	-4552	-4956
28	1415	7	1213	910
29	420295	209208	664166	94-55
30	239403	301495	182308	215358
31	1326	1017	2034	1728
32	204242	236280	157186	171203
33	-2125	-3035	-1518	-1619
34	1112	910	1415	1112
35	-4048	-6070	-1722	-2834
36	3036	79	3035	1113

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

Site	Weekday Peak Hour			Saturday Peak Hour
	AM	MD	PM	
37	-23	-42	-16	-23
38	47	27	41	29
39	11	2	9	14
40	-3	-5	-4	2
41	1017	1520	1725	1724
42	1821	2	1619	45
43	-20	-10	-12	02
44	-109	-7	-8	-21
45	-146	-84	-80	311
46	1933	1321	2235	1727
47	14	12	11	7
48	-45	-3	-23	-1
49	-23	0	10	78
50	612	36	611	49
51	-75	-76	-76	-54
52	1118	1015	1523	1319
53	712	79	1015	812
54	-31	02	04	1014
55	-79	-67	-56	-34
56	-57	-4	-34	-23
57	1517	1518	2427	2125
58	418317	258267	644230	15136
59	124140	88101	124140	6775
60	128150	152178	98115	108127

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~~Road 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[1]	17%	8%	9%	8%	6%	9%	5%	29%	2%	6%
Residential[2]	16%	4%	8%	27%	17%	8%	3%	10%	3%	5%
Retail/Community Uses[3]	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~~327 vehicle trips during the weekday AM peak hour, ~~3,860~~4,217 vehicle trips during the weekday midday peak hour, 3,~~553~~177 vehicle trips during the weekday PM peak hour, and 2,~~499~~811 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~~56 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~~1B, 1C, and ~~3~~1D. These locations were selected based on discussions with NYCDCP and NYCDOT.

Vehicular and Pedestrian Safety

Under *CEQR Technical Manual* guidance, the traffic study area should also consider intersections within the traffic and pedestrian study areas that have been identified as high crash locations. A high crash location is defined as a location identified along a Vision Zero corridor/intersection or where five or more pedestrian/bicyclist injury crashes have occurred in any consecutive 12 months of the most recent three-year period for which data are available. Within the traffic and pedestrian study areas, three intersections would be considered high-crash locations due to more than five pedestrian/bicycle injury crashes in a consecutive 12 month period. These intersections are Eastchester Road at Waters Place, Eastchester Road at Williamsbridge Road, and Waters Place at Fink Avenue and are included as traffic analysis locations. The analysis of vehicular and pedestrian safety in the EIS will focus on these high-crash locations and other intersections with a substantial number of crashes. Crash trends will be evaluated to determine if 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. Feasible improvement measures will be explored to alleviate potential safety issues.

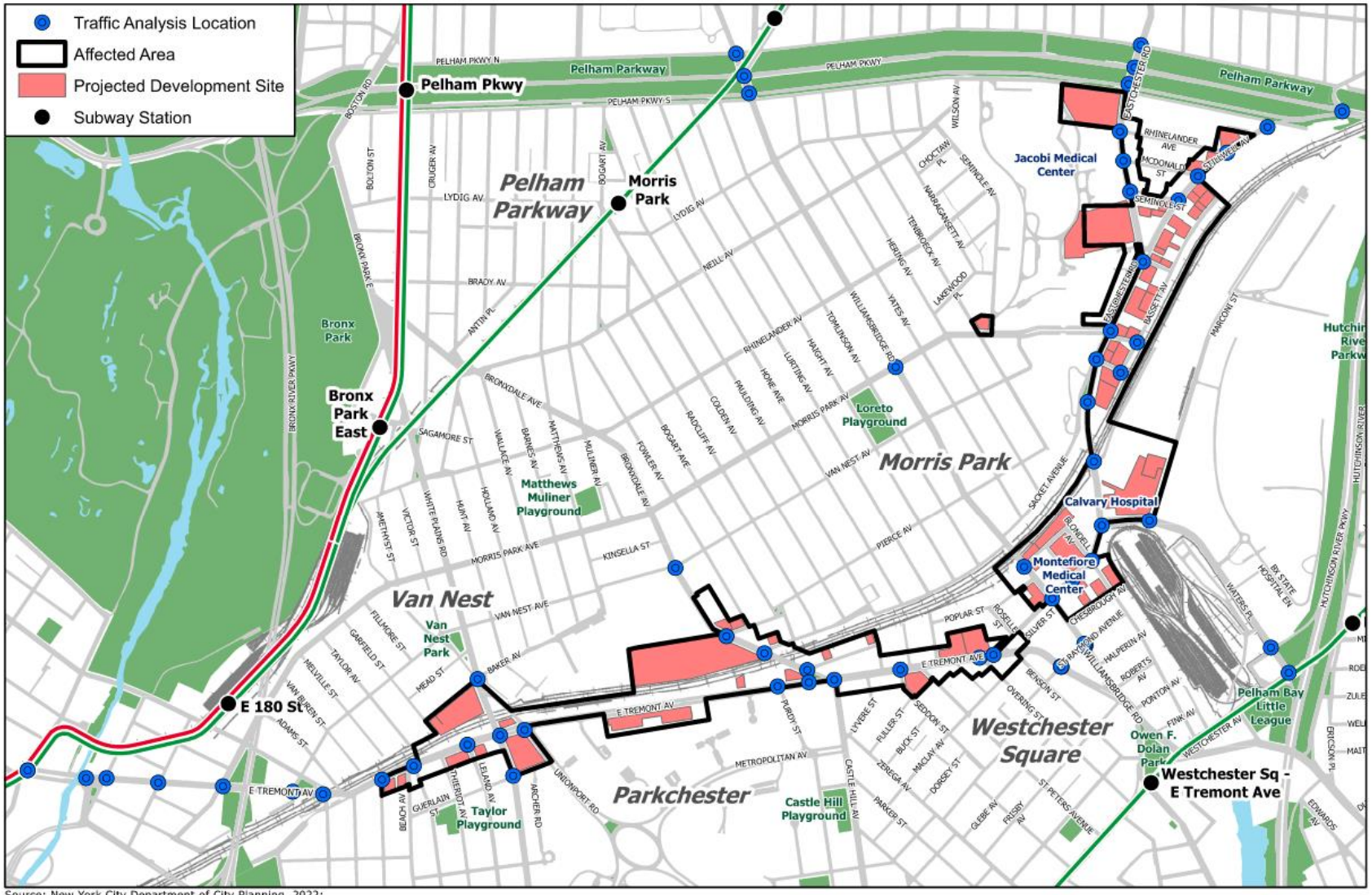


Figure 2

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	Bronxdale Avenue & Pierce Avenue
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

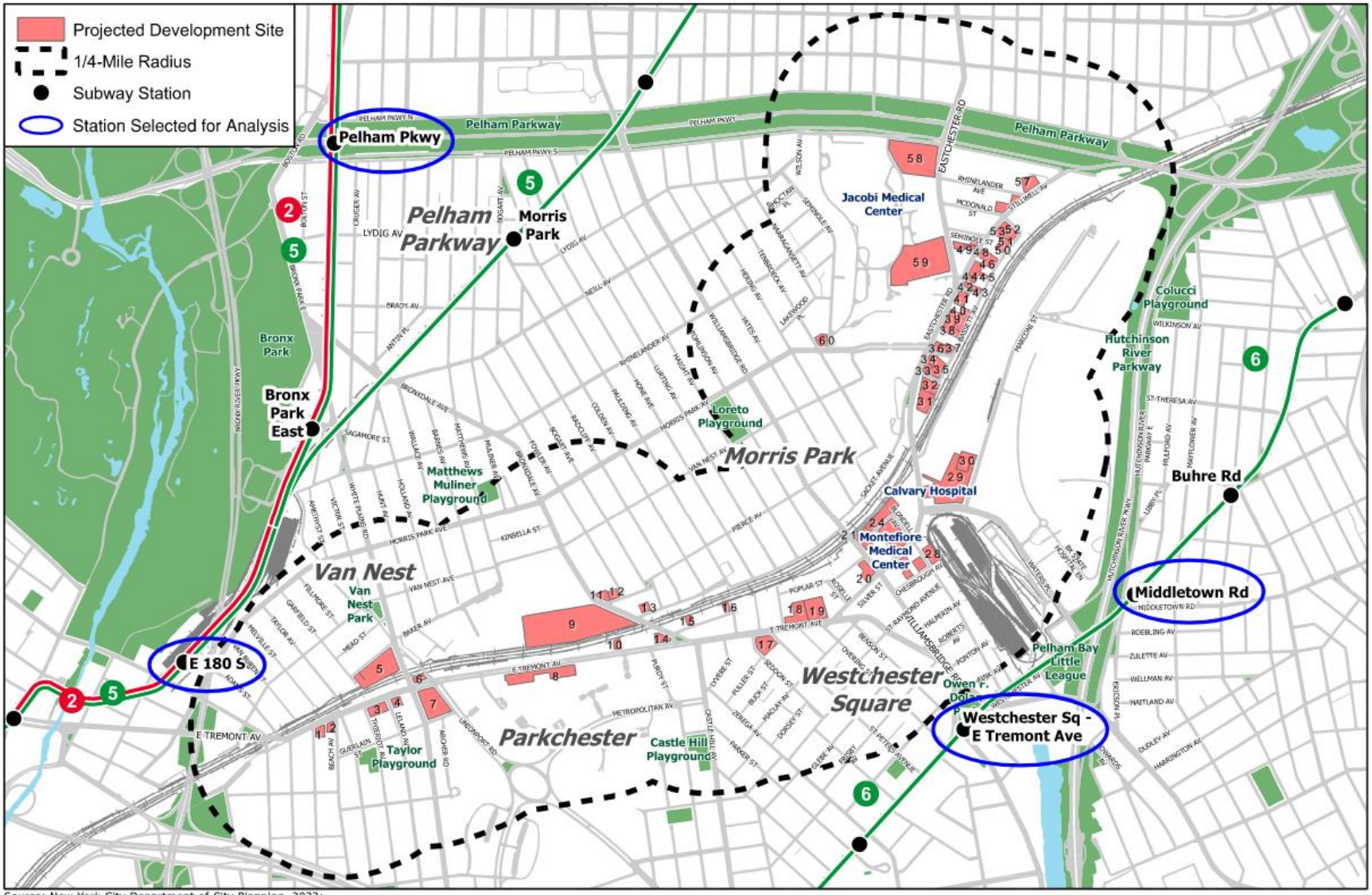
Subway Stations

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 180th 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
Project Summary						
Peak Hour Project-Generated Trips:	10,021	8,924	18,945	8,239	9,485	17,724
Peak Hour Project-Generated Subway/Commuter Train Trips:	1,813	2,752	4,565	2,159	1,968	4,127
Peak Hour Project-Generated Subway Trips:	1,177	1,787	2,964	1,401	1,278	2,679
Peak Hour Project-Generated Commuter Train Trips:	636	965	1,601	757	690	1,448
Subway Station Summary						
E. 180st (2,5)	454	866	1,320	671	516	1,187
Pelham PKWY (2,5)	140	151	291	128	157	285
Parkchester (6)	34	110	144	89	56	145
Westchester Sq. (6)	458	534	992	409	453	862
Middletown Rd. (6)	91	126	217	104	96	201
Total	1,177	1,787	2,964	1,401	1,278	2,679

Note: Table 7 has been revised from the published table in the Draft Scope of Work.



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

N

0 0.25 0.5 Mile

Figure 3

REZONING AREA SUBWAY STATIONS

Subway Assignment and Analyzed Stations

As shown in **Table 3**, the Proposed Actions would generate a net increment of approximately 4,~~535~~565 and 4,~~871~~127 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[2] of the transit rail trips. The remaining 65 percent would be assigned as subway trips for a net increment of 2,~~944~~964 and ~~3,163~~2,679 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 180th Street station serving the 2 and 5 lines which would experience approximately 1,~~290~~320 incremental trips (in + out combined) in the AM peak hour and 1,~~361~~187 in the PM peak hour. The Westchester Square station on the 6 Line would experience an estimated ~~897~~992 trips in the AM and ~~854~~862 in the PM. The Pelham Parkway station on the 2 and 5 Line would experience an estimated ~~357~~291 trips in the AM peak hour and ~~430~~285 trips in the PM peak hour. The Middletown Road station on the 6 line would experience an estimated ~~277~~217 trips in the AM peak hour and ~~394~~201 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 180th 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.

[2] 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

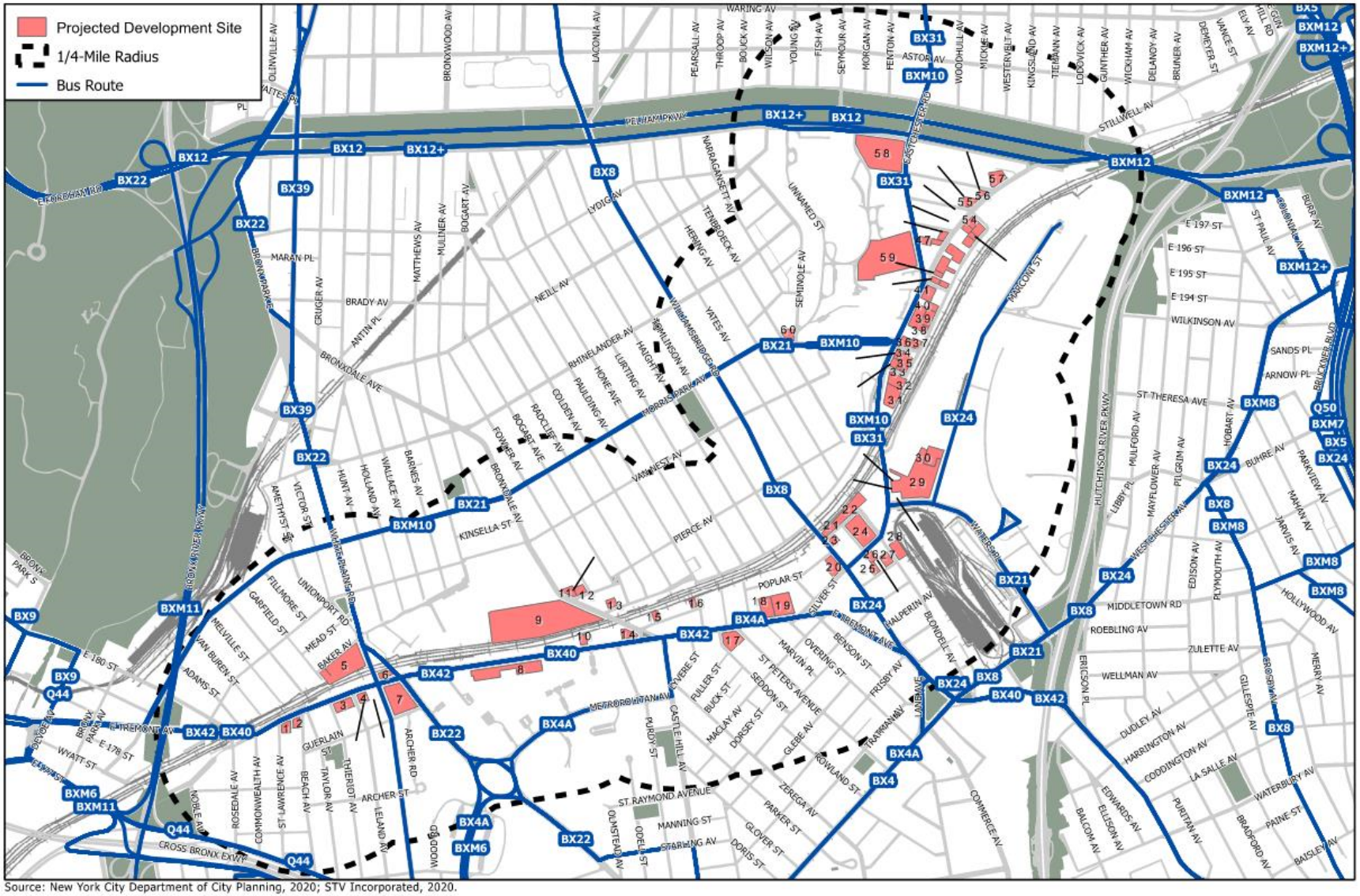
The Rezoning Area will be served by two new Metro-North stations in the Parkchester/Van Nest and Morris Park areas. Census data from the representative neighborhood of Woodlawn indicates that 35 percent of transit rail riders will use these new stations. As shown in **Table 7**, the Proposed Actions would generate a net increment of approximately 1,~~591~~601 and 1,~~708~~448 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~~622 and ~~490~~584 trips at the Parkchester station and ~~1,051~~980 and ~~1,218~~864 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~~14 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.

N

0 0.25 0.5 Mile

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	Westchester ~~Sq – The Hub~~Avenue
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
Bx36	NYCT	Soundview - George Washington Bridge	Tremont Ave
~~BX39~~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~~3,148 and ~~5,354~~2,626 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~~406 and 2,~~612~~218 incremental bus would be added as connections to subway stations for a total of ~~6,820~~5,544 and ~~7,966~~4,826 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, Bx42 and ~~Bx42~~BxM10.

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

Route	Direction	AM Peak Hour			PM Peak Hour		
		~~In~~Alighting	~~Out~~Boarding	Total	~~In~~Alighting	~~Out~~Boarding	Total
Bx4	EB	~~3~~2	0	~~3~~2	~~4~~2	0	~~4~~2
	WB	0	~~5~~6	~~5~~6	0	~~3~~2	~~3~~2
Bx4A	EB	**~~70~~71**	0	~~70~~71	**~~140~~168**	0	~~140~~168
	WB	0	**~~186~~223**	~~186~~223	0	**~~82~~98**	~~82~~98
~~BxM10~~Bx8	NB	~~0~~38	0	~~0~~38	**~~187~~**15	0	~~187~~15
	SB	0	**~~196~~**23	~~196~~23	0	~~2~~32	~~2~~32
Bx12	EB	**~~248~~124**	~~35~~38	~~283~~162	**~~7~~85**	**~~33~~169**	~~405~~154
	WB	**~~228~~77**	**~~59~~100**	~~287~~177	~~49~~34	**~~367~~123**	~~416~~157
Bx12-SBS	EB	**~~137~~87**	~~35~~41	~~173~~128	~~50~~**71**	**~~33~~164**	~~381~~135
	WB	**~~228~~77**	~~42~~**83**	~~270~~160	~~49~~32	**~~206~~91**	~~255~~123
Bx21	EB	**~~1,415~~682**	~~0~~**117**	~~1,415~~799	**~~585~~412**	~~0~~**78**	~~585~~490
	WB	~~0~~**63**	**~~637~~526**	~~637~~590	~~0~~**98**	**~~1,848~~613**	~~1,848~~711
Bx22	NB	16	~~33~~35	~~48~~51	~~25~~30	~~21~~24	~~46~~54
	SB	~~13~~11	~~22~~25	~~35~~36	~~17~~19	~~11~~14	~~28~~33
Bx24	EB	0	~~17~~22	~~17~~22	0	~~24~~29	~~24~~29
	WB	~~28~~32	0	~~28~~32	~~13~~16	0	~~13~~16
Bx31	NB	~~0~~**175**	**~~375~~350**	~~375~~525	~~0~~**133**	**~~1,766~~520**	~~1,766~~653
	SB	**613**	**162**	775	**279**	**182**	461
Bx36	EB	6	14	20	12	5	17
	~~SB~~WB	**~~1,318~~**0	~~0~~1	~~1,318~~	**~~385~~**0	~~0~~1	~~385~~1
BX39	NB	~~20~~0	**~~84~~169**	~~104~~169	**~~51~~**0	**~~46~~90**	~~97~~90
	SB	~~47~~**67**	**~~64~~**0	~~11~~67	**~~64~~137**	~~3~~10	~~95~~137
Bx40	EB	**~~247~~204**	~~4~~2	~~251~~206	**~~227~~245**	~~2~~1	~~230~~246
	WB	~~36~~24	**~~341~~385**	~~377~~409	**~~44~~50**	**~~327~~231**	~~372~~281
Bx42	EB	**~~247~~204**	~~4~~2	~~251~~206	**~~227~~246**	~~2~~1	~~230~~247
	WB	~~37~~31	**~~342~~385**	~~379~~416	~~46~~**52**	**~~328~~240**	~~373~~292
BxM10	NB	0	0	0	**181**	0	181
	SB	0	**232**	232	0	0	0
Total		~~4,338~~2,603	2,~~482~~941	~~6,820~~5,544	2,~~238~~317	~~5,728~~2,508	~~7,966~~4,826

Notes:

Bold - denotes 50 or more incremental trips.

Table 9 has been revised from the published table in the Draft Scope of Work.

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~~301 walk-only trips (in + out combined) in the weekday AM peak hour, ~~6,883~~7,270 in the midday peak hour, 6,~~214~~992 in the PM peak hour, and ~~6,541~~7,968 in the Saturday peak hour. Persons en route to and from subway/rail station entrances and bus stops would add approximately ~~8,973~~7,713, 6,~~871, 10,225~~703, 6,753 and 6,~~492~~891 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~~ April 14, 2023
Project: Bronx Metro-North Station ~~Area Rezoning~~ Study EIS
Reference: Air Quality Analysis Methodology and Assumptions

INTRODUCTION

The purpose of this memorandum is to describe the air quality analysis approach for the Bronx Metro-North Station ~~Area Rezoning~~ Study 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_{10}) and less than 2.5 microns in diameter ($PM_{2.5}$) 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_{10} and $PM_{2.5}$ 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 $PM_{2.5}$ annual impact analysis 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.[1] 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 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, PM2.5 and PM10, 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 $PM_{2.5}$ annual impact analyses. Road dust emission factors will be calculated according to the latest procedure delineated by EPA[2] and the *CEQR Technical Manual*.

If maximum $PM_{2.5}$ 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 NYCDCP.

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_{10} and $PM_{2.5}$, 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;

[1] EPA, MOVES Model, User Guide for MOVES3, EPA-420-B-15-095 November 2015.
[2] 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.

- 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~~ 210 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 assignments with the Proposed Actions. The selected intersections will be submitted for review and approval to NYCDCP. If additional intersections warrant analysis, justification for their inclusion will be provided to NYCDCP 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 $PM_{2.5}$ and PM_{10} 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 $PM_{2.5}$, the highest 24-hour average concentrations from the three most recent years of data available for PM_{10} 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, $PM_{10,}$ and $PM_{2.5}$. 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_{10} and $PM_{2.5}$ 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_2, NO_2, PM_{10}, and $PM_{2.5}$ 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 ~~Using information in the Air Quality Appendix of the *2021 CEQR Technical Manual*, an~~ estimate of ~~the~~ 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^2-year No. 2 fuel oil or its heat content equivalence of natural gas would be used for natural gas; and
- For commercial developments, 0.30 gal /ft^2-year No. 2 fuel oil or its heat content equivalence of natural gas would be used for natural gas.

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_2, SO_2, and PM_{10}. 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

NYCDCP 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 NYCDCP 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 NYCDCP 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 NYCDCP 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.

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

Appendix 4

Noise Analysis Methodology and Assumptions Memorandum

To: New York City Department of City Planning
From: STV Incorporated
Date: ~~December 8, 2022~~March 10, 2023
Project: Bronx Metro-North ~~Rezoning~~ Station Study EIS
Reference: Noise Analysis Methodology and Assumptions

A noise analysis will be conducted for the Bronx Metro-North ~~Rezoning~~ Station Study 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 proposed development sites for the Bronx Metro-North ~~Rezoning~~ 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 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 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 sensitive receptors in the community.
2. Ambient noise impacts (from existing local and highway traffic, ventilation equipment, trains, stationary sources, etc.) on proposed uses (projected and potential development sites).

Given the high ambient noise levels from existing nearby sources including the MTA Westchester Yard, the 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 residents.

Noise Monitoring

Mobile Sources

To determine baseline noise levels within the study area, noise monitoring is proposed. Once the RWCDS is available, locations will be 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 will also be 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 train noise, 24-hour noise measurement should be conducted to calculate accurate L_{dn} noise levels. For the facades of receptors for which the primary noise source is train noise, noise monitoring will follow Federal Transit Administration (FTA) guidelines in order to estimate $Leq_{(1)}$ and/or L_{dn}. 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. It is also proposed that the aircraft flight noise would not be removed from the noise measurements. As a result, acceptable building interior noise levels to be recommended would take the aircraft noise component into account. 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.

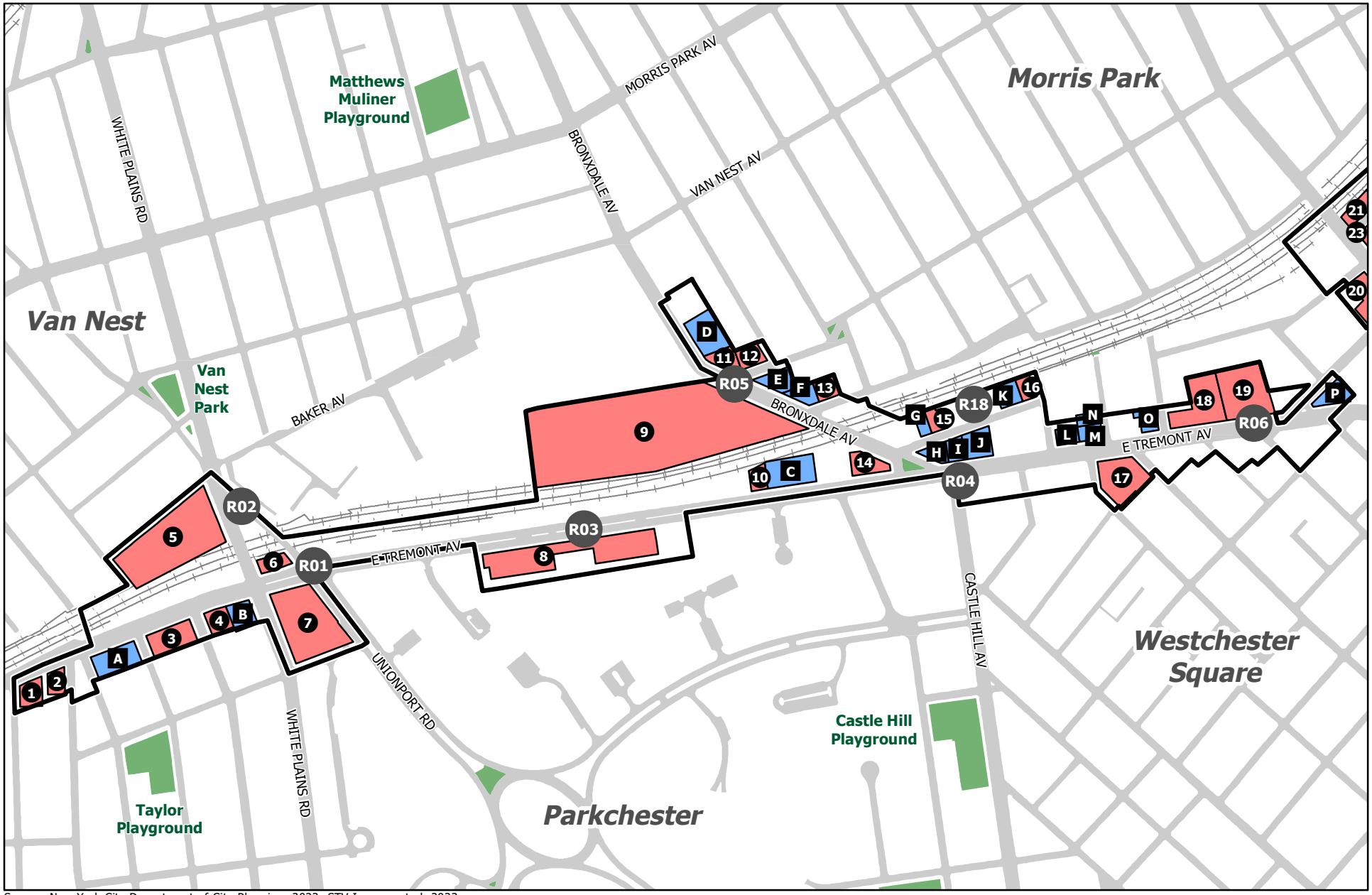
The instruments used for the monitoring will be Type I Sound Level Meters (SLM) according to ANSI Standard S1.4-1983 (R2006). Each SLM will have a valid laboratory calibration certificate when measurements occur. All measurement procedures will be based on the guidelines outlined in ANSI Standard S1.13-2005.

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 proposed locations 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.

Table 1

Proposed Street Level Noise Monitoring Locations

Receptor	Location
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	2547 E Tremont Ave (Westchester United Methodist Church)
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 Rhinelander 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, 2023; STV Incorporated, 2023.

N

0 500 1,000 Feet

Project Area*

Projected Development Site

Proposed Street Level Noise Monitoring Location

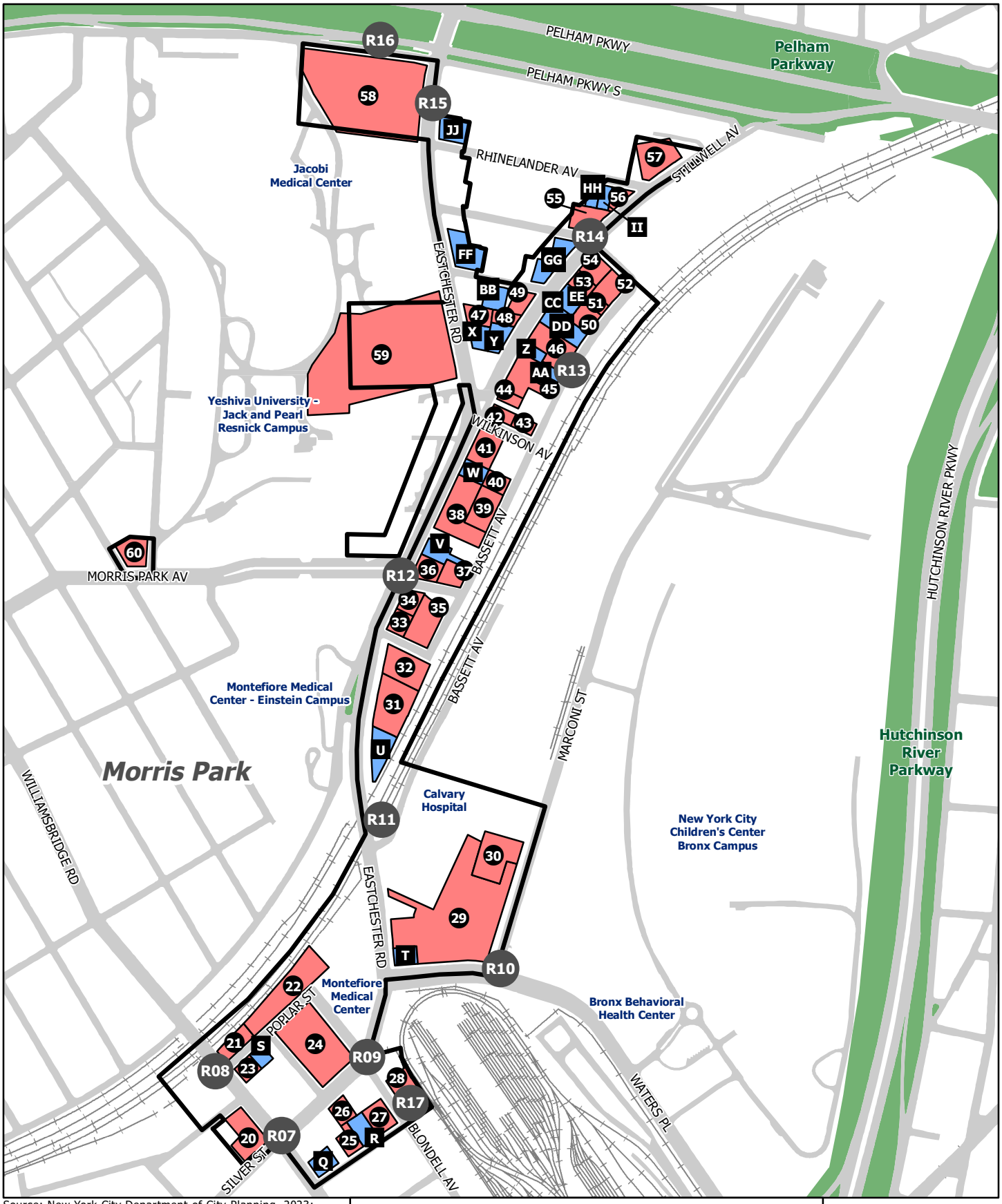
Potential Development Site

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

Bronx Metro-North Station Study

Figure 1a

PARKCHESTER & VAN NEST AREA NOISE MONITORING LOCATIONS



Source: New York City Department of City Planning, 2023; STV Incorporated, 2023.

N

0 500 1,000 Feet

Project Area*

Projected Development Site

Proposed Street Level Noise Monitoring Location

Potential Development Site

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

Figure 1b

MORRIS PARK AREA NOISE MONITORING LOCATIONS

Bronx Metro-North Station Study

Rail Sources

The existing Metro-North train line and the train yard would be within close proximity to many of the proposed development sites. Where possible, elevated receptors may be examined near the elevated train line **assuming that a secure and accessible location is available, otherwise street level locations will be utilized**. As noise levels near certain portions of the rezoning would be dominated by the train lines, it is anticipated that measurements from one or two monitoring locations would be applicable to multiple sites similarly situated along the rail corridor as well as other roadway corridors similarly affected. Monitoring locations, measuring train noise specifically, would be measured for a 24-hour period.

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 project 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

The selected noise monitoring locations will be used to assess the noise impacts of project-induced vehicles. For traffic-induced noise impacts, projected increases in noise will be based on the *CEQR Technical Manual*, depending on the traffic noise levels projected for the No-Action condition. The PCE analysis prescribed by the *CEQR Technical Manual* will be conducted to demonstrate that the Proposed Actions will not result in any exceedances of noise 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 proposed 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 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 the proposed 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 future noise levels for the existing, 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 receptors not introduced by the Proposed Actions.

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~~April 14, 2023
Project: Bronx Metro-North Station ~~Area Rezoning~~Study 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~~Study 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 (NYCDCP). The general methodology for stationary source modeling (regarding model selection, receptor placement, and meteorological data) presented in the "Bronx Metro-North Station ~~Area~~ Study 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 (NOx), 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 NOx 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 (SOx) 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 PM2.5 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. PM2.5 emissions will be used for determining the worst-case periods for analysis of all pollutants. Generally, emission patterns of PM10 and NO2 would follow PM2.5 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. ~~The worst-case short-term and annual periods will be selected once the estimated construction activities have been developed and may include overlapping construction activities at nearby development sites for cumulative impacts. These periods will be selected based on the maximum construction intensity predicted and their proximity to nearby sensitive receptors (i.e., residential buildings).~~

Table 1

Pollutants for Analysis and Averaging Periods

Pollutant	Averaging Period
$PM_{2.5}$	24-hour
	Annual Local
PM_{10}	24-hour
NO_2	Annual
CO	1-hour
	8-hour

~~Emissions profiles will be generated for the projected development sites based on the resulting multi-year profiles of annual average and peak day average emissions of $PM_{2.5}$, and the proximity of the construction activities at each projected development site to each other and to nearby sensitive receptor locations.~~

The construction-related air quality dispersion modeling assessment will be conducted for ~~one~~ two peak short-term periods and ~~one~~ 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~~Station Study EIS ~~– Stationary Source~~ Air Quality Analysis Methodology and Assumptions" memo which will also be submitted to NYCDCP. 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 that are likely to be affected by the construction activities ~~where the maximum concentration is likely to occur~~ 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~~ Available 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~~March 10, 2023
Project: Bronx Metro-North ~~Rezoning~~ Station Study 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~~ Station Study ~~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 <u>two</u> 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 CadnaA 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 CadnaA 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 CadnaA. 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.~~
50,614 sf. of residential (54 units), 10,996 sf. of commercial, 85 ft. in height.

Increment:
~~+ 48 residential units~~ + 54 residential units
~~+ 12 Inclusionary Housing units~~ + 13 Inclusionary Housing units
~~+ 9,347 sf. of commercial~~ + 10,996 sf. of commercial
~~- 9,700 sf. of industrial~~ - 11,412 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.~~
36,174 sf. of residential (38 units), 7,845 sf. of commercial, 75 ft. in height.

Increment:
~~+ 35 residential units~~ + 38 residential units
~~+ 9 Inclusionary Housing units~~ + 10 Inclusionary Housing units
~~+ 168 sf. of commercial~~ + 198 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~~ R8X, 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.~~
149,127 sf. of residential (158 units), 20,759 sf. of commercial, 59 residential parking spaces underground, 105 ft. in height.

Increment:
~~+ 92 residential units~~ + 158 residential units
~~+ 23 Inclusionary Housing units~~ + 39 Inclusionary Housing units
~~+ 5,729 sf. of commercial~~ + 8,456 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~~ R8X, 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.~~
71,087 sf. of residential (75 units), 9,834 sf. of community facility, 17 residential parking spaces underground, 105 ft. in height.

Increment:
~~+ 54 residential units~~ +75 residential units
~~+ 14 Inclusionary Housing units~~ + 19 Inclusionary Housing units
~~+ 8,529 sf. of community facility~~ + 9,834 sf. of community facility
~~- 12,600 sf. of commercial~~ - 14,824 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~~ R6A
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~~ R6A
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~~ R6A
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~~ R6A
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~~ R6A
Existing Building and Use: Vacant

Address: 614 Baker Avenue
Block, Lot: 4025, 6
Lot Area: 2,000 sf
Zoning Change: R5 to ~~R6-1~~ R6A
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~~ R6A
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~~ R6A
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~~ R6A
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~~ R6A
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~~ R6A
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~~ R6A
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~~ R6A
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~~ R6A
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~~ R6A
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~~ R6A
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, C2-4
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 R6A, R6-1, C2-4, C8-2
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.~~
417,398 sf. of residential (440 units), 24,598 sf of commercial, 165 residential parking spaces underground, 125 ft. in height.

Increment:
~~+ 360 residential units~~ + 398 residential units
~~+ 100 Inclusionary Housing units~~ + 110 Inclusionary Housing units
~~+ 20,909 sf. of commercial~~ + 24,598 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.~~
7,987 sf. of commercial, 23 commercial parking spaces underground, 15 ft. in height.

With Action:
~~13,577 sf. of commercial, 30 ft. in height.~~
15,973 sf. of commercial, 30 ft. in height.

Increment:
~~+ 6,632 sf. of commercial~~ + 7,986 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 R8X, 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 R8X, 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 R8X, 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 R8X, 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 R8X, 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~~
96,029 sf. of residential (98 units), 66,718 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.~~
492,957 sf. of residential (522 units), 67,437 sf. of commercial, 157 residential and 57 commercial parking spaces underground, 115 ft. in height.

Increment:
~~+ 424 residential units~~ + 424 residential units
~~+ 130 Inclusionary Housing units~~ + 130 Inclusionary Housing units
~~- 694 sf. of commercial~~ - 719 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 R8X, 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 R8X, 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 R8X, 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.~~
452,500 sf. of residential (479 units), 76,595 sf. of commercial, 329 residential and 65 commercial parking spaces, 175 ft. in height.

Increment:

~~+ 369 residential units~~ + 479 residential units

~~+ 92 Inclusionary Housing units~~ + 120 Inclusionary Housing units

~~- 346,384 sf. of commercial~~ - 407,511 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~~ M1-1A/R7-3
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~~ M1-1A/R7-3
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~~ M1-1A/R7-3
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.~~
1,971,456 sf of residential (2,087 units), 120,000 sf. of community facility, 115,913 sf of commercial, 783 residential and 99 commercial parking spaces, 205 ft. in height.

Increment:
~~+ 1,657 residential units~~ + 2,083 residential units
~~+ 415 Inclusionary Housing units~~ + 522 Inclusionary Housing units
~~+ 45,229 sf. of community facility~~ + 120,000 sf. of community facility
~~- 217,654 sf. of commercial~~ - 32,154 sf. of commercial
- 223,909 sf. of industrial

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.~~
7,439 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.~~
33,600 sf. of residential (36 units), 7,439 sf. of commercial, 95 ft. in height.

Increment:
~~+ 32 residential units~~ + 36 residential units
~~+ 8 Inclusionary Housing units~~ + 9 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~~.
36,014 sf. of residential (38 units), 10,627 sf. of commercial, 65 ft. in height.

Increment:
~~+ 34 residential units~~ + 38 residential units
~~+ 8 Inclusionary Housing units~~ + 10 Inclusionary Housing units
~~+ 9,033 sf. of commercial~~ + 10,627 sf. of commercial
~~- 1,900 sf. of industrial~~ - 2,235 sf. of industrial

Projected Site 12
Lot count: 2

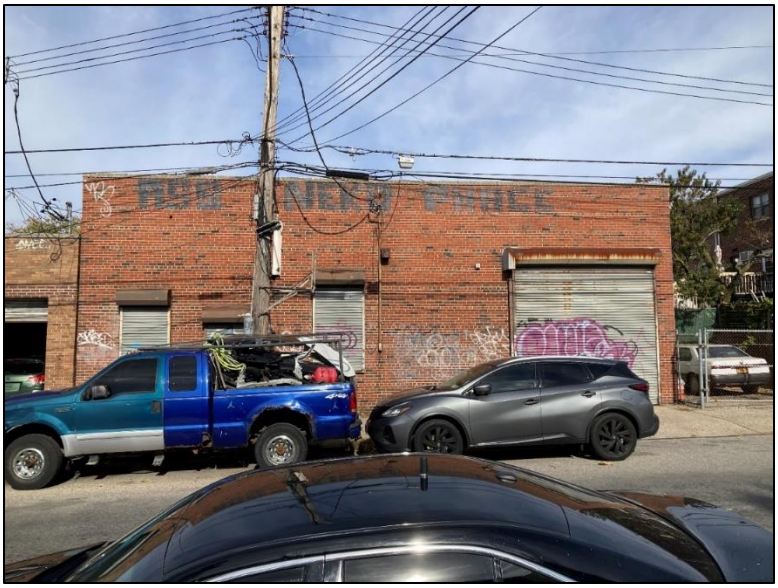
Address: Pierce Avenue
Block, Lot: 4091, 34
Lot Area: 7,031 sf
Zoning Change: R4 to R6-1, C2-4
Existing Building and Use: Surface parking lot

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.~~
43,615 sf. of residential (46 units), 65 ft. in height.

Increment:
~~+ 41 residential units~~ + 46 residential units
~~+ 10 Inclusionary Housing units~~ + 11 Inclusionary Housing units
~~- 1,200 sf. of industrial~~ - 1,412 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.~~
39,613 sf. of residential (42 units), 85 ft. in height.

Increment:
~~+ 38 residential units~~ + 42 residential units
~~+ 10 Inclusionary Housing units~~ + 10 Inclusionary Housing units
~~- 7,810 sf. of industrial~~ - 9,188 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.~~
58,948 sf. of residential (62 units), 11,533 sf. of commercial, 95 ft. in height.

Increment:
~~+ 56 residential units~~ + 62 residential units
~~+ 14 Inclusionary Housing units~~ + 16 Inclusionary Housing units
~~+ 9,803 sf. of commercial~~ + 11,533 sf. of commercial
~~- 5,000 sf. of industrial~~ - 5,882 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.~~
31,583 sf. of residential (33 units), 85 ft. in height.

Increment:
~~+ 29 residential units~~ + 31 residential units
~~+ 8 Inclusionary Housing 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.~~
29,688 sf. of residential (31 units), 95 ft. in height.

Increment:
~~+ 25 residential units~~ + 29 residential units
~~+ 7 Inclusionary Housing units~~ + 8 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.~~
79,954 sf. of residential (82 units), 19,007 sf. of community facility, 6,815 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.~~
98,786 sf. of residential (105 units), 30,646 sf. of commercial, 52 residential parking spaces underground, 65 ft. in height.

Increment:
~~+ 19,378 sf. of residential (23 units)~~ + 23 residential units
~~- 16,528 sf. of community facility~~ - 19,007 sf. of community facility
~~+ 20,123 sf. of commercial~~ + 23,831 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.~~
152,916 sf. of residential (161 units), 9,405 sf. of commercial, 60 residential parking spaces underground, 75 ft. in height.

Increment:
~~+ 147 residential units~~ + 161 residential units
~~+ 37 Inclusionary Housing units~~ + 40 Inclusionary Housing units
~~- 2,712 sf. of commercial~~ - 3,191 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.~~
203,819 sf. of residential (216 units), 34,611 sf. of community facility, 3,496 sf. of commercial, 81 residential parking spaces underground, 95 ft. in height.

Increment:
~~+ 199 residential units~~ + 216 residential units
~~+ 50 Inclusionary Housing units~~ + 54 Inclusionary Housing units
~~+ 22,450 sf. of community facility~~ + 26,411 sf. of community facility
~~+ 2,972 sf. of commercial~~ + 3,496 sf. of commercial

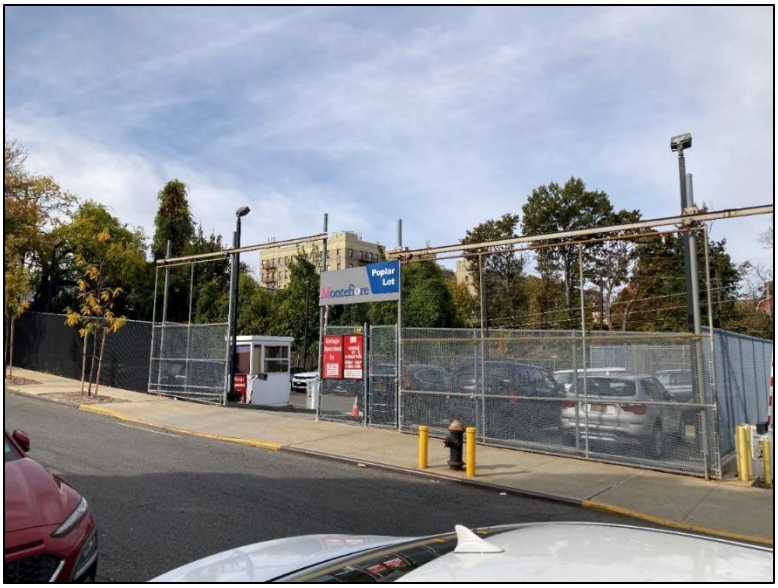
Projected Site 20
Lot count: 1

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.~~
70,748 sf. of residential (75 units), 20,553 sf. of commercial, 28 residential parking spaces underground, 65 ft. in height.

Increment:
~~+ 66 residential units~~ + 75 residential units
~~+ 17 Inclusionary Housing units~~ + 19 Inclusionary Housing units
~~+ 14,868 sf. of commercial~~ + 17,492 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~~ R7-2, 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.~~
18,736 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.~~
83,724 sf. of community facility, 71 community facility parking spaces underground, 135 ft. in height.

Increment:
~~+ 41,026 sf. of community facility~~ + 64,988 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~~ C4-4
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~~ C4-4
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.~~
272,401 sf. of community facility, 40,781 sf. of commercial, 232 commercial and 35 community facility parking spaces underground, 135 ft. in height.

Increment:
~~+ 231,541 sf. of community facility~~ + 272,401 sf. of community facility
~~- 13,221 sf. of commercial~~ - 15,554 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~~ R7-2, 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.~~
32,225 sf. of residential (34 units), 6,988 sf. of commercial, 75 ft. in height.

Increment:
~~+ 23 residential units~~ + 34 residential units
~~+ 6 Inclusionary Housing units~~ + 9 Inclusionary Housing units
~~+ 2,190 sf. of commercial~~ + 2,577 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~~ C4-4
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~~ C4-4
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~~ C4-4
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~~ C4-4
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~~ C4-4
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.~~
447,102 sf. of community facility, 380 community facility parking spaces underground, 135 ft. in height.

Increment:
~~+ 380,036 sf. of community facility~~ + 447,102 sf. of community facility
~~- 110,245 sf. of commercial~~ - 129,700 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.~~
36,776 sf. of residential (39 units), 95 ft. in height.

Increment:
~~+ 36 residential units~~ + 39 residential units
~~+ 9 Inclusionary Housing units~~ + 10 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.~~
34,960 sf. of residential (37 units), 2,487 sf. of community facility, 5,580 sf. of commercial, 95 ft. in height.

Increment:
~~+ 34 residential units~~ + 37 residential units
~~+ 9 Inclusionary Housing units~~ + 9 Inclusionary Housing units
~~+ 2,114 sf. of community facility~~ + 2,487 sf. of community facility
~~+ 4,743 sf. of commercial~~ + 5,580 sf. of commercial
~~- 6,550 sf. of industrial~~ - 7,706 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.~~
34,445 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.~~
54,854 sf. of residential (58 units), 17 residential parking spaces underground, 65 ft. in height.

Increment:
~~+ 52 residentials units~~ + 58 residential units
~~+ 13 Inclusionary Housing units~~ + 14 Inclusionary Housing units
~~- 29,952 sf. of community facility~~ - 34,445 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.~~
<u>93,367 sf. of residential (98 units), 49 residential parking spaces underground, 95 ft. in height.</u>

Increment:
~~+ 88 residential units~~ + 96 residential units
~~+ 23 Inclusionary Housing units~~ + 25 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~~ C4-4
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~~ C4-4
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~~ C4-4
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~~ C4-4
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~~ C4-4
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.~~
880,746 sf. of commercial, 572 commercial parking spaces, 150 ft. in height.

Increment:
~~+ 509,825 sf. of commercial~~ + 807,028 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~~ C4-4
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.~~
201,653 sf. of community facility, 175 community facility parking spaces, 165 ft. in height.

Increment:
~~+ 122,229 sf. of community facility~~ + 201,653 sf. of community facility
~~- 28,000 sf. of commercial~~ - 32,924 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.~~
229,284 sf. of residential (243 units), 31,092 sf. of commercial, 121 residential parking spaces underground, 205 ft. in height.

Increment:
~~+ 144 residential units~~ + 243 residential units
~~+ 36 Inclusionary Housing units~~ + 61 Inclusionary Housing units
~~+ 18,858 sf. of commercial~~ + 22,186 sf. of commercial
~~- 9,064 sf. of industrial~~ - 10,664 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.~~
<u>40,415 sf. of community facility, 23,006 sf. of commercial, 117 community facility and 66 commercial parking spaces underground, 39 ft. in height.</u>

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.~~

152,687 sf. of community facility, 22,754 sf. of commercial, 130 community facility and 19 commercial parking spaces underground, 135 ft. in height.

Increment:
~~+ 94,641 sf. of community facility~~ + 112,272 sf. of community facility

~~- 664 sf. of commercial~~ - 252 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.~~
13,910 sf. of community facility, 7,905 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.~~
55,710 sf. of residential (59 units), 7,905 sf. of commercial, 95 ft. in height.

Increment:
+ 59 residential units
+ 15 Inclusionary Housing units
~~- 12,096 sf. of community facility~~ - 13,910 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.~~
8,025 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.~~
49,008 sf. of residential (52 units), 16,051 sf. of commercial, 95 ft. in height.

Increment:
+ 52 residential units
+ 13 Inclusionary Housing units
~~+ 6,665 sf. of commercial~~ + 8,026 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.~~
37,343 sf. of community facility, 21,256 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.~~
161,628 sf. of residential (171 units), 40,221 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~~ - 37,343 sf. of community facility
~~+ 15,705 sf. of commercial~~ + 18,965 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.~~
49,029 sf. of commercial, 42 commercial parking spaces, 75 ft. in height.

Increment:
~~+ 38,542 sf. of commercial~~
+ 39,067 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.~~
27,156 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.~~
59,188 sf. of residential (63 units), 9,800 sf. of community facility, 9,800 sf. of commercial, 105 ft. in height.

Increment:
+ 63 residential units
+ 16 Inclusionary Housing units
~~- 15,283 sf. of community facility~~ - 17,356 sf. of community facility
~~+ 8,330 sf. of commercial~~ + 9,800 sf. of commercial

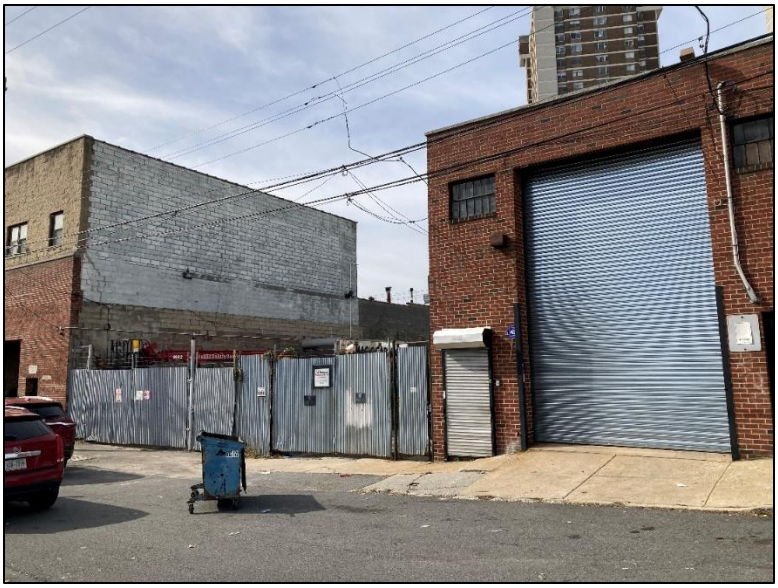
Projected Site 38
Lot count: 1

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.~~
27,212 sf. of community facility, 7,523 sf. of commercial, 78 community facility and 21 commercial parking 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.~~
245,268 sf. of residential (260 units), 28,861 sf. of community facility, 5,524 sf. of commercial, 130 residential parking spaces underground, 165 ft. in height.

Increment:
~~+ 187 residential units~~ + 260 residential units
~~+ 47 Inclusionary Housing units~~ + 65 Inclusionary Housing units
~~+ 869 sf. of community facility~~ + 1,649 sf. of community facility
~~- 1,847 sf. of commercial~~ - 1,999 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.~~
142,983 sf. of residential (151 units), 75 residential parking spaces underground, 155 ft. in height.

Increment:
~~+ 96 residential units~~ + 151 residential units
~~+ 24 Inclusionary Housing units~~ + 38 Inclusionary Housing units
~~- 500 sf. of commercial~~ - 588 sf. of commercial
~~- 12,000 sf. of industrial~~ - 14,118 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.~~
60,376 sf. of residential (64 units), 155 ft. in height.

Increment:
~~+ 40 residential units~~ + 64 residential units
~~+ 10 Inclusionary Housing units~~ + 16 Inclusionary Housing units
~~- 7,250 sf. of industrial~~ - 8,529 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.~~
118,135 sf. of residential (125 units), 16,512 sf. of commercial, 63 residential parking spaces underground, 115 ft. in height.

Increment:
~~+ 74 residential units~~ + 125 residential units
~~+ 19 Inclusionary Housing units~~ + 31 Inclusionary Housing units
~~- 4,665 sf. of commercial~~ - 5,488 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~~ C4-4
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.~~
25,840 sf. of commercial, 75 ft. in height.

Increment:
- 3 residential units
~~+ 21,964 sf. of commercial~~ + 25,840 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~~ C4-4
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~~ C4-4
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.~~
37,567 sf. of residential (40 units), 5,367 sf. of commercial, 85 ft. in height.

Increment:
~~+ 19 residential units~~ + 39 residential units
~~+ 5 Inclusionary Housing units~~ + 10 Inclusionary Housing units
~~+ 3,562 sf. of commercial~~ + 4,190 sf. of commercial
~~- 3,250 sf. of industrial~~ - 3,824 sf. of industrial

Projected Site 44
Lot count: 2

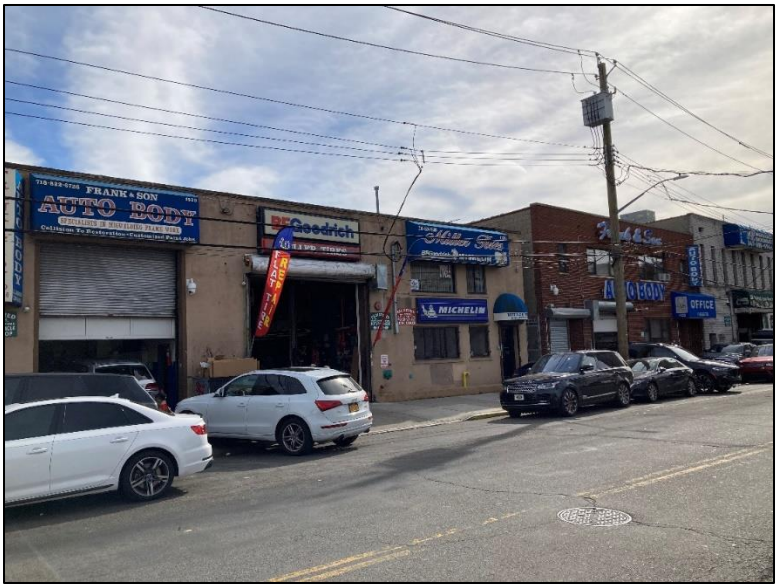
Address: 1508 Stillwell Avenue
Block, Lot: 4219, 1
Lot Area: 2,278 sf
Zoning Change: M1-1 to ~~C4-3~~ C4-4
Existing Building and Use: Two-story industrial building; All City Water & Sewer

Address: 1510 Stillwell Avenue
Block, Lot: 4219, 4
Lot Area: 2,716 sf
Zoning Change: M1-1 to ~~C4-3~~ C4-4
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.~~
35,227 sf. of residential (37 units), 4,994 sf. of commercial, 145 ft. in height.

Increment:
~~+ 18 residential units~~ + 37 residential units
~~+ 5 Inclusionary Housing units~~ + 9 Inclusionary Housing units
~~+ 4,245 sf. of commercial~~ + 4,994 sf. of commercial
~~- 9,410 sf. of industrial~~ - 11,071 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~~ C4-4
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~~ C4-4
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~~ C4-4
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.~~
151,325 sf. of residential (160 units), 16,946 sf. of commercial, 80 residential parking spaces underground, 175 ft. in height.

Increment:
~~+ 81 residential units~~ + 160 residential units
~~+ 20 Inclusionary Housing units~~ + 40 Inclusionary Housing units
~~+ 11,404 sf. of commercial~~ + 13,417 sf. of commercial
~~- 18,442 sf. of industrial~~ - 21,696 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~~ C4-4
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.~~
172,240 sf. of residential (182 units), 9,988 sf. of commercial, 91 residential parking spaces underground, 165 ft. in height.

Increment:
~~+ 96 residential units~~ + 182 residential units
~~+ 24 Inclusionary Housing units~~ + 45 Inclusionary Housing units
~~+ 8,490 sf. of commercial~~ + 9,988 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; Jarme 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.~~
38,262 sf. of residential (41 units), 1,994 sf. of community facility, 6,836 sf. of commercial, 105 ft. in height.

Increment:
~~+ 37 residential units~~ + 41 residential units
~~+ 9 Inclusionary Housing units~~ + 10 Inclusionary Housing units
~~+ 1,695 sf. of community facility~~ + 1,994 sf. of community facility
~~- 1,042 sf. of commercial~~ - 1,226 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.~~
21,431 sf. of residential (23 units), 6,131 sf. of commercial, 85 ft. in height.

Increment:
+ 23 residential units
+ 6 Inclusionary Housing units
~~+ 5,211 sf. of commercial~~ + 6,131 sf. of commercial
~~- 4,960 sf. of industrial~~ - 5,835 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.~~
26,020 sf. of residential (28 units), 7,678 sf. of commercial, 55 ft. in height.

Increment:
~~+ 25 residential units~~ + 28 residential units
~~+ 6 Inclusionary Housing units~~ + 7 Inclusionary Housing units
~~+ 6,526 sf. of commercial~~ + 7,678 sf. of commercial
~~- 7,500 sf. of industrial~~ - 8,824 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~~ C4-4
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~~ C4-4
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.~~
76,431 sf. of residential (81 units), 145 ft. in height.

Increment:
~~+ 41 residential units~~ + 81 residential units
~~+ 10 Inclusionary Housing units~~ + 20 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~~ C4-4
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~~
40,095 sf. of residential (42 units), 145 ft. in height

Increment:
~~+ 21 residential units~~ + 42 residential units
~~+ 5 Inclusionary Housing units~~ + 11 Inclusionary Housing units
~~- 5,000 sf. of industrial~~ - 5,882 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~~ C4-4
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~~ C4-4
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.~~
86,024 sf. of residential (91 units), 11,999 sf. of commercial, 27 residential parking spaces underground, 105 ft. in height.

Increment:
~~+ 43 residential units~~ + 89 residential units
~~+ 11 Inclusionary Housing units~~ + 23 Inclusionary Housing units
~~+ 10,370 sf. of commercial~~ + 11,999 sf. of commercial
~~- 3,200 sf. of industrial~~ - 3,765 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~~ C4-4
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.~~
50,974 sf. of residential (54 units), 7,372 sf of commercial, 135 ft. in height.

Increment:
~~+ 27 residential units~~ + 54 residential units
~~+ 7 Inclusionary Housing units~~ + 13 Inclusionary Housing units
~~- 733 sf. of commercial~~ - 863 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~~ C4-4
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~~ C4-4
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.~~
72,225 sf. of residential (76 units), 9,998 sf. of commercial, 23 residential parking spaces underground, 105 ft. in height.

Increment:
~~+ 38 residential units~~ + 76 residential units
~~+ 9 Inclusionary Housing units~~ + 19 Inclusionary Housing units
~~+ 7,335 sf. of commercial~~ + 8,429 sf. of commercial
~~- 10,178 sf. of industrial~~ - 11,974 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.~~
49,393 sf. of residential (52 units), 8,006 sf. of commercial, 16 residential parking spaces underground, 65 ft. in height.

Increment:

~~+ 47 residential units~~ + 51 residential units

~~+ 12 Inclusionary Housing units~~ + 13 Inclusionary Housing units

~~+ 6,505 sf. of commercial~~ + 7,653 sf. of commercial

~~- 8,790 sf. of industrial~~ - 10,341 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.~~
19,028 sf. of residential (20 units), 5,615 sf. of commercial, 65 ft. in height.

Increment:
~~+ 18 residential units~~ + 20 residential units
~~+ 5 Inclusionary Housing units~~ + 5 Inclusionary Housing units
~~+ 4,773 sf. of commercial~~ + 5,615 sf. of commercial
~~- 5,229 sf. of industrial~~ - 6,152 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.~~
74,409 sf. of residential (79 units), 21,774 sf. of commercial, 39 residential parking spaces underground, 85 ft. in height.

Increment:
~~+ 69 residential units~~ + 79 residential units
~~+ 17 Inclusionary Housing units~~ + 20 Inclusionary Housing units
~~+ 18,508 sf. of commercial~~ + 21,774 sf. of commercial
~~- 17,576 sf. of industrial~~ - 20,678 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.~~
17,149 sf. of community facility, 739,879 sf. of commercial, 545 parking spaces, 120 ft. in height.

Increment:
~~+ 14,576 sf. of community facility~~ + 17,149 sf. of community facility
~~+ 488,232 sf. of commercial~~ + 739,879 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.~~
526,594 sf. of residential (558 units), 64,005 sf. of community facility, 20,000 sf. of commercial, 940 parking spaces, 125 ft. in height.

Increment:
~~+ 506 residential units~~ + 558 residential units
~~+ 126 Inclusionary Housing units~~ + 139 Inclusionary Housing units
~~+ 54,404 sf. of community facility~~ + 64,005 sf. of community facility
~~- 18,600 sf. of commercial~~ - 21,882 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.~~
74,097 sf. of community facility, 63 community facility parking spaces underground, 120 ft. in height.

Increment:
~~+ 60,132 sf. of community facility~~ + 70,744 sf. of community facility
~~- 4,391 sf. of commercial~~ - 5,166 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~~ R8X, 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~~ R8X, 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~~ R8X, 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.~~
146,459 sf. of residential (155 units), 5,112 sf. of community facility, 15,288 sf. of commercial, 58 residential parking spaces underground, 105 ft. in height.

Increment:
~~+ 112 residential units~~ + 155 residential units
~~+ 28 Inclusionary Housing units~~ + 39 Inclusionary Housing units
~~+ 4,345 sf. of community facility~~ + 5,112 sf. of community facility
~~- 16,505 sf. of commercial~~ - 19,417 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~~ R8X, 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.~~
83,643 sf. of residential (89 units), 11,609 sf. of commercial, 20 residential parking spaces underground, 105 ft. in height.

Increment:
~~+ 52 residential units~~ + 89 residential units
~~+ 13 Inclusionary Housing units~~ + 22 Inclusionary Housing units
~~- 12,749 sf. of commercial~~ - 15,199 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.~~
119,600 sf. of residential (127 units), 24,476 sf. of commercial, 47 residential parking spaces underground, 115 ft. in height.

Increment:
~~+ 115 residential units~~ + 127 residential units
~~+ 29 Inclusionary Housing units~~ + 32 Inclusionary Housing units
~~- 9,195 sf. of commercial~~ - 10,818 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.~~
100,915 sf. of residential (107 units), 11,907 sf. of community facility, 11,181 sf. of commercial, 40 residential parking spaces underground, 105 ft. in height.

Increment:
~~+ 97 residential units~~ + 107 residential units
~~+ 24 Inclusionary Housing units~~ + 27 Inclusionary Housing units
~~- 2,779 sf. of community facility~~ - 3,269 sf. of community facility
~~+ 9,504 sf. of commercial~~ + 11,181 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.~~
40,133 sf. of residential (42 units), 11,750 sf. of commercial, 65 ft. in height.

Increment:
~~+ 38 residential units~~ + 42 residential units
~~+ 10 Inclusionary Housing units~~ + 11 Inclusionary Housing units
~~+ 9,987 sf. of commercial~~ + 11,750 sf. of commercial
~~- 7,548 sf. of industrial~~ - 8,880 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.~~
28,640 sf. of residential (30 units), 8,441 sf. of commercial, 65 ft. in height.

Increment:
~~+ 26 residential units~~ + 30 residential units
~~+ 7 Inclusionary Housing units~~ + 8 Inclusionary Housing units
~~+ 7,174 sf. of commercial~~ + 8,441 sf. of commercial
~~- 5,100 sf. of industrial~~ - 6,000 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.~~
22,565 sf. of residential (24 units), 85 ft. in height.

Increment:
~~+ 15 residential units~~ + 18 residential units
~~+ 5 Inclusionary Housing units~~ + 6 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.~~
<u>24,538 sf. of residential (26 units), 7,141 sf. of commercial, 55 ft. in height.</u>

Increment:
~~+ 20 residential units~~ + 22 residential units
~~+ 6 Inclusionary Housing units~~ + 6 Inclusionary Housing units
~~+ 2,658 sf. of commercial~~ + 3,127 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.~~
31,833 sf. of residential (34 units), 5,006 sf. of community facility, 2,339 sf. of commercial, 95 ft. in height.

Increment:
~~+ 29 residential units~~ + 32 residential units
+ 8 Inclusionary Housing units
~~+ 4,255 sf. of community facility~~ + 5,006 sf. of community facility
~~- 6,008 sf. of commercial~~ - 7,069 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.~~
49,309 sf. of residential (52 units), 14,554 sf. of commercial, 85 ft in height.

Increment:
~~+ 46 residential units~~ + 51 residential units
~~+ 12 Inclusionary Housing units~~ + 13 Inclusionary Housing units
~~- 11,804 sf. of commercial~~ - 13,887 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.~~
<u>45,001 sf. of residential (47 units), 85 ft. in height.</u>

Increment:
~~+ 42 residential units~~ + 45 residential units
~~+ 11 Inclusionary Housing units~~ + 12 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.~~
29,020 sf. of residential (31 units), 1,506 sf. of community facility, 5,191 sf. of commercial, 65 ft. in height.

Increment:
~~+ 27 residential units~~ + 31 residential units
~~+ 7 Inclusionary Housing units~~ + 8 Inclusionary Housing units
~~+ 1,280 sf. of community facility~~ + 1,506 sf. of community facility
~~- 7,449 sf. of commercial~~ - 8,764 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.~~
23,096 sf. of residential (24 units), 6,763 sf. of commercial, 55 ft. in height.

Increment:
~~+ 22 residential units~~ + 24 residential units
~~+ 6 Inclusionary Housing units~~ + 6 Inclusionary Housing units
~~- 817 sf. of commercial~~ - 961 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.~~
21,996 sf. of residential (23 units), 125 ft. in height.

Increment:
~~+ 19 residential units~~ + 21 residential units
~~+ 5 Inclusionary Housing units~~ + 6 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.~~
25,847 sf. of residential (27 units), 7,626 sf. of commercial, 55 ft. in height.

Increment:
~~+ 20 residential units~~ + 23 residential units
~~+ 6 Inclusionary Housing units~~ + 7 Inclusionary Housing units
~~+ 5,544 sf. of commercial~~ + 6,522 sf. of commercial
~~- 4,000 sf. of industrial~~ - 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.~~
39,294 sf. of residential (42 units), 11,470 sf. of commercial, 65 ft. in height.

Increment:
~~+ 37 residential units~~ + 42 residential units
~~+ 9 Inclusionary Housing units~~ + 10 Inclusionary Housing units
~~+ 4,573 sf. of commercial~~ + 5,380 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.~~
37,808 sf. of residential (40 units), 5,411 sf. of community facility, 3,366 sf. of commercial, 65 ft. in height.

Increment:
~~+ 37 residential units~~ + 40 residential units
~~+ 9 Inclusionary Housing units~~ + 10 Inclusionary Housing units
~~+ 4,599 sf. of community facility~~ + 5,411 sf. of community facility
~~- 4,945 sf. of commercial~~ - 5,817 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.~~
32,473 sf. of residential (34 units), 9,649 sf. of commercial, 95 ft. in height.

Increment:
~~+ 31 residential units~~ + 34 residential units
~~+ 8 Inclusionary Housing units~~ + 9 Inclusionary Housing units
~~+ 8,202 sf. of commercial~~ + 9,649 sf. of commercial
~~- 9,375 sf. of industrial~~ - 11,029 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~~ R7-2, C2-4
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~~ R7-2, 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.~~
23,359 sf. of residential (25 units), 5,197 sf. of commercial, 75 ft. in height.

Increment:
~~+ 14 residential units~~ + 23 residential units
~~+ 4 Inclusionary Housing units~~ + 6 Inclusionary Housing units
~~+ 4,417 sf. of commercial~~ + 5,197 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~~ C4-4
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~~ C4-4
Existing Building and Use: Vacant

No Action:
Continuation of existing use.

With Action:
~~30,015 sf. of commercial, 70 ft. in height.~~
35,312 sf. of commercial, 70 ft. in height.

Increment:
~~+ 30,015 sf. of commercial~~ + 35,312 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.~~
102,506 sf. of residential (109 units), 14,151 sf. of commercial, 33 residential parking spaces underground, 115 ft. in height.

Increment:
~~+ 63 residential units~~ + 109 residential units
~~+ 16 Inclusionary Housing units~~ + 27 Inclusionary Housing units
~~+ 12,029 sf. of commercial~~ + 14,151 sf. of commercial
~~- 12,123 sf. of industrial~~ - 14,262 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.~~
82,811 sf. of residential (80 units), 2,057 sf. of community facility, 6,031 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~~ + 2,057 sf. of community facility
~~- 6,474 sf. of commercial~~ - 7,616 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.~~
57,134 sf. of residential (60 units), 8,101 sf. of commercial, 155 ft. in height.

Increment:
~~+ 34 residential units~~ + 58 residential units
~~+ 9 Inclusionary Housing units~~ + 15 Inclusionary Housing units
~~+ 4,761 sf. of commercial~~ + 5,601 sf. of commercial
~~- 2,500 sf. of industrial~~ - 2,941 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.~~
29,314 sf. of residential (31 units), 8,377 sf. of commercial, 75 ft. in height.

Increment:
+ 31 residential units
+ 8 Inclusionary Housing units
~~+ 1,621 sf. of commercial~~ + 1,907 sf. of commercial
~~- 2,220 sf. of industrial~~ - 2,612 sf. of industrial

Potential Site Y
Lot count: 2

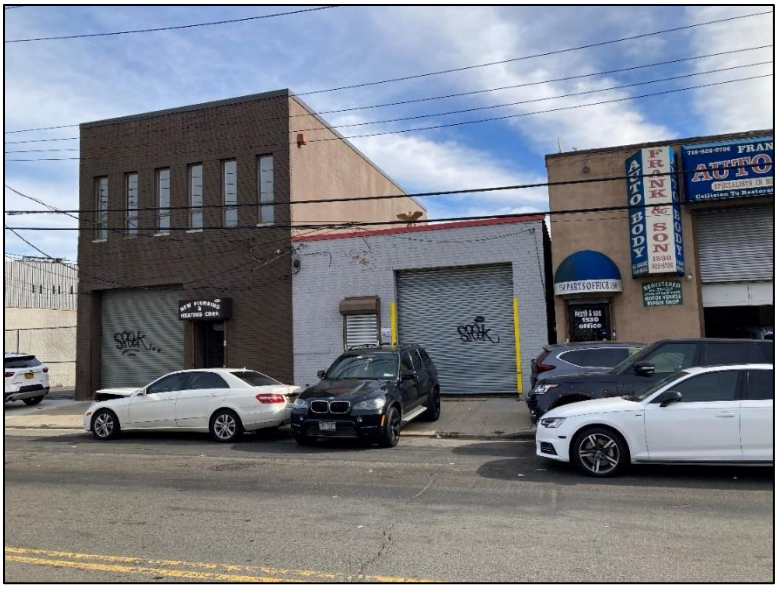
Address: 1535 Stillwell Avenue
Block, Lot: 4218, 33
Lot Area: 6,072 sf
Zoning Change: M1-1 to C4-3
Existing Building and Use: One-story commercial building

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.~~
32,536 sf. of residential (34 units), 9,296 sf. of commercial, 65 ft. in height.

Increment:
~~+ 31 residential units~~ + 34 residential units
~~+ 8 Inclusionary Housing units~~ + 9 Inclusionary Housing units
~~+ 742 sf. of commercial~~ + 873 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~~ C4-4
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~~ C4-4
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.~~
34,927 sf. of residential (37 units), 5,035 sf. of commercial, 135 ft. in height.

Increment:
~~+ 19 residential units~~ + 37 residential units
~~+ 5 Inclusionary Housing units~~ + 9 Inclusionary Housing units
~~+ 4,280 sf. of commercial~~ + 5,035 sf. of commercial
~~- 7,500 sf. of industrial~~ - 8,824 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~~ C4-4
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.~~
38,707 sf. of residential (41 units), 155 ft. in height.

Increment:
~~+ 20 residential units~~ + 41 residential units
~~+ 5 Inclusionary Housing units~~ + 10 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.~~
42,260 sf. of residential (44 units), 85 ft. in height.

Increment:
~~+ 34 residential units~~ + 37 residential units
~~+ 10 Inclusionary Housing units~~ + 11 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~~ C4-4
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~~ C4-4
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.~~
71,669 sf. of residential (76 units), 9,915 sf. of commercial, 23 residential parking spaces underground, 145 ft. in height.

Increment:
~~+ 37 residential units~~ + 76 residential units
~~+ 9 Inclusionary Housing units~~ + 19 Inclusionary Housing units
~~+ 8,598 sf. of commercial~~ + 9,915 sf. of commercial
~~- 11,930 sf. of industrial~~ - 14,035 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~~ C4-4
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~~ C4-4
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.~~
60,970 sf. of residential (64 units), 145 ft. in height.

Increment:
~~+ 30 residential units~~ + 62 residential units
~~+ 8 Inclusionary Housing units~~ + 16 Inclusionary Housing units
~~- 2,315 sf. of industrial~~ - 2,724 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~~ C4-4
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~~ C4-4
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.~~
69,800 sf. of residential (74 units), 9,897 sf. of commercial, 145 ft. in height.

Increment:
~~+ 36 residential units~~ + 74 residential units
~~+ 9 Inclusionary Housing units~~ + 18 Inclusionary Housing units
~~+ 2,535 sf. of commercial~~ + 2,982 sf. of commercial
~~- 8,176 sf. of industrial~~ - 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.~~
77,548 sf. of residential (82 units), 6,318 sf. of community facility, 11,383 sf. of commercial, 41 residential parking spaces underground, 85 ft. in height.

Increment:
~~+ 76 residential units~~ + 82 residential units
~~+ 19 Inclusionary Housing units~~ + 21 Inclusionary Housing units
~~+ 5,371 sf. of community facility~~ + 6,318 sf. of community facility
~~- 9,525 sf. of commercial~~ - 11,205 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.~~
52,541 sf. of residential (56 units), 15,247 sf. of commercial, 28 residential parking spaces underground, 75 ft. in height.

Increment:
~~+ 45 residential units~~ + 51 residential units
~~+ 12 Inclusionary Housing units~~ + 14 Inclusionary Housing units
~~+ 11,315 sf. of commercial~~ + 13,312 sf. of commercial
~~- 10,096 sf. of industrial~~ - 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.~~
21,740 sf of residential (23 units), 125 ft. in height.

Increment:
~~+ 19 residential units~~ + 21 residential units
~~+ 5 Inclusionary Housing units~~ + 6 Inclusionary Housing units

Potential Site II
Lot count: 2

Address: 1580 Rhinelander 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 Rhinelander 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.~~
22,692 sf. of residential (24 units), 85 ft. in height.

Increment:
~~+ 20 residential units~~ + 22 residential units
~~+ 5 Inclusionary Housing units~~ + 6 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 Rhinelander 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.~~
<u>40,047 sf. of residential (42 units), 11,816 sf. of commercial, 65 ft. in height.</u>

Increment:
~~+ 32 residential units~~ + 36 residential units
~~+ 10 Inclusionary Housing units~~ + 11 Inclusionary Housing units
~~+ 7,344 sf. of commercial~~ + 8,640 sf. of commercial

Appendix 8

Responses to Comments on the Draft Scope of Work

Appendix 8

Responses to Comments on the Draft Scope of Work

Response to Comments on the Draft Scope of Work for the Draft Environmental Impact Statement for

BRONX METRO-NORTH STATION STUDY

A. INTRODUCTION

This document summarizes and responds to comments on the Draft Scope of Work ("DSOW"), issued on December 8, 2022, for the Bronx Metro-North Station Study Proposal (the Proposed Actions). Oral and written comments were received during the public meeting held by the New York City Department of City Planning on January 9, 2023. In support of the City's efforts to contain the spread of COVID-19, DCP held the public scoping meeting remotely. Written comments were accepted through the close of the public comment period, which ended at 5:00 P.M. on January 19, 2023. Appendix 8 contains the written comments received on the DSOW. A Final Scope of Work was issued on Friday, January 19, 2024, incorporating comments received on the DSOW where relevant and appropriate as well as other background and project updates that were made subsequent to publication of the DSOW.

Section B lists the elected officials, organizations and individuals that provided relevant comments on the DSOW. Section C contains a summary of these relevant comments and a response to each. These summaries convey the substance of the comments made, but do not necessarily quote the comments verbatim. Comments are organized by subject matter and generally parallel the chapter structure of the DSOW.

B. LIST OF ELECTED OFFICIALS, ORGANIZATIONS, AND INDIVIDUALS WHO COMMENTED ON THE DRAFT SCOPE OF WORK

Elected Officials

1. Vanessa Gibson, Bronx Borough President; written submission (BP_Gibson_01)
2. Amanda Farías, NYC Council Member, District 18; oral statement at public meeting (CM_Farías_02)
3. Marjorie Velázquez, NYC Council Member, District 13; oral statement at public meeting (CM_Velázquez_03)
4. Ryan Cote on behalf of Marjorie Velázquez, Amanda Farías, Kevin Riley, and Rafael Salamanca Jr., all New York City Council; written submission (City_Council_04)

Community Boards & Agencies

5. Bernadette Ferrara, Community Board 11 Chair, Van Nest Neighborhood Alliance; written submission and oral statement at public meeting (CB11_05)
6. Phyllis Nastasio; Community Board 11 Member; oral statement at public meeting (CB11_06)

7. Robert Paley; Senior Director Transit-Oriented Development, Metropolitan Transportation Authority (MTA); written submission (Paley_MTA_07)

Organizations and Businesses

8. Ruben Diaz, Jr., Senior Vice President of Strategic Initiatives at Montefiore Einstein; oral statement at public meeting (Diaz_08)
9. Jeremy Kozin, Parkchester Preservation Company, L.P.; written submission (Kozin_09)
10. Tina Macica, Associate Vice President of Design and Construction at Montefiore Einstein; written submission and oral statement at public meeting (Macica_10)
11. Logan Phares; Political Director at Open New York; oral statement at public meeting (Phares_11)
12. Camelia Tepelus, Executive Director of the Morris Park BID; written submission and oral statement at public meeting (Tepelus_12)

General Public

13. Nicholas Acabeo; written submission (Acabeo_13)
14. Michael Beach; written submission (Beach_14)
15. Michael Beltzer; oral statement at public meeting (Beltzer_15)
16. Caneese Betances; written submission (Betances_16)
17. Canjenea Betances; written submission (Betances_17)
18. Jenell Brown-Betances; written submission (Brown-Betances_18)
19. Matthew Chin; written submission (Chin_19)
20. Ronnie Colangelo; written submission (Colangelo_20)
21. Salvatore Franchino; written submission (Franchino_21)
22. Darryl Granger; written submission (Granger_22)
23. Michael Kaess; written submission and oral statement at public meeting (Kaess_23)
24. William Meehan; written submission (Meehan_24)
25. Aden Munassar; written submission (Munassar_25)
26. Sharlene Jackson Mendez; oral statement at public meeting (Mendez_26)
27. Sangheetha Naidu; written submission (Naidu_27)
28. Robert Press; oral statement at public meeting (Press_28)
29. Armando Ramos; written submission (Ramos_29)
30. Joseph Sanderson; written submission (Sanderson_30)
31. Stephen Smith; written submission (Smith_31)
32. Luke Szabados; written submission (Szabados_32)
33. Evan Walke; written submission (Walke_33)
34. Kurt Weatherford; written submission (Weatherford_34)
35. Jarasia Wilson; written submission (Wilson_35)
36. Michael[1] ; written submission (Michael_36)

[1] Commenter did not provide a last name.

C. COMMENTS AND RESPONSES ON THE DRAFT SCOPE OF WORK TO PREPARE A DRAFT ENVIRONMENTAL IMPACT STATEMENT

1. Project Description

Coordination with Existing Institutions

Comment 1-1: Who will manage and maintain the Morris Park station plaza? A plan for maintenance and programming of all new open spaces and existing open spaces in the surrounding areas should be clearly articulated as part of the Bronx Metro-North Station Study. (City_Council_04, Tepelus_12)

Response: Comments noted. The design and maintenance of open spaces fall beyond the scope of the Proposed Actions and the EIS. Generally, open space is managed by the entity under which its jurisdiction falls. In the case of park space, this is the NYC Department of Parks and Recreation. In the case of plaza spaces, this is typically overseen by the NYC Department of Transportation and generally managed through maintenance partnerships with local entities. In the case of publicly accessible park space on private land, this would be the purview of the private property owner.

Comment 1-2: The Morris Park BID would appreciate being a partner in future conversations regarding the management and maintenance of the proposed plaza at the Morris Park Metro-North Station and offers our support to DCP for continuing existing community outreach efforts to assist public understanding of the forthcoming developments in Morris Park. We invite DCP to consider bringing to the table all large institutional partners in the area immediately surrounding the Morris Park Metro-North station, including Montefiore Medical Center, Albert Einstein College of Medicine, the Jacobi Hospital, and Calvary Hospital, in order to start a conversation on these practical concerns regarding the management, operational and maintenance needs of the future Morris Park Plaza. (Tepelus_12)

Response: Comment noted. As part of the City's larger planning work, the Department of City Planning looks forward to continuing to work with area institutions and partner agencies to improve, manage, and maintain envisioned public spaces.

Comment 1-3: The proposed Morris Park station is located beyond a reasonable walk from rapid transit and the existing layout of superblocks makes traversing the area on foot difficult. The city should work with the existing institutions to find ways to improve walkability beyond the stations within the boundaries of the privatized superblocks. (Acabeo_13)

Response: Comment noted. As part of the City's larger planning work, the Department of City Planning looks forward to continuing to work with area institutions and partner agencies to improve connectivity between the new stations and the surrounding communities.

Comment 1-4: City Council looks forward to working with our City agency partners to maximize the public benefits on large sites, especially when it comes to affordability levels and unit sizes for our communities. (City_Council_04)

Response: Comment noted. Beyond having to meet the requirements of the proposed Mandatory Inclusionary Housing Areas, the affordability levels and unit sizes of future development within the Project Area fall beyond the scope of the Proposed Actions and the EIS. As part of the City's larger planning work, the Department of City Planning looks forward to continuing to work with elected officials and partner agencies to maximize public benefits and create housing that best meets the needs of the community.

Comment 1-5: While there are no proposed improvements to the Con Edison site as part of this proposal, considering the significant influence of this site on the surrounding neighborhood and that Con Edison is the primary provider of electric utility in NYC, we insist that Con Edison be meaningfully engaged as part of this process, especially in thinking about improvements to the public right-of-way adjacent to their site. (City_Council_04)

Response: Comment noted. As part of the City's larger planning work, the Department of City Planning has engaged with Con Edison in the past. Building on the conversations had with Con Edison, the planning work reflects the vital importance of this facility by planning for growth in areas around their site in a way that does not directly impact it. The Department of City Planning looks forward to continuing to work together to maximize public benefits that best meet the needs of the community.

Density Concerns

Comment 1-6: The magnitude of Mandatory Inclusionary Housing, affordable housing, and introduction of a formerly homeless population is not what anyone expected. This proposal will introduce 6,000 new apartments with approximately 18,000 to 20,000 new residents, including approximately 4,500 homeless in six buildings in Community Board 9 and the other 85 percent in Community Board 11. Where will the formerly homeless come from and why are they being concentrated in Community Board 11? (CB11_05)

Response: The introduction of a new homeless population is not envisioned as a result of the Proposed Actions. The Proposed Actions seek to allow for housing growth with permanently affordable housing and retail in appropriate locations near new Metro-North Stations. As part of the Proposed Actions, Mandatory Inclusionary Housing (MIH) Areas would be mapped to require a share of new housing to be permanently affordable when significant new housing capacity would be created. The MIH program includes two primary options that pair set-aside percentages with different affordability levels to reach a range of low- and moderate-income households with incomes averaging at either 60 percent or 80 percent of the Area Median Income.

Comment 1-7: If MIH is burdening CB11 with 4,000 homeless, why is Mayor Adams and the City Council pushing to continue construction of 1900 Seminole, 1340 Blondell, 1400 Blondell, 2443 Poplar and 1682 Stillwell adding approximately 800+ of NYCs homeless? (CB11_05)

Response: See response to Comment 1-6. Any existing or proposed development of supportive housing and shelter facilities within the Project Area falls beyond the scope of the Proposed Actions and the EIS. Generally, such developments are outside of the purview of the City Planning Commission, on behalf of which the Department of City Planning is acting as lead agency for the environmental review of the Proposed Actions.

Comment 1-8: What is the data supporting the conclusion that this magnitude of housing need be developed? (CB11_05)

Response: The new housing opportunities, including affordable housing units, that would be created by the Proposed Actions, are needed in response to an unprecedented housing crisis affecting the nation and New York City specifically. The City of New York has established a goal of adding 500,000 housing units over the next decade. These additional units are an important component of reaching that goal. As described in the Draft Scope of Work, there has been relatively little housing development within the Project Area in recent years, in part because the current zoning does not allow for housing.

Comment 1-9: How do you know that adding an additional 16,000 residents will not have a negative impact on the people that already live in the community? (Mendez_26)

Response: In order to determine the potential impacts of the Proposed Actions, an Environmental Impact Statement (EIS) will be prepared in accordance with the *CEQR Technical Manual*. Areas of analysis will include land use, zoning, and public policy; socioeconomic conditions; community facilities and services; open space; shadows; historic and cultural resources; urban design and visual resources; hazardous materials; water and sewer infrastructure; solid waste and sanitation services; energy; transportation; air quality; greenhouse gas emissions and climate change; noise; public health; neighborhood character; and construction. Any potential impacts identified in these analyses will be disclosed in the EIS. Further, mitigation and alternatives to Proposed Actions will also be provided. Following publication of the Draft EIS, a public hearing will be held prior to the publication of the Final EIS.

Comment 1-10: We, as community members purchased our house. We want to live in a low-density area. (CB11_06)

Response: Comment noted.

Housing & Increased Density Requests

Comment 1-11: The density of the proposed project is too conservative and should be increased to meet the need for housing in New York City. (Phares_11, Acabeo_13, Beach_14, Franchino_21, Granger_22, Kaess_23, Munassar_25, Naidu_27, Smith_31, Weatherford_34, Michael_36)

Response: Comments noted. As reflected in this document, comments on the Draft Scope of Work were received advocating for both more and less permitted density within the Project Area. In response to those comments, the Department of City Planning has reassessed and revised the Proposed Actions to provide a balance between allowing additional densities, especially near the new train stations at Parkchester/Van Nest and Morris Park, while respecting and responding to the existing densities and context of the surrounding residential neighborhoods. These revisions of the Proposed Actions will be outlined in the Final Scope of Work.

Comment 1-12: The extent of the rezoning area should be expanded.

- We strongly urge DCP to expand its environmental study and investigate the potential for rezoning at the additional station sites of Hunts Point and Co-op City. The station sitings in both neighborhoods are destined to change the surrounding area and flow of people in a significant manner that necessitates further land use consideration. (City_Council_04)
- City Planning's proposed Rezoning Area extends along both Eastchester Road and Stillwell Avenue as these roadways approach Pelham Parkway. Montefiore requests that the Rezoning Area be extended to include the following additional parcel: Block 4222, Lot 84 (1579 Rhinelander Avenue). This site is currently within an R6A zoning district, and City Planning's proposed Rezoning Area would rezone adjacent parcels from R6A to R6-1. We ask that City Planning include Block 4222, Lot 84 in the Rezoning Area. (Macica_10)
- Near these new stations, DCP should explore multi-family housing options throughout the half-mile walk shed, extending from the new Metro-North stations and other nearby subway stations. (Phares_11)
- The proposed Parkchester station will be located in a transit-rich area. The area is currently under-zoned, particularly the area to the west of the Parkchester housing complex. It doesn't make sense to exclude this area from a more robust upzoning now considering how long these processes take. The Van Nest community to the north of the proposed station should also be upzoned. White Plains Road in particular, farther from the station, could support much larger buildings versus the current inventory that exists. Contextual zoning is proposed for much of East Tremont Avenue when much larger buildings can be supported. (Acabeo_13)
- The immediate area surrounding the proposed Co-op City station should be upzoned. This area is beyond a reasonable walk from a subway station and is comparatively the least connected via public transportation. However, the Metro North station will become a bustling destination once opened and provides more opportunity for housing near rail based public transit. There are smaller existing buildings whose owners may want to sell or redevelop and where much larger buildings could be constructed adjacent to the station. This could also facilitate useful ground floor commercial space close to the entrances of the station. (Acabeo_13)
- Expand the rezoning area to include the region between the Parkchester zone and the Morris Park zone, as well as the parking lots on the east side of the Morris Park station and north of the

Parkchester station. so as to permit mixed-use developments and medium-density housing. (Chin_19)

- Areas zoned for single family housing (R3X and R4X designations) throughout Morris Park, Parkchester, and Van Nest should be rezoned to allow duplexes, triplexes, and quad-plexes in addition to single-family homes, and should not have minimum parking requirements. This "Missing Middle" housing will increase housing availability without changing the character of more residential areas. (Chin_19)
- DCP should expand the rezoning area to include the neighborhoods surrounding the proposed stations, including Morris Park, Pelham Parkway, Indian Village, and Westchester Square. (Kaess_23)
- We should be looking to restore all the zoning capacity in the surrounding neighborhoods which have been lost since the adoption of the 1961 zoning resolution. (Kaess_23)
- The current rezoning scope around planned Penn Station Access stations in the Bronx is horribly insufficient. Rezoning a thin linear corridor for small apartment buildings is not proper transit-oriented-development and will not create vibrant communities around planned Metro-North stations. DCP must rezone at least a half mile's walk from each station for high-density, mixed-use buildings without parking mandates, as is the norm in higher-growth North American cities like Seattle, Toronto, and Vancouver. (Meehan_24)

Response: Comments noted. As described in the Draft Scope of Work, the Proposed Actions seek to accomplish the land-use objectives of focusing development along key corridors and near the planned stations at Parkchester/Van Nest and Morris Park, and to 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. Existing, predominantly residential neighborhoods are outside the Project Area and beyond the scope of the Proposed Actions.

Comment 1-13: The proposed project should provide deeper affordable housing than what is permitted by MIH.

- DCP should work with HPD, state and federal housing agencies, and non-profit partners to facilitate affordable housing programs, in addition to the Mandatory Inclusionary Housing (MIH) program, that would address the need for affordable, permanent, and accessible housing. (City_Council_04)
- We hope that DCP will review the zoning of all publicly owned sites near these stations in order to maximize opportunities for city-financed affordable housing. (Phares_11)
- MIH does not provide enough affordability. The percentage of affordable units should be higher. (Beltzer_15)

Response: Comments noted. Beyond having to meet the requirements of the proposed Mandatory Inclusionary Housing Areas, the affordability levels of future development within the Project Area fall beyond the scope of the Proposed Actions and the EIS. As part of the City's larger planning work, the Department of City Planning looks forward to continuing to work with elected officials and partner agencies to maximize public benefits and create housing that meets the needs of the community.

Comment 1-14: The rezoning should reverse Bloomberg-era downzonings in the East Bronx. (Phares_11, Franchino_21, Kaess_23, Naidu_27, Smith_31, Weatherford_34, Michael_36)

Response: As described in the Draft Scope of Work, the Proposed Actions seek to accomplish the land-use objectives of focusing development along key corridors and near planned stations, and to 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. Existing, predominantly residential neighborhoods are outside the Project Area and beyond the scope of the Proposed Actions.

Comment 1-15: DCP should remove the LDGMA designation from Westchester Square. (Kaess_23)

Response: See response to Comment 1-14.

Comment 1-16: The City should strongly consider a basic principle that the types of densities associated with, for example, Washington Heights, Inwood, and much of the South Bronx should be permitted as of right throughout a half mile radius around new stations, provided a certain affordability threshold is met. In addition to enhancing the value of existing homeowners' properties through more valuable development rights, this will allow thousands of new units quickly and without undue permitting delays. (Sanderson_30)

Response: The medium- and high-density residential districts that are part of the Proposed Actions can also be found in the referenced areas in the Bronx and Upper Manhattan. When adopted, the Proposed Actions would generally allow future development to be built as-of right.

Comment 1-17: Allow for housing throughout the rezoning area, so that people can live within walking distance of the new Metro-North stations. (Chin_19)

Response: Comment noted. As stated in the FSOW, the Proposed Actions seek to allow for housing growth and focus development in appropriate locations near new Metro-North stations. With the Proposed Actions, residential development would be allowed throughout the Project Area except for the northern frontage of a section of East Tremont Avenue where a C8-2 commercial district is proposed.

Comment 1-18: The Metro North corridor should be zoned the densest you can make it in the industrial belt along the tracks. From there, upzonings with strong (preferably local-favoring) affordability requirements should slope downward from that central axis of transportation, so many more young Bronxites can stay in the neighborhood of their birth without worrying about displacement. This will keep the transition to density looking natural, and help house a lot of struggling, overcrowded New Yorkers. (Beach_14)

Response: Comment noted. As stated in the FSOW, the Proposed Actions seek to allow for housing growth and focus development in appropriate locations near new Metro-North stations.

Comment 1-19: How will DCP make sure the numbers provided in the RWCDS are realized? In the 2006 Pelham Parkway and Indian Village rezonings, DCP projected 30 new units of housing over 10 years, but there have been 0 added since the rezoning passed 17 years ago. (Kaess_23)

Response: As described in the Draft Scope of Work, the project consists of a series of land use actions, including zoning map amendments, zoning text amendments, and changes to the City Map, collectively called the Proposed Actions. To assess the potential impacts of the Proposed Actions, a reasonable worst-case development scenario (RWCDS) was developed for both the Future No-Action and Future With-Action conditions for a ten-year period (build year 2033). 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 in the Draft Scope of Work. 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 Project Area. However, property owners are under no obligation to develop their property and, therefore, DCP cannot ensure that the projections captured in the RWCDS are realized.

Comment 1-20: DCP should study, identify, and support opportunities for mixed-use 100% affordable housing developments on underutilized government and non-profit properties within the four station project areas. DCP should also identify specific sites on which to implement affordable homeownership opportunities, such as the HPD Open Door program. The rezoning area's proximity to transit and projected growth make it an ideal area for this. (City_Council_04)

Response: Comment noted. The scope of the Proposed Actions is limited to the Parkchester/Van Nest and Morris Park station areas, which 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. Beyond having to meet the requirements of the proposed Mandatory Inclusionary Housing Areas, the affordability levels of future development within the Project Area fall beyond the scope of the Proposed Actions and the EIS. As part of the City's larger planning work, the Department of City Planning looks forward to continuing to work with elected officials and partner agencies to maximize public benefits and create housing that best meets the needs of the community.

Comment 1-21: We are encouraged by DCP's focus on increasing housing through the major rezoning of sites near the new Parkchester/van Nest station and Morris Park station. With that said, we believe there is untapped potential left on the table. We ask that DCP engage with us at City Council, the local community boards, and community organizations to ensure that the zoning of each and every lot is appropriate and facilitates opportunity for the people and communities we serve. (City_Council_04)

Response: As reflected in this document, comments on the Draft Scope of Work were received advocating for both more and less permitted density within the Project Area. In response to those comments, the Department of City Planning has reassessed and revised the Proposed Actions to provide a balance between allowing additional densities, especially near the new train stations at Parkchester/Van Nest and Morris Park, also to help address the ongoing housing crisis, while respecting and responding to the existing densities and context of the surrounding residential neighborhoods. These revisions of the Proposed Actions are outlined in the Final Scope of Work.

Comment 1-22: As HPD, DCP, and others determine appropriate housing programs in and around the project area we urge these City partners to reevaluate current HPD size thresholds to provide a range that more effectively allows families to remain in place rather than having to move when the family grows. Unit size and quality are just as important as the unit counts that this rezoning will bring. When we develop new housing opportunities in the Bronx, we must make sure that unit sizes will accommodate those already living in our communities. Our greatest opportunities are on large sites within the proposed rezoning areas. (City_Council_04)

Response: Comment noted. Beyond having to meet the requirements of the proposed Mandatory Inclusionary Housing Areas, the affordability levels and unit sizes of future development within the Project Area fall beyond the scope of the Proposed Actions and the EIS. As part of the City's larger planning work, the Department of City Planning looks forward to continuing to work with elected officials and partner agencies to maximize public benefits and create housing that best meets the needs of the community.

Comment 1-23: We see an opportunity in this rezoning proposal to provide targeted housing and social services for veterans and first responders. (City_Council_04)

Response: Comment noted. Beyond having to meet the requirements of the proposed Mandatory Inclusionary Housing Areas, the affordability levels and tenant selection criteria for future development within the Project Area fall beyond the scope of the Proposed Actions and the EIS. As part of the City's larger planning work, the Department of City Planning looks forward to continuing to work with elected officials and partner agencies to maximize public benefits and create housing that best meets the needs of the community.

Comment 1-24: We see an opportunity in this rezoning proposal for deeply affordable housing and local retail and community services at private developments directly benefiting from city-led rezoning. (City_Council_04)

Response: Comment noted. The Proposed Actions would allow for housing growth with permanently affordable housing and create neighborhood and commuter-serving retail opportunities along key corridors and near the planned Metro-North stations at Parkchester/Van Nest and Morris Park. Beyond having to meet the requirements of the proposed Mandatory Inclusionary Housing Areas, the affordability levels criteria for future development within the Project Area fall beyond the scope of the Proposed Actions and the EIS. As part of the City's larger planning work, the Department of City Planning looks

forward to continuing to work with elected officials and partner agencies to maximize public benefits and create housing that best meets the needs of the community.

Comment 1-25: The goal of this rezoning should be to boost projected MNR ridership, maximize the number of MIH units that would be provided, and minimize VMT per capita for the new housing. We cannot fix the housing crisis with milquetoast changes like the current scope would involve. (Meehan_24)

Response: As reflected in this document, comments on the Draft Scope of Work were received advocating for allowing both more and less density within the Project Area. In response to those comments, the Department of City Planning has reassessed and revised the Proposed Actions to provide a balance between allowing additional densities, especially near the new train stations at Parkchester/Van Nest and Morris Park, also to help address the ongoing housing crisis, while respecting and responding to the existing densities and context of the surrounding residential neighborhoods. These revisions of the Proposed Actions are outlined in the Final Scope of Work.

Montefiore Hospital

Comment 1-26: The rezoning is a great opportunity to get democratic feedback on the development of the area with regard to housing, commercial space, and community facilities. It is also a great opportunity to increase connections between the Bronx and both Westchester and Manhattan. Montefiore wants to work with the city to make this rezoning work best for the people of the Bronx. (Diaz_08)

Response: Comment noted.

Comment 1-27: Montefiore's master plan should be taken into consideration during the analysis of the proposed rezoning. Montefiore Hospital has been actively working on a system-wide Master Plan to meet the growing demand of providing state-of-the-art healthcare services for the population we serve.

The Master Plan prioritizes Montefiore's Einstein & Jack and Peal Resnick Campuses (the "Einstein/East Campus") for the provision of quaternary care, i.e., care that is highly specialized, consisting of advanced diagnostic procedures and cutting-edge surgeries for complex conditions. To support our vision for the Einstein/East Campus, much of which is currently located in a Large-Scale Community Facility District (LSCFD), we are advancing the design and development of several new facilities.

While we are generally supportive of City Planning's proposal, the planned rezoning falls short in accommodating our planned growth in the area and supporting the MTA in the development of a central hub unique for the East Bronx that unites healthcare, wellness, medical research, and life sciences that together provide a range of employment opportunities. (Macica_10)

Response: Comment noted. As described in the Final Scope of Work, one of the goals of the Proposed Actions is to 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, as well as to allow for housing growth with permanently affordable housing and retail in appropriate locations near new Metro-North stations. Mid-density commercial districts are proposed to be mapped near the future Morris Park station and, through the proposed special purpose district, the maximum permitted commercial floor area ratio (FAR) would be increased to support the growth of existing and new employment centers within Morris Park.

A separate series of future land use actions would be needed to facilitate the development plans that have been made public by Montefiore Einstein that would be within the Large Scale Community Facility Development. A conceptual analysis of potential environmental impacts that could result from these proposed future developments within and immediately surrounding the Bronx Metro-North Station Study's Project Area will be included in the EIS. However, all potential significant adverse impacts related to these development proposals would be disclosed through environmental review at the time of application for the required land use actions.

Comment 1-28: An area of critical importance to the Einstein/East Campus is the walkway along Morris Avenue leading to the future train station, and the extension of that walkway as open space from Eastchester to Bassett Avenue. This area provides access and visibility from the Campus to the new station from those areas eat of Eastchester. The Master Plan anticipates strengthening this walkway as a major accessway to the station. These critical public realm improvements and the open space to the new station are illustrated in the City's drawings. However, the City's proposed changes, as described to date, are not clear how this open space will be assured through the zoning actions. The mechanisms, including any discretionary actions, that are needed to deliver these improvements should be described in the Final Scope of Work. If there is uncertainty about their provision of this access from points north, implications for traffic and pedestrian patterns from those locations would need to be analyzed. (Macica_10)

Response: Comment noted. A city map amendment to map Block 4209, Lots 10 and 70 as street to facilitate pedestrian access to the future Morris Park station is part of the Proposed Actions. As noted in the Project Description, there are potentially other discretionary actions of partnering agencies both at the City and State level that would further facilitate or align with the Proposed Actions. As part of the City's larger planning work, the Department of City Planning looks forward to continuing to work with partner agencies, including the MTA, and community partners to plan for the pedestrian plaza and other public improvements focused on creating walkable connections between the station and neighboring institutions and neighborhoods.

Comment 1-29: City Planning's proposed Rezoning Area does not include the Montefiore campus other than a C2-4 commercial overlay that City Planning has proposed for a portion of Montefiore's Einstein/East campus north of Morris Park Avenue and along Eastchester Road.

To support Montefiore's Master Plan development at the Einstein/East Campus and provide the zoning needed for its long-term growth and additional flexibility in terms of its research and other programming, Montefiore requests that City Planning do the following:

- Rezone the LSCFD to C4-3

C4-3 districts have a maximum Community Facility FAR of 4.8. This district is consistent with the FAR under the existing R6 zoning district, which covers a portion of the Einstein/East Campus, and with much of the rezoning in the area around the new Morris Park Metro-North Station.

- Expand the Rezoning Area

  Montefiore owns several parcels that are adjacent to the existing LSCFD boundary and where new facilities are planned. The exclusion of these parcels from City Planning's proposed Rezoning Area is a missed opportunity to create conditions for additional health-care related development and the associated jobs that this use brings. Montefiore requests that the rezoning area also include the following parcels: Block 4120, Lots 7, 8, 12, 16, 17, 18, 19, and 20; Block 4090, Lot 19 (Medical Office 3), and Block 4113, Lots 25, 32, and 34 (Medical Office 2); and Block 4266, Lots 419, 420, and 422. (Macica_10)

Response: Comment noted. A separate series of future land use actions would be needed to facilitate the development plans within Montefiore's existing Large Scale Community Facility Development (LSCFD) and future expansion. A conceptual analysis of potential environmental impacts that could result from these proposed future developments within and immediately surrounding the Bronx Metro-North Station Study's Project Area will be included in the EIS. However, all potential significant adverse impacts related to these development proposals would be disclosed through environmental review at the time of application for the required land use actions.

Comment 1-30: City Planning proposes to demap portions of streets to support and facilitate development introduced by the rezoning.

Montefiore requests that City Planning demap portions of Newport Avenue and Van Nest Avenue between Morris Park Avenue and Tenbroeck Avenue to facilitate development of Montefiore's Master Plan. Including this demapping will allow for more comprehensive and cohesive traffic network review of the surrounding area and should be part of the CEQR scope. (Macica_10)

Response: See response to Comment 1-29.

Comment 1-31: Montefiore owns several parcels that are outside of the Einstein/East campus and that are included in City Planning's proposed Rezoning Area, including:

- Block 4085, Lot 130 (City Planning Projected Development Site 21);
- Block 4085, Lots 119 and 125 (City Planning Projected Development Site 22) and Lots 150 and 180; and
- Block 4083, Lots 1, 5, 11, 13, and 27 (City Planning Projected Development Site 24).

City Planning's current proposal identifies this area as being rezoned to C4-3 and the projects the following as future development: 67, 433 gsf of medical office space and 57 parking spaces on Projected Development Site 21; 272,401 gsf of medical office, 40,781 gsf of office space, and 266 parking spaces on

Projected Development Site 22; and 447,102 gsf of medical office use and 380 parking spaces on Projected Development Site 23, for a total of 786,936 gsf of medical office, 40,781 gsf of office, and 703 parking spaces in the area.

Montefiore plans to develop these parcels with an outpatient medical center, including Montefiore Einstein Cancer Center. This facility is planned to total 600,000 square feet with 400,000 square feet of parking. The C4-3 zoning district would not accommodate this plan, nor would it support the goal of providing future flexibility for development that centers healthcare and diverse job creation. Therefore, Montefiore requests that these parcels be rezoned instead to a C4-4 zoning district and that City Planning project one development site for this location, which would include the 1 million square foot medical center. Montefiore will return to City Planning to request a GLSD in this area. (Macica_10)

Response: Comment noted. The Proposed Actions here entail the mapping of a C4-4(R7-2) zoning district. A separate series of future land use actions would be needed to facilitate the creation of a new General Large Scale Development plan here.

Comment 1-32: Montefiore requests that City Planning demap the portions of Blondell Avenue and Poplar Street that run between Eastchester Road and Jarret Place. Including this review in the scope will, like the street demapping discussed above, allow for more comprehensive and cohesive traffic network review. (Macica_10)

Response: See response to Comment 1-31. A separate series of future land use actions would be needed to facilitate the creation of a new General Large Scale Development plan here including any accompanying proposed City Map amendments.

Comment 1-33: City Planning's proposed zoning allows for the development of both residential and commercial uses within the same districts. The Draft Scope of Work projects a total of 6,190 residential units, representing an increment of 5,951 units, 537,515 zoning square feet (1,008,461 gross square feet) of commercial use and 973,142 zsf (1,149,894 gsf) of community facility use. However, Montefiore needs and anticipates that we will acquire additional sites in the train station district to be used for allied health care education, research, and administrative space, and it is not at all clear that the analysis includes this increase in commercial space. (Macica_10)

Response: One of the goals of the Proposed Actions is to 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, as well as to allow for housing growth with permanently affordable housing and retail in appropriate locations near new Metro-North stations. To assess the potential impacts of the Proposed Actions, a reasonable worst-case development scenario (RWCDS) was developed for both the Future No-Action and Future With-Action conditions for a ten-year period (build year 2033). The RWCDS for the Future With-Action conditions includes 1,620,625 gross square feet of commercial life science space and 1,301,789 gross square feet of medical office space, most of which is projected on sites near the future Morris Park station.

MTA Requests

Comment 1-34: While housing is certainly a key goal and one the Plan is right to prioritize across the neighborhoods, in the immediate vicinity of the Morris Park Metro-North station a more job-centric mix of uses merits consideration. (Paley_MTA_07)

Response: Comment noted. One of the goals of the Proposed Actions is to 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, as well as to allow for housing growth with permanently affordable housing and retail in appropriate locations near new Metro-North stations. Mid-density commercial districts are proposed to be mapped near the future Morris Park station and, through the proposed special purpose district, the maximum permitted commercial floor area ratio (FAR) would be increased to support the growth of existing and new employment centers within Morris Park.

Comment 1-35: To achieve the station area goals, within the proposed Special District, MTA recommends inclusion of the Special Morris Park Station Subdistrict (the "Subdistrict") to establish special use, bulk, and parking regulations to lots in the immediate vicinity of the proposed Morris Park Station. (Paley_MTA_07)

Response: The Proposed Actions include the creation of a special purpose district that would establish a series of modifications to a range of underlying zoning provisions, such as use, bulk, and parking regulations, to achieve the stated land use objectives for the Morris Park station area and other subareas of the Project Area.

Comment 1-36: MTA recommends the establishment of active ground floor use requirements to a depth of 30 feet from the street line throughout the Morris Park Subdistrict. (Paley_MTA_07)

Response: Comment noted. Key commercial corridors within the Project Area, including Eastchester Road near the future Morris Park station, would be designated to have a 30-foot active ground-floor depth requirement.

Comment 1-37: To target more directly the creation of opportunities for office development and job creation within the Morris Park Subdistrict, we recommend that the maximum FARs among permitted uses are calibrated to emphasize more deliberately commercial and community facility use and to de-emphasize residential use. Accordingly, we propose a base FAR of 4.0 for all uses, with increases available based on use, lot size, and zoning bonus through the contribution to the PRIF. (Paley_MTA_07)

Response: Also see the response to Comment 1-34. A floor area bonus mechanism is contemplated in the special purpose district for large sites in proximity to the future Morris Park station which would provide for a floor area bonus to incentivize and facilitate the provision of public realm improvements.

Comment 1-38: To further ensure the type of development that would maximize the benefit of the Morris Park station, height and setback regulations should be adjusted to ensure they are compatible with the needs of jobs-dense medical and life sciences facilities or offices and incentivize such development within the Morris Park Subdistrict. (Paley_MTA_07)

Response: Comment noted. The Proposed Actions include the creation of a special purpose district that would also modify underlying bulk regulations to make 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. Also see the response to Comment 1-34.

Comment 1-39: To encourage transit-oriented development MTA recommends that no accessory off-street parking be required, reducing the amount of permitted accessory parking, and prohibiting public parking garages within the Morris Park Subdistrict. (Paley_MTA_07)

Response: Comment noted. The Proposed Actions include the creation of a special purpose district that would also modify underlying parking regulations to achieve the stated land use objectives for the Morris Park station area, and other subareas of the Project Area, and to reflect the establishment of new transit service.

Comment 1-40: The Proposed Actions include a City Map amendment to map Block 4209, Lots 10 and 70 (the "triangle property") adjacent to the plaza "to facilitate pedestrian access to the Morris Park Station." The triangle property at what would be the southeast corner of the plaza remains a potential option for a landing spot for the western base of the new pedestrian bridge from the new Morris Park Station. However, MTA believes that mapping it as a street is not the most effective way of securing this opportunity given conversations with interested private parties. Rather, MTA suggests achieving this through the creation of a mechanism permitting MTA to take an easement for station access on the triangle property similar to the easements provided for in Zoning for Accessibility (ZR § 66-00 et seq.) and the Special Transit Land Use District (ZR § 95-00 et seq.). (Paley_MTA_07)

Response: The city map amendment is part of the Proposed Actions to facilitate pedestrian access to the future Morris Park station. As noted in the Project Description, there are potentially other discretionary actions of partnering agencies both at the City and State level, that would further facilitate or align with the Proposed Actions. As part of the City's larger planning work, the Department of City Planning looks forward to continuing to work with partner agencies, including the MTA, and community partners to plan for the pedestrian plaza and other public improvements.

Potential & Projected Development Sites

Comment 1-41: I have questions and a major concern about potential development shown on Figure 9k, "Tax Map," on page 31 of the Environmental Assessment Statement (Projected Development Site #5). Have the homeowners and residents of this side of the block of Baker Avenue been notified? How will the homeowners and residents of both sides of Baker Avenue be notified? (CB11_05)

Response: The planning process as part of the Bronx Metro-North Station Study publicly launched in 2018. Starting in 2018, DCP and other city agencies have been working station-by-station to engage with the community and solicit feedback. DCP continues its multi-year planning process to provide the community opportunities for further feedback. Furthermore, as described in the FSOW, the Proposed Actions are undergoing review as required by City Environmental Quality Review (CEQR), including those affecting the referenced subarea on Baker Avenue. Public notice for the scoping meeting for the Bronx Metro-North Station Study, held on January 9, 2023, was conducted in compliance with New York State's Environmental Quality Review Act (SEQRA) and in accordance with the guidance of the New York City Environmental Quality Review (CEQR) Technical Manual. In addition, DCP published a notice of the scoping meeting on its website and notified community members by email.

Comment 1-42: Clarification is needed is on Figure 9i, "Tax Map," on page 29 of the EAS. How is Block 4042, Lot 200 going to be developed? Isn't this inside the parameters of Con Edison? (CB11_05)

Response: The Con Edison – Van Nest Yard located at 701-723 Baker Avenue, although on the same block and adjacent to Projected Development Site #9, is located outside the Project Area and is beyond the scope of the Proposed Actions. A full description of the projected development on Site 9, as part of the Reasonable Worst-Case Development Scenario under the Proposed Actions is provided in the FSOW.

Comment 1-43: Clarification is needed on Figure 9f, "Tax Map," on page 26 of the Environmental Assessment Statement. Block 4226, Lot 7 is our Stop & Shop area. Why is this being considered for housing? (CB11_05)

Response: As described in the FSOW, the Proposed Actions would allow for a wide range of uses here, including commercial, community facility, and residential uses. Commercial uses, including a grocery store, would be permitted and allowed to continue under the Proposed Actions. A property owner is under no obligation to develop their property under zoning.

Comment 1-44: We own the Stop & Shop at 1685 Eastchester Road. We do not want a sidewalk cut into our property at this time as it would impact our ability to operate effectively. (Walke_33)

Response: Comment noted. Among the objectives outlined in the FSOW are the creation of a continuous pedestrian condition around each of the proposed station areas, including via the provision of continuous sidewalks along the west side of Marconi Street. The mapping actions described within the FSOW and

included within the accompanying mapping application establish the authority for pursuit of property acquisitions to accomplish this goal. Such acquisitions themselves would be part of a future process and would include the relevant property owners.

Comment 1-45: There is concern that the assumptions provided in the DSOW regarding Projected Development Site 8 fall short of what the rezoning would allow. (Kozin_09)

Response: As described in the FSOW, additional density was added to Projected Development Site 8 as part of the Future With-Action conditions, which serves as the basis for the impact analyses of the EIS.

Public Art & Cultural Programming

Comment 1-46: We see an opportunity in this rezoning proposal for public art and public programming within planned public spaces and parks with community input and partnership. The Bronx Metro-North Station Study outreach process has found that there is high interest in improvement to the public realm through public art and cultural programming that centers the neighborhoods' respective history and diversity. The DSOW and EIS should study the possibility of adding these elements to each of the new stations, the surrounding streetscape, and future developments benefiting from the proposed rezoning. (City_Council_04)

Response: Comment noted. The design and provision of public art is beyond the scope of the Proposed Actions. As part of the City's larger planning work, the Department of City Planning looks forward to continuing to work with elected officials, partner agencies, and community partners to identify opportunities for the inclusion of public art and public programming within public spaces.

Retail Development Requests

Comment 1-47: Provide space and support for new greenmarkets, green carts, and grocery stores, as well as for the creation of healthier and more varied restaurants in the area. (Chin_19)

Response: Comment noted. The Proposed Actions seek to allow for neighborhood and commuter-serving retail opportunities, where appropriate, and to encourage general retail growth to activate commercial corridors. According to the Final Scope of Work, the Proposed Actions are expected to result in a net increase of 302,236 square feet of local retail, which covers a wide variety of potential commercial uses. The Proposed Actions do not mandate certain commercial uses. The Food Retail Expansion to Support Health (FRESH) Program's discretionary tax and/or zoning incentives, meant to encourage the establishment and retention of grocery stores in underserved communities, are available throughout a substantial portion of the Project Area.

Comment 1-48: Promote the development of local shops over chain-stores and restaurants. (Chin_19)

Response: Comment noted. The Proposed Actions would allow for the creation of 302,236 square feet of local retail. Promoting or requiring certain commercial uses is beyond the scope of the Proposed Actions.

Miscellaneous

Comment 1-49: Van Nest, Morris Park, and Parkchester are food deserts. How will this plan meet the stated "Plan Objective" to make healthy food options available? (CB11_05)

Response: The Proposed Actions seek to allow for neighborhood and commuter-serving retail opportunities, where appropriate, and to encourage general retail growth to activate commercial corridors. According to the Final Scope of Work, the Proposed Actions are expected to result in a net increase of 302,236 square feet of local retail, which covers a wide variety of potential commercial uses including grocery stores. The Food Retail Expansion to Support Health (FRESH) Program's discretionary tax and/or zoning incentives, meant to encourage the establishment and retention of grocery stores in underserved communities, are available throughout a substantial portion of the Project Area.

Comment 1-50: What is meant by the word "increment" in the development site write up? (CB11_05)

Response: As described in the *CEQR Technical Manual*, "increment" refers to the difference(s) in conditions between the future without the project in place (Future No-Action conditions) and the future with the project in place (Future With-Action conditions). As described in the Draft Scope of Work, the 'project' here is a series of land use actions, including zoning map amendments, zoning text amendments, and changes to the City Map, collectively called the Proposed Actions. To assess the potential impacts of the Proposed Actions, a reasonable worst-case development scenario (RWCDS) was developed for both the Future No-Action and Future With-Action conditions for a ten-year period (build year 2033). 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. The incremental difference between the Future No-Action and Future With-Action conditions will serve as the basis for the impact analyses of the EIS.

Comment 1-51: How will the Proposed Project support aging in place? (CB11_05)

Response: The Proposed Actions would allow for housing growth with permanently affordable housing, create neighborhood and commuter-serving retail opportunities, and focus 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. The creation of more new housing with permanently affordable housing, improving pedestrian safety and accessibility, and strengthen existing commercial corridors with active neighborhood-serving retail would benefit residents including older adults.

Comment 1-52: We see an opportunity in this rezoning proposal to fulfill the Bronx Maternal Health Consortium's mission by creating a state-of-the-art Bronx birthing center. (City_Council_04)

Response: Comment noted. As described in the FSOW, the Proposed Actions seek to allow community facility uses, such as a birthing center, throughout the Project Area. Requiring or creating specific community facility uses is beyond the scope of the Proposed Actions.

Comment 1-53: We see an opportunity in this rezoning proposal to rehab the "Old Train House" at Hunts Point Station. (City_Council_04)

Response: Comment noted. The scope of the EIS is limited to the Parkchester/Van Nest and Morris Park station areas, which offer unique opportunities to grow housing and jobs through land use changes (the Proposed Actions) that the community initially prioritized in 2014 as part of the *Sustainable Communities in the Bronx* study. However, as described in the FSOW, the Bronx Metro-North Station Study's focus is to plan for improvements around each of the four new Metro-North stations in the Bronx, including the Hunts Point station area. The study has looked at needed investments for safe access to the future Hunts Point station, schools, parks, and more. As part of the City's larger planning work, the Department of City Planning looks forward to continuing to work with elected officials and partner agencies to improve all station areas.

Comment 1-54: We strongly urge DCP to include Hunts Point and Co-op City as analysis areas in the EIS. (City_Council_04)

Response: See response to Comment 1-53.

2. Land Use, Zoning, and Public Policy

Comment 2-1: How does 'City of Yes' affect the rezoning? (Kaess_23)

Response: Part of Mayor Adams' vision for a more inclusive, equitable "City of Yes," DCP plans to modernize and update the city's zoning regulations to support small businesses, create affordable housing, and promote sustainability. The ongoing DPC-led initiatives are City of Yes for Carbon Neutrality that seeks to modernize the city's zoning regulations to support its climate goals, City of Yes for Economic Opportunity's proposal to update zoning regulations that affect businesses across the city to promote an equitable and resilient economy for all New Yorkers, and City of Yes Housing Opportunity which would help meet New Yorkers' housing needs with small changes to zoning regulations citywide.

The timelines for the required environmental review under CEQR and public review process are different for each of the City of Yes initiatives and the Proposed Actions of the Bronx Metro-North Station Study. The City of Yes for Carbon Neutrality citywide zoning text amendment is expected to be adopted prior to the Proposed Actions entering public review. Since these zoning changes would affect the Proposed Actions, their relevant and applicable effects (as currently known) on the Project Area will be analyzed as part of this environmental review to provide a conservative analysis. The other two City of

Yes citywide zoning text amendments are expected to be in public review concurrent with the Proposed Actions. The Proposed Actions are consistent with the proposed changes outlined in the FSOW.

Comment 2-2: Is DCP taking any cues from Governor Hochul's proposed land use reforms, in regards to this rezoning. My hope is these reforms improve on what has been proposed in this rezoning. (Kaess_23)

Response: Governor Hochul's housing plan, the New York Housing Compact, includes proposals to remove obstacles to approvals, grow development opportunities, and incentivize construction. The New York Housing Compact aligns with Mayor Adams' vision for a more inclusive, equitable "City of Yes", that seeks to modernize and update the city's zoning regulations to create affordable housing and includes initiatives to cut red tape in planning, among other goals. Furthermore, the New York Housing Compact focuses on transit-oriented development by expanding housing potential near transit. As described in the DSOW, the Proposed Actions would build upon MTA's investment by concentrating a mix of uses near the planned stations at Morris Park and Parkchester/Van Nest in line with general best practices around transit-oriented development.

Comment 2-3: Why is the Just Home project, which seeks to house inmates at Jacobi Hospital, not discussed in this proposal? (Press_28)

Response: Just Home is a current project located outside the Project Area and is, therefore, beyond the scope of the Proposed Actions and the EIS.

Comment 2-4: Retail and commercial uses along Morris Park Avenue and Eastchester Road leading to the Morris Park Metro-North station are needed to maintain active streetscapes. The proposal should allow for retail and office uses along these corridors and retail and office uses along these corridors should be analyzed in the EIS. (Macica_10)

Response: The Proposed Actions would allow for neighborhood and commuter-serving retail opportunities along key corridors and near planned stations to promote active streetscapes and. The Proposed Actions would also support the growth 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. The EIS will evaluate the effects of the Proposed Actions.

Comment 2-5: Given that the Montefiore campus is being developed within the secondary study area under the current scope for the Land Use, Zoning, and Public Policy analysis, the full Montefiore development program should be identified as a known development in the No Action condition. (Macica_10)

Response: A separate series of future land use actions would be needed to facilitate the development plans that have been made public by Montefiore Einstein. As described in the FSOW, a conceptual analysis

of potential environmental impacts that could result from these proposed future developments within and immediately surrounding the Bronx Metro-North Station Study's Project Area will be included in the EIS. However, all potential significant adverse impacts related to these development proposals would be disclosed through environmental review at the time of application for the required land use actions.

3. Socioeconomic Conditions

Comment 3-1: The DSOW says that there is no need for analysis of residential displacement. That's just wrong and the potential for residential displacement should be analyzed in the EIS. (Beltzer_15)

Response: As described in the FSOW, there are two types of residential displacement defined by the *CEQR Technical Manual*, direct and indirect residential displacement. 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 of indirect residential displacement, which is the involuntary displacement of residents that results from a change in socioeconomic conditions created by a proposed action. 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. A detailed analysis will be included in the EIS.

Comment 3-2: The Bronx is home to the highest proportion of children in NYC of any borough and simultaneously, is home to a rapidly growing population of aging adults. This is especially true in the communities of Parkchester and Co-op City which are experiencing significant demographic shifts. These unique communities include intergenerational households that call for unique unit types and sizes. As Bronx Borough President Gibson has reiterated time and time again, housing is not only about quantity but also quality. We expect the EIS to assess shifting demographics and for our City partners to facilitate housing programs that are as diverse as the borough itself. (City_Council_04)

Response: Comment noted. The EIS, as well as the project's accompanying Racial Equity Report, will assess shifting demographics within the study area. Beyond having to meet the requirements of the proposed Mandatory Inclusionary Housing Areas, all sites in the Project Area would be eligible for incentives under the provisions of Affordable Independent Residences for Seniors (AIRS). The programmatic mix, affordability levels and tenant selection criteria for future development within the Project Area fall beyond the scope of the Proposed Actions and the EIS. As part of the City's larger planning work, the Department of City Planning looks forward to continuing to work with elected officials and partner agencies to maximize public benefits and create housing that best meets the needs of the community.

Comment 3-3: With projected pedestrian flows of 3,000 to 4,000 persons per day arriving at and leaving Morris Park and Parkchester/Van Nest Metro-North Stations, per pg. 23 of the DSOW, these neighborhoods are poised to strengthen as jobs centers and retail corridors that attract residents, commuters, and visitors from all over the Bronx and beyond. For that reason, we applaud DCP for proposing a rezoning that brings our existing land use into the 21st century with transit-oriented retail corridors along East Tremont Road in Parkchester and furthers our world-class life science hub and medical center in Morris Park by allowing uses that are most compatible with this center of innovation and economic possibility. We ask that the EIS adequately measure the impact on existing businesses, not only on the immediate corridors but also the direct and indirect impacts that will be felt on existing commercial corridors such as White Plains Road and Castle Hill Road. The benefits from this rezoning have been promised to be expansive and far reaching. The impacts must be assessed in an equally expansive manner.

DCP should consider scale, type, and hours of operations that the rezoning would allow as part of the commercial rezoning efforts and it must be of utmost importance to provide predictable zoning rules that support small businesses such as independent retail and local services of an appropriate neighborhood scale. (City_Council_04)

Response: As described in the FSOW, the socioeconomic conditions analysis will include preliminary assessments of direct business and institutional displacement, indirect business and institutional displacement, and adverse effects on specific industries. These preliminary assessments will 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.

Comment 3-4: In order to ensure the most accurate and responsible analysis of indirect residential displacement, DCP should determine the status of all affordable housing regulatory agreements in the area and identify any that may be expiring in the next ten years.

The DSOW must fully consider the impact of the Metro North expansion not only on the two designated rezoning areas (Parkchester/Van Nest and Morris Park) but also the impact on the Hunts Point and Co-op City neighborhoods, which will be receiving the two additional stations. (City_Council_04)

Response: A preliminary assessment of indirect residential displacement will be performed in accordance with the guidelines of the *CEQR Technical Manual* as part of the EIS. If determined necessary, a detailed analysis of indirect residential displacement will be performed in accordance with the guidelines of the *CEQR Technical Manual*, which includes all census tracts with at least 50 percent of their land area within a half mile radius from the affected area. The study area for this analysis will adhere to the current guidelines of the *CEQR Technical Manual*. Determining the status of all affordable housing regulatory

agreements in the area and identifying any that may be expiring in the next ten years is outside the scope of CEQR guidelines.

4. Community Facilities and Services

Comment 4-1: Need to make sure that community facilities are able to accommodate new residents. (BP_Gibson_01, CB11_06)

Response: It is expected that the Proposed Actions would add 7,474 new residential units to the study area, including a net 1,902 affordable units. This level of development would trigger an analysis of elementary, intermediate, and high schools, libraries, and early childhood programs, as presented in the EAS. As per the guidance in the *CEQR Technical Manual*, a description of existing police, fire, and health care facilities serving the Rezoning Area will be provided in the EIS. The community facilities and services analysis will follow the specific methodologies described herein.

Comment 4-2: As the Montefiore development program will result in new health care facilities, it should be described in the assessment of Community Facilities and Services. (Macica_10)

Response: Potential future development on the Montefiore campus would require the approval of additional discretionary actions outside of the scope of the proposed actions. A series of land use actions on the Montefiore campus will be analyzed conceptually in the EIS, though additional environmental reviews would be conducted at the time of future applications.

Comment 4-3: Fire services have to be analyzed. (Beltzer_15)

Response: Per the guidance of the *CEQR Technical Manual*, a description of existing fire facilities serving the Rezoning Area will be provided in the EIS.

Comment 4-4: DCP does not propose to analyze potential impacts on police/fire stations or health care services. However, given the increment of significant projected development a detailed analysis should absolutely be included in the EIS. Along with our constituents, we have continuously voiced our concerns about the lack of that emergency services in our neighborhoods and the long wait times at our hospitals. These issues must be remedied. We look forward to working with DCP and all City partners to ensure that the needs of our communities are met. (City_Council_04)

Response: The Community Facilities analysis will follow the guidance included in the *CEQR Technical Manual.* As a result, the EIS will include a description of existing police, fire, and health care facilities serving the Rezoning Area.

Comment 4-5: If you're going to be putting in 6,000 units of housing, new schools will need to be introduced to the study area. With such significant projected residential growth, it is essential that the Bronx Metro-North Station Study guarantees the creation of sufficient school seats, including the identification of specific sites (both public and private) and funding. The EIS must provide the full analysis necessary to achieve that goal. The DSOW notes that 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. We ask that the study more broadly factors in development in the greater Bronx region to assess school capacity needs not only in the immediate project area, but also in the greater surrounding area. For example, Bronx School District 11, which encompasses the Parkchester neighborhood, has a current primary school utilization rate of 108.6%, or a shortfall of 864 seats. While the immediate sub-district should receive particular attention due to the significant increase in residential development, it is imperative that the study also accounts for private developments such as 2560 Boston Road and future development potential outside the Bronx Metro-North Station Study area to adequately address the potential cumulative impacts on current and future capacity needs. (City_Council_04, Beltzer_15)

Response: Analyses for public elementary, intermediate, and high schools are warranted based on the scale of the Proposed Project. These analyses will be performed in accordance with the guidance of the *CEQR Technical Manual* and will be included in the EIS. If impacts are identified, mitigation measures will also be discussed.

Comment 4-6: The EIS must analyze libraries, and childcare center needs. (City_Council_04)

Response: The EIS will include analyses of both libraries and early childhood programs, both of which will follow the guidance included in the *CEQR Technical Manual*.

Comment 4-7: A thorough study on school capacity, community centers, and senior services should be conducted for the wider Bronx region. Parkchester will continue to grow as an entertainment and commercial corridor and Morris Park is destined to become the leading life sciences hub in the city and region. The impact of this project will be far-reaching. An adequate analysis of its impact not only on the surrounding area, but on our already overcrowded schools and insufficient allotment of community services throughout the borough, must be addressed. (City_Council_04)

Response: Analyses for public elementary, intermediate, and high schools, as well as libraries and publicly funded early childhood programs are warranted based on the scale of the Proposed Project. These analyses will be performed in accordance with the guidance included in the *CEQR Technical Manual* and will be included in the EIS. If impacts are identified, mitigation measures will also be discussed. As per the guidance in the *CEQR Technical Manual*, a description of existing police, fire, and health care facilities serving the Rezoning Area will be provided in the EIS. The study areas for these analyses of community facilities will be determined in accordance with the guidance of the *CEQR Technical Manual*.

Comment 4-8: I want to make sure that there would be adequate educational opportunities provided for our young people. We're lacking in middle schools in the area already. Every effort should be made to provide high quality education, especially in the STEM area, so that young people, whose parents work and live in this community, have an opportunity to get employment with the MTA immediately following graduation from high school. There should be an opportunity for young people to have summer internships and apprenticeships. I think that not enough attention is given to growing the middle class as a means to stabilizing communities. (Mendez_26)

Response: Analyses for public elementary, intermediate, and high schools are warranted based on the scale of the Proposed Project. These analyses will be performed in accordance with the guidance included in the *CEQR Technical Manual* and will be included in the EIS. If impacts are identified, mitigation measures will also be discussed. The provision of summer internships and apprenticeships is outside of the scope of the Proposed Actions.

Comment 4-9: We need public elementary and middle schools, community centers, Senior and Veteran Housing, pharmacies, additional police, additional fire service, and other basic services. Why are these not included in the DSOW? And if they are to be included as part of the Proposed Project, please clarify how this will all be implemented? (CB11_05)

Response: Analyses for public elementary, intermediate, and high schools are warranted based on the scale of the Proposed Project. These analyses will be performed in accordance with the guidance of the *CEQR Technical Manual* and will be included in the EIS. If impacts are identified, mitigation measures will also be discussed. As per the guidance in the *CEQR Technical Manual*, a description of existing police, fire, and health care facilities serving the Rezoning Area will be provided in the EIS. Beyond having to meet the requirements of the proposed Mandatory Inclusionary Housing Areas, all sites in the Project Area would be eligible for zoning incentives targeting all forms of affordable and supportive housing, including affordable senior housing. The programmatic mix, affordability levels and tenant selection criteria for future development within the Project Area fall beyond the scope of the Proposed Actions and the EIS. As part of the City's larger planning work, the Department of City Planning looks forward to continuing to work with elected officials and partner agencies to maximize public benefits and create housing that best meets the needs of the community.

Comment 4-10: I'm very concerned about the impact on public safety. When population rates rise within a small area, it can really increase the amount of crime and decrease the quality of life. (Mendez_26)

Response: Comment noted. As per the guidance included in the *CEQR Technical Manual,* a description of existing police, fire, and health services serving the Rezoning Area will be provided in the EIS.

5. Open Space

Comment 5-1: We also strongly urge DCP to study the impacts on parks and maintenance needs of parks in the surrounding neighborhoods. The additional residents this rezoning will bring to these Bronx

neighborhoods will impact the use of neighborhood parks such as Mathews Mulliner Playground and Castle Hill Playground. Gaining a better understanding of the parks' current condition, maintenance, and capacity will help us collectively plan for a future that includes ample opportunity for people of all ages to enjoy active lifestyles and partake in public open space gatherings. The extension of the Metro North system to Co-op city creates a new opportunity to enjoy one of our very best, and definitively our biggest, New York City parks – Pelham Bay Park. While Co-op City is not being studied for a formal rezoning it seems fully appropriate that the station area be studied for enhanced connections to, through, and from our city's largest greenspace. (City_Council_04)

Response: An assessment of both residential and nonresidential open space is warranted and will be provided in the EIS and will follow the guidance included in the *CEQR Technical Manual*. The open space analysis will consider both passive and active open space resources and calculate open space ratios. 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.

Comment 5-2: The proposed project should introduce trees and new open spaces.

- It is also important that new open spaces be created and as many trees as possible are planted, especially on sidewalks and other public spaces. (BP_Gibson_01)
- Add trees and pedestrian islands in the East Tremont area. (Chin_19)

Response: Comment noted. The EIS will include an assessment of the potential for the Proposed Actions to have significant adverse impacts related to open spaces.

Comment 5-3: Given that the Montefiore development program will result in increased worker and visitor populations, it should be included in the No Action in the assessment of the potential impacts of workers/daytime users on Open Space. (Macica_10)

Response: Potential future development on the Montefiore campus will be analyzed conceptually, although additional environmental reviews would be conducted at the time of future applications. As part of the associated planning process, the City has worked to identify specific public realm improvements throughout the proposed Project Area. The findings in the EIS will help to inform the final nature of that work.

6. Shadows

Comment 6-1: We ask that the DSOW and EIS consider the impact of shadows upon open spaces, parks, individual landmarks, and current residential buildings. (City_Council_04)

Response: The EIS will include a detailed shadows analysis to determine potential effects related to project-generated incremental shadows on sunlight-sensitive resources. 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. 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.

9. Hazardous Materials

Comment 9-1: The DSOW must include the environmental implications of historic automobile-related services located in the project area. The project area, namely along East Tremont Avenue and Eastchester Road, has long been home to a considerable number of gas stations and automobile repair shops in addition to light manufacturing uses. (City_Council_04)

Response: A hazardous materials assessment will be prepared as part of the EIS. The 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 most of the identified projected and potential development sites are not 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.

10. Water and Sewer Infrastructure

Comment 10-1: It is important that water and sewer infrastructure be analyzed and, where appropriate, mitigation measures developed.

- The EIS needs to ensure that the infrastructure can sustain this increase of population, most notably verifying whether the water and sewer infrastructure systems are all able to support this increased density. (BP_Gibson_01)
- The EAS determined that the Proposed Actions' effects on wastewater and stormwater infrastructure warranted EIS assessment 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. Given that wastewater and stormwater infrastructure challenges have been the topic of high interest in recent developments, this assessment is critical. Potential mitigation strategies should include new green building standards for development and City capital projects for stormwater infrastructure such as bioswales, sponge parks, and a robust tree planting plan. (City_Council_04)

- The Van Nest neighborhood has old infrastructure dating back to the turn of the century. Introducing large apartment buildings may cause problems. (Mendez_26)

Response: As described in the EAS and Task 10 of the FSOW, 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 NYC Department of Environmental Protection (DEP) will be consulted in preparation of this assessment.

Comment 10-2: The Montefiore development program should be included in the No-Action condition for the analyses of Water and Sewer Infrastructure (Task 10 of the Draft Scope of Work). (Macica_10)

Response: Potential future development on the Montefiore campus requires additional discretionary approvals outside of the scope of the Proposed Actions. A series of land use actions and their potential effects will be conceptually analyzed in the EIS, but additional environmental reviews will be required in the future at the time of the application.

11. Solid Waste and Sanitation Services

Comment 11-1: The EIS needs to ensure that the infrastructure can sustain this increase of population, most notably verifying whether the sanitation infrastructure systems are all able to support this increased density. (BP_Gibson_01)

Response: The EIS will include a solid waste analysis to determine potential effects related to project-generated solid waste production, as described in Task 11 of the FSOW. 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.

12. Energy

Comment 12-1: Energy capacity needs to be assessed and, where appropriate, mitigation measures developed.

- The EIS needs to ensure that the infrastructure can sustain this increase of population, most notably verifying whether the energy infrastructure systems are all able to support this increased density. (BP_Gibson_01)
- The project area is largely served by the Con Edison substation located within the project area on Baker Avenue. Mitigation measures must be included, with a focus on sustainable investments, such as renewable energy, local generation, and site- and community-scale battery storage of solar and renewable power. (City_Council_04)

Response: As per the guidance included in the *CEQR Technical Manual,* 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.

13. Transportation

Comment 13-1: EIS should include a safety analysis.

- Need to improve street safety for pedestrians and cyclists. (BP_Gibson_01)
- The Proposed Actions will expand housing, 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. The EIS Analysis should include strategies for improving street safety for all users (pedestrians, cyclists, and drivers), including safety improvements at key intersections (e.g., Unionport & White Plains Road). (City_Council_04)

Response: As described in the FSOW, the EIS would include a vehicular and pedestrian safety analysis as part of the transportation chapter. 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. If any high crash locations are identified, feasible improvement measures will be explored to alleviate potential safety issues.

Comment 13-2: As many Bronxites commute by bus, dedicated bus lanes for all routes within range of the new stations should be provided. (Chin_19)

Response: Comment noted. The provision of bus lanes falls outside the scope of the Proposed Actions.

Comment 13-3: The Proposed Project should prioritize bus, bike, pedestrian, and other non-vehicular forms of transportation.

- Additional steps for reducing car reliance and creating a more livable public realm should also be included (bike-share and car-share, bike lanes, pedestrian-only streets, etc.). (City_Council_04)
- Many of the trips made into and out of the study areas are going to bus trips. In addition to Metro-North service, this plan needs to prioritize bus, bike, and pedestrian access. (Beltzer_15)
- Encourage and support non-vehicular modes of transportation, such as bikes, scooters, roller-skates, skateboards, etc. (Ramos_29)

Response: As described in the FSOW, 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. 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.

Comment 13-4: Expand the bike network, including Citi Bike network, in the region, particularly between the new Metro-North stations and other existing transit and commercial hotspots, as well as provide bike parking and e-scooter docking at the new Metro-North stations for non-Citi Bike users. (Chin_19)

Response: Comment noted. The provision of Citi Bike, e-scooters, and bike parking at the new Metro-North stations fall outside the scope of the Proposed Actions. However, as described in the FSOW, the Proposed Actions are intended to 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.

Comment 13-5: Mitigation efforts such as new bus lanes, improved bikeways, and pedestrian nodes to and through all four station sites are a must. (City_Council_04)

Response: If significant adverse impacts are identified in the transportation analysis, mitigation measures will be proposed in consultation with relevant partners, such as DOT and MTA.

Comment 13-6: An updated Bronx Bus Redesign plan is a must once the trains start funneling in come 2027. Bus lanes, fare changes for local travel, and new route designs are just a few updates that must be examined by the MTA, DOT, and DCP to ensure the Metro North expansion provides systematic and substantive opportunity and access to residents of the Bronx. (City_Council_04)

Response: An updated Bronx Bus Redesign plan is outside the scope of this rezoning. However, DCP will consult with MTA if significant adverse transit impacts are identified in the transportation analysis of the EIS.

Comment 13-7: We see an opportunity in this rezoning proposal to commit to improvements at existing and future transit stations to address ADA compliance and accessibility. The EIS should also include the current unmet need for ADA accessibility improvements as well as platform and stairwell expansions at subway stations in the surrounding area, likely to be affected by the increase in density with the rezoning proposed. Many of the existing subway stations in and around our neighborhoods, including the stations at Parkchester and Castle Hill, do not currently have elevators or other basic ADA infrastructure. Public transit improvements should be accounted for and modeled as traffic mitigation. (City_Council_04)

Response: As described in the FSOW, the EIS will include a detailed analysis of transit service. However, capital improvements to MTA property are outside the scope of work for this DCP-led city rezoning effort.

Comment 13-8: Please think about and incorporate ADA accessibility, including families with baby carriages, wheelchairs, bikes, and mobility scooters into the designs of public spaces. (Ramos_29)

Response: Although this comment is outside of the scope of the Proposed Actions, new public spaces would be expected to meet ADA standards.

Comment 13-9: Will there be a new connection from Marconi Street to Pelham Parkway that will help to alleviate the proposed traffic? (BP_Gibson_01)

Response: Comment noted. A series of mapping actions, including a potential extension of Marconi Street to Pelham Parkway that would facilitate this connection in the future, are included in the Proposed Actions. The EIS will consider the potential future bridge as a mitigation measure.

Comment 13-10: The potential for the Proposed Project to worsen traffic conditions needs to be analyzed in the EIS.

- Given already high levels of traffic congestion throughout the project area, DCP and its transportation agency partners must address this issue thoroughly in the EIS, in the rezoning area, and without question, in all four station areas. (City_Council_04)
- There is concern that the new station, in conjunction with the introduction of bike lanes, road diets, and a reduction in the number of traffic lanes, will make traffic significantly worse. (CB11_06)

Response: As described in the FSOW, 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.

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 traffic study area will be made up of a traffic network based on the extent of the Proposed Actions. Analysis of station areas outside of this network is outside the scope of this project and the guidance of the *CEQR Technical Manual*.

Comment 13-11: Traffic congestion, parking, and alternative modes of transportation need to be analyzed as part of the EIS.

- While this is a transit-oriented development project, there will still be an increase in traffic to these areas, and I need to understand how traffic impacts can be mitigated, that parking demands will not create undue hardships, and ensure the streets are safe for all modes of transportation. (BP_Gibson_01)
- We ask that special attention be brought to the issue of traffic congestion, parking, and alternative modes of transportation. While the Bronx Metro-North Station Study project directly supports twenty-first century transit access, the service, fares, and overall programming differ from the MTA subway service that New Yorkers are accustomed to. With the added density in housing, retail, commercial, and healthcare uses, our neighborhoods will attract people from across the Bronx, each borough, and our region at-large. The Penn Access line is a key piece in a much larger transportation puzzle that must be investigated at and around the new station sites. (City_Council_04)

Response: The analyses that will be conducted for the EIS are described in Task 13 of the FSOW. 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.

The traffic analyses that will be conducted for the EIS are described in Task 13 of the FSOW. 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).

As described in the FSOW, the EIS would include a vehicular and pedestrian safety analysis as part of the transportation chapter. 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. If any high crash locations are identified, feasible improvement measures will be explored to alleviate potential safety issues.

It is anticipated that the on-site accessory parking provided 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.

Comment 13-12: We see an opportunity in this rezoning proposal to create a parking and congestion plan with community members that addresses and mitigates the concerns voiced during last four + years of community outreach conducted through the Bronx Metro-North Station Study process. (City_Council_04)

Response: Comment noted. The establishment of transit demand management practices falls beyond the scope of the Proposed Actions and the EIS.

Comment 13-13: The analysis should consider how riders will get to and from the train station and consider what the impact will be on local traffic, including emergency vehicles traveling to and from area hospitals. (Macica_10)

Response: The transportation analyses that will be conducted for the EIS will follow the guidance included in the *CEQR Technical Manual*. 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.

Comment 13-14: As the timelines for construction of the Montefiore development program and the projected developments will overlap the Construction analysis should analyze overlapping construction timeframes, particularly with respect to the Transportation analysis (Task 19 of the Draft Scope of Work). (Macica_10)

Response: Potential future developments on the Montefiore campus would require the approval of additional discretionary actions outside of the scope of the Proposed Actions. A series of land use actions on the Montefiore campus will be analyzed conceptually in the EIS, though additional environmental reviews would be conducted at the time of future applications and would disclose any potential for significant adverse impacts associated with transportation, including traffic, transit, pedestrians, and parking.

Comment 13-15: Parking minimums should be removed from the rezoning area.

- To encourage transit-oriented development MTA recommends that no accessory off-street parking be required, reducing the amount of permitted accessory parking, and prohibiting public parking garages within the Morris Park Subdistrict. (Paley_MTA_07)
- We need to get rid of the parking requirements on any of these rezonings. (Beltzer_15)
- Remove minimum parking requirements within the rezoning area, do not encourage the development of underground parking lots, and do not encourage new on-street parking. (Chin_19)
- Remove minimum parking requirements within the rezoning area, do not encourage the development of underground parking lots, and do not encourage new on-street parking. (Kaess_23)
- The station area study should review an alternative in which no residential parking is mandated. (Kaess_23)

Response: Although it is assumed that the Proposed Actions would introduce 3,765 parking spaces, the proposed Special Eastchester – East Tremont Corridor District would reduce parking minimum requirements for non-residential developments and remove parking requirements for new residential developments.

Comment 13-16: Do not add new parking to the plans for any of these stations. New parking will lead to unsafe conditions for pedestrians and bicyclists and would waste the limited space available, which should be used to make improvements in pedestrian infrastructure. (Chin_19)

Response: Parking facilities for the new Metro-North stations are not included as part of the MTA's station plans, nor are they included as part of the Proposed Actions. Further, the Proposed Actions would not increase parking requirements for non-residential developments and remove parking requirements for new residential developments. The Proposed Actions would 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. See response to Comment 13-1 for additional information about vehicular and pedestrian safety analyses.

Comment 13-17: The City should consider ways to convert surface parking lots in the Bronx to housing. (Sanderson_30)

Response: Comment noted. Projected Development Sites 4, 5, 8, 10, 15, 17, 21, 25, 28, 29, 32, 33, 50, 58, and 59, as well as Potential Development Site S currently contain surface parking lots.

Comment 13-18: Additional parking spaces need to be added to the rezoning area, in particular to address additional vehicular traffic generated by the new Metro-North stations.

- We are worried about the challenge of parking in the project area, due both to the added density proposed in the rezoning and the absence of parking spaces for Metro North commuter who wish to "park and ride." While we applaud the efforts of the MTA and DCP to focus squarely on transit connections, it is imperative the EIS adequately address the impact these dual changes could have on the current parking inventory in all four respective neighborhoods. DCP must engage on this issue specifically with this City Council, the respective community boards, business and community groups to address the issue of parking head-on. The concerns regarding parking have been voiced at each and every Bronx Metro North Station Study public meeting so far. It is a serious concern that must be further delved into in the EIS and further broached with our communities throughout the remaining planning process. By all indications, the Covid-19 Pandemic has shifted auto use in our districts, and so it is critical to gain the best possible understanding of the parking needs of our residents and incorporate necessary changes to the proposal to address those needs. (City_Council_04)
- We need more parking spaces. (CB11_05)

- The Parkchester Metro-North Station needs a dedicated parking lot of its own. It is difficult to park in the area currently, and the rezoning will not help. (Wilson_35)

Response: As described in the DSOW, it is anticipated that the on-site provided 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. 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.

Comment 13-19: As a major development project, project demand from the Montefiore development program should be included in the No-Action condition for the Transportation analyses, including the Traffic, Transit (subway and bus service), Pedestrians and Parking analyses (Task 13 of the Draft Scope of Work). (Macica_10)

Response: Potential future developments on the Montefiore campus would require the approval of additional discretionary actions outside of the scope of the Proposed Actions. A series of land use actions on the Montefiore campus will be analyzed conceptually in the EIS, though additional environmental reviews would be conducted at the time of future applications and would disclose any potential for significant adverse impacts associated with transportation, including traffic, transit, pedestrians, and parking.

14. Air Quality

Comment 14-1: The Bronx has an infamously poor baseline air quality, with local hospitalization rates for asthma among the highest in the city. Environmental racism has affected our communities for decades, and for decades the pain caused has largely been ignored. The environmental review should include a full

study of the possible impacts of all modes of transportation on air quality, as well as the expected emissions from new development. (City_Council_04)

Response: As described in FSOW, an air quality assessment of both mobile and stationary sources will be provided in the EIS. 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 (PM2.5) 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.

Further, a 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.

Comment 14-2: We see an opportunity in this rezoning proposal to improve the air quality for the people of the Bronx through a greening of our sidewalks, buildings, and the Metro-North stations themselves within all four project areas. (City_Council_04)

Response: As described in the FSOW, 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. The EIS will analyze the potential for significant adverse effects related to stationary- and mobile-source air pollutants. Further, the EIS will also examine greenhouse gas emissions related to operational, mobile source, and construction emissions resulting from the Proposed Actions.

Comment 14-3: How will health issues be mitigated, such as pollution, air quality, greenhouse gas emissions, and noise to ensure people can live in a safe and healthy community? (BP_Gibson_01)

Response: As described in Task 14 of the FSOW, 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 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 or pollutants that could affect surrounding uses, such as a building's boilers or emission stacks from industrial plants, hospitals, or other large institutional uses, introduce uses that may be affected by emissions from nearby existing or planned emission stacks, or introduce structures that may change the dispersion of emissions from nearby existing or planned emission stacks so as to affect surrounding uses.

Comment 14-4: Traffic demand from the Montefiore development program should be included in the Air Quality (Mobile Source) assessment. (Macica_10)

Response: Comment noted. See response to Comment 13-19.

15. Greenhouse Gas Emissions and Climate Change

Comment 15-1: How will health issues be mitigated, such as pollution, air quality, greenhouse gas emissions, and noise to ensure people can live in a safe and healthy community? (BP_Gibson_01)

Response: 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 in Task 15 of the FSOW.

16. Noise

Comment 16-1: How will health issues be mitigated, such as pollution, air quality, greenhouse gas emissions, and noise to ensure people can live in a safe and healthy community? (BP_Gibson_01)

Response: As described in Task 16 of the FSOW, 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.

18. Neighborhood Character

Comment 18-1: The Proposed Project has the potential to affect neighborhood character. It is important that the character of future development is harmonious with existing buildings, centers, and institutions, and furthers their underlying mission to provide stability and opportunity for people of all backgrounds.

- In Appendix 7, "Development Site Write-Ups," of the Draft Scope of Work (pages 162 to 165 and part of page 272), the With Action condition envisions 402 apartments with approximately 1,206 new residents, of which 300 will be homeless, within one block (Projected Development site #5). This will destroy our neighborhood character. (CB11_05)
- Replacing older 1-2 family homes with new apartment buildings will negatively affect neighborhood character. (Mendez_26)
- There are concerns that the rezoning will lead to out-of-context high-rise development will block residents' current views of the neighborhood and the Bronx more generally. (Press_28)
- The East Bronx communities of Parkchester, Morris Park, Co-Op City, and Hunts Point each have rich and unique cultural backgrounds and neighborhood identities. Honoring the history of these areas, even as we build a new future, is an important component of the actions we are considering. Historic cultural institutions and residential centers such as the Parkchester and Co-op City planned developments have had a profound impact on the growth and stability of Bronx communities for many decades. It is important that the character of future development is harmonious with these existing buildings, centers, and institutions, and furthers their underlying mission to provide stability and opportunity for people of all backgrounds. (City_Council_04)

Response: As described in the FSOW, 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.

19. Construction

Comment 19-1: It is imperative that construction impacts be reviewed in tandem with public health impacts. These include all unmitigated significant adverse impacts from conditions related to air quality, hazardous materials, noise, as well as transportation systems and construction staging impacts on vehicular and pedestrian traffic. Both the Project Development Sites and Potential Development Sites must be analyzed for construction impacts to the area and additionally their impacts to public health, within the 10-year analysis period as stated by the DSOW. The geographic area for analysis must include lots that straddle the Project Area, for conservative analysis purposes. The construction study must also include impacts to subgrade water, storm, and sewage channels, unstable ground, and existing building foundations. We insist on the mitigation of such impacts wherever feasibly possible. (City_Council_04)

Response: As described in the FSOW, 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, 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.

I. Penn Station Access Project

Comment I-1: Will the price of the Metro-North from these new stations be the same as taking the subway or bus. (Sanderson_30, Wilson_35)

Response: The fare charged at Metro-North stations is outside the scope of the Proposed Actions.

Comment I-2: How often will MTA clean on a daily, weekly basis around the station? (Wilson_35)

Response: Maintenance of the new Metro-North stations is outside the scope of the Proposed Actions.

Comment I-3: Tax increment financing for the area around the new Metro-North stations is a great way to fund reduced fares (at the same cost as a subway fare), ensure low headways for the new stations, and effective use of subway-mainline rail connections. (Sanderson_30)

Response: Comment noted.

Comment I-4: Currently the design for the Co-Op City Station is limited to access via Erskine Place, which is confined and isolated by a snarl of interstate highways. A pedestrian bridge, tunnel, or safe path to navigate over, under or around the Hutchinson River Parkway would greatly expand access to the Co-op City Metro-North station. (Szabados_32)

Response: The provision of a pedestrian bridge is outside the scope of the Proposed Actions, which would be centered around the new stations at Morris Park and Parkchester/Van Nest.

Comment I-5: The proposed Hunts Point station is already rich in public transportation options and a Metro North station provides yet another. The blocks surrounding this station should receive very robust zoning with high rise towers similar to Court Square. (Acabeo_13)

Response: Comment noted.

II. Statement of Support

Comment II-1: Statement of support for the Proposed Project.

- Overall, I am very excited for these four new stations as they will be transformative for The Bronx. They will create new housing opportunities with a requirement for permanently affordability

housing, will provide new economic opportunities, and will support existing businesses and residents with new transportation options, speeding up their commutes or opening up new employment opportunities. (BP_Gibson_01)

- This project is a real opportunity for our community. We could potentially employ thousands of Bronxites locally and reshape travel patterns in a way that could significantly decrease commute times. The less time we have to spend on transit, the more time we get to spend with ourselves, our family and friends, and in our community. (CM_Farías_02)
- The MTA supports DCP land use actions in the vicinity of the two new Metro-North Stations. (Paley_MTA_07)
- I think that this comprehensive rezoning plan and the introduction of Metro-North Stations to these neighborhoods is going to be transformative for the surrounding community, the Bronx, and the larger region. The rezoning is a great opportunity to get democratic feedback on the development of the area in regards to housing, commercial space, and community facilities. It is also a great opportunity to increase connections between the Bronx and both Westchester and Manhattan. Montefiore wants to work with the city to make this rezoning work best for the people of the Bronx. While generally supportive, they have a few comments/concerns. (Diaz_08)
- The Morris Park Business Improvement District applauds and strongly supports efforts by Metro North MTA, DCP, Bronx elected representatives, the NY State Governor, partners in Westchester and Manhattan to expand the Metro North service to the public, by opening the East Bronx corridor and connecting it to Penn Station, including 4 new stations, one of which being Morris Park. We consider that this project will create another welcoming entryway to Morris Park, supporting job growth, local economic development, and access to more opportunities for local residents. We consider that Morris Park Avenue businesses in our district, will benefit from the increased pedestrian traffic and from the additional economic growth expected surrounding the Morris Park Metro North Station. (Tepelus_12)
- I am writing in support of the Bronx Metro-North project. (Betances_16)
- I am writing in support of the Bronx Metro-North project. (Betances_17)
- I am writing in support of the Bronx Metro North Project. I am an Open New York supporter. We cannot fix the city's housing crisis without building more homes, and every neighborhood must do its part – especially neighborhoods that are benefiting from billions of dollars in new transit investments. We need this project! (Brown-Betances_18)
- This project is an opportunity for the Bronx to finally get a bit of the infrastructure it deserves, as well as to reduce car dependency in the wake of climate change and general biosphere endangerment. (Chin_19)
- I am very excited to see this process move forward and cannot wait for the stations to open (Munassar_25)
- I strongly support the proposal to build thousands of new homes in conjunction with Penn Station Access. The City faces a huge housing crisis and should zone for as many homes as feasible within the new Metro-North corridor. (Sanderson_30)

Response: Comments noted.

III. Public Outreach

Comment III-1: Please take the time publicly to answer the questions provided during the scoping process since many others might have the same questions. (CB11_05)

Response: All public comments received during the scoping process are addressed in this Responses to Comments on the Draft Scope of Work to Prepare an EIS document. Where applicable, suggested revisions to the Draft Scope of Work have been made and are reflected in the Final Scope of Work.

Comment III-2: I am requesting that your presentation at Community Board 11 be held in public at Maestros on a Saturday when others who work can be made aware, attend, and have an opportunity to ask questions. Our residents have worked their whole life, some for generations, to improve and work on their communities. They deserve the respect to digest, formulate their opinions, and ask questions. (CB11_05)

Response: Comment noted.

Comment III-3: It is crucial at this time to collect public input and feedback to make sure that this project serves the community. I will continue to work in coordination with all of you and my neighboring colleagues in the Council and State to ensure that this plan meets the needs of the Bronx first, and it's directly for the benefit of the public. (CM_Farías_02)

Response: Comment noted.

Comment III-4: We are going to continue to engage our community and all involved partners in this project. This is a unique opportunity for the public to understand and to be involved in our future housing options, transportation options, and job creation. (CM_Velázquez_03)

Response: Comment noted.

Comment III-5: What is meant by a walking tour to improve the area around Metro-North? (Wilson_35)

Response: Comment noted. This is out of CEQR scope.

Comment III-6: I would like for it to be noted that the local Community Board did 200 or 300 surveys regarding the new Metro-North stations because it has not been noted in this process. (Beltzer_15)

Response: Comment noted.

Comment III-7: We are appreciative of the outreach DCP has conducted as part of the Bronx Metro-North Station Study since 2018. As this process moves forward we demand that DCP, partner agencies, and developers who seek to benefit from this City-led planning process continue to engage at every level and at every stage with our constituents. Residents of every race, religion, gender, and economic background deserve to be a part of the discussion and a part of the planning process itself. Our neighbors have real worries about gentrification and displacement, yes. But our neighbors also have real goals and visions for the change that will soon be coming to our communities as well. Their voices must be a part of this ongoing planning process. (City_Council_04)

Response: Comment noted. Since formally launching the Bronx Metro-North Station Study in July 2018, DCP has sought to engage as wide an array of area stakeholder as possible. DCP looks forward to continuing to engage with area residents of all backgrounds.

Comment III-8: One of my gravest concerns is about how community input, particularly input from the Van Nest community, is being integrated into this process. (Mendez_26)

Response: As described in the FSOW, the Bronx Metro-North Station 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.

Following the initial planning process for the Proposed Project, the environmental review process provides additional time and opportunities for public engagement. All public comments received during the scoping process are addressed in this Responses to Comments on the Draft Scope of Work to Prepare an EIS document. Where applicable, suggested revisions to the Draft Scope of Work have been made and are reflected in the Final Scope of Work. Following publication of the Draft Environmental Impact Statement, a public hearing will be held, which will give an opportunity for the public to shape the Final Environmental Impact Statement.

Comment III-9: We call on HPD and other City partners to give particular focus to outreach in the Parkchester/Van Nest and Morris Park neighborhoods to ensure that tenants and homeowners alike, are aware of anti-displacement programs such as the Right to Counsel and the Emergency Rental Assistance Program. DCP should include a plan for the preservation of rent-stabilized buildings within the Project Area, including an analysis of how the proposed rezoning is anticipated to impact buildings with rent-stabilized units. (City_Council_04)

Response: Comment noted. DCP looks forward to continuing to engage agency partners, including agencies such as the Department of Housing Preservation and Development as part of the planning work.

IV. CEQR Process

Comment IV-1: Why is there such a short time to discuss this project? Why is meeting being held in the middle of day? Why is the meeting not being held at the rotunda at Jacobi? (Colangelo_20)

Response: Notice of the public scoping meeting was provided on December 8, 2022. The public scoping meeting for the Proposed Actions was held on January 9, 2023, at 2:00 PM. In support of the City's efforts to contain the spread of COVID-19, DCP held the public scoping meeting remotely. The meeting lasted for approximately 90 minutes. The meeting ended after all commenters were given an opportunity to speak and an additional approximately 15 minutes was given after the last speaker to allow for additional comments. A recording of the public scoping meeting was posted on DCP's YouTube channel (https://www.youtube.com/watch?v=7yBR66K_ZI0). For those unable to comment during the livestream or for those who attended but wished to submit additional testimony, DCP received written public comments for ten days until 5:00 PM on January 19, 2023.

Appendix 9

Written Comments on the Draft Scope of Work

Public Scoping Meeting Comments

1
00:01:24.000 --> 00:01:32.520
DCP Panelist - Stephanie Shellooe: Good afternoon again, and welcome. Your turn tuning in to the remote public scoping meeting for the Bronx metron or station Study proposal.

2
00:01:32.530 --> 00:01:44.270
DCP Panelist - Stephanie Shellooe: i'm just confirming with our backup house that everything is set and ready to go before we kick off our meeting here at 2 Pm. In just a few minutes again. Thanks so much for your patience, and we'll be kicking off in just a few.

3
00:05:02.190 --> 00:05:19.059
DCP Panelist - Stephanie Shellooe: All right. Good afternoon, and welcome. You are tuning into the remote public scoping meeting for the Bronx Metro North Station study proposal, the City Environmental Quality Review, or seeker number for this application is 2, 3, Dcp. 0 6, 5 X.

4
00:05:19.690 --> 00:05:24.749
DCP Panelist - Stephanie Shellooe: Good afternoon. My name is Stephanie Shalou, and I'm. The Director of the New York City

5
00:05:24.760 --> 00:05:53.109
DCP Panelist - Stephanie Shellooe: Department of City planning environmental assessment and Review Division or E. A. R. D. Everend, Olkar Khar, Deputy director of E. A r d will co-host today's meeting, and in the event of any technical challenges or vocal challenges on my end ever, and will take over on my behalf. We truly appreciate everyone's patience as in this ongoing remote meeting format, and it's challenges. I do want to thank everyone for your time today, and and taking time out of your day to attend this

6
00:05:53.120 --> 00:06:04.320
DCP Panelist - Stephanie Shellooe: virtual meeting and also to acknowledge that this technology isn't perfect. But it's an invaluable tool that allows us to advance the critical land use and environmental processes here in New York City.

7
00:06:04.600 --> 00:06:12.599
DCP Panelist - Stephanie Shellooe: I also want to emphasize that we'll hear from everyone who wishes to speak today at this meeting, and the meeting will remain open until we've heard from all speakers.

8
00:06:13.300 --> 00:06:28.569

DCP Panelist - Stephanie Shellooe: We also welcome written comments and testimony and we'll be accepting those through 5 pm. On Thursday, January nineteenth, 2,023, and we provide written comments with the same attention and consideration as comments that are received today during this meeting.

9
00:06:30.380 --> 00:06:32.449
DCP Panelist - Stephanie Shellooe: If you can bring up the slides please.

10
00:06:32.730 --> 00:06:47.530
DCP Panelist - Stephanie Shellooe: and we will now proceed to the public scoping meeting for the Bronx metron or station. Study again for the record. Let me note that the city. Environmental Quality review or seeker number is 2, 3, Dcp. 0, 6, 5, x.

11
00:06:47.610 --> 00:06:54.110
DCP Panelist - Stephanie Shellooe: Today's date is January ninth, 2,023, and the time is approximately 2 2 Pm.

12
00:06:54.650 --> 00:06:55.760
DCP Panelist - Stephanie Shellooe: Next slide.

13
00:07:06.660 --> 00:07:10.660
Thomas Smith (DCP): I think we may be experiencing some minor technical difficulties.

14
00:07:10.700 --> 00:07:13.179
Thomas Smith (DCP): We'll let you know when the slides are back up and running.

15
00:08:35.159 --> 00:08:37.950
Thomas Smith (DCP): Sorry for the delay. Just one more moment.

16
00:09:42.430 --> 00:09:46.719
DCP Panelist - Stephanie Shellooe: Okay, Thank you. And and thank you. Everyone for your patience.

17
00:09:46.760 --> 00:09:50.660
DCP Panelist - Stephanie Shellooe: we're seeing the slides. Now, thank you very much.

18
00:09:52.110 --> 00:10:06.459
DCP Panelist - Stephanie Shellooe: So again for the record. The City Environmental Quality review or seeker number is 2, 3, Dcp. 0, 6, 5, x.

Today's date is January ninth, 2,023, and the time is now approximately 205 Pm

19
00:10:06.760 --> 00:10:07.850
DCP Panelist - Stephanie Shellooe: next slide

20
00:10:09.620 --> 00:10:10.720
DCP Panelist - Stephanie Shellooe: and next slide.

21
00:10:12.120 --> 00:10:39.490
DCP Panelist - Stephanie Shellooe: Thank you again. I'm Stephanie Shalou, the Director of the Environmental Assessment and Review Division, or E. A. R. D. Here at the New York City Department of City planning, and I will be sharing today's scoping meeting. the Department of City planning is acting on behalf of the City Planning Commission as the lead agency for the Proposals Environmental Review as Lead Agency. The Department will be responsible for overseeing the preparation and completion of an environmental impact statement or Eis

22
00:10:39.500 --> 00:10:42.210
DCP Panelist - Stephanie Shellooe: for the Bronx Metro North station study proposal.

23
00:10:42.650 --> 00:10:43.540
DCP Panelist - Stephanie Shellooe: Next slide

24
00:10:44.680 --> 00:10:55.379
DCP Panelist - Stephanie Shellooe: joining me today are several colleagues of Of mine from the department of City planning, as I mentioned, Everett and Ulcers, the Deputy Director of the Environmental Assessment and Review Division.

25
00:10:55.390 --> 00:11:08.019
DCP Panelist - Stephanie Shellooe: Jamison Mitchell is the Environmental Assessment and Review Division Project manager for the project. Michael Kavanaugh is a team leader in the Department's Bronx office, and Tin Dilling is a senior planner in the Department's Bronx office.

26
00:11:08.030 --> 00:11:22.780
DCP Panelist - Stephanie Shellooe: I'll also mention that during today's meeting we're joined by our consultants and and many Dcp staff helping us run this meeting in the background. So we really appreciate all the work that's going on in the background to to execute this meeting. Many thanks to everyone

27

00:11:22.800 --> 00:11:24.060
DCP Panelist - Stephanie Shellooe: helping today.

28
00:11:24.460 --> 00:11:25.359
DCP Panelist - Stephanie Shellooe: next slide.

29
00:11:27.420 --> 00:11:45.529
DCP Panelist - Stephanie Shellooe: So together we're here to receive your comments on the draft scope of work for the Bronx metron or station study proposal the draft scope of work identifies the subjects to be analyzed in the upcoming draft environmental impact statement or Deis and describes the methodologies that will be used in those analyses.

30
00:11:45.920 --> 00:11:53.960
DCP Panelist - Stephanie Shellooe: The draft scope of work materials are posted online on the department of city planning website and are available through the zoning applicant portal or zap

31
00:11:54.320 --> 00:11:55.270
DCP Panelist - Stephanie Shellooe: next slide.

32
00:11:57.090 --> 00:12:01.189
DCP Panelist - Stephanie Shellooe: The purpose of today's public scoping meeting is to allow for public participate

33
00:12:01.530 --> 00:12:14.139
DCP Panelist - Stephanie Shellooe: public participation in the preparation of the deis at the earliest stage possible in the environmental review process. Specifically scoping allows the public to help shape the deis before it is written

34
00:12:14.580 --> 00:12:26.430
DCP Panelist - Stephanie Shellooe: toward that end. The Department, as Lead Agency will receive verbal testimony on the draft scope of work today from elected officials, government agencies, the Local Community board and members of the general public.

35
00:12:26.750 --> 00:12:36.269
DCP Panelist - Stephanie Shellooe: We also welcome written comments on the draft scope of work and written comments can be submitted through 5 Pm. On Thursday, January nineteenth, 2,023

36
00:12:36.420 --> 00:12:37.360
DCP Panelist - Stephanie Shellooe: next slide

37
00:12:39.300 --> 00:12:56.740
DCP Panelist - Stephanie Shellooe: at the end of the written comment Period the Department will review all comments. Those be here today as well as any written comments that we've received. After carefully reviewing all comments, the Department will decide what changes, if any, need to be made to the draft scope of work, and the department will issue a final scope of work.

38
00:12:56.810 --> 00:13:03.379
DCP Panelist - Stephanie Shellooe: It is the final scope of work that serves as the basis for the preparation of the Deis next slide

39
00:13:04.850 --> 00:13:09.659
DCP Panelist - Stephanie Shellooe: today marks the beginning of the written comment period for the draft scope of work.

40
00:13:09.750 --> 00:13:26.699
DCP Panelist - Stephanie Shellooe: no decisions will be made today regarding the draft scope of work. Again, the purpose of today's meeting is to allow the public an opportunity to provide their comments about the draft scope of work to allow the Department to listen to those comments and consider them. It's important for all voices to be heard today.

41
00:13:27.410 --> 00:13:28.300
DCP Panelist - Stephanie Shellooe: Next slide.

42
00:13:29.490 --> 00:13:41.769
DCP Panelist - Stephanie Shellooe: I'll now focus on the structure of today's meeting, which is divided into 3 parts. During the first part of the meeting the Department of City planning. We'll give a brief overview describing the Bronx metron or station study proposal

43
00:13:42.000 --> 00:14:00.269
DCP Panelist - Stephanie Shellooe: representative from Stv. The Environmental consultant for the project will then provide a short summary of the draft scope of work. This intro takes about 20Â min during the second part of the meeting. The Department will then hear testimony from elected officials, government agencies, and members representing the Community Board.

44
00:14:00.650 --> 00:14:06.400
DCP Panelist - Stephanie Shellooe: Then, during the third and final part of the meeting, we will receive testimony from members of the general public

45

00:14:07.680 --> 00:14:08.620
DCP Panelist - Stephanie Shellooe: next slide

46
00:14:11.740 --> 00:14:15.590
DCP Panelist - Stephanie Shellooe: on to a few logistics for today's scoping meeting. if

47
00:14:15.720 --> 00:14:34.500
DCP Panelist - Stephanie Shellooe: you do wish to speak and plan to access the meeting online using a computer tablet or smartphone, please remember to register online through the Bronx metron or station study, Public scoping meeting page of the Nyc. And Gauge Portal found at Www. Dot, Nyc. Gov. Slash Nyc and gauge

48
00:14:34.710 --> 00:14:42.710
DCP Panelist - Stephanie Shellooe: a link to join us and provide. Your testimony will be emailed to you after you've completed the registration process through Nyc. Engage.

49
00:14:42.800 --> 00:14:45.500
DCP Panelist - Stephanie Shellooe: You will then be added to our speakers list

50
00:14:46.110 --> 00:14:47.070
DCP Panelist - Stephanie Shellooe: next slide.

51
00:14:49.050 --> 00:15:04.739
DCP Panelist - Stephanie Shellooe: When it's your turn to speak, your name will be called, and you'll be promoted to panelists. This will allow you to unmute your microphone and the ability to turn on your camera. There will be a short period that it appears you're no longer in the meeting. Don't, be alarmed. You will automatically rejoin the meeting as a panelist.

52
00:15:05.620 --> 00:15:17.579
DCP Panelist - Stephanie Shellooe: You'll be asked to convey your remarks, and to allow us to hear from everyone who wishes to speak. We ask that you limit your remarks to 3Â min a 3Â min countdown clock will run on the screen. If you're participating online

53
00:15:18.140 --> 00:15:22.929
DCP Panelist - Stephanie Shellooe: at the 3Â min. Mark your time will expire, and you will be asked to conclude your remarks.

54
00:15:23.880 --> 00:15:32.070

DCP Panelist - Stephanie Shellooe: if you choose. If you choose to turn on your camera, we will be able to see you, and please note that promoting speakers does take a moment, so we appreciate your patience.

55
00:15:32.630 --> 00:15:33.690
DCP Panelist - Stephanie Shellooe: Next slide

56
00:15:35.780 --> 00:15:45.310
DCP Panelist - Stephanie Shellooe: an additional note of instructions for those of you joining us by phone today. If you do wish to provide testimony via telephone, Select Star 9 when prompted.

57
00:15:45.750 --> 00:15:52.989
DCP Panelist - Stephanie Shellooe: listen for me to call out the last 3 digits of your phone number at that point you'll be given the temporary ability to share your testimony.

58
00:15:53.070 --> 00:16:04.509
DCP Panelist - Stephanie Shellooe: You'll need to press Star 6 to unmute, and we will be able to hear you speak. And when your testimony is complete, or your 3Â min have expired. Whichever comes first, you can press Star 6 again to mute yourself.

59
00:16:04.740 --> 00:16:08.339
DCP Panelist - Stephanie Shellooe: However, we do encourage everyone to

60
00:16:08.930 --> 00:16:14.569
DCP Panelist - Stephanie Shellooe: register via phone, using the dial in participant hotline. That was the information that was shown on the screen at the beginning.

61
00:16:14.970 --> 00:16:20.800
DCP Panelist - Stephanie Shellooe: Again, please note that muting and unmuting takes a moment as we as we use this format

62
00:16:21.040 --> 00:16:21.919
DCP Panelist - Stephanie Shellooe: next slide

63
00:16:23.580 --> 00:16:37.269
DCP Panelist - Stephanie Shellooe: back to time. Limit. Speakers from the general public have 3Â min to give testimony. There are a few exceptions to this 3Â min time limit. Elected officials, for example, are given the courtesy of jumping to the front of the queue, and are not limited to 3Â min

64
00:16:37.660 --> 00:16:49.820
DCP Panelist - Stephanie Shellooe: for those of you, viewing us on live stream, and wishing to test about, testify. Please be mindful of background noise during your testimony, and make sure that the live stream is muted. When you begin your testimony to avoid hearing an echo

65
00:16:50.640 --> 00:16:51.580
DCP Panelist - Stephanie Shellooe: next slide.

66
00:16:53.460 --> 00:17:08.329
DCP Panelist - Stephanie Shellooe: If you wish to submit written testimony, it may be submitted to the Department of City planning. Our mailing address is shown here on the screen. It's 120 Broadway, 30 first floor, New York, New York, 1,271 Attention, Stephanie Shalou.

67
00:17:08.730 --> 00:17:19.750
DCP Panelist - Stephanie Shellooe: You can also submit email comments to the email address shown here. It's 2, 3, Dcp. 0, 6, 5 X underscore. Dl. At planning dot Nyc dot of

68
00:17:19.990 --> 00:17:25.849
DCP Panelist - Stephanie Shellooe: this information can all be found on the Nyc. And gauge Portal and the Dcp website.

69
00:17:26.609 --> 00:17:32.300
DCP Panelist - Stephanie Shellooe: We will accept comments again through 5 Pm. Thursday, January the nineteenth, 2,023

70
00:17:33.010 --> 00:17:33.970
DCP Panelist - Stephanie Shellooe: next slide

71
00:17:35.820 --> 00:17:53.419
DCP Panelist - Stephanie Shellooe: all right. If you miss the instructions. please visit visit Nyc. Engage in the upcoming Meetings page for instructions on how to participate and provide testimony. We'll now move on to the first part of our meeting, where members of our Bronx office at Dcp. Will provide an overview of the proposed project.

72
00:17:53.570 --> 00:17:55.529
DCP Panelist - Stephanie Shellooe: I'll turn it over to you, Michael.

73
00:17:55.880 --> 00:18:06.219
DCP Panelist - Michael Kavalar: Thank you, Stephanie. again. I, Michael Cavall, are in the Bronx office. I'm. A planning team leader in our

office, and i'm going to start the presentation with a brief history of the project.

74
00:18:06.230 --> 00:18:17.220
DCP Panelist - Michael Kavalar: and what we've done to date, and then i'll turn it over to my colleagues and doiling who will go over a few brief slides on the specifics of today's meetings and the proposed actions that relate to today's meeting

75
00:18:17.270 --> 00:18:18.480
DCP Panelist - Michael Kavalar: next slide, please.

76
00:18:20.370 --> 00:18:47.770
DCP Panelist - Michael Kavalar: Okay. So just a bit of important context. Our work is building on a a separate project which is the Metropolitan Transportation authorities, Penn Station Access Project, which is the name they have given to the creation of these 4 new stations in the Bronx. These stations will connect to Penn Station and provide the first transit access, and about 100 years for this area of the Bronx this will also mean connecting to a vast regional network of

77
00:18:47.780 --> 00:18:51.860
DCP Panelist - Michael Kavalar: transportation, including up to Connecticut, and then again down to

78
00:18:52.040 --> 00:19:14.760
DCP Panelist - Michael Kavalar: Pen station. this will also be an opportunity to bolster equity and regional connectivity in the area, including by providing new transit options to residents of the Bronx all of the stations will be conduct that will be constructed will be Ada accessible as well, and again will be cited in what are currently under served regional rail areas. Next slide, please.

79
00:19:17.460 --> 00:19:45.509
DCP Panelist - Michael Kavalar: So the 4 stations is Many are likely aware. We'll be at Club City, Morris Park, Partchester, Van Van Nest and Hunts Point These stations again will connect to Penn Station, but they will also provide access up to important centers up in Westchester County and beyond, in Connecticut about a half a 1 million Bronx sites live within a half within a mile of these stations, and they're also numerous job centers within the areas, including at Morris Park, and then at Hunts Point as well.

80
00:19:45.520 --> 00:19:56.409
DCP Panelist - Michael Kavalar: Construction has already begun on the stations in 2,022, and the the service and the station completion is set to begin in the 2,027 next slide, please.

81
00:19:57.900 --> 00:20:18.090
DCP Panelist - Michael Kavalar: Okay. So just a bit of the history on the department of city planning and the city's role in this planning work. The Mt. Will build the stations the department of city planning and the family of city agencies are really doing the planning work around the stations to ensure that they're thoughtfully integrated into the founding communities, and there is beneficial as possible to the residents of the Bronx.

82
00:20:18.100 --> 00:20:36.990
DCP Panelist - Michael Kavalar: to do this work. we launched a study in July of 2,018 formally to begin planning work around the stations. we've looked at everything from needed public infrastructure investments, such as schools and parks to safe access to and from the stations to housing, and much more

83
00:20:37.000 --> 00:21:06.979
DCP Panelist - Michael Kavalar: this is also led us to implementing the plan will lead to some important investments in the areas that have been identified throughout the planning process, or that will be identified, including as part of this environmental process, and additionally at the Partchester Van nest in the Morris Park stations. We've identified opportunities to grow both housing and jobs specifically at those stations, and just to note that that was also prioritized in a previous study, led by the department of City, planning the sustainable communities in the Bronx plan, which.

84
00:21:06.990 --> 00:21:10.090
DCP Panelist - Michael Kavalar: released in 2,014 next slide, please.

85
00:21:11.180 --> 00:21:28.369
DCP Panelist - Michael Kavalar: So just quickly again on the timing the study launched in the summer of 2,018 throughout the fall, in the spring of 2,019, and to the summer of 2,019 we held a number of focused workshops on each of the station areas. These were held out in the community. So part just to Vaness. we've had multiple workshops at

86
00:21:28.380 --> 00:21:41.669
DCP Panelist - Michael Kavalar: Mit Ctl and Saint Raymond's elementary school. And for Morris Park we've held a number of workshops over on Monica's campus. We initially released some recommendations in the spring of 2,019, to share back with the community here back input on those 250

87
00:21:41.680 --> 00:22:01.119
DCP Panelist - Michael Kavalar: in the spring of 2,021, we held a remote open house at a time when we weren't able to be out in person, that

included a mix of videos and interactive surveys, remote sessions and office hours. And based on that we updated our recommendations, and and offered opportunities to provide feedback on those

88
00:22:01.170 --> 00:22:20.579
DCP Panelist - Michael Kavalar: and so where we are now is just about a month ago we held some remote sessions, sharing details specifically for recommendations related to land use changes, open space and jobs and workforce development planning for Partchester and Morris Park, and so that brings us to today our scoping session.

89
00:22:20.590 --> 00:22:36.689
DCP Panelist - Michael Kavalar: and we just want to note that up until the stations open we will be continuing to do our planning work. We are looking forward to continued engagement with the public into the spring and beyond, and we encourage everyone to sign up for our mailing list if you haven't already, so you can stay up to date on all of that next slide, please.

90
00:22:37.860 --> 00:23:06.289
DCP Panelist - Michael Kavalar: the neighborhood planning exercise has a number of goals. A very important goal is an equity and wellness goal. We think. These stations offer an opportunity to both think about a wellness and recovery in the Bronx, but also to help understand how existing job centers, such as the healthcare institutions at Morris Park might continue to thrive and grow within the borough. we recognize that the service itself will significantly reduce travel times, but

91
00:23:06.300 --> 00:23:35.849
DCP Panelist - Michael Kavalar: we want to be focused as a city family on any barriers to taking advantage of that surface, whether these be physical or programmatic or other. And of course, the the equity and wellness component includes working to make sure that These jobs are brought closer to Bronx sites and we're doing everything we can to help connect Bronx sites to jobs not just in the borough and beyond and which sort of brings us to our second bucket where we've been thinking about jobs, both in terms of strengthening existing job centers and growing the just

92
00:23:35.860 --> 00:23:37.890
DCP Panelist - Michael Kavalar: 16 job centers in the Bronx.

93
00:23:37.900 --> 00:23:59.069
DCP Panelist - Michael Kavalar: but also increasing access to jobs in the region, and then really focusing on what it means to remove barriers, to connect Bronx sites to good jobs in the borough, the city, and the region at large. we want to support healthcare Morris Park itself Today's

already one of the 10 largest job centers in the city, and it has a quite a network and ecosystem of health care jobs and life sciences jobs today.

94
00:23:59.080 --> 00:24:11.389
DCP Panelist - Michael Kavalar: But finally, we also recognize this is an important opportunity to grow housing near a new service and new transit stations that again connect, not just to the borough in the city, but to the region at large. 150

95
00:24:11.480 --> 00:24:12.720
DCP Panelist - Michael Kavalar: next slide, please.

96
00:24:13.710 --> 00:24:20.439
DCP Panelist - Michael Kavalar: for more details on the planning work. We encourage anyone that Hasn't yet gone here to visit our website at Ww.

97
00:24:20.450 --> 00:24:44.039
DCP Panelist - Michael Kavalar: Www. Dot Nyc. Gov. Slash Pmns. You'll find the recommendations listed on the Whats website per station that cover These 3 major categories which are vibrant communities connect to communities and working communities, and really touch on every possible aspect of the planning work. Again, from housing to transportation to parts to community resources, and and a lot more next slide, please.

98
00:24:45.680 --> 00:24:56.370
DCP Panelist - Michael Kavalar: Okay. So before I hand it off again just a a reminder about the planning work and the way this has been structured. We do have the 4 stations. It's Cut Clubs City, Morris Park, just to Van Nest and Hunts Point

99
00:24:56.380 --> 00:25:06.600
DCP Panelist - Michael Kavalar: the purpose of today's meeting is to focus on the proposed land. Use actions at Morris Park and Parks is for the next, and for that i'm going to hand it off to my colleague, Tun Doyle.

100
00:25:06.670 --> 00:25:07.439
DCP Panelist - Michael Kavalar: Thank you.

101
00:25:09.040 --> 00:25:35.879
DCP Panelist - Teun Deuling: Thank you, Michael, and good afternoon, everyone, and thank you for joining us today. My name is the and dueling senior planner in the department of city planning's. Bronx office. As Michael mentioned, the proposed land use actions focus on the Partchester, Van Nest and more in spark station areas. I want to briefly discuss the existing character of the neighborhood surrounding these 2

future train stations before discussing the proposed actions and their purpose and need. Next slide, please

102
00:25:38.010 --> 00:25:55.659
DCP Panelist - Teun Deuling: the Morris Park station areas. Today. A mix of institutional campuses and industrial uses close to the existing rail line and the Morris Park residential neighborhood to the west, which centers around to Morris Park Avenue Commercial Corridor, as you can see here on the slide

103
00:25:56.340 --> 00:25:57.600
DCP Panelist - Teun Deuling: next slide, please

104
00:25:58.850 --> 00:26:16.349
DCP Panelist - Teun Deuling: the Park Chester Van Nestation area ties together to neighborhoods. The Park. Chester's plan Community to the south and the lower scale than Us. Neighborhood to the north and the station area as a mix of housing topologies and local retail corridors, including East Fremont Avenue.

105
00:26:16.620 --> 00:26:17.800
DCP Panelist - Teun Deuling: Next slide, please.

106
00:26:18.350 --> 00:26:35.320
DCP Panelist - Teun Deuling: set of land use actions is proposed. that affects an approximately 46 block area need a future participant has some Morse Park stations and a long major corridors. For example, East Stream, on Avenue Bronx Avenue and also Eastchester Road.

107
00:26:35.900 --> 00:26:46.170
DCP Panelist - Teun Deuling: We call this area, where one or more languages actions are proposed. The affected area, as you can see here on the slide. It's a shaded in red

108
00:26:46.180 --> 00:27:09.200
DCP Panelist - Teun Deuling: this area lies in several community districts 9, 10, and 11, as well as several city council districts. in general the goal of the proposed land use actions is to leverage the new train stations, and, as Michael said, coming online in 2,027 is expected. and then to leverage the new train station for new housing jobs and services.

109
00:27:09.210 --> 00:27:10.370
DCP Panelist - Teun Deuling: Next slide, please.

110

00:27:11.580 --> 00:27:23.789
DCP Panelist - Teun Deuling: And now we take a closer look at the purpose and need for the proposed land use actions, and an important goal is to allow for a housing growth, including permanently affordable units. And near the new train stations

111
00:27:23.800 --> 00:27:44.930
DCP Panelist - Teun Deuling: other goals include allowing for neighborhood and commuter serving retail, especially along key corridors and near to plan stations; also to increase the the number of job generating users in a more spark station area. is an important goal, and Morris Park is already an important employment center in the Bronx

112
00:27:45.000 --> 00:27:46.150
DCP Panelist - Teun Deuling: next slide, please.

113
00:27:47.910 --> 00:28:08.489
DCP Panelist - Teun Deuling: As I mentioned the set of languages, actions is proposed, and that includes, zoning map amendments, zoning tax amendments, as well as some other actions. in terms of zoning map amendments. that the part of the city planning proposes changing the existing zoning to zoning districts that better accommodate the studies objectives.

114
00:28:08.500 --> 00:28:16.560
DCP Panelist - Teun Deuling: for instance, by allowing residential uses where they are currently not permitted, as well as mapping a special Bronx, but for North District.

115
00:28:16.600 --> 00:28:31.480
DCP Panelist - Teun Deuling: an important proposed zoning tax amendment is to map mandatory inclusionary housing where new housing is allowed under the future zoning, and that will ensure that a portion of future housing units will be set aside to be permanently affordable.

116
00:28:31.790 --> 00:28:46.710
DCP Panelist - Teun Deuling: finally, the agency proposes mapping and d mapping portions of several streets in the area, and that would, for instance, allow for the expansion of an existing neighborhood park, as well as the potential disposition of a portion of city on property.

117
00:28:47.260 --> 00:28:48.349
DCP Panelist - Teun Deuling: Next slide, please.

118
00:28:50.220 --> 00:28:59.589

DCP Panelist - Teun Deuling: An important component of the proposed land use actions is the creation of a special district, the special Bronx. But for North District and the

119
00:28:59.600 --> 00:29:21.190
DCP Panelist - Teun Deuling: special district and proposed special district would establish a series of modifications to the underlying zoning, and, for example, to enhance commercial activity on important corridors and your train stations and to ensure a high quality, design and site plan for development of important large sites that are included in the area.

120
00:29:21.280 --> 00:29:26.650
DCP Panelist - Teun Deuling: also included in a proposed land, use actions as the expansion of the transit zone

121
00:29:26.660 --> 00:29:47.420
DCP Panelist - Teun Deuling: to include several blocks on Bronx Hill Avenue, located close to the future participants station, and now I will hand it off to Kelly Byrd, representative of Scv, the Environmental consultant for the Bronx metron or station study, and she will provide a brief overview of the city Environmental Quality review or seeker process

122
00:29:47.430 --> 00:29:49.389
DCP Panelist - Teun Deuling: as well as the draft scope of work.

123
00:29:50.560 --> 00:30:04.020
DCP Consultant Panelist - Kelly Bird: Thank you. Good afternoon. My name is Kelly Byrd from Stb Incorporated, and I will provide the overview of the drafts of work which will provide the framework for how the deis will be prepared.

124
00:30:04.110 --> 00:30:05.779
DCP Consultant Panelist - Kelly Bird: Next slide, please.

125
00:30:06.640 --> 00:30:22.910
DCP Consultant Panelist - Kelly Bird: The Deis will be consistent with the guidelines of the city. Environmental Quality Review. Technical Manual also referred to as the Seeker Tech Manual, which is the standard guidance document for environmental analysis and review in the city

126
00:30:23.170 --> 00:30:33.089
DCP Consultant Panelist - Kelly Bird: seeker is a disclosure process by which this is Decision-makers evaluate the potential environmental consequences before approving a discretionary action.

127
00:30:33.550 --> 00:30:44.709
DCP Consultant Panelist - Kelly Bird: Pursuant to the seeker review, we will establish a future, no action, condition, and compare it to a future with actually condition through a reasonable worst case development scenario.

128
00:30:45.000 --> 00:30:54.070
DCP Consultant Panelist - Kelly Bird: The D Eis will analyze this incremental change that could reasonably be expected to occur between the 2 conditions. If the proposed actions are adopted.

129
00:30:54.620 --> 00:31:02.789
DCP Consultant Panelist - Kelly Bird: This session today is to collect public comments on the draft scope of work, and those comments will be incorporated into the final scope of work.

130
00:31:02.840 --> 00:31:12.929
DCP Consultant Panelist - Kelly Bird: The final scope of work will inform the analyses going into the draft environmental impact statement that we will be preparing on behalf of the department of city planning.

131
00:31:13.320 --> 00:31:26.770
DCP Consultant Panelist - Kelly Bird: Once the draft Dis is published, there will be another comment period for the public to provide comments and comments received during the draft. Dis public hearing will be incorporated into the final Eis.

132
00:31:27.590 --> 00:31:35.249
DCP Consultant Panelist - Kelly Bird: as described earlier. Dcp. Is proposing a series of land use actions. If you could go to the next slide, please.

133
00:31:36.190 --> 00:31:55.540
DCP Consultant Panelist - Kelly Bird: including zoning map amendments, zoning text amendments, and changes to the city map. This is referred to as the proposed action. The analysis here for the proposed action is 23. A 10 year period is used as it typically represents the amount of time Developers would act on the proposed action.

134
00:31:55.550 --> 00:32:01.499
DCP Consultant Panelist - Kelly Bird: For an area wide rezoning of this type, which is not associated with a specific development.

135
00:32:02.000 --> 00:32:19.730

DCP Consultant Panelist - Kelly Bird: a reasonable worst case Development scenario was established for the 2,033 analysis year with and without approval of the proposed actions. In absence of project approval which is referred to as the No action condition, it is assumed that the majority of project sites

136
00:32:19.740 --> 00:32:27.750
DCP Consultant Panelist - Kelly Bird: would remain the same as under existing conditions, except for those which are currently vacant or under utilized sites within the project area

137
00:32:28.370 --> 00:32:41.970
DCP Consultant Panelist - Kelly Bird: in the future with action, condition, it is assumed that Dcp. Will receive approval of the requested actions. The proposed actions would affect an approximately 46 block area primarily along

138
00:32:41.980 --> 00:32:58.350
DCP Consultant Panelist - Kelly Bird: the main corridors near the park. Chester, Van Nest and Morris Park Metro north stations in the Bronx this figure here to the right shows the Morris Park area, and if you move to the next slide it shows the development sites within the park. Chester Van Nest area

139
00:32:58.740 --> 00:33:03.540
DCP Consultant Panelist - Kelly Bird: to produce a reasonable conservative estimate of future growth.

140
00:33:03.660 --> 00:33:11.010
DCP Consultant Panelist - Kelly Bird: The development sites have been divided into 2 categories, projected development sites and potential development sites.

141
00:33:11.030 --> 00:33:24.970
DCP Consultant Panelist - Kelly Bird: This criteria is detailed within the draft scope of work. 60 sites have been selected as projected development sites, and they are considered more likely to be developed within the 10 year analysis period of the proposed actions.

142
00:33:25.440 --> 00:33:33.269
DCP Consultant Panelist - Kelly Bird: 36 potential development sites were selected and are considered less likely to be developed during the analysis period.

143
00:33:33.770 --> 00:33:41.990

DCP Consultant Panelist - Kelly Bird: The eis will analyze the incremental changes between the no action and with action. Condition, conditions. Next slide, please.

144
00:33:42.840 --> 00:33:44.850
DCP Consultant Panelist - Kelly Bird: as shown in this table.

145
00:33:44.910 --> 00:33:59.420
DCP Consultant Panelist - Kelly Bird: Compared to the no action, condition, the with action condition is expected to result in an increase of over 5,900 residential dwelling units approximately 250,000 square feet of local retail

146
00:34:00.020 --> 00:34:03.979
DCP Consultant Panelist - Kelly Bird: over 1 million square feet of life, science, land uses.

147
00:34:04.100 --> 00:34:14.810
DCP Consultant Panelist - Kelly Bird: and approximately 970,000 square feet of community community facilities, including medical offices, houses of worship, and educational land uses.

148
00:34:15.330 --> 00:34:20.330
DCP Consultant Panelist - Kelly Bird: The proposed actions are also expected to result in a net decrease

149
00:34:20.400 --> 00:34:33.669
DCP Consultant Panelist - Kelly Bird: of about 117,000 square feet of office space, and over 150,000 square feet of the industrial land uses, including warehouses, auto-related uses, and manufacturing

150
00:34:34.170 --> 00:34:41.930
DCP Consultant Panelist - Kelly Bird: the proposed actions, would add over 16,000 residents and nearly 7,000 daily workers to the project area.

151
00:34:42.540 --> 00:34:55.069
DCP Consultant Panelist - Kelly Bird: This incremental change between the no action and with action reasonable worst case development scenario, which is highlighted here in red serves as the basis of the impact analysis of the Deis.

152
00:34:55.780 --> 00:34:57.279
DCP Consultant Panelist - Kelly Bird: Next slide, please.

153

00:34:57.630 --> 00:35:08.890
DCP Consultant Panelist - Kelly Bird: As detailed within the draft scope of work. The reasonable worst case development scenario will trigger analysis of 18 impact categories outlined in the seeker technical manual.

154
00:35:09.170 --> 00:35:23.539
DCP Consultant Panelist - Kelly Bird: The drafts go provides a detailed outline of how these technical areas will be examined, and for each of the technical areas it identifies the Sunday areas types of data to be gathered, and how these data would be analyzed and potential impacts quantified

155
00:35:24.620 --> 00:35:31.790
DCP Consultant Panelist - Kelly Bird: for the guidance of the secret technical manual. The proposed a project would not warrant analysis of natural resources.

156
00:35:32.150 --> 00:35:37.779
DCP Consultant Panelist - Kelly Bird: I will briefly discuss a few of the technical areas to be analyzed in the eis.

157
00:35:38.400 --> 00:35:51.590
DCP Consultant Panelist - Kelly Bird: for example, as the proposed actions would result in an increase in population throughout the project, area. An analysis of socio-economic conditions and community facilities and services will be provided 150,

158
00:35:51.860 --> 00:36:01.639
DCP Consultant Panelist - Kelly Bird: as the proposed actions would permit development of buildings greater than 50 feet in height a shadows analysis will be included to assess new structures resulting from the action.

159
00:36:02.420 --> 00:36:12.880
DCP Consultant Panelist - Kelly Bird: The proposed actions would also result in an increase in travel demand, and therefore the dis will include an analysis of the proposed actions, effects on traffic.

160
00:36:12.950 --> 00:36:16.300
DCP Consultant Panelist - Kelly Bird: pedestrian transit and parking conditions in the area.

161
00:36:16.490 --> 00:36:22.149
DCP Consultant Panelist - Kelly Bird: The D Eis will also include an analysis of noise and air quality throughout the rezoning area.

162
00:36:22.780 --> 00:36:24.729
DCP Consultant Panelist - Kelly Bird: In addition, the dis

163
00:36:24.800 --> 00:36:34.490
DCP Consultant Panelist - Kelly Bird: will include a mitigation chapter which would describe the mitigation measures to address any significant adverse impacts that are identified in the technical analyses.

164
00:36:34.600 --> 00:36:43.210
DCP Consultant Panelist - Kelly Bird: Finally, an alternatives chapter will be included in the deis to evaluate the reasonable options that may reduce or eliminate significant

165
00:36:43.580 --> 00:36:46.039
DCP Consultant Panelist - Kelly Bird: adverse action-related impacts.

166
00:36:46.170 --> 00:36:51.910
DCP Consultant Panelist - Kelly Bird: The alternatives are usually defined when the full extent of the proposed actions. Impacts are determined

167
00:36:52.050 --> 00:37:09.260
DCP Consultant Panelist - Kelly Bird: at this time the D. Eis is expected to analyze a no action alternative and an alternative that avoids any identified, unmitigated, significant, adverse impacts. Other additional alternatives will be developed in consultation with Dcp throughout the scoping process.

168
00:37:10.070 --> 00:37:11.380
DCP Consultant Panelist - Kelly Bird: Next slide, please.

169
00:37:11.740 --> 00:37:19.830
DCP Consultant Panelist - Kelly Bird: The draft scope of work can be viewed in its entirety online on Dcp's website. Thank you. And i'll turn it back to Stephanie.

170
00:37:22.380 --> 00:37:36.649
DCP Panelist - Stephanie Shellooe: Great. Thank you, Kelly. Michael Anton. we will now move on to part 2 of the meeting where first we will receive testimony from elected officials, government agencies, and folks representing the Community Board.

171
00:37:36.660 --> 00:37:55.199

DCP Panelist - Stephanie Shellooe: so when it's your turn to speak, your name will be called, and you'll be promoted to panelists. This will allow you to unmute your microphone and the ability to turn on your camera if you wish. there will be a short period where it appears that you're no longer in the meeting. When you get promoted to a panelist don't be alarmed, you'll automatically rejoin the meeting.

172
00:37:55.310 --> 00:38:16.839
DCP Panelist - Stephanie Shellooe: If anyone experiences technical issues that prevent you from sharing your testimony we're going to pause. Try to troubleshoot in the background and then move on to the next speaker. and we will come back to you if you're we're able to troubleshoot any of those technical difficulties. if this does happen. Please visit the how to guides on the Nyc. Engaged web page

173
00:38:16.850 --> 00:38:34.209
DCP Panelist - Stephanie Shellooe: or you can dial in to an assistance hotline. You can call 8, 7, 7, 8, 5, 3, 5, 2, 4, 7 as shown on the screen here. and when prompted for a meeting, Id dial the one at the bottom. Here 6, 1, 8,

174
00:38:34.220 --> 00:38:39.240
DCP Panelist - Stephanie Shellooe: 2, 3, 7, 7, 3, 9, 6, and when prompted for a password dial one.

175
00:38:41.270 --> 00:38:51.489
DCP Panelist - Stephanie Shellooe: All right. So we will begin with our first group of speakers. the first speaker will be Council Member Amanda Fari is followed by Council Member Marjorie Velasquez.

176
00:38:52.730 --> 00:38:56.489
DCP Panelist - Stephanie Shellooe: So we will go ahead and promote the Council member.

177
00:38:58.720 --> 00:39:03.969
DCP Panelist - Stephanie Shellooe: Hi! We're able to see you. Welcome! Hi! Hello! Thank you. Thank you.

178
00:39:04.300 --> 00:39:22.309
01_EO_Amanda FarÃ-as: I really wanted to come in today for stuff. Good afternoon, and Happy New Year to everyone that's joined us. thank you so much for being here again. I'm Council Member Amanda Fiddias and i'm here to thank the New York City planning team. Say hello to all of you. and those participating in this meeting.

179
00:39:22.380 --> 00:39:37.259

01_EO_Amanda FarÃ-as: the Metro North Station is the real opportunity for our community, we could potentially employ thousands of bronze sites locally and have new commuting options that could significantly decrease a lot of our commute times both into the city for work.

180
00:39:37.270 --> 00:39:49.279
01_EO_Amanda FarÃ-as: but also more north to Club City and Westchester. The last time we have to spend on transit, the more time we get to spend with ourselves, our family and friends, and in our community ahead of the Euler application process. It is

181
00:39:49.340 --> 00:40:05.359
01_EO_Amanda FarÃ-as: crucial that the city gathers input from the community on all proposed projects, rezoning housing, commercial spaces and more. Today's meeting is about just that. Collecting your input and feedback make sure to use this time to express what is important

182
00:40:05.370 --> 00:40:23.730
01_EO_Amanda FarÃ-as: for you to see, and what your deal breakers are. I will continue to work in coordination with all of you and my neighbouring colleagues in the Council and State to ensure the Bronx measure, and large plan meets the needs of the Bronx first, and it's directly for the benefit of you and the public. So, lastly, the last thing I want to say is.

183
00:40:23.740 --> 00:40:38.919
01_EO_Amanda FarÃ-as: this is the the process that we all want to participate in to ensure that the issues that are being prolonged in our community. or the successes and the enhancements. We want to see the investments that we deserve.

184
00:40:38.930 --> 00:41:06.819
01_EO_Amanda FarÃ-as: really come through within this project. I plan to be a very active partner, as I've shown up to almost every one of these new feedback sessions that are coming into into this process into the community, and I look forward to having the in-person ones in the future. and I encourage the community to also reach out to my office to to testify and to express what you'd like to see from this project, or any concerns you may have, and with that

185
00:41:06.830 --> 00:41:16.470
01_EO_Amanda FarÃ-as: i'll kick it back over, and I just lastly want to say thank you to Commissioner Dan Garodnick and the city planning team for all of your work on this I'm. Really looking forward to our continued partnership.

186
00:41:18.800 --> 00:41:22.129

DCP Panelist - Stephanie Shellooe: Thank you very much for your testimony, and for being here today.

187
00:41:22.610 --> 00:41:31.769
DCP Panelist - Stephanie Shellooe: we will move on to our next speaker, which is Council Member Marjorie Velasquez. We'll promote you to a panelist, and you should be able to

188
00:41:33.040 --> 00:41:36.360
DCP Panelist - Stephanie Shellooe: unmute yourself and turn on your camera if you wish.

189
00:41:46.260 --> 00:41:47.330
Okay.

190
00:41:49.710 --> 00:42:00.440
02_EO_Council Member Marjorie Velazquez: Hi, everyone. Good afternoon and thanks again for everyone showing up today. as promised. We are going to continue engaging our community, engaging all the partners involved.

191
00:42:00.450 --> 00:42:29.530
02_EO_Council Member Marjorie Velazquez: with the Metro North Project. As we know, this is a unique opportunity for folks to understand and be involved in our future housing options, our future transportation options, and certainly the job creation that is gonna come out of this. I appreciate everyone for coming in and sharing their voices, and certainly looking forward to the ongoing conversations and making the Bronx better with this. so thank you all.

192
00:42:33.210 --> 00:42:36.319
DCP Panelist - Stephanie Shellooe: Thank you very much. Councilmember. I appreciate your time today.

193
00:42:47.290 --> 00:42:51.399
Thomas Smith (DCP): I think we may have lost connection to Stephanie.

194
00:42:52.490 --> 00:42:55.339
Thomas Smith (DCP): let's just give her one

195
00:42:55.570 --> 00:43:00.759
Thomas Smith (DCP): moment to get back into the room for 1Â s.

196
00:43:01.240 --> 00:43:04.949

DCP Panelist - Evren Ulker-Kacar: Kicked off to the attendees. I think, by this

197
00:43:18.330 --> 00:43:25.150
DCP Panelist - Stephanie Shellooe: great so thanks. Everyone experienced my own, my own warning about it taking a moment to

198
00:43:25.170 --> 00:43:27.219
DCP Panelist - Stephanie Shellooe: be provided to panelists.

199
00:43:27.320 --> 00:43:37.069
DCP Panelist - Stephanie Shellooe: all right, thank you. we'll move on to our next speaker here in this group that is, Cynthia Prisco, on behalf of Council Member Riley's office.

200
00:43:38.950 --> 00:43:40.889
DCP Panelist - Stephanie Shellooe: Don't know if this person is

201
00:43:41.620 --> 00:43:44.900
DCP Panelist - Stephanie Shellooe: in the room? Can anyone in backup house confirm?

202
00:43:44.960 --> 00:43:46.979
Thomas Smith (DCP): I do not see her in the room.

203
00:43:50.550 --> 00:43:51.870
DCP Panelist - Stephanie Shellooe: Okay.

204
00:43:54.940 --> 00:44:08.489
DCP Panelist - Stephanie Shellooe: I believe that brings us to the end of this group of elected official speakers. so now we will move on to part 3 of the public scoping meeting, where we will

205
00:44:08.660 --> 00:44:35.839
DCP Panelist - Stephanie Shellooe: here testimony from members of the general public. for up to 3Â min. we'll go to our next slide. That will display our 3Â min countdown clock that will start when each person begins. Again, the same same protocol applies When it is your turn to speak, your name will be called, and you'll be promoted to panelist, which, speaking from personal experience, now does does take a moment and allows you to unmute your microphone and turn on your camera if you wish

206
00:44:35.910 --> 00:44:53.069

DCP Panelist - Stephanie Shellooe: again. There will be a short period that appears. You're no longer in the meeting, but you'll automatically rejoin. please remember, after the 3Â min have passed, you will be asked to conclude your your remarks, and if speakers experience any technical issues that Don't allow them to participate, will pause.

207
00:44:53.080 --> 00:45:01.670
DCP Panelist - Stephanie Shellooe: Move on to the next speaker and troubleshoot in the background. Again, those how 2 guides to participation are on the Nyc. And gauge website.

208
00:45:01.860 --> 00:45:16.450
DCP Panelist - Stephanie Shellooe: and again, that number is 8, 7, 7, 8, 5, 3, 5, 2, 4, 7, and the meeting Id is 6, 1, 8, 2, 3, 7, 7, 3, 9, 6, and when prompted for the password dial one.

209
00:45:18.810 --> 00:45:27.879
DCP Panelist - Stephanie Shellooe: All right. We will now move on to our participants who have registered to speak online the first speaker. Here is Mamie Johnson.

210
00:45:32.960 --> 00:45:34.659
Thomas Smith (DCP): maybe, is not in the room.

211
00:45:35.700 --> 00:45:38.629
DCP Panelist - Stephanie Shellooe: Okay, we'll move on to our next speaker and

212
00:45:38.750 --> 00:45:42.940
DCP Panelist - Stephanie Shellooe: skip this person and come back to them if they join at a later time.

213
00:45:43.390 --> 00:45:47.309
DCP Panelist - Stephanie Shellooe: Our next speaker then, will be Pedro Estevez.

214
00:45:49.670 --> 00:45:51.409
Thomas Smith (DCP): Pedro is not in the room.

215
00:45:51.610 --> 00:45:57.670
DCP Panelist - Stephanie Shellooe: Okay, same applies. We'll skip this person and come back to them if they join the zoom at a later time.

216
00:45:58.450 --> 00:46:02.729

DCP Panelist - Stephanie Shellooe: so we will now move on to our next speaker, Reuben Diaz, Jr.

217
00:46:03.870 --> 00:46:09.899
DCP Panelist - Stephanie Shellooe: We'll promote you, and you will rejoin as a panelist to provide your testimony.

218
00:46:18.310 --> 00:46:19.649
DCP Panelist - Stephanie Shellooe: Hello! Good afternoon!

219
00:46:19.890 --> 00:46:21.709
06_ Ruben Diaz jr: Good afternoon. Can you hear me?

220
00:46:22.380 --> 00:46:30.239
06_ Ruben Diaz jr: Hey? Hello, Everyone Happy New Year being a recovering politician, i'm gonna try to stick to this 3Â min rule, even though

221
00:46:30.250 --> 00:46:50.709
06_ Ruben Diaz jr: erez agmoni the Council members did a fantastic job. It is. let me also start by commending all of you for the work that you're doing at city planning, and your your commissioner, Dangarodnick, who I Was a former colleague in government of mine. I I think that by proposing this comprehensive rezoning plan, it really sticks to the spirit of what we've been trying to do 101

222
00:46:50.720 --> 00:47:08.130
06_ Ruben Diaz jr: certainly in my previous life for for many, many years here in the Bronx and that's to finally get a Metro North Station, and to plan with what we believe is going to be transformative, and should be transformative not just for the immediate community, but for the Bronx and for the region. Now we have

223
00:47:08.140 --> 00:47:23.749
06_ Ruben Diaz jr: a unique, a unique opportunity of what I call planning with the purpose. what we we see is that we're we're on the cusp of having convergence. The convergence of opportunities, as it relates to creating new housing.

224
00:47:23.790 --> 00:47:39.470
06_ Ruben Diaz jr: commercial and community facilities, and also a long term planning for not only that area, but, like, I said, You know this is going to be wonderful, for so that folks can can find opportunities up in Connecticut north to into White Plains, and Westchester.

225
00:47:39.480 --> 00:47:47.819

06_ Ruben Diaz jr: or go into Manhattan, or have all of those folks also come and visit what I call the boo you down Bronx God's country.

226
00:47:47.830 --> 00:48:16.480
06_ Ruben Diaz jr: the the fact is that no in this community. Very well. I'm familiar with all the voices. And you we're going to have robust conversations and informative debate as to how we should proceed. But today i'm. I'm. Here in my new life as a senior vice President of strategic initiative for Mount to Fuel, Einstein and major institution in the Bronx. We, the largest employer in our borough, as well as in as in Westchester and and we serve a diverse population of the

227
00:48:16.490 --> 00:48:40.460
06_ Ruben Diaz jr: the poor marginalized a community of of you know, people who are infirmed and sick. and we saw that monitor fuel not only offers that service on a daily basis, but during Covid, which, when when we were decimated. It really hurt our borrow, and they were there providing food and vaccines and testing. And you know they part. We participate with street festivals.

228
00:48:40.470 --> 00:48:50.580
06_ Ruben Diaz jr: and we do a lot of things around the community. All that to say is that we want to work with you and with the community to do even more. We know that we can, and we will do even more

229
00:48:50.590 --> 00:49:12.639
06_ Ruben Diaz jr: with that said, while we generally generally support supportive of the rezoning. we have comments to the rezoning to the effect of the scope and the environmental Review. I will mention a few, but also my colleague, Tina Masika is gonna continue with more of those comments. We would like to see that the rezoning area include more of the hospitals campus

230
00:49:12.650 --> 00:49:21.540
06_ Ruben Diaz jr: and off-campus sites. Monitor Fuel Einstein is a major economic engine and health care provider and Morris part in the area and our planned growth.

231
00:49:21.550 --> 00:49:42.279
06_ Ruben Diaz jr: we want to continue to create jobs. We want to be a wellness village. We want to be the paradigm in the example for the entire nation. Post a pandemic, and we want you all to help us, because right now the the plan rezoning for a little bit short of the needs that we would need in order to expand. Time is expired. We're going to submit our testimony.

232
00:49:43.230 --> 00:49:44.629

DCP Panelist - Stephanie Shellooe: Thank you very much.

233
00:49:44.670 --> 00:49:47.780
DCP Panelist - Stephanie Shellooe: Thank you so much, and we do welcome that written testimony.

234
00:49:49.820 --> 00:49:54.679
DCP Panelist - Stephanie Shellooe: Thank you all right. our next speaker is Tina Masika.

235
00:49:56.650 --> 00:49:58.180
DCP Panelist - Stephanie Shellooe: who, I believe well

236
00:49:58.300 --> 00:49:59.609
DCP Panelist - Stephanie Shellooe: continue

237
00:49:59.630 --> 00:50:01.989
DCP Panelist - Stephanie Shellooe: to continue the testimony.

238
00:50:02.340 --> 00:50:08.649
DCP Panelist - Stephanie Shellooe: Tina. You will be promoted to panelists and will be able to provide your testimony.

239
00:50:13.660 --> 00:50:28.760
07_ Tina Macica: Okay, can you hear me? We can. Yes.

240
00:50:28.770 --> 00:50:42.940
07_ Tina Macica: Matthew Einstein, including Elder Einstein College, and medicine, has been working on a long term Master plan for its entire East Bronx campus to expand our mission, to heal, teach, discover, and advance the health of the community. We serve.

241
00:50:42.970 --> 00:51:04.499
07_ Tina Macica: we have Mont Pierre Einstein strongly support up zoning adjacent to the new Morris Park Mta. Train Station. It's critical that month to fear is Master Plan, which includes the new proposed high community, hospital, pavilion, research, facility and nursing and steam school be included as major on campus projects in the background. Analysis

242
00:51:04.510 --> 00:51:09.959
07_ Tina Macica: a new cancer center adjacent will also be planned.

243

00:51:09.970 --> 00:51:29.359
07_ Tina Macica: we will be meeting with the department of City planning with specifics on our 5 year growth plan. Additionally, we welcome additional commercial space in the train station district for allied health, education, research, health care, and administrative space, which will be an extension of our campus

244
00:51:29.410 --> 00:51:43.960
07_ Tina Macica: an area of critical importance to the overall plan is the walkway along Morse Park Avenue, leading to the station, and the extension of that walkway as open space from East Chester Road to Bassett Avenue.

245
00:51:43.970 --> 00:51:51.680
07_ Tina Macica: These will provide access and visibility of the new station to those areas east of East Chester

246
00:51:51.770 --> 00:52:17.990
07_ Tina Macica: the plan right now is not clear on how the critical public realm improvement which is illustrated in the city drawings, will be assured through the zoning actions. Additionally retail and commercial uses along Morris Park Avenue and East Chester Road, leading to the station is surrounding this plaza are needed for keeping in the public and active the scope of the Environmental Review should allow for retail and office uses.

247
00:52:18.000 --> 00:52:28.399
07_ Tina Macica: the analysis should have continued. I i'm sorry the analysis should should consider how riders will go to and from the train station, and the extent to which the impact that

248
00:52:28.440 --> 00:52:36.489
07_ Tina Macica: so to which this will impact local traffic, including our emergency vehicles traveling to and from the hospital.

249
00:52:36.800 --> 00:52:41.470
07_ Tina Macica: But we're looking forward to providing more details related to these comments in a written testimony.

250
00:52:42.330 --> 00:52:43.240
07_ Tina Macica: Thank you.

251
00:52:44.900 --> 00:52:49.810
DCP Panelist - Stephanie Shellooe: Great. Thank you for your testimony, and we'll look forward to receiving the written comments as well.

252
00:52:50.850 --> 00:52:55.679
DCP Panelist - Stephanie Shellooe: All right. We'll move on to our next speaker, Charlene Jackson Mendez.

253
00:52:59.160 --> 00:53:02.210
DCP Panelist - Stephanie Shellooe: be promoted in just a moment to panelist

254
00:53:02.550 --> 00:53:04.479
DCP Panelist - Stephanie Shellooe: You'll be able to unmute yourself.

255
00:53:23.310 --> 00:53:37.940
08_ Sharlene Jackson Mendez: I don't know if I can be heard. Yes, we're able to hear you.

256
00:53:38.020 --> 00:53:55.310
08_ Sharlene Jackson Mendez: and one of my gravest concerns is one that you really get. Input and I know you're trying to from the people that have been invested in the Vaness community for decades. My

257
00:53:55.660 --> 00:54:13.319
08_ Sharlene Jackson Mendez: big concern is that I don't know what you're basing your assumptions on, and perhaps that's included in some of the literature that you reference. But, for example, how do you know that? Adding

258
00:54:13.460 --> 00:54:25.200
08_ Sharlene Jackson Mendez: An additional 16,000 residents will be not have a negative impact on the people that already live in the community.

259
00:54:25.290 --> 00:54:29.029
08_ Sharlene Jackson Mendez: In my community Van Nest is a very old neighbor.

260
00:54:29.450 --> 00:54:37.189
08_ Sharlene Jackson Mendez: our infrastructure. It probably a lot of it was still built in the during the turn of the century.

261
00:54:37.220 --> 00:54:53.109
08_ Sharlene Jackson Mendez: So when you talk about taking out existing homes, which are probably single family, or 2 or 3 family homes at most, and putting in these huge apartment buildings. That's a concern.

262

00:54:53.270 --> 00:54:59.999
08_ Sharlene Jackson Mendez: i'm also very concerned about the impact on public safety.

263
00:55:00.230 --> 00:55:13.730
08_ Sharlene Jackson Mendez: As you know, when population rates rise within a small area, it can really increase the amount of crime and decrease the quality of life.

264
00:55:14.290 --> 00:55:24.119
08_ Sharlene Jackson Mendez: Also, I want to make sure that there would be adequate educational opportunities provided

265
00:55:24.340 --> 00:55:27.229
08_ Sharlene Jackson Mendez: for Our young people

266
00:55:27.330 --> 00:55:35.720
08_ Sharlene Jackson Mendez: in particular. I believe that we need increased we're lacking in middle schools in the area Already

267
00:55:35.880 --> 00:55:38.620
08_ Sharlene Jackson Mendez: there should be every effort to

268
00:55:38.660 --> 00:55:52.279
08_ Sharlene Jackson Mendez: to provide high quality education, especially in the STEM area, so that young people whose parents work and live in this community and provide for them.

269
00:55:52.390 --> 00:56:00.209
08_ Sharlene Jackson Mendez: have an opportunity to get employment with the Mta. Immediately following graduation from high school.

270
00:56:00.310 --> 00:56:10.149
08_ Sharlene Jackson Mendez: There should be coordination. There should be an opportunity for young people to have summer internships, apprenticeships, and the like.

271
00:56:10.180 --> 00:56:27.660
08_ Sharlene Jackson Mendez: I think that not enough in t attention is given to growing the middle class as a means to stabilizing communities without need for central planning. from an overly powerful local government.

272
00:56:27.790 --> 00:56:28.700

08_ Sharlene Jackson Mendez: Thank you.

273
00:56:29.930 --> 00:56:50.420
DCP Panelist - Stephanie Shellooe: Thank you very much for your testimony. And right on time the draft environmental impact statement will take a look and investigate the potential negative impacts. of of these proposed actions as detailed in the environmental assessment statement and the scope of work on our website.

274
00:56:50.430 --> 00:56:53.729
DCP Panelist - Stephanie Shellooe: So please do take a look at those. If you're interested.

275
00:56:54.000 --> 00:56:58.870
DCP Panelist - Stephanie Shellooe: we'll move on to our next speaker. Logan ferris

276
00:57:03.730 --> 00:57:04.990
DCP Panelist - Stephanie Shellooe: we.

277
00:57:06.010 --> 00:57:15.469
DCP Panelist - Stephanie Shellooe: I see a a hand raised. We do have everyone who's registered to speak numbered here, so we'll get to you in the order in which you registered

278
00:57:16.290 --> 00:57:17.329
DCP Panelist - Stephanie Shellooe: So we will

279
00:57:17.520 --> 00:57:22.140
DCP Panelist - Stephanie Shellooe: hear from you in just a moment. Logan Ferris, we're ready for your testimony.

280
00:57:22.780 --> 00:57:23.919
09_ Logan PHares: Great

281
00:57:27.160 --> 00:57:44.930
09_ Logan PHares: Thank you. Director Garnick and Department department of City, planning for the opportunity to share testimony in support of a revised scope for the Bronx Metro North Station area study. My name is Logan Ferris, and I serve as the political director of open New York open. New York is an independent grassroots pro housing nonprofit.

282
00:57:45.190 --> 00:57:57.490

09_ Logan PHares: New York is in a dire housing crisis, and the new Metro North stations in the Bronx to create a once in a in a generation opportunity to bring smart, sustainable, and transit oriented housing to multiple neighborhoods in New York City.

283
00:57:57.500 --> 00:58:07.270
09_ Logan PHares: These stations will provide rapid transit service to the biggest job and an entertainment center in the country, along with fast transit options to Connecticut and the entire northeast corridor.

284
00:58:07.500 --> 00:58:27.289
09_ Logan PHares: Unfortunately, the proposed scope of the station area study is far too narrow to meet this moment. The proposed scope does not consider any of the existing res residential areas that are easily walkable to new stations. To make matters worse, the city downs in multiple areas north of the new Morris Park station in 2,005 and 2,006,

285
00:58:27.300 --> 00:58:37.999
09_ Logan PHares: making it illegal to build anything other than single and 2 family homes, even though Dcp. Recognize that that area has had small and medium sized departments buildings since the early 19 hundreds.

286
00:58:38.720 --> 00:58:54.519
09_ Logan PHares: If the proposed station area study is turned into a formal rezoning proposal, nothing will be done to address the 2,005 and 2,006 down zoning, and nothing will encourage the development of walkable sustainable multi-family housing and the desirable residential areas. Near these new stations

287
00:58:54.530 --> 00:59:03.819
09_ Logan PHares: the Department should explore multi-family housing options throughout the half-mile walk shed, extending from the new metron or stations and other nearby subway stations.

288
00:59:04.450 --> 00:59:20.209
09_ Logan PHares: In addition, the department should explore larger multi family options. It would trigger the development of mixed income housing through the mandatory inclusion, inclusionary housing program on corridors, with many older apartment buildings, such as Mars Park Avenue.

289
00:59:20.540 --> 00:59:40.229
09_ Logan PHares: This is cities. Failure to produce enough housing has had real and direct human consequences. High rents, displacement segregation, tenant harassment, homelessness, and countless other problems in the surrounding community districts. Bronx, 9, 1011, nearly 55% of current residents are already rent burdened, while nearly 30% are severely rent, burdened

290
00:59:40.440 --> 00:59:47.110
09_ Logan PHares: without a significant increase in the housing supply. In this and other areas the housing crisis for these residents will not end.

291
00:59:47.340 --> 01:00:07.310
09_ Logan PHares: We cannot fix the cities housing crisis without building more homes, and every neighborhood must do its part, especially neighborhoods that are benefiting from billions of dollars in new transit transit investments. The city has repeatedly called on suburban communities to allow trans orient to development adjacent to Metro North and Long Island railroad stations, and must also do so within its own boundaries.

292
01:00:07.490 --> 01:00:28.569
09_ Logan PHares: We encourage the Department to revise and expand the scope of the station area study before beginning the formal rezoning process will open. New York is most concerned about the residential areas to the north and south of the proposed Morris Park and Purchase, or Van N Stations. We also hope the Department will review the zoning of all publicly owned sites near these stations in order to maximize opportunities for city finance affordable housing.

293
01:00:28.580 --> 01:00:29.279
09_ Logan PHares: Thank you.

294
01:00:30.820 --> 01:00:33.229
DCP Panelist - Stephanie Shellooe: Great. Thank you so much for your testimony.

295
01:00:35.030 --> 01:00:38.510
DCP Panelist - Stephanie Shellooe: Our next speaker will be Michael Case.

296
01:00:38.590 --> 01:00:44.899
DCP Panelist - Stephanie Shellooe: sorry if i'm mispronouncing your name. I'll be promoted to panelists in just a moment.

297
01:00:53.400 --> 01:00:55.410
DCP Panelist - Stephanie Shellooe: Hi! Good afternoon.

298
01:00:55.700 --> 01:01:03.410
10_ Michael Kaess: Hi! My name is Michael Cass. I'm a resident in Morris Park, and I must say I'm. Very excited about the changes coming to my neighborhood.

299
01:01:03.500 --> 01:01:10.549
10_ Michael Kaess: However, after waiting so long for this plan, I can't help but feel that the scope of this proposal is too conservative.

300
01:01:10.770 --> 01:01:17.239
10_ Michael Kaess: Penn Station axis is a massive investment, and I believe we should increase the density and scope of this rezoning. We

301
01:01:17.600 --> 01:01:26.310
10_ Michael Kaess: We should be looking to restore all the zoning capacity in the surrounding neighborhoods which have been lost since the adoption of the 1,961 zoning resolution.

302
01:01:26.570 --> 01:01:39.579
10_ Michael Kaess: For example, in the mid 2,000 S. Morris Park, Pelham Parkway, Indian village, and Westchester Square, all received net down zonings. Some of these down zonings had the explicit goal of Banning, new multi-family buildings in these neighborhoods.

303
01:01:39.670 --> 01:01:47.070
10_ Michael Kaess: These were as mistakes the best buildings. On my street are the small apartment buildings, and we effectively banned new construction of them.

304
01:01:47.100 --> 01:01:52.100
10_ Michael Kaess: It's not a mystery why our Council district ranked among the bottom for new affordable housing.

305
01:01:52.170 --> 01:01:54.739
10_ Michael Kaess: It's a legacy that we must do more to fix.

306
01:01:54.890 --> 01:02:03.780
10_ Michael Kaess: We should also avoid new mistakes. We must fully commit to transit oriented development and eliminate parking requirements in the proposed special zoning district.

307
01:02:04.120 --> 01:02:09.129
10_ Michael Kaess: My hope is the proposed city of Yes. Amendments will overlap and improve this proposal.

308
01:02:09.670 --> 01:02:12.759
10_ Michael Kaess: The biggest risk is that we under-built housing

309
01:02:12.810 --> 01:02:16.620
10_ Michael Kaess: understandably. There is no requirement to redevelop these properties, the

310
01:02:16.780 --> 01:02:19.369
10_ Michael Kaess: property owners may decide it's not worth it.

311
01:02:19.700 --> 01:02:26.159
10_ Michael Kaess: I don't want to be here 10 years later, and find that only a small fraction of the projected units have been built.

312
01:02:26.660 --> 01:02:31.869
10_ Michael Kaess: Local homeowners have expressed excitement about what the stations will do to their property values.

313
01:02:32.110 --> 01:02:36.010
10_ Michael Kaess: and if we're going to keep rents affordable. We have to build enough housing.

314
01:02:36.390 --> 01:02:45.140
10_ Michael Kaess: I've already seen those same homeowners shamelessly push back even on this modest housing plan. But we must fight for the most ambitious plan we can.

315
01:02:45.570 --> 01:02:50.709
10_ Michael Kaess: The most important thing is that my kids are able to afford the neighborhood they grew up in.

316
01:02:50.730 --> 01:02:51.620
10_ Michael Kaess: Thank you.

317
01:02:54.960 --> 01:02:56.410
DCP Panelist - Stephanie Shellooe: Thank you.

318
01:02:56.890 --> 01:03:05.870
DCP Panelist - Stephanie Shellooe: Mr. Cass, for being here today for providing your testimony. We'll move on to our next speaker, which is Phyllis Nastasio.

319
01:03:06.270 --> 01:03:07.520
DCP Panelist - Stephanie Shellooe: and

320

01:03:07.570 --> 01:03:19.779
DCP Panelist - Stephanie Shellooe: please do remember if you're in the meeting, but did not register via nyc engage. we will not see you in our speakers list, so if you do wish to speak. please go back to Nyc and gauge and register to speak.

321
01:03:23.190 --> 01:03:24.290
11_ Phyllis Nastasio: Hi.

322
01:03:24.470 --> 01:03:36.419
11_ Phyllis Nastasio: hi! How are you? i'm a community member in Morris Park. I sit on the community board and on the priest and council. I'm. Also a teacher in the neighborhood I teach at one of the local schools.

323
01:03:36.780 --> 01:03:54.040
11_ Phyllis Nastasio: We have a desperate need of schools in our community, and I know you said that you are going to be adding them. But we need more specifics on what kind of schools you're going to be, adding where you're going to be, adding them one. I heard no improvement in our Nypd.

324
01:03:54.290 --> 01:04:04.009
11_ Phyllis Nastasio: If we're adding that many people to this community we need to expand the Nypd the 49 precinct in our area, and also the fire department and sanitation.

325
01:04:04.640 --> 01:04:07.800
11_ Phyllis Nastasio: That's a lot of people coming into our district.

326
01:04:07.980 --> 01:04:14.129
11_ Phyllis Nastasio: as far as open New York. They chose not to live in low density areas that's their choice.

327
01:04:14.390 --> 01:04:20.240
11_ Phyllis Nastasio: We, as community members purchased our house. Most of us are lifelong members of this community.

328
01:04:20.590 --> 01:04:23.640
11_ Phyllis Nastasio: We want to live in a low density area

329
01:04:23.700 --> 01:04:26.380
11_ Phyllis Nastasio: open. New York has no skin in the game. Here

330
01:04:26.670 --> 01:04:31.630

11_ Phyllis Nastasio: they are just looking to push us out, and that's something that we will continue to fight for.

331
01:04:32.010 --> 01:04:36.510
11_ Phyllis Nastasio: So please take that into account, and also as far as traffic.

332
01:04:37.050 --> 01:04:38.830
11_ Phyllis Nastasio: We are a driving community.

333
01:04:38.900 --> 01:04:40.410
11_ Phyllis Nastasio: We do drive

334
01:04:40.760 --> 01:04:42.520
11_ Phyllis Nastasio: the road. Diet

335
01:04:42.600 --> 01:04:54.339
11_ Phyllis Nastasio: cannot happen. There's already traffic on Eastchester Road, and if that's put down into a bike lane with one lane of traffic. The backup, once the Metro North Station comes, is gonna be

336
01:04:54.430 --> 01:04:55.490
11_ Phyllis Nastasio: unheard of.

337
01:04:56.920 --> 01:04:58.209
11_ Phyllis Nastasio: That's all. Thank you.

338
01:05:00.650 --> 01:05:12.149
DCP Panelist - Stephanie Shellooe: Thank you for your testimony and for being here today. Just as a note and a reminder. All comments heard today, as well as those received in writing will be formally responded to in the final scope of work.

339
01:05:13.230 --> 01:05:28.980
DCP Panelist - Stephanie Shellooe: Our next speaker is Paul Phillips, but I believe we've heard from him that he does not wish to speak today. please follow up. If you're interested in speaking. we will go to our next speaker. Diana, you Soubio.

340
01:05:29.670 --> 01:05:30.799
DCP Panelist - Stephanie Shellooe: you.

341
01:05:34.270 --> 01:05:36.849

DCP Panelist - Stephanie Shellooe: You don't see them in the zoom.

342
01:05:40.850 --> 01:05:49.049
DCP Panelist - Stephanie Shellooe: all right, so we will skip that speaker and go to the next one. If you are able to join later. Please let us know

343
01:05:49.910 --> 01:05:53.160
DCP Panelist - Stephanie Shellooe: Our next speaker is Michael Belt, Sir

344
01:05:54.470 --> 01:06:00.550
DCP Panelist - Stephanie Shellooe: Michael Belts, or you'll be promoted to panelists in just a moment, and we'll be able to provide your testimony.

345
01:06:04.310 --> 01:06:19.979
14_ Michael Beltzer: Good afternoon Michael Belcher. I am a resident of the southeast Bronx, and someone who was very excited about this project since I served on the local Community Board. which I hope the project plan

346
01:06:19.990 --> 01:06:39.690
14_ Michael Beltzer: or the community-based planning report that we put out and I I think I did 2 or 300 surveys for the Metro in our station coming in there. I would like that to be noted in the any statements going forward because it's been missing. so you know I looked at the

347
01:06:39.700 --> 01:06:49.469
14_ Michael Beltzer: the as and you know a lot of the trips that are going to happen are going to be bus trips. There's no traffic resource.

348
01:06:49.480 --> 01:07:06.760
14_ Michael Beltzer: We circulation plan that prioritizes bus bikes and pedestrian access. so I'm. I think that needs to definitely be looked at. you know, it's saying that there doesn't need to be anything looked at for displacement.

349
01:07:06.770 --> 01:07:15.000
14_ Michael Beltzer: that's just wrong, and for residential displacement that needs to be looked at in the eis you know. So

350
01:07:15.010 --> 01:07:32.089
14_ Michael Beltzer: at the point about schools. you know that definitely needs to to be accommodated. If you're going to be putting in 6,000 units of housing. You have to do schools. You have to do fire. You have to do

things like that as well. I know this is a narrow strip of rezoning, and I think

351
01:07:32.100 --> 01:08:00.599
14_ Michael Beltzer: you know the the the projected ridership at the Metro North Station isn't inducing as many trips as you're doing cars. We need to get rid of the parking requirements on any of these rezonings, because you're just inducing climate change and asthma onto our communities, which we don't need. That's a negative you know. And then with the affordability mih is definitely not enough. That's stuck in the 2,010 we're in a 2,020 planning for the 2,000 thirtys.

352
01:08:00.690 --> 01:08:22.089
14_ Michael Beltzer: Put in some labor standards, higher affordability targets, I mean, this should be at least 50 or more affordable housing, especially in places like Park Tester. We've been sitting without 27 stores lifelong community stores, and a lot staring at it for over half a decade. we need to get

353
01:08:22.130 --> 01:08:34.500
14_ Michael Beltzer: people to an economic activity for the people that have been missing out on those on those facilities for profit. and yeah, you know, I I really think

354
01:08:34.510 --> 01:08:45.290
14_ Michael Beltzer: we have to really look at this as building 6,000 units is what 15,000 people. If this was like an addition to a city, we would be planning

355
01:08:45.300 --> 01:09:01.749
14_ Michael Beltzer: like at a much higher level of every mobility option. Not just. I know we're going to get these trains, you know, but they're only going to run upwards. 3 of an hour more people are going to move on the subway by car and by bus. So let's prioritize that as well.

356
01:09:05.490 --> 01:09:07.829
DCP Panelist - Stephanie Shellooe: Thank you so much for your testimony.

357
01:09:10.910 --> 01:09:15.099
DCP Panelist - Stephanie Shellooe: Thank you for being here. Our next speaker is Brett

358
01:09:15.220 --> 01:09:16.319
DCP Panelist - Stephanie Shellooe: pure.

359

01:09:19.529 --> 01:09:25.279
DCP Panelist - Stephanie Shellooe: and apologies again. If i'm mispronouncing the name Brett Bureau, you'll be our next speaker

360
01:09:28.990 --> 01:09:32.660
DCP Panelist - Stephanie Shellooe: someone could promote that person to a panelist.

361
01:09:49.450 --> 01:09:56.980
DCP Panelist - Stephanie Shellooe: Okay, it appears that we're not able to promote this person. But if we could try to give speaking privileges.

362
01:10:03.520 --> 01:10:16.560
DCP Panelist - Stephanie Shellooe: Okay, Bret, you're we are not able to promote or unmute you. So if you could reach out to the dial in participant hotline to troubleshoot in the background. That would be great.

363
01:10:16.690 --> 01:10:21.989
DCP Panelist - Stephanie Shellooe: we'll move on to our next speaker, but we'll hope to come back to you in in just a few minutes.

364
01:10:23.410 --> 01:10:27.479
DCP Panelist - Stephanie Shellooe: all right. Our next speaker is Robert Press.

365
01:10:29.310 --> 01:10:32.260
DCP Panelist - Stephanie Shellooe: Robert Press will promote you to panelists.

366
01:10:33.840 --> 01:10:36.240
DCP Panelist - Stephanie Shellooe: All right. That appears to have worked.

367
01:10:40.590 --> 01:10:44.150
16_Robert Press: Can you hear me now

368
01:10:44.230 --> 01:11:03.529
16_Robert Press: month to your hospital already owns a soon to be form a shopping center that will become a high-rise building for their staff and medical students. They also own other properties in this area, where the Metro North stations will be beat, will be built and will benefit from this up zoning.

369

01:11:03.740 --> 01:11:18.550
16_Robert Press: I lived in Riverdale for over 30 years and moved to Indian village, Mars Park area because there was little, if any, open space left in Riverdale due to over development, which increased the cost of renting by co-ops and hopes.

370
01:11:18.670 --> 01:11:24.090
16_Robert Press: I have a beautiful view of the surrounding area. And Morris pop from the third floor of my building.

371
01:11:24.150 --> 01:11:28.289
16_Robert Press: I could see the throbs of that Bridge Park, Chester, and other parts of the Bronx

372
01:11:28.370 --> 01:11:37.390
16_Robert Press: with the high-rise buildings that will be built that will be out of context. I will no longer have my views that I have. Now, what is out of context.

373
01:11:37.410 --> 01:11:46.480
16_Robert Press: that is having been. I have been. I was on community board 8 Riverdale for 6 years, and community Board 8 has been constantly fighting over development

374
01:11:46.510 --> 01:11:56.259
16_Robert Press: buildings that are too big for what they of form. There was an 18 story building that we fought. We had. We got it down to 14 stories, but even that was too high.

375
01:11:56.500 --> 01:12:14.899
16_Robert Press: what will happen with this Metro North up zoning Will what it will do to Mars Park, Van Nest. And yes, then there is already blocks in Pop Chester, that are waiting for this up zone. They're empty waiting as you as we saw it as a block on East Fremont Union for white plane throat that was torn down 2 years ago

376
01:12:14.910 --> 01:12:26.829
16_Robert Press: and waiting for buildings. If you're gonna have rent stabilized buildings as they were in Riverdale apartments will be empty in the future waiting to be converted to co-ops of condo buildings.

377
01:12:26.870 --> 01:12:45.240
16_Robert Press: what could be the future of these high-rise buildings, then, and your so called rent state lines or whatever tenants. Lastly, why is the just home proposal to house current detainees and inmates from Ry. This island, who quote unquote, are medically

378
01:12:45.250 --> 01:13:02.639
16_Robert Press: needed. They have medical needs that won't be able to be held at the new High Rise jails that are being built in the Borough jails but they'll be held at Jacobi Hospital. We're told. They'll be at least 50 to First Ch. And 50 more each year will be needed.

379
01:13:03.530 --> 01:13:07.099
16_Robert Press: These people will have full rain to go out into the community

380
01:13:07.200 --> 01:13:22.259
16_Robert Press: wherever they want. Now, why is this not in this proposal that the just on program will be coming to Jacobi Hospital, which is right next to Einstein, monitor your hospital, and is even in part of this scoping area.

381
01:13:22.440 --> 01:13:26.650
16_Robert Press: Can someone please answer Why, this just home proposal is not in this.

382
01:13:26.790 --> 01:13:28.559
16_Robert Press: Eis. Thank you.

383
01:13:31.220 --> 01:13:48.280
DCP Panelist - Stephanie Shellooe: Thank you for your testimony. As As a reminder, the comments received today, and we are writing will be responded to in the final scope of work. and if you reach out to our distribution list with questions, our project team will be able to get back to you as well.

384
01:13:50.870 --> 01:13:54.849
DCP Panelist - Stephanie Shellooe: All right. Our next speaker is

385
01:13:55.050 --> 01:14:01.690
DCP Panelist - Stephanie Shellooe: Arlie Rush, who indicated they would be joining us via phone. however, i'm not seeing any phone

386
01:14:02.490 --> 01:14:05.799
DCP Panelist - Stephanie Shellooe: dial in participants in our zoom.

387
01:14:06.190 --> 01:14:08.709
DCP Panelist - Stephanie Shellooe: so Ourley Rush, if you are

388
01:14:08.760 --> 01:14:14.449
DCP Panelist - Stephanie Shellooe: joining on the live stream, feel feel free to join us via the dial in

389
01:14:15.010 --> 01:14:17.369
DCP Panelist - Stephanie Shellooe: Webinar information and zoom

390
01:14:21.150 --> 01:14:29.319
DCP Panelist - Stephanie Shellooe: all right. So we will skip this speaker and come back to them if they are available, and we will move on to our next speaker, Bernadette, Ferrara.

391
01:14:29.900 --> 01:14:35.609
DCP Panelist - Stephanie Shellooe: Bernadette, Ferrara. We will promote you to panelists and you will be able to provide your testimony.

392
01:14:42.100 --> 01:14:43.130
18_Bernadette Ferrara: Okay.

393
01:14:43.480 --> 01:14:44.519
DCP Panelist - Stephanie Shellooe: Hi.

394
01:14:44.630 --> 01:14:49.009
18_Bernadette Ferrara: Welcome. Welcome. Thank you so much. can everybody. Can you hear me?

395
01:14:49.710 --> 01:14:54.039
18_Bernadette Ferrara: Okay, fantastic. I'll start my Video.

396
01:14:54.090 --> 01:14:55.349
18_Bernadette Ferrara: Sorry about that.

397
01:14:56.810 --> 01:15:06.470
18_Bernadette Ferrara: Okay, Thank you. My name is Bernadette Ferrara, born, educate, educated, raised my son, and still live in Van S. I serve

398
01:15:06.600 --> 01:15:19.749
18_Bernadette Ferrara: on community board, 11, representing Vaness since 2,008, and I'm. A founding member and current president of the Venice Neighborhood Alliance, 5 O. One, C, 3 formed in 2,010

399
01:15:19.790 --> 01:15:37.860

18_Bernadette Ferrara: over the past 9 years of involvement, with city planning their workshops, the Mta meetings for community, input the focus suddenly and unexpectedly changed from pedestrian walkways and amenities, and took a back seat

400
01:15:37.870 --> 01:15:39.990
18_Bernadette Ferrara: to up zoning and housing.

401
01:15:40.210 --> 01:15:51.330
18_Bernadette Ferrara: The magnitude of mandatory inclusionary housing and affordable housing, with its far reaching stretch, was not what anybody expected.

402
01:15:51.340 --> 01:16:10.920
18_Bernadette Ferrara: We are still feeling the sting in the past. The surrounding areas were discussed by pedestrian walkways, better sidewalks, never once a mention of mih and affordable housing. Yes, many of us knew that housing was going to be part of this, but not to this extent.

403
01:16:11.180 --> 01:16:19.469
18_Bernadette Ferrara: In these communities. In the these communities present day Status, Vaness, Parchester, and Morris Park are lacking in many areas.

404
01:16:19.540 --> 01:16:23.369
18_Bernadette Ferrara: By statistics we are an urban food desert.

405
01:16:23.520 --> 01:16:29.839
18_Bernadette Ferrara: We need elementary and middle schools. Charter schools do not count because they're not service to community.

406
01:16:29.900 --> 01:16:34.090
18_Bernadette Ferrara: No community centers of Van S. Mars Park in Parkchester

407
01:16:34.160 --> 01:16:37.160
18_Bernadette Ferrara: need a need for senior and veteran housing.

408
01:16:37.200 --> 01:16:44.110
18_Bernadette Ferrara: We need pharmacies and the need for parking spaces. These amenities are desperately needed before

409
01:16:44.270 --> 01:16:46.009

18_Bernadette Ferrara: a shopping plaza.

410
01:16:46.040 --> 01:16:57.059
18_Bernadette Ferrara: open spaces and office spaces. Why is there no mention of the inclusion of any of these amenities, and any of these reports that I've read only one mention of open space

411
01:16:57.380 --> 01:17:06.429
18_Bernadette Ferrara: overall these up sonic proposals will be building 6,000 new apartments, estimating approximately 18 to 20,000

412
01:17:06.660 --> 01:17:13.500
18_Bernadette Ferrara: new residents, with a quarter of those numbers, approximately 4,500 being homeless

413
01:17:13.520 --> 01:17:19.979
18_Bernadette Ferrara: over 6 of these buildings being community board 9, the other is 85% in community board. 11.

414
01:17:20.160 --> 01:17:26.800
18_Bernadette Ferrara: Why are we being deal with the such a large part of the homeless

415
01:17:26.890 --> 01:17:46.489
18_Bernadette Ferrara: in Community Board 11. The New York City is homeless. I have written testimony which goes on for quite a bit more, and a particular parcel that is on Baker Avenue. I have questions, and all my questions are listed in the written report. If anybody is interested in my written report, I could send them a Pdf.

416
01:17:46.500 --> 01:17:47.860
18_Bernadette Ferrara: But I do.

417
01:17:48.090 --> 01:17:55.639
18_Bernadette Ferrara: I know that the clarifications are extremely important. We cannot go further unless we deal with housing.

418
01:17:55.690 --> 01:18:00.119
18_Bernadette Ferrara: M. I. H. And the amount of homeless. Thank you.

419
01:18:00.970 --> 01:18:12.950
DCP Panelist - Stephanie Shellooe: Thank you very much. I believe we did receive your written testimony already today, so that will be certainly

factored into our response to comments, and we can have someone follow up with your about your specific questions.

420
01:18:13.870 --> 01:18:17.899
DCP Panelist - Stephanie Shellooe: All right, thank you. Our next speaker is camelia to Pelos.

421
01:18:18.290 --> 01:18:22.130
DCP Panelist - Stephanie Shellooe: I see in the room, so we'll promote you to panelists in just a moment.

422
01:18:24.520 --> 01:18:38.969
DCP Panelist - Stephanie Shellooe: As a reminder, you can still register to speak on Nyc engage. I'll ask the our back of house folks not to advance to the next speaker after the Speaker. it does look like we've had some an additional registrants. hi, Camelia!

423
01:18:39.310 --> 01:18:57.760
19_Camelia Tepelus: Hello! Good afternoon! Can you hear me? Yes, we can. Yes, thank you so much. hello! My name is Kameny at the Pelos. I'm. The executive director for the Maurice Park business Improvement District. the big district runs from Union Port amate to the east

424
01:18:57.770 --> 01:19:26.770
19_Camelia Tepelus: to the west, all the way to Williams Bridge, road to the East. This puts us about 5 very long blocks away from the proposed Maurice Park, metron or station we as the bid, and on behalf of the bit board, i'm conveying our excitement and strong support for for this project. however, my comments will be from the perspective of

425
01:19:26.800 --> 01:19:35.339
19_Camelia Tepelus: sort of the impact of the proposal on the B and the big district. Why, we consider that the proposal

426
01:19:35.380 --> 01:19:42.639
19_Camelia Tepelus: of of the new metronors station overall will have a very, very positive impact

427
01:19:42.650 --> 01:20:12.110
19_Camelia Tepelus: on our small businesses. the specific issue that we are concerned about given that our district does not reach all the way to the station. is the actual management of the plaza. That will be that is forthcoming. ideas immediately. Audio sent to the station. Maurice Park bid does not have a plaza in its district, and this matter is often brought up as as As a matter of

428
01:20:12.120 --> 01:20:27.220
19_Camelia Tepelus: right like there is not an ankle where we we can organize Events have community, but gatherings, etc., etc. Therefore this new platform that will be creative will be actually extremely important from a social point of view for the neighborhood. So our questions are.

429
01:20:27.260 --> 01:20:28.369
19_Camelia Tepelus: Who will

430
01:20:28.400 --> 01:20:39.270
19_Camelia Tepelus: clean this plaza? Will this plaza will be welcoming? Will it have public amenities, planters that will secure beautification, or we we are concerned that if

431
01:20:39.280 --> 01:20:51.260
19_Camelia Tepelus: an agree, one is not to reach among the large institutions that are surrounding this plaza institutions with a lot of resources. This class I may reach to become kind of not not

432
01:20:51.270 --> 01:21:19.400
19_Camelia Tepelus: not such a welcoming point of entry into Morris Park. We we will submit a recent testimony, but we thank all of you here for listening to the community concerns, and taking that into account sort of the future, the resources that will be necessary to manage all these new sort of public amenities, such as platforms, and enter into stations that are being put forward. We we welcome Morris Park being developed as a station. And on

433
01:21:19.460 --> 01:21:41.259
19_Camelia Tepelus: along this this, this track, and we we we welcome also interacted with all the city agencies and private institutions, emotional, remote. If you're out that I signed Jacobi and all institutions surrounding the Morris Park Station, so that this is a welcoming point of entering into the wonderful, more smart community. Thank you so much.

434
01:21:42.080 --> 01:21:46.860
DCP Panelist - Stephanie Shellooe: Thank you very much, Camelia, for your testimony, and for being here today.

435
01:21:47.660 --> 01:21:51.420
DCP Panelist - Stephanie Shellooe: all right. Our next speaker is Lori Peterson.

436
01:21:51.620 --> 01:22:00.759

DCP Panelist - Stephanie Shellooe: Lori, Peterson. You'll be promoted to panelists, and being given permission to unmute and turn on your camera if you wish.

437
01:22:01.200 --> 01:22:13.849
DCP Panelist - Stephanie Shellooe: and now again i'll ask our back of house folks not to advance to the next speaker, as this is our last registered speaker, so in order to allow anyone else to join we'll keep this keep it on this last speaker.

438
01:22:15.410 --> 01:22:22.020
DCP Panelist - Stephanie Shellooe: it looks like we're having technical difficulties. again promoting Lori Peterson.

439
01:22:26.650 --> 01:22:30.220
DCP Panelist - Stephanie Shellooe: All right. So for folks that we weren't

440
01:22:30.250 --> 01:22:32.090
DCP Panelist - Stephanie Shellooe: able to promote.

441
01:22:33.270 --> 01:22:34.280
Let me see here.

442
01:22:43.200 --> 01:22:56.889
DCP Panelist - Stephanie Shellooe: Okay, i'm no longer seeing Laurie Peterson in the room, but for anyone who was unable to either be promoted or provide their testimony. we're going to go to the next couple of screen. If you can go ahead to the next

443
01:22:57.460 --> 01:22:59.580
DCP Panelist - Stephanie Shellooe: advanced 2 slides, I think.

444
01:23:00.460 --> 01:23:01.720
DCP Panelist - Stephanie Shellooe: and the next one.

445
01:23:04.180 --> 01:23:06.260
DCP Panelist - Stephanie Shellooe: There we go

446
01:23:06.910 --> 01:23:09.210
DCP Panelist - Stephanie Shellooe: We're now going to

447
01:23:09.920 --> 01:23:15.130

DCP Panelist - Stephanie Shellooe: Take a brief pause to allow anyone who either wasn't able to

448
01:23:15.140 --> 01:23:41.820
DCP Panelist - Stephanie Shellooe: register or wasn't able to provide their testimony during the meeting. An opportunity to register again. if your zoom was having technical difficulties, if we weren't able to promote you perhaps join register to join via dial in using your phone so that you're able to get into the Zoom Meeting via your phone rather than your computer. Sometimes it's just an an update issue.

449
01:23:41.830 --> 01:24:01.399
DCP Panelist - Stephanie Shellooe: so please go to www dot Nyc Gov: Slash, Nyc: engage to register. And and again, if you are having technical difficulties. try try registering for dial in and if you have other questions or anything that you want to

450
01:24:01.410 --> 01:24:14.520
DCP Panelist - Stephanie Shellooe: to ask our dial in participant assistance. You can dial any of these toll free numbers here at the top, and the meeting. Id will be the number at the bottom 6, 1, 8, 2, 3, 7, 7, 3, 9, 6

451
01:24:15.440 --> 01:24:17.550
DCP Panelist - Stephanie Shellooe: and the password will be one.

452
01:24:17.940 --> 01:24:29.599
DCP Panelist - Stephanie Shellooe: all right. So we're going to. Now wait for about 5Â min, so we'll be back at 2 at 3, 24. I think there should be a timer that runs on this screen.

453
01:24:32.160 --> 01:24:34.319
DCP Panelist - Stephanie Shellooe: Okay, maybe not.

454
01:24:34.430 --> 01:24:35.139
DCP Panelist - Stephanie Shellooe: Don't worry.

455
01:24:37.800 --> 01:24:46.579
DCP Panelist - Stephanie Shellooe: Don't. Worry about that. We'll leave it on this screen, and we'll reconvene at 3, 24 Pm: thanks. Everyone for for joining, and for your patience we'll see you in a few minutes.

456
01:30:29.500 --> 01:30:30.080
Okay.

457
01:30:31.040 --> 01:30:32.960
good afternoon. Welcome back.

458
01:30:33.010 --> 01:30:43.950
It's it's the remote public school by meeting for the Bronx metro or station study. again for the record. The proposal seeker number is 2, 3, Dcp. At 0, 6, 5, X

459
01:30:44.070 --> 01:30:51.799
My name is Stephanie and I'm. The director of the New York City Department of City, planning Environmental Assessment and Review Division, or E. A. R. D.

460
01:30:52.110 --> 01:30:55.589
We're, currently on part 3 of the public.

461
01:30:56.810 --> 01:31:17.920
DCP Panelist - Stephanie Shellooe: I realize I didn't have my microphone. I'm going to redo that. You're tuning into the remote public scoping meeting for the Bronx Metro North station study for the record. The proposal Seeker number is 2, 3, Dcp. 0, 6, 5. X. My name is Stephanie Shulu, Director of New York city department of city planning's, environmental assessment and review division.

462
01:31:17.930 --> 01:31:26.559
DCP Panelist - Stephanie Shellooe: we're currently on part 3 of the public scoping, meeting, or members of the public can speak for up to 3Â min. and

463
01:31:26.660 --> 01:31:40.209
DCP Panelist - Stephanie Shellooe: we are taking a look at anyone who registered online during the break. it does not appear that any new speakers have registered. I'll just give a second for folks assisting in the back of house to confirm.

464
01:31:48.130 --> 01:32:03.500
DCP Panelist - Stephanie Shellooe: All right again. If you did have any technical difficulties. we encourage you to submit written testimony. and an apologies for any technical challenges today. so if no one else wishes to speak at this time

465
01:32:04.250 --> 01:32:07.909
DCP Panelist - Stephanie Shellooe: we will move to close the public scoping meeting.

466
01:32:08.720 --> 01:32:27.939
DCP Panelist - Stephanie Shellooe: again. If anyone had difficulty providing testimony or wasn't able to log on, please recall that you can submit written testimony online selecting this meeting on the upcoming, or tomorrow will be the past meetings. Page of the Nyc. Engaged portal at Nyc. Gov. Slash, Nyc: engage

467
01:32:27.950 --> 01:32:31.270
DCP Panelist - Stephanie Shellooe: You can also access through Dcp's website.

468
01:32:31.280 --> 01:32:56.950
DCP Panelist - Stephanie Shellooe: you can email or mail your comments directly to the department of city planning and the deadline for submitting written comments is 5 Pm. On Thursday, January nineteenth, 2,023. Our email address here 23 dcp, 0, 6 5 x underscore Dl at planning Dot, Nyc. Gov. And our mailing address 1 20 Broadway, thirty-first for New York. New York, 1 0, 2, 7, One

469
01:32:56.960 --> 01:32:58.990
DCP Panelist - Stephanie Shellooe: attention, Stephanie Shalu.

470
01:33:00.710 --> 01:33:14.389
DCP Panelist - Stephanie Shellooe: all right. Thank you so much. Everyone today for joining and providing your testimony. I hope you have a great afternoon this time is now 3, 28 Pm. And the scoping meeting is now closed. Thanks have a great afternoon. Everyone.

Croghan, Colin

From: [redacted]
Sent: Thursday, January 19, 2023 3:10 PM
To: 23DCP065X_DL
Subject: [EXTERNAL] Bronx Metro-North Station Area Study comments

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To whom it may concern,

I'm writing to expand on my verbal testimony, and implore City Planning officials to expand the scope and density of the Bronx Metro-North Station Area rezoning. As a Morris Park resident, I'm excited about the changes that are coming to my neighborhood, however, I believe the housing crisis and the opportunity presented by the new stations demands far more than what has been proposed.

The area being proposed for rezoning is very limited - mostly consisting of industrial areas immediately adjacent to the tracks. And the densities being proposed even in that limited area are too low.

As City Planning officials should be aware, entire neighborhoods in the East Bronx received net-downzonings during the Bloomberg administration. Many of these downzonings had the explicit goal of limiting new multifamily housing options. These rezonings included, but weren't limited to: Morris Park, Pelham Parkway, Indian Village, and Westchester Square. These are neighborhoods which would be well-served by the new Metro-North stations at Van Nest/Parkchester and Morris Park.

To further compound the problem, the entirety of Bronx Community District 10 was established as a Lower Density Growth Management Area (LDGMA), including Westchester Square and Pelham Bay, despite these neighborhoods being well-served by buses and the 6 train.

When Zoning for Quality and Affordability (ZQA) was proposed, Morris Park and Westchester Square were initially included in the transit zone, due to being well-served by the 5 and 6 trains respectively. The final transit zone map passed by the City Council excluded these neighborhoods, opting to follow political boundaries instead. That was another mistake.

We know the impact of these questionable planning decisions - Council District 13 had amongst the lowest number of new affordable housing units built over an 8-year period. We should acknowledge these mistakes and correct them. The proposed rezoning does not fully address this failed legacy. All these actions to slow new multi-family housing were neighborhood-wide, yet going forward, we're only legalizing new multi-family housing construction in a narrow area.

City Planning should, at a minimum: Reverse the Bloomberg-era downzonings in the neighborhoods surrounding the new stations; Remove Westchester Square from the LDGMA; Fully include Morris Park and Westchester Square as part of the transit zone.

City Planning should also eliminate parking requirements in the proposed special zoning district entirely. Parking mandates increase the cost of housing and induce unnecessary driving. Perhaps the station area study should review an alternative in which no residential parking is mandated.

The biggest risk is that we fail to build enough housing. As City Planning officials have noted, property owners aren't required to redevelop their properties - and I'm concerned we will only see a small fraction of the proposed 6,000 units of housing in 10 years. Local homeowners have expressed excitement about how the new stations will increase their property values - a failure to build enough new housing in the neighborhoods around the stations may unfortunately result in faster rent growth. This is why it's important to do a far more aggressive rezoning.

I believe the aforementioned Pelham Parkway and Indian Village rezoning in 2006 offers an example of City Planning missing their projections. Although a net-downzoning, six block-faces of Williamsbridge Road were rezoned to R5D, representing a slight upzoning. According to the City Planning Commission report, they projected up to 30 units of new housing over 10 years (and noted that it was more than offset by the surrounding downzoning). However, in the 17 years or so since - I don't believe any new housing has been built along that stretch of Williamsbridge Road as a result of that rezoning. Perhaps City Planning should also revisit Williamsbridge Road, and allow new buildings which at least match the 7-story apartment buildings that already exist on that street. The density currently allowed by the R5D zoning may be too low for redevelopment to make sense.

I would also like to find out if city planners have already factored in the reforms being proposed by the 'City of Yes' amendments, and if city planners are taking any cues from Governor Hochul's proposed land use reforms, in regards to this rezoning. My hope is these reforms improve on what has been proposed in this rezoning.

Thank you,

Michael Kaess
[redacted]

Croghan, Colin

From: [redacted]
Sent: Thursday, January 19, 2023 4:46 PM
To: 23DCP065X_DL
Cc: [redacted]
Subject: [EXTERNAL] Comment Letter on Bronx Metro-North Station Study - Parkchester Preservation Company
Attachments: Parkchester Preservation Company - DSOW Comment Letter [1-19-23].pdf

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Attached please find Parkchester Preservation Company, L.P.'s comments on the Draft Scope of Work for the Bronx Metro-North Station Study.

Best,

Jeremy Kozin

Jeremy Kozin
[redacted]

Fried, Frank, Harris, Shriver & Jacobson LLP
[redacted]

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[redacted]

January 19, 2023

Stephanie Shellooe, AICP
New York City Department of City Planning
Environmental Assessment and Review Division
120 Broadway, 31st Floor
New York, New York 10271

Re: Comments of Parkchester Preservation Company, L.P. on the Draft Scope of Work for a Draft Environmental Impact Statement for the Bronx Metro-North Station Study

Dear Ms. Shellooe:

This firm represents Parkchester Preservation Company, L.P. ("PPC") as counsel with respect to the Department of City Planning's ("DCP") proposed Bronx Metro-North Station Study (the "Rezoning"). PPC is the owner of 2000 - 2040 East Tremont Avenue (Bronx Block 3943, Lots 205, 207 and 209) ("Projected Site 8"), which is located within the 46-block area that would be affected by the Rezoning.

DCP, as lead agency under the City Environmental Quality Review (CEQR), determined that a Draft Environmental Impact Statement ("DEIS") is required for the Rezoning. On December 8, 2022, DCP, pursuant to CEQR Section 5-07 and 6 NYCRR 617.8 (New York State Environmental Quality Review or SEQRA), published notice of a public scoping meeting scheduled for January 9, 2023 in connection with DCP's preparation of the DEIS (the "Scoping Meeting"). On December 8, 2022, and in advance of the Scoping Meeting, DCP released a Draft Scope of Work for the DEIS (the "DSOW") (CEQR No. 23DCP065X). Following the Scoping Meeting on January 9, 2023, DCP provided for the receipt of written comments on the DSOW until January 19, 2023. This letter serves as PPC's written comments on the DSOW.

PPC supports DCP's goals to "increase density on major streets, large sites, areas adjacent to large institutions and at new transit stations" and to "create opportunities for new housing along major corridors including East Tremont Avenue…" However, PPC is concerned that the DSOW inaccurately assumes that the future development of the Projected Site 8[1] would include fewer residential units (and square footage) and more accessory off-street parking spaces than the proposed zoning district would facilitate under the Rezoning and that PPC intends to develop.

[1] A "Projected Site" is a site that is "considered more likely to be developed within the ten-year analysis period" for the Rezoning (DSOW at p. 45).

[redacted]

We suggest that the DEIS analyze the maximum potential residential floor area that would be permitted on Projected Site 8 under the zoning controls proposed by the City under the Rezoning and as set forth in the DSOW.

PPC is excited about the renewed focus on the revitalization of this area of the City, and would like to work with DCP to achieve the goals of the Rezoning. Please do not hesitate to reach out if you would like to discuss further or have any questions.

Respectfully Submitted,

_____
Zachary Bernstein, Esq.

Montefiore
THE UNIVERSITY HOSPITAL FOR
ALBERT EINSTEIN COLLEGE OF MEDICINE

January 19, 2023

Stephanie Shellooe, AICP, Director
New York City Department of City Planning, Environmental Assessment and Review Division
120 Broadway, 31st Floor,
New York, NY 10271

Re: Comments on the Bronx Metro-North Station Study Draft Scope of Work

Dear Stephanie Shellooe:

With nearly 8 million patient interactions a year and over 35,000 employees, Montefiore Health System is the largest healthcare network in the Bronx, Westchester, and the Hudson Valley. One of New York's premier academic health systems, Montefiore is a recognized leader in providing exceptional quality and personalized, accountable care across its footprint. It's comprised of 10 hospitals and more than 200 outpatient ambulatory care sites. The advanced clinical and translational research at its medical school, Albert Einstein College of Medicine, directly informs patient care and improves outcomes. From the Montefiore-Einstein Centers of Excellence in cancer, cardiology and vascular care, pediatrics, and transplantation, to its preeminent school-based health program, Montefiore is a fully integrated healthcare delivery system providing coordinated, comprehensive care to patients and their families.

Known for our unwavering commitment to excellence, outstanding talent and commitment to, and compassion for, our community, we are constantly seeking opportunities to expand our state-of-the-art care, groundbreaking research accelerated treatments and therapies, to strengthen our role as a global leader in healthcare and biomedical research.

Near-Term Growth. We have been actively working on a system-wide Master Plan to meet the growing demand of providing state-of-the-art healthcare services for the population we serve.

The Master Plan prioritizes Montefiore's Einstein & Jack and Pearl Resnick Campuses (the "Einstein/East Campus") for the provision of quaternary care, i.e., care that is highly specialized, consisting of advanced diagnostic procedures and cutting-edge surgeries for complex conditions. To support our vision for the Einstein/East Campus, much of which is currently located in a Large-Scale Community Facility District (LSCFD), we are advancing the design and development of several new facilities. These facilities will consist of:

› A new 300-bed high-acuity hospital pavilion (i.e., quaternary hospital) of approximately 1 million square feet

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Tina Elise Macica, PMP, LEED AP
Associate Vice President
718-920-8040
tmacica@montefiore.org

- Two new medical research facilities totaling approximately 500,000 square feet
- An expanded nursing school of approximately 100,000 square feet
- STEAM center (Science, Technology, Engineering, Art, and Math)
- Medical office facilities totaling approximately 200,000 square feet
- An outpatient medical center, including Montefiore Einstein Cancer Center (one of our Centers for Excellence), of approximately 1 million square feet
- Housing for medical residents of approximately 800,000 square feet

These facilities will work in concert to best capitalize on the partnership between researchers and practitioners, allowing Montefiore to continue to provide high quality health care for people with complex needs. These facilities will be phased in over time, with the new high-acuity hospital pavilion and the first 300,000 square feet of medical research facility space planned for construction within the next five years. The remainder of the program is expected to be developed within the next 10 years.

The new Morris Park Metro-North Station, with its exciting opportunities for new public transit accessibility to the Einstein/East Campus and surrounding institutions, businesses, and residences, will be a catalyst for transformational development within the wider region, particularly in concert with City Planning's proposed zoning changes for the area. These proposed zoning changes are intended to foster growth and services through mixed-use development in the vicinity of the new station.

While we are generally supportive of City Planning's proposal, the planned rezoning falls short in accommodating our planned growth in the area and supporting the MTA in the development of a central hub unique for the East Bronx that unites healthcare, wellness, medical research, and life sciences that together provide a range of employment opportunities. Accordingly, we offer first, comments on the program and actions that are proposed for analysis, so that this growth can be part of the comprehensive plan for the area and factored into the environmental impact reviews. These changes would facilitate the provision of additional economic opportunities, enhanced health care, and wellness to the Bronx community. Second, we offer comments to the scope of review, regardless of the program and action changes.

EINSTEIN/EAST CAMPUS

Comment 1: Rezone the area within the existing large-scale community facility development (LSCFD) and certain immediately adjacent sites to C4-3

City Planning's proposed Rezoning Area does not include the Montefiore campus other than a C2-4 commercial overlay that City Planning has proposed for a portion of Montefiore's Einstein/East campus north of Morris Park Avenue and along Eastchester Road.

To support Montefiore's Master Plan development at the Einstein/East Campus and provide the zoning needed for its long-term growth and additional flexibility in terms of its research and other programming, Montefiore requests that City Planning do the following:

› Rezone the LSCFD to C4-3

  C4-3 districts have a maximum Community Facility FAR of 4.8. This district is consistent with the FAR under the existing R6 zoning district, which covers a portion of the Einstein/East Campus, and with much of the rezoning in the area around the new Morris Park Metro-North Station.

› Expand the Rezoning Area

  Montefiore owns several parcels that are adjacent to the existing LSCFD boundary and where new facilities are planned. The exclusion of these parcels from City Planning's proposed Rezoning Area is a missed opportunity to create conditions for additional health-care related development and the associated jobs that this use brings. Montefiore request that the rezoning area also include the following parcels: Block 4120, Lots 7, 8, 12, 16, 17, 18, 19, and 20; Block 4090, Lot 19 (Medical Office 3), and Block 4113, Lots 25, 32, and 34 (Medical Office 2); and Block 4266, Lots 419, 420, and 422.

Comment 2: Demap Portions of Newport Avenue and Van Nest Avenue

City Planning proposes to demap portions of streets to support and facilitate development introduced by the rezoning.

Montefiore requests that City Planning demap portions of Newport Avenue and Van Nest Avenue between Morris Park Avenue and Tenbroeck Avenue to facilitate development of Montefiore's Master Plan. Including this demapping will allow for more comprehensive and cohesive traffic network review of the surrounding area and should be part of the CEQR scope.

MEDICAL PARK (CANCER CENTER) AREA

Comment 3: Change Proposed Zoning in the area of Projected Development Sites 21, 22, and 24

Montefiore owns several parcels that are outside of the Einstein/East campus and that are included in City Planning's proposed Rezoning Area, including:

› Block 4085, Lot 130 (City Planning Projected Development Site 21);

› Block 4085, Lots 119 and 125 (City Planning Projected Development Site 22) and Lots 150 and 180; and

› Block 4083, Lots 1, 5, 11, 13, and 27 (City Planning Projected Development Site 24).

City Planning's current proposal identifies this area as being rezoned to C4-3 and projects the following as future development: 67,433 gsf of medical office space and 57 parking spaces on Projected Development Site 21; 272,401 gsf of medical office space, 40,781 gsf of office space, and 266 parking spaces on Projected Development Site 22; and 447,102 gsf of medical office use and 380 parking spaces on Projected Development Site 23, for a total of 786,936 gsf of medical office, 40,781 gsf of office, and 703 parking spaces in this area.

Montefiore plans to develop these parcels with an outpatient medical center, including Montefiore Einstein Cancer Center. This facility is planned to total 600,000 square feet with 400,000 square feet of parking. The C4-3 zoning district would not accommodate this plan, nor would it support the goal of

providing future flexibility for development that centers healthcare and diverse job creation. Therefore, Montefiore requests that these parcels be rezoned instead to a C4-4 zoning district and that City Planning project one development site for this location, which would include the 1 million square foot medical center. Montefiore will return to City Planning to request a GLSD in this area.

Comment 4: Demap Portions of Blondell Avenue and Poplar Street

In addition, Montefiore requests that City Planning demap the portions of Blondell Avenue and Poplar Street that run between Eastchester Road and Jarrett Place. Including this review in the scope will, like the street demapping discussed above, allow for more comprehensive and cohesive traffic network review.

ADDITIONAL COMMENTS

Comment 5: Extend the Rezoning Area to Include 1579 Rhinelander Avenue

City Planning's proposed Rezoning Area extends along both Eastchester Road and Stillwell Avenue as these roadways approach Pelham Parkway. Montefiore requests that the Rezoning Area be extended to include the following additional parcel: Block 4222, Lot 84 (1579 Rhinelander Avenue). This site is currently within an R6A zoning district, and City Planning's proposed Rezoning Area would rezone adjacent parcels from R6A to R6-1. We ask that City Planning include Block 4222, Lot 84 in the Rezoning Area.

Comment 6: Assure Station Area Improvements through Zoning Actions

An area of critical importance to the Einstein/East Campus is the walkway along Morris Avenue leading to the future train station, and the extension of that walkway as open space from Eastchester to Bassett Avenue. This area provides access and visibility from the Campus to the new station from those areas east of Eastchester. The Master Plan anticipates strengthening this walkway as a major accessway to the station. These critical public realm improvements and the open space to the new station are illustrated in the City's drawings. However, the City's proposed changes, as described to date, are not clear how this open space will be assured through the zoning actions. The mechanisms, including any discretionary actions, that are needed to deliver these improvements should be described in the Final Scope of Work. If there is uncertainty about their provision of this access from points north, implications for traffic and pedestrian patterns from those locations would need to be analyzed.

Additionally, retail and commercial uses along Morris Avenue leading to the station, and surrounding this plaza are needed in order to keep the area public and active. Retail and office uses therefore, should be analyzed in the EIS.

Finally, the analysis should consider how train riders will travel to and from the station, and the extent to which that will impact local traffic. Consideration should be given in this location to emergency vehicles travelling to the hospital.

ADDITIONAL COMMENTS

The remaining comments apply with, and without, changes to the actions as currently described by the City.

Comment 6: Study Additional Commercial Development

City Planning's proposed zoning allows for the development of both residential and commercial uses within the same districts. The Draft Scope of Work projects a total of 6,190 residential units, representing an increment of 5,951 units, 537,515 zoning square feet (1,008,461 gross square feet) of commercial use and 973,142 zsf (1,149,894 gsf) of community facility use. However, Montefiore needs and anticipates that we will acquire additional sites in the train station district to be used for allied health care education, research, and administrative space, and it is not at all clear that the analysis includes this increase in commercial space.

Comment 7: Montefiore Einstein Development as a No Action Project

As discussed above, Montefiore is actively planning for the expansion of its facilities in and around the Einstein/East campus. With a large portion of this construction occurring within the next ten years, including this development as part of the new zoning and special district will allow for better planning. The new program will consist of approximately 3.6 million square feet of community facility and residential floor area anticipated to be developed in 8 new buildings. Although elements of this program could be completed after 2033, any such elements may be developed earlier as project financing becomes available. Accordingly, it is conservative to assume that Montefiore's full development program will occur by the 2033 analysis year. Given that the Montefiore campus is being developed within the secondary study area under the current scope for the Land Use, Zoning and Public Policy analysis, the full Montefiore development program should be identified as a known development in the No Action condition (Task 2 of the Draft Scope of Work) and further analyzed in the Environmental Impact Statement as follows:

- As the Montefiore development program will result in new heath care facilities, it should be described in the assessment of Community Facilities and Services (Task 4 of the Draft Scope of Work).
- Given that the Montefiore development program will result in increased worker and visitor populations, it should be included the No Action condition in the assessment of the potential impacts of workers/daytime users on Open Space (Task 5 of the Draft Scope of Work).
- The Montefiore development program should be included in the No Action condition for the analyses of Water and Sewer Infrastructure (Task 10 of the Draft Scope of Work).
- As a major development project, projected demand from the Montefiore development program should be included in the No Action condition for the Transportation analyses, including the Traffic, Transit (subway and bus service), Pedestrians and Parking analyses (Task 13 of the Draft Scope of Work).
- Traffic demand from the Montefiore development program should be included in the Air Quality (Mobile Source) assessment (Task 14 of the Draft Scope of Work).

› As the timelines for construction of the Montefiore development program and the projected developments will overlap, the Construction analysis should analyze overlapping construction timeframes, particularly with respect to the Transportation analysis (Task 19 of the Draft Scope of Work).

CONCLUSION

Our requests to City Planning provide an opportunity to collaborate with and align both Montefiore and City Planning's goals in the ongoing transformation of this area, providing the best means to capitalize on MTA's investment in the new station.

If you have any questions regarding the requests set forth in this letter, please do not hesitate to contact us.

Sincerely,

Tina Macica
Associate Vice President
Design and Construction

Montefiore Medical Center
The University Hospital for Albert Einstein College of Medicine

Croghan, Colin

From: William Meehan [redacted]
Sent: Thursday, January 19, 2023 1:51 PM
To: 23DCP065X_DL
Subject: [EXTERNAL] Penn Station Access Rezoning

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To DCP Staff:

The current rezoning scope around planned PSA stations in the Bronx is horribly insufficient. Rezoning a thin linear corridor for small apartment buildings is not proper TOD, and will not create vibrant communities around planned Metro-North stations. DCP must rezone at least a half mile's walk from each station for high-density, mixed-use buildings without parking mandates, as is the norm in higher-growth North American cities like Seattle, Toronto, and Vancouver.

The goal of this rezoning should be to boost projected MNR ridership, maximize the number of MIH units that would be provided, and minimize VMT per capita for the new housing. We cannot fix the housing crisis with milquetoast changes like the current scope would involve.

Thank you,
William

Council Member Marjorie Velázquez

Council Member Amanda Farias

Council Member Kevin Riley, Chair of the Subcommittee on Zoning and Franchises

Council Member Rafael Salamanca, Chair of the Committee on Land Use

Draft Scoping Comments on the Bronx Metro-North Station Area Study (CEQR No. 23DCP065X)

01/19/2023

The Metro-North regional rail service being planned for 2027 completion will bring four new stations to the Bronx neighborhoods of Co-op City, Morris Park, Parkchester/Van Nest, and Hunts Point. These new MTA stations will not only connect the Bronx residents directly to Manhattan's Penn Station and points north in Westchester County and Connecticut, but also has the potential to induce higher quality of life for all who call the Bronx home through economic opportunity, greater transit access, and quality housing development.

While the MTA will construct the stations and deliver train service, the MTA has looked to the New York City Department of City Planning (DCP) and the New York City Department of Transportation (DOT) to plan for improvements around each of the four stations and to ensure the stations bring maximum benefits to the Bronx and its residents. Prior to bringing this proposal for public scoping, DCP initiated a study in 2018 known as the Bronx Metro-North Station Area Study (BMNS). The study looked at needed investments for safe access to stations, schools, parks, and more. Implementing the station-area plans 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.

These comments are organized according to the environmental review tasks outlined in the CEQR Manual and are reflective of the local Council Members' shared goals for this unprecedented opportunity to improve transit and create opportunities for fair housing and economic development. Approvals for the proposed land use actions will require the support of the City Council, and thus we hope that the Department of City Planning and Mayor Adams' Administration are attentive to our comments outlined in this document and throughout the forthcoming public review process, as we aim to work together in creating equitable projects for the communities in the Bronx.

Department of City Planning Project Description – *Taken from pg. 1, Draft Scope of Work***:**
"DCP is proposing a series of land use actions (collectively, the "Proposed Actions"), including zoning map amendments, zoning text amendments (including mapping a special zoning district and Mandatory Inclusionary Housing), changes to the City Map, and disposition of real property that would facilitate the implementation of a multi-year planning process conducted in the Parkchester/Van Nest, and Morris Park neighborhoods in the Bronx in partnership with local stakeholders. The Proposed Actions would affect an approximately 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."

Task 1: Land Use, Zoning, and Public Policy

Affordable Housing

The Bronx Metro-North Station Area Study proposal to bring four new stations to the Bronx (Co-Op City, Morris Park, Parkchester/Van Nest, and Hunts Point) will not only bring greater transit access to Bronxites and New Yorkers as a whole. It also provides an opportunity for the Administration to act on its promise to facilitate much-needed housing at all income levels. Furthermore, in an ongoing effort to adapt to climate change and tackle the housing crisis, the local City Council Members recognize this unique opportunity to build transit-oriented affordable housing development. For these reasons we are pleased that DCP is studying the possibility of adding thousands of units of housing within the new Parkchester and Morris Park station areas and hope the following specific housing targets, highlighted in Speaker Adams's Housing Agenda to Confront the City's Crisis, will be investigated during this process:

Increased Housing Development on Underutilized Land:

In every City-led rezoning, identifying and supporting opportunities for redevelopment on underutilized government and non-profit properties for mixed-use 100% affordable housing developments should be top priority. Facilitating 100% affordable/supportive/senior housing on City-owned land is imperative as we seek to tackle the housing crisis. It is crucial for DCP to study this possibility on all City-owned sites within the four station project areas.

Expanded Homeownership Opportunities:

It has been a collective mission of ours to seek out new affordable home ownership opportunities for our neighbors throughout the Bronx. The Bronx has a significantly lower homeownership rate than the rest of the city. Less than 20% of all units in the Bronx are owner-occupied compared to over 32% citywide. Study after study finds that homeownership is one of the best ways to realize long-term financial security. We call on our City agency partners to preemptively note specific sites that could prosper with affordable homeownership programs such as the HPD Open Door program. The access to reliable transit coupled with the development incentives that will come with the proposed rezoning makes the Parkchester and Morris Park station areas exemplary locations for the City to increase the availability of affordable homeownership opportunities.

Deeper Affordability:

It is no secret that the definition of "affordable housing" in New York City is outdated. The federal Area Median Income (AMI) calculations that govern our affordable housing programs do not adequately address the desperate need for very low-income unit creation citywide, but particularly in the Bronx where the median household income is roughly $42,000 a year *(U.S. Census Bureau, 2017-2021 ACS 5-year estimates)*. The Mandatory Inclusionary Housing program (MIH) has been a useful tool to initiate affordable housing since its adoption in 2016, but it is merely one method that should be implemented as part of this rezoning proposal. We call for DCP to collaborate closely with the NYC Department of Housing Preservation and Development (HPD), state and federal housing agencies, and non-profit partners to facilitate affordable housing programs near the new station sites that will enable our most vulnerable neighbors to gain access to affordable housing.

We expect HPD and DCP to set production targets to adequately support the creation of units for "extremely low income" households at 30% AMI or less and "very low income" households at 50% AMI or less for our neighbors' earning incomes of roughly $25K to $60K. Furthermore, 72% of Bronx households make less than $75K, and almost 44% of households earn less than $35k; Statistics that lie in stark contrast to the citywide household average of 54% making under $75K and less than 30% of households earning under $35k (U.S Census Bureau, (2021) ACS 2016-2020). It is the responsibility of our City agencies to consider this desperate need for affordable, permanent, and accessible housing in any City led effort. We look forward to working alongside DCP, HPD, and others to ensure the needs of our most vulnerable neighbors are met. The affordable housing facilitated through this City-led rezoning must be affordable and accessible for the people who call the Bronx home today.

Access to Preservation Programs:
Redevelopment does not always come without increasing the vulnerability for displacement of nearby neighbors, as market forces shift with new development. As we have learned from previous neighborhood rezonings, tenant protections are vital to supporting current residents who wish to remain in their neighborhoods while redevelopment ensues. We call on HPD and other City partners to give particular focus to outreach in the Parkchester/Van Nest and Morris Park neighborhoods to ensure that tenants and homeowners alike, are aware of anti-displacement programs such as the Right to Counsel and the Emergency Rental Assistance Program just to name a few.

Furthermore, DCP should include a plan for the preservation of rent-stabilized buildings within the Project Area, including an analysis of how the proposed rezoning is anticipated to impact buildings with rent-stabilized units.

Maximize housing opportunity through zoning:
We are encouraged by DCP's focus on increasing housing through the major rezoning of sites near the new Parkchester/van Nest station and Morris Park station. With that said, we believe there is untapped potential left on the table. We ask that DCP engage with us at City Council, the local community boards, and community organizations to ensure that the zoning of each and every lot is appropriate and facilitates opportunity for the people and communities we serve.

Build quality housing for families and seniors:
The Bronx is home to the highest proportion of children in NYC of any borough and simultaneously, is home to a rapidly growing population of aging adults. This is especially true in the communities of Parkchester and Co-op City which are experiencing significant demographic shifts. These unique communities include intergenerational households that call for unique unit types and sizes. As Bronx Borough President Gibson has reiterated time and time again, housing is not only about quantity but also quality. We expect the EIS to assess shifting demographics and for our City partners to facilitate housing programs that are as diverse as the borough itself.

As HPD, DCP and others determine appropriate housing programs in and around the project area we urge these City partners to reevaluate current HPD size thresholds to provide a range that more effectively allows families to remain in place rather than having to move when the family grows. Unit size and quality are just as important as the unit counts that this rezoning will bring. When we develop new housing opportunities in the Bronx, we must make sure that unit sizes will accommodate those already living in our communities. Our greatest opportunities are in large sites within the proposed rezoning areas, and we look forward to working with our City agency partners to maximize the public benefits on these sites, especially when it comes to affordability levels and unit sizes for our communities.

Retail and Office Space

With projected pedestrian flows of 3,000 to 4,000 persons per day arriving at and leaving Morris Park and Parkchester/Van Nest Metro-North Stations, per pg. 23 of the DSOW, these neighborhoods are poised to strengthen as jobs centers and retail corridors that attract residents, commuters, and visitors from all over the Bronx and beyond. For that reason, we applaud DCP for proposing a rezoning that brings our existing land use into the 21st century with transit-oriented retail corridors along East Tremont Road in Parkchester and furthers our world-class life science hub and medical center in Morris Park by allowing uses that are most compatible with this center of innovation and economic possibility. We ask that the EIS adequately measure the impact on existing businesses, not only on the immediate corridors but also the direct and indirect impacts that will be felt on existing commercial corridors such as White Plains Road and Castle Hill Road. The benefits from this rezoning have been promised to be expansive and far reaching. The impacts must be assessed in an equally expansive manner.

DCP should consider scale, type, and hours of operations that the rezoning would allow as part of the commercial rezoning efforts and it must be of utmost importance to provide predictable zoning rules that support small businesses such as independent retail and local services of an appropriate neighborhood scale.

Community Engagement

We are appreciative of the outreach DCP has conducted as part of the Bronx Metro-North Station Area Study since 2018. As this process moves forward we demand that DCP, partner agencies, and developers who seek to benefit from this City-led planning process continue to engage at every level and at every stage with our constituents. Residents of every race, religion, gender, and economic background deserve to be a part of the discussion and a part of the planning process itself. Our neighbors have real worries about gentrification and displacement, yes. But our neighbors also have real goals and visions for the change that will soon be coming to our communities as well. Their voices must be a part of this ongoing planning process.

Task 2: Socioeconomic Conditions

Indirect Residential Displacement

In order to ensure the most accurate and responsible analysis of indirect residential displacement, DCP should determine the status of all affordable housing regulatory agreements in the area and identify any that may be expiring in the next ten years.

The DSOW must fully consider the impact of the Metro North expansion not only on the two designated rezoning areas (Parkchester/Van Nest and Morris Park) but also the impact on the Hunts Point and Co-op City neighborhoods, which will be receiving the two additional stations.

Task 3: Community Facilities and Services

Public Schools

With such significant projected residential growth, it is essential that the Bronx Metro-North Station Area Study guarantees the creation of sufficient school seats, including the identification of specific sites (both public and private) and funding. The EIS must provide the full analysis necessary to achieve that goal. The DSOW notes that 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. We ask that the study more broadly factors in development in the greater Bronx region to assess school capacity needs not only in the

immediate project area, but also in the greater surrounding area. For example, Bronx School District 11, which encompasses the Parkchester neighborhood, has a current primary school utilization rate of 108.6%, or a shortfall of 864 seats. While the immediate sub-district should receive particular attention due to the significant increase in residential development, it is imperative that the study also accounts for private developments such as 2560 Boston Road and future development potential outside the Bronx Metro-North Station Area Study area to adequately address the potential cumulative impacts on current and future capacity needs. Additionally, the DSOW analysis must analyze libraries, and childcare center needs.

Community Centers & Libraries
The scope should include a quantitative and qualitative study of facilities that would provide recreational and educational opportunities for all populations. The analysis should assess the need for expansion of existing centers and/or the creation of new facilities.
Police/Fire/Health Care

DCP does not propose to analyze potential impacts on police/fire stations or health care services. However, given the increment of significant projected development a detailed analysis should absolutely be included in the EIS. Along with our constituents, we have continuously voiced our concerns about the lack of emergency services in our neighborhoods and the long wait times at our hospitals. These issues must be remedied. We look forward to working with DCP and all City partners to ensure that the needs of our communities are met.

Task 4: Open Space
We are encouraged by the intent stated in the DSOW to initiate multiple City Map changes in the project area to improve neighborhood livability by increasing access to publicly accessible open space and community gardens and facilitate public realm improvements in connection with planned private and public investments. In addition to these new open spaces proposed, a plan for maintenance and programming of new open spaces and exiting open spaces in the surrounding areas should be clearly articulated as part of the Bronx Metro-North Station Area Study.

We also strongly urge DCP to study the impacts on parks and maintenance needs of parks in the surrounding neighborhoods. The additional residents this rezoning will bring to these Bronx neighborhoods will impact the use of neighborhood parks such as Mathews Mulliner Playground and Castle Hill Playground. Gaining a better understanding of the parks' current condition, maintenance, and capacity will help us collectively plan for a future that includes ample opportunity for people of all ages to enjoy active lifestyles and partake in public open space gatherings.

The extension of the Metro North system to Co-op city creates a new opportunity to enjoy one of our very best, and definitively our biggest, New York City parks – Pelham Bay Park. While Co-Op City is not being studied for a formal rezoning it seems fully appropriate that the station area be studied for enhanced connections to, through, and from our city's largest greenspace.

Task 5: Shadows
We ask that the DSOW and EIS consider the impact of shadows upon open spaces, parks, individual landmarks, and current residential buildings.

Tasks 6 and 7, and 18: Historic & Cultural Resources, Urban Design/Visual Resources, and Neighborhood Character

The East Bronx communities of Parkchester, Morris Park, Co-Op City, and Hunts Point each have rich and unique cultural backgrounds and neighborhood identities. Honoring the history of these areas, even as we build a new future, is an important component of the actions we are considering. Historic cultural institutions and residential centers such as the Parkchester and Co-op City planned developments have had a profound impact on the growth and stability of Bronx communities for many decades. It is important that the character of future development is harmonious with these existing buildings, centers, and institutions, and furthers their underlying mission to provide stability and opportunity for people of all backgrounds. Furthermore, the Bronx Metro-North Station Area Study outreach process has found that there is high interest in improvement to the public realm through public art and cultural programming that centers the neighborhoods' respective history and diversity. The DSOW and EIS should study the possibility of adding these elements to each of the new stations, the surrounding streetscape, and future developments benefiting from the proposed rezoning.

Tasks 8 – 11: Natural Resources, Hazardous Materials, Water and Sewer Infrastructure, Solid Waste and Sanitation Services and Tasks 12, 14-16: Energy, Air Quality, Greenhouse Gas Emissions, and Noise

The DSOW must include the environmental implications of historic automobile-related services located in the project area. The project area, namely along East Tremont Avenue and Eastchester Road, has long been home to a considerable number of gas stations and automobile repair shops in addition to light manufacturing uses. It is also worth highlighting the fact that the Bronx has an infamously poor baseline air quality, with local hospitalization rates for asthma among the highest in the city. Environmental racism has affected our communities for decades, and for decades the pain caused has largely been ignored. The environmental review should include a full study of the possible impacts of all modes of transportation on air quality, as well as the expected emissions from new development.

The EAS determined that the Proposed Actions' effects on wastewater and stormwater infrastructure warranted EIS assessment 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. Given that wastewater and stormwater infrastructure challenges have been the topic of high interest in recent developments, this assessment is critical. Potential mitigation strategies should include new green building standards for development and City capital projects for stormwater infrastructure such as bioswales, sponge parks, and a robust tree planting plan.

The project area is largely served by the Con Edison substation located within the project area on Baker Avenue. Mitigation measures must be included, with a focus on sustainable investments, such as renewable energy, local generation, and site- and community-scale battery storage of solar and renewable power. While there are no proposed improvements to the Con Edison site as part of this proposal, considering the significant influence of this site on the surrounding neighborhood and that Con Edison is the primary provider of electric utility in NYC, we insist that Con Edison be meaningfully engaged as part of this process, especially in thinking about improvements to the public right-of-way adjacent to their site.

Task 13. Transportation

Traffic & Pedestrian Safety
The Proposed Actions will expand housing, 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. The EIS Analysis should include strategies for improving street safety for all users (pedestrians, cyclists, and drivers), including safety improvements at key intersections

(e.g., Unionport & White Plains Road). Additional steps for reducing car reliance and creating a more livable public realm should also be included (bike-share and car-share, bike lanes, pedestrian-only streets, etc.). Per the DSOW appendix 2, pg. 10, "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" – at its highest generating approximately 4,209 additional vehicle trips during the weekday morning rush-hour. Given already high levels of traffic congestion throughout the project area, DCP and its transportation agency partners must address this issue thoroughly in the EIS, in the rezoning area, and without question, in all four station areas. Mitigation efforts such as new bus lanes, improved bikeways, and pedestrian nodes to and through all four station sites are a must.

Subway & Bus
The Metro North expansion and the access to business centers, education, and health centers is wholly welcomed here in the East Bronx. This new route, for example, will cut down Co-op city commuter's travel time to Midtown by more than half. And likewise, it will give Manhattanites the opportunity to come north in under 20 minutes to our Bronx neighborhoods to enjoy what they will soon find is the most vibrant, happening borough of them all. We must not miss out on this chance to enhance our bus infrastructure borough wide. We must be ready for our neighbors in Soundview, in Wakefield, in Kingsbridge, and in Fordham to come to our neighborhoods both for the transit connections the Metro North stations create and for the opportunities that will come through the rezoning such as jobs, entertainment, education and world-class healthcare access. An updated Bronx Bus Redesign plan is a must once the trains start funneling in come 2027. Bus lanes, fare changes for local travel, and new route designs are just a few updates that must be examined by the MTA, DOT, and DCP to ensure the Metro North expansion provides systematic and substantive opportunity and access to residents of the Bronx.

The EIS should also include the current unmet need for ADA accessibility improvements as well as platform and stairwell expansions at subway stations in the surrounding area, likely to be affected by the increase in density with the rezoning proposed. Many of the existing subway stations in and around our neighborhoods, including the stations at Parkchester and Castle Hill, do not currently have elevators or other basic ADA infrastructure. Public transit improvements should be accounted for and modeled as traffic mitigation.

Parking
The four Metro North Stations coming to the Bronx in 2027 will bring the benefit of quicker commutes to business centers in Manhattan and in neighboring cities to the north. While we are thrilled about these connections being created here in the Bronx, we are worried about the challenge of parking in the project area, due both to the added density proposed in the rezoning and the absence of parking spaces for Metro North commuter who wish to "park and ride." While we applaud the efforts of the MTA and DCP to focus squarely on transit connections, it is imperative the EIS adequately address the impact these dual changes could have on the current parking inventory in all four respective neighborhoods. DCP must engage on this issue specifically with this City Council, the respective community boards, business and community groups to address the issue of parking head-on. The concerns regarding parking have been voiced at each and every Bronx Metro North Station Area Study public meeting so far. It is a serious concern that must be further delved into in the EIS and further broached with our communities throughout the remaining planning process. By all indications, the Covid-19 Pandemic has shifted auto use in our districts, and so it is critical to gain the best possible understanding of the parking needs of our residents and incorporate necessary changes to the proposal to address those needs.

Task 17 and 19: Public Health and Construction
Now more than ever, it is imperative that construction impacts be reviewed in tandem with public health impacts. These include all unmitigated significant adverse impacts from conditions related to air quality, hazardous materials, noise, as well as transportation systems and construction staging impacts on

vehicular and pedestrian traffic. Both the Project Development Sites and Potential Development Sites must be analyzed for construction impacts to the area and additionally their impacts to public health, within the 10-year analysis period as stated by the DSOW. The geographic area for analysis must include lots that straddle the Project Area, for conservative analysis purposes. The construction study must also include impacts to subgrade water, storm, and sewage channels, unstable ground, and existing building foundations. We insist on the mitigation of such impacts wherever feasibly possible.

Recommended Additional Study areas

We are grateful for the attention that DCP has given to this study that seeks to ensure those who call the Bronx home will benefit fully from the new transit access soon to come our way. We are excited about the transit-oriented development that will be coming to Parkchester/Van Nest and Morris Park. With that said, we do believe the scope of this study comes up short in the following arenas:

- We strongly urge DCP to expand its environmental study and investigate the potential for rezoning at the additional station sites of Hunts Point and Co-op City. The station sitings in both neighborhoods are destined to change the surrounding area and flow of people in a significant manner that necessitates further land use consideration
- We ask that special attention be brought to the issue of traffic congestion, parking, and alternative modes of transportation. While the Bronx Metro-North Station Area Study project directly supports twenty-first century transit access, the service, fares, and overall programming differ from the MTA subway service that New Yorkers are accustomed to. With the added density in housing, retail, commercial, and healthcare uses, our neighborhoods will attract people from across the Bronx, each borough, and our region at-large. The Penn Access line is a key piece in a much larger transportation puzzle that must be investigated at and around the new station sites.
- A thorough study on school capacity, community centers, and senior services should be conducted for the wider Bronx region. Parkchester will continue to grow as an entertainment and commercial corridor and Morris Park is destined to become the leading life sciences hub in the city and region. The impact of this project will be far-reaching. An adequate analysis of its impact not only on the surrounding area, but on our already overcrowded schools and insufficient allotment of community services throughout the borough, must be addressed.
- City-led efforts like the Bronx Metro-North Station Area Study empower us collectively to think bigger. To think differently. As we seek to push our borough forward, we must not lose sight of the needs that exist today that we can conquer tomorrow. Along with Borough President Gibson, we see an opportunity in this rezoning proposal to address the specific needs of our communities. Below are a few key asks:
    - To fulfill the Bronx Maternal Health Consortium's mission by creating a state-of-the-art Bronx birthing center
    - Targeted housing and social services for veterans and first responders
    - Deeply affordable housing and local retail and community services at private developments directly benefiting from city-led rezoning
    - Public art and public programming within planned public spaces and parks with community input and partnership
    - Rehab the "Old Train House" at Hunts Point Station. Opportunity to connect with our rich cultural past while providing programming for our future
    - To commit to improvements at existing and future transit stations to address ADA compliance and accessibility

- To create a parking and congestion plan with community members that addresses and mitigates the concerns voiced during last four + years of community outreach conducted through the Bronx Metro-North Station Area Study process
- An investment to improve the air quality for the people of the Bronx through a greening of our sidewalks, buildings, and the Metro-North stations themselves within all four project areas

Conclusion

The proposed Bronx Metro-North Station Area Study rezoning has the potential to transform the respective Bronx communities and the Bronx for the better. If done right, the rezoning coupled with the Metro-North expansion promises to enhance access to affordable housing at diverse income ranges, facilitate investments in infrastructure and community and health institutions that keep our neighbors healthy and safe, and increase opportunities for economic prosperity. We look forward to working with the Administration to address the needs of our communities, and the entire borough in order to make this unprecedented project a true success.

Croghan, Colin

From: Aden Munassar [redacted]
Sent: Wednesday, January 18, 2023 7:11 PM
To: 23DCP065X_DL
Subject: [EXTERNAL] Bronx Metro-North Station - comments

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Hi,

I am very excited to see this process move forward and CANNOT wait for the stations to open (particularly the ones in Morris Park and Hunts POint). That said, I hope that the city takes this unique opportunity to increase the housing capacity in Morris Park around the stations. Frankly 6k units as part of all these stations isn't enough!

I grew up in Pelham Bay and went to high school in Morris Park and frequent many businesses in the neighborhood. I am continuously frustrated with the lack of affordable housing, which seems choked by the low supply. It feels like nothing gets built here, certainly not multi-family housing, bc of the zoning restrictions. It's a great neighborhood that should be open to all new yorkers, particularly those of us who grew up around here!

Thanks.

--
Aden Munassar

Croghan, Colin

From: Sangheetha [redacted]
Sent: Wednesday, January 18, 2023 10:41 PM
To: 23DCP065X_DL
Subject: [EXTERNAL] Comment on Bronx Metro-North Station Area rezoning Draft Scope of Work

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Hi,

I'm writing in response to the Draft Scope Of Work on the Bronx Metro-North Station
Study. In my opinion as an NYC resident, these new stations should be an opportunity to vastly upzone the surrounding areas, providing much needed housing (especially multi-family housing) to the city.

The areas in scope should be zoned for much higher density than the current draft plans for, and that reversing the Bloomberg-era downzonings in the area should also be considered.

Sincerely,
Sangheetha Naidu

Croghan, Colin

From: Stephen Jacob Smith [redacted]
Sent: Tuesday, January 17, 2023 6:18 PM
To: 23DCP065X_DL
Subject: [EXTERNAL] Comment on East Bronx/Metro-North rezoning

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Hi,

I was quite disappointed to see such low densities for the Metro-North rezonings. What we really need to do is reverse the Bloomberg-era downzonings. I understand that's a big political lift, so if you won't do that, then DCP really needs to be maxing out densities in the industrial/commercial areas. That C4-3 zone in particular is a real wasted opportunity. Buffer the single-family houses with 100-200 ft. of R6-equivalent zoning if you must, but you need to make up for it elsewhere – ideally some R8 district, but at LEAST an R7 one for any lots not immediately adjacent to a pristine 1- or 2-fam block. NYC is fast running out of low-density commercial/industrial land to rezone, you need to make better use of it when you do, or else there won't be anything left in a decade.

So, I'm summary: if you're not going to upzone any residential blocks to R5 or R6, then you need to get more aggressive on the industrial/commercial sites. Zoning for the density of a 5-story tenement (that's all R6A with the MIH bonus is) is not gonna cut it in 2023.

Thank you,
Stephen Smith

Croghan, Colin

From: [redacted]
Sent: Wednesday, January 18, 2023 7:17 AM
To: 23DCP065X_DL
Subject: [EXTERNAL] morris park metronorth rezoning

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Hi,

I'm a nyc resident and I would like to express the opinion that the proposed rezonings around the new metronorth stations is a missed opportunity to provide much needed new housing. R6 is too low of a density, especially since the neighborhood was already downzoned during the bloomberg administration. Your office has a once in a generation opportunity to build real, dense, transit oriented development, and I believe it is wise to take that opportunity to think big and go as far as possible with it.

Thanks,
Michael

Croghan, Colin

From: Michael Beach [redacted]
Sent: Tuesday, January 17, 2023 10:47 PM
To: 23DCP065X_DL
Subject: [EXTERNAL] Re: Draft Scope of Work

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NYC Planning,

Regarding the recent proposed changes to the zoning code in the Bronx along the Metro North line, I think the proposal is looking at entirely the wrong thing. The map is clearly trying to avoid displacing homeowners by keeping as light a footprint as possible, but how many people in Morris Park are renters, and not homeowners? *Any* rezoning along the Metro North is going to cater to commuters going to the east side of Manhattan, which means massive demand will be rerouted up to Morris Park and the surrounding neighborhoods. This is workable (and it takes the heat off of other neighborhoods like Bed Stuy in Brooklyn), but we need *real* numbers of units to soak up that demand without displacement! The entire neighborhood should see an increase in zoned capacity for apartments, with the understanding that X% of units being affordable times Y-hundred units built means that many more people that can continue to afford our city who have lived here for generations, while allowing economic opportunities to thrive citywide. The renters need more rental capacity, in order to push back against the landlords of older buildings, many of which aren't up to code! We need strong renter protections, strong affordability requirements in the Bronx, but we also need that Y-hundred more units being built, especially along this corridor that will help us keep transit running efficiently.

That Metro North corridor should be zoned the densest you can make it in the industrial belt along the tracks. From there, upzonings with strong (preferably local-favoring) affordability requirements should slope downward from that central axis of transportation, so many more young Bronxites can stay in the neighborhood of their birth without worrying about displacement. This will keep the transition to density looking natural, and help house a lot of struggling, overcrowded New Yorkers.

Don't just listen to the old guard homeowners on this. Renters and their families could benefit a lot by a big upzoning, if you do it smart. I hope you consider doing so.

Thank you for your hard work in meeting Mayor Adams's housing goals, Michael Beach

Croghan, Colin

From: Kurt Weatherford [redacted]
Sent: Tuesday, January 17, 2023 7:38 PM
To: 23DCP065X_DL
Subject: [EXTERNAL] Reverse the Bloomberg Downzoning

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Hello,

My name is Kurt and I am a New York resident severely effected by the housing crisis. I support the reversal of the Bloomberg downzoning around the new Bronx Metro-North station. The Mayor and Governor are asking suburban areas to upzone for transit oriented development, but won't do this in the city in a reasonable way. If the downzoning is not reversed, R8 zones are at least needed in the subject area (not R6 and 7).

Thank you,
Kurt Weatherford

Croghan, Colin

From: Darryl Granger [redacted]
Sent: Wednesday, January 18, 2023 6:53 PM
To: 23DCP065X_DL
Subject: [EXTERNAL] Strongly favor increasing density

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The key to having successful public transit is having the density around stations to support ridership.

Please consider an abundant housing option.

Darryl Granger

Sent from my iPhone

Croghan, Colin

From: Nick A. [redacted]
Sent: Wednesday, January 18, 2023 4:55 PM
To: 23DCP065X_DL
Subject: [EXTERNAL] Support for BMNS upzoning

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Hello,

I'm pleased to see that a rezoning process is occuring in step with the development of Bronx Metro North Penn Station Access. I would like to show my support for more aggressive upzonings considering the housing affordability crisis and the desire for more jobs and amenities locally. The proposals so far seem too timid considering the money being invested and the timelines involved.

The proposed Hunts Point station is already rich in public transportation options and a Metro North station provides yet another. There is a rapid transit station adjacent, and another a short walk away with two additional lines. Several bus lines are located in close proximity. **The blocks surrounding this station should receive very robust zoning with high rise towers similar to Court Square allowed on Southern Boulevard, Bruckner Boulevard, and Garrison Avenue for example.** This community is a very central, core destination. This is a natural downtown district in the Bronx.

The proposed Parkchester station will be located in another transit-rich area. There are two rapid transit stations within a reasonable walk and numerous bus lines. The area is currently under-zoned, particularly the area to the west of the Parkchester housing complex. It doesn't make sense to exclude this area from a more robust upzoning now considering how long these processes take. The Van Nest community to the north of the proposed station should also be upzoned. White Plains Road in particular, farther from the station, could support much larger buildings versus the current inventory that exists. **White Plains Road should receive as much attention for upzoning as East Tremont Avenue, if not more.** Especially between at least Westchester Avenue and Morris Park Avenue. Contextual zoning is proposed for much of East Tremont Avenue when much larger buildings can be supported.

The proposed Morris Park station is located beyond a reasonable walk from rapid transit and the existing layout of superblocks makes traversing the area on foot difficult. The city should work with the existing institutions to find ways to improve walkability beyond the stations within the boundaries of the privatized superblocks.

The immediate area surrounding the proposed Co-op City station should also receive an upzoning adjacent to the station. This area is beyond a reasonable walk from a subway station and is comparatively the least connected via public transportation. However the Metro North station will become a bustling destination once opened and provides more opportunity for housing near rail based public transit. There are smaller existing buildings who's owners may want to sell or redevelop and where much larger buildings could be constructed adjacent to the station. This could also facilitate useful ground floor commercial space close to the entrances of the station.

Thanks for the current efforts and please consider more aggressive upzonings.

Best regards,
Nicholas Acabeo

Croghan, Colin

From: Salvatore Franchino [redacted]
Sent: Thursday, January 19, 2023 8:58 AM
To: 23DCP065X_DL
Subject: [EXTERNAL] Written Testimony Supporting Housing Density Along Metro North

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Hello,

I support rezoning Morris Park, and all neighborhoods alongside existing and future Metro North stations in the City. However I believe more density than the current proposal is required, and that the Bloomberg-era 2005/2006 downzoning should be reversed. Restricting development to one or two family homes alongside a train station is shortsighted, and only benefits the net worth of privileged homeowners. Please reverse the downzoning, and go further, so we can legalize more homes.

Several walkable areas adjacent to the Metro North station are not in the rezoning area. They should be included; we should not squander the opportunity to build more transit-oriented homes! And given that plenty of 12-story buildings exist in Parkchester, the rezoning in Morris Park should allow density at R8 or higher. If we are the city of YES, let's think BIG. Expand the rezoning area and up the density please!

I moved to New York in 2010 and have been a renter the entire time (except when living in dorms as a college student). I have firsthand experience with the burdens of high rent and the struggles of living with subpar roommates. It makes saving up to buy an apartment all the more difficult. These struggles led me to join the grassroots advocacy group Open NY, where we advocate for evidence-based solutions to the housing crisis. Central to the solution is more supply, especially near transit. This is a perfect opportunity to take steps towards alleviating our dire housing shortage, so let's make New York open to all who want to live here.

Regards,

Salvatore Franchino

Croghan, Colin

From: [redacted]
Sent: Saturday, January 14, 2023 10:47 AM
To: 23DCP065X_DL
Subject: [EXTERNAL] Armando "AJ" Ramos - January 9th, 2023: EARD Scoping Meeting - Bronx MetroNorth Written Testimony

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Please leave some room for - and encourage – rollerblading and other modes of transportation (to and from these stations and corridors). Some residents enjoy active, Green, and/or car-free lifestyles and don't rely on cars to move around – especially for those last few miles from the train stations to home/work/play and as such should NOT be forced to walk or cab it back - due to bumpy roads and inaccessible public spaces - for those of us on "wheels". Think ADA accessibility, families with baby carriages, wheelchairs, bikes, mobility scooters, Roller Skates, Roller Blades, and Skateboards. As these people can easily get off their bikes or skates and shop or hang out locally - as opposed to cars searching for parking, idling, double parking or just continuing to their intended destinations – please incorporate them and not the drivers into these designs and public spaces.

- Armando "AJ" Ramos

Croghan, Colin

From: Jenell Brown [redacted]
Sent: Wednesday, January 11, 2023 5:03 PM
To: 23DCP065X_DL
Subject: [EXTERNAL] Bronx Metro North Supporter

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I am writing in support of the Bronx Metro North Project. I am an Open New York supporter. We cannot fix the city's housing crisis without building more homes, and every neighborhood must do its part – especially neighborhoods that are benefiting from billions of dollars in new transit investments. We need this project!

Thank you
Jenell Brown-Betances

Croghan, Colin

From: Paley, Robert <Robert.Paley@mtacd.org>
Sent: Tuesday, January 17, 2023 11:32 AM
To: 23DCP065X_DL
Cc: Edith Hsu-Chen (DCP); Michael Kavalar (DCP); Torres-Springer, Jamie; Fitzpatrick, Sean; Roberts, Nicholas; Pietrus, Matthew; Cuenca, Fredericka; Hollander, Robyn; Schwartz, William; Wurwarg, Jessica
Subject: [EXTERNAL] MTA comments on Bronx Metro-North Station Study Draft Scope of Work
Attachments: MTA Comments _MNR Station Study_ DSoW 1-17-23.pdf

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Please find attached MTA's comments on the referenced draft scope of work. We appreciate the opportunity to comment.

Robert Paley
Senior Director, Transit-Oriented Development
Metropolitan Transportation Authority
2 Broadway, 4th floor
New York, NY 10004

(212)878-7205
(347)266-1957
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New York, NY 10004
212 878-7000 Tel

Metropolitan Transportation Authority
State of New York

MTA Comments on Bronx Metro-North Station Study Draft Scope of Work

The Metropolitan Transportation Authority submits these comments on the Bronx Metro-North Station Study Draft Scope of Work for an Environmental Impact Statement, dated December 8, 2022 (the "Draft Scope"), particularly with respect to the area immediately surrounding the planned Morris Park Metro-North station.

Metro-North Penn Station Access is a transformative project that will bring world-class transit access to the East Bronx. The project will create four fully accessible stations at Hunts Point, Parkchester/Van Nest, Morris Park, and Co-op City for service along Metro-North's New Haven Line, with fast, direct access to Penn Station and to points north in Westchester and Connecticut. The project will use the existing Amtrak-owned Hell Gate Line through the Bronx to connect long underserved communities to the region and to each other. It is a generational investment in equity and mobility in the Bronx.

The Department of City Planning's ("DCP") Bronx Metro-North Station Study builds on that investment, using zoning, land use, and other neighborhood planning tools to ensure that neighboring communities see the most benefit from the incoming stations. The MTA is eager to collaborate with the City to advance this goal. The positive impact Penn Station Access will have on the East Bronx will only be magnified by the kind of thoughtful and community-driven planning DCP has undertaken. This is especially as it relates to transit-oriented development that will allow more residents from the East Bronx and throughout the New York metro region to take advantage of the new connectivity the Metro-North stations will provide to access housing, jobs, education, medical care, and more.

Drawing on the expertise of the MTA's Transit-Oriented Development group within MTA Construction & Development in facilitating vibrant and accessible neighborhood development near MTA facilities, these comments are intended to support the goals laid out by DCP and that the MTA has heard in our discussions with local community stakeholders. By participating in DCP's robust community planning process, we hope to contribute to the refinement and development of the zoning framework so that the MTA's transit investment has the maximum impact.

Parkchester / Van Nest Station

The MTA is excited to bring increased mobility and equity to the residents of the Parkchester and Van Nest neighborhoods in the Bronx. DCP's well-planned and thoughtful proposal, which is guided by significant community input, will provide a zoning framework to support appropriate and needed transit-oriented development. We believe that DCP's proposed land use actions around this station will result in mixed-use development that will create job opportunities and active uses on underutilized land, badly needed residential development that will help address New York City's housing crisis, and improvements to the streetscape that will provide better connections to not only the new station, but throughout the neighborhood. The MTA believes that this proposal will lay the groundwork to achieve important land use goals around the Parkchester/ Van Nest Station.

Morris Park Station

Morris Park Station, a centerpiece of the MTA's Penn Station Access project, will significantly improve regional access to this important jobs center in the Bronx. We support the DCP's vision for this new station as an opportunity to implement zoning changes that would 1) grow these critical jobs, and 2) improve the public realm around the station to better connect it to the surrounding community. The goal of generating jobs can best be achieved through special zoning rules that focus on sites closest to the station to ensure

that resulting developments accommodate commercial office, medical office, healthcare, and life-sciences uses. The goal of better connecting the station to the surrounding area would be achieved through public realm improvements including a public plaza, safe and convenient pedestrian connections and associated neighborhood and commuter-serving retail opportunities. The recommendations outlined below are designed to achieve the goals of transit-oriented development with appropriate land uses, densities, and public realm improvements. While some of these recommendations seem prescriptive, we intend them to be a starting point to describe a possible approach to achieving these shared goals and to help begin discussion with DCP, property owners in the affected area, local elected officials, and residents.

Proposed Zoning Concepts

DCP's rezoning proposal outlined in the Draft Scope would likely result in primarily residential development in the area immediately surrounding the proposed Morris Park Metro-North station. The area immediately west of the proposed Morris Park Metro-North station would be mapped as a C4-4 commercial district, but with a higher residential district equivalent (R8) than the typical R7-2 residence district equivalent. The area proposed to be mapped as C4-4, bounded by Bassett Avenue, Eastchester Road, and Wilkinson Avenue, would be made a Mandatory Inclusionary Housing (MIH) area.

While housing is certainly a key goal and one the Plan is right to prioritize across the neighborhoods, in the immediate vicinity of the station a more job-centric mix of uses merits consideration. Set forth below are proposed zoning tools that would encourage a greater job density to maximize the benefit of the new station, along with other measures to encourage a vibrant and active streetscape for residents and visitors using the new station.

1. Morris Park Station Subdistrict

To achieve the station area goals, within the proposed Special District MTA recommends inclusion of the Special Morris Park Station Subdistrict (the "Subdistrict") to establish special use, bulk, and parking regulations to lots in the immediate vicinity of the proposed Morris Park Station. As shown on the attached map (Figure 1), the Subdistrict would consist of Block 4209 bound by Bassett Avenue to the east, Loomis Street to the south, Eastchester Road to the west, and a line approximately 450 feet to the north of the centerline of Morris Park Avenue. The proposed Morris Park Station Subdistrict could include:

a. special ground floor use regulations to promote active uses fronting on, and leading to the plaza,
b. reduced residential FAR and increased non-residential FARs to prioritize the development of non-residential uses that would grow jobs,
c. a mechanism by which permitted non-residential FAR on larger sites may be further increased where a contribution has been made to a Public Realm Improvement Fund that would fund transit-related streetscape improvements in and around the station (the "Transit PRIF"), and
d. modified parking requirements to promote the development of buildings compatible with newly created rail service.

Each of these tools is discussed briefly below.

2. Permitted Uses

A vibrant and active streetscape is key to placemaking around a new transit station. Consistent with DCP's stated objective of creating opportunity for retail uses where appropriate, we recommend the establishment of active ground floor use requirements to a depth of 30 feet from the street line throughout the Subdistrict. Uses permitted on the ground floor could be further limited to a pre-determined mix of active uses that are best suited to enliven the Morris Park Station Plaza and serve the commuter population and growing number

of office workers. Recent examples of such fine-tuning of permitted uses for ground floor activation can be found in the Special Gowanus District (See ZR § 139-12) and the Special Willets Point District (See ZR § 124-14(a)).

3. Floor Area Ratio

Achieving the right mix of uses in the immediate vicinity of the Morris Park station is important to maximizing the benefit of the station, especially given the potential for job-dense uses that build on the existing medical and life sciences agglomeration in the Morris Park area.

The proposal identified in the Draft Scope proposes that the standard C4-4 district FAR regulations be modified to include a maximum of 4.0 FAR for commercial use, a maximum of 6.5 FAR for community facility use and a maximum residential FAR with MIH of 7.2. DCP's proposed density modifications would likely significantly favor residential development over non-residential development, limiting important job growth immediately adjacent to the station.

To target more directly the creation of opportunities for office development and job creation within the Subdistrict, we recommend that the maximum FARs among permitted uses are calibrated to emphasize more deliberately commercial and community facility use and to de-emphasize residential use. Accordingly, we propose a base FAR of 4.0 for all uses, with increases available based on use, lot size, and zoning bonus through the contribution to the PRIF.

Commercial and community facility use on sites that satisfy a minimum lot area would be subject to a maximum FAR of 8.5. In addition, like what is proposed in the Draft Scope for the Parkchester/Van Nest station, we propose establishing a floor area bonus for large sites providing public real improvements near the Morris Park Station. At the Morris Park Station, the maximum FAR for commercial and community facility uses on such larger sites could be increased to a maximum FAR of up to 10.5 through the utilization of the PRIF bonus, which would require a contribution to the Transit PRIF based on a price per square foot of bonus floor area, as set by the chairperson of the City Planning Commission. While the Subdistrict is obviously not comparable to the density and scale of business districts in Midtown Manhattan, examples of similar floor area bonus mechanisms can be found in the Vanderbilt Corridor Subarea in the East Midtown regulations of the Special Midtown District (ZR § 81-63), the Special Hudson Yards District (ZR § 93-31), and other high-density special districts throughout the City.

Suggested Maximum Floor Area Ratios in the Subdistrict

	R FAR (MIH)	C FAR	CF FAR	Total Permitted FAR
Small Sites	4.0	4.0	4.0	4.0
Large Sites	4.0	8.5	8.5	8.5
Large Sites, With PRIF Bonus Maximized	4.0	10.5[1]	10.5	10.5
Maximum PRIF Bonus	N/A	2.0	2.0	2.0

Allowing increases in non-residential density for large sites would encourage assemblages that can accommodate the larger floorplates that are necessary for both office and life science buildings, which are the uses mostly likely to drive economic development and job generation in the Subdistrict. A similar site

[1] We note that commercial uses located in close proximity to a transit hub have a lower vehicular trip generation rate than commercial uses located at a distance from transit. For the purpose of environmental analysis, it may be appropriate to adjust trip generation assumptions accordingly.

assemblage provision exists in the Special Willets Point District. *See* ZR § 124-21. To avoid property owners with no intention of developing a large floorplate building merging with an adjacent lot solely for the purpose of qualifying as a large site, a minimum development floorplate size could be established to access the 8.5 FAR for non-residential uses.

4. Height and Setback

To further ensure the type of development that would maximize the benefit of the Morris Park station, height and setback regulations should be adjusted to ensure they are compatible with the needs of jobs-dense medical and life sciences facilities or offices and incentivize such development.

As described in the Draft Scope, the proposed C4-4 zoning would make all buildings (including non-residential buildings) subject to the height and setback regulations of MIH for Quality Housing buildings (ZR § 23-664). The R8 MIH for Quality Housing height and setback envelope provides for a base height between 60 and 105 feet and a maximum building height of 140 feet (145 feet where a qualifying ground floor is provided).

In the Subdistrict, for small sites that are limited to a total FAR of 4.0, buildings should be made subject to the permitted height and setback envelope for R7A districts. This envelope provides for a base height of between 40 and 75 feet and a maximum building height of 90 feet (95 feet where a qualifying ground floor is provided). The R7A contextual district is designed to accommodate 4.0 FAR.

For non-residential and mixed buildings subject to the increased maximum FAR of 8.5 for larger sites, such buildings should be made subject to the permitted height and setback envelope for MIH buildings on wide streets in R9A districts. The R9A MIH contextual envelope was designed to accommodate 8.5 FAR developments. This envelope provides for a base height of between 60 and 125 feet and a maximum building height of 160 feet (165 feet where a qualifying ground floor is provided).

For non-residential and mixed buildings on large sites that utilize the Transit PRIF bonus to increase the maximum total FAR up to 10.5, such buildings should be made subject to the permitted height and setback envelope for MIH buildings on narrow streets in R9X districts. This envelope provides for a base height of between 60 and 145 feet and a maximum building height of 190 feet (195 feet where a qualifying ground floor is provided).

We also suggest that special height and setback regulations be established for developments with frontage on the proposed Morris Park Station Plaza to maintain sight lines and view corridors between the station and the surrounding area, in particular Eastchester Road. Such regulations could include the establishment of streetwall setbacks adjacent to the plaza and low (e.g., two-story) maximum base heights for portions of buildings fronting on the plaza. Such measures would ensure adequate light to the plaza and minimize shadows from surrounding developments. Street widening areas would enhance opportunities for active programming within the plaza, allowing for outdoor restaurant seating or the open sale of goods by licensed vendors, without compromising the plaza's pedestrian circulation.

5. Accessory Off-Street Parking

Because the proposed Subdistrict is intended to encourage transit–oriented development in close proximity to a new rail station, we recommend that no accessory off-street parking be required. Further, to discourage the development of parking facilities in close proximity to the plaza station and instead encourage new commercial and community facility development, we recommend reducing the amount of permitted accessory parking and prohibiting public parking garages.

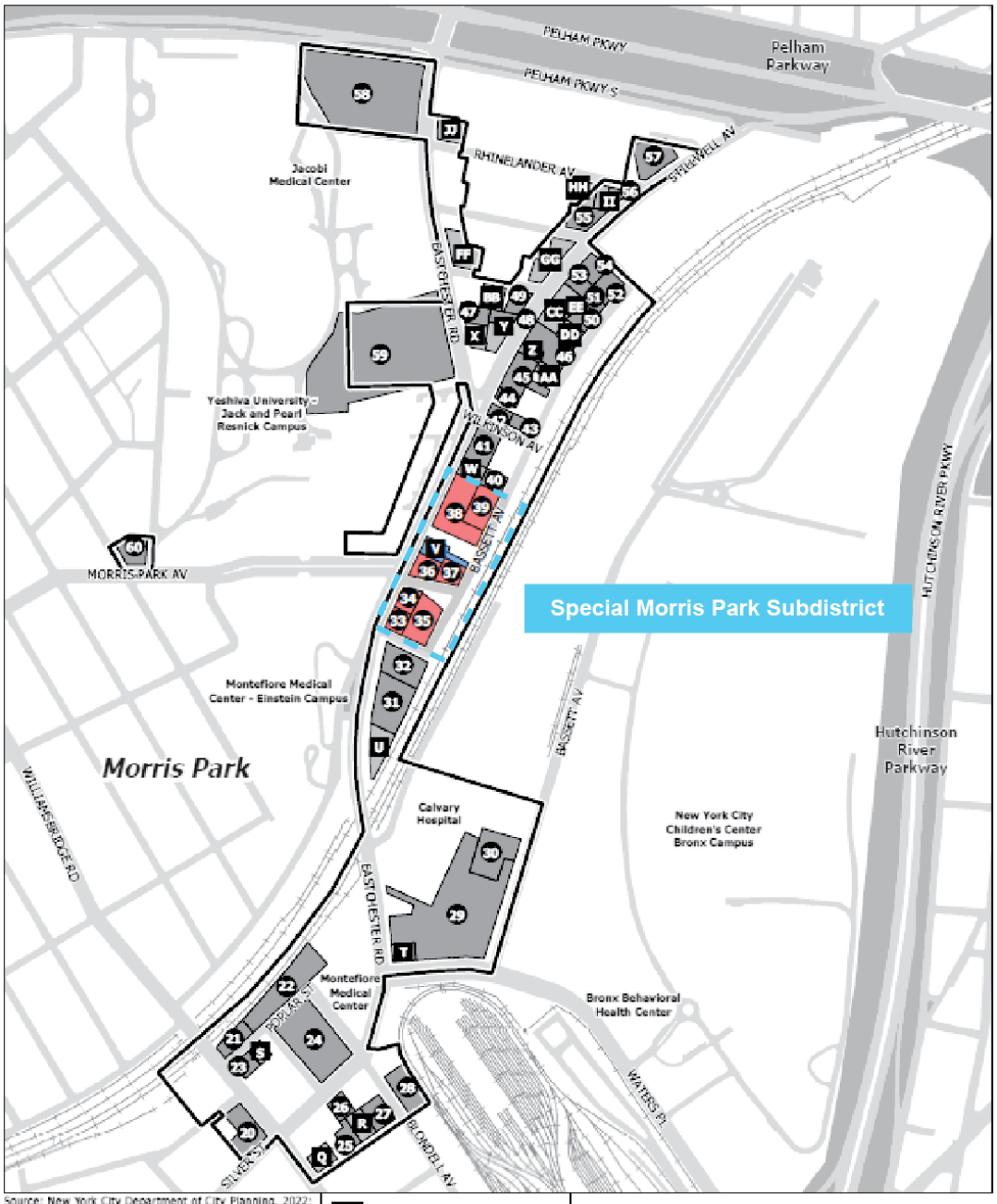
6. Street Mapping Actions

The Draft Scope describes a City Map amendment to map Block 4209, Lots 10 and 70 (the "triangle property") adjacent to the plaza "to facilitate pedestrian access to the Morris Park Station." We support actions that would result in improved access to the Morris Park Station and want to ensure that any proposed actions are coordinated with parties interested in this property.

The proposed Morris Park Avenue Plaza can be created as a pedestrianized mapped street, closed to vehicular traffic, and designed in consultation with DOT to meet the needs of the new station and Subdistrict. The construction of the plaza could be funded through public sources in the form of private contributions to the Transit PRIF.

The triangle property at what would be the southeast corner of the plaza remains a potential option for a landing spot for the western base of the new pedestrian bridge from the new Morris Park Station. However, we believe that mapping it as a street is not the most effective way of securing this opportunity given conversations with interested private parties. Rather, we suggest achieving this through the creation of a mechanism permitting MTA to take an easement for station access on the triangle property similar to the easements provided for in Zoning for Accessibility (ZR § 66-00 *et seq.*) and the Special Transit Land Use District (ZR § 95-00 *et seq.*).

Figure 1: Proposed Special Morris Park Subdistrict Boundaries



Croghan, Colin

From: Joseph Sanderson [redacted]
Sent: Friday, December 9, 2022 9:36 AM
To: 23DCP065X_DL
Subject: [EXTERNAL] Support As Much Housing As Possible, Plus Metro-North Fare Integration

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I strongly support the proposal to build thousands of new homes in conjunction with Penn Station Access. The City faces a huge housing crisis, and should zone for as many homes as feasible within the new Metro-North corridor.

In particular, the City should strongly consider a basic principle that the types of densities associated with, say, Washington Heights, Inwood, and much of the South Bronx should be permitted as of right throughout a half mile radius around new stations, provided a certain affordability threshold is met. In addition to enhancing the value of existing homeowners' properties through more valuable development rights, this will allow thousands of new units quickly and without undue permitting delays. The City should also consider ways to convert surface parking lots in the Bronx to housing.

To ensure real transit accessibility, the City should work with the MTA to ensure that Metro-North rides entirely within the City are subject to the same fares as subway rides, with free transfers to the subway. Tax increment financing for the area around the new stations is a great way to fund this and to ensure low headways for the new stations and effective use of subway-mainline rail connections.

Croghan, Colin

From: Evan Walke [redacted]
Sent: Thursday, January 5, 2023 2:20 PM
To: 23DCP065X_DL
Cc: Michael Kavalar (DCP)
Subject: [EXTERNAL] Testimony for January Bronx Metro-North Scoping Meeting

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Dear Scoping Committee,
We are submitting testimony in advance of Monday's scoping meeting. We own the stop & shop property at 1685 Eastchester Road. As discussed with Michael on a walkthrough we do not want a sidewalk cut into our property at this time as it would impact our ability to operate effectively. Thanks for your understanding.

Evan Walke | Portfolio Manager
Madison International Realty

[redacted]

New York | London | Frankfurt | Amsterdam | Luxembourg

For more information visit www.madisonint.com. Please review our Electronic Communication Disclosure (www.madisonint.com/email-notice) that may apply to the contents of this e-mail. For information on the processing of personal data, click here.

The above-mentioned industry award was received by Madison for the 2021 annual year. The award is presented by Private Equity Real Estate Publication ('PERE") and based on independent voting participation by industry individuals. Madison officially received its 2021 award on March 1, 2022. There was no cash or non-cash compensation provided to participants in exchange for their vote. This is not an endorsement of Madison by any of the above referenced organizations.

Croghan, Colin

From: [redacted]
Sent: Monday, January 9, 2023 12:31 AM
To: 23DCP065X_DL
Subject: [EXTERNAL] JANUARY 9, 2023 – SCOPING MEETING 2PM – STATEMENT AND QUESTIONS
Attachments: BFerrara–Statement–MetroNorth Scoping 1.9.23.pdf

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Hello,

Please see attached my written comments and questions.

Thank you.

Bernadette Ferrara
President, Van Nest Neighborhood Alliance
www.facebook.com/VanNestNeighborhoodAlliance
Community Board 11 Boardmember

Croghan, Colin

From: Jarasia [redacted]
Sent: Monday, January 9, 2023 11:35 AM
To: 23DCP065X_DL
Subject: [EXTERNAL] Parkchester Metro North

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Good Day,

Parkchester Metro North Station needs a dedicated parking lot of its own. It is difficult in general to park in the area. I was on the evening session on December 13th and granted the rezoning provides parking for the new buildings being built but does not help with the parking situation. Traffic enforcement do not care and will look to fine people. It takes me a while to find parking in general.

Also, since we are within the City limits will the price be the same as taking the subway (transit) and bus (currently $2.75) which MTA wants to raise.

Walking tour for improving around the Metro North around? What does this mean? Will MTA clean on a daily, weekly basis around the around. I have heard in some parts in the CIty that they do not do that and they have some dispute between them and DOT on who cleans up, We can not have this. The Bronx needs MTA to clean up on a regular basis and we the people in the Bronx should not under no circumstances get ticketed. People should not litter in the first place.

Thank you.
Jarasia WIlson

Croghan, Colin

From: Luke Szabados [redacted]
Sent: Monday, January 9, 2023 1:31 PM
To: 23DCP065X_DL
Subject: [EXTERNAL] Connect Communities at Co-Op City Station | Study and Build Addtl. Pedestrian Access
Attachments: co-op mta design.PNG; co-op mta design with annotation.PNG; co-op mta design with annotation v2 pathway under existing Hutch Overpass.PNG; capture_2321353953852-1.png; Directions from Health Facility to new Co-Op City Station.PNG; 54th Street Pedestrian Bridge.PNG

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Hello,

DCP, the MTA and our elected officials have an opportunity to dramatically expand access in your districts to the planned Co-Op City Station in the Bronx. Currently the design for the Co-Op City Station is limited to access via Erskine Place, as illustrated in the attached MTA draft design document. Erskine Place, however, is confined and isolated by a snarl of interstate highways. Alongside one of those highways the Hutchinson River Parkway, a community of residents lives just steps from this proposed new station. The only thing preventing them from accessing the new station is a pedestrian bridge, tunnel or safe path to navigate over, under or around the Hutch.

One of the stated goals of the Penn Station Access program is to expand access to sustainable transportation in the region and to connect communities. By bridging the highway or building a walking path underneath the Hutch as illustrated in red on the attached annotated versions of the MTA's draft design, we can ensure that this station remains accessible to the wider community, such as commuters from Gun Hill Road and those who live just north of Pelham Parkway.

At this stage in the process, where much design has already been underway, we need to recognize the unique opportunity that we have to rally together and call upon the State to study and include in their plans additional pedestrian accessibility options for these communities that have historically been separated by highways and the inequities of transportation planning.

According to NYC's Population Fact Finder, over 2,250 residents live in census tracts within 0.5 miles northwest of the proposed station, including a nursing home facility (Kings Harbor Multicare Center) at 2000 East Gun Hill Road. If a nurse who works for this facility wanted to take the Metro-North to get home to Hunts Point or New Rochelle for example, they would have to navigate a 2.5 mile detour via Bartow Road in order to get to a station located only a few hundred feet as the crow flies. This is unacceptable.

The proposed type of construction project is not unprecedented. The NYC Economic Development Corporation is currently finalizing construction of a pedestrian bridge across the FDR in Midtown at East 54th Street and Sutton Place South. Here is a direct link to a project video showing how engineers installed a precast pedestrian bridge overnight across the FDR highway. If we can build it in Manhattan, we can build it in the Bronx.

Please join me in calling on our municipal agencies to seize this moment to maximize the connective potential of this long lasting, transportation initiative.

Thank you,

Luke Szabados
[redacted]

Croghan, Colin

From: ronnie colangelo [redacted]
Sent: Monday, January 9, 2023 2:16 PM
To: 23DCP065X_DL
Subject: [EXTERNAL] Why

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Why is there such a short
time to discuss this
Why in the middle of day
Why no hearing at the rotunda at Jacobi
More politics as usual

Sent from my iPhone

Croghan, Colin

From: Caneese Betances [redacted]
Sent: Monday, January 9, 2023 2:51 PM
To: 23DCP065X_DL
Subject: [EXTERNAL] Metro north project

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I am writing in support of the Bronx metro north project. I am in New York supporter. I am a resident We need more opportunities like this. Thank you for taking the time out. Have a great day.

--

Caneese Betances
Administrative Assistant
Young Excellence Society Inc.
[redacted]

Croghan, Colin

From: Caneese Betances [redacted]
Sent: Monday, January 9, 2023 3:00 PM
To: 23DCP065X_DL
Subject: [EXTERNAL] Metro north project

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I am writing in support of the Bronx metro north project. i am an open NY supporter we need this project.

Croghan, Colin

From: Caneese Betances [redacted]
Sent: Monday, January 9, 2023 3:02 PM
To: 23DCP065X_DL
Subject: [EXTERNAL] Metro North

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I am writing in support of the Bronx Metro North Project. I am an Open New York supporter. I am a Bronx resident. New York is in a dire housing crisis, and the new Metro-North stations in the Bronx create a once-in-a-generation opportunity to bring smart, sustainable, and transit-oriented housing to multiple neighborhoods in New York City. These stations will provide rapid transit service to the country's biggest job and entertainment center and fast transit options to Connecticut and the entire Northeast Corridor.

--

Caneese Betances
Administrative Assistant
Young Excellence Society Inc.
[redacted]

Croghan, Colin

From: [redacted]
Sent: Tuesday, January 10, 2023 1:48 PM
To: 23DCP065X_DL
Subject: [EXTERNAL] Bronx Metro Project

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I am writing in support of the Bronx Metro North Project. I am an Open New York supporter. We cannot fix the city's housing crisis without building more homes, and every neighborhood must do its part – especially neighborhoods that are benefiting from billions of dollars in new transit investments. We need this project!

Sent from my iPhone

Croghan, Colin

From: Matthew Chin [redacted]
Sent: Tuesday, January 10, 2023 10:52 AM
To: 23DCP065X_DL
Subject: [EXTERNAL] Comments on scoping/followup to Bronx CB11 meeting

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Hello,

I attended the CB11 meeting regarding the new Morris Park and Parkchester Metro North stations on January 9th; there were many comments from the attendees regarding a lack of parking. In case that swayed the planners, I am writing to tell you the opposite - DO NOT add new parking to the plans for any of these stations.

The streets in this region are already unsafe for pedestrians, bikers, and e-scooter use. Drivers speed down the Morris Park Ave/Eastchester Road region, and East Tremont is even less safe. The plans to increase the bike infrastructure in the area are already behind schedule, and those were supposed to happen when the e-scooters were piloted. Stillwell Ave, which mostly has auto shops, is full of parked cars and people driving through, and it's easily one of the worst streets in this entire city. Bringing in new parking will extend that problem down into the new stations, wasting the limited space available as well as any effort going into the pedestrian improvements to the region.

Instead of adding parking,
- REMOVE MINIMUM PARKING REQUIREMENTS FOR EVERY AREA BEING REZONED. Do not encourage the development of underground parking lots, and definitely do not encourage new on-street parking development.
- ALLOW EVERY REZONED REGION TO BUILD HOUSING, so that people can live within walking distance of the stations instead of driving
- Create dedicated bus lanes for all buses within range of the stations, because most Bronx commuters will be arriving by bus
- Expand the bike network in the region, and from the stations to other existing transit and commercial hotspots
- Expand the Citibike network to the region, and build bike parking and e-scooter docking at the stations for non-Citibike users

Overall, the zoning changes are in the right direction. Some other suggestions:
- EXPAND THE REZONED REGIONS: Why is there a region between the Parkchester zone and the Morris Park zone that isn't being rezoned? Why are the massive parking lots on the east side of the Morris Park station and north of the Parkchester station excluded? Including these regions and permitting them to build mixed-use developments and medium-density housing should be simple to include.
- PERMIT MULTI-FAMILY HOUSING TO BE BUILT THROUGHOUT THE ENTIRE MORRIS PARK, PARKCHESTER, AND VAN NEST REGIONS: Areas zoned for single family housing (I believe these are your R3X and R4X designations) should be rezoned to allow duplexes, triplexes and quad-plexes in addition to single-family homes, and should not have minimum parking requirements. This "Missing Middle" housing will increase housing availability without changing the character of more residential areas.
- Provide space and support for new greenmarkets, green carts, and grocery stores
- Support the creation of healthier and more varied restaurants in the area
- Add trees and pedestrian islands in the East Tremont area

- Promote the development of local shops, so the new developments aren't all McDonalds/Applebees/whatever

This whole thing is a huge chance for the Bronx to finally get a bit of the infrastructure it deserves, and to reduce car dependency in the wake of climate change and general biosphere endangerment. Do not let a bunch of entitled community board members derail this.

Matthew

Croghan, Colin

From: Camelia Tepelus [redacted]
Sent: Tuesday, January 10, 2023 11:38 AM
To: 23DCP065X_DL
Cc: Michael Kavalar (DCP)
Subject: [EXTERNAL] MPBID submission/Metro North Scoping Meeting Jan 9, 2023
Attachments: MPBID Submission to DCP-reg Metro North.pdf

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Good morning Ms Shelloe,
thank you and the DCP team for the opportunity to provide testimony yesterday afternoon regarding the forthcoming Metro North expansion project including the Morris Park station.

Morris Park BID is very supportive of the project. I hope this came across clearly on the call, even though I was not in the best logistical circumstances, and the clock ticking on the screen always makes these testimonies a bit nerve wracking.

Included attached is a written testimony explaining hopefully a bit better the issues raised from the MPBID perspective, notably the **importance of the forthcoming "Morris Park Plaza"** as new**, much needed entryway and access into the neighborhood, and particularly to the Morris Park Avenue commercial corridor.** The document includes our specific questions regarding the plaza management, maintenance and year-round operational needs - along with our suggestion to convene a conversation of the large institutional partners surrounding the station, on this matter.

Once again, we appreciate very much the DCP sustained efforts to engage the community into the planning process, and will continue using our organizational reach, communications and social media to keep the Morris Park Avenue BID constituents and membership informed of the developments on this exciting, transformative project for the Bronx.
Thank you,
Camelia Tepelus

Dr. Camelia Tepelus, Executive Director
Morris Park Business Improvement District
[redacted]

Email: ed.morrisparkbid@gmail.com
morrisparkbid.org
Twitter: @morrisparkbid; Facebook: @BIDmorrispark Instagram: @morrisparkbid

BRONX BOROUGH PRESIDENT VANESSA L. GIBSON

January 24, 2023

Re: Metro-North Public Scoping Recommendation

Dear City Planning Chair Garodnick and DCP Team,

After years of hard work, Metro-North service will be coming to underserved parts of The Bronx, and I am excited to see how the addition of these four new Metro-North stations will benefit Bronx residents. With work on these new stations already having begun, we must now create opportunities around these stations. This transit-oriented development approach will help these neighborhoods grow through a comprehensive reimagining of the zoning.

The new stations, located at Co-op City, Morris Park, Parkchester/Van Nest, and Hunts Point, will provide benefits to over 500,000 Bronx residents that live within one mile of these stations. The stations will provide these neighborhoods with new direct access to Penn Station, Westchester County, and Connecticut with service that will begin in 2027.

As there are land use changes proposed only for the Morris Park and Parkchester/Van Nest stations, I will focus my testimony on those stations. Through the proposed rezoning, text amendments including the creation of the Special Bronx Metro-North District and adding Mandatory Inclusionary Housing (MIH), City Map Amendments, and Disposition of City-Owned property, the draft EIS noted that 18 of the 19 technical chapters may have a significant adverse impact.

The proposals for the Morris Park and Parkchester/Van Nest stations, which are approximately 1.25 miles from one another, will create an increase of nearly 6,000 new units of housing, approximately 540,000 square feet of commercial and retail uses, and 973,000 square feet of community facility space. This will add approximately 16,200 new residents and nearly 7,000 new workers to these two station areas.

Based on this growth, I want to flag several key technical chapters that need to be addressed. This includes ensuring the infrastructure can sustain this increase of population, most notably verifying whether the water, sewer, sanitation, and energy infrastructure systems are all able to support this increased density.

While this is a transit-oriented development project, there will still be an increase in traffic to these areas, and I need to understand how traffic impacts can be mitigated, that parking demands will not create undue hardships, and ensure the streets are safe for all modes of transportation. Will there be a new connection from Marconi Street to Pelham Parkway that will help to alleviate the proposed traffic? How will urban design elements be incorporated to ensure pedestrians, bicyclists, and motorists can all co-exist safely on the city's streets?

How will health issues be mitigated, such as pollution, air quality, greenhouse gas emissions, and noise to ensure people can live in a safe and healthy community? It is also important that new open spaces be created and as many trees as possible are planted, especially on sidewalks and other public spaces.

Finally, I want to ensure that new community facilities are built that can provide support for these neighborhoods, including support for new schools and daycares. Public health is key to ensuring a community can thrive, so new public playgrounds and recreational centers will be needed to provide families with these opportunities.

Overall, I am very excited for these four new stations as they will be transformative for The Bronx. They will create new housing opportunities with a requirement for permanently affordability housing, will provide new economic opportunities, and will support existing businesses and residents with new transportation options, speeding up their commutes or opening up new employment opportunities.

Sincerely,

Vanessa L. Gibson
Bronx Borough President

Appendix 10

List of Blocks and Lots Included in the Proposed Actions

Block	Lots
3919	25 (p/o), 27 (p/o), 31, 34 (p/o), 36 (p/o), 37 (p/o)
3924	1, 6 (p/o)
3925	1, 6, 9
3926	1
3927	1, 8 (p/o), 27 (p/o)
3943	205, 207, 209, 7501 (p/o)
3944	7501 (p/o)
3952	1, 7, 8, 17, 23
3997	30 (p/o), 34, 38, 39 (p/o), 40 (p/o), 41 (p/o), 42, 43, 44, 45, 50 (p/o)
3998	10 (p/o), 18, 22, 29 (p/o)
3999	32 (p/o), 43 (p/o), 45 (p/o)
4001	15 (p/o), 16 (p/o), 17 (p/o), 20, 21 (p/o), 22, 23 (p/o), 26 (p/o), 28, 29, 30 (p/o), 31 (p/o), 50 (p/o), 51 (p/o), 52 (p/o), 54 (p/o), 55 (p/o), 57, 58 (p/o), 66 (p/o)
4002	34, 35, 36, 37, 38, 41
4024	29 (p/o), 34, 35, 37, 38
4025	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 21, 22, 23, 24, 25, 26, 27, 28, 35, 40
4041	1, 5, 10
4042	1 (p/o), 200, 201, 204, 222, 224, 236, 244, 247, 248, 251, 254, 325, 350 (p/o)
4058	2, 8, 21 (p/o), 25, 27, 29, 34 (p/o), 35 (p/o), 36 (p/o), 37 (p/o), 137 (/o)
4062	1, 2, 4, 6, 8, 18, 19, 21, 22, 23, 24, 25, 26, 28, 30, 31 (p/o), 36, 38 (p/o), 40 (p/o), 310
4063	1, 2, 3, 5, 6, 7, 9, 10, 15, 17, 18, 19, 20
4067	1, 2 (p/o), 16 (p/o), 35 (p/o), 37, 39, 41, 141
4068	1 (p/o), 26 (p/o), 27, 28, 30, 31
4070	101 (p/o), 162 (p/o), 166
4077	18 (p/o)
4078	2 (p/o), 3 (p/o), 4 (p/o), 6 (p/o), 7 (p/o), 8 (p/o), 9, 10 (p/o), 25 (p/o), 26 (p/o), 27 (p/o), 28 (p/o), 29 (p/o), 30 (p/o), 31 (p/o), 32 (p/o), 101, 102 (p/o), 103 (p/o), 104 (p/o), 106 (p/o), 115 (p/o), 123 (p/o)
4079	1, 3 (p/o), 27 (p/o), 28
4081	1, 2, 4, 14, 16, 18, 20, 21, 24, 30, 33, 36
4082	1, 5, 11, 13, 15, 18, 19, 20, 21
4083	1, 5, 11, 13, 27
4085	1 (p/o), 4 (p/o), 96, 119, 125, 130, 150, 180
4091	18 (p/o), 19 (p/o), 20 (p/o), 21 (p/o), 22 (p/o), 23 (p/o), 24 (p/o), 25 (p/o), 26 (p/o), 27 (p/o), 28 (p/o), 29 (p/o), 30 (p/o), 34, 37, 39, 45, 46, 47, 50, 54, 117 (p/o), 119 (p/o)
4141	7 (p/o)
4142	1, 6, 7, 8, 10, 14 (p/o), 101 (p/o)
4203	71 (p/o), 72, 73, 75, 81, 82, 89, 90, 91 (p/o), 92 (p/o), 93 (p/o), 94 (p/o), 173
4205	1 (p/o), 2 (p/o), 40 (p/o)
4209	1, 5, 10, 12, 15, 18, 25, 30, 32, 33, 37, 41, 43, 46, 47, 48, 50, 51, 53, 54, 55, 64, 70, 76, 110
4218	1, 6, 7, 9, 11, 13, 14, 17, 19, 21, 22, 23, 24, 25, 26, 31, 33, 36
4219	1, 2, 3, 4, 5, 9, 12, 13, 16, 18, 20, 22, 24, 26, 29, 31, 35, 39, 40, 42, 45, 46, 47, 55, 56, 58, 59, 64, 68
4220	1, 7, 10 (p/o), 22 (p/o), 23 (p/o), 24 (p/o), 25 (p/o), 26, 29, 30, 32, 35 (p/o), 36 (p/o)
4221	1, 31 (p/o), 32 (p/o), 33 (p/o), 34 (p/o), 35, 36, 42, 44, 46 (p/o), 48 (p/o), 49 (p/o)
4222	1, 3, 5 (p/o), 46 (p/o), 72 (p/o), 84 (p/o), 111
4226	1 (p/o), 5 (p/o), 6 (p/o), 7, 10, 11, 15, 290, 401, 405, 408, 409, 418, 419, 420, 422, 506, 507, 508, 509, 510, 511