



IN THE MATTER OF an application submitted by The New York City Department of City Planning pursuant to Sections 197-c and 201 of the New York City Charter and proposed for modification pursuant to Section 2-06(c)(1) of the Uniform Land Use Review Procedure for an amendment of the Zoning Map, Section Nos. 3b, 3c, and 3d:

1. eliminating from within an existing R7-1 District a C1-4 District bounded by:
 - a. a line 100 feet northeasterly of West Burnside Avenue, Davidson Avenue, a line 100 feet northeasterly of West Burnside Avenue, a line midway between Davidson Avenue and Jerome Avenue, a line 320 feet southwesterly of West 181st Street, Jerome Avenue, a line 100 feet northeasterly of East Burnside Avenue, a line midway between Jerome Avenue and Walton Avenue, a line 100 feet southwesterly of East Burnside Avenue, Jerome Avenue, a line 100 feet southwesterly of West Burnside Avenue, a line 75 feet northwesterly of Harrison Avenue, West Burnside Avenue, and a line 100 feet northwesterly of Harrison Avenue;
 - b. a line 100 feet northeasterly of West Tremont Avenue, a line midway between Davidson Avenue and Jerome Avenue, West Tremont Avenue, and Davidson Avenue;
 - c. Plimpton Avenue, a line 100 feet northeasterly of Edward L. Grant Highway, and a line 525 feet southwesterly of West 172nd Street;
 - d. a line midway between Plimpton Avenue and Nelson Avenue, a line 100 feet northeasterly of Edward L. Grant Highway, and a line 625 feet southwesterly of West 172nd Street;
 - e. Nelson Avenue, a line 100 feet northeasterly of Edward L. Grant Highway, and a line 770 feet southwesterly of West 172nd Street;
 - f. a line midway between Nelson Avenue and Shakespeare Avenue, a line 100 feet northeasterly of Edward L. Grant Highway, and a line 820 feet southwesterly of West 172nd Street;
 - g. Shakespeare Avenue, a line 100 feet northeasterly of Edward L. Grant Highway, and a line 410 feet southwesterly of Sherif S. Byrd Place;
 - h. A line midway between Shakespeare Avenue and Jesup Avenue, a line 100 feet northeasterly of Edward L. Grant Highway, and a line 510 feet southwesterly of Sherif S. Byrd Place;
 - i. a line 375 feet northeasterly of West 170th Street, a line midway between Plimpton

- Avenue and Nelson Avenue, and a line 100 feet southwesterly of Edward L. Grant Highway;
- j. a line 300 feet northeasterly of West 170th Street, Nelson Avenue, and a line 100 feet southwesterly of Edward L. Grant Highway;
 - k. a line 165 feet northeasterly of West 170th Street, a line midway between Nelson Avenue and Shakespeare Avenue, and a line 100 feet southwesterly of Edward L. Grant Highway; and
 - l. a line 115 feet northeasterly of West 170th Street, Shakespeare Avenue, and a line 100 feet southwesterly of Edward L. Grant Highway;
2. eliminating from within an existing R8 District a C1-4 District bounded by:
 - a. a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East Burnside Avenue, a line 100 feet northwesterly of Grand Boulevard and Concourse, East Burnside Avenue (southerly portion), Creston Avenue, and a line 100 feet southwesterly of East Burnside Avenue; and
 - b. a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East Tremont Avenue, Morris Avenue, a line 100 feet southwesterly of East Tremont Avenue, Walton Avenue, and a line 175 feet southwesterly of East Tremont Avenue;
 3. eliminating from within an existing R7-1 District a C2-4 District bounded by a line midway between Davidson Avenue and Jerome Avenue, a line 100 feet southwesterly of West Burnside Avenue, Jerome Avenue, a line 100 feet southwesterly of East Burnside Avenue, a line midway between Jerome Avenue and Walton Avenue, East Tremont Avenue, and West Tremont Avenue;
 4. changing from an R7-1 District to an R7A District property bounded by:
 - a. Aqueduct Avenue East, a line midway between Evelyn Place and West 183rd Street, a line 100 feet northwesterly of Jerome Avenue, and a line midway between West 183rd Street and Buchanan Place; and
 - b. a line 100 feet northwesterly of Jerome Avenue, Featherbed Lane, a line midway between Jerome Avenue and Townsend Avenue, and a southwesterly boundary line of a park and its southeasterly prolongation;
 5. changing from a C4-4 District to an R7A District property bounded by Jerome Avenue, East 171st Street, a line midway between Jerome Avenue and Townsend Avenue, and a line 100 feet northeasterly of East 170th Street;
 6. changing from a C8-3 District to an R7A District property bounded by:

- a. West 184th Street, East 184th Street, a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East Burnside Avenue, Jerome Avenue, a line 320 feet southwesterly of West 181st Street, a line midway between Davidson Avenue and Jerome Avenue, a line 100 feet southwesterly of West 181st Street, Davidson Avenue, a line 100 feet northeasterly of West 181st Street, a line 100 feet northwesterly of Jerome Avenue, North Street, and a line midway between Davidson Avenue and Jerome Avenue;
 - b. Jerome Avenue, East 175th Street, a line midway between Jerome Avenue and Townsend Avenue, and East 174th Street; and
 - c. Inwood Avenue, West Mount Eden Avenue, a line 100 feet northwesterly of Jerome Avenue, a southwesterly boundary line of a park and its southeasterly prolongation, Jerome Avenue, a line 100 feet southwesterly of East Mount Eden Avenue, a line midway between Jerome Avenue and Townsend Avenue, East 171st Street, Jerome Avenue, and West 172nd Street;
7. changing from an R7-1 District to an R7D District property bounded by:
- a. Jerome Avenue, East 177th Street, a line 100 feet southeasterly of Jerome Avenue, and East 176th Street; and
 - b. a line 100 feet northwesterly of Davidson Avenue, West 177th Street, a line midway between Davidson Avenue and Jerome Avenue, and West 176th Street;
8. changing from an R7-1 District to an R8A District property bounded by:
- a. a line midway between Davidson Avenue and Jerome Avenue, East 176th Street and its westerly centerline prolongation, a line midway between Jerome Avenue and Townsend Avenue, and East 175th Street and its northwesterly centerline prolongation;
 - b. Macombs Road, Featherbed Lane, a line midway between Davidson Avenue and Jerome Avenue, a line 100 feet southwesterly of West 174th Street and its southeasterly prolongation, a line 100 feet southeasterly of Grand Avenue, a line perpendicular to the southeasterly street line of Grand Avenue distant 265 feet southwesterly (as measured along the street line) from the point of intersection of the southeasterly street line of Grand Avenue and the southwesterly street line of West 174th Street, and Grand Avenue;
 - c. Jerome Avenue, a line 100 feet northeasterly of East Mount Eden Avenue, a line midway between Jerome Avenue and Townsend Avenue, and a line 50 feet southwesterly of East Mount Eden Avenue;
 - d. the southwesterly prolongation of a line midway between Jesup Avenue and

Cromwell Avenue, the northwesterly centerline prolongation of West 170th Street, West 170th Street, and a line perpendicular to the southeasterly street line of Jesup Avenue distant 205 feet northeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Jesup Avenue and the northeasterly street line of Edward L. Grant Highway; and

- e. Ogden Avenue, Dr. Martin Luther King Jr. Boulevard, Edward L. Grant Highway, Plimpton Avenue, a line 525 feet southwesterly of West 172nd Street, a line midway between Plimpton Avenue and Nelson Avenue, a line 625 feet southwesterly of West 172nd Street, Nelson Avenue, a line 770 feet southwesterly of West 172nd Street, a line midway between Nelson Avenue and Shakespeare Avenue, a line 820 feet southwesterly of West 172nd Street, Shakespeare Avenue, a line 410 feet southwesterly of Sherif S. Byrd Place, a line midway between Shakespeare Avenue and Jesup Avenue, a line 510 feet southwesterly of Sherif S. Byrd Place, Jesup Avenue, Edward L. Grant Highway, a line 100 feet southerly of West 170th Street, a line 115 feet easterly of Shakespeare Avenue, West 170th Street, Shakespeare Avenue, a line 115 feet northeasterly of West 170th Street, a line midway between Nelson Avenue and Shakespeare Avenue, a line 165 feet northeasterly of West 170th Street, Nelson Avenue, a line 300 feet northeasterly of West 170th Street, a line midway between Plimpton Avenue and Nelson Avenue, a line 375 feet northeasterly of West 170th Street, Plimpton Avenue, and a line 550 feet northeasterly of West 170th Street;
9. changing from an R8 District to a R8A District property bounded by:
- a. a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East 183rd Street, Creston Avenue, and a line 100 feet southwesterly of East 183rd Street;
 - b. a line midway between Jerome Avenue and Townsend Avenue, a line 100 feet northeasterly of East Mount Eden Avenue, Walton Avenue, a line 100 feet northeasterly of East Mount Eden Avenue, a line 100 feet northwesterly of Grand Boulevard and Concourse, a line 100 feet southwesterly of East Mount Eden Avenue, Walton Avenue, and a line 100 feet southwesterly of East Mount Eden Avenue;
 - c. Macombs Road, Jerome Avenue, a line midway between East 170th Street and Elliot Place, a line 100 feet southeasterly of Jerome Avenue, a line 100 feet southeasterly of Gerard Avenue, East 169th Street, Jerome Avenue, the northwesterly prolongation of a line 120 feet southwesterly of Marcy Place, a line 100 feet northwesterly of Jerome Avenue, West 170th Street, and Jerome Avenue (Plaza Drive); and
 - d. East 168th Street, Gerard Avenue, a line 100 feet northeasterly of East 167th Street, a line 100 feet northwesterly of Grand Boulevard and Concourse, a line 100 feet southwesterly of East 167th Street, and a line midway between River Avenue and

Gerard Avenue;

10. changing from a C4-4 District to an R8A District property bounded by Jerome Avenue, a line 100 feet northeasterly of East 170th Street, a line 100 feet northwesterly of Grand Boulevard and Concourse, and a line midway between East 170th Street and Elliott Place;
11. changing from a C8-3 District to an R8A District property bounded by:
 - a. Jerome Avenue, a line 50 feet southwesterly of East Mount Eden Avenue, a line midway between Jerome Avenue and Townsend Avenue, and a line 100 feet southwesterly of East Mount Eden Avenue;
 - b. Macombs Road, Goble Place, Inwood Avenue, West 172nd Street, Jerome Avenue, Macombs Road, Jerome Avenue (Plaza Drive), West 170th Street and its northwesterly centerline prolongation, a line 100 feet northwesterly of Cromwell Avenue and its southwesterly prolongation, a line perpendicular to the northwesterly street line of Cromwell Avenue distant 90 feet northeasterly (as measured along the street line) from the point of intersection of the northwesterly street line of Cromwell Avenue and the northwesterly street line of West 170th Street, Cromwell Avenue, a line 575 feet southwesterly of Macombs Road, Inwood Avenue, a line 275 feet southwesterly of Macombs Road, and Cromwell Avenue and its northeasterly centerline prolongation; and
 - c. Jerome Avenue, East 169th Street, Gerard Avenue, East 168th Street, a line midway between River Avenue and Gerard Avenue, a line 100 feet northeasterly of East 167th Street, and River Avenue;
12. changing from an M1-2 District to an R8A District property bounded by West 170th Street, a line 100 feet northwesterly of Jerome Avenue (Plaza Drive), the northwesterly prolongation of a line 120 feet southwesterly of Marcy Place, Jerome Avenue, West 169th Street, Inwood Avenue, a line 550 feet southwesterly of West 170th Street, and Cromwell Avenue;
13. changing from an R7-1 District to an R9A District property bounded by:
 - a. Jesup Avenue, a line perpendicular to the southeasterly street line of Jesup Avenue distant 205 feet northeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Jesup Avenue and the northeasterly street line of Edward L. Grant Highway, West 170th Street, and Edward L. Grant Highway;
 - b. West 168th Street, Edward L. Grant Highway, a line 120 feet southerly of West 168th Street and its easterly prolongation, and a line 50 feet easterly of Shakespeare Avenue; and
 - c. a line midway between Shakespeare Avenue and Edward L. Grant Highway and its

southerly prolongation, the northwesterly centerline prolongation of East 167th Street, and Jerome Avenue;

14. changing from an R8 District to an R9A District property bounded by Jerome Avenue, a line 100 northeasterly of East 167th Street, a line midway between River Avenue and Gerard Avenue, McClellan Street, a line midway between Cromwell Avenue and River Avenue, a line 100 feet southwesterly of East 167th Street, and Cromwell Avenue;
15. changing from a C8-3 District to an R9A District property bounded by Edward L. Grant Highway, West 169th Street, River Avenue, a line 100 feet northeasterly of East 167th Street, Jerome Avenue, Cromwell Avenue, the northwesterly centerline prolongation of East 167th Street, a line midway between Shakespeare Avenue and Edward L. Grant Highway, and a line 120 feet southerly of West 168th Street and its easterly prolongation;
16. changing from an M1-2 District to an R9A District property bounded by:
 - a. West 170th Street, Cromwell Avenue, a line 470 feet northeasterly of West 169th Street, and Edward L. Grant Highway; and
 - b. Edward L. Grant Highway, a line 180 feet northeasterly of West 169th Street, Cromwell Avenue, and West 169th Street;
17. changing from an R7-1 District to a C4-4D District property bounded by a line midway between Dr. Martin Luther King Jr. Boulevard and Harrison Avenue, a line 275 feet southwesterly of West 180th Street, Harrison Avenue, a line 310 feet southwesterly of West 180th Street, a line midway between Harrison Avenue and Grand Avenue, a line 350 feet southwesterly of West 180th Street, Grand Avenue, a line 290 feet southwesterly of West 180th Street, Davidson Avenue, a line perpendicular to the southeasterly streetline of Davidson Avenue distant 120 feet northeasterly (as measured along the street line) from the point of intersection of the southeasterly streetline of Davidson Avenue and the northerly streetline of West Burnside Avenue, a line midway between Davidson Avenue and Jerome Avenue, a line 320 feet southwesterly of West 181st Street, Jerome Avenue, a line 100 feet northeasterly of East Burnside Avenue, a line midway between Jerome Avenue and Walton Avenue, East Tremont Avenue, West Tremont Avenue, Davidson Avenue, a line 100 feet northeasterly of West Tremont Avenue, a line midway between Davidson Avenue and Jerome Avenue, a line 100 feet southerly of West Burnside Avenue, Davidson Avenue, a line perpendicular to the northwesterly street line of Davidson Avenue distant 125 feet southwesterly (as measured along the street line) from the point of intersection of the northwesterly streetline of Davidson Avenue and the southerly streetline of West Burnside Avenue, a line midway between Grand Avenue and Davidson Avenue, a line perpendicular to the southeasterly street line of Grand Avenue distant 100 feet southwesterly (as measured along the street line) from the point of intersection of the southeasterly street line of Grand Avenue and the southwesterly street line of West Burnside Avenue, Grand Avenue, a line 100 feet southwesterly of West Burnside Avenue, Harrison Avenue, a line 75 feet northwesterly of Harrison Avenue, and West Burnside Avenue;

18. changing from an R8 District to a C4-4D District property bounded by:
 - a. a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East Burnside Avenue, a line 100 feet northwesterly of Grand Boulevard and Concourse, East Burnside Avenue (southerly portion), Creston Avenue, and a line 100 feet southwesterly of East Burnside Avenue; and
 - b. a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East Tremont Avenue, Walton Avenue, a line 55 feet northeasterly of East Tremont Avenue, Morris Avenue, a line 295 feet northerly of East 177th Street, a line 100 feet southeasterly of Walton Avenue, and a line 100 feet southwesterly of East Tremont Avenue;
19. changing from a C8-3 District to a C4-4D District property bounded by a line 100 feet northwesterly of Jerome Avenue, West Tremont Avenue, East Tremont Avenue, a line 100 feet southeasterly of Jerome Avenue, East 177th Street, Jerome Avenue, and West 177th Street;
20. establishing within an existing R7-1 District a C2-4 District bounded by:
 - a. a line 100 feet northwesterly of West 170th Street, a line 100 feet northwesterly of Cromwell Avenue, and the northwesterly centerline prolongation of West 170th Street;
 - b. a line 100 feet southerly of West 170th Street, Edward L. Grant Highway, West 168th Street, a line midway between Shakespeare Avenue and Edward L. Grant Highway, West 169th Street, and a line 115 feet southwesterly of Shakespeare Avenue;
21. establishing within an existing R8 District a C2-4 District bounded by McClellan Street, a line midway between River Avenue and Gerard Avenue, East 165th Street, and River Avenue;
22. establishing within a proposed R7A District a C2-4 District bounded by:
 - a. West 184th Street, East 184th Street, a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East Burnside Avenue, Jerome Avenue, a line 320 feet southwesterly of West 181st Street, a line 100 feet northwesterly of Jerome Avenue, North Street, and a line midway between Davidsons Avenue and Jerome Avenue;
 - b. East 175th Street, a line midway between Jerome Avenue and Townsend Avenue, a northeasterly boundary line of a park and its northwesterly prolongation, and Jerome Avenue;

- c. a line 175 feet northeasterly of East Mount Eden Avenue, a line midway between Jerome Avenue and Townsend Avenue, a line 100 feet northeasterly of East Mount Eden Avenue, and Jerome Avenue; and
 - d. a southwesterly boundary line of a park and its southeasterly prolongation, Jerome Avenue, a line 100 feet southwesterly of East Mount Eden Avenue, a line midway between Jerome Avenue and Townsend Avenue, a line 100 feet northeasterly of East 170th Street, Jerome Avenue, West 172nd Street, and a line 100 feet northwesterly of Jerome Avenue;
23. establishing within a proposed R8A District a C2-4 District bounded by:
- a. a line perpendicular to the southeasterly street line of Grand Avenue distant 265 feet southwesterly (as measured along the street line) from the point of intersection of the southeasterly street line of Grand Avenue and the southwesterly street line of West 174th Street, a line 100 feet southeasterly of Grand Avenue, a line 100 feet southwesterly of West 174th Street and its southeasterly prolongation, a line midway between Davidson Avenue and Jerome Avenue, and Featherbed Lane;
 - b. Jerome Avenue, a line 50 feet southwesterly of East Mount Eden Avenue, a line midway between of Jerome Avenue and Townsend Avenue, and a line 100 feet southwesterly of East Mount Eden Avenue;
 - c. West 172nd Street, Jerome Avenue, Macombs Road, and a line 100 feet northwesterly of Jerome Avenue;
 - d. a line 100 feet northwesterly of Cromwell Avenue, a line perpendicular to the northwesterly street line of Cromwell Avenue distant 90 feet northeasterly (as measured along the street line) from the point of intersection of the northwesterly street line of Cromwell Avenue and the northwesterly street line of West 170th Street, Cromwell Avenue, a line 100 feet northeasterly of West 170th Street, Jerome Avenue (Plaza Drive), West 170th Street, a line 100 feet northwesterly of Jerome Avenue (Plaza Drive), a line 100 feet southwesterly of West 170th Street, and the northwesterly centerline prolongation of West 170th Street;
 - e. Jerome Avenue, a line 100 feet northeasterly of East 170th Street, a line 100 feet northwesterly of Grand Boulevard and Concourse, and a line midway between East 170th Street and Elliot Place;
 - f. the northwesterly prolongation of a line 120 feet southwesterly of Marcy Place, Jerome Avenue, West 169th Street, and a line 100 feet northwesterly of Jerome Avenue; and
 - g. West 170th Street. Edward L. Grant Highway, a line 100 feet southerly of West 170th Street, and a line 115 feet easterly of Shakespeare Avenue;

24. establishing within a proposed R9A District a C2-4 District bounded by Edward L. Grant Highway, a line 180 feet northeasterly of West 169th Street, Cromwell Avenue, West 169th Street, Jerome Avenue, River Avenue, a line 100 feet northeasterly of East 167th Street, Jerome Avenue, the northwesterly centerline prolongation of East 167th Street, a line midway between Shakespeare Avenue and Edward L. Grant Highway, and West 168th Street; and
25. establishing a Special Jerome Avenue District bounded by:
 - a. West 184th Street, East 184th Street, a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East 183rd Street, Creston Avenue, a line 100 feet southwesterly of East 183rd Street, a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East Burnside Avenue, a line 100 feet northwesterly of Grand Boulevard and Concourse, East Burnside Avenue (southerly portion), Creston Avenue, a line 100 feet southwesterly of East Burnside Avenue, a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East Tremont Avenue, Walton Avenue, a line 55 feet northeasterly of East Tremont Avenue, Morris Avenue, a line 295 feet northerly of East 177th Street, a line 100 feet southeasterly of Walton Avenue, a line 100 feet southwesterly of East Tremont Avenue, a line 100 feet southeasterly of Jerome Avenue, East 176th Street, a line midway between Jerome Avenue and Townsend Avenue, a line 100 feet northeasterly of East Mount Eden Avenue, Walton Avenue, a line 100 feet northeasterly of East Mount Eden Avenue, a line 100 feet northwesterly of Grand Boulevard and Concourse, a line 100 feet southwesterly of East Mount Eden Avenue, Walton Avenue, a line 100 feet southwesterly of East Mount Eden, a line midway between Jerome Avenue and Townsend Avenue, a line 100 feet northeasterly of East 170th Street, a line 100 feet northwesterly of Grand Boulevard and Concourse, a line midway between East 170th Street and Elliot Place, a line 100 feet southeasterly of Jerome Avenue, a line 100 feet easterly of Gerard Avenue, East 169th Street, Gerard Avenue, a line 100 feet northeasterly of East 167th Street, a line 100 feet northwesterly of Grand Boulevard and Concourse, a line 100 feet southwesterly of East 167th Street, a line midway between River Avenue and Gerard Avenue, East 165th Street, River Avenue, McClellan Street, a line midway between Cromwell Avenue and River Avenue, a line 100 feet southwesterly of East 167th Street, Cromwell Avenue, the northwesterly centerline prolongation of East 167th Street, Jerome Avenue, a line midway between Shakespeare Avenue and Edward L. Grant Highway, a line 120 southerly of West 168th Street, a line 50 feet easterly of Shakespeare Avenue, West 168th Street, a line midway between Shakespeare Avenue and Edward L. Grant Highway, West 169th Street, a line 115 feet northeasterly of Shakespeare Avenue, West 170th Street, Shakespeare Avenue, a line 115 feet northeasterly of West 170th Street, a line midway between Nelson Avenue and Shakespeare Avenue, a line 165 feet northeasterly of West 170th Street, Nelson Avenue, a line 300 feet northeasterly of West 170th Street, a line midway between Plimpton Avenue and Nelson Avenue, a line 375 feet northeasterly of West 170th Street, Plimpton Avenue, and a line 550 feet northeasterly of West 170th Street, Ogden Avenue, Dr. Martin Luther King Jr.

Boulevard, Edward L. Grant Highway, Plimpton Avenue, a line 525 feet southwesterly of West 172nd Street, a line midway between Plimpton Avenue and Nelson Avenue, a line 625 feet southwesterly of West 172nd Street, Nelson Avenue, a line 770 feet southwesterly of West 172nd Street, a line midway between Nelson Avenue and Shakespeare Avenue, a line 820 feet southwesterly of West 172nd Street, Shakespeare Avenue, a line 410 feet southwesterly of Sherif S. Byrd Place, a line midway between Shakespeare Avenue and Jesup Avenue, a line 510 feet southwesterly of Sherif S. Byrd Place, Jesup Avenue, a line perpendicular to the southeasterly street line of Jesup Avenue distant 205 feet northeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Jesup Avenue and the northeasterly street line of Edward L. Grant Highway, a line 115 feet southeasterly of Jesup Avenue, the northwesterly centerline prolongation of West 170th Street, a line 100 feet northwesterly of Cromwell Avenue, a line perpendicular to the northwesterly street line of Cromwell Avenue distant 90 feet northeasterly (as measured along the street line) from the point of intersection of the northwesterly street line of Cromwell Avenue and the northwesterly street line of West 170th Street, Cromwell Avenue, Cromwell Avenue, a line 575 feet southwesterly of Macombs Road, Inwood Avenue, a line 275 feet southwesterly of Macombs Road, Cromwell Avenue and its northeasterly centerline prolongation, Goble Place, Inwood Avenue, West Mount Eden Avenue, a line 100 feet northwesterly of Jerome Avenue, Featherbed Lane, Jerome Avenue, the northwesterly centerline prolongation of East 175th Street, a line midway between Davison Avenue and Jerome Avenue, West 176th Street, a line 100 feet northwesterly of Davidson Avenue, West 177th Street, a line 100 feet northwesterly of Jerome Avenue, West Tremont Avenue, Davidson Avenue, a line 100 feet northeasterly of West Tremont Avenue, a line midway between Davidson Avenue and Jerome Avenue, a line 100 feet southerly of West Burnside Avenue, Davidson Avenue, a line perpendicular to the northwesterly street line of Davidson Avenue distant 125 feet southwesterly (as measured along the street line) from the point of intersection of the northwesterly street line of Davidson Avenue and the southerly street line of West Burnside Avenue, a line midway between Grand Avenue and Davidson Avenue, a line perpendicular to the southeasterly street line of Grand Avenue distant 100 feet southwesterly (as measured along the street line) from the point of intersection of the southeasterly street line of Grand Avenue and the southerly street line of West Burnside Avenue, Grand Avenue, a line 100 feet southwesterly of West Burnside Avenue, Harrison Avenue, a line 75 feet northwesterly of Harrison Avenue, West Burnside Avenue, Dr. Martin Luther King Jr. Boulevard and Harrison Avenue, a line 275 feet southwesterly of West 180th Street, Harrison Avenue, a line 310 feet southwesterly of West 180th Street, a line midway between Harrison Avenue and Grand Avenue, a line 350 feet southwesterly of West 180th Street, Grand Avenue, a line 290 feet southwesterly of West 180th Street, Davidson Avenue, a line perpendicular to the southeasterly streetline of Davidson Avenue distant 120 feet northeasterly (as measured along the street line) from the point of intersection of the southeasterly streetline of Davidson Avenue and the northerly streetline of West Burnside Avenue, a line midway between Davidson Avenue and Jerome Avenue, a line 100 feet southwesterly of

West 181st Street, Davidson Avenue, a line 100 feet northeasterly of West 181st Street, a line 100 feet northwesterly of Jerome Avenue, a line midway between West 183rd Street and Buchanan Place, Aqueduct Avenue East, a line midway between Evelyn Place and West 183rd Street, a line 100 feet northwesterly of Jerome Avenue, North Street, and a line midway between Davidson Avenue and Jerome Avenue, and

excluding the area bounded by:

- i Edward L. Grant Highway, a line 470 feet northeasterly of West 169th Street, Cromwell Avenue, a line 550 feet southwesterly of West 170th Street, Inwood Avenue, West 169th Street, Cromwell Avenue, and a line 180 feet northeasterly of West 169th Street; and
 - ii a line midway between Davidson Avenue and Jerome Avenue, West 177th Street Jerome Avenue, and the northwesterly centerline prolongation of East 176th Street;
- b. Macombs Road, Featherbed Lane, a line midway between Davidson Avenue and Jerome Avenue, a line 100 feet southwesterly of West 174th Street and its southeasterly prolongation, a line 100 feet southeasterly of Grand Avenue, a line perpendicular to the southeasterly street line of Grand Avenue distant 265 feet southwesterly (as measured along the street line) from the point of intersection of the southeasterly street line of Grand Avenue and the southwesterly street line of West 174th Street, and Grand Avenue;

Borough of the Bronx, Community Districts 4, 5 and 7, as shown on a diagram (for illustrative purposes only) dated November 1, 2017, and subject to the conditions of CEQR Declaration E-442.

An application for a zoning map amendment (C 180051 ZMX) was filed by the New York City Department of City Planning (DCP) on August 18, 2017, in conjunction with related actions, to facilitate land use modifications associated with the Jerome Avenue Neighborhood Plan (the “plan”), a comprehensive planning effort aimed at supporting growth and vitality by fostering a vibrant mix of residential, commercial, and community facility uses along a two-mile stretch of Jerome Avenue in Community Districts 4, 5 and 7 in the southwest Bronx.

On November 1, 2017, pursuant to Section 2-06(c)(1) of the Uniform Land Use Review Procedure rules, DCP filed an application (C 180051 (A) ZMX) to modify components of the zoning map amendment, in conjunction with a related application to modify components of the

zoning text amendment (N 180050 (A) ZRX), in response to information and feedback gathered during the public review process. On January 4, 2017, DCP withdrew the original application (C 180051 ZMX), along with related application (N 180050 ZRX). The subject of this report is the modified zoning map amendment application (C 180051 (A) ZMX).

RELATED ACTIONS

In addition to the modified application (C 180051 (A) ZMX) for a zoning map amendment that is the subject of this report, implementation of the land use actions associated with the plan also requires action by the City Planning Commission on the following applications, which are being considered concurrently with this application:

N 180050 (A) ZRX Zoning text amendment as modified

C 170305 MMX City Map amendment to demap a portion of Corporal Fischer Place and to map new parkland

BACKGROUND

The two-mile stretch of Jerome Avenue generally located between East 165th Street and East 184th Street is an important transit corridor that should serve the surrounding dense and stable residential neighborhoods. Its location and accessibility are such that it should be a vibrant and active destination, but the current conditions and land uses along the corridor do not adequately serve the surrounding community and the underlying zoning does not facilitate the community's vision for the corridor. The industrial nature of the land uses and the low-scale character of the buildings along the corridor, along with their tendency to orient activity away from the street, combined with the surrounding hills and the looming presence of the elevated rail, contribute to a sense that Jerome Avenue can be isolated and unwelcoming.

Zoning in the area has not changed since 1961, and is reflective of land use patterns established over 100 years ago. It does not adequately support the needs of the dense residential communities surrounding the Jerome Avenue corridor and has encouraged hazardous and unpleasant development.

To develop a new vision for the corridor, DCP worked with residents, community groups, local businesses, elected officials and other City agencies for more than three years, including more than 40 public events, on the Jerome Avenue Neighborhood Study and the resulting Jerome Avenue Neighborhood Plan. In response to the needs expressed during this process, DCP proposes a zoning map amendment, a zoning text amendment and a City Map amendment to promote new affordable housing, encourage a more diverse array of stores and services, and make this part of the southwest Bronx safer and more inviting for pedestrians.

The proposed actions would rezone an approximately 95-block area comprising about 151 acres along Jerome Avenue. The project area is generally bounded by East 165th Street to the south and East 184th Street to the north, and also includes portions of the Edward L. Grant Highway, East 170th Street, Mount Eden Avenue, Tremont Avenue, Burnside Avenue and East 183rd Street.

The scope and boundaries of the land use modifications were determined by a study of the broader neighborhoods conducted by DCP in coordination with, and at the request of, local organizations, Community Board 4 and elected officials. Community Board 4 identified the Jerome Avenue area as a priority in their District Needs Statements from 2013-2016. The plan focused on the Highbridge, Mount Eden, Concourse, Mount Hope, University Heights and Morris Heights neighborhoods. Collectively, they represent very dense and stable residential communities that developed during periods of growth in the late 19th and early 20th centuries.

The study was built on the foundation of other efforts undertaken over the last decade by community boards and various City agencies. The New York City Department of Transportation (DOT) and the New York City Mayor's Office of Environmental Remediation (OER), in collaboration with the community, have studied ways to revitalize Jerome Avenue and the surrounding neighborhoods. These studies include the Bronx Community Board 5 Section 197-a Plan Phase I Summary Report (2002); DCP and OER's Place-Based Community Brownfield Planning Foundation Report on Existing Conditions-Jerome Avenue Corridor (2013); and the Jerome Avenue Transportation Study (2015). The plan supports many of the goals and recommendations of these studies, and represents the first comprehensive planning process for the entire study area.

As part of a comprehensive strategy to address the needs of current and future southwest Bronx residents, the plan was developed in partnership with the Department of Housing Preservation and Development (HPD), DOT, the Department of Parks and Recreation (DPR), the Department of Small Business Services (SBS), the Department of Health and Mental Hygiene (DOHMH), the School Construction Authority (SCA), the Mayor’s Office of Immigrant Affairs, and the Mayor’s Office of Workforce Development, among other capital and service agencies, to prioritize city resources and engage the community. To reach the broadest possible range of stakeholders, outreach efforts included focus groups with youth and seniors; mobile office hours at community gathering areas; Spanish language-only workshops; immigrant-focused events; topic-focused visioning; and additional outreach with community-based organizations, for a total of more than 40 events. Community-based organizations with deep roots in the area, including the Highbridge Community Development Corporation, New Settlement, the Women’s Housing and Economic Development Corporation (WHEDco), Yankasa, BronxWorks, and the Davidson Community Center were also crucial partners.

The proposed actions have been carefully developed to advance the specific goals identified through the plan’s engagement framework. They have been designed to unlock additional capacity for permanently affordable housing, respond to the elevated rail structure, maintain existing zoning controls where appropriate and desired, shape the commercial and retail landscape and surrounding public areas, and encourage the development of buildings that are well-designed both inside and out. The overarching strategies, coordinated investments, and custom service delivery programs, among other elements, developed through the community engagement process would complement the land use actions to fulfill the vision of the plan.

History and Existing Conditions

One of the defining features of the Jerome Avenue corridor is a built environment shaped by transit access. In 1917, the completion of the elevated #4 train line along Jerome Avenue served as a catalyst for transit-oriented growth. Coming less than 20 years after the consolidation of the five-borough region into the City of Greater New York, elevated rapid transit lines like this helped to knit together a vast and largely low-density landscape that had previously been reliant

on heavy commuter rail, with its rigid timetables and high fares, for intra-city travel. Years later, in 1933, the completion of the B/D subway line beneath the Grand Concourse provided an additional link to points north and south, driving population and economic and civic growth in the area. Coupled with a sophisticated street car network, the robust transit grid attracted immigrants from afar and in-migrants from Manhattan and elsewhere in the city. Over time, medium-density apartment buildings gradually replaced one- and two-family homes near the transit lines. Today, the population of the study area's surrounding neighborhoods totals more than 345,000 residents.

The physical character and image of the study area is largely defined by iconic urban infrastructure such as the Grand Concourse, the Cross Bronx Expressway, and the historic Bronx Community College (originally a New York University campus). The Grand Concourse is a 180-foot-wide, four-mile north-south thoroughfare built on an elevated structure for part of its length. It serves as the eastern boundary of the study area and is home to multiple densely populated neighborhoods that grew along the B/D transit line. Some of the finest examples of Art Deco and Art Moderne architecture in the country can be found along the Grand Concourse, and these buildings serve as a testament to the burgeoning upward mobility that characterized the area in the early 20th century. A majority of this growth, which occurred largely between the opening of the #4 train service and the beginning of the Great Depression, consisted of immigrant populations, mostly Irish, Italian and Jewish Americans. This immigrant tradition continued as successive waves of Puerto Ricans, Dominicans—and today, West Africans and Mexicans—continue to populate the community.

The eight-lane, below-grade Cross Bronx Expressway is an infrastructural chasm etched through the center of the study area, separating Community Boards 4 and 5. Part of Robert Moses's massive urban renewal program, the expressway was built between 1943 and 1963. Construction caused massive displacement and bisected many tight knit, thriving communities. In the decades that followed, the southwest Bronx lost population and saw little investment in its communities. Only within the last few decades did these trends start to reverse, but the Cross Bronx remains a physical divider of neighborhoods.

Historically, residential buildings like those along the Grand Concourse, and those in neighborhoods like Highbridge, did not provide automobile parking. But many well-off residents did own cars. As a result, the Jerome Avenue corridor, particularly close to the elevated tracks, developed as an auto-oriented service area characterized by surface parking lots, garages and auto repair and service shops. The 1961 zoning resolution codified these uses along the elevated rail as allowable uses, perpetuating the land use pattern that remains today. New uses have been limited to schools, gyms, small-scale commercial and auto-related sales and repair, in large part because the 1961 zoning regulations—still in effect today—do not permit residential development and limit commercial and community facility development.

This mismatch between the area’s needs—for affordable and transit-accessible housing, stores and services that serve a growing residential population, and safe and attractive sidewalks—was the genesis of DCP’s community engagement process, which began in 2014. Through the planning process, the community identified goals including sustainable, high-quality, affordable housing with a range of options for residents at all income levels; protection for existing tenants; green streetscapes, quality parks and diverse recreation spaces accessible by all residents; a safe, walkable area in and around the elevated train; more retail diversity; convenient access to job training and skills development; promotion and support for small businesses and entrepreneurship; and support for remaining auto-related businesses. The plan, along with coordinated efforts by other City agencies, was designed to further these goals while making the most of the area’s significant assets.

Several important City parks also define the surrounding neighborhoods. Aqueduct Walk is a pedestrian trail and linear park located atop the right-of-way of the former Croton Aqueduct. It begins a half-block east of University Avenue and extends between Kingsbridge Road to the north and Tremont Avenue to the south, although the portion of the park between Tremont and Burnside Avenues is currently inaccessible to the public. Through the planning process, the City has made a commitment of between eight and \$10 million for improvements to Aqueduct Walk, as well as a commitment of an additional four million dollars for the reconstruction of Morton Playground, located at the southernmost portion of Aqueduct Walk.

Just west of the study area is the High Bridge, an aqueduct-turned-pedestrian-bridge over the Harlem River. In 2014 the High Bridge was opened for public use and now provides pedestrian access from the Highbridge neighborhood to Manhattan and is the only inter-borough, pedestrian-only bridge in the City. Mullaly Park is a moderately sized 15-acre park that provides active and passive open spaces. It is located between Jerome and River Avenues and East 164th Street to McClellan Street, and serves the Highbridge and Concourse neighborhoods of the South Bronx. The largest park in the area is the 38-acre Claremont Park, originally part of the Morris estate, which is located east of the Grand Concourse and south of Mt. Eden Parkway.

The rezoning area includes portions of two school districts, District 9 and District 10. There are 10 elementary schools and 10 intermediate schools within District 9-1, nine elementary schools and three intermediate schools within District 9-2, nine elementary schools and six intermediate schools within District 9-3 and 13 elementary schools and 10 intermediate schools within District 10-4.

Most of the housing stock was built prior to 1947, and about two-thirds of housing units within Community Boards 4 and 5 are government regulated. New multifamily development in the vicinity has consisted predominantly of publicly subsidized affordable housing development. While some unsubsidized construction has been observed in smaller buildings, the production of subsidized housing is expected to continue. Between 2005 and 2015, more than 80 percent of all new multifamily housing units in Community Districts 4 and 5 were subsidized affordable units. Since 2003, over 15,500 affordable homes have been built or preserved in CDs 4 and 5, and in the past three years alone, HPD has financed the construction or preservation of over 6,000 affordable apartments. CDs 4 and 5 consistently rank among the top community districts in terms of the number of affordable homes created or preserved. Additionally, approximately 13,500 families in CDs 4 and 5 benefit from Housing Choice Vouchers, which help keep their rents affordable

Rezoning Area

DCP proposes rezoning portions of the Jerome Avenue corridor, as well as its major cross streets, to better meet the needs of the surrounding communities. The rezoning area is located within Community Boards 4, 5 and 7 and is of a distinctly different composition than its

surrounding neighborhoods. The neighborhoods that flank the rezoning area are defined by residential uses, predominantly comprised of walk-up and elevator multifamily apartments. In contrast, the corridor itself is largely made up of one- and two-story commercial uses, including retail uses, general services, automotive body and repair, and community facility uses. The #4 train elevated rail runs the length of the rezoning area.

Auto-related uses account for about 15 percent of lots and total lot area, but they represent a much smaller percentage (7.6 percent) of the total built floor area, which suggests that this is an inefficient use in this transit-rich part of the city. Nearly half of the land in the rezoning area is developed with commercial/office and mixed-use buildings. Other uses in the rezoning area include residential, public facilities and institutions, and parking facilities. But at the sidewalk level, the experience is often characterized by cars parked on sidewalks, idling in driveways, and aggressively turning during pedestrian signals, as well as open spaces filled with machinery and the smell of paint and chemicals. This existing character is not conducive to fulfilling the vision of the corridor as a pedestrian-friendly, active, mixed-use place.

Existing Zoning

The project area is currently mapped with seven zoning districts: C8-3, M1-2, C4-4, R7-1, R8 and C1-4 and C2-4 commercial overlays.

C8-3

C8-3 commercial zoning districts are mapped along five separate portions of Jerome Avenue. C8 districts are found mainly along major traffic arteries and allow automotive and other heavy commercial uses that often require large amounts of land. Unlike most commercial districts, C8 districts do not allow residential uses.

C8-3 districts permit commercial uses at a maximum floor area ratio (FAR) of 2.0 and community facility uses at a maximum FAR of 6.5, regulate building height with a sky exposure plane (beginning at 60 feet) and require little parking, typically one space per 1,000 square feet.

Typical uses are automobile showrooms and repair shops, gas stations, car washes, warehouses, self-storage facilities, hotels, and community facilities.

In the rezoning area, existing uses within the mapped C8-3 districts include gas stations, livery companies, auto sales, auto repair, auto body, auto glass, car audio, parking garages, surface parking lots, community facilities, single-story retail, six- to eight-story residential buildings and mixed-use buildings with ground floor retail and non-conforming residences above.

M1-2

Approximately four full and partial blocks along the southern portion of the rezoning area are mapped with an M1-2 district.

M1-2 districts permit some community facility uses, such as hospitals and ambulatory health care facilities; commercial uses such as hotels, retail establishments, business services, automotive repair, among others; and semi-industrial and light industrial uses. If the performance standards for noise, vibration, particulates, odors, and other noxious uses are met, then Use Group 18 heavy industrial uses are permitted as well. M1-2 districts permit manufacturing and commercial uses at a maximum FAR of 2.0 and community facility uses at a maximum FAR of 4.8. The maximum base height is 60 feet, or four stories, whichever is less, above which a sky exposure plane regulates building height. M1-2 districts are subject to parking requirements based on the type of use and size of an establishment, typically one parking space for every three employees or every 1,000 square feet of floor area, whichever requires more spaces, for manufacturing uses, and one accessory parking space per 300 square feet of commercial space. M1-2 districts are generally characterized by one- or two-story warehouses for light industrial uses, including repair shops and wholesale service facilities, as well as self-storage facilities and hotels. No new residential uses are permitted.

In the rezoning area, existing uses within the mapped M1-2 districts include a mix of low-rise commercial, industrial, self-storage and community facility uses as well as one- to two-story residential buildings.

C4-4

Approximately six partial blocks in the southeastern portion of the rezoning area are mapped with a C4-4 zoning district.

C4 districts are regional commercial districts that permit uses such as specialty and department stores that serve a larger area and generate more activity than local retail. Most retail establishments are permitted in C4 districts. Uses that would interrupt the desired continuous retail frontage, such as home maintenance and repair service stores, are not allowed. C4-4 districts permit commercial uses at a maximum FAR of 3.4 and community facilities at a maximum of 6.5. Generally, building height in C4-4 districts is governed by a sky exposure plane, which, for commercial or community facility uses, begins at a height of 60 feet, or four stories, whichever is less, above the street line. Towers are permitted to penetrate the sky exposure plane for community facility uses. The parking requirement for commercial uses varies by use but is typically one space per 1,000 square feet. It can be waived if the requirement is less than 40 spaces.

C4 -4 districts also permit residential uses. Residential developments can use either height factor regulations or the Quality Housing program under a residential equivalent of an R7-2 district. If the residential portion of the building is constructed pursuant to Quality Housing, the entire building must comply with the height limitations. On wide streets (75 feet or wider) outside the Manhattan Core, this would be a height limit of 85 feet for buildings with a qualifying ground floor (one with a height of at least 13 feet), and a height limit of 75 feet on narrow streets (less than 75 feet wide) when located outside of Inclusionary Housing areas. Off-street parking is required for 50 percent of the dwelling units, but it may be reduced to 30 percent for lots less than 15,000 square feet and waived for lots less than 10,000 square feet. No parking is required for income-restricted housing units within the transit zone, and where the total residential parking required is less than 15 spaces, the requirement may be waived.

In the rezoning area, existing uses within the mapped C4-4 districts include single-story retail, community facility uses, and six- to eight-story apartment buildings with ground floor retail.

R7-1

Approximately 28 full or partial blocks on the western side of the rezoning area are mapped with an R7-1 zoning district.

R7 districts are medium-density apartment house districts. Height factor regulations for R7 districts encourage taller buildings with less lot coverage on larger lots. The optional Quality Housing regulations allow for lower buildings with greater lot coverage. Off-street parking is required for 60 percent of the dwelling units, or 50 percent of the dwelling units under the Quality Housing program. This can be further reduced to 30 percent on lots of less than 10,000 square feet. No parking is required for income-restricted housing units within the transit zone, and where the total residential parking required is less than five spaces, the requirements may be waived. For quality housing buildings with income restricted housing units, where the total residential parking required is less than 15 spaces, the requirements may be waived.

Under height factor regulations, R7 districts permit residential development at a maximum FAR of 3.44. Maximum building height is determined by the sky exposure plane after a maximum base height of 60 feet or six stories (whichever is less). Community facility uses are permitted in R7-1 districts up to a maximum FAR of 4.8.

Under R7 Quality Housing regulations, buildings have a maximum residential FAR of 3.44 on narrow streets, a maximum base height of 65 feet and a maximum building height of 75 feet. Buildings within 100 feet of wide streets have a maximum residential FAR of 4.0, with a maximum base height of 75 feet and a maximum building height of 85 feet (with a qualifying ground floor). Community facility uses are permitted in R7-1 districts up to a maximum FAR of 4.8.

In the rezoning area, existing uses within the mapped R7-1 districts include a mix of low-rise commercial, industrial, and community facility uses and residential buildings.

R8

Approximately 32 full or partial blocks, along the eastern portion of the rezoning area at East 167th Street, Mt. Eden Avenue, Tremont Avenue, Burnside Avenue and East 183rd Street are mapped with an R8 zoning district. Additionally, the western frontage of Jerome Avenue between East Clarke Place and West 170th Street is mapped with an R8 district.

R8 districts are higher-density residential districts that allow a range from mid-rise, eight- to 10-story apartment buildings to much taller buildings set back from the street on large zoning lots. New buildings in R8 districts may be developed under either height factor regulations or the optional Quality Housing regulations. Off-street parking is required for 40 percent of the dwelling units, which may be reduced to 20 percent for lots less than 15,000 square feet, and waived for lots less than 10,000 square feet. No parking is required for income-restricted housing units within the transit zone, and where the total residential parking required is less than 15 spaces, the requirements may be waived.

Under height factor regulations, R8 districts permit residential development to a maximum FAR of 6.02. Building height is regulated by a sky exposure plane after a maximum base height of 85 feet or nine stories, whichever is less. Community facility uses are permitted in R8 districts up to a maximum FAR of 6.5.

Quality Housing buildings in R8 districts have a maximum residential FAR of 6.02 on narrow streets, with a maximum base height of 85 feet and a maximum building height of 115 feet. Buildings within 100 feet of wide streets have a maximum residential FAR of 7.2, with a maximum base height of 95 feet and a maximum building height of 135 feet with a qualifying ground floor. Community facility uses are permitted in R8 districts up to a maximum FAR of 6.5.

In the rezoning area, existing uses within the mapped R8 districts include a mix of low-rise commercial, industrial, and community facility uses and mixed-use buildings.

C1-4 and C2-4 Commercial Overlays

C1-4 and C2-4 commercial overlays are mapped along the portions of Jerome Avenue mapped with underlying residential districts as well as its major cross streets. C1-4 and C2-4 districts allow local retail uses and commercial development up to 2.0 FAR. C2-4 districts permit a slightly wider range of uses, including uses such as public parking garages, showrooms, pool halls, and tire sales establishments.

Commercial overlays are mapped along streets that serve local retail needs and are found within residential districts. Typical uses include neighborhood grocery stores, restaurants, and beauty parlors. In most buildings, commercial uses are limited to one or two floors, and in mixed buildings commercial uses must be located below the residential use. C1-4 and C2-4 commercial overlays are mapped within the rezoning area over both R7-1 and R8 residential districts. For general commercial uses, one off-street parking space is required for every 1,000 square feet of such use. If a total of 40 or fewer spaces are required, they may be waived.

C1-4 commercial overlays are mapped on the block frontages along East 183rd Street, West 183rd Street, East Burnside Avenue, West Burnside Avenue, East Tremont Avenue, East Mount Eden Avenue, Edward L. Grant Highway, and East 167th Street. The maximum commercial FAR is 2.0 for C1 commercial overlays mapped in R7 and R8 districts.

C2-4 commercial overlays are mapped on the block frontages along portions of Jerome Avenue between Burnside Avenue and Tremont Avenue, East 177th Street and East 175th Street, West 170th Street and East 169th Street, and East 167th Street and McClellan Street. C2 commercial overlays permit a slightly wider range of uses than C1 districts, including uses such as funeral homes and repair services. The maximum commercial FAR is 2.0 for C2 commercial overlays mapped in R7 and R8 districts.

Proposed Actions

The proposed actions would support the development of new permanently affordable housing construction by mapping new zoning districts to permit residential development in areas where it

is not allowed today, and to increase residential density where it is permitted today. It would also encourage economic development in line with the area's current and future needs.

Many sites along the Jerome Avenue corridor and surrounding streets are underutilized and have the capacity for significant growth. Zoning changes, including the application of the Mandatory Inclusionary Housing (MIH) program, would encourage expansion of the neighborhood's supply of affordable housing and the construction of new permanently affordable housing, especially along major corridors that currently contain very few residential units. Residential areas in the surrounding neighborhoods would not be rezoned, in recognition of their existing character and the fact that rezoning would not promote additional development in these areas.

Within the rezoning area, it is expected that a variety of City and State financing programs for affordable housing would be used to create a substantial amount of affordable housing. As new housing is created to serve a range of incomes, the application of the MIH requirement would guarantee that a percentage of the new units would remain permanently affordable and ensure that new development addresses the needs of residents at lower income levels, even if local housing market conditions change.

The proposed actions identify areas for growth and development to facilitate new residential, commercial and community facility uses. But some areas within the study area boundary were designated to remain under the existing zoning to support the preservation of unique businesses in the study area. These areas were carefully selected based on the number and types of businesses, locations off major streets and site conditions that would impede redevelopment. In support of this action, the City is concurrently developing strategies and programs specifically tailored to the unique desires and needs of the businesses in the study area, including compliance assistance, job training and business development. While not part of the proposed actions, these programs are an important component of the broader neighborhood plan.

Land Use Goals

Ensure that new buildings fit into existing neighborhood context

The predominant residential built form in the study area and surrounding blocks is six-to-eight story apartment buildings. Ground floor commercial uses are common. The study area and surrounding neighborhoods contain a mix of zoning districts, none of which has a fixed street wall or height limit (Special Grand Concourse District excluded). The proposed actions would promote a consistent and predictable street wall and fixed height limits.

Increase opportunities to diversify neighborhood retail and services

Map a full C4-4D commercial district at Jerome Avenue and Burnside Avenue, as well as C2-4 commercial overlays throughout the corridor where residential districts are being mapped. Additionally, create new commercial overlays along River Avenue and Edward L. Grant Highway, where none exist today, to allow for new commercial uses.

Establish special rules for new buildings along the elevated rail to provide light and air on the streets and maintain distance between residential units and the train

The #4 elevated train along Jerome Avenue is at the heart of the study area. To facilitate development along and adjacent to the elevated rail, the proposed actions include special zoning bulk provisions within the Special Jerome Avenue District for setbacks along the elevated rail line and require non-residential ground-floor uses in all commercial districts.

Promote street wall continuity and development on irregular lots

On sites bounded by the Edward L. Grant Highway and Jerome Avenue, an irregular street grid pattern has produced lot irregularity that could preclude the development of residential and mixed-use buildings. To facilitate development on these irregular lots, the proposed actions include special bulk provisions within the Special Jerome Avenue District for street wall continuity and relief, and additional height within limits, to make development feasible. Articulation of the street wall, transparency requirements, and special open space provisions would ensure a lively and visually interesting streetscape.

Promote active ground floor uses, diverse retail, and a consistent streetscape throughout the corridor

The proposed actions would facilitate local retail that better serves the shopping and service needs of area residents and workers, allow a greater range of commercial uses, and promote a continuous and inviting streetscape. In some areas within the proposed Special District, all new developments in commercial districts would be required to provide non-residential uses on the ground floor and meet lighting, glazing, and transparency requirements. These requirements would enhance the existing streetscape, match existing mixed-use buildings in the area, and provide an improved pedestrian experience.

Allow second-story retail in mixed-use buildings along the elevated train

On sites fronting the elevated rail tracks, the Special Jerome Avenue District would allow first and second-story commercial and community facility uses within mixed-use buildings. The special rules would foster an active commercial corridor that better serves the needs of the surrounding communities. Permitted commercial space within the second story of mixed-use buildings would also provide opportunities for lower-rent office and community facility spaces that would promote diverse uses along the corridor.

Anchor the Jerome corridor and surrounding neighborhoods by permitting more density and a broader range of uses in strategic locations

Portions of Jerome, Burnside and Tremont Avenues would be mapped as a full commercial (C4-4D) district, permitting higher-density residential, community facility, and commercial uses.

This proposed zoning would help strengthen an existing active commercial node and leverage transit access, surrounding institutions, and proposed infrastructure investments to support regional retail uses such as entertainment uses and office space.

The highest density residential districts are proposed for strategic locations at the southern end of the rezoning area, where the Edward L. Grant Highway, Jerome Avenue, and Cromwell Avenue converge, and at River Avenue and 165th Street. These are wide streets and intersections surrounded by residential communities, where additional density and growth is appropriate and can be accommodated.

Maintain zoning for heavy commercial and light industrial uses in targeted areas to support mixed uses and jobs

The study area includes C8-3 and M1-2 zoning districts that have been in place since 1961. These areas include auto-related businesses ranging from auto repair, auto body, auto glass, car audio, tire shops, and parking facilities that include both surface lots and structured garages. Many of these businesses have been in existence for decades. During the outreach process, community stakeholders identified a goal to preserve some areas for these businesses to remain and expand.

Establish controls for transient hotels to ensure consistency with the goals and objectives of the rezoning

The proposed hotel special permit is intended to ensure that hotel development does not conflict with opportunities for permanently affordable housing, and to ensure that the neighborhood would continue to serve diverse housing needs. Any hotel use would have to be consistent with the character of the surrounding area.

Allow gyms and health clubs as-of-right

Special rules within the Special Jerome Avenue District would allow physical culture and health establishments as-of-right within mapped C2 and C4 districts. This would streamline the process by which gyms and other health establishments are able to locate within the district, promoting opportunities for new businesses and more exercise options for area residents.

Zoning Map Amendment - Proposed Zoning

A zoning map amendment is proposed to rezone portions of existing C4-4, M1-2, R8, C8-3 and R7-1 districts, including C1-4 and C2-4 commercial overlays, with R7A, R7D, R8A, R9A, and C4-4D districts and C2-4 commercial overlays.

A Special Jerome Avenue District would be mapped conterminous with the proposed zoning districts. To ensure that development responds to the unique physical and geographic conditions within the rezoning area, the special district rules would modify the underlying bulk regulations. Special regulations would apply within two distinct areas: along the elevated rail and particular irregularly shaped lots, referred to as Subdistrict A in the zoning text. Within these geographies,

bulk and use modifications would govern development and are intended to facilitate more functional and attractive buildings.

R7A

R7A districts are medium-density residential districts proposed along Jerome Avenue, where existing C8-3 districts divide existing medium- and high- density R7-1 and R8 districts today. The proposed R7A districts would provide new opportunities for residential development along the corridor with active, non-residential ground floor uses. Additionally, R7A districts are proposed west of the corridor, where existing C8-3 districts abut R7-1 districts in the Mt. Eden and University Heights neighborhoods.

R7A districts allow medium-density apartment buildings at a maximum FAR of 4.0 for residential uses and 4.6 for residential uses in areas mapped with Inclusionary Housing. R7A districts permit community facility FARs up to 4.0. The R7A district allows base heights between 40 and 75 feet in areas mapped with Inclusionary Housing. Above the base height, buildings are required to set back 10 or 15 feet, depending on whether they have frontage on wide or narrow streets. After setback, maximum building height is 95 feet in Inclusionary Housing areas for buildings with qualifying ground floors.

Buildings must be no closer to the street line than the street wall of an adjacent building. If located within a commercial overlay, buildings are required to locate at least 70 percent of the street wall within eight feet of the street line. Interior or through lots generally allow up to 65 percent lot coverage, and corner lots permit up to 100 percent coverage. R7A districts require a 30-foot rear yard for residential portions of any building. Parking is required for 50 percent of the residential units, but no parking would be required for qualifying income- or age-restricted units because the Special Jerome Avenue District is located within the transit zone.

R7D

R7D districts are medium-density residential districts. Here an R7D district is proposed along the eastern frontage of Jerome Avenue, while existing C8-3 districts are maintained across the street on the western frontage. The R7D district bridges two higher-density districts along the corridor,

an R8A district to the south and a C4-4D district to the north. An R7D district would also be mapped along a portion of an existing R7-1 district on Davidson Avenue where additional residential density is appropriate.

R7D districts allow medium-density apartment buildings at a maximum FAR of 5.6 for residential uses in areas mapped with Inclusionary Housing. R7D districts permit community facility uses up to an FAR of 4.2. They allow base heights of 60 to 95 feet for areas mapped with Inclusionary Housing. Above the base height, buildings are required to set back 10 or 15 feet if they front onto wide or narrow streets, respectively. After setback, maximum building height is 115 feet in Inclusionary Housing areas with a qualifying ground floor. Buildings are required to be no closer to the street line than the street wall of an adjacent building. If located within a commercial overlay, buildings are required to locate 100 percent of the street wall on the street line along wide streets, and are required to locate at least 70 percent of the street wall within eight feet of the street line on narrow streets.

Interior lots that are not on the narrow end of the block or within 100 feet of a corner would be allowed up to 65 percent lot coverage. Otherwise, up to 100 percent lot coverage is permitted. R7D districts require a 30-foot rear yard for the residential portions of any building. Parking is required for 50 percent of residential units, but no parking would be required for qualifying income- or age-restricted units because the Special Jerome Avenue District is located within the transit zone.

R8A

R8A districts are high-density residential districts. The application proposes mapping R8A districts where more residential density is appropriate, at the #4 train stations at 170th Street, Mt. Eden Avenue and 176th Street, the blocks fronting the four-lane Edward L. Grant Highway, and portions of an existing C8-3 district along Macombs Road, another wide street. Additionally, the application proposes rezoning portions of existing R8 districts to R8A, requiring a contextual building envelope and maximum height.

R8A districts allow medium-density apartment buildings at a maximum FAR of 6.02 for residential uses and 7.2 for residential uses in areas mapped with Inclusionary Housing. They permit community facility uses at an FAR of up to 6.5. Base heights of 60 to 105 feet are allowed in areas mapped with Inclusionary Housing. Above the base height, buildings are required to set back 10 or 15 feet if they front onto wide or narrow streets, respectively. After setback, maximum building height is 145 feet in Inclusionary Housing areas with a qualifying ground floor.

New structures would be required to locate at least 70 percent of the street wall within eight feet of the street line. If located within a commercial overlay, buildings would be required to locate 100 percent of the street wall on the street line along wide streets, and at least 70 percent of the street wall within eight feet of the street line on narrow streets. Up to 70 percent lot coverage would be permitted on interior lots that are not on the narrow end of the block or within 100 feet of a corner. Otherwise, up to 100 percent lot coverage is permitted. R8A districts require a 30-foot rear yard for the residential portions of any building. Parking is required for 40 percent of residential units, but no parking is required for qualifying income- or age-restricted units because the Special Jerome Avenue District is located within the transit zone.

R9A

R9A is the highest-density residential district proposed as part of the plan. Portions of an existing R8 district at the 167th Street #4 train station at River Avenue are proposed as R9A districts. The proximity to transit and Mullaly Park make this area appropriate for an R9A district. The proposed district extends west to the convergence of streets at Edward L. Grant Highway, Cromwell Avenue and Jerome Avenue. Another R9A district would be mapped at the convergence of Edward L. Grant Highway, Cromwell Avenue, Jesup Avenue and 170th Street. This node of density would anchor the area between the 170th Street #4 train station and Edward L. Grant Highway.

R9A districts allow apartment buildings at a maximum FAR of 8.5 for residential uses in areas mapped with Inclusionary Housing. They permit community facility uses at an FAR of up to 7.5. Maximum base height is between 60 and 125 feet in areas mapped with Inclusionary

Housing. Above the base height, buildings would be required to set back 10 or 15 feet if they front onto wide or narrow streets, respectively. After setback, maximum building height is 175 feet on wide streets and 165 feet on narrow streets in Inclusionary Housing zones. New structures would be required to locate at least 70 percent of the street wall within eight feet of the street line. If located within a commercial overlay, buildings are required to locate 100 percent of the street wall on the street line along wide streets, and are required to locate at least 70 percent of the street wall within eight feet of the street line on narrow streets. Up to 70 percent lot coverage would be permitted on interior lots that are not on the narrow end of the block or within 100 feet of a corner. Otherwise, up to 100 percent lot coverage is permitted. R9A districts require a 30-foot rear yard for the residential portions of any building. Parking is required for 40 percent of residential units, but no parking is required for qualifying income- or age-restricted units because the Special Jerome Avenue District is located within the transit zone.

C4-4D

C4-4D districts permit higher commercial FAR than commercial overlays and are the residential equivalent of an R8A district. The proposal would rezone an important node along Burnside, Tremont and Jerome Avenues, in the northern portion of the rezoning area, from existing C8-3, R7-1 and R8 districts to a C4-4D district. The proposed zoning would allow higher commercial density to help this area to grow into a full commercial district, taking advantage of the strong institutional presence and proximity to transit at the Burnside #4 train station and the express Tremont B/D station.

C4-4D is a medium-density commercial district that permits residential uses up to an FAR of 7.2 in Inclusionary Housing areas, commercial uses up to 3.4 FAR, and community facilities up to 6.5 FAR. Residential and mixed-use buildings are subject to bulk regulations governed by the R8A district. The off-street parking requirement is typically one space per 1,000 square feet of commercial and community facility uses. Parking is required for 40 percent of residential units, but because the Special Jerome Avenue District is located within the transit zone, no parking is required for qualifying income- or age-restricted units.

C2-4 Commercial Overlays

C1-4 and C2-4 commercial overlays would be mapped along portions of East 167th Street, Edward L. Grant Highway, Jerome Avenue, Mount Eden Avenue, East 176th Street, Burnside and Tremont Avenues and East 183rd Street. C2-4 commercial overlays are proposed to be mapped over strategic portions of the proposed R7A, R7D, R8A, and R9A districts.

C2-4 commercial overlays allow local retail uses and commercial development up to 2.0 FAR and permit uses such as plumbing and electrical shops, small bowling alleys and movie theaters, funeral homes, small repair shops, printers, and caterers. For general commercial uses, one off-street parking space is required for every 1,000 square feet of such use, and up to 40 spaces may be waived.

Zoning Text Amendment

A related application for a zoning text amendment (N 180050 (A) ZRX) proposes changes to the Zoning Resolution. The changes, as described below, include the mapping of an MIH district as well as the Special Jerome Avenue District.

MIH Area

The zoning text amendment would designate an MIH area that encompasses portions of the proposed R7A, R7D, R8A, C4 4D and R9A districts. The MIH area would not be coterminous with the Special Jerome Avenue District; rather, it would be mapped in locations where the proposed actions would result in a significant increase in allowable residential floor area.

Options 1 and 2 are proposed, along with the Deep Affordability option, throughout the MIH area.

Option 1 requires that 25 percent of residential floor area must be reserved for housing units affordable to residents with household incomes averaging 60 percent of AMI. Within that 25 percent, at least 10 percent of the square footage must be used for units affordable for households at 40 percent of AMI, with no income band above 130 percent of AMI. Option 2 requires that 30 percent of residential floor area must be devoted to housing units affordable to residents with

household incomes at an average of 80 percent of AMI. No more than three income bands can be used to average out to the 80 percent of AMI, and no income band can exceed 130 percent of AMI. The Deep Affordability option requires that 20 percent of residential floor area remain affordable for households earning an average of 40 percent of the AMI.

These options have been selected to provide a balance between the economically diverse area's need for deep affordability levels and its need for moderate and middle income housing.

Special Jerome Avenue District

A Special Jerome Avenue District would be mapped coterminous with the rezoning area. The special district would complement the zoning map amendment with bulk and use requirements specific to the needs and conditions of the rezoning area.

The elevated rail tracks along Jerome Avenue create a unique condition with associated challenges at the street level as well as at the building level. The special district would require certain bulk modifications for zoning lots fronting the elevated rail. On those lots, the maximum base height would be 30 feet, after which a setback of at least 10 feet would be required. To provide architectural flexibility and encourage better design, an additional two stories would be permitted on these sites, for up to 20 additional feet in allowable height. The special district would also permit the waiver of street wall requirements on specifically identified irregular lots.

The proposed Special Jerome Avenue District would set forth modified street wall requirements on certain irregular lots, as defined in special district text. Additionally, the proposed special district would increase maximum permitted height on portions of lots identified within the special district text to 225 feet for irregular lots within R9A districts, with a 125-foot maximum base height in designated areas, and a maximum permitted height of 145 feet, with a 105-foot maximum base height in specified R8A districts. To encourage visual variety and building articulation, 20 percent of the façade would be required to recess three feet.

On corner lots, chamfered corners would be allowed to encourage open space and to permit efficient floorplates on parcels that would otherwise be challenging to develop. The text would

also establish transparency and screening requirements and would not permit fences or unenclosed parking on these lots.

These modifications were designed to address irregularities such as acute corner conditions and varied topography. The modifications and waivers associated with the special district would not increase buildable floor area on any lot; instead, they would provide flexibility to encourage well-designed buildings and public spaces.

The proposed special district would also impose use controls at the ground floor of all commercial overlay and full commercial districts along Jerome Avenue and River Avenue along the elevated rail line. The controls would foster a safe, walkable environment along these corridors by requiring active, non-residential uses on the ground floor, minimum levels of transparency, and limits on curb cuts where appropriate. The special district would also allow second-story commercial uses within mixed buildings along the elevated rail and permit gym development as-of-right.

Additional controls would be imposed for transient hotels within C2 and C4 districts to ensure consistency with the goals and objectives of the rezoning. Transient hotels within C4 districts, as well as those within C2 districts that meet specific locational criteria set forth in Section 32-14 of the Zoning Resolution, would require a CPC Special Permit if the residential development goal in ZR Section 141-00 has not been met.

City Map Amendment

A related application (C170305 MMX) would demap a portion of Corporal Fischer Place and map new parkland along 170th Street, between the recently-reopened High Bridge and Keltch Park, where the 170th Street elevated rail station is located. The action would implement a key plan strategy and has already received a commitment of \$4.6 million from the City for the design and construction of a park at this location.

ENVIRONMENTAL REVIEW

The original application (C 180051 ZMX), in conjunction with the related applications (N 180050 ZRX and C 170305 MMX) and modified applications (C 180051 (A) ZMX and N 180050 (A) ZRX) was reviewed pursuant to the New York State Environmental Quality Review Act (SEQRA), and the SEQRA regulations set forth in Volume 6 of the New York Code of Rules and Regulations, Section 617.00 et seq. and the City Environmental Quality Review (CEQR) Rules of Procedure of 1991 and Executive Order No. 91 of 1977. The designated CEQR number is 16DME010Q17DCP019X. The lead is the Office of the Deputy Mayor for Housing and Economic Development.

It was determined that this application, in conjunction with the applications for the related actions (the “Proposed Actions”) may have a significant effect on the environment, and that an environmental impact statement would be required. A Positive Declaration was issued on August 29, 2016, and distributed, published and filed. Together with the Positive Declaration, a Draft Scope of Work for the Draft Environmental Impact Statement (DEIS) was issued on August 29, 2016. A public scoping meeting was held on September 29, 2016, and the Final Scope of Work was issued on August 18, 2017.

A DEIS was prepared and a Notice of Completion for the DEIS was issued on August 18, 2017. Pursuant to SEQRA regulations and the CEQR procedures, a joint public hearing was held on the DEIS on November 29, 2017, in in conjunction with the public hearing on the related Uniform Land Use Procedure (ULURP) items (C 180051 ZMX, N 180050 ZRX, and C 170305 MMX) and the modified application (C 180051 (A) ZMX, N 180050 (A) ZRX). A Final Environmental Impact Statement (FEIS) reflecting the comments made during the public hearing was completed, and a Notice of Completion of the FEIS was issued on January 5, 2018.

The original application as analyzed in the FEIS identified significant adverse impacts with respect to community facilities (public schools), shadows, transportation (traffic, buses, and pedestrians), and construction activities related to noise. In addition, the FEIS analyzed the modified application (C 180051 (A) ZMX, N 180050 (A) ZRX), called the A-Application Alternative, as an alternative to the original application. This alternative was included in Chapter

20 of the FEIS, “Alternatives.” The analysis concludes that the modified application would result in the same impacts as the original application, and would not have any new or different significant adverse impacts than those previously identified for the original application.

Significant adverse impacts related to hazardous materials, air quality and noise would be avoided through the placement of (E) designations (E-442) on selected projected and potential development sites as specified in Exhibit A attached hereto.

The Proposed Actions and A-Application Alternative as analyzed in the FEIS identified significant adverse impacts with respect to community facilities (public schools), shadows, transportation (traffic, buses, and pedestrians), and construction activities related to noise.

The identified significant adverse impacts and proposed mitigation measures under the Proposed Actions and A-Application Alternative are summarized in Exhibit B attached hereto.

UNIFORM LAND USE REVIEW

The original application (C 180051 ZMX), in conjunction with the related City Map amendment application (C 170305 MMX), was certified as complete by DCP on August 21, 2017. The application was duly referred to Community Boards 4, 5 and 7 and the Borough President in accordance with Title 62 of the Rules of the City of New York, Section 2-02(b), along with the original zoning map amendment application (N 180050 ZRX), which was referred for information and review in accordance with the procedures for non-ULURP actions.

On November 8, 2017, pursuant to Section 2-06(c) (1) of the Uniform Land Use Review Procedure, a modified application for a zoning map amendment (C 180051 (A) ZMX) was referred to Community Boards 4, 5 and 7 and the Borough President, along with a modified application for a zoning text amendment (N 180050 (A) ZRX).

Community Board Public Hearing

Community Boards 4 and 5 held a joint public hearing on October 4, 2017 and Community

Board 7 held a public hearing on October 10, 2017 on the original application (C 180051 ZMX).

On October 24, 2017, by a vote of 32 in favor, four opposed, and with two abstentions, Community Board 4 adopted a resolution recommending approval of the original application with conditions.

The resolution includes the conditions that the city make “quantifiable, actionable and trackable” commitments to invest in the neighborhood along with instituting strong displacement protections in the form of a legally enforceable commitment plan. Community Board 4 recommends that all stakeholders are collectively represented in the Jerome Avenue Neighborhood Plan and that an “Implementation and Oversight Committee” be formed to monitor the implementation of the commitments made to the Board. Additionally, the Board attached several other conditions to their approval of the application, outlined by topic below.

Community Board 4 supports the goals of the application, with the exception of maintaining the existing M1 and C8 zoning districts in select locations to support a mixed economy along the corridor. Instead, the Board requests the adoption of the Expanded Area Alternative, as studied in the DEIS. The recommendation states: “We do not feel that leaving any areas zoned C8-3 or M1-2 is beneficial to the long-term growth and sustainability of these neighborhoods, conversely this change would not result in the immediate displacement of businesses or workers nor would it preclude these uses from remaining.”

Additional Community Board 4 recommendations include conditions focused on implementation of anti-displacement and anti-harassment measures, preservation of affordable housing, and increasing new affordable housing construction; requests for significant investments in job training, placement, skills assessment, and business development in order to improve the socioeconomic status of local residents and to protect workers within the auto repair industry; improvements to existing open space and park facilities and the provision of new open spaces at key locations; increased school funding to accommodate existing and new residents; improvements to transportation infrastructure intended to increase accessibility and

connectivity while improving pedestrian safety; and increased funding and development for programmatic initiatives focused on health and wellness.

On October 25, 2017, by a vote of 18 in favor, 11 opposed, and with one abstention, Community Board 5 adopted a resolution recommending approval of the original application with conditions.

The resolution includes the conditions that the city make “quantifiable, actionable and trackable” commitments to invest in the neighborhood along with instituting strong displacement protections in the form of a legally enforceable commitment plan. Community Board 5 recommends that all stakeholders are collectively represented in the Jerome Avenue Neighborhood Plan and that an “Implementation and Oversight Committee” be formed to monitor the implementation of the commitments made to the Board, along with the creation of a tracker document to be updated quarterly and delivered to the Implementation and Oversight Committee and Community Board members, officers, and staff.

Community Board 5’s recommendations also include a request that the rezoning area be expanded to include Tremont Avenue and the Cross Bronx Expressway from Jerome Avenue to immediately west of Davidson Avenue, between West 177th Street to the north and West 176th Street to the south, and west from Jerome Avenue to Macombs Road along the northern side of Featherbed Lane; that the DEIS address significant adverse impacts related to construction, shadows, transportation, and community facilities through mitigation; that the MIH area be mapped throughout entirety of the Special Jerome Avenue District; and that Community Boards are given an increased role in land use decision-making.

Additional Community Board 5 recommendations include conditions focused on increasing resident access to affordable housing and promoting housing stability; workforce and economic development initiatives, including the creation of a local employment network and measures to protect workers in the auto repair industry; increased funding for schools and community facilities; provision of additional resources to promote public safety in the community and at home; facilitate additional healthy food options and other programmatic measures to improve

the quality of life for vulnerable populations; implementation of transit, streetscape, and public realm improvements at key locations to improve pedestrian safety and connectivity; and improvements to existing park and open space facilities and the construction of new facilities.

Community Board 7 held a public hearing on October 10, 2017 on the original application (C 180051 ZMX). On October 26th, 2017, by a vote of 21 in favor, two opposed, and with no abstentions, Community Board 7 adopted a resolution recommending approval of the original application with conditions that include the study and implementation of the Board's proposal for the downzoning of specific areas within the Kingsbridge Heights and Bedford Park neighborhoods; provision of additional schools as well as child care and youth programs; improvements to the subway and bus systems; expansion of cultural programs; new lighting and security cameras to promote public safety; provision of opportunities for construction-related employment and employment within new buildings; and provision of programs targeted toward the veteran population.

Borough President Recommendation

The original application (C 180051 ZMX) was considered by the Borough President, who held a public hearing on November 2, 2017 and issued a recommendation on November 27, 2017 approving the application with conditions. Related application C 170305 MMX was also considered by the Borough President, who held a public hearing on the action on November 16, 2017 and issued a recommendation on November 27, 2017 approving the application. Conditions pertaining to the original application (C 180051 ZMX) include the expansion of the retention areas where DCP is not proposing changes to zoning. The recommendation calls for maintaining the existing zoning districts on the east side of Jerome Avenue between Jennie Jerome Park and East 175th Street, on Jerome Avenue between Goble Place and the Cross Bronx Expressway, and on the east side of Inwood Avenue between West 172nd Street and West Mount Eden Avenue. Additionally, the recommendation calls for the identification of alternative Bronx locations for

any potentially displaced automotive uses. The final land use and zoning recommendation was to include a property located at 1600 Macombs Road within the area to be rezoned.

Additional Borough President recommendations focus on affordable housing preservation, increasing resident housing stability, and ensuring that new unit sizes meet minimum size requirements; construction of new schools; improvements to the public realm through the implementation of street-level lighting and transparency for retail establishments; and finalization of capital projects commitments at key locations prior to the adoption of new zoning.

Borough Board Recommendation

On November 27, 2017 the Borough Board held a public hearing. The Borough Board voted to approve the application by a vote of eight in favor, none opposed and three abstentions.

City Planning Commission Public Hearing

On November 15, 2017 (Calendar No. 4), the City Planning Commission scheduled November 29, 2017, for a public hearing on the modified application (C 180051 (A) ZMX). The hearing was duly held on November 29, 2017 (Calendar No. 19), in conjunction with the hearings for the related actions. There were 19 speakers in favor and 27 in opposition.

Speakers in favor included two members of the City Council; representatives from HPD, SBS, DPR, DOHMH, and the Bronx Borough President's Office; the district managers and members of Bronx Community Boards 4 and 5; representatives from the Highbridge Community Development Corporation (CDC), Services for the Underserved, the Settlement Housing Fund; the Bronx Lebanon Hospital, Davidson Community Center, and JobsFirstNYC; a representative from the 32BJ SEIU union; and representatives from two local real estate development companies.

The Council Member for District 16 spoke in favor of the modified application, emphasizing that the support of the community must be secured before moving forward, that the plan must benefit existing residents in addition to future residents, and that it must leave a lasting legacy of community-driven development. She also listed the commitments secured to date, spoke to the

need to collaborate with local property owners to secure new sites for schools in School Districts 9 and 10, and to engage in workforce training initiatives for workers in the auto repair industry and other sectors.

The Council Member for District 14 spoke in favor of the expansion of the study area from the original 46 blocks to the current 95 blocks, and the construction of high quality and permanently affordable housing. He called for the use of union labor for construction projects, the installation of a new elevator at the Burnside Avenue #4 train station, and the relocation of the NYPD 46th Precinct to the Jerome area. He also described the need to provide job training to workers in the study area and clean up industrial sites.

The representative from SBS provided an overview of the Commercial District Needs Assessment process conducted in collaboration with WHEDco and the Davidson Community Center and of the SBS services available to Jerome corridor residents. The representative also provided data on the retail vacancy rate in the corridor.

The representative from DPR addressed the need to provide additional open space opportunities in the Jerome community and listed the open space-related commitments planned for the Jerome corridor, including improvements to Corporal Fisher Park, Aqueduct Walk, and Morton Playground. The speaker provided an approximate timetable for capital improvements and committed to working with the community and partner agencies to identify new open space opportunities.

The representative from DOHMH described the relationships among the built environment, employment opportunities, and public health and DOHMH's efforts to promote positive health outcomes for the residents of the Jerome community through the Neighborhood Health Initiative, the Shop Healthy NYC program, and ongoing collaboration with partner agencies and community-based organizations, including the workforce intermediary JobsFirstNYC and the Northwest Bronx Community and Clergy Coalition. The speaker also described DOHMH's ongoing efforts to monitor air quality in the West Bronx to reduce pollution-related health impacts.

The representative from HPD spoke in support of the plan and provided details on agency efforts, including the preservation of 5,500 homes in the Jerome corridor to date, outreach to more than 1,800 properties, and the launch of the Landlord Ambassadors and Neighborhood Pillars programs. The speaker stated that the agency was examining ways to improve responsiveness to Requests for Proposals and would conduct an analysis to determine the number of sites owned and operated by nonprofit entities within the corridor.

The Director of Planning and Development for the Bronx Borough President testified in favor of the plan and stated that more than 100 people attended the Borough President's hearing. The speaker described some of the conditions associated with the Borough President's recommendation, including the creation of a Southwest Bronx Housing Task Force, a 50 percent unit set-aside for local residents seeking housing, the extension of an R8A zoning district on Featherbed Lane, the retention of existing C8 zoning districts along the Cross-Bronx Expressway, a commitment to preserve at least 2,000 units, enhancement of HPD dwelling unit design standards, the addressing of school capacity concerns, and other specifics set forth in written testimony.

The District Manager of Bronx Community Board 4 spoke in favor of the plan and of the need to create better jobs, secure high quality educational opportunities, improve transit, and enhance access to open space, and of the need for a more comprehensive approach to neighborhood planning. The speaker stated that the ULURP process did not fully address the non-land use commitments associated with the plan, that the plan needs to protect businesses located within tenanted storefronts, and that the plan should include measures to elevate the socioeconomic status of Jerome residents and workers in the automobile repair industry. The speaker also described efforts undertaken in collaboration with the Council Member for District 16 to address the school seat deficit.

The District Manager of Bronx Community Board 5 spoke in favor of the plan and testified as to the need to meet school capacity needs, improve access to open space and parkland, and provide additional economic development and employment opportunities to residents of the community,

potentially through application of a version of the Lower East Side Employment Network (LESEN) workforce development collaborative model to the Jerome community.

The Chair of the Health and Human Services committee of Community Board 4 spoke in favor of the need to promote positive health outcomes for Community District 4 by funding and implementing health interventions to fight asthma, obesity, and diabetes, emphasizing that these conditions occur at higher rates in Community District 4 than the rest of the city. The speaker recommended that a new health center be developed at the Lower Concourse North site in lieu of the proposed Universal Hip Hop Museum, along with a center serving the LGBTQ community.

Members of Community Board 4 spoke in favor of the plan, of the need to improve the built environment along the Jerome corridor through the plan, and of the need to protect community residents through Right to Counsel legislation. One speaker, a housing attorney, stated that many residents have lost in housing court because they lacked access to legal representation. Another board member testified about the need for additional transit capacity in the community, recommending improvements to bus service, subway service, escalators at subway stations, and elevators at elevated stations, with an emphasis on the need to accommodate seniors and parents with young children.

The representative from the Highbridge CDC described the impacts of disinvestment on the Jerome community and the positive impacts on housing availability that could be achieved through rezoning. The speaker indicated that the Highbridge CDC has a waiting list of over 2,000 persons for its senior housing units and of more than 80,000 persons for its low income housing units. The speaker endorsed the Jerome plan with a list of stipulations that included the incorporation of the Borough President's recommendations to provide housing on Edward L. Grant Highway, to use nonprofit developers for affordable housing, to create additional incentives for four-bedroom apartments, to promote the development of limited equity cooperative apartments, and to implement a more efficient approval process for temporary and permanent Certificates of Occupancy. The speaker also called for more vigorous enforcement of rent regulations and housing court regulations, for more nonprofit ownership and management of housing, and emphasized the need to learn from the lessons of past neighborhood transitions.

The representative of Services for the Underserved spoke in favor of the modified application and provided details on 1600 Macombs Road, a site owned by the organization that is currently used as a residential drug treatment facility and could be redeveloped as supportive and affordable housing for formerly homeless individuals. The speaker also described the process for temporarily relocating clients during the construction process.

The representative of the Settlement Housing Fund testified about the need for additional units for families with incomes below 50 percent of AMI, the need to preserve existing affordable housing stock, and the desirability of a mix of incomes within the community. The speaker said that the group's most recent affordable housing project, a 60-unit building, received 56,000 applications, and the speaker recommended that the City make efforts to improve the response times for Requests for Proposals, increase enforcement of rent regulation laws, and work toward increasing rationality in the local real estate market through the additional density that the plan would promote.

A representative of the Bronx Lebanon Hospital spoke in favor of the Certificate of No Harassment, of training and relocation efforts for auto-related businesses, and of the expansion of school capacity in the Jerome corridor. The speaker emphasized that Bronx Lebanon has a significant interest in the well-being of this community and is a workforce training provider. He recommended deep affordability for new developments in order to stem residential displacement as well as initiatives to strengthen Minority and Women Owned Business Enterprises.

A representative of JobsFirstNYC testified in favor of the plan, spoke to the role of JobsFirstNYC in the communities in which it operates, and provided an outline of the efforts undertaken in the Lower East Side with LESEN and how components of the LESEN model could apply in the Jerome community.

A representative of the Davidson Community Center, who also holds the position of First Vice Chair of Bronx Community Board 5, testified in favor of the plan and of the board's recommendations. The speaker recommended that improvements be made to the #4 train line to

reduce overcrowding in advance of the additional housing that would result from the plan's adoption, along with improvements to park and open space facilities, including the Davidson Playground, additional school capacity, and more workforce development initiatives.

A representative of the Service Employees International Union, Local 32BJ recommended that the plan make every effort to promote access to employment for Jerome area residents.

In addition to the oral testimony in favor of the plan, written testimony was submitted by the Dean of Workforce and Economic Development of Bronx Community College of the City University of New York (BCC/CUNY). The testimony summarized the socioeconomic challenges faced by residents of Bronx Community District 5, highlighted BCC/CUNY's ongoing collaboration with Community Board 5 to address these challenges, and recommended the establishment of a workforce development collaborative to facilitate job training and placement for residents to increase their income and financial security.

Speakers in opposition included representatives of the Municipal Arts Society, Community Action for Safe Apartments (CASA), the Association for Neighborhood and Housing Development (ANHD), WHEDco, Bronx Coalition for a Community Vision, Ironworkers Local 46, and the Pratt Center for Community Development.

The representative of the Municipal Art Society said that the plan could result in negative impacts to neighborhood character, including school-related impacts resulting from the influx of new residents and potential displacement of auto repair workers, and that the plan's proposed housing affordability goals do not meet the needs of all community residents. The speaker testified in support of the Certificate of No Harassment, of a revised HPD term sheet with deeper levels of affordability and additional protections for workers in the auto repair industry via preservation of existing C8 zoning districts and proposed legislation known as the Commercial and Auto Repair Stability Act.

A representative of ANHD stated that the rezoning could result in a massive influx of housing and increase land value, thereby changing the real estate market in the Jerome corridor and

resulting in additional market-rate development and reduced usage of affordable housing subsidy by developers. The speaker stated that the plan could result in housing that exceeds the economic means of community residents.

A representative of WHEDco spoke about the potential impacts of the rezoning on workers in the auto repair industry and the need for additional measures to promote industrial business retention and worker retraining, deeper affordability, and efforts to avoid residential displacement. The speaker stated that the plan did not adequately anticipate residential displacement and called for clarification about how the Council Member commitments would be finalized, enacted, and enforced. The speaker from the Pratt Center for Community Development recommended that efforts be made to preserve C8 and M districts to retain industrial and auto repair jobs and stated that auto repair jobs in the Jerome corridor serve both a local and regional market.

The director and outreach coordinator of CASA, who are also members of the Bronx Coalition for a Community Vision, each spoke about the organization's outreach and organizing efforts in the Jerome community. They indicated that they have identified \$8 million in Major Capital Improvements (MCIs) within the buildings in which they organize this year, including MCIs within buildings that have not received basic repairs to meet the daily needs of existing tenants. The director noted an increase in the frequency of MCIs over the past six years and stated that this represents a form of pressure against existing tenants due to the rent increases that result from the MCIs. The director also stated that there has been an increase in the warehousing of apartments by private entities, some of whom remove units from the market in the Jerome corridor and elsewhere in the city for periods as long as 10 years, and testified as to the need for additional Council Member commitments for the Jerome community. The outreach coordinator stated that the community was not adequately notified of the expansion in the study's geographic boundaries from 73 to 95 blocks and called for additional study and mitigation measures for brownfield sites, union labor on all sites, and protection and retention measures for auto workers, stating that negative impacts to workers within this industry would not be consistent with the Mayor's Industrial Action Plan.

Members of CASA, all of whom were local community residents, testified in opposition to the plan; several speakers emphasized that they and others remained in the area during the extended period of disinvestment in the Bronx and that they still face significant challenges in maintaining housing stability. Speakers cited the failure of landlords to undertake needed building repairs and provided details on unforeseen rent increases resulting from MCIs and preferential rent increases, of ongoing harassment of tenants by landlords, and of the warehousing of vacant apartments by landlords. Several speakers stated that gentrification is the likely outcome of the plan, and that new residents would likely be of a different socioeconomic status and racial and ethnic background than existing residents, emphasized that new housing must be affordable to existing community residents. They spoke in favor of the proposal drafted by the Bronx Coalition for a Community Vision.

In addition to the oral testimony in opposition to the plan, local residents affiliated with CASA and the Bronx Coalition for a Community Vision who did not attend the hearing submitted written testimony in which they expressed numerous concerns with the plan, including inadequate public outreach, a need for housing affordability that meets the needs of additional low and very-low income residents, the potential for significant changes to the racial, ethnic, and socioeconomic composition of the community and resultant gentrification, impacts to auto repair businesses and workers, and concerns regarding transit capacity. The written testimony indicated support for the proposal set forth by the Bronx Coalition for a Community Vision.

There was no other testimony, and the hearing was closed.

CONSIDERATION

The Commission believes that this application for a zoning map amendment, as modified (C 180051 (A) ZMX), in conjunction with the applications for the related actions, is appropriate.

The plan is a long-range and comprehensive strategy to support the neighborhoods of the southwest Bronx along Jerome Avenue. It presents an opportunity to promote sustainable, high-quality, affordable housing with a range of options, balanced with economic development responsive to the needs of this dynamic area. The proposed actions are a critical component of

the multifaceted effort required to achieve the community's vision for the vibrant, active, safe, and sustainable future of the Jerome Avenue corridor and its surrounding neighborhoods.

Today, the conditions along the corridor are not reflective of the established goals and vision for its future. The existing zoning does not allow residential uses in many areas close to public transit, closing off opportunities to develop new affordable housing. Where a safe, clean and well-lit pedestrian realm underneath the elevated rail tracks could provide a pleasant pedestrian experience, existing land uses cause frequent disruption of the sidewalk and an aurally and visually cacophonous environment. These conditions hamper the corridor's ability to serve the needs of the community as a connected activity center, to provide opportunities for affordable housing and mixed-use development, and to capitalize on its access to transit.

These conditions run counter to the community's vision for the corridor as a vibrant, mixed-use, safe and attractive central spine that serves the needs of the surrounding neighborhoods. The plan, including the land use actions, represents an opportunity to transform the corridor and fulfill the community's vision.

The proposed actions would facilitate new residential and mixed-use development at appropriate densities along the Jerome Avenue corridor, as well as its intersecting lateral streets, near transit nodes, and encourage the development of new affordable housing while maintaining the stability of the existing housing stock. The Commission believes that these actions will also support economic development opportunities in the southwest Bronx by requiring non-residential uses on the ground floor of new developments in select locations, as well as by permitting second-story commercial uses within mixed buildings along the elevated rail. The Commission believes the actions will create flexible quality space for existing and new businesses and community facilities.

The goals, vision and subsequent recommendations, including the land use actions, were created through a comprehensive public planning process. The Commission commends the Department's efforts in crafting a thorough and inclusive participatory process that took place over the course of more than three years. During more than 40 public events, residents, businesses and other

local stakeholders were engaged in establishing project goals, identifying key issues and opportunities and crafting a future vision for the neighborhoods along the Jerome Avenue corridor. The planning process yielded recommendations, including zoning and land use actions, which are documented as part of the plan.

As described in further detail below, the Commission supports the plan's goals and recommendations as they relate to zoning, affordable housing, the public realm and community resources. The Commission acknowledges that while many elements of the plan are beyond their purview, they remain essential to the success of this land use action.

Zoning Map Amendment

The Commission recognizes that zoning in the 95-block rezoning area has not changed since 1961, is reflective of land use patterns established over 100 years ago, and does not adequately support the needs of the dense communities surrounding the Jerome Avenue corridor. Existing conditions are, in many parts of the corridor, discordant, hazardous, and unpleasant, and they conflict with the community's vision for the corridor. The Commission notes that opportunities for new housing development near transit resources are constrained by existing C8-3 and M1-2 zones, which do not permit any residential uses. Where residential zoning districts are mapped, the districts are subject to height-factor rules. These neighborhoods would benefit from the more predictable bulk and height limits imposed by contextual districts.

Additionally, the Commission believes that a mixed economy is important in the southwest Bronx, but that the current mix of manufacturing, general service, and residential zoning diminishes the potential of the corridor to act as a neighborhood connector and serve the needs of the surrounding communities. Maintaining select portions of existing M1 and C8 zones will allow for light industrial and heavy commercial uses to grow and expand in appropriate locations, in harmony with the vision for the future of the Jerome Avenue corridor.

The Commission recognizes the robust process of goal-setting and visioning that informed the development of the proposed actions. The zoning framework establishes the promotion of development opportunities around transit stations and along major corridors, creating nodes of

density at the convergence of wide streets, expansion of permitted commercial uses and densities at Burnside and Tremont Avenues, the maintenance of existing zoning districts in appropriate locations, the creation of special rules for lots fronting the elevated rail and irregular lots, as well as the promotion of mid-density residential and retail continuity along the entirety of the corridor.

The Commission also supports the addition of several blocks reflected in the modified application. These additions include several development sites, representatives of which have provided public testimony. The modification has been broadly supported by community stakeholders. These sites present opportunities to further the plan's objectives by providing affordable housing, and neighborhood-serving commercial and community facility space. The plan is strengthened by their inclusion.

The current R8, R7-1, C4-4, C8-3, and M1-3 zoning throughout the rezoning area needs to be updated to improve the corridor's vitality. The Commission believes that the proposed R7A, R7D, R8A, C4-4D and R9A districts, along with the proposed C1-4 and C2-4 commercial overlays, will promote new development at appropriate heights and densities to reinforce the vision for the corridor and enhance the qualities of the Jerome Avenue corridor. The Special Jerome Avenue District will also support an overall strategy responsive to the conditions imposed by the elevated rail infrastructure and lot irregularity by requiring lower maximum base heights and setbacks on lots fronting the elevated rail, and allowing relief from otherwise stringent street wall and height requirements in specific portions of certain lots.

The proposed mapping of medium-density residential districts with commercial overlays along Jerome Avenue is appropriate and will create opportunities for housing, community facilities, and first- and second-story commercial uses along the corridor. The intended outcome is greater continuity and a sense of connection across neighborhoods that are currently bisected by long stretches of low-activity and pedestrian-unfriendly uses. The neighborhoods along Jerome Avenue are defined by their residential context. By and large, areas west of Jerome Avenue are currently mapped with medium-density R7-1 districts. The proposed rezoning would permit residential and retail uses along the Jerome Avenue corridor, matching the surrounding context

and knitting together the neighborhoods east and west of the corridor. Commercial overlays will provide opportunities for a more diverse array of ground floor retail and commercial services. Buildings on lots fronting the elevated rail tracks would require a maximum base height of 30 feet and a 10-foot setback before rising to their maximum heights, reducing the impact of the rail infrastructure on residents and ensuring that adequate light and air reach the street.

The R8A residential districts proposed along major thoroughfares and near transit stations throughout the study area are appropriate and will provide opportunities to accommodate growth consistent with the surrounding neighborhood context. Mapping R8A districts along East 167th Street, Mt. Eden Avenue, and East 183rd Street will “contextualize” these areas, imposing height restrictions where none currently exist and requiring that buildings line up at the street. The Commission also notes that areas proposed to be mapped with R8A districts are located along major, wide streets, including the Edward L. Grant Highway, 170th Street, and Macombs Road, where the permitted density would be appropriate. The existing zoning in these areas does not permit any residential development. All of these areas have potential for increased capacity, are poised for growth, and provide important connections across neighborhoods and to transit and parks.

The proposed mapping of a C4-4D commercial district along Jerome Avenue and its intersections with Burnside and Tremont Avenues is appropriate. Burnside Avenue and Tremont Avenue are vibrant retail corridors today with potential for additional growth. The rezoning will provide opportunities for greater diversity of commercial, retail, and entertainment uses to serve and support adjacent neighborhoods. Located between the Grand Concourse to the east, Fordham Road to the north, and BCC to the west, this centrally located district has the opportunity to connect neighborhoods, act as a magnet to draw users from greater distances, and support local businesses and institutions. The proposed zoning will allow residential as well as commercial uses, contributing to a vibrant mix at this important junction.

The proposed mapping of R9A districts in judicious locations is appropriate. Mapping R9A districts in strategic locations will encourage development to help anchor the southern portion of the corridor, which has excellent transit access at the 4 and B/D train stations at 167th Street and

170th Street. New development here will promote a sense of place and support important activity nodes connecting the Highbridge neighborhood with Jerome Avenue.

Zoning Text Amendment

Mandatory Inclusionary Housing

The proposed zoning text amendment is appropriate. It will ensure that a portion of new residential development will be permanently affordable.

The zoning text amendment will designate an MIH area that encompasses portions of the proposed R7A, R7D, R8A, C4 4D and R9A districts. Options 1 and 2 are proposed, along with the Deep Affordability option. The Commission believes that having all three options available within the Jerome Avenue MIH area will appropriately balance the area's need for deep affordability levels and its need to also provide housing for moderate and middle income households in order to support the area's economic diversity over time.

Special Jerome Avenue District

The establishment of the Special Jerome Avenue District, coterminous with the rezoning area, is appropriate. The Commission believes that the proposed special district will complement the proposed zoning map changes by imposing additional controls (and relief) in a way that will result in appropriately designed, scaled and programmed spaces within the rezoning area.

The rezoning area includes some uniquely encumbered sites resulting from the irregular street grid, hilly topography and presence of elevated rail tracks. These qualities make for challenging conditions at both the street and building levels. To address these challenges, the special district will require bulk modifications to be made for zoning lots fronting the elevated rail. The Commission believes the lower base height and additional total height permitted in these areas will ultimately produce better buildings as well as a more attractive streetscape.

The proposed special district will modify street wall requirements on specific frontages and increase maximum permitted heights on certain portions of selected lots. The Commission

believes that this flexibility will encourage development consistent with the community's vision for the corridor, including affordable housing.

Additional modifications to bulk, transparency, and screening requirements will adjust for irregularities such as acute corner conditions, varied topography, and other site encumbrances and provide design flexibility. The Commission notes that the modifications and waivers associated with the special district will not increase buildable floor area on any lot.

The proposed special district will also impose ground floor requirements within mapped commercial overlays and full commercial districts along Jerome Avenue and River Avenue where lots front on the elevated rail. These regulations will foster a safe and welcoming pedestrian environment by requiring active, non-residential uses on the ground floor and minimum levels of transparency, and limiting curb cuts where appropriate.

The Commission believes that the unique nature of the corridor warrants the use and transparency requirements defined in the special district text. These rules will promote development that encourages pedestrian activity and provide opportunities for diverse retail and community facility uses, resulting in a vibrant and flexible corridor that can evolve over time.

The additional controls on transient hotels within C2 and C4 districts are appropriate and consistent with the goals and objectives of the rezoning. Transient hotels will be permitted on zoning lots within C2-4 districts that meet specific locational criteria set forth within ZR Section 32-14; for other zoning lots, transient hotels will require a CPC Special Permit if the residential development goal set forth in ZR Section 141-00 has not been met.

The Commission notes that refinements to the zoning text amendment were made through a modified application. The changes reflect comments heard through the public process and strengthen the application and support the plan's goals and objectives. The modifications to the text will permit second-story commercial uses within mixed-use buildings on lots fronting the elevated rail. This provision will provide flexibility for buildings along the elevated tracks, making available space for small business owners and community facilities seeking spaces that

do not require ground floor visibility, and are available at a lower cost. Commercial uses in these spaces are optional and will better enable the market to determine the appropriate amount of commercial development along the corridor over time. The modified application will also permit physical culture establishments as-of-right. Removing the special permit requirement for these uses within the special district will advance the plan's goals of creating opportunities for a more diverse commercial landscape and the promotion of physical health.

City Map Amendment

The application (C170305 MMX) to demap a portion of Corporal Fischer Place and to map new parkland is appropriate. The action represents an important opportunity to add new parkland to the community and represents the implementation of a key plan strategy. It has already received a commitment of \$4.6 million from the City for the design and construction of a park at the location.

Community Board Conditions

The Commission heard testimony and notes the conditions from Community Boards 4, 5 and 7 on a variety of issues.

Land Use and Zoning

The Commission acknowledges Community Board 4's request to include Block 2855, Lots 42, 44, 45, 53 and 65 in the zoning proposal. The Commission believes the site's inclusion is appropriate and supports the plan; it is included in the modified application.

The Commission heard testimony regarding the extent of the rezoning boundary. Multiple parties, including several property owners and representatives of Community Boards 4 and 5, suggested that the rezoning boundaries be expanded. The Commission also received testimony from multiple parties, including the Borough President and the Pratt Center for Community Development, advocating for the reduction of the area to be rezoned. The Commission acknowledges the multiple and conflicting viewpoints on the matter, but believes that the rezoning boundaries as reflected in the modified application represent an appropriate balance of proposed zoning districts and retention of existing zoning districts. The Commission believes

this balance best supports the goals and vision of the plan by promoting opportunities for the development of affordable housing as well as promotion of a mixed economy in the southwest Bronx.

Affordable Housing

The Commission recognizes the recommendations from both Community Boards 4 and 5 reflecting the desire to see a variety of affordability options for the area including options for households earning moderate and middle incomes. The Commission believes that economic diversity in housing stock is essential to the vitality of the neighborhoods along Jerome Avenue and should be encouraged.

The Commission notes that the Jerome Avenue Study Area, which is located primarily in Bronx Community Districts 4 and 5, contains one of the largest concentrations of rent regulated housing in New York City. Over 65 percent of all homes in this area are regulated by a government agency, compared to just one-third of all homes across the city. This stock of stable affordable housing, which includes several thousand homes managed by the New York City Housing Authority, has served local residents for many decades. However, the Commission also notes the concerns raised in the public hearing and acknowledges that the city's population is growing and increased demand is putting pressure on the area's housing supply. As such, the preservation of existing affordable housing is a priority of the plan. Since the beginning of the planning process in 2014, the City has preserved over 4,500 units of affordable housing in Community Districts 4 and 5 and will continue to pursue housing preservation at every opportunity.

Additionally, the Commission acknowledges Community Board 5's condition that the entirety of the rezoning area be mapped as an MIH area. The Commission notes that MIH will only apply to areas experiencing additional residential capacity through zoning actions. Therefore, portions of the rezoning area that are existing residential districts and not receiving significant increases to allowable floor area through the actions would not be subject to MIH provisions.

Economic Development

The Commission also heard testimony related to the automotive industry located throughout the Jerome Avenue corridor. The Commission notes that these uses present a unique set of challenges. The collective issues can impact the health and well-being of the surrounding neighborhoods. The Commission acknowledges the collaboration between City agencies and local officials in working to better understand the needs and deliver services appropriately to these businesses. While the Commission notes that the proposed zoning will not permit new or expanded automotive repair uses as-of-right, existing uses can remain and will not be required to relocate due to the change in zoning. The Commission also notes the changing landscape of the automotive industry as a whole and believes that as the industry evolves, so too should training and skills development for workers.

The Commission recognizes the testimony of the Community Boards, Borough President and others about the auto industry and notes the variety of opinions expressed on the matter. The Commission believes that the proposed actions are appropriate as they represent a balancing of these views. The proposed rezoning achieves the goals of providing opportunities for affordable housing development and promoting an active, pedestrian-friendly streetscape along the entire length of the corridor. Furthermore, the proposed zoning also retains portions of existing C8-3 and M1-2 districts which will remain, continuing to facilitate the diverse economy and commercial landscape of the area.

Additionally, the Commission heard testimony urging the creation of local jobs. The Commission believes that workforce development is a critical component of any successful neighborhood plan. The Commission believes that the plan presents an opportunity to address this discrepancy and to help ensure that local residents are better prepared for employment in growth sectors, better connected to education and training resources, and able to overcome barriers to employment in high-quality jobs. Specifically, the Commission heard testimony from JobsFirstNYC. JobsFirstNYC is an organization that is committed to working with a collective of local organizations including employers, training providers, and educational institutions, among others. The Commission supports this organization's mission to work to create a local network tasked with identifying barriers and solutions to local workforce issues and aiming to

connect the residents of the southwest Bronx with appropriate training and employment opportunities.

Public Realm

The Commission heard testimony regarding the need for improved public realm and open space resources. The Commission agrees that these resources are essential components of vibrant neighborhoods and recognizes the recommendations put forth in the plan and the testimony from City agencies to ensure that all residents have access to the amenities and resources that will help them enjoy their neighborhood.

The Commission commends the plan's goal to create a well-connected and greener community by recommending a series of new and improved public spaces throughout the rezoning area and surrounding communities. The Commission notes that through the planning process, DCP has worked closely with DPR and DOT to craft thoughtful strategies, as documented in the plan, that will provide a framework for investments in the public realm for years to come.

The Commission acknowledges the additional conditions put forth by the Community Boards and Borough President to invest in parks within the study area. The Commission encourages DPR to work with the community and local elected officials, looking to the plan as a guide, to ensure that the appropriate level of investment is directed to projects that will fulfill the vision for the Jerome Avenue corridor.

The Commission is pleased to acknowledge additional investments in parks and open space already committed by the City, including a \$4.6 million investment in the design and construction of Corporal Fischer Park, located in Community Board 4, as well as an additional \$4 million for the design and reconstruction of Morton Playground in Community Board 5.

The Commission acknowledges the additional conditions put forth by the Community Boards and Borough President to invest in streets and transportation in the study area. Specifically, the Commission notes the conditions put forth by the Borough President to reconstruct the Edward L. Grant Highway and the University Malls, to comprehensively review step streets within the

Special Jerome Avenue District, to improve lighting underneath the elevated rail and to install elevators within train stations along the 4 line at 170th Street and Burnside Avenue as well as along the B/D line at 167th Street and Tremont Avenue in collaboration with the Metropolitan Transportation Authority (MTA). The Commission encourages DOT to work with the community and local elected officials, looking to the plan as a guide, to ensure that the appropriate level of investment is directed to projects that will fulfill the vision for the Jerome Avenue corridor. The Commission also notes that while the MTA is not a City agency, the planning process has and will continue to be a vehicle for advocating transit-related needs along the Jerome Avenue corridor.

Schools and Education

The Commission heard testimony from Community Boards, City Council representatives and the Borough President regarding the existing and future school needs in Districts 9 and 10. The Commission acknowledges that while the anticipated development associated with the proposed actions will occur gradually over time, an increase in the deficit of public school seats is likely to result. As such, the Commission acknowledges that the City has explored options to mitigate anticipated seat deficits. The Department of Education (DOE) will monitor enrollment in District 9, Sub-district 2, and District 10, Sub-district 4, and if a need for additional capacity is identified, DOE will evaluate the appropriate timing and mix of measures to address increased school enrollment. If additional school construction is warranted, and if funding is available, a school seat deficit will be identified in the DOE's Five-Year Capital Plan. DOE also has measures that it uses across the City to address growing school enrollments, such as relocating administrative functions and reprogramming space at existing schools. The Commission encourages the City to monitor development outcomes in order to coordinate efforts between the SCA and the DOE to assure that the educational offerings in the Jerome Avenue corridor meet the need of the local school districts.

The Commission encourages the City to identify opportunities for siting a future school, noting that the proposed zoning map amendment would facilitate the as-of-right construction of school facilities where they would not be permitted under the existing zoning.

Also, the Commission notes that there are 12 charter schools within School District 9 and six charter schools within School District 10 serving grades from K-12. These schools were not included in the FEIS analysis but would be available to neighborhood residents.

The Commission acknowledges Community Board 7's recommendation to increase cultural programming as well as the Borough President's condition to establish a community center that would serve the Highbridge neighborhood. The Commission notes that, while specific cultural programming is not within the scope of the application, the land use actions will create opportunities for additional community facility space, which could include community centers available for cultural programming.

Borough President Conditions

Land Use and Zoning

The Commission acknowledges the Borough President's condition to extend an R8A zone west along Featherbed Lane to Macombs Road to include a property at 1600 Macombs Road managed by a citywide supportive housing organization that plans to redevelop the site. The redevelopment plans include the provision of 400 units of affordable housing, a medical clinic, a community center and over a quarter of an acre of open space. The site in question has been included in the modified application.

The Commission also recognizes the Borough President's condition to maintain the existing zoning districts on the east side of Jerome Avenue between Jennie Jerome Park and East 175th Street, on Jerome Avenue between Goble Place and the Cross Bronx Expressway, and on the east side of Inwood Avenue between West 172nd Street and West Mount Eden Avenue. The Commission believes that reducing the rezoning boundaries would conflict with the stated goals of the project and future vision for the corridor.

Housing

The Commission acknowledges the Borough President's recommendation to increase the number of affordable housing units preserved in Community Districts 4 and 5 from 1,500 over the next

two years to 2,000. The Commission notes, however, HPD's view that, while the commitment of 1,500 is based on recent trends in neighborhood preservation as well as a current pipeline of projects, the agency will always strive to preserve as many units as possible.

Public Realm

The Commission recognizes the Borough President's conditions with respect to open space and the public realm. The Commission supports the City's commitment of between \$8 and \$10 million for the construction of the southernmost portion of Aqueduct Walk, \$4 million commitment to the reconstruction of Morton Playground and \$4.6 million commitment to the design and construction of Corporal Fischer Park. The Commission also encourages the City to continue to work to implement other public realm and open space recommendations in the plan, where practicable.

The Commission also notes that the aforementioned inclusion of property located at 1600 Macombs Road within the rezoning area will also advance the Borough President's open space goals. The project's program will include over a quarter acre of public open space within Community Board 5.

Additional Considerations

The Commission heard testimony from other stakeholders on a range of issues.

Zoning and Land Use

The Commission acknowledges testimony regarding the reduction of rezoning area including that provided by the Bronx Coalition for a Community Vision, the Borough President, the Pratt Center for Community Development and WHEDco. The testimony reflected a desire to see larger portions of existing C8 and M1 zoning districts maintained. As described above, the Commission acknowledges this viewpoint as well as the other testimony provided by private property owners and Community Boards 4 and 5 that conveyed a desire for larger portions of the study area to be rezoned.

The Commission supports the boundaries as reflected in the modified application as an appropriate balance of proposed changes to zoning districts and retention of existing zoning districts. The Commission believes this balance best supports the goals and vision of the plan by promoting opportunities for the development of affordable housing as well as a mixed economy in the southwest Bronx.

Housing

The Commission heard testimony concerning the affordability of housing and recognizes the intense concerns expressed. Notably, the Commission acknowledges the testimony of groups including The Coalition for a Community Vision and CASA (an affiliate of New Settlement), which illustrate the concerns regarding pressure in the housing market in the neighborhoods along Jerome Avenue.

The Commission notes the plan's specific focus on affordable housing and the fact that the plan is part of a broader community development initiative under Housing New York, which is the Mayor's plan to build and preserve affordable housing through strategic investments that foster diverse, livable neighborhoods.

The Commission heard testimony expressing concerns regarding housing affordability and the threat of displacement. The Commission acknowledges that there is a need to protect existing tenants from harassment and displacement, and notes the testimony from HPD that outlined the strategies that the City is using to help protect low-income tenants. The testimony described the City's commitment to provide free legal representation in housing court for all low-income tenants and free legal counseling to any tenant facing eviction. In addition, HPD described how various City and State offices have come together to form the Tenant Harassment Prevention Task Force, which investigates and brings enforcement actions against landlords who are found to be harassing tenants.

The Commission acknowledges HPD's testimony regarding specific action and investment targets within the Jerome Avenue corridor. The Commission acknowledges HPD's efforts and

investments in the neighborhoods along Jerome Avenue and believes that these strategies will protect residents and provide additional opportunities for affordable housing.

The Commission also acknowledges the testimony of groups including Maddd Equities, Settlement Housing Fund, Services for the Underserved and Park-It Management, which reflects the potential to create a significant amount of affordable housing through private development. The Commission recognizes the challenges associated with the lack of public site control in the rezoning area and notes the interest expressed by several property owners and development teams to deliver affordable housing to the area through the opportunities created through the actions.

Economic Development

The Commission heard testimony calling for strengthening the local retail market and creating opportunities for more retail diversity, assisting area small businesses and entrepreneurs, and supporting the creation of jobs. The Commission believes that, in addition to delivering new affordable housing opportunities, enhancing the economic vitality of the Jerome Avenue corridor is an essential component of the proposed actions and the plan. The Commission is pleased that the plan includes strategies to facilitate job creation and provide services for small businesses. Economic stability and workforce development are critical determinants of the health, safety, and prosperity of a community. The Commission supports the plan's recommendations to focus on small businesses, workers, and residents alike with the goal of strengthening small business, encouraging entrepreneurship, and ensuring workers and residents have opportunities for the training and services that are critical to quality jobs. A healthy and diverse commercial landscape benefits the neighborhood as a whole, allowing residents to participate in a local economy and to meet their daily needs where they live.

The Commission notes that retail corridors along Jerome Avenue, as well as the area's east-west running corridors, are a critical asset to residents. However, the Commission heard testimony suggesting that the current retail does not fully meet community needs. The Commission notes that the proposed actions will encourage a more diverse retail environment by creating opportunities through the mapping of commercial overlays, permitting second-story commercial

uses within mixed buildings along the elevated rail, and requiring non-residential ground floors along the elevated rail, as well as by mapping a full commercial district at Burnside and Tremont Avenues.

The Commission acknowledges the testimony from SBS and notes the investments made in the planning process through the agency's Neighborhood 360 Program. The Commission notes that through this strategic SBS initiative, the City has worked to engage local partners, draft recommendations related to local merchant and shopper needs in the form of the Jerome Avenue Commercial District Needs Assessment, and issue over \$1 million in grants to local community based organizations aimed at improving conditions along the corridor for merchants and shoppers alike.

The Commission heard a variety of additional testimony that is beyond the purview of this application. The Commission acknowledges these views and appreciates the significant relationship between many non-land use-related factors and the advancement of community goals.

RESOLUTION

RESOLVED, that having considered the Final Environmental Impact Statement (FEIS), for which a Notice of Completion was issued on January 5, 2017, with respect to this application (CEQR No. 17DCP019X), the City Planning Commission finds that the requirements of the New York State Environmental Quality Review Act and Regulations have been met and that

1. Consistent with social, economic and other essential considerations, from among the reasonable alternatives thereto, the action is one which minimizes or avoids adverse environmental impacts to the maximum extent practicable; and
2. The adverse environmental impacts disclosed in the FEIS will be minimized or avoided to the maximum extent practicable by (E) designations for Hazardous Materials, Air Quality, and Noise, which form part of the Proposed Actions, or the required mitigation measures.

The report of the City Planning Commission, together with the FEIS constitutes the written

statement of facts, and of social, economic and other factors and standards, that form the basis of the decision, pursuant to Section 617.11(d) of the SEQRA regulations; and be it further

RESOLVED, by the City Planning Commission, pursuant to Sections 197-c and 200 of the New York City Charter, that based on the environmental determination and consideration described in this report, the Zoning Resolution of the City of New York, effective as of December 15, 1961, and as subsequently amended, is hereby further amended by changing the Zoning Map, Section Nos. 3b, 3c, and 3d:

1. eliminating from within an existing R7-1 District a C1-4 District bounded by:
 - a. a line 100 feet northeasterly of West Burnside Avenue, Davidson Avenue, a line 100 feet northeasterly of West Burnside Avenue, a line midway between Davidson Avenue and Jerome Avenue, a line 320 feet southwesterly of West 181st Street, Jerome Avenue, a line 100 feet northeasterly of East Burnside Avenue, a line midway between Jerome Avenue and Walton Avenue, a line 100 feet southwesterly of East Burnside Avenue, Jerome Avenue, a line 100 feet southwesterly of West Burnside Avenue, a line 75 feet northwesterly of Harrison Avenue, West Burnside Avenue, and a line 100 feet northwesterly of Harrison Avenue;
 - b. a line 100 feet northeasterly of West Tremont Avenue, a line midway between Davidson Avenue and Jerome Avenue, West Tremont Avenue, and Davidson Avenue;
 - c. Plimpton Avenue, a line 100 feet northeasterly of Edward L. Grant Highway, and a line 525 feet southwesterly of West 172nd Street;
 - d. a line midway between Plimpton Avenue and Nelson Avenue, a line 100 feet northeasterly of Edward L. Grant Highway, and a line 625 feet southwesterly of West 172nd Street;
 - e. Nelson Avenue, a line 100 feet northeasterly of Edward L. Grant Highway, and a line 770 feet southwesterly of West 172nd Street;
 - f. a line midway between Nelson Avenue and Shakespeare Avenue, a line 100 feet northeasterly of Edward L. Grant Highway, and a line 820 feet southwesterly of West 172nd Street;
 - g. Shakespeare Avenue, a line 100 feet northeasterly of Edward L. Grant Highway, and a line 410 feet southwesterly of Sherif S. Byrd Place;
 - h. A line midway between Shakespeare Avenue and Jesup Avenue, a line 100 feet northeasterly of Edward L. Grant Highway, and a line 510 feet southwesterly of Sherif

- S. Byrd Place;
- i. a line 375 feet northeasterly of West 170th Street, a line midway between Plimpton Avenue and Nelson Avenue, and a line 100 feet southwesterly of Edward L. Grant Highway;
 - j. a line 300 feet northeasterly of West 170th Street, Nelson Avenue, and a line 100 feet southwesterly of Edward L. Grant Highway;
 - k. a line 165 feet northeasterly of West 170th Street, a line midway between Nelson Avenue and Shakespeare Avenue, and a line 100 feet southwesterly of Edward L. Grant Highway; and
 - l. a line 115 feet northeasterly of West 170th Street, Shakespeare Avenue, and a line 100 feet southwesterly of Edward L. Grant Highway;
2. eliminating from within an existing R8 District a C1-4 District bounded by:
 - a. a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East Burnside Avenue, a line 100 feet northwesterly of Grand Boulevard and Concourse, East Burnside Avenue (southerly portion), Creston Avenue, and a line 100 feet southwesterly of East Burnside Avenue; and
 - b. a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East Tremont Avenue, Morris Avenue, a line 100 feet southwesterly of East Tremont Avenue, Walton Avenue, and a line 175 feet southwesterly of East Tremont Avenue;
 3. eliminating from within an existing R7-1 District a C2-4 District bounded by a line midway between Davidson Avenue and Jerome Avenue, a line 100 feet southwesterly of West Burnside Avenue, Jerome Avenue, a line 100 feet southwesterly of East Burnside Avenue, a line midway between Jerome Avenue and Walton Avenue, East Tremont Avenue, and West Tremont Avenue;
 4. changing from an R7-1 District to an R7A District property bounded by:
 - a. Aqueduct Avenue East, a line midway between Evelyn Place and West 183rd Street, a line 100 feet northwesterly of Jerome Avenue, and a line midway between West 183rd Street and Buchanan Place; and
 - b. a line 100 feet northwesterly of Jerome Avenue, Featherbed Lane, a line midway between Jerome Avenue and Townsend Avenue, and a southwesterly boundary line of a park and its southeasterly prolongation;
 5. changing from a C4-4 District to an R7A District property bounded by Jerome Avenue, East 171st Street, a line midway between Jerome Avenue and Townsend Avenue, and a line

100 feet northeasterly of East 170th Street;

6. changing from a C8-3 District to an R7A District property bounded by:
 - a. West 184th Street, East 184th Street, a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East Burnside Avenue, Jerome Avenue, a line 320 feet southwesterly of West 181st Street, a line midway between Davidson Avenue and Jerome Avenue, a line 100 feet southwesterly of West 181st Street, Davidson Avenue, a line 100 feet northeasterly of West 181st Street, a line 100 feet northwesterly of Jerome Avenue, North Street, and a line midway between Davidson Avenue and Jerome Avenue;
 - b. Jerome Avenue, East 175th Street, a line midway between Jerome Avenue and Townsend Avenue, and East 174th Street; and
 - c. Inwood Avenue, West Mount Eden Avenue, a line 100 feet northwesterly of Jerome Avenue, a southwesterly boundary line of a park and its southeasterly prolongation, Jerome Avenue, a line 100 feet southwesterly of East Mount Eden Avenue, a line midway between Jerome Avenue and Townsend Avenue, East 171st Street, Jerome Avenue, and West 172nd Street;
7. changing from an R7-1 District to an R7D District property bounded by:
 - a. Jerome Avenue, East 177th Street, a line 100 feet southeasterly of Jerome Avenue, and East 176th Street; and
 - b. a line 100 feet northwesterly of Davidson Avenue, West 177th Street, a line midway between Davidson Avenue and Jerome Avenue, and West 176th Street;
8. changing from an R7-1 District to an R8A District property bounded by:
 - a. a line midway between Davidson Avenue and Jerome Avenue, East 176th Street and its westerly centerline prolongation, a line midway between Jerome Avenue and Townsend Avenue, and East 175th Street and its northwesterly centerline prolongation;
 - b. Macombs Road, Featherbed Lane, a line midway between Davidson Avenue and Jerome Avenue, a line 100 feet southwesterly of West 174th Street and its southeasterly prolongation, a line 100 feet southeasterly of Grand Avenue, a line perpendicular to the southeasterly street line of Grand Avenue distant 265 feet southwesterly (as measured along the street line) from the point of intersection of the southeasterly street line of Grand Avenue and the southwesterly street line of West 174th Street, and Grand Avenue;
 - c. Jerome Avenue, a line 100 feet northeasterly of East Mount Eden Avenue, a line midway between Jerome Avenue and Townsend Avenue, and a line 50 feet

southwesterly of East Mount Eden Avenue;

- d. the southwesterly prolongation of a line midway between Jesup Avenue and Cromwell Avenue, the northwesterly centerline prolongation of West 170th Street, West 170th Street, and a line perpendicular to the southeasterly street line of Jesup Avenue distant 205 feet northeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Jesup Avenue and the northeasterly street line of Edward L. Grant Highway; and
 - e. Ogden Avenue, Dr. Martin Luther King Jr. Boulevard, Edward L. Grant Highway, Plimpton Avenue, a line 525 feet southwesterly of West 172nd Street, a line midway between Plimpton Avenue and Nelson Avenue, a line 625 feet southwesterly of West 172nd Street, Nelson Avenue, a line 770 feet southwesterly of West 172nd Street, a line midway between Nelson Avenue and Shakespeare Avenue, a line 820 feet southwesterly of West 172nd Street, Shakespeare Avenue, a line 410 feet southwesterly of Sherif S. Byrd Place, a line midway between Shakespeare Avenue and Jesup Avenue, a line 510 feet southwesterly of Sherif S. Byrd Place, Jesup Avenue, Edward L. Grant Highway, a line 100 feet southerly of West 170th Street, a line 115 feet easterly of Shakespeare Avenue, West 170th Street, Shakespeare Avenue, a line 115 feet northeasterly of West 170th Street, a line midway between Nelson Avenue and Shakespeare Avenue, a line 165 feet northeasterly of West 170th Street, Nelson Avenue, a line 300 feet northeasterly of West 170th Street, a line midway between Plimpton Avenue and Nelson Avenue, a line 375 feet northeasterly of West 170th Street, Plimpton Avenue, and a line 550 feet northeasterly of West 170th Street;
9. changing from an R8 District to a R8A District property bounded by:
- a. a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East 183rd Street, Creston Avenue, and a line 100 feet southwesterly of East 183rd Street;
 - b. a line midway between Jerome Avenue and Townsend Avenue, a line 100 feet northeasterly of East Mount Eden Avenue, Walton Avenue, a line 100 feet northeasterly of East Mount Eden Avenue, a line 100 feet northwesterly of Grand Boulevard and Concourse, a line 100 feet southwesterly of East Mount Eden Avenue, Walton Avenue, and a line 100 feet southwesterly of East Mount Eden Avenue;
 - c. Macombs Road, Jerome Avenue, a line midway between East 170th Street and Elliot Place, a line 100 feet southeasterly of Jerome Avenue, a line 100 feet southeasterly of Gerard Avenue, East 169th Street, Jerome Avenue, the northwesterly prolongation of a line 120 feet southwesterly of Marcy Place, a line 100 feet northwesterly of Jerome Avenue, West 170th Street, and Jerome Avenue (Plaza Drive); and

- d. East 168th Street, Gerard Avenue, a line 100 feet northeasterly of East 167th Street, a line 100 feet northwesterly of Grand Boulevard and Concourse, a line 100 feet southwesterly of East 167th Street, and a line midway between River Avenue and Gerard Avenue;
10. changing from a C4-4 District to an R8A District property bounded by Jerome Avenue, a line 100 feet northeasterly of East 170th Street, a line 100 feet northwesterly of Grand Boulevard and Concourse, and a line midway between East 170th Street and Elliott Place;
11. changing from a C8-3 District to an R8A District property bounded by:
 - a. Jerome Avenue, a line 50 feet southwesterly of East Mount Eden Avenue, a line midway between Jerome Avenue and Townsend Avenue, and a line 100 feet southwesterly of East Mount Eden Avenue;
 - b. Macombs Road, Goble Place, Inwood Avenue, West 172nd Street, Jerome Avenue, Macombs Road, Jerome Avenue (Plaza Drive), West 170th Street and its northwesterly centerline prolongation, a line 100 feet northwesterly of Cromwell Avenue and its southwesterly prolongation, a line perpendicular to the northwesterly street line of Cromwell Avenue distant 90 feet northeasterly (as measured along the street line) from the point of intersection of the northwesterly street line of Cromwell Avenue and the northwesterly street line of West 170th Street, Cromwell Avenue, a line 575 feet southwesterly of Macombs Road, Inwood Avenue, a line 275 feet southwesterly of Macombs Road, and Cromwell Avenue and its northeasterly centerline prolongation; and
 - c. Jerome Avenue, East 169th Street, Gerard Avenue, East 168th Street, a line midway between River Avenue and Gerard Avenue, a line 100 feet northeasterly of East 167th Street, and River Avenue;
12. changing from an M1-2 District to an R8A District property bounded by West 170th Street, a line 100 feet northwesterly of Jerome Avenue (Plaza Drive), the northwesterly prolongation of a line 120 feet southwesterly of Marcy Place, Jerome Avenue, West 169th Street, Inwood Avenue, a line 550 feet southwesterly of West 170th Street, and Cromwell Avenue;
13. changing from an R7-1 District to an R9A District property bounded by:
 - a. Jesup Avenue, a line perpendicular to the southeasterly street line of Jesup Avenue distant 205 feet northeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Jesup Avenue and the northeasterly street line of Edward L. Grant Highway, West 170th Street, and Edward L. Grant Highway;
 - b. West 168th Street, Edward L. Grant Highway, a line 120 feet southerly of West 168th Street and its easterly prolongation, and a line 50 feet easterly of Shakespeare

Avenue; and

- c. a line midway between Shakespeare Avenue and Edward L. Grant Highway and its southerly prolongation, the northwesterly centerline prolongation of East 167th Street, and Jerome Avenue;
14. changing from an R8 District to an R9A District property bounded by Jerome Avenue, a line 100 northeasterly of East 167th Street, a line midway between River Avenue and Gerard Avenue, McClellan Street, a line midway between Cromwell Avenue and River Avenue, a line 100 feet southwesterly of East 167th Street, and Cromwell Avenue;
15. changing from a C8-3 District to an R9A District property bounded by Edward L. Grant Highway, West 169th Street, River Avenue, a line 100 feet northeasterly of East 167th Street, Jerome Avenue, Cromwell Avenue, the northwesterly centerline prolongation of East 167th Street, a line midway between Shakespeare Avenue and Edward L. Grant Highway, and a line 120 feet southerly of West 168th Street and its easterly prolongation;
16. changing from an M1-2 District to an R9A District property bounded by:
 - a. West 170th Street, Cromwell Avenue, a line 470 feet northeasterly of West 169th Street, and Edward L. Grant Highway; and
 - b. Edward L. Grant Highway, a line 180 feet northeasterly of West 169th Street, Cromwell Avenue, and West 169th Street;
17. changing from an R7-1 District to a C4-4D District property bounded by a line midway between Dr. Martin Luther King Jr. Boulevard and Harrison Avenue, a line 275 feet southwesterly of West 180th Street, Harrison Avenue, a line 310 feet southwesterly of West 180th Street, a line midway between Harrison Avenue and Grand Avenue, a line 350 feet southwesterly of West 180th Street, Grand Avenue, a line 290 feet southwesterly of West 180th Street, Davidson Avenue, a line perpendicular to the southeasterly streetline of Davidson Avenue distant 120 feet northeasterly (as measured along the street line) from the point of intersection of the southeasterly streetline of Davidson Avenue and the northerly streetline of West Burnside Avenue, a line midway between Davidson Avenue and Jerome Avenue, a line 320 feet southwesterly of West 181st Street, Jerome Avenue, a line 100 feet northeasterly of East Burnside Avenue, a line midway between Jerome Avenue and Walton Avenue, East Tremont Avenue, West Tremont Avenue, Davidson Avenue, a line 100 feet northeasterly of West Tremont Avenue, a line midway between Davidson Avenue and Jerome Avenue, a line 100 feet southerly of West Burnside Avenue, Davidson Avenue, a line perpendicular to the northwesterly street line of Davidson Avenue distant 125 feet southwesterly (as measured along the street line) from the point of intersection of the northwesterly streetline of Davidson Avenue and the southerly streetline of West Burnside Avenue, a line midway between Grand Avenue and Davidson Avenue, a line perpendicular to the southeasterly street line of Grand Avenue distant 100 feet southwesterly (as measured along the street line) from the point of intersection of the southeasterly street line of Grand Avenue and the southwesterly street line of West

Burnside Avenue, Grand Avenue, a line 100 feet southwesterly of West Burnside Avenue, Harrison Avenue, a line 75 feet northwesterly of Harrison Avenue, and West Burnside Avenue;

18. changing from an R8 District to a C4-4D District property bounded by:
 - a. a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East Burnside Avenue, a line 100 feet northwesterly of Grand Boulevard and Concourse, East Burnside Avenue (southerly portion), Creston Avenue, and a line 100 feet southwesterly of East Burnside Avenue; and
 - b. a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East Tremont Avenue, Walton Avenue, a line 55 feet northeasterly of East Tremont Avenue, Morris Avenue, a line 295 feet northerly of East 177th Street, a line 100 feet southeasterly of Walton Avenue, and a line 100 feet southwesterly of East Tremont Avenue;
19. changing from a C8-3 District to a C4-4D District property bounded by a line 100 feet northwesterly of Jerome Avenue, West Tremont Avenue, East Tremont Avenue, a line 100 feet southeasterly of Jerome Avenue, East 177th Street, Jerome Avenue, and West 177th Street;
20. establishing within an existing R7-1 District a C2-4 District bounded by:
 - a. a line 100 feet northwesterly of West 170th Street, a line 100 feet northwesterly of Cromwell Avenue, and the northwesterly centerline prolongation of West 170th Street;
 - b. a line 100 feet southerly of West 170th Street, Edward L. Grant Highway, West 168th Street, a line midway between Shakespeare Avenue and Edward L. Grant Highway, West 169th Street, and a line 115 feet southwesterly of Shakespeare Avenue;
21. establishing within an existing R8 District a C2-4 District bounded by McClellan Street, a line midway between River Avenue and Gerard Avenue, East 165th Street, and River Avenue;
22. establishing within a proposed R7A District a C2-4 District bounded by:
 - a. West 184th Street, East 184th Street, a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East Burnside Avenue, Jerome Avenue, a line 320 feet southwesterly of West 181st Street, a line 100 feet northwesterly of Jerome Avenue, North Street, and a line midway between Davidsons Avenue and Jerome Avenue;
 - b. East 175th Street, a line midway between Jerome Avenue and Townsend Avenue, a

northeasterly boundary line of a park and its northwesterly prolongation, and Jerome Avenue;

- c. a line 175 feet northeasterly of East Mount Eden Avenue, a line midway between Jerome Avenue and Townsend Avenue, a line 100 feet northeasterly of East Mount Eden Avenue, and Jerome Avenue; and
 - d. a southwesterly boundary line of a park and its southeasterly prolongation, Jerome Avenue, a line 100 feet southwesterly of East Mount Eden Avenue, a line midway between Jerome Avenue and Townsend Avenue, a line 100 feet northeasterly of East 170th Street, Jerome Avenue, West 172nd Street, and a line 100 feet northwesterly of Jerome Avenue;
23. establishing within a proposed R8A District a C2-4 District bounded by:
- a. a line perpendicular to the southeasterly street line of Grand Avenue distant 265 feet southwesterly (as measured along the street line) from the point of intersection of the southeasterly street line of Grand Avenue and the southwesterly street line of West 174th Street, a line 100 feet southeasterly of Grand Avenue, a line 100 feet southwesterly of West 174th Street and its southeasterly prolongation, a line midway between Davidson Avenue and Jerome Avenue, and Featherbed Lane;
 - b. Jerome Avenue, a line 50 feet southwesterly of East Mount Eden Avenue, a line midway between of Jerome Avenue and Townsend Avenue, and a line 100 feet southwesterly of East Mount Eden Avenue;
 - c. West 172nd Street, Jerome Avenue, Macombs Road, and a line 100 feet northwesterly of Jerome Avenue;
 - d. a line 100 feet northwesterly of Cromwell Avenue, a line perpendicular to the northwesterly street line of Cromwell Avenue distant 90 feet northeasterly (as measured along the street line) from the point of intersection of the northwesterly street line of Cromwell Avenue and the northwesterly street line of West 170th Street, Cromwell Avenue, a line 100 feet northeasterly of West 170th Street, Jerome Avenue (Plaza Drive), West 170th Street, a line 100 feet northwesterly of Jerome Avenue (Plaza Drive), a line 100 feet southwesterly of West 170th Street, and the northwesterly centerline prolongation of West 170th Street;
 - e. Jerome Avenue, a line 100 feet northeasterly of East 170th Street, a line 100 feet northwesterly of Grand Boulevard and Concourse, and a line midway between East 170th Street and Elliot Place;
 - f. the northwesterly prolongation of a line 120 feet southwesterly of Marcy Place, Jerome Avenue, West 169th Street, and a line 100 feet northwesterly of Jerome Avenue; and

- g. West 170th Street. Edward L. Grant Highway, a line 100 feet southerly of West 170th Street, and a line 115 feet easterly of Shakespeare Avenue;
24. establishing within a proposed R9A District a C2-4 District bounded by Edward L. Grant Highway, a line 180 feet northeasterly of West 169th Street, Cromwell Avenue, West 169th Street, Jerome Avenue, River Avenue, a line 100 feet northeasterly of East 167th Street, Jerome Avenue, the northwesterly centerline prolongation of East 167th Street, a line midway between Shakespeare Avenue and Edward L. Grant Highway, and West 168th Street; and
25. establishing a Special Jerome Avenue District bounded by:
- a. West 184th Street, East 184th Street, a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East 183rd Street, Creston Avenue, a line 100 feet southwesterly of East 183rd Street, a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East Burnside Avenue, a line 100 feet northwesterly of Grand Boulevard and Concourse, East Burnside Avenue (southerly portion), Creston Avenue, a line 100 feet southwesterly of East Burnside Avenue, a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East Tremont Avenue, Walton Avenue, a line 55 feet northeasterly of East Tremont Avenue, Morris Avenue, a line 295 feet northerly of East 177th Street, a line 100 feet southeasterly of Walton Avenue, a line 100 feet southwesterly of East Tremont Avenue, a line 100 feet southeasterly of Jerome Avenue, East 176th Street, a line midway between Jerome Avenue and Townsend Avenue, a line 100 feet northeasterly of East Mount Eden Avenue, Walton Avenue, a line 100 feet northeasterly of East Mount Eden Avenue, a line 100 feet northwesterly of Grand Boulevard and Concourse, a line 100 feet southwesterly of East Mount Eden Avenue, Walton Avenue, a line 100 feet southwesterly of East Mount Eden, a line midway between Jerome Avenue and Townsend Avenue, a line 100 feet northeasterly of East 170th Street, a line 100 feet northwesterly of Grand Boulevard and Concourse, a line midway between East 170th Street and Elliot Place, a line 100 feet southeasterly of Jerome Avenue, a line 100 feet easterly of Gerard Avenue, East 169th Street, Gerard Avenue, a line 100 feet northeasterly of East 167th Street, a line 100 feet northwesterly of Grand Boulevard and Concourse, a line 100 feet southwesterly of East 167th Street, a line midway between River Avenue and Gerard Avenue, East 165th Street, River Avenue, McClellan Street, a line midway between Cromwell Avenue and River Avenue, a line 100 feet southwesterly of East 167th Street, Cromwell Avenue, the northwesterly centerline prolongation of East 167th Street, Jerome Avenue, a line midway between Shakespeare Avenue and Edward L. Grant Highway, a line 120 feet southerly of West 168th Street, a line 50 feet easterly of Shakespeare Avenue, West 168th Street, a line midway between Shakespeare Avenue and Edward L. Grant Highway, West 169th Street, a line 115 feet northeasterly of Shakespeare Avenue, West 170th Street, Shakespeare Avenue, a line 115 feet northeasterly of West 170th Street, a line midway between Nelson Avenue and Shakespeare Avenue, a line 165 feet northeasterly of West 170th Street, Nelson Avenue, a line 300 feet northeasterly of West 170th Street,

a line midway between Plimpton Avenue and Nelson Avenue, a line 375 feet northeasterly of West 170th Street, Plimpton Avenue, and a line 550 feet northeasterly of West 170th Street, Ogden Avenue, Dr. Martin Luther King Jr. Boulevard, Edward L. Grant Highway, Plimpton Avenue, a line 525 feet southwesterly of West 172nd Street, a line midway between Plimpton Avenue and Nelson Avenue, a line 625 feet southwesterly of West 172nd Street, Nelson Avenue, a line 770 feet southwesterly of West 172nd Street, a line midway between Nelson Avenue and Shakespeare Avenue, a line 820 feet southwesterly of West 172nd Street, Shakespeare Avenue, a line 410 feet southwesterly of Sherif S. Byrd Place, a line midway between Shakespeare Avenue and Jesup Avenue, a line 510 feet southwesterly of Sherif S. Byrd Place, Jesup Avenue, a line perpendicular to the southeasterly street line of Jesup Avenue distant 205 feet northeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Jesup Avenue and the northeasterly street line of Edward L. Grant Highway, a line 115 feet southeasterly of Jesup Avenue, the northwesterly centerline prolongation of West 170th Street, a line 100 feet northwesterly of Cromwell Avenue, a line perpendicular to the northwesterly street line of Cromwell Avenue distant 90 feet northeasterly (as measured along the street line) from the point of intersection of the northwesterly street line of Cromwell Avenue and the northwesterly street line of West 170th Street, Cromwell Avenue, Cromwell Avenue, a line 575 feet southwesterly of Macombs Road, Inwood Avenue, a line 275 feet southwesterly of Macombs Road, Cromwell Avenue and its northeasterly centerline prolongation, Goble Place, Inwood Avenue, West Mount Eden Avenue, a line 100 feet northwesterly of Jerome Avenue, Featherbed Lane, Jerome Avenue, the northwesterly centerline prolongation of East 175th Street, a line midway between Davison Avenue and Jerome Avenue, West 176th Street, a line 100 feet northwesterly of Davidson Avenue, West 177th Street, a line 100 feet northwesterly of Jerome Avenue, West Tremont Avenue, Davidson Avenue, a line 100 feet northeasterly of West Tremont Avenue, a line midway between Davidson Avenue and Jerome Avenue, a line 100 feet southerly of West Burnside Avenue, Davidson Avenue, a line perpendicular to the northwesterly street line of Davidson Avenue distant 125 feet southwesterly (as measured along the street line) from the point of intersection of the northwesterly street line of Davidson Avenue and the southerly street line of West Burnside Avenue, a line midway between Grand Avenue and Davidson Avenue, a line perpendicular to the southeasterly street line of Grand Avenue distant 100 feet southwesterly (as measured along the street line) from the point of intersection of the southeasterly street line of Grand Avenue and the southerly street line of West Burnside Avenue, Grand Avenue, a line 100 feet southwesterly of West Burnside Avenue, Harrison Avenue, a line 75 feet northwesterly of Harrison Avenue, West Burnside Avenue, Dr. Martin Luther King Jr. Boulevard and Harrison Avenue, a line 275 feet southwesterly of West 180th Street, Harrison Avenue, a line 310 feet southwesterly of West 180th Street, a line midway between Harrison Avenue and Grand Avenue, a line 350 feet southwesterly of West 180th Street, Grand Avenue, a line 290 feet southwesterly of West 180th Street, Davidson Avenue, a line perpendicular to the southeasterly streetline of Davidson Avenue distant 120 feet northeasterly (as measured along the

street line) from the point of intersection of the southeasterly streetline of Davidson Avenue and the northerly streetline of West Burnside Avenue, a line midway between Davidson Avenue and Jerome Avenue, a line 100 feet southwesterly of West 181st Street, Davidson Avenue, a line 100 feet northeasterly of West 181st Street, a line 100 feet northwesterly of Jerome Avenue, a line midway between West 183rd Street and Buchanan Place, Aqueduct Avenue East, a line midway between Evelyn Place and West 183rd Street, a line 100 feet northwesterly of Jerome Avenue, North Street, and a line midway between Davidson Avenue and Jerome Avenue, and

excluding the area bounded by:

- i Edward L. Grant Highway, a line 470 feet northeasterly of West 169th Street, Cromwell Avenue, a line 550 feet southwesterly of West 170th Street, Inwood Avenue, West 169th Street, Cromwell Avenue, and a line 180 feet northeasterly of West 169th Street; and
 - ii a line midway between Davidson Avenue and Jerome Avenue, West 177th Street Jerome Avenue, and the northwesterly centerline prolongation of East 176th Street;
- b. Macombs Road, Featherbed Lane, a line midway between Davidson Avenue and Jerome Avenue, a line 100 feet southwesterly of West 174th Street and its southeasterly prolongation, a line 100 feet southeasterly of Grand Avenue, a line perpendicular to the southeasterly street line of Grand Avenue distant 265 feet southwesterly (as measured along the street line) from the point of intersection of the southeasterly street line of Grand Avenue and the southwesterly street line of West 174th Street, and Grand Avenue;

Borough of the Bronx, Community Districts 4, 5 and 7, as shown on a diagram (for illustrative purposes only) dated November 1, 2017, and subject to the conditions of CEQR Declaration E-442.

The above resolution (C 180051(A) ZMX), duly adopted by the City Planning Commission on January 17, 2018 (Calendar No. 13), is filed with the Office of the Speaker, City Council, and the Borough President in accordance with the requirements of Section 197-d of the New York City Charter.

MARISA LAGO, *Chair*

KENNETH J. KNUCKLES, *Esq.*, *Vice-Chairman*

RAYANN BESSER, **ALFRED C. CERULLO, III**, **RICHARD W. EADDY**,

CHERYL COHEN EFFRON, **HOPE KNIGHT**, **ANNA HAYES LEVIN**,

ORLANDO MARIN, **LARISA ORTIZ**, *Commissioners*

MICHELLE R. DE LA UZ, *Commissioner Voting No*

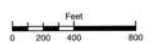
3a|3c

CITY PLANNING COMMISSION
 CITY OF NEW YORK
 DIAGRAM SHOWING PROPOSED
ZONING CHANGE
 ON SECTIONAL MAP
3b, 3c & 3d
 BOROUGH OF
BRONX



New York, Certification Date
 November 01, 2017

S. Leland
 S. Leland, Director
 Technical Review Division

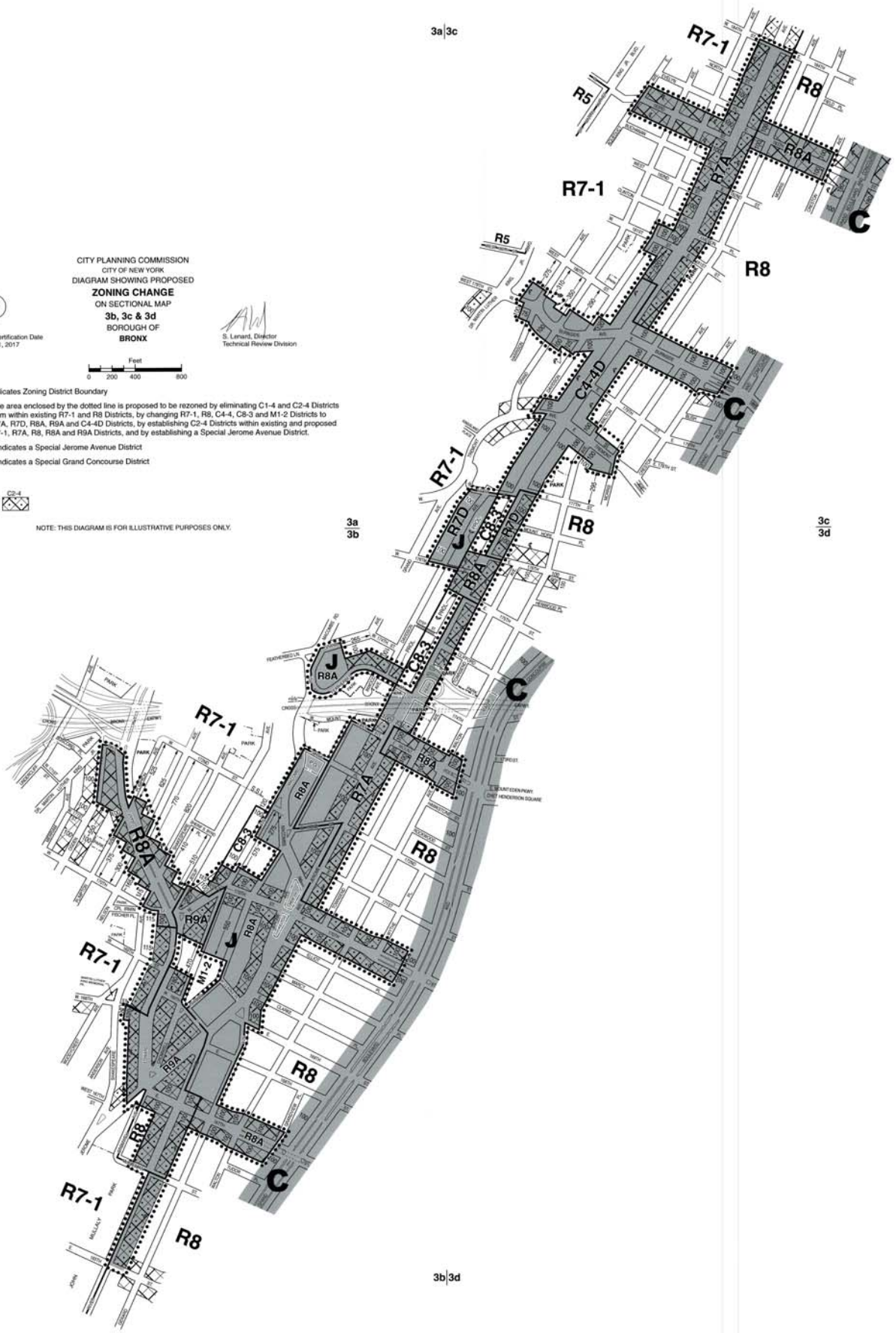


NOTE:
 ●●●● Indicates Zoning District Boundary
 The area enclosed by the dotted line is proposed to be rezoned by eliminating C1-4 and C2-4 Districts from within existing R7-1 and R8 Districts, by changing R7-1, R8, C4-4, C2-3 and M1-2 Districts to R7A, R7D, R8A, R9A and C4-4D Districts, by establishing C2-4 Districts within existing and proposed R7-1, R7A, R8, R8A and R9A Districts, and by establishing a Special Jerome Avenue District.

- J** Indicates a Special Jerome Avenue District
- C** Indicates a Special Grand Concourse District



NOTE: THIS DIAGRAM IS FOR ILLUSTRATIVE PURPOSES ONLY.



3a|3b

3c|3d

3b|3d

Exhibit A – (E) Designations

In accordance with Jerome Avenue Rezoning Proposal FEIS

Hazardous Materials (E) Designations

As disclosed in Jerome Avenue Rezoning Proposal FEIS, the (E) designation requirements related to hazardous materials, (E) designation (E-442), would apply to all privately-held projected and potential development sites. The applicable blocks and lots by development site are provided below.

Projected Development Sites

Projected Development Site Number	Tax Block	Tax Lot
1	3198	81
2	3187	9
	3187	14
3	3198	102
	3198	105
4	3186	59
	3186	55
5	3195	66
	3195	69
6	3186	10
	3186	12
	3186	1
7	3185	1
8	3192	42
	3192	39
	3192	37
	3192	50
9	3179	20
10	2870	26
11	2863	42
12	3160	1
13	2863	50
14	2854	3
15	2862	97
16	2853	22
17	2853	27
18	2861	163
19	2850	7
	2850	3
	2850	1
20	2849	13
	2849	9
21	2859	33
	2859	38
	2859	35
	2859	41
	2859	34
22	2846	14
	2846	6
23	2865	88
	2865	15

Projected Development Site Number	Tax Block	Tax Lot
24	2857	22
	2857	21
	2857	43
25	2858	15
	2858	19
26	2844	9
	2844	5
	2844	117
	2844	116
27	2843	1
28	2842	13
	2842	15
29	2843	98
30	2857	6
	2857	1
31	2520	45
32	2871	85
	2871	106
	2871	115
	2871	94
33	2871	112
	2871	110
34	2856	11
35	2856	1
36	2871	61
	2871	133
	2871	140
37	2506	98
38	2506	100
39	2506	40
40	2489	6
	2489	8
41	2496	64
42	2488	14
43	2488	12
44	2488	1
45	2847	38
	2847	32
	2847	30

Potential Development Sites

Potential Development Site Number	Tax Block	Tax Lot
1	3198	77
	3198	78
	3198	76
2	3187	25
	3187	18
3	3187	5
	3187	3
	3187	7
	3187	1
4	3197	29
5	3197	35
6	3196	81
	3196	79
7	3208	36
	3208	39
	3208	35
8	3208	45
	3208	46
9	3196	36
10	3186	47
	3186	41
	3186	44
	3186	48
11	3186	17
12	3195	40
13	3195	90
	3195	92
	3195	84
	3195	83
14	3192	34
15	3179	30
16	3192	55
	3192	56
	3192	60
17	3179	8
	3179	13
18	3192	66
19	3192	75
20	3210	65
21	2868	139
22	2869	130
	2869	127
23	3193	33
24	2870	31
25	2863	32
	2863	28 ^a
	2863	30
	2863	40
	2863	35
26	3179	2
27	3179	63

Potential Development Site Number	Tax Block	Tax Lot
28	3178	1
29	3178	60
30	2854	44
31	2829	45
32	2854	42
33	2854	39
34	2863	46
35	2854	30
36	2863	54
37	2863	1
38	2862	90
39	2853	17
40	2862	103
41	2853	11
	2853	9
	2853	12
	2853	15
42	2853	6
	2853	1
43	2852	9
	2852	4
	2852	1
44	2851	1
	2851	2
45	2850	9
46	2861	74
	2861	79
47	2849	5
	2849	1
48	2848	12
	2848	16
49	2860	34
50	2859	44
	2859	46
	2859	50
51	2846	27
	2846	32
	2846	21
52	2859	26
	2859	51
	2859	30
53	2865	19
	2859	18
54	2859	17
	2859	5
	2859	8
	2859	4
	2859	89
	2859	10
55	2846	4
	2846	1

Potential Development Sites

Potential Development Site Number	Tax Block	Tax Lot
56	2858	9
57	2844	12
58	2857	23
	2857	24
59	2858	23
	2858	28
60	2844	1
61	2843	12
62	2843	5
63	2842	6
64	2842	10
65	2842	18
66	2843	69
67	2842	42
	2842	47
	2842	51
68	2842	55
	2833	1
69	2833	37
	2833	35
70	2857	71
71	2857	90
72	2857	64
73	2872	82
74	2872	86
75	2872	50
	2872	46
76	2871	78
77	2873	1
78	2874	1
79	2521	15
80	2522	65
	2522	68

Potential Development Site Number	Tax Block	Tax Lot
82	2522	96
83	2522	81
84	2856	29
85	2856	19
	2856	23
	2856	24
	2856	20
86	2864	27
87	2856	45
88	2856	49
89	2856	53
90	2871	2
91	2855	1
	2855	12
	2855	8
	2855	15
92	2506	54
	2506	44
93	2506	62
94	2489	11
	2489	14
95	2489	1
	2489	29
	2489	27
	2489	30
96	2489	33
97	2496	58
98	2488	23
	2488	20
99	2496	73
100	2487	20
101	2487	10

Note: * Denotes lots owned by the City of New York

The (E) designation text related to hazardous materials is as follows:

Task 1

The applicant submits to OER, for review and approval, a Phase 1 of the site along with a soil and groundwater testing protocol, including a description of methods and a site map with all sampling locations clearly and precisely represented.

If site sampling is necessary, no sampling should begin until written approval of a protocol is received from OER. The number and location of sample sites should be selected to adequately characterize the site, the specific source of suspected contamination (i.e., petroleum based contamination and non-petroleum based contamination), and the remainder of the site's condition. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of sampling data. Guidelines and criteria for selecting sampling locations and collecting samples are provided by OER upon request.

Task 2

A written report with findings and a summary of the data must be submitted to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such results, a determination is made by OER if the results indicate that remediation is necessary. If OER determines that no remediation is necessary, written notice shall be given by OER.

If remediation is indicated from the test results, a proposed remediation plan must be submitted to OER for review and approval. The applicant must complete such remediation as determined necessary by OER. The applicant should then provide proper documentation that the work has been satisfactorily completed.

An OER-approved construction-related health and safety plan would be implemented during evacuation and construction activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil and/or groundwater. This plan would be submitted to OER for review and approval prior to implementation.

All demolition or rehabilitation would be conducted in accordance with applicable requirements for disturbance, handling, and disposal of suspect lead paint and asbestos-containing materials. For all projected and potential development sites where no E-designation is recommended, in addition to the requirements for lead-based paint and asbestos, requirements (including those of NYSDEC) would need to be followed should petroleum tanks and/or spills be identified and for off-site disposal of soil/fill.

Air Quality

- 1 – Air Quality (E) Designations (Proposed Actions)**
- 2 – Air Quality (E) Designations (Expanded Rezoning Area Alternative)**
- 3 – Air Quality (E) Designations (A-Application Alternative)**

1: Air Quality (E) Designations (Proposed Actions)

Air Quality (E) Designations

As disclosed in Jerome Avenue Rezoning Proposal FEIS, the (E) designation requirements related to Air Quality (E) designation (E-442) would be assigned as part of the Proposed Actions for a total of 106 projected and potential development sites (including 33 projected and 73 potential development sites). These designations would specify the various restrictions, such as type of fuel to be used, the distance that the vent stack on the building roof must be from its lot line(s), and/or the above-grade stack height.

The descriptions and requirements of the proposed (E) Designations for these sites with respect to HVAC systems are presented in the tables below.

Projected Sites Required (E) Designations – Proposed Actions

Site #	Tax Block	Tax Lot	(E) Designation
1	3198	81	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 50 feet away from the lot line facing West 184th Street, to avoid any potential significant adverse air quality impacts.</u>
2	3187	9	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 50 feet away from the lot line facing East 184th Street, and at least 40 feet away from the lot line facing East 183rd Street, to avoid any potential significant adverse air quality impacts.</u>
	3187	14	
6	3186	10	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 70 feet away from the lot line facing East 182nd Street, to avoid any potential significant adverse air quality impacts.</u>
	3186	12	
	3186	1	
8	3192	42	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 30 ft from the lot line facing West Burnside Avenue, and no more than 130 feet away from the lot line facing West Burnside Avenue, and at least 55 feet away from the lot line facing Davidson Avenue, to avoid any potential significant adverse air quality impacts.</u>
	3192	39	
	3192	37	
	3192	50	
9	3179	20	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 30 ft from the lot line facing West Burnside Avenue, and no more than 130 feet away from the lot line facing West Burnside Avenue, and at least 55 feet away from the lot line facing Davidson Avenue, to avoid any potential significant adverse air quality impacts.</u>
10	2870	26	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 40 feet away from the lot line facing Davidson Avenue, and at least 15 feet away from the lot line facing Grand Avenue, to avoid any potential significant adverse air quality impacts.</u>
11	2863	42	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 175 feet above grade, to avoid any potential significant adverse air quality impacts.</u>

Site #	Tax Block	Tax Lot	(E) Designation
13	2863	50	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 175 feet above grade, to avoid any potential significant adverse air quality impacts.</u>
15	2862	97	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 50 feet away from the lot line facing East Tremont Avenue, and at least 50 feet away from the lot line facing West 177th Street, to avoid any potential significant adverse air quality impacts.</u>
16	2853	22	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 40 feet away from the lot line facing East 177th Street, to avoid any potential significant adverse air quality impacts.</u>
17	2853	27	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 60 feet away from the lot line facing Jerome Avenue, to avoid any potential significant adverse air quality impacts.</u>
18	2861	163	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning systems, to avoid any potential significant adverse air quality impacts.</u>
20	2849	13	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 50 feet away from the lot line facing Clifford Place, to avoid any potential significant adverse air quality impacts.</u>
	2849	9	
21	2859	33	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 125 feet above grade, to avoid any potential significant adverse air quality impacts.</u>
	2859	38	
	2859	35	
	2859	41	
	2859	34	
22	2846	14	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 50 feet away from the lot line facing East 172nd Street, to avoid any potential significant adverse air quality impacts.</u>
	2846	6	
23	2865	88	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 130 feet away from the lot line facing Goble Place, to avoid any potential significant adverse air quality impacts.</u>
	2865	15	
25	2858	15	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 20 feet away from the lot line facing West 170th Street, to avoid any potential significant adverse air quality impacts.</u>
	2858	19	

Site #	Tax Block	Tax Lot	(E) Designation
26	2844	9	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 50 feet away from the lot line facing East 172nd Street, and at least 50 feet away from the lot line facing East 171st Street, to avoid any potential significant adverse air quality impacts.</u>
	2844	5	
	2844	117	
	2844	116	
28	2842	13	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 50 feet away from the lot line facing Walton Avenue, to avoid any potential significant adverse air quality impacts.</u>
	2842	15	
29	2843	98	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 25 feet away from the lot line facing Wythe Place, to avoid any potential significant adverse air quality impacts.</u>
33	2871	112	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located no more than 32 feet away from the lot line facing West 169th Street, and at least 64 feet away from the lot line facing Cromwell Avenue, to avoid any potential significant adverse air quality impacts.</u>
	2871	110	
34	2856	11	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 90 ft from the lot line facing West 170th Street, and at least 80 feet away from the lot line facing Clarke Place West, and no more than 80 feet away from the lot line facing Inwood Avenue, to avoid any potential significant adverse air quality impacts.</u>
35	2856	1	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 165 feet above grade, and located no more than 100 feet away from the lot line facing West 170th Street, to avoid any potential significant adverse air quality impacts.</u>
36	2871	61	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 37 feet away from the lot line facing West 169th Street, to avoid any potential significant adverse air quality impacts.</u>
	2871	133	
	2871	140	
37	2506	98	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning systems, to avoid any potential significant adverse air quality impacts.</u>
38	2506	100	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 185 feet above grade, to avoid any potential significant adverse air quality impacts.</u>
39	2506	40	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning systems, to avoid any potential significant adverse air quality impacts.</u>

Site #	Tax Block	Tax Lot	(E) Designation
40	2489	6	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 235 feet above grade, and at least 40 feet away from the lot line facing East 167th Street, to avoid any potential significant adverse air quality impacts.</u>
	2489	8	
41	2496	64	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 70 feet away from the lot line facing McClellan Street, and at least 110 feet away from the lot line facing East 167th Street, to avoid any potential significant adverse air quality impacts.</u>
42	2488	14	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 20 feet away from the lot line facing East 167th Street, to avoid any potential significant adverse air quality impacts.</u>
43	2488	12	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 30 feet away from the lot line facing East 167th Street, and at least 30 feet away from the lot line facing McClellan Street, to avoid any potential significant adverse air quality impacts.</u>
44	2488	1	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 25 feet away from the lot line facing McClellan Street, to avoid any potential significant adverse air quality impacts.</u>
45	2487	38	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 25 feet away from the lot line facing McClellan Street, at least 385 feet away from the lot line facing East 165th Street, and no more than 50 feet away from the lot line facing River Avenue, to avoid any potential significant adverse air quality impacts.</u>
	2487	32	
	2487	30	

Potential Sites Required (E) Designations – Proposed Actions

Site #	Tax Block	Tax Lot	(E) Designation
1	3198	77	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 125 feet above grade, to avoid any potential significant adverse air quality impacts.</u>
	3198	78	
	3198	76	
2	3187	25	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 40 feet away from the lot line facing North Street, to avoid any potential significant adverse air quality impacts.</u>
	3187	18	
3	3187	5	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 50 feet away from the lot line facing East 184th Street, to avoid any potential significant adverse air quality impacts.</u>
	3187	3	
	3187	7	
	3187	1	
4	3197	29	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning systems, to avoid any potential significant adverse air quality impacts.</u>
5	3197	35	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning systems, to avoid any potential significant adverse air quality impacts.</u>
7	3208	36	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 60 feet away from the lot line facing Grand Avenue, to avoid any potential significant adverse air quality impacts.</u>
	3208	39	
	3208	35	
8	3208	45	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 30 feet away from the lot line facing Aqueduct Avenue East, to avoid any potential significant adverse air quality impacts.</u>
	3208	46	
11	3186	17	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 25 feet away from the lot line facing East 182nd Street, to avoid any potential significant adverse air quality impacts.</u>
12	3195	40	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 105 feet above grade, and at least 30 feet away from the lot line facing Jerome Avenue, to avoid any potential significant adverse air quality impacts.</u>
13	3195	90	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 25 feet away from the lot line facing Clinton Place, to avoid any potential significant adverse air quality impacts.</u>
	3195	92	
	3195	84	
	3195	83	

Site #	Tax Block	Tax Lot	(E) Designation
15	3179	30	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 30 feet away from the lot line facing East Burnside Avenue, to avoid any potential significant adverse air quality impacts.</u>
17	3179	8	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 90 feet away from the lot line facing East 181st Street, to avoid any potential significant adverse air quality impacts.</u>
	3179	13	
18	3192	66	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 70 feet away from the lot line facing East 181st Street, and no more than 110 feet away from the lot line facing East 181st Street, to avoid any potential significant adverse air quality impacts.</u>
19	3192	75	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 175 feet above grade, to avoid any potential significant adverse air quality impacts.</u>
24	2870	31	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 155 feet above grade, to avoid any potential significant adverse air quality impacts.</u>
25	2863	32	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning systems, to avoid any potential significant adverse air quality impacts.</u>
	2863	28	
	2863	30	
	2863	40	
	2863	35	
27	3179	63	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 165 feet above grade, and at least 50 feet away from the lot line facing Jerome Avenue, to avoid any potential significant adverse air quality impacts.</u>
28	3178	1	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 155 feet above grade, to avoid any potential significant adverse air quality impacts.</u>
29	3178	60	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning systems, to avoid any potential significant adverse air quality impacts.</u>
30	2854	44	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 175 feet above grade, to avoid any potential significant adverse air quality impacts.</u>
32	2854	42	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 30 feet away from the lot line facing East 179th Street, to avoid any potential significant adverse air quality impacts.</u>
33	2854	39	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 40 feet away from the</u>

Site #	Tax Block	Tax Lot	(E) Designation
			<u>lot line facing East Burnside Avenue, to avoid any potential significant adverse air quality impacts.</u>
34	2863	46	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 30 feet away from the lot line facing West Tremont Avenue, and no more than 50 feet away from the lot line facing West Tremont Avenue, to avoid any potential significant adverse air quality impacts.</u>
36	2863	54	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 175 feet above grade, to avoid any potential significant adverse air quality impacts.</u>
37	2863	1	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning systems, to avoid any potential significant adverse air quality impacts.</u>
38	2862	90	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 50 feet away from the lot line facing West 177th Street, to avoid any potential significant adverse air quality impacts.</u>
39	2853	17	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 50 feet away from the lot line facing East Tremont Avenue, and at least 40 feet away from the lot line facing East 177th Street, to avoid any potential significant adverse air quality impacts.</u>
40	2862	103	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 40 feet away from the lot line facing East Tremont Avenue, to avoid any potential significant adverse air quality impacts.</u>
41	2853	11	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 40 feet away from the lot line facing East Tremont Avenue, and at least 40 feet away from the lot line facing East 177th Street, to avoid any potential significant adverse air quality impacts.</u>
	2853	9	
	2853	12	
	2853	15	
42	2853	6	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 50 feet away from the lot line facing East Tremont Avenue, to avoid any potential significant adverse air quality impacts.</u>
	2853	1	
43	2852	9	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 55 feet away from the lot line facing East 177th Street, to avoid any potential significant adverse air quality impacts.</u>
	2852	4	
	2852	1	
45	2850	9	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 165 feet above grade, and at least 70 feet away from the lot line facing East 175th Street, to avoid any potential significant adverse air quality impacts.</u>
46	2861	74	

Site #	Tax Block	Tax Lot	(E) Designation
	2861	79	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 75 feet away from the lot line facing West 176th Street, to avoid any potential significant adverse air quality impacts.</u>
47	2849	5	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning systems, to avoid any potential significant adverse air quality impacts.</u>
	2849	1	
49	2860	34	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning systems, to avoid any potential significant adverse air quality impacts.</u>
50	2859	44	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 50 feet away from the lot line facing Goble Place, to avoid any potential significant adverse air quality impacts.</u>
	2859	46	
	2859	50	
52	2859	26	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning systems, to avoid any potential significant adverse air quality impacts.</u>
	2859	51	
	2859	30	
54	2859	18	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located 25 feet away from the lot line facing Inwood Avenue, to avoid any potential significant adverse air quality impacts.</u>
	2859	17	
	2859	5	
	2859	8	
	2859	4	
	2859	89	
	2859	10	
55	2846	4	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 30 feet away from the lot line facing East Mount Eden Avenue, to avoid any potential significant adverse air quality impacts.</u>
	2846	1	
56	2858	9	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 160 feet away from the southern lot line of lot 15 facing East 171st Street, to avoid any potential significant adverse air quality impacts.</u>
57	2844	12	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 30 feet away from the lot line facing East 171st Street, to avoid any potential significant adverse air quality impacts.</u>
58	2857	23	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 168 feet above grade, and at least 40 feet away from the lot line facing West 170th Street, to avoid any potential significant adverse air quality impacts.</u>
	2857	24	
59	2858	23	

Site #	Tax Block	Tax Lot	(E) Designation
	2858	28	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 60 feet away from the lot line facing East 172nd Street, to avoid any potential significant adverse air quality impacts.</u>
60	2844	1	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 40 feet away from the lot line facing East 172nd Street, to avoid any potential significant adverse air quality impacts.</u>
61	2843	12	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 40 feet away from the lot line facing East 170th Street, to avoid any potential significant adverse air quality impacts.</u>
62	2843	5	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 40 feet away from the lot line facing East 171st Street, and at least 100 feet away from the lot line facing East 170th Street, to avoid any potential significant adverse air quality impacts.</u>
64	2842	10	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 30 feet away from the lot line facing Walton Avenue, to avoid any potential significant adverse air quality impacts.</u>
65	2842	18	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 50 feet away from the lot line facing Jerome Avenue, and at least 25 feet away from the lot line facing Walton Avenue, to avoid any potential significant adverse air quality impacts.</u>
66	2843	69	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 158 feet above grade, to avoid any potential significant adverse air quality impacts.</u>
67	2842	42	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 158 feet above grade, to avoid any potential significant adverse air quality impacts.</u>
	2842	47	
69	2833	1	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 153 feet above grade, to avoid any potential significant adverse air quality impacts.</u>
70	2833	37	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning systems, to avoid any potential significant adverse air quality impacts.</u>
	2833	35	
71	2857	71	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 40 feet away from the lot line facing East 170th Street, to avoid any potential significant adverse air quality impacts.</u>

Site #	Tax Block	Tax Lot	(E) Designation
72	2857	90	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning systems, to avoid any potential significant adverse air quality impacts.</u>
73	2857	64	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 153 feet above grade, and at least 30 feet away from the lot line facing Plaza Drive, to avoid any potential significant adverse air quality impacts.</u>
74	2872	82	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning systems, to avoid any potential significant adverse air quality impacts.</u>
75	2872	86	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 158 feet above grade, to avoid any potential significant adverse air quality impacts.</u>
77	2871	78	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located no more than 23 feet away from the lot line facing West 169th Street, to avoid any potential significant adverse air quality impacts.</u>
82	2522	96	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 28 feet away from the lot line facing Ogden Avenue, to avoid any potential significant adverse air quality impacts.</u>
84	2856	29	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 15 feet away from the lot line facing West 170th Street, and no more than 84 feet away from the lot line facing West 170th Street, to avoid any potential significant adverse air quality impacts.</u>
85	2856	19	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 90 feet away from the lot line facing West 170th Street, and no more than 110 feet away from the lot line facing West 170th Street, and at least 25 feet away from the lot line facing Inwood Avenue, and no more than 42 feet away from the lot line facing Inwood Avenue, to avoid any potential significant adverse air quality impacts.</u>
	2856	23	
	2856	24	
	2856	20	
87	2856	45	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located no more than 44 feet away from the lot line facing East 170th Street, to avoid any potential significant adverse air quality impacts.</u>
88	2856	49	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 175 feet above grade, and at least 198 feet away from the lot line facing Inwood Avenue, to avoid any potential significant adverse air quality impacts.</u>
89	2856	53	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning systems, to avoid any potential significant adverse air quality impacts.</u>

Site #	Tax Block	Tax Lot	(E) Designation
90	2871	2	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located no more than 140 feet away from the lot line facing West 169th Street, and at least 25 feet away from the lot line facing Cromwell Avenue, to avoid any potential significant adverse air quality impacts.</u>
92	2506	54	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 150 feet away from the lot line facing West 168th Street, and no more than 240 feet away from the lot line facing West 168th Street, and at least 35 feet away from the lot line facing Edward L Grant Highway, to avoid any potential significant adverse air quality impacts.</u>
	2506	44	
93	2506	62	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 110 feet away from the lot line facing West 168th Street, to avoid any potential significant adverse air quality impacts.</u>
94	2489	11	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 30 feet away from the lot line facing East 167th Street, to avoid any potential significant adverse air quality impacts.</u>
	2489	14	
97	2496	58	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 30 feet away from the lot line facing McClellan Street, and at least 20 feet away from the lot line facing East 167th Street, to avoid any potential significant adverse air quality impacts.</u>
98	2488	23	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 205 feet above grade, to avoid any potential significant adverse air quality impacts.</u>
	2488	20	
99	2496	73	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 90 feet away from the lot line facing East 167th Street, to avoid any potential significant adverse air quality impacts.</u>
100	2487	20	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 218 feet above grade, and at least 50 feet away from the lot line facing McClellan Street, at least 55 feet away from the lot line facing East 165th Street, and no more than 55 feet away from the lot line facing River Avenue, to avoid any potential significant adverse air quality impacts.</u>
101	2487	10	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 140 feet away from the lot line facing McClellan Street, to avoid any potential significant adverse air quality impacts.</u>

2. Air Quality (E) Designations (Expanded Rezoning Area Alternative)

As disclosed in Jerome Avenue Rezoning Proposal FEIS, the (E) designation requirements related to Air Quality (E) designation (E-442) would be assigned as part of the Proposed Actions Expanded Rezoning Area Alternative. The (E) designation would be required for a total of 27 projected and potential development sites (including five projected and 22 potential development sites), in addition to the 106 projected and potential development sites (including 33 projected and 73 potential development sites) affected under the Proposed Actions.

These designations would specify the various restrictions, such as type of fuel to be used, the distance that the vent stack on the building roof must be from its lot line(s), and/or the above-grade stack height. The descriptions and requirements of the proposed (E) Designations for these sites with respect to HVAC systems are presented in **Tables F2.1 and F2.2** below.

Table F2.1: Projected Sites Required (E) Designations – Expanded Rezoning Area Alternative

Site #	Tax Block	Tax Lot	(E) Designation
48	2861	140	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 25 feet away from the lot line facing West 177th Street, and at least 40 feet away from the lot line facing West 176th Street, to avoid any potential significant adverse air quality impacts.</u>
49	2861	80	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 125 feet above grade, and no more than 60 feet away from the lot line facing West Clifford Place, to avoid any potential significant adverse air quality impacts.</u>
50	2861	35	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 20 feet away from the lot line facing Featherbed Lane, to avoid any potential significant adverse air quality impacts.</u>
51	2872	74	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 40 feet away from the lot line facing Goble Place, and at least 80 feet away from the lot line facing Goble Place, to avoid any potential significant adverse air quality impacts.</u>
	2872	78	
52	2855	51	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 128 feet above grade, and at least 145 feet away from the lot line facing Clarke Place Street, to avoid any potential significant adverse air quality impacts.</u>
	2855	45	
	2855	53	

Table F2.2: Potential Sites Required (E) Designations – Expanded Alternative

Site #	Tax Block	Tax Lot	(E) Designation
102	2861	145	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 125 feet above grade, and at least 30 feet away from the lot line facing Davidson Avenue, to avoid any potential significant adverse air quality impacts.</u>
103	2861	148	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 40 feet away from the lot line facing West 177th Street, and at least 30 feet away from the lot line facing Davidson Avenue, to avoid any potential significant adverse air quality impacts.</u>
104	2861	154	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 50 feet away from the lot line facing West 177th Street, and at least 30 feet away from the lot line facing Davidson Avenue, to avoid any potential significant adverse air quality impacts.</u>
	2861	151	
106	2861	86	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning systems, to avoid any potential significant adverse air quality impacts.</u>
	2861	91	
107	2861	94	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning systems, to avoid any potential significant adverse air quality impacts.</u>
108	2861	25	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 25 feet away from the lot line facing West Clifford Place, and at least 40 feet away from the lot line facing Featherbed Lane, to avoid any potential significant adverse air quality impacts.</u>
	2861	26	
	2861	27	
	2861	28	
	2861	29	
109	2861	32	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 50 feet away from the lot line facing West Clifford Place, and no more than 90 feet away from the lot line facing West Clifford Place, to avoid any potential significant adverse air quality impacts.</u>
	2861	34	
	2861	30	
	2861	31	
110	2861	1	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning systems, to avoid any potential significant adverse air quality impacts.</u>
	2861	39	
112	2872	170	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 98 feet away from the lot line facing Goble Place, and at least 45 feet away from the lot line facing Cromwell Avenue, to avoid any potential significant adverse air quality impacts.</u>
	2872	177	
113	2872	182	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 103 feet above grade, and no more than 40 feet away from the lot line facing Goble Place, and at least 40 feet away from the lot line facing Cromwell Avenue, to avoid any potential significant adverse air quality impacts.</u>
	2872	179	

Site #	Tax Block	Tax Lot	(E) Designation
114	2872	183	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 108 feet above grade, to avoid any potential significant adverse air quality impacts.</u>
115	2857	48	<u>Any new residential and/or commercial development must use the heating, ventilating and air conditioning (HVAC) system fitted with low NOx (30 ppm) burners firing only natural gas, and ensure that the HVAC stack(s) is located at least 140 feet away from the lot line facing Goble Place, and at least 25 feet away from the lot line facing Cromwell Avenue, and at least 122 feet away from the lot line facing Inwood Avenue, to avoid any potential significant adverse air quality impacts.</u>
	2857	45	
	2857	15	
116	2857	51	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 108 feet above grade, and at least 90 feet away from the lot line facing West 170th Street, and at least 35 feet away from the lot line facing Inwood Avenue, and at least 118 feet away from the lot line facing Cromwell Avenue, to avoid any potential significant adverse air quality impacts.</u>
117	2857	8	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 70 feet away from the lot line facing West 170th Street, and no more than 100 feet away from the lot line facing West 170th Street, and at least 120 feet away from the lot line facing Inwood Avenue, to avoid any potential significant adverse air quality impacts.</u>
118	2864	25	<u>Any new residential and/or commercial development must use the heating, ventilating and air conditioning (HVAC) system fitted with low NOx (30 ppm) burners firing only natural gas, and ensure that the HVAC stack(s) is located at least 120 feet away from the lot line facing Cromwell Avenue, and at least 60 feet away from the lot line facing Inwood Avenue, to avoid any potential significant adverse air quality impacts.</u>
119	2864	21	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 118 feet above grade, and at least 25 feet away from the lot line facing Cromwell Avenue, and at least 120 feet away from the lot line facing Inwood Avenue, to avoid any potential significant adverse air quality impacts.</u>
120	2864	69	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located no more than 40 feet away from the lot line facing West 170th Street, and at least 25 feet away from the lot line facing Inwood Avenue, to avoid any potential significant adverse air quality impacts.</u>
	2864	70	
	2864	71	
121	2864	72	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 40 feet away from the lot line facing West 170th Street, and at least 25 feet away from the lot line facing Inwood Avenue, to avoid any potential significant adverse air quality impacts.</u>
	2864	73	
	2864	74	
122	2864	8	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 20 feet away from the lot line facing Clarke Place West, at least 45 feet away from the lot line facing Inwood Avenue, and at least 50 feet away from the lot line facing Cromwell Avenue, to avoid any potential significant adverse air quality impacts.</u>
	2864	1	

Site #	Tax Block	Tax Lot	(E) Designation
123	2871	69	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 60 feet from the lot line facing West 169th Street, to avoid any potential significant adverse air quality impacts.</u>
124	2855	42	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 123 feet above grade, to avoid any potential significant adverse air quality impacts.</u>
125	2855	65	<u>Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 20 feet away from the lot line facing Clarke Place West, to avoid any potential significant adverse air quality impacts.</u>

3: Proposed Air Quality (E) Designations (A-Application Alternative)

As disclosed in Jerome Avenue Rezoning Proposal FEIS, the (E) designation requirements related to Air Quality, (E) designation (E-442), would be assigned as part of the Proposed Actions A-Application Alternative. The (E) designation would be required for a total of five projected and potential development sites (including one projected and four potential development sites), in addition to the 106 projected and potential development sites (including 33 projected and 73 potential development sites) affected under the Proposed Actions.

These designations would specify the various restrictions, such as type of fuel to be used, the distance that the vent stack on the building roof must be from its lot line(s), and/or the above-grade stack height. The descriptions and requirements of the proposed (E) Designations for these sites with respect to HVAC systems are presented in **Tables F3.1 and F3.2** below.

Table F3.1: Projected Sites Required (E) Designations – A-Application Alternative

Site #	Tax Block	Tax Lot	(E) Designation
52	2855	51	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 128 feet above grade, and at least 145 feet away from the lot line facing Clarke Place Street, to avoid any potential significant adverse air quality impacts.
	2855	45	
	2855	53	

Table F3.2: Potential Sites Required (E) Designations – A-Application Alternative

Site #	Tax Block	Tax Lot	(E) Designation
118	2864	25	Any new residential and/or commercial development must use the heating, ventilating and air conditioning (HVAC) system fitted with low NOx (30 ppm) burners firing only natural gas, and ensure that the HVAC stack(s) is located at least 120 feet away from the lot line facing Cromwell Avenue, and at least 60 feet away from the lot line facing Inwood Avenue, to avoid any potential significant adverse air quality impacts.
119	2864	21	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 118 feet above grade, and at least 25 feet away from the lot line facing Cromwell Avenue, and at least 120 feet away from the lot line facing Inwood Avenue, to avoid any potential significant adverse air quality impacts.
124	2855	42	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least 123 feet above grade, to avoid any potential significant adverse air quality impacts.
125	2855	65	Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for the heating, ventilating and air conditioning (HVAC) systems, and ensure that the HVAC stack(s) is located at least <u>25</u> feet away from the lot line facing Clarke Place West, to avoid any potential significant adverse air quality impacts.

Noise

- 1 – Projected Development Sites Noise Attenuation Requirements (Proposed Actions)**
- 2 – Projected Development Sites Noise Attenuation Requirements (Expanded Rezoning Area Alternative)**

As disclosed in Jerome Avenue Rezoning Proposal FEIS, the (E) designation requirements related to noise, (E) designation (E-442), would apply to all privately-held projected and potential development sites. The applicable blocks and lots by development site are provided below. The blocks and lots applicable as part of the Expanded Rezoning Area Alternative are also applicable to the A-Application Alternative.

1:

**Projected Development Sites Noise Attenuation
Requirements Proposed Actions**

Projected Sites Required Attenuation - Base Alternative

<i>Site #</i>	<i>Tax Block</i>	<i>Tax Lot</i>	Governing Noise Receptor	CEQR Required Attenuation in dB(A)
1	3198	81	15	42 below track elevation 35 above track elevation
2	3187	9	15	42 below track elevation 35 above track elevation
	3187	14		
3	3198	102	15	42 below track elevation 35 above track elevation
	3198	105		
4	3186	59	15	42 below track elevation 35 above track elevation
	3186	55		
5	3195	66	15	42 below track elevation 35 above track elevation
	3195	69		
6	3186	10	15	42 below track elevation 35 above track elevation
	3186	12		
	3186	1		
7	3185	1	15	42 below track elevation 35 above track elevation
8	3192	42	15	42 below track elevation 35 above track elevation
	3192	39		
	3192	37		
	3192	50		
9	3179	20	15	42 below track elevation 35 above track elevation
10	2870	26	14	33
11	2863	42	13	42 below track elevation 35 above track elevation
12	3160	1	18	31
13	2863	50	13	42 below track elevation 35 above track elevation

<i>Site #</i>	<i>Tax Block</i>	<i>Tax Lot</i>	<i>Governing Noise Receptor</i>	<i>CEQR Required Attenuation in dB(A)</i>
14	2854	3	13	42 below track elevation 35 above track elevation
15	2862	97	13	42 below track elevation 35 above track elevation
16	2853	22	13	42 below track elevation 35 above track elevation
17	2853	27	13	42
18	2861	163	12	35
19	2850	7	12	35
	2850	3		
	2850	1		
20	2849	13	12	35
	2849	9		
21	2859	33	11	35
	2859	38		
	2859	35		
	2859	41		
	2859	34		
22	2846	14	10	41 below track elevation 35 above track elevation
	2846	6		
23	2865	88	9	28
	2865	15		
24	2857	22	9	28
	2857	21		
	2857	43		
25	2858	15	10	41 below track elevation 35 above track elevation
	2858	19		
26	2844	9	10	41 below track elevation 35 above track elevation
	2844	5		
	2844	117		
	2844	116		
27	2843	1	5	37 below track elevation 35 above track elevation

<i>Site #</i>	<i>Tax Block</i>	<i>Tax Lot</i>	Governing Noise Receptor	CEQR Required Attenuation in dB(A)
28	2842	13	8	31
	2842	15		
29	2843	98	8	31
30	2857	6	8,9	31(south)28(East, West, North)
	2857	1		
31	2520	45	6	31
32	2871	85	7	28
	2871	106		
	2871	115		
	2871	94		
33	2871	112	7	28
	2871	110		
34	2856	11	5	37
35	2856	1	5	37
36	2871	61	7	28
	2871	133		
	2871	140		
37	2506	98	3	31
38	2506	100	3	31
39	2506	40	3	31
40	2489	6	1	43 below track elevation 35 above track elevation
	2489	8		
41	2496	64	1	43 below track elevation 35 above track elevation
42	2488	14	1	43 below track elevation 35 above track elevation
43	2488	12	1	43 below track elevation 35 above track elevation
44	2488	1	1	43 below track elevation 35 above track elevation
45	2487	38	2	35
	2487	32		
	2487	30		

Potential Sites Required Attenuation – Base Alternative

<i>Site #</i>	<i>Tax Block</i>	<i>Tax Lot</i>	Governing Noise Receptor	CEQR Required Attenuation in dB(A)
1	3198	77	15	42 below track elevation 35 above track elevation
	3198	78		
	3198	76		
2	3187	25	15	42 below track elevation 35 above track elevation
	3187	18		
3	3187	5	15	42 below track elevation 35 above track elevation
	3187	3		
	3187	7		
	3187	1		
4	3197	29	15	42 below track elevation 35 above track elevation
5	3197	35	15	42 below track elevation 35 above track elevation
6	3196	81	15	42 below track elevation 35 above track elevation
	3196	79		
7	3208	36	16	31
	3208	39		
	3208	35		
8	3208	45	16	31
	3208	46		
9	3196	36	15	42 below track elevation 35 above track elevation
10	3186	47	15	42 below track elevation 35 above track elevation
	3186	41		
	3186	44		
	3186	48		
11	3186	17	15	42 below track elevation 35 above track elevation
12	3195	40	16	31
13	3195	90	15	42 below track elevation 35 above track elevation
	3195	92		
	3195	84		
	3195	83		
14	3192	34	16	31

<i>Site #</i>	<i>Tax Block</i>	<i>Tax Lot</i>	<i>Governing Noise Receptor</i>	<i>CEQR Required Attenuation in dB(A)</i>
15	3179	30	15	42 below track elevation 35 above track elevation
16	3192	55	15	42 below track elevation 35 above track elevation
	3192	56		
	3192	60		
17	3179	8	15	42 below track elevation 35 above track elevation
	3179	13		
18	3192	66	15	42 below track elevation 35 above track elevation
19	3192	75	15	42 below track elevation 35 above track elevation
20	3210	65	14	33
21	2868	139	14	33
22	2869	130	14	33
	2869	127		
23	3193	33	14	33
24	2870	31	14	33
25	2863	32	13	42 below track elevation 35 above track elevation
	2863	28		
	2863	30		
	2863	40		
	2863	35		
26	3179	2	15	42 below track elevation 35 above track elevation
27	3179	63	14	33
28	3178	1	14	33
29	3178	60	14	33
30	2854	44	13	42 below track elevation 35 above track elevation
31	2829	45	14	33
32	2854	42	13	42 below track elevation 35 above track elevation
33	2854	39	13	42 below track elevation 35 above track elevation

<i>Site #</i>	<i>Tax Block</i>	<i>Tax Lot</i>	<i>Governing Noise Receptor</i>	<i>CEQR Required Attenuation in dB(A)</i>
34	2863	46	13	42 below track elevation 35 above track elevation
35	2854	30	13	42 below track elevation 35 above track elevation
36	2863	54	13	42 below track elevation 35 above track elevation
37	2863	1	13	42 below track elevation 35 above track elevation
38	2862	90	13	42 below track elevation 35 above track elevation
39	2853	17	13	42 below track elevation 35 above track elevation
40	2862	103	P,13	31 on West façade <u>(from playground noise)</u> , 42 on North, South, East facades below track elevation 35 above track elevation
41	2853	11	13	42 below track elevation 35 above track elevation
	2853	9		
	2853	12		
	2853	15		
42	2853	6	13	42 below track elevation 35 above track elevation
	2853	1		
43	2852	9	13	42 below track elevation 35 above track elevation
	2852	4		
	2852	1		
44	2851	1	12	35
	2851	2		
45	2850	9	12	35
46	2861	74	12	35
	2861	79		
47	2849	5	12	35
	2849	1		
48	2848	12	12	35
	2848	16		
49	2860	34	11	35

<i>Site #</i>	<i>Tax Block</i>	<i>Tax Lot</i>	Governing Noise Receptor	CEQR Required Attenuation in dB(A)
50	2859	44	10,11	35 on West Facade 41 on North, South, Eastbelow track elevation 35 above track elevation
	2859	46		
	2859	50		
51	2846	27	10	41 below track elevation 35 above track elevation
	2846	32		
	2846	21		
52	2859	26	9,10	28 on West facade 41 on North, South, Eastfacades below track elevation 35 above track elevation
	2859	51		
	2859	30		
53	2865	19	9	28
54	2859	18	9	28
	2859	17		
	2859	5		
	2859	8		
	2859	4		
	2859	89		
	2859	10		
55	2846	4	10	41 below track elevation 35 above track elevation
	2846	1		
56	2858	9	10	41 below track elevation 35 above track elevation
57	2844	12	10	41 below track elevation 35 above track elevation
58	2857	23	9	28
	2857	24		
59	2858	23	10	41 below track elevation 35 above track elevation
	2858	28		
60	2844	1	10	41 below track elevation 35 above track elevation
61	2843	12	10	41 below track elevation 35 above track elevation

<i>Site #</i>	<i>Tax Block</i>	<i>Tax Lot</i>	<i>Governing Noise Receptor</i>	<i>CEQR Required Attenuation in dB(A)</i>
62	2843	5	10	41 below track elevation 35 above track elevation
63	2842	6	10	41 below track elevation 35 above track elevation
64	2842	10	8	31
65	2842	18	8	31
66	2843	69	8	31
67	2842	42	8	31
	2842	47		
68	2842	51	8	31
	2842	55		
69	2833	1	8	31
70	2833	37	8	31
	2833	35		
71	2857	71	9	28
72	2857	90	10	41 below track elevation 35 above track elevation
73	2857	64	9	28
74	2872	82	7	28
75	2872	86	7	28
76	2872	50	6	31
	2872	46		
77	2871	78	6	31
78	2873	1	6	31
79	2874	1	6	31
80	2521	15	6	31
81	2522	65	6	31
	2522	68		
82	2522	96	6	31
83	2522	81	6	31
84	2856	29	5,9	28 on West Façade 37 on North, South, East facades below track elevation 35 above track elevation
85	2856	19	5,9	28 on West Façade 37 on North, South, East facades below track elevation 35 above track elevation
	2856	23		
	2856	24		
	2856	20		
86	2864	27	7	28
87	2856	45	5	37 below track elevation

<i>Site #</i>	<i>Tax Block</i>	<i>Tax Lot</i>	<i>Governing Noise Receptor</i>	<i>CEQR Required Attenuation in dB(A)</i>
				35 above track elevation
88	2856	49	5,9	28 on West Facade 37 on North, South, East facades below track elevation 35 above track elevation
89	2856	53	5	37 below track elevation 35 above track elevation
90	2871	2	3,7	31(North, South, West) 28(East)
91	2855	1	4,7	43(North, East) 28(West)
	2855	12		
	2855	8		
	2855	15		
92	2506	54	3	31
	2506	44		
93	2506	62	3	31
94	2489	11	1,4	43 on South, West façade and 41 on North, East facade below track elevation 35 above track elevation
	2489	14		
95	2489	1	1	43 below track elevation 35 above track elevation
	2489	29		
	2489	27		
	2489	30		
96	2489	33	1	43 below track elevation 35 above track elevation
97	2496	58	1	43 below track elevation 35 above track elevation
98	2488	23	1	43 below track elevation 35 above track elevation
	2488	20		
99	2496	73	1	43 below track elevation 35 above track elevation
100	2487	20	2	35
101	2487	10	2	35

**2:
Projected Development Sites Noise Attenuation
Requirements Expanded Rezoning Area
Alternative**

Projected Sites Required Attenuation – Expanded Alternative

Site #	Tax Block	Tax Lot	Governing Noise Receptor	CEQR Required Attenuation in dB(A)
46	2865	134	11	35
47	2867	142	9	28
52	2855	51	5,9	38(North, South, East) 28(West)
	2855	45		
	2855	53		

Potential Sites Required Attenuation – Expanded Alternative

Site #	Tax Block	Tax Lot	Governing Noise Receptor	CEQR Required Attenuation in dB(A)
105	2861	129	9	28
111	2865	122	11	35
118	2864	25	7,9	28
119	2864	21	7,9	28
124	2855	42	9	28
125	2855	65	4	41 below track elevation 35 above track elevation

Exhibit B

Environmental Impacts and Mitigation

In accordance with Jerome Avenue Rezoning Proposal FEIS

Significant Adverse Impacts and Proposed Mitigation Measures

The Proposed Actions as analyzed in the FEIS identified significant adverse impacts with respect to community facilities (public schools), shadows, transportation (traffic, transit and pedestrians), and construction (transportation and noise). To the extent practicable, mitigation has been proposed for these identified significant adverse impacts. However, in some instances no practicable mitigation was identified to fully mitigate significant adverse impacts, and there are no reasonable alternatives to the Proposed Actions that would meet their purpose and need, eliminate their impacts, and not cause other or similar significant adverse impacts. In other cases, mitigation has been proposed, but absent a commitment to implement the mitigation, the impacts may not be eliminated.

Principle Conclusions

COMMUNITY FACILITIES AND SERVICES

Public Schools

As discussed in Chapter 4, “Community Facilities and Services,” the Proposed Actions would result in significant adverse impacts to elementary and intermediate schools in CSD 9, Sub-district 2 and elementary schools in CSD 10, Sub-district 4. The latest Five-Year Capital Plan Proposed Amendment was issued in February 2017 and amended in November 2017, and includes elementary school capacity expansion for CSD 10, Sub-district 4 – specifically, to expand the existing P.S. 33 Annex. This expansion would add an additional 388 seats to the sub-district, and is expected to be completed by 2021. This expansion has been incorporated into the quantitative analysis presented in this FEIS. The expansion would reduce, but not eliminate, the significant adverse impacts in CSD 10, Sub-district 4 as identified and described in the DEIS.

Based on the conceptual construction schedule, CSD 9, Sub-district 2 is anticipated to exceed significant adverse impact thresholds for elementary schools in 2020 and intermediate schools in 2019 and CSD 10, Sub-district 4 is anticipated to exceed significant adverse impacts for elementary schools in 2026. To avoid the identified significant adverse elementary school impact in CSD 9, Sub-district 2, the number of incremental dwelling units that could be developed would have to be reduced to 427, generating 166 elementary school students as compared to No-Action conditions. This would represent a decrease of 1,520 DUs (78.1 percent) in CSD 9, Sub-district 2. To avoid the significant adverse intermediate school impact in CSD 9, Sub-district 2, the number of incremental dwelling units that could be developed would have to be reduced to 210 DUs, generating 34 intermediate school students as compared to the No Action condition. This would represent a decrease of 1,737 DUs (89.2 percent) in CSD 9, Sub-district 2. To avoid the significant adverse elementary school impact in CSD 10, Sub-district 4, the number of incremental dwelling units that could be developed would have to be reduced to 692 DUs, generating 270 elementary school students as compared to No-Action conditions. This would represent a decrease of 127 DUs (15.5 percent) in CSD 10, Sub-district 4. Alternatively, 594 new seats could be added to CSD 9, Sub-district 2 elementary schools, 279 new seats could be added to CSD 9, Sub-district 2 intermediate schools, and 270 new seats could be added to CSD 10, Sub-district 4 elementary schools to avoid the unmitigated significant adverse impacts.

The New York City Department of City Planning (DCP), as lead agency, has explored possible mitigation measures with the New York City School Construction Authority (SCA)/Department of Education (DOE) between DEIS and FEIS. The following administrative and capital mitigation measures would mitigate the significant adverse impacts:

- Restructuring or reprogramming existing school space under the DOE control in order to make available more capacity in existing school buildings located within CSD 9, Sub-district 2 and CSD 10, Sub-district 4;
- Relocating administrative functions to another site, thereby freeing up space for classrooms; and/or
- Creating additional capacity in the area by constructing a new school(s), building additional capacity at existing schools, or leasing additional school space constructed as part of projected development within CSD 9, Sub-district 2 and CSD 10, Sub-district 4.

To mitigate the identified elementary and intermediate school impacts resulting from the Proposed Actions, enrollment in CSD 9, Sub-district 2, and CSD 10, Sub-district 4, will be monitored. If a need for additional capacity is identified, DOE will evaluate the appropriate timing and mix of measures, identified above, to address increased school enrollment. In coordination with the SCA, if additional school construction is warranted, and if funding is available, it will be identified in the Five-Year Capital Plan that covers the period in which the capacity need would occur.

SHADOWS

As discussed in Chapter 6, “Shadows,” the Proposed Actions would result in significant shadows impacts at eight open space resources. The analysis determined that six resources (Bronx School of Young Leaders, PS 306 Schoolyard, Mount Hope Playground, Goble Playground, Inwood Park, Keltch Park) would experience significant incremental shadow coverage, duration, and/or periods of complete sunlight loss that could have the potential to affect open space utilization or enjoyment. Two resources (Edward L Grant Greenstreet, Jerome Avenue/Grant Avenue Greenstreet) would not receive adequate sunlight during the growing season (at least the four to six hour minimum specified in the *CEQR Technical Manual*) as a result of incremental shadow coverage and vegetation at these resources could be significantly impacted.

There are no reasonable means to partially or fully mitigate significant adverse shadow impacts on these three open space resources; therefore, the shadow impacts would be an unavoidable significant adverse impact of the Proposed Actions. Possible measures that could mitigate significant adverse shadow impacts on open spaces may include relocating sunlight-sensitive features within an open space to avoid sunlight loss; relocating or replacing vegetation; undertaking additional maintenance to reduce the likelihood of species loss; or providing replacement facilities on another nearby site. Other potential mitigation strategies include the redesign or reorientation of the open space site plan to provide for replacement facilities, vegetation, or other features. The *CEQR Technical Manual* guidelines also discuss strategies to reduce or eliminate shadow impacts, including modifications to the height, shape, size, or orientation of a proposed development that creates the significant adverse shadow impact. DCP, as lead agency, has explored possible mitigation measures with the New York City Department of Parks and Recreation (DPR) between the DEIS and FEIS, and it was found that there are no reasonable means to partially or fully mitigate the significant adverse shadows impact. In the absence of feasible mitigation, the significant adverse impact to Bronx School of Young Leaders, PS 306 Schoolyard, Mount Hope Playground, Goble Playground, Inwood Park, Keltch Park, Edward L. Grant Greenstreet, and Jerome Avenue/Grant Avenue Greenstreet would be unavoidable.

TRANSPORTATION

Traffic

As described in Chapter 13, “Transportation,” the Proposed Actions would result in significant adverse traffic impacts at 22 study area intersections during one or more analyzed peak hours; specifically, 15 lane groups at 14 intersections during the weekday AM peak hour, 19 17 lane groups at 15 14 intersections in the weekday midday peak hour, 32 33 lane groups at 21 20 intersections in the weekday PM peak hour, and 30 28 lane groups at 19 intersections during the Saturday midday peak hour. Implementation of traffic engineering improvements such as signal timing changes or modifications to curbside parking regulations would provide mitigation for many, but

not all, of the anticipated traffic impacts. Implementation of the recommended traffic engineering improvements is subject to review and approval by DOT. If, prior to implementation, DOT determines that an identified mitigation measure is infeasible, an alternative and equivalent mitigation measure will be identified.

Table 21-1, "Summary of Lane Groups/Intersections with Significant Adverse Traffic Impacts," lists that significant adverse impacts would be fully mitigated at all intersections except one lane group at one intersection during the weekday AM peak hour, one lane group at one intersection during the midday peak hours, 19 lane groups at eight intersections during the PM peak hour, and five lane groups at three intersections during the Saturday midday peak hour (see Figure 21-2, "Unmitigated Significant Adverse Impact Traffic Analysis Locations"). Table 21-2, "Lane Groups with Unmitigated Significant Adverse Traffic Impacts," provides a more detailed summary of the intersections and lane groups that would have significant adverse traffic impacts. In total, impacts to one or more approach movements would remain unmitigated in one or more peak hours at up to eight study intersections.

Table 21-1: Summary of Lane Groups/Intersections with Significant Adverse Traffic Impacts

Peak Hour	Lane Groups/ Intersections Analyzed	Lane Groups/ Intersections with No Significant Impacts	Lane Groups/ Intersections with Significant Impacts	Mitigated Lane Groups/ Intersections	Unmitigated Lane Groups/ Intersections
Weekday AM	162/36	<u>147/22</u>	<u>15/14</u>	<u>14/13</u>	<u>1/1</u>
Weekday Midday	162/36	<u>145/22</u>	<u>17/14</u>	16/13	<u>1/1</u>
Weekday PM	162/36	<u>129/16</u>	<u>33/20</u>	14/12	<u>19/8</u>
Saturday Midday	162/36	<u>134/17</u>	<u>28/19</u>	<u>23/16</u>	<u>5/3</u>

Table 21-2: Lane Groups with Unmitigated Significant Adverse Traffic Impacts

Signalized Intersections	Peak Hour			
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
Jerome Avenue and Kingsbridge Road	--	--	NB - LTR	NB - LTR
Jerome Avenue and Fordham Road	--	--	NB - LTR, SB - LTR	--
Jerome Avenue and Burnside Avenue	--	SB - LTR	WB - LTR, SB - LTR	WB - LTR, SB - LTR
Jerome Avenue and 167 th Street			<u>EB - LTR</u> , EB - R, <u>WB - LT</u> , NB - DefL	
River Avenue and 167 th Street	--	--	NB - LTR	--
Grand Concourse and Tremont Avenue	--	--	EB - TR, WB - L, NB - L	--
Grand Concourse and Mt. Eden Avenue	--	--	EB - LTR, WB - LTR, NB - L	--
Grand Concourse and 167 th Street	EB - TR	--	EB - L, EB - TR, WB - TR	EB - TR, WB - L

Transit

Bus

The Proposed Actions would result in a capacity shortfall on the east and westbound Bx11, southbound Bx32, and eastbound Bx35 in the AM peak hour and on the westbound Bx11, north and southbound Bx32, and east and westbound Bx35 in the PM peak hour. The significant adverse impacts to Bx11, Bx32, and Bx35 local bus service could be fully mitigated by the addition of a total of five standard buses in the AM peak hour and six standard buses in the PM peak hour. The general policy of NYCT is to provide additional bus service where demand warrants, taking into account financial and operational constraints.

Pedestrians

Incremental demand from the Proposed Actions would significantly adversely impact one sidewalk element during one peak hour (see Figure 21-3, “Significant Adverse Impact Pedestrian Location”). The recommended mitigation measure to address this impact is discussed below. Implementation of this measure would be subject to review and approval by DOT. If, prior to implementation, DOT determines that an identified mitigation measure is infeasible, an alternative and equivalent mitigation measure will be identified.

Sidewalks

One of the 33 analyzed sidewalks would be significantly adversely impacted by the Proposed Actions—the south sidewalk of West 170th Street between Edward L. Grant Highway and Cromwell Avenue in the Saturday midday peak hour. The sidewalk at this location is eight feet wide with a five foot grass buffer between the sidewalk and the fence line of the adjacent property. Paving this five foot grass verge would increase the width of this sidewalk and fully mitigate the significant adverse impact to this sidewalk. No unmitigated significant adverse sidewalk impacts would remain upon incorporation of the recommended mitigation measures.

CONSTRUCTION

Transportation

As described in Chapter 19, “Construction,” construction-related traffic would have no significant adverse impacts during the weekday construction 6-7 AM peak hour and would have significant adverse impacts at 13 intersections during the weekday construction PM peak hour (3-4 PM). Most significant adverse impacts would be mitigated with the implementation of recommended mitigation measures, but unmitigated significant adverse impacts remain at five intersections during the construction PM peak hour. No basic intersection improvement measures could mitigate the significant adverse construction-related impacts at these five intersections. A traffic monitoring program will be prepared to evaluate and assess the need for traffic mitigation, and it will be coordinated between DCP and DOT. If no additional practicable mitigation is identified, these impacts would constitute unavoidable significant adverse traffic impacts as a result of the Proposed Action.

Noise

As discussed in Chapter 19, “Construction,” construction activities associated with the Proposed Action would occur on multiple development sites within the same geographic area and, as a result, has the potential to increase interior noise levels of existing adjacent commercial and residential buildings. These increases would likely approach or marginally exceed the impact threshold for short periods of time. The same potential to exceed the noise limits exist during other construction quarters bordering the peak construction period.

The findings indicate that noise levels above the CEQR impact threshold are expected at several existing buildings adjacent to Projected Development Sites 33, 34, 35, 36 and to Projected Development Sites 43, 44, 45. For Projected Development Sites 33, 34, 35, 36 the highest noise levels are projected to be at top-level receptor locations adjacent to existing commercial and residential buildings on Cromwell Street between West Clarke Place and East 170th Street. For Projected Development Sites 43, 44, 45 the highest noise levels are projected to be at mid-level receptor locations adjacent to existing residential buildings on Gerard Street between McLellan Street and West 167th Street.

Although these locations are expected to experience exterior noise levels significantly above CEQR limits, for those buildings with double-paned glazed-glass windows and a closed ventilation system, it would keep interior noise levels for those buildings below or near the CEQR 50-dBA L10 impact threshold for commercial buildings and the CEQR 45-dBA L10 impact threshold for residential buildings. The interior noise levels of these adjacent buildings would likely approach or marginally exceed the CEQR L10 impact thresholds for short periods of time. The same potential for noise impacts also exist for similar noise-level increases at these and/or other receptor locations in the immediate vicinity of Project Development Sites 33, 34, 35, 36 and 43,44,45 during other construction quarters bordering this peak construction period (i.e., second quarter of 2018 and third quarter of 2022). If the peak construction scenario conservatively assumed for simultaneous construction on Project Development Sites 33, 34, 35, 36 and 43, 44, 45, the Proposed Action would result in a significant adverse construction noise impact.

Noise Reduction Measures

Construction of the Proposed Projected would be required to follow the requirements of the NYC Noise Control Code for construction noise control measures. Specific noise control measures would be incorporated in noise mitigation plan(s) required under the NYC Noise Code. These measures could include a variety of source and path controls.

The following proposed mitigation measures go beyond the noise control measures already identified in Chapter 19, “Construction,” and may partially mitigate significant adverse impacts (and substantially reduce construction-related noise levels) at some locations:

- Noise barriers constructed from plywood or other materials at a height of 12 to 16 feet utilized to provide shielding;

- Utilization of isolation pads between pile driver hammer and piles;
- Acoustical shrouds surrounding the pile driver hammer and piles;
- Electric cranes or cranes with exhaust silencers that have lower noise emission levels; and
- Excavators with exhaust silencers that have lower noise emission levels.

Between the DEIS and FEIS, the above mitigation measures, which are intended to address the pieces of construction equipment that would produce the highest noise levels, were explored, and it was found that there are no reasonable means to ensure measures be employed that would fully mitigate the significant adverse construction noise impacts. The proposed measures discussed above are considered partial mitigations only. Consequently, these impacts would not be completely eliminated and they would constitute an unmitigated significant adverse construction noise impact, as is discussed in Chapter 22, "Unavoidable Adverse Impacts."

Community Facilities and Services

PUBLIC SCHOOLS

As discussed in Chapter 4, "Community Facilities and Services," in the future with the Proposed Actions, the elementary and intermediate school enrollment of Sub-district 2 of CSD 9 is anticipated to exceed the significant adverse impact threshold in the years 2020 and 2019 (respectively) based on the conceptual construction schedule. CSD 9, Sub-district 2 elementary schools would increase from a No-Action utilization rate of 128.7 percent to 151.5 percent in the With-Action condition (a 22.8 percentage point increase). CSD 9, Sub-district 2 intermediate schools would increase from a No-Action utilization rate of 125.9 to 171.2 in the With-Action condition (a 45.3 percentage point increase). As CSD 9, Sub-district 2 elementary and intermediate schools would operate over capacity in the future with the Proposed Actions with an increase of five percentage points or more to their collective utilization rates between the No-Action and With-Action conditions, significant adverse impacts to this sub-district would result.

In the future with the Proposed Actions, the elementary school enrollment of Sub-district 4 of CSD 10 is anticipated to exceed the significant adverse impact threshold in the year 2026 based on the conceptual

construction schedule. CSD 10, Sub-district 4 elementary schools would increase from a No-Action utilization rate of 107.4 percent to 113.3 percent in the With-Action condition (a 5.9 percentage point increase). As CSD 10, Sub-district 4 elementary schools would operate over capacity in the future with the Proposed Actions with an increase of five percentage points or more to their collective utilization rates between the No-Action and With-Action conditions, significant adverse impacts to this sub-district would result.

In the RWCDs, 1,947 incremental DUs would be developed within CSD 9, Sub-district 2 (compared to the No-Action condition), which would result in significant adverse impacts on elementary schools within the sub-district that are projected to occur in the year 2020, based on the conceptual construction schedule. To avoid the identified significant adverse elementary school impact in CSD 9, Sub-district 2, the number of incremental dwelling units that could be developed would have to be reduced to 427, generating 166 elementary school students as compared to No-Action conditions. This would represent a decrease of 1,520 DUs (78.1 percent) in CSD 9, Sub-district 2. An increase of 166 elementary school students within Sub-district 2 of CSD 9, would increase the No-Action utilization rate in the sub-district by less than five percentage points and would be below the *CEQR Technical Manual* threshold and thus, not a significant adverse impact.

In the RWCDs, 1,947 incremental DUs would be developed within CSD 9, sub-district 2 (compared to the No-Action condition), which would result in significant adverse impacts on intermediate schools within the sub-district that are projected to occur in the year 2019, based on the conceptual construction schedule. To avoid the significant adverse intermediate school impact in CSD 9, Sub-district 2, the number of incremental dwelling units that could be developed would have to be reduced to 210 DUs, generating 34 intermediate school students as compared to the No Action condition. This would represent a decrease of 1,737 DUs (89.2 percent) in CSD 9, Sub-district 2. The 34 intermediate school students within CSD 19, Sub-district 2 would increase the No-Action utilization rate in the sub-district by less than five percentage points and would similarly be below the *CEQR Technical Manual* threshold that would be considered a significant adverse impact.

In the RWCDs, 819 incremental DUs would be developed within CSD 10, Sub-district 4 (compared to the No-Action condition), which would result in significant adverse impacts on elementary schools within the sub-district that are projected to occur in the year 2026, based on the conceptual construction schedule. To avoid the significant adverse elementary school impact in CSD 10, Sub-district 4, the number of incremental dwelling units that could be developed would have to be reduced to 692 DUs, generating 270 elementary school students as compared to No-Action conditions. This would represent a decrease of 127 DUs (15.5 percent) in CSD 10, Sub-district 4. An increase of 270 elementary school students within Sub-district 4 of CSD 10, would increase the No-Action utilization rate in the sub-district by less than five percentage points and would be below the *CEQR Technical Manual* threshold and thus, not a significant adverse impact.

While the Proposed Actions would also result in 398 and 66 incremental DUs in Sub-districts 1 and 3 of CSD 9, no significant adverse public school impacts would occur in these sub-districts in the 2026 With-Action condition. Additionally, the 819 DUs in Sub-district 4 of CSD 10 would not create a significant adverse impact on intermediate schools in the 2026 With-Action condition and therefore would not require mitigation measures.

Table 21-3, “Elementary and Intermediate School Impact Thresholds and Mitigation School Seats,” below, indicates the number of incremental dwelling units within CSD 9, Sub-district 2 and CSD 10, Sub-district 4 that would result in a significant adverse impact requiring mitigation, as well as the number of additional elementary and intermediate schools that would need to be provided in order to mitigate the identified significant adverse impacts. In accordance with the *CEQR Technical Manual* impact criteria, the number of seats needed to mitigate the significant adverse impacts would either: (1) reduce the incremental increase in the sub-district’s elementary or intermediate school capacity to less than five percent over the No-Action condition; or (2) reduce the With-Action utilization rate to less than 100 percent.

Table 21-3: Elementary and Intermediate School Impact Thresholds and Mitigation School Seats

District and Sub-District and Grade Level	Impact Thresholds ¹	Mitigation Seats Needed to Fully Mitigate the Significant Adverse Impact
CSD 9, Sub-District 2, Elementary	427 DUs (166 students)	594
CSD 9, Sub-District 2, Intermediate	210 DUs (34 students)	279
CSD 10, Sub-District 4, Elementary	<u>692</u> DUs (<u>270</u> students)	<u>49</u>
Notes:		
¹ Represents increment over No-Action Condition		

Source: The Calladium Group, 2017.

Measures utilized by the DOE to address increased school enrollments include:

- Restructuring or reprogramming existing school space under the DOE’s control in order to make available more capacity in existing school buildings located within CSD 9, Sub-district 2 and CSD 10, Sub-district 4;
- Relocating administrative functions to another site, thereby freeing up space for classrooms; and/or
- Creating additional capacity in the area by constructing a new school(s), building additional capacity at existing schools, or leasing additional school space constructed as part of projected development within CSD 9, Sub-district 2 and CSD 10, Sub-district 4.

To mitigate the identified elementary and intermediate school impacts resulting from the Proposed Actions, enrollment in CSD 9, Sub-district 2, and CSD 10, Sub-district 4, will be monitored. If a need for additional capacity is identified, DOE will evaluate the appropriate timing and mix of measures, identified above, to address increased school enrollment. In coordination with the SCA, if additional school construction is warranted, and if funding is available, it will be identified in the Five-Year Capital Plan that

covers the period in which the capacity need would occur (refer to the DOE's letter to the City Planning Commission Chairman dated December 21, 2017, provided in Appendix C, "Agency Correspondence").

In general, the Proposed Actions would allow for the development of community facility space, including new school facilities, within the project area. It should also be noted that any new school facility would be subject to its own site selection process and separate environmental review

Shadows

As discussed in Chapter 6, Shadows, a detailed shadows analysis determined that development resulting from the Proposed Actions would result in significant adverse shadow impacts on eight open space resources. No historic resources would be affected by incremental shadows. The 146 projected and potential development sites identified in the RWCDs would result in incremental shadow coverage on 41 open space resources. The detailed shadows analysis identified significant adverse impacts at eight open space resources. The analysis determined that six resources (Bronx School of Young Leaders, PS 306 Schoolyard, Mount Hope Playground, Goble Playground, Inwood Park, Keltch Park) would experience significant incremental shadow coverage, duration, and/or periods of complete sunlight loss that could have the potential to affect open space utilization or enjoyment. Two resources (Edward L Grant Greenstreet, Jerome Avenue/Grant Avenue Greenstreet) would not receive adequate sunlight during the growing season (at least the four to six hour minimum specified in the *CEQR Technical Manual*) as a result of incremental shadow coverage and vegetation at these resources could be significantly impacted. Measures to reduce or eliminate the significant adverse shadow impacts have been explored between the DEIS and FEIS. If no feasible or practicable mitigation measures can be identified and/or implemented to mitigate these shadow impacts, the Proposed Actions would result in an unavoidable significant adverse shadow impacts on these open space resources.

BRONX SCHOOL OF YOUNG LEADERS

On March 21, May 6, and June 21, the Bronx School of Young Leaders schoolyard would receive sizeable incremental shadow coverage during the morning hours when children are likely to be at recess and during the early afternoon hours when the schoolyard would be open to the general public. Incremental shadows would predominantly affect active recreational uses such as basketball and handball courts, a baseball diamond, running track, and blacktop game areas. As shadows are not static and move from west to east throughout the day, these amenities would continue to receive some direct sunlight on these three representative analysis days (see Chapter 6, "Shadows," Figure 6-9). In addition, incremental shadows on active recreational uses during the months surrounding the summer solstice when temperatures are warmer would not significantly affect the usability of the open space.

On December 21, while the affected basketball and handball courts, baseball diamond, running track, and blacktop game areas would receive sizeable incremental shadow coverage, they would continue to receive some direct sunlight as shadows move from west to east throughout the day. Incremental shadow coverage on December 21, when temperatures would be colder and the use of the active recreational space would not be as high (compared to warmer months), would not affect the utilization or enjoyment of this open space resource. However, given the extended nature of incremental shadow coverage and periods of complete sunlight loss, incremental shadows may have the potential to affect the public's enjoyment of this resource, and therefore it is expected that the Bronx School of Young Leaders would experience a significant adverse shadow impact due to development resulting from the Proposed Actions.

PS 306 SCHOOLYARD

On all four representative analysis days, the PS 306 schoolyard would receive sizeable incremental shadow coverage during the morning hours when children are likely to be at recess and early afternoon hours when the schoolyard would be open to the general public. Incremental shadows would affect a jungle-gym and bench seating. As shadows are not static and move from west to east throughout the day, these amenities would continue to receive some direct sunlight during the afternoon on these representative analysis days (see Chapter 6, "Shadows," Figure 6-9). However, given the extended nature of incremental shadow coverage and periods of complete sunlight loss, incremental shadows may have the potential to affect the public's enjoyment of this resource, and therefore, it is expected that the PS 306 Schoolyard would experience a significant adverse shadow impact due to development resulting from the Proposed Actions.

MOUNT HOPE PLAYGROUND

On all four representative analysis days, the Mount Hope Playground would receive sizeable incremental shadow coverage during the late afternoon hours. Incremental shadows would affect both active (jungle-gym, basketball courts) and passive (bench seating) amenities. As shadows are not static and move from west to east throughout the day, these amenities would continue to receive some direct sunlight on these representative analysis days (see, Chapter 6, "Shadows," Figure 6-10). In addition, incremental shadows on active recreational uses during the months surrounding the summer solstice when temperatures are warmer would not significantly affect the usability of the open space. Incremental shadow coverage on December 21, when temperatures would be colder and the use of the active recreational space would not be as high (compared to warmer months), would not affect the utilization or enjoyment of this open space resource. Further, the open space would still receive adequate sunlight during the growing season (at least the four to six hours specified in the *CEQR Technical Manual*), and vegetation (trees, plantings) would not be affected. However, given the extended nature of incremental shadow coverage, incremental shadows may have the potential to affect the public's enjoyment of this resource, and therefore, it is expected that the Mount Hope Playground would experience a significant adverse shadow impact due to development resulting from the Proposed Actions.

GOBLE PLAYGROUND

On March 21, May 6, and June 21 incremental shadows would generally be limited to portions of the open space that feature active recreational uses such as basketball and handball courts, a jungle-gym, and swings. As shadows are not static and move from west to east throughout the day, these amenities would continue to receive some direct sunlight on these three representative analysis days (see Chapter 6, “Shadows,” Figure 6-16). In addition, incremental shadows on active recreational uses during the months surrounding the summer solstice when temperatures are warmer would not significantly affect the usability of the open space. Further, the open space would continue to receive adequate sunlight during the growing season (at least the four to six hour minimum specified in the *CEQR Technical Manual*) and vegetation would not be affected.

On December 21, while the playground would receive sizeable incremental shadow coverage, affected amenities would continue to receive some direct sunlight as shadows move from west to east throughout the day. Incremental shadow coverage on December 21, when temperatures would be colder and the use of the active recreational space would not be as high (compared to warmer months), would not affect the utilization or enjoyment of this open space resource. In addition, bench seating areas would only be temporarily affected by incremental shadows, and a number of benches would receive direct sunlight throughout the afternoon, an important period of the day for users of this resource during the winter timeframe. Further, any vegetation would not be affected by incremental shadows, as the December 21 analysis day falls outside the plant growing season defined by the *CEQR Technical Manual*. However, given the extended nature of incremental shadow coverage and periods of complete sunlight loss, incremental shadows may have the potential to affect the public’s enjoyment of this resource, and therefore, it is expected that Goble Playground would experience a significant adverse shadow impact due to development resulting from the Proposed Actions.

INWOOD PARK

Inwood Park is an approximately 0.36-acre open space located on West Mount Eden Avenue between Jerome Avenue and Inwood Avenue. The park is comprised of paved blacktop with trees and benches located along the perimeter.

This open space resource would experience incremental shadow coverage on all four representative analysis days, with incremental shadow duration ranging from approximately 6 hours and 2 minutes on December 21 to 12 hours and 4 minutes on June 21 (see Chapter 6, “Shadows,” Figure 6-14). While the park would receive sizeable incremental shadow coverage, shadows are not static and would move from west to east throughout the day, allowing the affected benches and trees to continue to receive some direct sunlight on all representative analysis days (see Chapter 6, “Shadows,” Figure 6-14). In addition, the open space would continue to receive adequate sunlight during the growing season (at least the four to

six hour minimum specified in the *CEQR Technical Manual*) and any vegetation present would not be affected.

On December 21, trees and vegetation would not be affected by incremental shadows, as the December 21 analysis day falls outside the plant growing season defined by the *CEQR Technical Manual*. In addition, some benches would receive direct sunlight throughout the afternoon, an important period of the day for users of this resource during the winter timeframe. Bench seating would also be available nearby at Jerome Playground South, which is located approximately one block to the east of Inwood Park. However, given the extended nature of incremental shadow coverage, incremental shadows may have the potential to affect the public's enjoyment of this resource, and therefore, it is expected that Inwood Park would experience a significant adverse shadow impact due to development resulting from the Proposed Actions.

KELTCH PARK

On the March 21, May 6, and June 21 representative analysis days, incremental shadows would be concentrated in the morning and afternoon hours. As shadows are not static and move from west to east throughout the day, the park's amenities would continue to receive some direct sunlight on these three representative analysis days (see Chapter 6, "Shadows," Figure 6-21). Between 11:15 AM and 2:08 PM, the park would not receive any incremental shadow coverage and would receive adequate sunlight during the growing season (at least the four to six hour minimum specified in the *CEQR Technical Manual*). On December 21, which falls outside the plant growing season defined by the *CEQR Technical Manual*, vegetation would not be affected. However, given the extended nature of incremental shadow coverage, incremental shadows may have the potential to affect the public's enjoyment of this resource, and therefore, it is expected that Keltch Park would experience a significant adverse shadow impact due to development resulting from the Proposed Actions.

EDWARD L GRANT GREENSTREET

This open space resource serves as a median for Edward L Grant Highway, stretching the entire length of the street from University Avenue in the north to Jerome Avenue in the south. Each block of the Greenstreet is predominantly paved with trees interspersed at varying intervals.

This Greenstreet would experience incremental shadow coverage on all four representative analysis days ranging from 6 hours 2 minutes on December 21 to 9 hours 46 minutes on June 21 (see Chapter 6, "Shadows," Table 6-4). While incremental shadows would last up to 9 hours 46 minutes, the areas affected by incremental shadows are predominantly paved and feature few trees. As shadows are not static and move from west to east throughout the day, the Greenstreet would continue to receive some direct sunlight on all representative analysis days (see Chapter 6, "Shadows," figures 6-17, 6-19, 6-20, 6-25, 6-26). However, some areas of the Edward L Grant Greenstreet could be significantly impacted and the Greenstreet may no longer be able to support a variety of plant life, as compared to the No-Action

condition. Therefore, Edward L. Grant Greenstreet would experience a significant adverse shadow impact due to development resulting from the Proposed Actions.

JEROME AVENUE/EDWARD L GRANT HIGHWAY GREENSTREET

On all four representative analysis days, the Jerome/Grant Greenstreet would receive sizeable incremental shadow coverage during the morning and late afternoon hours. Incremental shadows would primarily affect plantings found within the open space. As shadows are not static and move from west to east throughout the day, these amenities would continue to receive some direct sunlight on these representative analysis days (see Chapter 6, “Shadows,” Figure 6-26). Though the open space would continue to receive uninterrupted direct sunlight throughout portions of the afternoon, it may not receive adequate sunlight during the growing season (at least the four to six hour minimum specified in the *CEQR Technical Manual*) and as a result, this open space resource may no longer be able to support a variety of plant life, as compared to the No-Action condition. Therefore, it is expected that Jerome Avenue/ Edward L. Grant Highway Greenstreet would experience a significant adverse shadow impact due to development resulting from the Proposed Actions.

Possible measures that could mitigate significant adverse shadow impacts on open spaces may include relocating sunlight-sensitive features within an open space to avoid sunlight loss; relocating or replacing vegetation; undertaking additional maintenance to reduce the likelihood of species loss; or providing replacement facilities on another nearby site. Other potential mitigation strategies include the redesign or reorientation of the open space site plan to provide for replacement facilities, vegetation, or other features. The *CEQR Technical Manual* guidelines also discuss strategies to reduce or eliminate shadow impacts, including modifications to the height, shape, size, or orientation of a proposed development that creates the significant adverse shadow impact.

Possible mitigation measures were explored in consultation with NYC Department of Parks and Recreation between the DEIS and FEIS and it was found that there are no reasonable means to partially or fully mitigate the significant adverse shadows impact. In the absence of feasible mitigation, the significant adverse impact to Bronx School of Young Leaders, PS 306 Schoolyard, Mount Hope Playground, Goble Playground, Inwood Park, Keltch Park, Edward L Grant Greenstreet, and Jerome Avenue/Grant Avenue Greenstreet would be unavoidable.

Transportation

TRAFFIC

As described in Chapter 13, “Transportation,” the Proposed Actions would result in significant adverse traffic impacts at 22 study area intersections during one or more analyzed peak hours; specifically, 15 lane groups at 14 intersections during the weekday AM peak hour, 17 lane groups at 14 intersections during the midday peak hour, 33 lane groups at 20 intersections during the PM peak hour, and 28 lane groups at 19 intersections during the Saturday midday peak hour.

As demonstrated below, most of these impacts could be mitigated through the implementation of traffic engineering improvements, including:

- Modification of traffic signal phasing and/or timing
- Elimination of on-street parking within 100 feet of intersections to add a limited travel/turn lane, known as “daylighting”

The types of mitigation measures proposed herein are standard measures that are routinely identified by the City and considered feasible for implementation. Table 21-5, “Proposed Traffic Mitigation Measures,” summarizes the recommended mitigation measures for each of the intersections with significant adverse traffic impacts during the weekday AM, midday, and PM, and Saturday midday peak hours. Implementation of the recommended traffic engineering improvements is subjected to review and approval by DOT. If, prior to implementation, DOT determines that an identified mitigation measure is infeasible, an alternative and equivalent mitigation measure will be identified. The impacts would remain unmitigated in the absence of the application of mitigation measures.

As discussed previously in Chapter 13, “Transportation,” the With-Action RWCDs includes the development of a total of 45 projected development sites that were identified and are considered for the purposes of the transportation analyses (see Chapter 13, “Transportation,” Figure 13-1, “Traffic Study Areas”). Table 13-1, “RWCDs No-Action and With-Action Land Uses,” lists the total anticipated No-Action and With-Action land uses on projected development sites in 2026 in the RWCDs. As listed in Table 13-1, in the RWCDs, the Proposed Actions would facilitate the incremental development of up to approximately 3,250 dwelling units (DUs); 35,575 square feet (sf) of commercial uses; and 72,272 sf of community facility uses (including 53,896 sf for a community center and 21,083 sf for a day-care center); as well as a net reduction of 47,795 sf of industrial uses and 99 accessory parking spaces.

Tables 21-6 through 21-9 show the v/c ratios, delays, and levels of service (LOS) for impacted lane groups at each intersection with implementation of these mitigation measures and compares them to No-Action and With-Action conditions for the weekday AM, midday, and PM, and Saturday midday peak hours,

respectively. (The Action-With-Mitigation level of service analyses for all lane groups at each impacted intersection are listed in Appendix E2, "Level of Service (LOS) Tables and Parking Regulations") According to CEQR *Technical Manual* criteria, an impact is considered fully mitigated when the resulting LOS degradation under the Action-with-Mitigation condition compared to the No-Action condition is no longer deemed significant following the impact criteria described in Chapter 13, "Transportation." Tables 21-6 through 21-9 demonstrate that significant adverse impacts would be fully mitigated at all intersections except one lane group at one intersection during the weekday AM peak hour, one lane group at one intersection during the midday peak hours, 19 lane groups at eight intersections during the PM peak hour, and five lane groups at three intersections during the Saturday midday peak hour. Table 21-2, "Lane Groups with Unmitigated Significant Adverse Traffic Impacts," provides a more detailed summary of the intersections and lane groups that would have significant adverse traffic impacts. In total, impacts to one or more approach movements would remain unmitigated in one or more peak hours at up to eight study intersections. Consequentially, these impacts would constitute unavoidable significant adverse traffic impacts as a result of the Proposed Action (refer to Chapter 22, "Unavoidable Adverse Impacts").

Table 21-5: Proposed Traffic Mitigation Measures

Intersection	Signal Phase	No-Action Signal Timing (Seconds)				Proposed Signal Timing (Seconds)				Recommended Mitigation
		AM	MD	PM	SAT MD	AM	MD	PM	SAT MD	
Jerome Avenue and Kingsbridge Road	EB/WB	54	39	54	39	54	36	54	39	- Transfer 3 seconds of green time from EB/WB to NB/SB during MIDDAY. - PM and Saturday are unmitigatable.
	Ped	7	7	7	7	7	7	7	7	
	NB/SB	52	37	52	37	52	40	52	37	
	Ped	7	7	7	7	7	7	7	7	
Jerome Avenue and Fordham Road	EB/WB	81	56	86	78	75	51	86	72	- Transfer 5 seconds of green time from EB/WB to NB/SB during MIDDAY; 6 seconds on Saturday; 7 seconds during AM. - PM is unmitigatable.
	NB/SB	39	34	34	42	45	39	34	48	
Jerome Avenue and Burnside Avenue	EB/WB	60	60	60	60	60	60	60	60	- MIDDAY, PM and Saturday are unmitigatable.
	NB/SB	60	60	60	60	60	60	60	60	
Jerome Avenue and Tremont Avenue	EB/WB	57	57	57	57	58	58	60	60	- Transfer 1 second of green time from NB/SB to EB/WB during AM and MIDDAY, 3 seconds during PM, and on Saturday.
	Ped	7	7	7	7	7	7	7	7	
	NB/SB	56	56	56	56	55	55	53	53	
Jerome Avenue and Featherbed Lane	EB/WB	30	30	30	30	31	31	31	31	- Transfer 1 second of green time from NB/SB to EB/WB during AM, MIDDAY, PM and Saturday.
	NB/SB	60	60	60	60	59	59	59	59	
Jerome Avenue and SB I-95 Off Ramps	WB	45	45	45	45	45	45	43	44	- Transfer 2 seconds of green time from WB to NB/SB during PM. - Transfer 1 second of green time from WB to NB/SB on Saturday.
	NB/SB	45	45	45	45	45	45	47	46	
Jerome Avenue and NB I-95 Off Ramps	EB	43	43	43	43	40	42	41	42	- Transfer 3 seconds of green time from EB to SB-L during AM; 1 second during MIDDAY and Saturday. - Transfer 2 seconds during PM, 1 second for NB/SB and 1 second for SB-L.
	NB/SB	32	32	32	32	32	32	33	32	
	SB-L	15	15	15	15	18	16	16	16	
Jerome Avenue and Macombs Dam Bridge	EB	21	21	26	21	22	22	27	21	- Transfer 1 second of green time from NB/SB to EB during AM, MIDDAY, and PM.
	Ped	31	31	31	31	31	31	31	31	
	NB/SB	38	38	33	38	37	37	32	38	
Jerome Avenue and 170 th Street	EB/WB	31	31	31	31	33	34	35	34	- Transfer 2 seconds of green time from NB/SB to EB/WB during AM; 3 during MIDDAY and on Saturday. - Transfer 4 seconds of green time from NB/SB to EB/WB during PM
	Ped	7	7	7	7	7	7	7	7	
	NB/SB	52	52	52	52	50	49	48	49	
Jerome Avenue and 167 th Street	EB/WB-R	28	28	28	28	<u>29</u>	28	28	<u>29</u>	- <u>Transfer 1 second of green time from NB/SB to EB/WB during AM and Saturday.</u> - <u>PM is unmitigatable.</u>
	WB/NE	30	30	30	30	30	30	30	30	
	NB/SB	32	32	32	32	<u>31</u>	32	32	<u>31</u>	
Jerome Avenue and E. 165 th Street	WB	36	36	36	36	37	36	37	36	- Transfer 1 second of green time from NB/SB to WB during AM and PM.
	NB/SB	54	54	54	54	53	54	53	54	

Table 21-5 (continued): Proposed Traffic Mitigation Measures

Intersection	Signal Phase	No-Action Signal Timing (Seconds)				Proposed Signal Timing (Seconds)				Recommended Mitigation
		AM	MD	PM	SAT MD	AM	MD	PM	SAT MD	
Grand Concourse and 176 th Street	EB/WB	38	41	38	41	39	43	39	41	- Transfer 1 second of green time from NB/SB to EB/WB during AM and PM; 2 seconds Midday
	SB/SB-L	15	15	15	15	15	15	15	15	
	Ped	7	7	7	7	7	7	7	7	
	NB/SB	60	57	60	57	59	55	59	57	
Grand Concourse and Burnside Avenue	EB/WB	42	42	42	42	42	42	42	43	<u>Transfer 1 second of green time from NB/SB to EB/WB on Saturday</u>
	NB-L/SB-L	16	16	16	16	16	16	16	16	
	NB/SB	62	62	62	62	62	62	62	61	
Grand Concourse and Tremont Avenue	EB/WB	36	36	36	36	37	37	36	38	- Transfer 1 second of green time from NB/SB to EB/WB in the AM and Midday. - Transfer 2 seconds of green time from NB/SB; increase NB-L/SB-L 1 second, and EB/WB 1 second on Saturday. - PM is unmitigatable
	NB-L/SB-L	16	16	16	16	16	16	16	17	
	Ped	7	7	7	7	7	7	7	7	
	NB/SB	61	61	61	61	60	60	61	58	
Grand Concourse and Mt. Eden Avenue	EB/WB	42	42	42	42	49	43	42	43	- Transfer 3 seconds of green time from NB/SB; increase NB-L/SB-L 2 seconds, and EB/WB 1 second during Midday. - Transfer 2 seconds of green time from NB/SB; increase NB-L/SB-L 1 second, and EB/WB 1 seconds on Saturday. - PM is unmitigatable.
	NB-L/SB-L	15	15	15	15	15	17	15	16	
	Ped	7	7	7	7	7	7	7	7	
	NB/SB	56	56	56	56	56	53	56	54	
Grand Concourse and 170 th Street	EB/WB	45	45	45	45	45	45	44	45	- Transfer 1 second of green time from EB/WB, 1 second of green time from NB/SB, and increase NB-L/SB-L green time by 2 seconds during PM. - Transfer 1 second of green time from NB/SB to NB-L/SB-L on Saturday.
	NB-L/SB-L	15	15	15	15	15	15	17	16	
	NB/SB	60	60	60	60	60	60	59	59	
Grand Concourse and 167 th Street	EB/WB	42	43	42	43	42	48	42	43	- Transfer 5 seconds of green time from NB/SB to EB/WB in the Midday. -AM, PM, and Saturday are unmitigatable.
	SB-L	15	15	15	15	15	15	15	15	
	Ped	7	7	7	7	7	7	7	7	
	NB/SB	56	55	56	55	56	50	56	55	
Cromwell Avenue and 170 th Street	EB/WB	50	50	50	50	50	50	50	49	- Transfer 1 second of green time from EB/WB to NB/SB on Saturday.
	NB/SB	40	40	40	40	40	40	40	41	
River Avenue and 167 th Street	EB/WB	52	52	52	52	54	50	52	50	- Transfer 2 seconds from EB/WB to NB/SB during Midday and on Saturday. - PM is unmitigatable.
	Ped	7	7	7	7	7	7	7	7	
	NB/SB	31	31	31	31	36	33	31	33	
Edward L. Grant Highway and W. 170 th Street	EB/WB	40	40	40	40	42	44	42	42	- Transfer 2 seconds of green time from NB/SB to EB/WB during AM, PM, and Saturday. - Transfer 4 seconds from NB/SB to EB/WB during Midday.
	NB/SB	80	80	80	80	78	76	78	78	
Inwood Avenue and W. 170 th Street	EB/WB	46	46	46	46	47	46	46	48	- Transfer 1 second from NB to EB/WB during AM. - Daylight EB approach to allow for two 10' lanes for Midday and PM. Transfer 2 seconds of green time from NB to EB/WB on Saturday.
	Ped	7	7	7	7	7	7	7	7	
	NB	30	30	30	30	29	30	30	28	
University Avenue and Washington Bridge Off-Ramps	Ped	7	7	7	7	7	7	7	7	- Transfer 1 second of green time from NB/SB2 to EB during AM, PM, and Saturday.
	EB	30	30	30	30	31	30	31	31	
	NB2/SB2	33	33	35	33	32	33	34	32	
	NB/SB	27	27	25	27	27	27	25	27	

Source: STV Incorporated, 2017.

Table 21-6: Action-With-Mitigation Conditions at Impacted Lane Groups – Weekday AM Peak Hour

INTERSECTION & APPROACH	Mvt.	AM No-Action			AM With-Action			AM Mitigated			
		V/C	Control Delay	LOS	V/C	Control Delay	LOS	V/C	Control Delay	LOS	
Jerome Avenue and Fordham Road Jerome Avenue	NB	LTR	0.88	67.6	E	1.16	147.3	F	0.92	67.5	E
Jerome Avenue and Tremont Avenue Tremont Avenue	EB	LTR	1.07	95.4	F	1.09	101.9	F	1.06	92.6	F
Jerome Avenue and Featherbed Lane Featherbed Lane	EB	DefL	1.11	152.9	F	1.13	159.0	F	1.04	127.6	F
Jerome Avenue and NB I-95 Ramps Jerome Avenue	SB	DefL	1.02	78.0	E	1.13	118.2	F	1.00	73.3	E
Jerome Avenue and Macombs Dam Bridge Jerome Avenue	EB	L	0.88	64.9	E	0.91	71.1	E	0.86	60.9	E
Jerome Avenue and 170th Street 170 th Street	EB	LTR	0.88	51.9	D	0.93	60.3	E	0.87	47.8	D
	WB	LTR	1.07	96.4	F	1.13	114.7	F	1.05	85.1	F
Jerome Avenue and 167th Street Edward L. Grant Highway	EB	R	<u>0.69</u>	<u>36.6</u>	<u>D</u>	<u>0.83</u>	<u>47.7</u>	<u>D</u>	<u>0.79</u>	<u>43.1</u>	<u>D</u>
Jerome Avenue and E. 165th Street E. 165 th Street	WB	LR	0.94	61.8	E	0.97	67.7	E	0.94	60.0	E
Grand Concourse and 176th Street 176 th Street	EB	LTR	0.78	62.5	E	0.82	66.8	E	0.79	62.1	E
Grand Concourse and Tremont Avenue Tremont Avenue	EB	TR	1.38	247.1	F	1.42	263.2	F	1.37	240.1	F
Grand Concourse and 167th Street 167 th Street	EB	TR	1.04	110.4	F	1.18	156.4	F	1.18	156.4	F
Edward L. Grant Highway and W. 170th Street W. 170 th Street	WB	LTR	1.00	84.7	F	1.06	102.9	F	0.99	80.3	F
Inwood Avenue and W. 170th Street W. 170 th Street	EB	LT	1.02	71.6	E	1.04	77.0	E	1.00	64.2	E
University Avenue and Washington Bridge Off-Ramps Washington Bridge Off-Ramps	EB	R	1.03	84.6	F	1.05	90.3	F	1.00	77.2	E

Note: shaded cells indicate unmitigated delays.

Source: STV Incorporated, 2017.

Table 21-7: Action-With-Mitigation Conditions at Impacted Lane Groups – Weekday Midday Peak Hour

INTERSECTION & APPROACH	Mvt.	Midday No-Action			Midday With-Action			Midday Mitigated		
		V/C	Control Delay	LOS	V/C	Control Delay	LOS	V/C	Control Delay	LOS
Jerome Avenue and Kingsbridge Road Jerome Avenue NB	LTR	1.09	104.5	F	1.29	180.0	F	1.07	94.2	F
Jerome Avenue and Fordham Road Jerome Avenue	NB LTR	0.99	75.0	E	1.26	168.6	F	1.01	75.0	E
	SB LTR	0.95	65.5	E	1.08	98.6	F	0.87	45.8	D
Jerome Avenue and Burnside Avenue Jerome Avenue SB	LTR	0.68	31.8	C	0.90	49.5	D	0.90	49.5	D
Jerome Avenue and Tremont Avenue Tremont Avenue EB	LTR	1.05	91.0	F	1.07	97.3	F	1.05	87.6	F
Jerome Avenue and Featherbed Lane Featherbed Lane EB	DefL	1.02	116.7	F	1.09	136.8	F	1.02	113.2	F
Jerome Avenue and NB I-95 Ramps Jerome Avenue SB	DefL	0.88	51.9	D	0.93	61.2	E	0.89	53.5	D
Jerome Avenue and Macombs Dam Bridge Jerome Avenue EB	L	0.95	78.1	E	0.98	85.3	F	0.92	70.8	E
Jerome Avenue and 170th Street 170 th Street WB	LTR	0.88	54.0	D	0.99	76.0	E	0.88	50.9	D
Grand Concourse and 176th Street 176 th Street EB	LTR	0.77	56.7	E	0.85	65.3	E	0.80	57.3	E
Grand Concourse and Tremont Avenue Tremont Avenue EB	TR	0.76	61.4	E	0.79	64.3	E	0.77	60.3	E
River Avenue and 167th Street River Avenue NB	LTR	1.07	112.6	F	1.17	146.0	F	1.08	112.8	F
Grand Concourse and Mt. Eden Avenue	Mt. Eden Avenue EB LTR	1.09	123.2	F	1.12	135.8	F	1.08	118.9	F
	WB LTR	1.14	141.2	F	1.17	152.0	F	1.14	137.2	F
	Grand Concourse Mainline NB L	0.53	66.7	E	0.63	73.5	E	0.53	63.0	E
Grand Concourse and 167th Street 167 th Street EB	TR	1.15	144.4	F	1.33	213.4	F	1.16	140.7	F
Edward L. Grant Highway and W. 170th Street W. 170 th Street WB	LTR	0.83	55.0	D	0.98	80.7	F	0.86	56.2	E
Inwood Avenue and W. 170th Street W. 170 th Street EB	LT	1.04	78.8	E	1.14	114.3	F	-	-	-
	L	-	-	-	-	-	-	0.60	26.7	C
	T	-	-	-	-	-	-	0.32	16.7	B

Note: shaded cells indicate unmitigated delays.

Source: STV Incorporated, 2017.

**Table 21-8: Action-With-Mitigation Conditions at Impacted Lane Groups – Weekday PM Peak
Hour**

INTERSECTION & APPROACH	Mvt	PM No-Action			PM With-Action			PM Mitigated			
		V/C	Control Delay	LOS	V/C	Control Delay	LOS	V/C	Control Delay	LOS	
Jerome Avenue and Kingsbridge Road Jerome Avenue	NB	LTR	1.34	206.1	F	1.47	260.8	F	1.47	260.8	F
Jerome Avenue and Fordham Road Jerome Avenue	NB	LTR	1.21	163.1	F	1.66	355.4	F	1.66	355.4	F
	SB	LTR	1.34	222.4	F	1.38	239.5	F	1.38	239.5	F
Jerome Avenue and Burnside Avenue Burnside Avenue	WB	LTR	0.85	43.3	D	0.93	53.5	D	0.93	53.5	D
	SB	LTR	0.79	38.3	D	0.95	59.4	E	0.95	59.4	E
Jerome Avenue and Tremont Avenue Tremont Avenue	EB	LTR	1.23	154.6	F	1.31	188.4	F	1.21	146.1	F
	WB	LTR	1.27	173.2	F	1.31	189.1	F	1.22	147.5	F
Jerome Avenue and Featherbed Lane Featherbed Lane	EB	DefL	1.15	161.6	F	1.24	193.6	F	1.13	151.0	F
Jerome Avenue and SB I-95 Ramps Jerome Avenue	SB	DefL	0.85	45.2	D	0.94	60.5	E	0.88	47.3	D
Jerome Avenue and NB I-95 Ramps Jerome Avenue	SB	DefL	1.01	81.4	F	1.09	106.9	F	1.01	81.1	F
Jerome Avenue and Macombs Dam Bridge Jerome Avenue	EB	L	0.69	41.6	D	0.80	48.8	D	0.77	44.8	D
Jerome Avenue and 170th Street 170 th Street	WB	LTR	1.01	78.8	E	1.17	133.6	F	1.01	73.7	E
Jerome Avenue and 167th Street Edward L. Grant Highway	EB	<u>LT</u>	<u>0.76</u>	<u>38.7</u>	<u>D</u>	<u>0.86</u>	<u>47.7</u>	<u>D</u>	<u>0.86</u>	<u>47.7</u>	<u>D</u>
	EB	<u>R</u>	<u>0.8</u>	<u>46.7</u>	<u>D</u>	<u>0.87</u>	<u>56.0</u>	<u>E</u>	<u>0.87</u>	<u>56.0</u>	<u>E</u>
	WB	<u>LT</u>	<u>0.81</u>	<u>39.6</u>	<u>D</u>	<u>0.95</u>	<u>48.0</u>	<u>D</u>	<u>0.95</u>	<u>48.0</u>	<u>D</u>
	Jerome Avenue	NB	<u>0.88</u>	<u>53.8</u>	<u>D</u>	<u>1.09</u>	<u>106.3</u>	F	<u>1.09</u>	<u>106.3</u>	F
River Avenue and 167th Street River Avenue	NB	LTR	1.00	90.5	F	1.08	113.5	F	1.08	113.5	F
Jerome Avenue and E. 165th Street E. 165 th Street	WB	LR	1.04	84.0	F	1.07	93.0	F	1.03	81.1	F
Grand Concourse and 176th Street 176 th Street	EB	LTR	1.05	116.6	F	1.10	132.7	F	1.06	118.0	F
Grand Concourse and Tremont Avenue Tremont Avenue	EB	TR	1.06	119.1	F	1.12	139.7	F	1.12	139.7	F
	WB	L	0.70	66.1	E	0.75	73.3	E	0.75	73.3	E
	Grand Concourse Mainline	NB	0.78	84.7	F	0.81	89.0	F	0.81	89.0	F
Grand Concourse and Mt. Eden Avenue Mt. Eden Avenue	EB	LTR	1.03	103.6	F	1.05	110.3	F	1.05	110.3	F
	WB	LTR	1.20	163.5	F	1.23	175.9	F	1.23	175.9	F
	Grand Concourse Mainline	NB	0.72	80.9	F	0.80	90.6	F	0.80	90.6	F
Grand Concourse and 170th Street Grand Concourse Mainline	NB	L	0.67	76.1	E	0.83	96.0	F	0.69	73.5	E

**Table 21-8 (continued): Action-With-Mitigation Conditions at Impacted Lane Groups –
Weekday PM Peak Hour**

INTERSECTION & APPROACH	Mvt.	PM No-Action			PM With-Action			PM Mitigated			
		V/C	Control Delay	LOS	V/C	Control Delay	LOS	V/C	Control Delay	LOS	
Grand Concourse and 167th Street 167 th Street	EB	L	1.16	172.6	F	1.17	176.3	F	1.17	176.3	F
		TR	1.00	95.3	F	1.12	131.6	F	1.12	131.6	F
	WB	TR	1.15	142.2	F	1.16	145.7	F	1.16	145.7	F
Edward L. Grant Highway and W. 170th Street W. 170 th Street	WB	LTR	0.95	72.0	E	1.03	91.8	F	0.97	74.5	E
Inwood Avenue and W. 170th Street W. 170 th Street	EB	LT	1.13	109.4	F	1.28	169.4	F	-	-	-
		L	-	-	-	-	-	-	0.72	34.2	C
		T	-	-	-	-	-	-	0.32	15.4	B
University Avenue and Washington Bridge Off-Ramps Washington Bridge Off-Ramps	EB	L	1.08	103.9	F	1.11	115.1	F	1.06	94.6	F
		R	1.00	78.8	E	1.06	95.4	F	1.02	81.1	F

Note: shaded cells indicate unmitigated delays.

Source: STV Incorporated, 2017.

Table 21-9: Action-With-Mitigation Conditions at Impacted Lane Groups – Saturday Midday Peak Hour

INTERSECTION & APPROACH	Mvt.	Saturday Midday No-Action			Saturday Midday With-Action			Saturday Midday Mitigated			
		V/C	Control Delay	LOS	V/C	Control Delay	LOS	V/C	Control Delay	LOS	
Jerome Avenue and Kingsbridge Road Jerome Avenue	NB	LTR	0.85	44.8	D	0.99	69.6	E	0.99	69.6	E
Jerome Avenue and Fordham Road Jerome Avenue	NB	LTR	0.99	84.9	F	1.23	166.0	F	1.00	81.5	F
	SB	LTR	0.91	68.3	E	1.01	90.8	F	0.83	50.6	D
Jerome Avenue and Burnside Avenue Burnside Avenue	WB	LTR	0.82	40.2	D	0.86	45.2	D	0.86	45.2	D
	SB	LTR	0.73	34.0	C	0.89	48.5	D	0.89	48.5	D
Jerome Avenue and Tremont Avenue Tremont Avenue	EB	LTR	1.09	102.7	F	1.14	119.3	F	1.06	88.3	F
	WB	LTR	1.03	83.2	F	1.10	106.8	F	1.03	78.7	E
Jerome Avenue and Featherbed Lane Featherbed Lane	EB	DefL	1.21	180.4	F	1.21	204.1	F	1.19	169.4	F
Jerome Avenue and SB I-95 Ramps Jerome Avenue	SB	DefL	0.76	37.5	D	0.84	46.2	D	0.81	41.7	D
Jerome Avenue and NB I-95 Ramps Jerome Avenue	SB	DefL	0.99	78.3	E	1.02	86.6	F	0.97	72.1	E
Jerome Avenue and 170 th Street 170 th Street	WB	LTR	1.00	77.2	E	1.12	113.6	F	1.00	73.9	E
	NB	LTR	0.39	13.7	B	0.40	13.9	B	0.43	16.0	B
Jerome Avenue and 167 th Street Edward L. Grant Highway	EB	R	<u>0.74</u>	<u>40.7</u>	<u>D</u>	<u>0.81</u>	<u>47.2</u>	<u>D</u>	<u>0.78</u>	<u>43.2</u>	<u>D</u>
River Avenue and 167 th Street River Avenue	NB	LTR	1.14	130.4	F	1.25	174.4	F	1.14	127.6	F
Grand Concourse and Burnside Avenue Burnside Avenue	EB	LTR	0.83	57.4	E	0.87	61.7	E	<u>0.83</u>	<u>56.7</u>	E
	WB	LTR	0.73	52.9	D	0.78	56.3	E	<u>0.74</u>	<u>52.2</u>	<u>D</u>
Grand Concourse and Tremont Avenue Tremont Avenue	EB	L	0.74	67.5	E	0.78	72.5	E	0.70	60.2	E
	EB	TR	0.94	88.5	F	1.02	108.5	F	0.95	86.2	F
	WB	TR	0.86	72.3	E	0.91	79.9	E	0.84	67.0	E
Grand Concourse Mainline	NB	L	0.72	78.1	E	0.77	83.1	F	0.70	74.0	E
Grand Concourse and Mt. Eden Avenue Mt. Eden Avenue	WB	LTR	1.06	114.1	F	1.09	124.5	F	1.05	110.2	F
	NB	L	0.66	75.6	E	0.72	81.0	F	0.66	72.4	E
Grand Concourse and 170 th Street Grand Concourse Mainline	NB	L	0.47	63.4	E	0.59	70.2	E	0.54	64.9	E
Grand Concourse and 167 th Street 167 th Street	EB	TR	1.04	104.4	F	1.15	141.8	F	1.15	141.8	F
	WB	L	0.76	67.3	E	0.83	80.5	F	0.83	80.5	F
Edward L. Grant Highway and W. 170 th Street W. 170 th Street	WB	LTR	1.05	98.3	F	1.11	118.1	F	1.04	92.8	F
Inwood Avenue and W. 170 th Street W. 170 th Street	EB	LT	1.16	116.7	F	1.27	160.1	F	1.16	115.4	F
Cromwell Avenue and W. 170 th Street Cromwell Avenue	SB	LTR	0.79	35.6	D	0.87	45.2	D	0.77	33.7	C
University Avenue and Washington Bridge Off- Washington Bridge Off-Ramps	EB	L	1.03	86.9	F	1.04	90.8	F	0.99	74.6	E
	R		1.06	94.4	F	1.09	104.8	F	1.05	88.6	F

Note: shaded cells indicate unmitigated delays.

Source: STV Incorporated, 2017.

Effects of Traffic Mitigation on Parking Conditions

As discussed above, the proposed traffic mitigation plan would incorporate curbside parking restrictions at the eastbound approach of 170th Street at Inwood Avenue that would displace approximately four on-street parking spaces. As discussed in Chapter 13, “Transportation,” sufficient parking would be available within a ¼-mile radius of the study area to accommodate projected demand during the weekday midday, weekday overnight, and Saturday midday periods. There is projected to be a parking shortfall within a ¼-mile of projected development sites 30, 32, and 33 during the weekday midday (88-space deficit) and overnight periods (453-space deficit). These shortfalls would increase by four spaces to a total of 92 spaces during the weekday midday period and 457 spaces during the weekday overnight period. As described in Chapter 13, “Transportation,” this parking shortfall for the projected development sites 30, 32, and 33 would not be considered a significant adverse impact, based on *CEQR Technical Manual* criteria, due to the availability of sufficient parking outside the ¼-mile radius within the overall study area and the magnitude of available alternative modes of transportation. Therefore, the proposed traffic mitigation measure would not result in a new significant adverse impact to parking conditions.

Effects of Pedestrian Mitigation on Traffic Conditions

The proposed pedestrian mitigation measure included widening a sidewalk towards the building property line. This pedestrian mitigation measure would not change any roadway geometric or traffic signal timing/phasing operations; therefore, this measure would not result in new significant adverse traffic impacts at any of the analyzed study intersections.

Proposed Schedule for Traffic Mitigation Measures

Subject to the approval of DOT, the mitigation measures summarized in Table 21-5, “Proposed Traffic Mitigation Measures,” would be implemented to mitigate the significant adverse traffic impacts resulting from full build-out of the Proposed Action in 2026. As the development of the Proposed Actions would be expected to occur over an approximately ten-year period, it is possible that some of the significant adverse traffic impacts could occur prior to full build-out in 2026. Based on the anticipated construction schedule shown in Chapter 19, “Construction,” incremental vehicle trips associated with traffic generated by projected development sites could potentially result in significant adverse traffic impacts in the second quarter of 2024. At this time, implementation of some or all of the mitigation measures developed for full build-out of the Proposed Actions in 2026 would be considered at impacted intersections. A traffic monitoring program will be prepared to evaluate and assess the need for traffic mitigation, and it will be coordinated between DCP and DOT.

TRANSIT

Bus

As discussed in Chapter 13, “Transportation,” the Proposed Actions would add approximately 555 and 935 incremental bus trips on nine local bus routes during the weekday AM and PM peak hours, respectively. This increment results in a capacity shortfall through the maximum load point on the east and westbound Bx11, southbound Bx32, and eastbound Bx35 in the AM peak hour and on the westbound Bx11, north and southbound Bx32, and east and westbound Bx35 in the PM peak hour. Therefore, four bus lines would be significantly adversely impacted in the AM peak hour and five bus lines would be significantly adversely impacted in the PM peak hour based on *CEQR Technical Manual* criteria. As listed in Table 21-10, “Action-With-Mitigation Local Bus Analysis,” these significant adverse impacts could be fully mitigated by the addition of a total of five standard buses in the AM peak hour and six standard buses in the PM peak hour. The general policy of NYCT is to provide additional bus service where demand warrants, taking into account financial and operational constraints.

Table 21-10: Action-With-Mitigation Local Bus Analysis

Peak Hour	Route	Direction	Maximum Load Point(s)	Peak Hour Buses ⁽¹⁾	No-Action Available Capacity ⁽²⁾	Project Increment	Available Capacity w/ Proposed Actions ⁽²⁾	Additional Peak Hour Buses Needed to Accommodate Project-Generated Demand	Available Capacity with Mitigation ⁽²⁾
AM	Bx11	EB	Claremont Pky and Webster Av / W 170 th St and Jerome Av	13	29	93	-63	2	45
		WB	E 170 th St and Jerome Ave / Claremont Pky and Webster Av	13	19	22	-3	1	51
	Bx32	SB	Morris Av and E 170 th St / Morris Av and E 161 st St	8	37	72	-35	1	19
	Bx35	EB	E 167 th St and Grand Concourse / Webster Av and E 168 th St	15	13	41	-28	1	26
PM	Bx11	WB	Claremont Pky and Webster Av	12	36	114	-78	2	30
	Bx32	NB	Morris Av and E 170 th St	6	75	100	-25	1	29
		SB	Morris Av and E 170 th St	5	57	69	-11	1	43
	Bx35	EB	E 167 th St and Grand Concourse	10	24	45	-21	1	33
		WB	E 167 th St and Grand Concourse / Webster Av and E 168 th St	11	11	61	-50	1	4
Notes: (1) Assumes service levels adjusted to address capacity shortfalls in the No-Action Condition. (2) Available capacity based on NYCT loading guideline of 54 passengers per standard bus.									

Source: STV Incorporated, 2017.

PEDESTRIANS

As described in Chapter 13, “Transportation,” the Proposed Actions would result in significant adverse pedestrian impacts at one study area pedestrian element during one peak hour. Specifically, there would be a significant adverse impact to one sidewalk element during the Saturday midday peak hour, which could be mitigated through standard pedestrian mitigation measures such as sidewalk widening.

Sidewalks

A significant adverse impact is projected at the south sidewalk of West 170th Street between Edward L. Grant Highway and Cromwell Avenue during the Saturday midday peak hour in the Proposed Actions. The sidewalk at this location is eight feet wide with a five foot grass buffer between the sidewalk and the fence line of the adjacent property. Paving this five foot grass verge would increase the width of this sidewalk and mitigate the significant adverse impact during the Saturday midday peak hour. Table 21-11, “Action-With-Mitigation: Sidewalk Conditions,” lists the available pedestrian space, LOS, and identified mitigation measures for each significant impact location. All costs associated with the design and construction of the sidewalk widening will be the responsibility of the City operating agency.

Table 21-11: Action-With-Mitigation: Sidewalk Conditions

Intersection	Sidewalk	No-Action			With-Action			Action-With-Mitigation			
		Effective Width	SFP	LOS	Effective Width	SFP	LOS	Effective Width	SFP	LOS	Mitigation Measures
Weekday AM Peak Hour											
West 170th Street between Edward L. Grant Highway and Cromwell Avenue	South	3	66.5	C	3	44.8	C	8	122.0	B	Not a significant impact in AM. 5' sidewalk widening addresses Saturday MD impact
Weekday MD Peak Hour											
West 170th Street between Edward L. Grant Highway and Cromwell Avenue	South	3	152.3	B	3	41.8	C	8	489.0	B	Not a significant impact in MD. 5' sidewalk widening addresses Saturday MD impact
Weekday PM Peak Hour											
West 170th Street between Edward L. Grant Highway and Cromwell Avenue	South	3	115.6	B	3	46.4	C	8	347.8	B	Not a significant impact in PM. 5' sidewalk widening addresses Saturday MD impact
Saturday MD Peak Hour											
West 170th Street between Edward L. Grant Highway and Cromwell Avenue	South	3	126.1	B	3	33.8	D	8	93.6	B	Pave 5' grass verge (13' total width)

Note: Bold Text indicates Mitigated Significant Adverse Impact

Source: STV Incorporated, 2017.

Effects of Traffic Mitigation on Pedestrian Conditions

Identified traffic mitigation measures were incorporated into the pedestrian Action-with-Mitigation analysis. Signal timing changes associated with traffic mitigation resulted in minor changes to available pedestrian space at analyzed crosswalks and corners. These changes did not result in new significant adverse impacts at any of the analyzed corners or crosswalks.

Construction

TRANSPORTATION

As described in Chapter 19, "Construction," construction-related traffic would have no significant adverse impacts during the construction 6-7 AM peak hour and would have significant adverse impacts at 13 intersections during the construction PM peak hour (3-4 PM). Implementation of signal timing changes only would provide mitigation for most of the anticipated traffic impacts. Table 21-12, "Proposed Traffic Mitigation Measures – Construction," summarizes the recommended mitigation measures for each of these intersections during the construction PM peak hours, which are subject to review and approval by DOT.

Table 21-12: Proposed Traffic Mitigation Measures – Construction

Intersection	Signal Phase	No-Action Signal Timing (Seconds)		Proposed Signal Timing (Seconds)		Recommended Mitigation
		AM	PM	AM	PM	
Jerome Avenue and Kingsbridge Road	EB/WB	54	54	54	54	- Unmitigatable
	Ped	7	7	7	7	
	NB/SB	52	52	52	52	
	Ped	7	7	7	7	
Jerome Avenue and Fordham Road	EB/WB	81	86	81	78	- Transfer 8 seconds of green time from EB/WB to NB/SB during PM.
	NB/SB	39	34	39	42	
Jerome Avenue and Burnside Avenue	EB/WB	60	60	60	60	- Unmitigatable
	NB/SB	60	60	60	60	
Jerome Avenue and Tremont Avenue	EB/WB	57	57	57	59	- Transfer 2 seconds of green time from NB/SB to EB/WB during PM.
	Ped	7	7	7	7	
	NB/SB	56	56	56	54	
Jerome Avenue and SB I-95 Ramps	WB	45	45	45	44	- Transfer 1 second of green time from WB to NB/SB during PM.
	NB/SB	45	45	45	46	
Jerome Avenue and Featherbed Lane	EB/WB	30	30	30	31	- Transfer 1 second of green time from NB/SB to EB/WB during PM.
	NB/SB	60	60	60	59	
Jerome Avenue and NB I-95 Ramps	EB	43	43	43	40	- Transfer 3 seconds of green time from EB to NB/SB during PM.
	NB/SB	32	32	32	35	
	SB-L	15	15	15	15	
Jerome Avenue and 170 th Street	EB/WB	31	31	31	33	- Transfer 2 seconds of green time from NB/SB to EB/WB during PM.
	Ped	7	7	7	7	
	NB/SB	52	52	52	50	
Jerome Avenue and 167 th Street	EB/WB-R	28	28	28	28	- Unmitigatable
	WB/NE	30	30	30	30	
	NB/SB	32	32	32	32	
River Avenue and 167 th Street	EB/WB	52	52	52	52	- Unmitigatable
	Ped	7	7	7	7	
	NB/SB	31	31	31	31	
Jerome Avenue and E. 165 th Street	WB	36	36	36	39	- Transfer 3 seconds of green time from NB/SB to WB during PM.
	NB/SB	54	54	54	51	
Grand Concourse and 170 th Street	EB/WB	45	45	45	44	- Transfer 1 second of green time from EB/WB and 1 second from NB/SB to add 2 seconds to NB-L/SB-L during PM.
	NB-L/SB-L	15	15	15	17	
	NB/SB	60	60	60	59	
Grand Concourse and 167 th Street	EB/WB	42	42	42	42	- Unmitigatable
	SB-L	15	15	15	15	
	Ped	7	7	7	7	
	NB/SB	56	56	56	56	

Source: STV Incorporated, 2017.

Most significant adverse impacts would be mitigated with the implementation of recommended mitigation measures, but unmitigated significant adverse impacts remain at five intersections during the construction PM peak hour (see Table 21-13, “Action-With-Mitigation Conditions at Impacted Lane Groups – Construction PM Peak Hour”). Four of the five unmitigated intersections are also unmitigated intersections as a result of the Proposed Actions; River Avenue and 167th Avenue is an additional unmitigated significant adverse impact. No basic intersection improvement measures could mitigate the significant adverse construction-related impacts at these five intersections; therefore, these traffic impacts would remain unmitigated (refer to Chapter 22, “Unavoidable Adverse Impacts”).

Table 21-13: Action-With-Mitigation Conditions at Impacted Lane Groups – Construction PM Peak Hour

INTERSECTION & APPROACH		Mvt.	PM No-Action			PM With-Action			PM Mitigated			
			V/C	Control Delay	LOS	V/C	Control Delay	LOS	V/C	Control Delay	LOS	
Jerome Avenue and Kingsbridge Road Jerome Avenue		NB	LTR	1.22	156.7	F	1.34	204.7	F	1.34	204.7	F
Jerome Avenue and Fordham Road Jerome Avenue		NB	LTR	1.13	134.0	F	1.40	244.7	F	1.05	99.4	F
		SB	LTR	1.23	177.6	F	1.32	215.2	F	0.93	72.2	E
Jerome Avenue and Burnside Avenue Burnside Avenue Jerome Avenue		WB	LTR	0.80	38.7	D	0.87	45.4	D	0.87	45.4	D
		SB	LTR	0.73	34.6	C	0.87	47.2	D	0.87	47.2	D
Jerome Avenue and Tremont Avenue Tremont Avenue		EB	LTR	1.16	127.4	F	1.19	138.3	F	1.13	115.2	F
		WB	LTR	1.19	137.8	F	1.25	162.5	F	1.19	136.0	F
Jerome Avenue and SB I-95 Ramps Jerome Avenue		SB	DefL	0.79	38.2	D	0.85	45.6	D	0.82	41.1	D
Jerome Avenue and Featherbed Lane Featherbed Lane		EB	DefL	0.99	110.2	F	1.06	130.7	F	0.99	105.2	F
Jerome Avenue and NB I-95 Ramps Jerome Avenue		SB	DefL	0.93	62.1	E	1.01	82.1	F	0.94	63.5	E
Jerome Avenue and 170 th Street 170 th Street		WB	LTR	0.99	75.7	E	1.06	94.5	F	0.98	70.0	E
Jerome Avenue and 167 th Street Edward L. Grant Highway Jerome Avenue		EB	R	<u>0.75</u>	<u>41.9</u>	<u>D</u>	<u>0.79</u>	<u>50.1</u>	<u>D</u>	<u>0.79</u>	<u>50.1</u>	<u>D</u>
		NB	DefL	<u>0.87</u>	<u>53.9</u>	<u>D</u>	<u>0.99</u>	<u>78.0</u>	<u>E</u>	<u>0.99</u>	<u>78.0</u>	<u>E</u>
River Avenue and 167 th Street River Avenue		NB	LTR	0.97	82.3	F	1.20	156.7	F	1.20	156.7	F
Jerome Avenue and E. 165 th Street E. 165 th Street		WB	LR	0.99	70.4	E	1.11	105.6	F	1.00	71.5	E
Grand Concourse and 170 th Street Grand Concourse Mainline		NB	L	0.64	73.7	E	0.73	81.7	F	0.60	66.9	E
Grand Concourse and 167 th Street 167 th Street		EB	L	1.04	130.8	F	1.05	136.0	F	1.05	136.0	F
		TR		0.96	83.5	F	1.14	136.6	F	1.14	136.6	F
		WB	TR	1.09	120.0	F	1.10	123.1	F	1.10	123.1	F

Note: shaded cells indicate unmitigated delays.

Source: STV Incorporated, 2017.

NOISE

As discussed in Chapter 19, “Construction,” construction activities associated with the Proposed Action would occur on multiple development sites within the same geographic area and, as a result, has the potential to increase interior noise levels of existing adjacent commercial and residential buildings. These increases would likely approach or marginally exceed the impact threshold for short periods of time. The same potential to exceed the noise limits exist during other construction quarters bordering the peak construction period

The findings indicate that noise levels above the CEQR impact threshold are expected at several existing buildings adjacent to Projected Development Sites 33, 34, 35, 36 and to Projected Development Sites 43, 44, 45. For Projected Development Sites 33, 34, 35, 36 the highest noise levels are projected to be at top-level receptor locations adjacent to existing commercial and residential buildings on Cromwell Street between West Clarke Place and East 170th Street. For Projected Development Sites 43, 44, 45 the highest noise levels are projected to be at mid-level receptor locations adjacent to existing residential buildings on Gerard Street between McLellan Street and West 167th Street.

Although these locations are expected to experience exterior noise levels significantly above CEQR limits, for those buildings with double-paned glazed-glass windows and a closed ventilation system, it would keep interior noise levels for those buildings below or near the CEQR 50-dBA L10 impact threshold for commercial buildings and the CEQR 45-dBA L10 impact threshold for residential buildings. The interior noise levels of these adjacent buildings would likely approach or marginally exceed the CEQR L10 impact thresholds for short periods of time. The same potential for noise impacts also exist for similar noise-level increases at these and/or other receptor locations in the immediate vicinity of Project Development Sites 33, 34, 35, 36 and 43, 44, 45 during other construction quarters bordering this peak construction period (i.e., second quarter of 2018 and third quarter of 2022). If the peak construction scenario conservatively assumed for simultaneous construction on Project Development Sites 33, 34, 35, 36 and 43, 44, 45, the Proposed Action would result in a significant adverse construction noise impact.

Noise Reduction Measures

Construction of the Proposed Projected would be required to follow the requirements of the NYC Noise Control Code for construction noise control measures. Specific noise control measures would be incorporated in noise mitigation plan(s) required under the NYC Noise Code. These measures could include a variety of source and path controls.

The following proposed mitigation measures go beyond the noise control measures already identified in Chapter 19, “Construction,” and may partially mitigate significant adverse impacts (and substantially reduce construction-related noise levels) at some locations:

- Noise barriers constructed from plywood or other materials at a height of 12 to 16 feet utilized to provide shielding;
- Utilization of isolation pads between pile driver hammer and piles;
- Acoustical shrouds surrounding the pile driver hammer and piles;
- Electric cranes or cranes with exhaust silencers that have lower noise emission levels; and
- Excavators with exhaust silencers that have lower noise emission levels.

Between the DEIS and FEIS, the above mitigation measures, which are intended to address the pieces of construction equipment that would produce the highest noise levels, were explored and it was found that there are no reasonable means to ensure measures be employed that would fully mitigate the significant adverse construction noise impacts. The proposed measures discussed above are considered partial mitigations only. Consequently, these impacts would not be completely eliminated and they would constitute an unmitigated significant adverse construction noise impact, as is discussed in Chapter 22, “Unavoidable Adverse Impacts.”

Application # C 170305 MMX	Project Name Corporal Irwin Fischer Park Mapping
CLOR Number: 17DCP019X	Borough(s): The Bronx Community District Number(s): 4

Please use the above application number on all correspondence concerning this application

SUBMISSION INSTRUCTIONS

- Complete this form and return to the Department of City Planning by one of the following options:
 - EMAIL (recommended):** Send email to CalendarOffice@planning.nyc.gov and include the following subject line: (CB or BP) Recommendation + (6-digit application number), e.g., "CB Recommendation #C10000ZSQ"
 - MAIL:** Calendar Information Office, City Planning Commission, Room 2E, 22 Reade Street, New York, NY 10007
 - FAX:** (212) 720-3356 and note "Attention of the Calendar Office"
- Send one copy of the completed form with any attachments to the applicant's representative at the address listed below, one copy to the Borough President, and one copy to the Borough Board, when applicable.

Docket Description

IN THE MATTER OF an application, submitted by The New York City Department of City Planning and The New York City Department of Parks and Recreation pursuant to Sections 197-c and 199 of the New York City Charter and Section 5-430 *et seq.* of the New York City Administrative Code for an amendment to the City Map involving:

- the elimination, discontinuance and closing of Corporal Irwin Fischer Place between Nelson Avenue and Shakespeare Avenue;
- the establishment of parkland in the area bounded by Nelson Avenue, West 170th Street, Shakespeare Avenue and West 169th Street;
- the adjustment of grades and block dimensions necessitated thereby;

including authorization for any acquisition or disposition of real property related thereto in Community District 4, Borough of The Bronx, in accordance with Map No. 13140 dated August 8, 2017 and signed by the Borough President.

Applicant(s): New York City Department of City Planning 120 Broadway, 31st Floor New York, NY 10271 New York City Department of Parks and Recreation		Applicant's Representative: Carol Samol NYC DCP - Bronx Borough Office One Fordham Plaza The Bronx, NY 10458 718.220.8517
Recommendation submitted by: Bronx Community Board 4		
Date of public hearing: October 4, 2017	Location: CONCOURSE VILLAGE COMMUNITY CENTER 777 CONCOURSE VILLAGE EAST, BX, NY 10451	
Was a quorum present? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	<i>A public hearing requires a quorum of 20% of the appointed members of the board, but in no event fewer than seven such members.</i>	
Date of Vote: OCTOBER 24, 2017	Location: BRONX MUSEUM OF THE ARTS 1040 GRAND CONCOURSE BRONX, NY 10456	
RECOMMENDATION		
<input type="checkbox"/> Approve <input checked="" type="checkbox"/> Approve With Modifications/Conditions <input type="checkbox"/> Disapprove <input type="checkbox"/> Disapprove With Modifications/Conditions		
Please attach any further explanation of the recommendation on additional sheets, as necessary.		
Voting		
# In Favor: 32	# Against: 4	# Abstaining: 2
Total members appointed to the board: 42		
Name of CB/BE officer completing this form PAUL A. PHILPS	Title DISTRICT MANAGER	Date OCTOBER 27, 2017



The City of New York
COMMUNITY BOARD 4
1650 Selwyn Avenue, Suite 11A
The Bronx, New York 10457
TEL: 718-299-0800 FAX: 718-294-7870
Email: bx04@cb.nyc.gov

HONORABLE RUBEN DIAZ, JR.
Bronx Borough President

Ms. KATHLEEN SAUNDERS
Board Chair

MR. PAUL A. PHILDS
District Manager

**Community Board Four
Jerome Avenue Neighborhood Study
Recommendations**

October 27, 2017

Resolution adopted by the General Board for the following

**ULURP applications: Nos. N 180050 ZRX, C 180051 ZMX, 170305 MNX
CEQR No. 17DCP019X**

WHEREAS, the Uniform Land Use Review Procedure (ULURP) is a standardized procedure whereby applications affecting the land use of the city are publicly reviewed; and

WHEREAS, the above listed applications were certified as complete by the Department of City Planning on Monday, August 21, 2017 and the review period for Bronx Community Board Four (the Board) began on Wednesday, August 30, 2017 and must be completed by Tuesday, October 30, 2017; and

WHEREAS, the Department of City Planning is the applicant and seeking the approval of the Board on the following applications:

C 170311 ZMX, an amendment to Zoning Map, Section No's. 3b, 3c, 3d:

- a) Zoning map amendments to rezone portions of existing C4-4, M1-2, R8, C8-3, and R7-1 with R7A, R8A, R9A, R7D, and C4-4D districts and C2-4 commercial overlays

N 180050 ZRX Zoning text amendments to:

- a) Establish the Special Jerome Avenue District, coterminous with the Rezoning Area. The proposed special district will include regulations that will add controls to the ground floors of buildings within mapped commercial overlays and districts, modify height and bulk regulations on lots fronting the elevated rail line, modify bulk regulations on irregular lots, and establish controls, such as discretionary review provisions, for transient hotels.
- b) Establish proposed R7A, R7D, R8A, R9A, and C4-4D 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.

170305 MNX City Map changes to:

- a) Map Block 2520, Lot 19 as parkland. This city-owned parcel is located one block outside of the rezoning area and is bounded by West 170th Street, Nelson Avenue, Shakespeare Avenue, and Corporal Fischer Place in the Highbridge neighborhood of the Bronx, Community District 4. De-map Corporal Fischer Place (street) between Nelson Avenue and Shakespeare Avenue, which is adjacent to the parcel to be mapped as park land as described above (Block 2520, Lot 19), and map it as parkland.

WHEREAS, the intent of the applications is to:

- Provide opportunities for high quality, permanent affordable housing with options for tenants at a wide range of income levels.
- Ensure that any new construction fits into its surrounding neighborhood context.
- Increase the opportunities to diversify neighborhood retail and services
- Permit more density and a broader range of uses in two nodes to anchor the corridor and surrounding neighborhoods.
- Create special rules for new development along the elevated rail line to provide light and air along the corridor and ensure adequate distance between residential uses and the train.
- Create special rules for new buildings and street wall continuity and relief on irregular lots
- Create a walkable, inviting commercial corridor by promoting non-residential ground floor uses and diverse retail to support community needs.
- Maintain zoning for heavy commercial and light industrial uses in areas to support mixed uses and jobs.
- Establish controls for transient hotels to ensure consistency with the goals and objectives of the rezoning to create a mixed-use development which would include new housing, ground floor retail space, office space, community facility space and publicly accessible open space along the Harlem River waterfront.

WHEREAS, the proposed land use changes are strategies of a more comprehensive Jerome Avenue Neighborhood Plan (**draft released on October 20, 2017**), which states the following:

- Provide sustainable, high-quality, affordable housing with a range of options for residents at all income levels.
- Protect tenants and improve housing quality.
- Ensure every neighborhood has green streetscapes, quality parks and diverse recreation spaces.
- Create greater retail diversity to meet current and growing retail and service needs.
- Prepare residents for job and career growth through job training and skills development.
- Promote and support small businesses and entrepreneurship.
- Support auto-related businesses.

- Promote a safe, walkable area in and around the elevated train.

WHEREAS, Bronx Community Board Four shares many of these goals and members understand the necessity of neighborhood investments, opted into the Jerome Neighborhood Plan study and would welcome density if appropriate investments were put in place to grow the local economy and uplift the existing residents, as well as prevent displacement of economically vulnerable residents and businesses during times of high market pressure

WHEREAS, the Board believes that the city has a responsibility to provide adequate school seats to accommodate existing shortfalls as well as projected growth as a result of the proposed land use actions

WHEREAS, consistent with the Board's policies as it relates to economic development the city should provide the necessary resources and tools for training, job placement and business plan development targeted specifically for residents of Community District Four

WHEREAS, consistent with the Board's policies related to open space the city should facilitate the design and funding of new open space opportunities and green features throughout the district as well as allocate appropriate funding for maintenance and upkeep of existing open spaces

WHEREAS, consistent with the Board's policies as it relates to transportation infrastructure the city should implement and fund a series of improvements to address the lack of adequate transportation infrastructure

WHEREAS, consistent with the Board policies related to health and wellness and in support of Bronx Borough President Ruben Diaz's #not62 campaign, the city should implement and fund a series of interventions to improve the overall health and wellness throughout the district specifically as it relates to obesity, asthma and teen pregnancy

THEREFORE BE IT RESOLVED, the aforementioned applications are approved by Community Board Four, subject to the conditions that follow. It should be noted that while many of these conditions/recommendations are not directly tied to the proposed land use actions, nor will they or can they be codified in the same way the ULURP process legalizes the proposed land use actions, these recommendations and conditions are of the utmost priority to the residents of Community District Four given the tremendous impact the proposed actions will have on the affected neighborhoods and the lack of city investment in these areas over an extended period of time:

- The City make **quantifiable, actionable and trackable commitments to invest in neighborhood improvement projects AND strong anti-displacement protections**, including those enumerated Appendix 1 to this resolution "Jerome Priorities Tracker";
- The City **present these commitments in the form of a legally enforceable commitment plan** (the "Commitments") to Bronx Community Boards 4, 5 and 7,

City Council Members, other area elected officials, business leaders, anchor and civic institutions, and other stakeholders, collectively the “Jerome Stakeholders;”

- **Jerome Stakeholders are satisfied with the Commitments;**
- Jerome Stakeholders are collectively represented on a **Jerome Neighborhood Plan**
- **Implementation and Oversight Committee** that meets quarterly and includes non-voting representation from relevant governmental agencies;
- **A Tracker-document is updated quarterly until the final commitment is delivered to the Committee and Community Boards’** members, officers and staff.

LAND USE & ZONING

Generally, the Board supports the broad goals of the proposed rezoning:

- Provide opportunities for high quality, permanent affordable housing with options for tenants at a wide range of income levels.
- Ensure that any new construction fits into its surrounding neighborhood context.
- Increase the opportunities to diversify neighborhood retail and services
- Permit more density and a broader range of uses in two nodes to anchor the corridor and surrounding neighborhoods.
- Create special rules for new development along the elevated rail line to provide light and air along the corridor and ensure adequate distance between residential uses and the train.
- Create special rules for new buildings and street wall continuity and relief on irregular lots
- Create a walkable, inviting commercial corridor by promoting non-residential ground floor uses and diverse retail to support community needs.
- Maintain zoning for heavy commercial and light industrial uses in areas to support mixed uses and jobs.
- Establish controls for transient hotels to ensure consistency with the goals and objectives of the rezoning, to create a mixed-use development which would include new housing, ground floor retail space, office space, community facility space and publicly accessible open space along the Harlem River waterfront.

That being said the original rezoning proposal left some areas C8-3 and M1-2 in order to support those businesses. Changing the zoning does not preclude any of these businesses from remaining, it simply limits their ability to expand. It should be noted that new uses and expansion of businesses has been very limited in these areas as it relates to the auto industry. As part of the scope for the Jerome Avenue Study we requested that an alternative be studied that would rezone all areas unlocking the same potential for all property owners and therefore creating equity amongst the property owners.

Our request is supported by several property owners who have reached out to the Boards and City Planning with the request to have their properties included in the up zoned/rezoned areas.

The DEIS analyzes the “*Expanded Rezoning Alternative*” as part of the proposed actions. The Expanded Rezoning Area Alternative would result in a net increase of 4,187 dwelling units, 99,748 gsf of community facility space, 34,678 square feet of commercial (retail and office) space; and net decrease of 57,795 square feet of industrial space and 115,116 square feet of auto-related uses.

We do not feel that leaving any areas zoned C8-3 or M1-2 is beneficial to the long-term growth and sustainability of these neighborhoods, conversely this change would not result in the immediate displacement of businesses or workers nor would it preclude these uses from remaining.

In comparison to the Proposed Actions the “*Expanded Rezoning Alternative*” would result in additional significant adverse impacts only in the category of Child Care. The impacts to Community Facilities, Transportation and shadows exist in both scenarios and only with slightly greater impact in the *Expanded Rezoning Alternative*. **That being said Community Board Four respectfully ask the City Planning Commission (CPC) to adopt the *Expanded Rezoning Alternative* ask the city to implement the appropriate measures to mitigate those impacts today.**

In addition, we request that as part of our approval and adoption of the *Expanded Rezoning Alternative* the City negotiate with owners of Park It Management (Block 2855, Lots 42, 44, 45, 53 and 65) to allocate space for uses and income levels of affordable units that fulfill the Board’s vision for Jerome Avenue (i.e. public school, daycare, ground floor uses that cater to local entrepreneurs). (SEE ATTACHED PROPOSAL AND LETTER: APPENDIX 2)

AFFORDABLE HOUSING

The Jerome Avenue Neighborhood Study has the potential to create over 3,250 dwelling units, 72, 273 square feet of community facility space, 35, 575 square feet of commercial retail space and a net decrease of 47, 795 square feet of industrial space and 98,002 square feet of auto-related uses over over a ten-year time span. These numbers do not take into account existing as-of-right projects or new projects that may come on line during that period.

According to the DEIS, the proposed land use actions will displace an estimated 18 residents in six dwelling units across the 45 projected development sites. The CEQR technical manual cannot and does not measure the added pressure and the perceived increase value and speculation that takes place even before any new zoning designations take effect. The proposed actions will result in 3,250 units of housing, only a maximum of 40% of those units will be permanently affordable.

The Housing Plan presents a tremendous opportunity to protect our most vulnerable residents, while creating opportunities for existing residents to grow within and/or return to these neighborhoods and provide permanent jobs in the construction trade. With a large inventory of stable, affordable housing stock (65 percent is regulated) a multi-pronged approach to maintain affordability for existing tenants

will help support many of our low-income residents and this should be a top priority for housing as it relates to the neighborhood plan.

For these reasons Community Board Four requests the following:

Tenant Protection

The following are a list of recommended interventions and policies related to Anti-Displacement, Anti-Harassment and Preservation:

Anti-Displacement & Anti-Harassment

- Create citywide "**Certificate of No Harassment**" requirements, preventing landlords who have a history of tenant harassment from obtaining certain permits from the Department of Buildings.
- Set yearly targets for "**Right to Counsel**" based on the existing housing stock and the historical data on those who have been to housing court over the last five years.
- Increase its oversight duties of landlords and monitor housing court cases, particularly in high risk displacement areas and refer same to community organizations and/or legal aid/legal services that will do additional outreach to help determine if the case is part of a larger harassment pattern.
- Required developers to pay into an **anti-displacement fund** for developers of new building dedicated to community anti- displacement initiatives.
- Make **key neighborhood data available** for public review through the creation of a comprehensive list of evictions; tracking of housing related 311 calls and the creation of a comprehensive list of distressed buildings by neighborhoods with all public information such as building ownership, management and most recent sale date
- Create a **displacement fund for community** organizing initiatives in the most vulnerable areas in these neighborhood
- Provide a \$100,000 funding for a community consulting housing contract to assist tenants, homeowners and property owners.

Preservation

- Homelessness has reached historic levels in NYC. As of March 2017, there were 62,000 homeless people, which includes 15,802 families and 23,962 children. ¹ We recommend the reinstatement of the **Advantage Program and funding to the Homeless Eviction Prevention Program** to ensure that residents secure permanent housing and decrease the number of transient individuals and families in our districts.

¹ Coalition for the Homeless

- HPD should be proactive in creating a comprehensive strategy to target buildings for their preservation programs. Guarantee that residential buildings with rent regulation agreements up for renewal in next 10 years (through 2028) will be renewed for the maximum term allowable under current law.
- HPD should **increase its funding for code enforcement inspectors** and provide incentives to property owners to repair and retrofit their buildings in accordance with the building codes like 8A loan and Participation loan programs.
- The city should reinstate the ***Neighborhood Preservation Office*** to deal with code enforcement, anti-harassment and displacement.
 - This would provide a team of individuals geographically-based to deal immediately and directly with these issues.
 - This office could also focus on improving conditions on NYCHA campuses.
- **Increase funding for the Proactive Initiative** (50 buildings are currently part of the Proactive Initiative and more buildings should be added).
- Enact a set of policies that create incentives that prevent speculation and displacement as well as promote affordable housing development.
- Support outreach and "***Know Your Rights***" education by community groups for the good of local residents as a way of improving communication with tenants about their rights.

New Construction

It should be noted that while the median income is \$26,349 in CD4 a large segment of the population is rent-burdened and challenged in other areas economically, roughly 25% of households earn more than \$50,000 a year. This is not to say that there is not a need for affordable housing at lower income tiers, but rather there is an opportunity to empower residents with the financial and educational tools to become financially independent. In order to increase the median income area residents need the tools to create more earning power. As existing residents earn more we want to ensure that we are creating opportunities for upward mobility as it relates to housing. Currently, most of the new development does not offer options for people such as recent college graduates or a two parent household who has worked themselves through college or trade school and can afford better and larger living accommodations. If we do not create more opportunities for higher income earners we will continue to discuss high unemployment and a median income that lags behind the Bronx and represents half the median income citywide.

- In addition to negotiating affordability levels and the number of units with any developer who will be building as a result of the proposed actions to **negotiate additional benefits for the community such as schools, green spaces, roof gardens, daycare, community centers and health-related facilities**. For example the owners of Block 2855, Lots 42, 44, 45, 53 and 65 (Park It Management) have requested to have all of their properties rezoned (Expanded Rezoning Alternative) to facilitate mixed-used development with affordable housing. Community Board Four provided a letter of support for that request. The developer has stated

publicly that they would be amenable to a school on their site. In exchange for the increased value and use for their property the city should negotiate a school and other benefits that relate to the current needs of Community District Four. This should be standard practice for negotiation on any new affordable housing that results as a part of the proposed land use actions.

- **New construction** should include the following:
 - 20 of all new units should be developed for Seniors
 - 20% of all new units should be developed for Veterans
 - 10% of all new units targeted should be developed for People with Disabilities
 - Target ceiling of 80%-100% AMI
- **Commitment to local hiring for union and non-union jobs for residents of Community District Four**
 - Secondary focus on residents of the Borough of the Bronx
 - MWBE-Commitment to hire minority and women owned businesses
 - Minimum of 50% percent
- **Reports from HPD/HDC on as-of-right projects that receive city subsidy**
 - Report should be furnished quarterly
 - Should include unit and income breakdowns
 - Level of subsidy
 - Construction schedule
 - Inclusion of other program elements (commercial, community facility space)
 - Green Technology/Infrastructure
- **Ground Floor Uses**
 - The majority of development is anticipated to be mixed-use with active ground floor spaces.
 - Community should play role in tenanting those spaces
 - Pre-K and 3K should be allocated on 30% of all new development of projected sites
 - HPD should work with SBS, local merchants associations, WHEDco, Davidson Community Center and the local BIDs to source candidates for these new spaces
 - Rent should be negotiated offered below market with a guaranteed rate over a 10-year lease period
 - SBS should provide training and resources in advance for prospective tenants
 - City should create a fund to help new businesses in the area

Homeownership gives people a sense of belonging and community and strengthen and stabilizes these neighborhoods in the future. The following are a list of recommendations related to home ownership opportunities.

- HPD should focus on home ownership for small buildings including NIHOP

- HPD should create a program and strategy to work with existing rental buildings that are interested in cooperative conversion. (e.g. HDFC)
- Home ownership opportunities should be targeted along the Grand Concourse, Concourse Village West area, Yankee Stadium area, University Avenue and West Tremont Avenue.
- HPD should create loans/grant programs for existing homeowners. This should include a range from owners of 1-3 family units to cooperative building.
 - Homeowners should receive enhancement credits when new construction occurs within a quarter mile of their residence. These credits would be used to upgrade sidewalks, fences and improve lighting and landscaping.
- Small home owners should **receive a credit for property damage related to water and sewer damage related to new construction**. The City should fine the developer and checks should be issued to the home owners in question.
- **Prior to commencement** of any new construction or significant renovations/expansions adjacent buildings should be properly protected from damage by the developer and the areas should be **baited for rats bi-weekly during the construction period**.

SOCIOECONOMICS

Community District Four benefits from the regional draw of the 161st Street/Capital District area which includes the Bronx County Court, Bronx Supreme Court, the 161st Street BID, the Harlem River, Bronx Terminal Market which includes a million square feet of retail and Yankee Stadium which draws more than 3.5 million visitors per year. Future projects include the expansion of the Bronx Museum of the Arts, the Bronx Children's museum as well as the redevelopment of the Lower Concourse North site which has the potential to bring 1,045 units of affordable housing, retail, community facility space and more than 2 acres of additional open space adjacent to the Harlem River. Major employers include Bronx Lebanon Hospital, the Yankees and Hostos Community College.

The continued economic growth of these areas should be pursued through a number of initiatives that will allow these neighborhoods to compete for both the public and private investments as well as commercial opportunities that will ultimately enhance the socio-economic status of local residents.

In order to increase the income levels and improve the socio-economic status of local residents there must be significant investments in job training, job placement, skills assessment and business development. The Department of Small Business Services (SBS) and to a lesser degree the NYC Economic Development Corporation (EDC) should play a key role in facilitating programs and policies to achieve these goals.

The solution is a multi-pronged approach encompassing short-term and long-term strategies that will create more opportunities for area residents with long lasting positive effects that will elevate the socio-economic profile of both districts. Increased funding for job training and job placement initiatives are instrumental tools to effectively reverse these trends. The following are a list of proposed strategies and programs:

- **Creation of a Local Employment Network** for the purpose of connecting local residents to available job opportunities.
 - Funding community-based organizations (i.e. Davidson Community Center, WHEDco, Bronx Works, etc.) to enable them to develop a network similar to the Lower East Employment Network for the purpose of engaging developers in the neighborhood, providing sector-specific training for local residents, screening candidates for available positions in emerging projects and making referrals where necessary.
- **Develop a new Workforce One Center**
 - Currently the closest Workforce One Center is located in Hunts Point or on Fordham Road. In order to serve the thousands of job seekers, existing and future business owners the city should develop a new Workforce One Center as a part of the Jerome Neighborhood Plan.
 - The center would bridge the gap between the existing centers and could focus specifically on local needs: large immigrant population (Latino and West African) and the auto-industry.
 - Invite current Jerome Ave. auto business owners and workers to provide culturally competent education in these fields.
- **Leverage meeting space with BCC, Monroe, Bronx Lebanon, Bronxworks, Hostos** and others to host community training workshops and information sessions.
- **Increased funding for Bronx Community College (BCC), Hostos, Monroe College and the Bronx Museum of the Arts and the Morris Height Health Center all of which are major employers and critical to improved education and skills training area-wide.** These institutions currently provide quality education and are quite strategic to the provision of quality education, skills training and certification programs in *construction, auto repair, healthcare, information technology and retail management*.
 - Increasing funding and enhancing these programs will provide a robust array of skills representing significant opportunities for area residents to improve their socio-economic status.
 - Partnerships with these institutions will provide a robust array of skills training and certification programs to aid local residents across various sectors. There should be a focus on apprenticeship programs.
 - Best practices should be leveraged from institutions around the city and the region including Rockland Community College which currently offers an auto

- mechanic certification program. Ultimately this will help lower unemployment rate, improve families' livelihoods and their economic profile.
- The Human Resource Administration (HRA) should partner with these institutions to provide skills training and certification programs for a pilot project of up to 150 slots for the aforementioned training programs.
 - The success of the pilot project should be tracked from inception to placement to measure the effectiveness and success of the program.
 - **SBS conduct a series of workshops/forums** for perspective business owners/entrepreneurs in the District.
 - **Create a Vacant Storefront Initiative**
 - Target property owners along these corridors matching them up with perspective tenants that meet the diverse retail needs of the area.
 - SBS/EDC should work with business owners to develop business plans and negotiate long-term affordable lease terms.
 - Incentivize property owners with low-interest loans for building improvements and interior upgrades.
 - SBS should partner with local organizations such as WhedCo, BronxWorks, Spring Bank and others to **sponsor financial literacy and business plan development seminars/workshops.**
 - Clean Up Days
 - Work with merchants, local organizations and residents to sponsor clean up days to promote cleanliness along and around the commercial corridors.
 - **Incentivize programs for non-chain stores** (i.e. mom and pop) to locate in these areas.
 - This would be for businesses that address the needs identified in the CDNA and would encourage local entrepreneurs.
 - Provide **incentives for healthy food businesses** to locate along these corridors. This would be in addition to FRESH and Healthy Bodegas.
 - Increase **funding and support for US Alliance, Amalgamated Bank, Spring Bank, Ponce de Leon and other community-based financial institutions to promote financial literacy**, workshops and marketing to promote services and encourage residents to utilize traditional banking services
 - There could be an opportunity to create satellite locations in other parts of both districts and/or the creation of similar financial structures under the umbrella of established CDC's.

Auto Industry

According to the DEIS the projected development generated by the Proposed Actions and the associated RWCDs by the 2026 build year could potentially directly displace 77 businesses and an estimated 584 jobs associated with those businesses on 31 of the 45 projected development sites.

These 77 businesses do not represent a majority of study area businesses or employment for any given industry sector. While all businesses contribute to neighborhood character and provide value to the City's economy, because there are alternative sources of goods, services, and employment provided within the ¼-mile secondary study area the displacement of the businesses identified in the RWCDs would not adversely affect socioeconomic conditions of the area as defined by the CEQR Technical Manual. Further, there is no category of business that may be directly displaced that is the subject of regulations or plans to preserve, enhance, or otherwise protect it.

While the 77 businesses and estimated 584 jobs may not result in a significant adverse impact we have learned a great deal about these particular businesses and workers over the last three years. The Board fully supports UAMA's request for a City funded transition plan for the auto industry along Jerome Avenue. The following is a list of strategies to support the auto businesses. These should be accompanied by expense funding to facilitate business growth, job training and skills development:

Short-Term

- Enable businesses to be better neighbors by offering comprehensive services related to **compliance and auto-industry standards**.
 - The Department of Small Business Services (SBS) should work directly with business owners to remedy violation and licensing to increase their compliance.
- In conjunction with NYPD and CDOT conduct workshops and seminars and create literature related to parking, loading and street rules.
- Provide **free legal services** to business owners to negotiate lease terms.
- Provide **free ESL classes** at times that are convenient for workers and business owners.
- Utilize existing city resources to **offer free GED classes** to local residents

Long-Term

- Develop a **relocation fund** which would include a package of incentives that will allow qualifying businesses to relocate to an area within the city that better fits the needs to these businesses
- Businesses must be in **compliance with all rules and regulations** related to the operation of their business and licenses must be up to date.
- SBS and EDC should work with qualifying businesses to develop a business plan based on the market and industry trends.

- **Offer job training, skills development** and job placement services to facilitate professional growth for workers and business owners.
 - 73 percent of those surveyed indicated the auto technology training would be most helpful.
- **Training** should be offered for those who want to remain in the auto-industry and a program should be developed for those interested in other **trades and skills training (construction, healthcare, HVAC/refrigeration)**
- **Partnerships should be created with Bronx Community College, Hostos** and others that offer similar certificates and training programs.
 - The Local Employment Network should be utilized as a vehicle to facilitate this initiative.
- **The new Workforce One Center** should have a unit that is dedicated to the auto-industry to serve the needs of existing businesses and employees. This could serve as a resource/model for other areas throughout the city with similar uses and businesses.
- **Provide targeted citizenship assistance** for auto business owners and workers.
- **Create and fund apprenticeship programs** at auto businesses in conjunction with requested Workforce 1 center and/or other workforce development programming.

OPEN SPACE

According to the DEIS the Proposed Actions would not result in significant adverse impacts to open space resources. However, it should be noted that Community Board Four has the greatest number of parks properties in the Borough (101). We also occupy the County Seat and are home to the Yankee Organization and see more than 3.5 million visitors on a yearly basis. The strain on our resources is visible and today we lack new open space and the proper maintenance and upkeep needed in our district. We request the following as it relates to open space:

- **Funding for the design and development of Corporal Fischer Park**
- **Funding for design and completion and expansion of Grant Park**
- **Funding for the redesign and rehabilitation of Bridge Park**
- **New skating and bike surfaces for Mulally Park**
- **Create a dog run either as part of an existing open space or include as part of the development of new open space resource**
- **Additional areas for barbequing in existing parks (currently only permitted in Mill Pond Park)**
- **Free and reduced rates for tennis courts at Mill Pond Park**
- **The hiring of additional PEP officers to patrol and monitor the parks, particularly during Peak Season**
- **The hiring of additional horticulturalists to assist in the maintenance and upkeep of parks, green streets and trees throughout the District and the Borough**

- **Community District Four Parks Administrator**
 - Under the supervision of the Bronx Borough Commissioner this Individual would manage CB4 parks system wide and would be responsible for
 - Maintenance
 - Special Events- arts/cultural (Bronx artists), health, and recreational programming reflective of the histories and backgrounds of current community population
 - Recreational facilities
 - Personnel
 - Developing and help establish “Friends Of” groups to assist with maintenance, cleanup, beautification in high trafficked areas
 - Manage grant application and funding streams for special projects
 - Community relations/outreach

SCHOOLS/EDUCATION

The DEIS indicates that the proposed actions would result in a significant adverse impact for CSD 9 Sub-district 2 and CSD 10 Sub-district 4 as it relates to elementary schools seats and intermediate school seats.

It should be noted that currently these CSD’s are operating at a deficit with CSD 9 Sub-district 2 has 572 unfunded seats and CSD 10 Sub-district 4 has a deficit of 1,396 seats. According to the current “*Area Elementary School Enrollment, Capacity, and Utilization for the 2015-2016 Academic Year,*” CSD 9 Sub-district 2 elementary schools have an existing utilization rate of approximately 123.2 percent with a shortfall of 774 seats. Within CSD 10, Sub-district 4 elementary schools have an existing utilization rate of approximately 122.6 percent with a shortfall of 1,138 seats.

Education and skills development is the only way that the children in our district will be able to compete and improve upon their current socio-economic status. While we acknowledge the housing crisis and the need for innovate measures to increase the availability of affordable housing, in the Bronx and particularly in Community District Four we are also at crisis as it relates to education. Schools are overcrowded and our children are underperforming.

Community Board Four’s request that the City committing the funding and siting for all current unfunded seats in CSD 9 and funding for 1,000 seats to accommodate the additional school seats that will needed as a result of new developments facilitated by the Jerome Avenue Study.

TRANSPORTATION

Access and mobility throughout the area is key. Nearly 68 percent of local residents, use public transportation to commute to work and for other official/personal engagements.

Improvements to existing transportation infrastructure, amenities and the resurfacing and enhancement of our most vital north-south corridor - the Grand Concourse is a top priority. Additionally, access and mobility are extremely important and currently there is no elevator along the #4 line from 167th Street to East 183rd Street or the B/D from 167 Street to Fordham Road. Burnside Avenue would be the ideal location as this area is targeted for significant development in the future as well as the formation of a BID, however any location(s) between the aforementioned stations on either line would be acceptable.

According to the DEIS the proposed actions would result in significant adverse impacts for traffic, were identified to 16 lane groups at 14 intersections during the weekday AM peak hour, 19 lane groups at 15 intersections in the weekday midday peak hour, 32 lane groups at 21 intersections in the weekday PM peak hour, and 30 lane groups at 19 intersections during the Saturday midday peak hour. Subway – with development, 1,382 trips would be added in weekday AM peak and 1,748 added in PM peak hour. The 170th street station will generate the most trips; three bus lines: BX11, BX32 and the BX35 and one sidewalk, one crosswalk and one corner. It should be noted that while the #4 train is currently operating over capacity the Proposed Actions will exacerbate the problem.

The following outlines a list of infrastructure investments/improvements that are critical to fulfill the vision:

- **Full rehabilitation and upgrade to underpasses at 165th, 167th, 170th, 167th Street, 174th -175th Street.**
 - Include painting and graffiti removal
 - New LED Lighting
 - New sidewalks
- **B/D Station Enhancements/Rehabilitation:**
 - East 167th Street
 - East 170th Street
 - 174th -175th Street
- **A comprehensive maintenance and upkeep plan of the Grand Concourse Work (Phases I-IV)**
 - Include plantings, shrubs and flowers (these should be identical along the entire length of the project)
 - DPR is the ideal maintenance partner but there is currently only funding for Phase I
 - Include underpasses in the scope of the reconstruction of the Grand Concourse

- Maintenance and upkeep of safety enhancements at Shakespeare Avenue
- **New LED lighting** throughout particularly in areas with low visibility/foot traffic and high crime
- **An elevator or escalator installed by MTA** to better service seniors and handicapped and enhance access and mobility throughout the districts along the #4 line from 167th Street to East 183rd Street or the B/D from 167 Street to Fordham Road (ideally at Burnside Avenue Station or location deemed appropriate by MTA)
- **Cameras on all platforms for all station on the #4 and the D within the study area**
- A comprehensive assessment, plan and timeline for **renovation and rehabilitation of Step Streets**
 - Clay & 169th Street
 - Behind PS 73 to Jerome (include lighting)
 - 168th Street (Shakespeare to ELG)
 - Shakespeare and Anderson (167th Street)
- **Metered parking** in key locations to facilitate greater turnover
 - Focus on commercial corridors (167th Street, 170th, Mount Eden)
- Painting, lighting, seating and improved circulation and mobility around elevated stops, particularly those that are major transfer points (#4 train: 170th Street)
- **Increased bus service** in areas such as Highbridge and University Heights to improve access for area residents and merchants
 - **Bx3, BX11, Bx36 or Bx18, BX6, Bx35, BX36, extent line along BX32 to 167th street, BX40/41, BX42**
- **Constant monitoring** of the conditions and repair of major thoroughfares in the district like the Grand Concourse, Fordham, University Avenue and Tremont Avenue Roads to ensure better service of the district's motoring public.
- **Street resurfacing-161st Street Corridor** (from Macombs Dam Road to Melrose Avenue) and surrounding east-west connections (River Avenue, Gerard Avenue, Walton Avenue, Morris Avenue, Park Avenue)
- **Adequate funding (for continuous maintenance) of the major road bridge** which serves as a gateway from Manhattan to the Bronx and connects Bronx Community Boards 4 and 5 as well as the Washington Bridge on West 181st Street.
- **Facilitation of cleaner and improved streetscapes**, especially on the Washington Bridge and Grand Concourse to ensure improved roadways and efficient transportation routes.
- Consideration and approval of a Slow Zone on University Avenue in addition to the already approved one on the Grand Concourse to act as traffic calming devices and reduce automobile and pedestrian incidents.

HEALTH & WELLNESS

The following are key statistics from the 2015 Community Health Profile for Community District Four:

- Adults in Highbridge and Concourse are more likely to consume sugary drinks and much less likely to consume fruits and vegetables
- Obesity rate is three times that of Stuyvesant Town and Turtle Bay
- Diabetes 15 percent higher than NYC and five times the rate of Stuyvesant Town and Turtle Bay
- Hospitalization for asthma among children 5-14 is over one and half times the citywide rate
- Furthermore, Bronx County was recently ranked the unhealthiest of all 62 NY counties

Community District Four benefits from a vast and active network of community-based organizations as well as Bronx Lebanon Hospital, one of the largest Bronx employers and also has a number of clinics in the district.

To address the issues related to health and wellness we would respectfully request more funding for programs and services particularly targeted at youth and low-income families.

- Funding and development of a **LGTBQ Center**
- Funding and development of a Comprehensive Health Care
- Improving living conditions that contribute to asthma (mice, roaches and secondhand smoke) should be incorporated into tenant protection and preservation strategies.
- **Increased funding from The Department of Health and Mental Hygiene** to address these two main health issues.
- Increased funding for the expansion of the Pest Control Unit for additional personnel and field inspectors Exterminators.
- Increased funding for **teen pregnancy and obesity programs** in our District among others.
- **Healthy Bucks and Healthy Bodegas**
 - Bodegas are prevalent throughout CD's 4 and 5. Working with bodega owners and the DOHMH to increase the availability of healthy food options is on the critical path.
- Increase funding for additional programming for fitness and exercise in district parks and recreation centers
- Ensure that all new schools built have ample indoor and outdoor space to promote physical activity
- **Leverage funding and programming** of Bronx Borough President's #not62 campaign
- Increase funding for DOHMH to work with DOE to improve quality and variety of school lunch program and summer lunch to increase healthy eating

- Increase education and hands on training for children and their families to promote healthy living and lifestyle
- Map and rate all full service grocery stores in the districts and plan strategically with proposed new development for siting new FRESH food stores
- Provide incentives for commercial property owners and work with (eventual) BIDs to attract healthier food options to main commercial corridors and discourage continued growth of eateries that primarily serve low nutrient density foods.

NEIGHBORHOOD STUDY IMPLEMENTATION AND OVERSIGHT COMMITTEE

In order to ensure that capital, expense and programmatic commitments made as part of the Jerome Avenue Neighborhood Study are fulfilled, Community Boards 4, 5 and 7 propose the creation of an Implementation/Oversight Committee.

The oversight committee should be led by the Community Board with representatives (*4 representatives each from Boards 4 and 5 and (1) from Community Board 7*) and include representatives from Bronx elected officials at all levels as some commitments are directly related to the City budget while others (transit, schools) are not completely within city control, and community stakeholders with a vested interest in the neighborhood plan and commitment from the city.

The Committee would include a non-voting representative from the key agencies:

- Department of Parks and Recreation
- Department of Transportation
- Department of Housing Preservation and Development
- Department of Health and Mental Hygiene
- Department of Small Business Services
- School Construction Authority
- Metropolitan Transit Authority (MTA)

The Implementation/Oversight Committee would meet quarterly to chart the progress of capital commitments, programming and timelines. Additionally we recommend the development of an online tracking mechanism that would allow any interested party to chart the progress of commitments to capital, expense and programming. This could be a pilot/model that could be rolled out to track all city investments at the Borough level and Community District level.

Each agency would submit a report on all projects and programs agreed upon as part of the Neighborhood Plan for Jerome Avenue. The reports and minutes from each quarterly meeting would be made available to the public.

Application #: **C 180051 ZMX**

Project Name: **Jerome Avenue Rezoning**

CEQR Number: 17DCP019X

Borough(s): Bronx

Community District Number(s): 5

Please use the above application number on all correspondence concerning this application

SUBMISSION INSTRUCTIONS

- Complete this form and return to the Department of City Planning by one of the following options:
 - EMAIL (recommended):** Send email to CalendarOffice@planning.nyc.gov and include the following subject line: (CB or BP) Recommendation + (6-digit application number), e.g., "CB Recommendation #C100000ZSQ"
 - MAIL:** Calendar Information Office, City Planning Commission, 120 Broadway, 31st Floor, New York, NY 10271
 - FAX:** to (212) 720-3488 and note "Attention of the Calendar Office"
- Send one copy of the completed form with any attachments to the applicant's representative at the address listed below, one copy to the Borough President, and one copy to the Borough Board, when applicable.

Docket Description:

SEE ATTACHED

Applicant(s): Department of City Planning 120 Broadway, 30th Floor New York, NY 10271		Applicant's Representative: Carol Samol Department of City Planning One Fordham Plaza, 5th Fl New York, NY 10458
Recommendation submitted by: Bronx Community Board 5		
Date of public hearing: October 4, 2017		Location: CONCOURSE VILLAGE COMMUNITY CTR. BX NY 10451
Was a quorum present? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		<i>A public hearing requires a quorum of 20% of the appointed members of the board, but in no event fewer than seven such members.</i>
Date of Vote: October 25, 2017		Location: DAVIDSON COMMUNITY CENTER .BRONX NY 10453
RECOMMENDATION		
<input type="checkbox"/> Approve		
<input checked="" type="checkbox"/> Approve With Modifications/Conditions		
<input type="checkbox"/> Disapprove		
<input type="checkbox"/> Disapprove With Modifications/Conditions		
Please attach any further explanation of the recommendation on additional sheets, as necessary.		
Voting		
# In Favor: 18 # Against: 11 # Abstaining: 1 Total members appointed to the board: 36		
Name of CB/BB officer completing this form DR. BOLA OMOTOSHO	Title CHAIRPERSON	Date 10/27/2017



**COMMUNITY BOARD FIVE
JEROME AVENUE NEIGHBORHOOD STUDY
RECOMMENDATIONS AND RESOLUTION**

THE RESOLUTION IS CALLING UPON NEW YORK CITY TO MAKE QUANTIFIABLE, ACTIONABLE AND LEGALLY ENFORCEABLE COMMITMENTS TO JEROME CORRIDOR NEIGHBORHOOD IMPROVEMENTS AND ROBUST ANTI-DISPLACEMENT PROTECTIONS

October 25, 2017

Introduction to the Proposed Actions

WHEREAS, Community Board 5 is the most local form of government in the neighborhoods of Morris Heights, University Heights, Fordham and Mount Hope, charged with advocating for the welfare and quality of life of the residents of the district, participating in the NYC budget process and capital program, planning for needs in the district, monitoring and evaluating the delivery of services, and conducting board business;

WHEREAS, the Uniform Land Use Review Procedure (ULURP) is a standardized procedure whereby applications affecting the land use of the city are publicly reviewed;

WHEREAS, the above listed applications were certified as complete by the Department of City Planning on Monday, August 21, 2017 and the review period for Community Board 4, 5 and 7 began on Wednesday, August 30, 2017 and must be completed by Tuesday, October 30, 2017; and

WHEREAS, the Department of City Planning is the applicant and seeking the approval of the Boards on the following applications:

C 170311 ZMX, an amendment to Zoning Map, Section No's. 3b, 3c, 3d:

- a) Zoning map amendments to rezone portions of existing C4-4, M1-2, R8, C8-3, and R7-1 with R7A, R8A, R9A, R7D, and C4-4D districts and C2-4 commercial overlays.

N 180050 ZRX Zoning text amendments to:

- a) Establish the Special Jerome Avenue District, coterminous with the Rezoning Area. The proposed special district will include regulations that will add controls to the ground floors of buildings within mapped commercial overlays and districts modify height and bulk regulations on lots fronting the elevated rail line, modify bulk regulations on irregular lots, and establish controls, such as discretionary review provisions, for transient hotels.
- b) Establish proposed R7A, R7D, R8A, R9A, and C4-4D 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.

170305 MNX City Map changes to:

- a) Map Block 2520, Lot 19 as parkland. This city-owned parcel is located one block outside of the rezoning area and is bounded by West 170th Street, Nelson Avenue, Shakespeare Avenue, and Corporal Fischer Place in the Highbridge neighborhood of the Bronx, Community District 4. De-map Corporal Fischer Place (street) between Nelson Avenue and Shakespeare Avenue, which is adjacent to the parcel to be mapped as park land as described above (Block 2520, Lot 19), and map it as parkland;

Conclusion

NOW THEREFORE BE IT RESOLVED that Community Board 5 votes **YES**, WITH **RECOMMENDATIONS** and **RESOLUTION THAT:**

- **The City make quantifiable, actionable and trackable commitments to invest in neighborhood improvement projects AND strong anti-displacement protections**, including those summarized below and detailed in Appendix 1 to this resolution “Jerome Priorities Tracker (Working Document),” which are **essential for the success of the proposed actions;**
- **The City present these commitments in the form of a legally enforceable commitment plan** (the “Commitment Plan”) to Community Boards 4, 5 and 7, City Council Members, other area elected officials, business leaders, anchor and civic institutions, and other stakeholders, collectively the “Jerome Stakeholders;”

- **Jerome Stakeholders are satisfied with the Commitment Plan;**
- Jerome Stakeholders are collectively represented on a **Jerome Neighborhood Plan Implementation and Oversight Committee** (the “Committee”) that meets quarterly and includes non-voting representation from relevant governmental agencies;
- **A tracker-document is updated quarterly and delivered to the Committee and Community Board** members, officers and staff until the final commitment is implemented,

Housing

Highest priorities: Prevent housing displacement through even stronger measures before asking Community Board 4, 5 and 7 to accommodate additional growth, by: **promoting homeownership programs and increasing access to mortgage finance, re-opening our HPD neighborhood preservation and tenant support office, a citywide certificate of no harassment and a no net loss of affordable housing policy, public grades for landlords and developers, and policies to curb speculation through mechanisms such as real estate transfer taxes and even stronger code enforcement.** Funds should be increased for the **8A Loan Program**. Policies should be considered to require **developers to contribute resources to prevent displacement** of current residents. **Landlords and developers should be publicly graded** and said grades should be publicly displayed. **Landlord licenses** should be required to ensure only the best-intentioned landlords operate in NYC. Public subsidy applications could be a good place to include these requirements. The City should **monitor housing court cases** in Community Districts 4, 5 and 7, which are home to a particularly high concentration of displacement risk households. HPD should increase funding so as to hire additional code enforcement inspectors. So that our residents may best avail themselves of code enforcement, anti-harassment and displacement resources, we ask that a Neighborhood Preservation Office be reopened in our community. Funding for further outreach and ‘Know your Rights’ education by community groups should be communicated to tenants. Funds should be allocated to **community organizations and/or legal aid/legal services for outreach to help identify cases that are part of a larger tenant harassment pattern.** New construction that targets a range of income levels with a ceiling at 80-100% AMI. The **MIH option** employed in our neighborhoods should be calibrated to neighborhood needs as much as possible. **“Cluster-site” shelter units should be converted back to permanent housing** to help significantly reduce the number of homeless families and provide City and State rent subsidies to allow families in “cluster- site” units that meet Section 8 quality standards to secure leases for the same apartments in which they already live.

Workforce and Economic Development

Highest priorities: Reduce the high unemployment rate through **allocating workforce training dollars to area anchor institutions, the development of a workforce development center on the corridor or within Community Districts 4 and 5, protecting higher-paying automotive sector jobs through protecting more area for these businesses, and exploring creative solutions like the development of worker cooperatives. A fund for automotive businesses in the area,** for comprehensive services related to capacity building (job training, skills development etc.), legal services for lease term negotiations, compliance in auto-industry standards, training to remedy violations, etc. The fund should be large enough to finance a package of incentives that will allow qualifying businesses to relocate to an area within the city that better fits their needs. Furthermore, **funding should be provided to staff the Local Employment Network.**

Schools and Community Facilities

Highest priorities: **Community School Districts 9 and 10 elementary and middle schools are already severely overcrowded, and the proposed actions may add 2,388 over time. We request the City identify appropriate locations for new schools, that presently unfunded school seats be baselined, and that the City commit to at least 1,000 additional school seats.** Within District 5 we have identified the following schools as overcapacity and require these seat shortfalls to be ameliorated:

In CSD 9 the following elementary schools are over capacity:

Name of the school	Address	Current utilization %	Seat shortfall
• PS 170	1598 Townsend Avenue	245	176
• PS 28	1861 Anthony Avenue	106.8	49
• PS 230	1780 Martin Luther King Blvd.	118.1	95

The following elementary schools are over capacity in School District 10:

Name of school	Address	Current utilization %	Seat shortfall
• PS 15	2195 Andrews Avenue	140.8	91
• PS 33	2424 Jerome Avenue	125.9	166
• PS 33-Annex	2392 Jerome Avenue	110.4	20
• PS91	2170 Aqueduct Avenue	101.7	10
• PS 279	2100 Walton Avenue	119.9	79
• PS 291	2195 Andrews Avenue	183.3	187
• PS 306	40 West Tremont Avenue	105.5	40
• PS 315	2246 Jerome Avenue	177.3	75
• PS 396	1930 Jerome Avenue	103.2	11

For Middle Schools in CDS 10 the following schools are overcapacity and currently have a shortfall in seats. These are:

• IS 15	2195 Andrews Avenue	140.8	53
• IS 279	2100 Walton Avenue	119.9	54
• IS 279 Annex	2100 Walton Avenue	158.3	14
• PS 315	2246 Jerome Avenue	177	47
• IS 447	125 East 181 st Street	114.4	60
• IS 459	120 East 184 th Street	101.3	4

At present there are Elementary and Middle School seat shortfalls of 1,231. As there is a projected development of approximately 3,200 new apartments there is a potential to add an additional 345 elementary school children and 142 Intermediate School children in both CSD 9 and 10.

We also request the construction of a **high school** on the Bronx Community College campus. Our **libraries** are in need of capital and programmatic funding. We request funding for **Davidson Community Center** renovation and expansion, for an expansion of youth and community services, meal preparation, and handicap accessibility. The center operates on a DCAS leased property. We also request additional funds for youth programs like **Beacon**.

Public Safety

Highest priorities: Given the Community Districts 4 and 5 experiences among the highest crime rates in the City, we request more **NYPD cameras** be installed across our communities and that the inaccessible and in-disrepair **46th Precinct complex is rebuilt**. We also request funding to provide free **smoke and carbon monoxide detectors** to lower-income residents in our districts.

Health and Human Services

Highest priorities: Given our lagging health indicators, we request **increased funding for pest control, increase opportunities for exercise and incentivize more healthy food options**. Additionally, we request **increased special needs funding for immigrants**, for example, for: citizenship applications, residency, employment applications, spousal waivers, accessing resources and other legal documents. The foreign born are more than one-third of the population in Community Board #5. By addressing these immigrant-specific concerns will ultimately enable the foreign born to contribute even more to the economic vitality of the community. We also request increased funding to provide **independent living skills programs for single mothers** in our district.

Transportation, Infrastructure and Public Realm

Highest priorities: Given the crowding and congestion on our transit modes, we request the City advocate for improvements and services that enable additional capacity on our subways and busses – including Bus Rapid Transit interventions, and that **our public realm – including our streets, step streets and sidewalks - public receive upgrades**. The following step streets are of particular concern to Community Board 5: Davidson Avenue , Sedgwick Avenue to Cedar avenue, Marion Avenue to 187th Street, at Kingsland Place (between West Tremont Avenue and Harrison Avenue), Palisades Place to Sedgwick Avenue. The following roads are of particular concern to Community Board 5: Grand Concourse Bridge over 175th Street-Walls over 175th Street,

underpasses at 165th, 167th, 170th, 167th Street, 174th -175th Street, Burnside Avenue and East Tremont Avenue, and the completion of the Grand Concourse work.

Parks

Highest priorities: Given the high dropout rates and lack of activities available for youth and seniors, we request **increasing the number of local recreational opportunities for youth and the elderly, the improvement of existing neighborhood parks in the community, guarantee each of our neighborhoods has green streetscapes, quality parks, and diverse recreation spaces, and ensuring all our residents are within a ten minute walk to a park.** The **Aqueduct Walk** is of particular concern to Community Board 5. We are asking that the following remediation be addressed to Aqueduct park: Aqueduct Park land improvement from Morton Place to Burnside Avenue and build a pedestrian bridge over Burnside Avenue connecting the currently split elements of Aqueduct Park.

The following open space has been identified and should be converted to park space: On the West side of Davidson Avenue, south of West 177th Street and at the intersection of Macombs Road, Grand Avenue and Featherbed Lane.

We require that the lighting be replaced in Aqueduct Park from Morton Place to Burnside Avenue.

We also request funding for more **enforcement officers**, and **parks and recreation specialists**.

Land Use and Zoning

Highest priorities: The draft Environmental Impact Statement for the Jerome Corridor (CEQR No. 17DCP019X) predicts **significant adverse impacts related to construction, shadows, transportation and community facilities**, these **must be mitigated** and Community Board 5's reactions to specific DEIS chapters are included in Appendix 2. Second, we request that **Mandatory Inclusionary Housing (MIH) be mapped in the entirety** of the Jerome Special District without exception. We also request the **Community Boards play a more formal role in decisions about future developments that will enter our districts.**

Additionally, we mandate that the rezoned secondary area be expanded to include the following extensions of the Rezoning area:

- Tremont Avenue-Cross-Bronx Expressway. The addition would encompass west from Jerome Avenue (to just west of Davidson Avenue) into the Morris Heights neighborhood, between approximately West 177th Street to the north and West 176th Street to the south.
- Tremont Avenue-Cross-Bronx Expressway. West from Jerome Avenue (to Macombs Road) into the Morris Heights neighborhood, along the northern side of Featherbed Lane.

As resolved: October 25, 2017 by 18 Aye, and 11Nay 1 Abstension

Signed: _____


Dr. Bola Omotosho – Chairperson Community Board 5

On this date: _____
10 / 27 / 17
October 27, 2017

1 **RESOLUTION CALLING UPON NEW YORK CITY TO MAKE QUANTIFIABLE, ACTIONABLE AND LEGALLY**
2 **ENFORCEABLE COMMITMENTS TO JEROME CORRIDOR NEIGHBORHOOD IMPROVEMENTS AND**
3 **ROBUST ANTI-DISPLACEMENT PROTECTIONS**

4 *October 25, 2017*
5

6 **Introduction to the Proposed Actions**

7 **WHEREAS**, Community Board 5 is the most local form of government in the neighborhoods of Morris
8 Heights, University Heights, Fordham and Mount Hope, charged with advocating for the welfare and
9 quality of life of the residents of the district, participating in the NYC budget process and capital
10 program, planning for needs in the district, monitoring and evaluating the delivery of services, and
11 conducting board business;

12
13 **WHEREAS**, the Uniform Land Use Review Procedure (ULURP) is a standardized procedure whereby
14 applications affecting the land use of the city are publicly reviewed;

15
16 **WHEREAS**, the above listed applications were certified as complete by the Department of City Planning
17 on Monday, August 21, 2017 and the review period for Community Board 4, 5 and 7 began on
18 Wednesday, August 30, 2017 and must be completed by Tuesday, October 30, 2017; and
19 **WHEREAS**, the Department of City Planning is the applicant and seeking the approval of the Boards on
20 the following applications:

21
22 **C 170311 ZMX, an amendment to Zoning Map, Section No's. 3b, 3c, 3d:**

- 23 a) Zoning map amendments to rezone portions of existing C4-4, M1-2, R8, C8-3, and R7-1 with
24 R7A, R8A, R9A, R7D, and C4-4D districts and C2-4 commercial overlays.

25 **N 180050 ZRX Zoning text amendments to:**

- 26 a) Establish the Special Jerome Avenue District, coterminous with the Rezoning Area. The
27 proposed special district will include regulations that will add controls to the ground floors
28 of buildings within mapped commercial overlays and districts, modify height and bulk
29 regulations on lots fronting the elevated rail line, modify bulk regulations on irregular lots,
30 and establish controls, such as discretionary review provisions, for transient hotels.
31 b) Establish proposed R7A, R7D, R8A, R9A, and C4-4D districts as Mandatory Inclusionary
32 Housing areas, applying the Mandatory Inclusionary Housing program to require a share of
33 new housing to be permanently affordable where significant new housing capacity would
34 be created.

35 **170305 MNX City Map changes to:**

- 36 a) Map Block 2520, Lot 19 as parkland. This city-owned parcel is located one block outside of
37 the rezoning area and is bounded by West 170th Street, Nelson Avenue, Shakespeare
38 Avenue, and Corporal Fischer Place in the Highbridge neighborhood of the Bronx,
39 Community District 4. De-map Corporal Fischer Place (street) between Nelson Avenue and
40 Shakespeare Avenue, which is adjacent to the parcel to be mapped as park land as
41 described above (Block 2520, Lot 19), and map it as parkland;

42 **Community Board 5 opted into the Jerome Neighborhood Plan study and**
43 **shares many of the Plan's goals**

44 **WHEREAS**, the intent of the City's proposed applications is to:

- 45 • Provide opportunities for high quality, permanent affordable housing with options for tenants
46 at a wide range of income levels
- 47 • Ensure that any new construction fits into its surrounding neighborhood context
- 48 • Increase the opportunities to diversify neighborhood retail and services
- 49 • Permit more density and a broader range of uses in two nodes to anchor the corridor and
50 surrounding neighborhoods
- 51 • Create special rules for new development along the elevated rail line to provide light and air
52 along the corridor and ensure adequate distance between residential uses and the train
- 53 • Create special rules for new buildings and street wall continuity and relief on irregular lots
- 54 • Create a walkable, inviting commercial corridor by promoting non-residential ground floor uses
55 and diverse retail to support community needs
- 56 • Maintain zoning for heavy commercial and light industrial uses in areas to support mixed uses
57 and jobs
- 58 • Establish controls for transient hotels to ensure consistency with the goals and objectives of the
59 rezoning to create a mixed-use development which would include new housing, ground floor
60 retail space, office space, community facility space and publicly accessible open space along the
61 Harlem River waterfront;

62
63 **WHEREAS**, the proposed actions are strategies of a more comprehensive Jerome Avenue
64 Neighborhood Plan¹ (draft released on October 20th), which states the following goals:

- 65 • Provide sustainable, high-quality, affordable housing with a range of options for residents at all
66 income levels
- 67 • Protect tenants and improve housing quality
- 68 • Ensure every neighborhood has green streetscapes, quality parks and diverse recreation spaces
- 69 • Create greater retail diversity to meet current and growing retail and service needs
- 70 • Prepare residents for job and career growth through job training and skills development
- 71 • Promote and support small businesses and entrepreneurship
- 72 • Support auto-related businesses
- 73 • Promote a safe, walkable area in and around the elevated train;

74
75 **WHEREAS**, Community Board 5 shares many of these goals and members understand the necessity of
76 neighborhood investments, opted into the Jerome Neighborhood Plan study and **would welcome**
77 **additional density if appropriate investments and policy changes were put in place to grow the local**
78 **economy and uplift the existing residents, as well as prevent displacement of economically**
79 **vulnerable residents and businesses during times of high market pressure;**

¹ <http://www1.nyc.gov/assets/planning/download/pdf/plans-studies/jerome-ave/jerome-avenue-draft-plan-1017.pdf>

80 **However, inequality is our root problem**

81 **WHEREAS**, Bronx Community District 5 **has battled inequality rooted in structural and overt racism²**
82 **for decades and yet the effects remain**, including: a median income of \$21,000³, some of the lowest
83 levels of educational attainment in New York City (12.7% of residents 25 years and over have earned a
84 bachelor's degree), some of the highest rates of unemployment (15%), the highest poverty rate (34.2%
85 of residents with incomes below the City's poverty threshold), large number of families vulnerable to
86 residential displacement⁴, high levels of air pollution (8th in the city at 10.1 micrograms of fine
87 particulate matter per cubic meter), high levels of asthma (571 avoidable asthma hospitalizations per
88 year), a high incarceration rate (8th highest in the City), a high rate of violence (9th in the city), high
89 obesity and diabetes rates (ranking 16th and 11th in the City respectively), a high level of drug-related
90 hospitalizations (6th in the City with 2,342 hospitalizations per 100,000 in 2012), high rates of adults
91 without health insurance going without medical care and prenatal care, the highest rate of heart
92 disease in the City⁵;

93
94 **WHEREAS**, Bronx Community Districts 5 in particular was devastated by extreme levels of
95 **disinvestment following the white flight and tax base depletion of the 1960s through 80s that led to**
96 **harmful urban planning policies** in government and the private sector like planned shrinkage⁶ and red
97 lining⁷, which in turn resulted in destructive fires, large-scale vacancy rates and abandonment, and
98 nevertheless, community district 5 members remained;

100 **Inequality stands to be exacerbated, potentially resulting in large scale**
101 **displacement of current residents and businesses**

102 **WHEREAS**, New York City and region are in the midst of an affordability crisis that is only predicted to
103 continue unless great investments and policy changes are made, and which is acutely affecting lower-
104 income communities who are seeing their rents rise, with rents in the Bronx outpacing Manhattan
105 rents⁸;

106
107 **WHEREAS**, notwithstanding the “no-significant-adverse-impact associated with the incremental
108 change caused by this action finding” in Chapter 3 of the Draft Environmental Impact Statement (CEQR
109 No. 17DCP019X), **Community District’s 5 lower-income residents are particularly vulnerable to**
110 **residential displacement** as found in Regional Plan Association’s recent report on housing
111 displacement risk in the New York Region titled “Pushed Out⁹,” which finds the Bronx as the single
112 county with the highest number of households at risk of residential displacement due to economic
113 characteristics of residents and attractive urban characteristics like access to transit and neighborhood
114 amenities;

² <http://www1.nyc.gov/assets/planning/download/pdf/plans-studies/jerome-ave/jerome-avenue-draft-plan-1017.pdf>

³ http://furmancenter.org/files/sotc/SOC_2016_Full.pdf

⁴ <http://library.rpa.org/pdf/RPA-Pushed-Out-Housing-Displacement-in-an-Unaffordable-Region.pdf>

⁵ <https://www1.nyc.gov/assets/doh/downloads/pdf/data/2015chp-bx5.pdf>

⁶ <https://vimeo.com/113736344>

⁷ <https://dsl.richmond.edu/panorama/redlining/#loc=12/40.9068/-73.7905&opacity=0.8&city=bronx-ny>

⁸ <https://www.metro.us/new-york/bronx-rent-increases-are-outpacing-manhattan-brooklyn/zsjpha---F80S9GTha9YN6>

⁹ <http://library.rpa.org/pdf/RPA-Pushed-Out-Housing-Displacement-in-an-Unaffordable-Region.pdf>

115 **WHEREAS**, the City does not believe the Jerome Corridor and surrounding areas can presently support
116 market rate development but estimates this will change over the next 10-15 years, or less than one
117 generation;

118
119 **WHEREAS, once the proposed actions are approved** and especially if developers do not opt into City
120 subsidy programs, **Community Boards and local elected officials will have little to no direct authority**,
121 under current regulations, over how private developers will use the enabled as-of-right density;

122
123 **WHEREAS, it will take immense political will and even billions of dollars to tackle the inequality** at
124 the foundation of Community District 5's health disparities, economic insecurity and displacement risk,
125 and the wealth that stands to be generated through **the proposed actions – if accompanied by the**
126 **appropriate investments and policy changes – could be a part of the solution;**

127
128 **Community Board and other civic and business leaders have been fighting**
129 **inequality for decades**

130 **WHEREAS**, the **diverse residents of Bronx Community District 5** are 98 percent Black or Hispanic,
131 including over 100,000 Latino immigrants and the City's fastest growing African immigrant population,
132 and are **resilient, vibrant and critical contributors to the life and vitality of the district and New York**
133 **City** as a whole, working as small business owners, and also as our teachers, healthcare workers,
134 custodians, childcare providers and more;

135
136 **WHEREAS**, Bronx Community District 5 stakeholders include a varied set of interests: families at a wide
137 range of incomes, business and property owners, and a large concentration of low-income residents;

138
139 **WHEREAS**, Community Board 5, civic, business and community leaders have **for decades championed**
140 **revitalization efforts**, including dedicating seed monies for the development of a 197A plan between
141 1998 and 2003;

142
143 **WHEREAS**, Community Board 5 civic, business and community leaders continue to champion
144 revitalization efforts, including opting into the Jerome Neighborhood Plan effort led by the New York
145 City Department of City Planning that launched in 2014;

146
147 **WHEREAS, thousands of people engaged in a community outreach process** that occurred in parallel to
148 outreach by the City of New York and reached difficult to reach low-income residents and at-risk
149 renters, a very representative subset of the district's of the lower-income population, and the results
150 findings and message were unequivocal in stating three principal goals¹⁰: (1) Lower-income community
151 residents and small businesses need strong anti-displacement and anti-harassment protections,
152 especially the industrial and automotive businesses and worker who stand to be directly displaced by
153 the rezoning action per the draft environmental impact statement (Chapter 3-2), (2) Good jobs and
154 local hire, and (3) Meaningful community engagement;

¹⁰ https://d3n8a8pro7vhmx.cloudfront.net/bxcommunityvision/pages/22/attachments/original/1445448957/BXCommunityVision_FINAL.pdf?1445448957

155 **Community Board 5 and other civic and business leaders have long called**
156 **for specific investments in the district and its people, and these have not**
157 **been made**

158 **WHEREAS**, Community Board 5 has **many baseline needs**, including 23 expense requests and 34 capital
159 requests outlined in the Bronx Community District 5 Fiscal Year 2018 Statement of Community District
160 Needs and Community Board Budget Requests of which only 2 expense and 3 capital will be funded
161 during Fiscal Year 2018¹¹;

162
163 **WHEREAS**, members of **Community Boards 4 and 5 jointly expressed a set of needs in 2016** through a
164 document titled “Jerome Avenue Neighborhood Study Goals and Priorities¹²”;

165
166 **WHEREAS**, Community Board 5 is **pleased at recent investments** in some of the abovementioned
167 categories including small business supports through the Neighborhood 360 program in partnership
168 with Davidson Community Center and WHEDco, and strengthened residential preservation and new
169 construction work in Community Districts 4 and 5 between 2014-2016, with 40 percent of City
170 sponsored new construction at or below 30 percent of the area median income;

171
172 **WHEREAS**, Community Board 5 members applaud the preservation work and urge it continue, but are
173 **concerned that affordability levels** in the projected new construction units that will opt into programs
174 triggering affordability restrictions **could de facto exclude many of the district’s current residents**
175 **from eligibility**, including the many lower-income residents who are already feeling pressured and
176 pushed out of their current homes;

177
178 **WHEREAS**, Community Board 5 **seeks a set of investments and policy changes from the City to ensure**
179 **the success of the proposed actions** (CEQR No. 17DCP019X, ULURP Now. 180051ZMX, N180050 ZRX, 170305MMX),
180 and which will result in greatest benefits accruing to long-term stakeholders of Community Districts 4,
181 5 and 7, including but not limited to homeowners, local entrepreneurs, business owners, and all our
182 renters;

183
184 **WHEREAS**, the **Draft Jerome Avenue Neighborhood Plan is lacking in detail with respect to priority**
185 **investments** requested by Community Board 5 per Appendix 1 to this resolution at the time of this
186 vote;

187

¹¹ <http://www1.nyc.gov/assets/omb/downloads/pdf/cbrboro4-17.pdf>

¹² http://www.nyc.gov/html/bxcb4/downloads/pdf/Jerome_Avenue_Neighborhood_Study_Platform_CB4_CB5_092316.pdf

188 **Conclusion**

189 **NOW THEREFORE BE IT RESOLVED** that Community Board 5 votes YES, WITH CONDITIONS, conditions
190 being:

- 191 • The **City make quantifiable, actionable and trackable commitments to invest in neighborhood**
192 **improvement projects AND strong anti-displacement protections**, including those summarized
193 below and detailed in Appendix 1 to this resolution “Jerome Priorities Tracker (Working
194 Document),” which are **essential for the success of the proposed actions**;
- 195 • The City **present these commitments in the form of a legally enforceable commitment plan**
196 (the “Commitment Plan”) to Community Boards 4, 5 and 7, City Council Members, other area
197 elected officials, business leaders, anchor and civic institutions, and other stakeholders,
198 collectively the “Jerome Stakeholders;”
- 199 • **Jerome Stakeholders are satisfied with the Commitment Plan**;
- 200 • Jerome Stakeholders are collectively represented on a **Jerome Neighborhood Plan**
201 **Implementation and Oversight Committee** (the “Committee”) that meets quarterly and
202 includes non-voting representation from relevant governmental agencies;
- 203 • **A tracker-document is updated quarterly and delivered to the Committee and Community**
204 **Board** members, officers and staff until the final commitment is implemented,

205
206 **Housing**

207 **Highest priorities:** Prevent housing displacement through even stronger measures before asking
208 Community Board 4, 5 and 7 to accommodate additional growth, by: **promoting homeownership**
209 **programs and increasing access to mortgage finance, re-opening our HPD neighborhood preservation**
210 **and tenant support office, a citywide certificate of no harassment and a no net loss of affordable**
211 **housing policy, public grades for landlords and developers, and policies to curb speculation through**
212 **mechanisms such as real estate transfer taxes and even stronger code enforcement.** Funds should be
213 increased for the **8A Loan Program**. Policies should be considered to require **developers to contribute**
214 **resources to prevent displacement** of current residents. **Landlords and developers should be publicly**
215 **graded** and said grades should be publicly displayed. **Landlord licenses** should be required to ensure
216 only the best-intentioned landlords operate in NYC. Public subsidy applications could be a good place
217 to include these requirements. The City should **monitor housing court cases** in Community Districts 4,
218 5 and 7, which are home to a particularly high concentration of displacement risk households. Funds
219 should be allocated to **community organizations and/or legal aid/legal services for outreach to help**
220 **identify cases that are part of a larger tenant harassment pattern.** New construction that targets a
221 range of income levels with a ceiling at 80-100% AMI. The **MIH option** employed in our neighborhoods
222 should be calibrated to neighborhood needs as much as possible. **“Cluster-site” shelter units should be**
223 **converted back to permanent housing** to help significantly reduce the number of homeless families
224 and provide City and State rent subsidies to allow families in “cluster- site” units that meet Section 8
225 quality standards to secure leases for the same apartments in which they already live.

226
227 **Workforce and Economic Development**

228 **Highest priorities:** Reduce the high unemployment rate through **allocating workforce training dollars**
229 **to area anchor institutions, the development of a workforce development center on the corridor or**

230 **within Community Districts 4 and 5, protecting higher-paying automotive sector jobs through**
231 **protecting more area for these businesses, and exploring creative solutions like the development of**
232 **worker cooperatives. A fund for automotive businesses in the area,** for comprehensive services
233 related to capacity building (job training, skills development etc.), legal services for lease term
234 negotiations, compliance in auto-industry standards, training to remedy violations, etc. The fund
235 should be large enough to finance a package of incentives that will allow qualifying businesses to
236 relocate to an area within the city that better fits their needs. Furthermore, **funding should be**
237 **provided to staff the Local Employment Network.**
238

239 **Schools and Community Facilities**

240 **Highest priorities:** Community School Districts 9 and 10 elementary and middle schools are already
241 severely overcrowded, and the proposed actions may add 2,388 over time. We request the City
242 **identify appropriate locations for new schools, that presently unfunded school seats be baselined,**
243 **and that the City commit to at least 1,000 additional school seats.** We also request the construction
244 of a **high school** on the Bronx Community College campus. Our **libraries** are in need of capital and
245 programmatic funding. We request funding for **Davidson Community Center** renovation and
246 expansion, for an expansion of youth and community services, meal preparation, and handicap
247 accessibility. The center operates on a DCAS leased property. We also request additional funds for
248 youth programs like **Beacon.**
249

250 **Public Safety**

251 **Highest priorities:** Given the Community Districts 4 and 5 experiences among the highest crime rates
252 in the City, we request more **NYPD cameras** be installed across our communities and that the
253 inaccessible and in-disrepair **46th Precinct complex is rebuilt.** We also request funding to provide free
254 **smoke and carbon monoxide detectors** to lower-income residents in our districts.
255

256 **Health and Human Services**

257 **Highest priorities:** Given our lagging health indicators, we request **increased funding for pest control,**
258 **increase opportunities for exercise and incentivize more healthy food options.** Additionally, we
259 request **increased special needs funding for immigrants,** for example, for: citizenship
260 applications, residency, employment applications, spousal waivers, accessing resources and other legal
261 documents. The foreign born are more than one-third of the population in Community Board #5. By
262 addressing these immigrant-specific concerns will ultimately enable the foreign born to contribute
263 even more to the economic vitality of the community. We also request increased funding to provide
264 **independent living skills programs for single mothers** in our district.
265

266 **Transportation, Infrastructure and Public Realm**

267 **Highest priorities:** Given the crowding and congestion on our transit modes, we request the City
268 advocate for improvements and services that enable additional capacity on our subways and busses –
269 including Bus Rapid Transit interventions, and that **our public realm – including our streets, step**
270 **streets and sidewalks - public receive upgrades.** The following step streets are of particular concern to
271 Community Board 5: Davidson Avenue , Sedgwick Avenue to Cedar avenue, Marion Avenue to 187th
272 Street, at Kingsland Place (between West Tremont Avenue and Harrison Avenue), Palisades Place

273 to Sedgwick Avenue. The following roads are of particular concern to Community Board 5: Grand
274 Concourse Bridge over 175th Street-Walls over 175th Street, underpasses at 165th, 167th, 170th,
275 167th Street, 174th -175th Street, Burnside Avenue and East Tremont Avenue, and the completion of
276 the Grand Concourse work.

277

278 **Parks**

279 **Highest priorities:** Given the high dropout rates and lack of activities available for youth and seniors,
280 we request **increasing the number of local recreational opportunities for youth and the elderly, the**
281 **improvement of existing neighborhood parks in the community, guarantee each of our**
282 **neighborhoods has green streetscapes, quality parks, and diverse recreation spaces, and ensuring all**
283 **our residents are within a ten minute walk to a park.** The **Aqueduct Walk** is of particular concern to
284 Community Board 5. We also request funding for more **enforcement officers, and parks and**
285 **recreation specialists.**

286

287 **Land Use and Zoning**

288 **Highest priorities:** The draft Environmental Impact Statement for the Jerome Corridor (CEQR No.
289 17DCP019X) predicts **significant adverse impacts related to construction, shadows, transportation**
290 **and community facilities, these must be mitigated** and Community Board 5's reactions to specific DEIS
291 chapters are included in Appendix 2. Second, we request that **Mandatory Inclusionary Housing (MIH)**
292 **be mapped in the entirety** of the Jerome Special District without exception. We also request the
293 **Community Boards play a more formal role in decisions about future developments that will enter**
294 **our districts.**

295

296

297

298 RESOLUTION October 25, 2017 by **18** Aye, **11** nay, **1** abstentions, **0** conflict of interests, **5** absent
299 members.

Application # **C 180051 ZMX**

Project Name **Jerome Avenue Rezoning**

CEQR Number: 17DCP019X

Borough(s) **Bronx**

Community District Number(s): **4, 5, & 7**

Please use the above application number on all correspondence concerning this application

SUBMISSION INSTRUCTIONS

- Complete this form and return to the Department of City Planning by one of the following options:
 - EMAIL (recommended):** Send email to CalendarOffice@planning.nyc.gov and include the following subject line: (CB or BP) Recommendation + (6-digit application number), e.g., "CB Recommendation #C100000ZSQ"
 - MAIL:** Calendar Information Office, City Planning Commission, 120 Broadway, 31st Floor, New York, NY 10271
 - FAX:** to (212) 720-3488 and note "Attention of the Calendar Office"
- Send one copy of the completed form with any attachments to the applicant's representative at the address listed below, one copy to the Borough President, and one copy to the Borough Board, when applicable.

Docket Description:

SEE ATTACHED

Applicant(s): Department of City Planning 120 Broadway, 30th Floor New York, NY 10271		Applicant's Representative: Carol Samol Department of City Planning One Fordham Plaza, 5th Fl New York, NY 10458	
Recommendation submitted by: Bronx Community Board 7			
Date of public hearing: 10/10/17		Location: 229 E. 204 th Street - CB #7 office	
Was a quorum present? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		A public hearing requires a quorum of 20% of the appointed members of the board, but in no event fewer than seven such members.	
Date of Vote: 10/26/17		Location: 243 E. 204 th Street	
RECOMMENDATION			
<input type="checkbox"/> Approve		<input checked="" type="checkbox"/> Approve With Modifications/Conditions	
<input type="checkbox"/> Disapprove		<input type="checkbox"/> Disapprove With Modifications/Conditions	
Please attach any further explanation of the recommendation on additional sheets, as necessary.			
Voting			
# In Favor:	# Against:	# Abstaining:	Total members appointed to the board:
Name of CB/BB officer completing this form <i>Adeline Walker Antezano</i>		Title chairperson	Date 10/27/17



THE CITY OF NEW YORK

BOROUGH OF THE BRONX

COMMUNITY BOARD 7



RUBEN DIAZ, JR., BOROUGH PRESIDENT

ADALINE WALKER-SANTIAGO, CHAIRPERSON

Bronx Community Board #7

Jerome Avenue ULURP #C180051 ZMX

Recommendations

October 26, 2017

October 26, 2017

Resolution adopted by Community Board #7 regarding ULURP Application C180051 ZMX- The establishment of a Special Jerome Avenue District.

Community Board #7 supports ULURP Application # C180051 with the following recommendations:

Planning

1. The New York City Planning Commission study and implement Community Board #7's proposal for the downzoning of areas of Kingsbridge Heights and Bedford Park. Community Board #7 has submitted an independent zoning study supporting this request.

Schools and Education

1. Additional schools are needed in School District 10, the most overcrowded district in the Bronx. Presently, there is a need for over 2700 new seats at all grade levels unfunded by the City. The number of new housing developments planned in the Community Board #7 area will increase the need for new seat substantially over the next 5 years. There will be a need for seats at all grade levels, from PK3- through high school.
2. Additional and expanded day care and afterschool programs are needed to support the projected increase in population. A new community center in Community District 7 would provide additional resources to our community. Programming directed towards youth, young adults and senior citizens are greatly needed.

Transportation

1. Additional capacity is needed on both the #4 and the D subway lines to address the projected increase in population.
2. Renovation of the subway stations along both the #4 and D lines should be scheduled, including determining which stations along these lines can be made handicap accessible.
3. Installation of an elevator at the Fordham Road/Jerome Avenue #4 subway station. This major transportation hub needs to be made handicap accessible. The station serves one of the busiest commercial districts in the city.



THE CITY OF NEW YORK
BOROUGH OF THE BRONX
COMMUNITY BOARD 7



RUBEN DIAZ, JR., BOROUGH PRESIDENT

ADALINE WALKER-SANTIAGO, CHAIRPERSON

4. Restore the pre-2010 service levels to the BXM3 and BXM4 express bus lines.

Cultural Programs

1. Cultural Programs including programs focusing on art, music, theatre and other forms of expression should be expanded to meet the growing population. Community Board 7 has a growing immigrant population, from many parts of the world, and it is important that our communities' institution promote the new cultures throughout the community.

Residents need the opportunity to share with each other their culture to foster understanding of the different cultures.

Public Safety

1. Additional lighting and security cameras should be installed along the Jerome Avenue Special District to provide greater security for the businesses and community residents.

Local Employment/Training

1. Ensure local employment opportunities of community residents during the construction of new developments along Jerome Avenue. There is a great need for apprenticeship programs to provide a pathway for residents to well-paying union jobs.
2. Encourage developers to work with the community to ensure that 50% of the new jobs created as part of any new development be set aside for community residents. The new developments along the Jerome Avenue Special District should make every attempt to include local residents in the recruitment of workers for these new buildings.

Veterans

1. Additional programming, including job training, health programs, literacy programs should be should established for veterans. Working with the James J. Peters Veterans Hospital, these programs would assist those who have faithfully served our country.

Community Board #7 voted on these conditions October 26, 2017. The vote was 21 yes, 2 no, 0 abstentions.

Adaline Walker Santiago, Chairperson

10/27/17

Date:

**BOROUGH PRESIDENT
RECOMMENDATION**

CITY PLANNING COMMISSION
22 Reade Street, New York, NY 10007
Fax # (212)720-3356

INSTRUCTIONS

1. Return this completed form with any attachments to the Calendar Information Office, City Planning Commission, Room 2E at the above address.
2. Send one copy with any attachments to the applicant's representative as indicated on the Notice of Certification.

APPLICATIONS NOS: C 180051 ZMX-Jerome Avenue Rezoning

DOCKET DESCRIPTION-PLEASE SEE ATTACHMENT FOR DOCKET DESCRIPTION

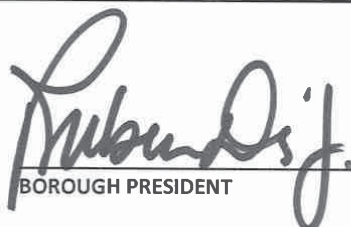
COMMUNITY BOARD NO. #4, #5, and #7

BOROUGH: BRONX

RECOMMENDATION

- APPROVE
- APPROVE WITH MODIFICATIONS/CONDITIONS (List below)
- DISAPPROVE

EXPLANATION OF RECOMMENDATION-MODIFICATION/CONDITIONS (Attach additional sheets if necessary): PLEASE SEE ATTACHMENT FOR THE BOROUGH PRESIDENT'S RECOMMENDATION


BOROUGH PRESIDENT

11/27/2017
DATE

**BRONX BOROUGH PRESIDENT'S RECOMMENDATION
ULURP APPLICATION NO: C 180051 ZMX
JEROME AVENUE REZONING**

DOCKET DESCRIPTION

ULURP APPLICATION NO: 180051 ZMX-JEROME AVENUE REZONING:

IN THE MATTER OF AN application submitted by the Department of City Planning pursuant to Sections 197-c and 201 of the New York City Charter for an amendment of the Zoning Map, Section Nos. 3b, 3c and 3d:

1. Eliminating from within an existing R7-1 District a C1-4 District bounded by:

- a. A line 100 feet northeasterly of West Burnside Avenue, Davidson Avenue, a line 100 feet northeasterly of West Burnside Avenue, a line midway between Davidson Avenue and Jerome Avenue, a line 320 feet southwesterly of West 181st Street, Jerome Avenue, a line 100 feet northeasterly of East Burnside Avenue, a line midway between Jerome Avenue, and Walton Avenue, a line 100 feet southwesterly of East Burnside Avenue, Jerome Avenue, a line 100 feet southwesterly of West Burnside Avenue, an a line 100 feet northwesterly of Harrison Avenue;
- b. A line 100 feet northeasterly of West Tremont Avenue, a line midway between Davidson Avenue and Jerome Avenue, West Tremont Avenue, and Davidson Avenue;
- c. Plimpton Avenue, a line 100 feet northeasterly of Edward L. Grant Highway, a line 525 feet southwesterly of West 172nd Street;
- d. A line midway between Plimpton Avenue and Nelson Avenue, a line 100 feet northeasterly of Edward L. Grant Highway, and a line 625 feet southwesterly of West 172nd Street;
- e. Nelson Avenue, a line 100 feet northeasterly of Edward L. Grant Highway, and a line 770 feet southwesterly of West 172nd Street;
- f. A line midway between Nelson Avenue and Shakespeare Avenue, a line 100 feet northeasterly of Edward L. Grant Highway, and a line 820 feet southwesterly of West 172nd Street;
- g. Shakespeare Avenue, a line 100 feet northeasterly of Edward L. Grant Highway, and a line 410 feet southwesterly of Sherif S. Byrd Place;

- h. A line midway between Shakespeare Avenue and Jesup Avenue, a line 100 feet northeasterly of Edward L. Grant Highway, and a line 510 feet southwesterly of Sherif S. Byrd Place;
- i. A line 375 feet northeasterly of West 170th Street, a line midway between Plimpton Avenue, Nelson Avenue, and a line 100 feet southwesterly of Edward L. Grant Highway.
- j. A line 300 feet northeasterly of West 170th Street, Nelson Avenue, and a line 100 feet southwesterly of Edward L. Grant Highway;
- k. A line 165 feet northeasterly of West 170th Street, a line midway between Nelson Avenue and Shakespeare Avenue, and a line 100 southwesterly of Edward L. Grant Highway; and
- l. A line 115 feet northeasterly of West 170th Street, Shakespeare Avenue, and a line 100 feet southwesterly of Edward L. Grant Highway;

2. Eliminating from within an existing R8 District a C1-4 District bounded by:

- a. A line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East Burnside Avenue, a line 100 feet northwesterly of Grand Boulevard and Concourse, East Burnside Avenue (southerly portion) Creston Avenue, a line 100 feet southwesterly of East Burnside Avenue; and
- b. A line midway between Jerome Avenue, and Walton Avenue, a line 100 feet northeasterly of East Tremont Avenue, Morris Avenue, a line 100 feet southwesterly of East Tremont Avenue, Walton Avenue, and a line 175 southwesterly of East Tremont Avenue;

3. Eliminating from within an existing R7-1 District a C2-4 District bounded by a line midway between Davidson Avenue and Jerome Avenue, a line 100 feet southwesterly of West Burnside Avenue, Jerome Avenue, a line 100 feet southwesterly of East Burnside Avenue, a line midway between Jerome Avenue and Walton Avenue, East Tremont Avenue, and West Tremont Avenue;

4. Changing from an R7-1 District to an R7A District property bounded by:

- a. Aqueduct Avenue East, a line midway between Evelyn Place and West 183rd Street, a line 100 feet northwesterly of Jerome Avenue, and a line midway between West 183rd Street and Buchanan Place; and
- b. a line 100 feet northwesterly of Jerome Avenue, Featherbed Lane, a line midway between Jerome Avenue and Townsend Avenue, and a southwesterly boundary line of a park and its southeasterly prolongation;

- 5. Changing from a C4-4 District to an R7A District property bounded by Jerome Avenue, East 171st Street, a line midway between Jerome Avenue and Townsend Avenue, and a line 100 feet northeasterly of East 170th Street.**
- 6. Changing from an C8-3 District to an R7A District property bounded by:**
- a. West 184th Street, East 184th Street, a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East Burnside Avenue, Jerome Avenue, a line 320 feet southwesterly of West 181st Street, a line midway between Davidson Avenue and Jerome Avenue, a line 100 feet southwesterly of West 181st Street, Davidson Avenue, a line 100 feet northeasterly of West 181st Street, a line 100 feet northwesterly of Jerome Avenue, North Street, and a line midway between Davidson Avenue and Jerome Avenue;
 - b. Jerome Avenue, East 175th Street, a line midway between Jerome Avenue and Townsend Avenue, and East 174th Street; and
 - c. Inwood Avenue, West Mount Eden Avenue, a line 100 feet northwesterly of Jerome Avenue, southwesterly boundary line of a park and its southeasterly prolongation, Jerome Avenue, a line 100 feet southwesterly of East Mount Eden Avenue, a line midway between Jerome Avenue and Townsend Avenue, East 171st Street, Jerome Avenue and West 172nd Street;
- 7. Changing from an R7-1 District to an R7D District property bounded by Jerome Avenue, East 177th Street, a line 100 feet southeasterly of Jerome Avenue, and East 176^h Street;**
- 8. Changing from an R7-1 District to an R8A District property bounded by:**
- a. A line midway between Davidson Avenue and Jerome Avenue, East 176th Street and its westerly centerline prolongation, a line midway between Jerome Avenue and Townsend Avenue, and East 175th Street and its northwesterly centerline prolongation;
 - b. Jerome Avenue, a line 100 feet northeasterly of East Mount Eden Avenue, a line midway between Jerome Avenue and Townsend Avenue, and a line 50 feet southwesterly of East Mount Eden Avenue;
 - c. The southeasterly prolongation of a line midway between Jesup Avenue and Cromwell Avenue, the northwesterly centerline prolongation of West 170th Street, West 170th Street, and a line perpendicular to the southeasterly street line of Jesup Avenue distant 205 feet northeasterly (as measured along the street line) from the point of intersection of southeasterly street line of Jesup Avenue and the northeasterly street line of Edward L. Grant Highway; and
 - d. Ogden Avenue, Dr. Martin Luther King Jr. Boulevard, Edward L. Grant Highway, Plimpton Avenue, a line 525 feet southwesterly of West 172nd Street, a line midway between Plimpton Avenue and Nelson Avenue, a line 625 feet southwesterly of West

172nd Street, Nelson Avenue, a line 770 feet southwesterly of West 172nd Street. Nelson Avenue, a line 770 feet southwesterly of West 172nd Street, a line midway between Nelson Avenue and Shakespeare Avenue, a line 820 feet southwesterly of West 172nd Street, Shakespeare Avenue, a line 410 feet southwesterly of Sheriff S. Byrd Place, a line midway between Shakespeare Avenue and Jesup Avenue, a line 510 feet southwesterly of Sheriff S. Byrd Place, Jesup Avenue, Edward L. Grant Highway, a line 100 feet southerly of West 170th Street, a line 115 feet easterly of Shakespeare Avenue, West 170th Street, Shakespeare Avenue, a line 115 northeasterly of West 170th Street, a line midway between Nelson Avenue, and Shakespeare Avenue, a line 165 feet northeasterly of West 170th Street, Nelson Avenue, a line 300 feet northeasterly of West 170th Street, a line midway between Plimpton Avenue and Nelson Avenue, a line 375 feet northeasterly of West 170th Street, Plimpton Avenue, and a line 550 feet northeasterly of West 170th Street.

9. Changing form an R8 District to a R8A District property bounded by:

- a. A line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East 183rd Street, Creston Avenue, and a line 100 feet southwesterly of East 183rd Street;
- b. A line midway between Jerome Avenue and Townsend Avenue, a line 100 feet northeasterly of East Mount Eden Avenue, Walton Avenue, a line 100 feet northeasterly of East Mount Eden Avenue, a line 100 feet northwesterly of Grand Boulevard and Concourse a line 100 feet southwesterly of East Mount Eden Avenue, Walton Avenue, and a line 100 feet southwesterly of East Mount Eden Avenue;
- c. Macombs Road, Jerome Avenue, a line midway between East 170th Street and Elliot Place, a line 100 feet southeasterly of Jerome Avenue, a line 100 feet southeasterly of Gerard Avenue, East 169th Street, Jerome Avenue, the northwesterly prolongation of a line 120 feet southwesterly of Marcy Place, a line 100 feet northwesterly of Jerome Avenue, West 170th Street, and Jerome Avenue (Plaza Drive); and
- d. East 168th Street, Gerard Avenue, a line 100 feet northeasterly of East 167th Street, a line 100 feet northwesterly of Grand Boulevard and Concourse, a line 100 feet southwesterly of East 167th Street, and a line midway between River Avenue and Gerard Avenue;

10. Changing from an C4-4 District to an R8A District property bounded by Jerome Avenue, a line 100 feet northeasterly of East 170th Street, a line northwesterly of Grand Boulevard and Concourse, and a line midway between East 170th Street and Elliot Place;

11. Changing form a C8-3 District to an R8A District property bounded by:

- a. Jerome Avenue, a line 50 feet southwesterly of East Mount Eden Avenue, a line midway between Jerome Avenue and Townsend Avenue , and a line 100 feet southwesterly of East Mount Eden Avenue;

- b. Macombs Road, Goble Place, Inwood Avenue, West 172nd Street, Jerome Avenue, Macombs Road, Jerome Avenue, (Plaza Drive), West 170th Street and its northwesterly prolongation, a line 100 northwesterly of Cromwell Avenue and its southwesterly prolongation, a line perpendicular to the northwesterly street line of Cromwell Avenue distant 90 feet northeasterly (as measured along the street line) from the point of intersection of the northwesterly street line of Cromwell Avenue and the northwesterly street line of West 170th Street, Cromwell Avenue and the northwesterly street line of West 170th Street, Cromwell Avenue, a line 575 feet southwesterly of Macombs Road, Inwood Avenue, a line 275 feet southwesterly of Macombs Road, and Cromwell Avenue and its northeasterly centerline prolongation; and
 - c. Jerome Avenue, East 169th Street, Gerard Avenue, East 168th Street, a line midway between River Avenue and Gerard Avenue, a line 100 northeasterly of East 167th Street, and River Avenue;
12. Changing from and M1-2 District to an R8A District property bounded by West 170th Street, a line 100 feet northwesterly of Jerome Avenue (Plaza Drive), the northwesterly prolongation of a line 120 feet southwesterly of Marcy Place, Jerome Avenue, West Clarke Place, Inwood Avenue, a line 345 feet southwesterly of West 170th Street, and Cromwell Avenue;

13. Changing from an R7-1 District to an R9A District property bounded by:

- a. Jesup Avenue, a line perpendicular to the southeasterly street line of Jesup Avenue distant 205 feet northeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Jesup Avenue and the northeasterly street line of Edward L. Grant Highway, West 170th Street, and Edward L. Grant Highway;
- b. West 168th Street, Edward L. Grant Highway, a line 120 feet southerly of West 168th Street and its easterly prolongation, and a line 50 feet easterly of Shakespeare Avenue; and
- c. A line midway between Shakespeare Avenue and Edward L. Grant Highway and its southerly prolongation, the northwesterly centerline prolongation of East 167th Street, and Jerome Avenue;

14. Changing from an R8 District to and R9A District property bounded by Jerome Avenue, a line 100 northeasterly of East 167th Street, a line midway between River Avenue and Gerard Avenue, McClellan Street, a line midway between Cromwell Avenue and River Avenue, a line 100 feet southwesterly of East 167th Street, and Cromwell Avenue;

15. Changing from a C8-3 District to an R9A District property bounded by Edward L. Grant Highway, West 169th Street, River Avenue, a line 100 feet northeasterly of East 167th Street, Jerome Avenue, Cromwell Avenue, the northwesterly centerline prolongation of East 167th Street, a line midway between Shakespeare Avenue and Edward L. Grant Highway, a line 120 feet southerly of West 168th Street and its easterly prolongation;

16. Changing from an M1-2 District to an R9A District property bounded by:

- a. West 170th Street, Cromwell Avenue, a line 470 feet northeasterly of West 169th Street, and Edward L. Grant Highway; and
- b. Edward L. Grant Highway, a line 180 feet northeasterly of West 169th Street, Cromwell Avenue, and West 169th Street;

17. Changing from an R7-1 District to a C4-4D District property bounded by a line midway between Dr. Martin Luther King Jr. Boulevard and Harrison Avenue, a line 275 feet southwesterly of West 180th Street, Harrison Avenue, a line 310 feet southwesterly of West 180th Street, a line midway between Harrison Avenue and Grand Avenue, a line 350 feet southwesterly of West 180th Street, Grand Avenue, a line 290 feet southwesterly of West 180th Street, Davidson Avenue a line perpendicular to the southeasterly of Davidson Avenue distant 120 feet northeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Davidson Avenue and the northerly street line of West Burnside Avenue, a line midway between Davison Avenue and Jerome Avenue, a line 320 feet southwesterly of West 181st Street, Jerome Avenue, a line 100 feet northeasterly of East Burnside Avenue, a line midway between Jerome Avenue and Walton Avenue, East Tremont Avenue, West Tremont Avenue, Davidson Avenue, a line 100 feet northeasterly of West Tremont Avenue, a line midway between Davidson Avenue and Jerome Avenue, a line 100 feet southerly of West Burnside Avenue, Davidson Avenue, a line perpendicular to the northwesterly street line of Davidson Avenue, distant 125 feet southwesterly (as measured along the street line) from the point of intersection of the northwesterly street line of Davidson Avenue and the southerly street line of West Burnside Avenue, a line midway between Grand Avenue and Davidson Avenue, a line perpendicular to the southeasterly street line of Grand Avenue, distant 100 feet southwesterly (as measured along the street line) from the point of intersection of the southeasterly street line of Grand Avenue and the southwesterly street line of West Burnside Avenue, Grand Avenue, a line 100 feet southwesterly of West Burnside Avenue, Harrison Avenue, a line 75 feet northwesterly of Harrison Avenue, and West Burnside Avenue;

18. Changing from an R8 District to a C4-4D District, property bounded by:

- a. A line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East Burnside Avenue, a line 100 feet northwesterly of Grand Boulevard and Concourse, East Burnside Avenue (southerly portion), Creston Avenue, and a line 100 feet southwesterly of East Burnside Avenue; and

- b. A line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East Tremont Avenue, Walton Avenue, a line 55 feet northeasterly of East Tremont Avenue, Morris Avenue, a line 295 feet northerly of East 177th Street, a line 100 feet southeasterly of Walton Avenue, and a line 100 feet southwesterly of East Tremont Avenue;
19. **Changing from a C8-3 District to a C4-4D District property bounded by a line 100 feet northwesterly of Jerome Avenue, West Tremont Avenue, East Tremont Avenue, a line 100 feet southwesterly of Jerome Avenue, East 177th Street, Jerome Avenue, and West 177th Street;**
20. **Establish within an existing R7-1 District a C2-4 District bounded by:**
- a. A line 100 feet northwesterly of West 170th Street, a line 100 feet northwesterly of Cromwell Avenue, and the northwesterly centerline prolongation of West 170th Street;
 - b. A line 100 feet southerly of West 170th Street, Edward L. Grant Highway, West 168th Street, a line midway between Shakespeare Avenue and Edward L. Grant Highway, West 169th Street, and a line 115 feet southwesterly of Shakespeare Avenue;
21. **Establish within an existing R8 District a C2-4 District property bounded by McClellan Street, a line midway between River Avenue and Gerard Avenue, East 165th Street, and River Avenue;**
22. **Establish within a proposed R7A District a C2-4 District property bounded by:**
- a. West 184th Street, East 184th Street, a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East Burnside Avenue, Jerome Avenue, a line 320 feet southwesterly of West 181st Street, a line 100 feet northwesterly of Jerome Avenue, North Street, and a line midway between Davidson Avenue and Jerome Avenue;
 - b. East 175th Street, a line midway between Jerome Avenue and Townsend Avenue, a northeasterly boundary line of a park and its northwesterly prolongation, and Jerome Avenue;
 - c. A line 175 feet northeasterly of East Mount Eden Avenue, a line midway between Jerome Avenue and Townsend Avenue, a line 100 feet northeasterly of East Mount Eden Avenue, and Jerome Avenue; and
 - d. A southwesterly boundary line of a park and its southeasterly prolongation, Jerome Avenue, a line 100 feet southwesterly of East Mount Eden Avenue, a line midway between Jerome Avenue and Townsend Avenue, a line 100 feet

northeasterly of East 170th Street, Jerome Avenue, West 172nd Street, and a line 100 feet northwesterly of Jerome Avenue;

23. Establish within a proposed R8A District a C2-4 District bounded by:

- a. Jerome Avenue, a line 50 feet southwesterly of East Mount Eden Avenue, a line midway between Jerome Avenue and Townsend Avenue, a line 100 feet southwesterly of East Mount Eden Avenue;
- b. West 172nd Street, Jerome Avenue, Macombs Road, and a line 100 feet northwesterly of Jerome Avenue;
- c. A line 100 feet northwesterly of Cromwell Avenue, a line perpendicular to the northwesterly street line of Cromwell Avenue, distant 90 feet northeasterly (as measured along the street line) from the point of intersection of the northwesterly street line of Cromwell Avenue and the northwesterly street line of West 170th Street, Cromwell Avenue, a line 100 feet northeasterly of West 170th Street, Jerome Avenue, (Plaza Drive), West 170th Street, a line 100 feet northwesterly of Jerome Avenue (Plaza Drive), a line 100 feet southwesterly of West 170th Street, and the northwesterly centerline of West 170th Street;
- d. Jerome Avenue, a line 100 feet northeasterly of East 170th Street, a line 100 feet northwesterly of Grand Boulevard and Concourse, and a line midway between East 170th Street and Elliot Place;
- e. The northwesterly prolongation of a line 120 feet southwesterly of Marcy Place, Jerome Avenue, West Clarke Place, and a line 100 feet northwesterly of Jerome Avenue; and
- f. West 170th Street, Edward L. Grant Highway, a line 100 feet southerly of West 170th Street, and a line 115 feet easterly of Shakespeare Avenue;

24. Establish within a proposed R9A District a C2-4 District bounded by Edward L. Grant Highway, a line 180 feet northeasterly of West 169 Street, Cromwell Avenue, West 169th Street, Jerome Avenue, River Avenue, a line 100 feet northeasterly of East 167th Street, Jerome Avenue, the northwesterly centerline prolongation of East 167th Street, a line midway between Shakespeare Avenue and Edward L. Grant Highway, and West 168th Street; and

25. Establishing a Special Jerome Avenue District bounded by West 184th Street, East 184th Street, a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East 183rd Street, Creston Avenue, a line 100 feet southwesterly of East 183rd Street, a line midway between Jerome Avenue, and Walton Avenue, a line 100 feet northeasterly of East Burnside Avenue, a line 100 feet northwesterly of Grand Boulevard and Concourse, East Burnside Avenue (southerly portion), Creston Avenue, a line 100 feet southwesterly of East Burnside Avenue, a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East Tremont Avenue, Walton Avenue, a line 55 feet northeasterly of East Tremont Avenue, Morris Avenue, a line 295 feet northerly of East 177th Street, line 100 feet southeasterly of Walton Avenue, a line 100

feet southwesterly of East Tremont Avenue, a line 100 feet southeasterly of Jerome Avenue, East 176th Street, a line midway between Jerome Avenue and Townsend Avenue, a line 100 feet northeasterly of East Mount Eden Avenue, Walton Avenue, a line 100 feet northeasterly of East Mount Eden Avenue, a line 100 feet northwesterly of Grand Boulevard and Concourse, a line 100 feet southwesterly of East Mount Eden Avenue, Walton Avenue, a line 100 feet southwesterly of East Mount Eden Avenue, a line midway between Jerome Avenue and Townsend Avenue, a line 100 feet northeasterly of East 170th Street, a line 100 feet northwesterly of Grand Boulevard and Concourse, a line midway between East 170th Street and Elliot Place, a line 100 feet southeasterly of Jerome Avenue, a line 1000 feet easterly of Gerard Avenue, East 169th Street, Gerard Avenue, a line 100 feet northeasterly of East 167th Street, a line 100 feet northwesterly of Grand Boulevard and Concourse, a line 100 feet southeasterly of East 167th Street, a line midway between River Avenue and Gerard Avenue, East 165th Street, River Avenue, McClellan street, a line midway between Cromwell Avenue and River Avenue, a line 100 feet southwesterly of East 167th Street, Cromwell Avenue and River Avenue, a line 100 feet southwesterly of East 167th Street, Cromwell Avenue, the northwesterly centerline prolongation of East 167th Street, Jerome Avenue, a line midway between Shakespeare Avenue and Edward L. Grant Highway, a line 120 feet southerly of West 168th Street, a line 50 feet easterly of Shakespeare Avenue, West 168th Street, a line midway between Shakespeare Avenue and Edward L. Grant Highway, West 169th Street, a line 115 feet northeasterly of Shakespeare Avenue, West 170th Street, Shakespeare Avenue, a line 115 feet northeasterly of West 170th Street, a line midway between Nelson Avenue and Shakespeare Avenue a line 165 feet northeasterly of West 170th Street, Nelson Avenue, a line 300 feet northeasterly of West 170th Street, a line midway between Plimpton Avenue and Nelson Avenue, a line 375 feet northeasterly of West 170th Street, Plimpton Avenue, and a line 550 feet northeasterly of West 170th Street, Ogden Avenue, Dr. Martin Luther King Jr. Boulevard, Edward L. Grant Highway, Plimpton Avenue, a line 525 feet southwesterly of West 172nd Street,, a line midway between Plimpton Avenue and Nelson Avenue, a line 625 feet southwesterly of West 172nd Street, Shakespeare Avenue, a line 410 feet southeasterly of Sherif S. Byrd Place, a line midway between Shakespeare Avenue and Jesup Avenue, a line 510 feet southwesterly of Sherif S. Byrd Place, Jesup Avenue, a line perpendicular to the southeasterly street line of Jesup Avenue, distant 205 feet northeasterly (as measured along the street line) from the point of intersection of the northwesterly street line of Cromwell Avenue and the northwesterly street line of West 170th Street, Cromwell Avenue, Cromwell Avenue, a line 575 feet southeasterly of Macombs Road, Inwood Avenue, a line 275 feet southwesterly of Macombs Road, Cromwell Avenue and its northeasterly centerline prolongation, Goble Place, Inwood Avenue, West Mount Eden Avenue, a line 100 feet northwesterly centerline prolongation of East 175th Street, a line midway between Davidson Avenue and Jerome Avenue, the northwesterly centerline prolongation of East 176th Street, Jerome Avenue, West 177th Street, a line 100 feet northwesterly of Jerome Avenue, West Tremont Avenue, Davidson Avenue, a line 100 feet northeasterly of West Tremont Avenue, a line midway between Davidson Avenue and Jerome Avenue, a line 100 feet southerly of West Burnside Avenue, Davidson Avenue, a line perpendicular to the northwesterly street line of Davidson Avenue, distant 125 feet southwesterly (as measured along the street line) from the point of intersection of the northwesterly street line of Davidson Avenue and the

southerly street line of West Burnside Avenue, a line midway between Grand Avenue and Davidson Avenue, a line perpendicular to the southwesterly street line of Grand Avenue distant 100 feet southwesterly (as measured along the street line) from the point of intersection of the southwesterly street line of Grand Avenue and the southerly street line of West Burnside Avenue, Grand Avenue a line 100 feet southwesterly of West Burnside Avenue, Harrison Avenue, a line 75 feet northwesterly of Harrison Avenue, West Burnside Avenue, Dr. Martin Luther King Jr. Boulevard and Harrison Avenue, a line 275 feet southwesterly of West 180th Street, Harrison Avenue, a line 310 feet southwesterly of West 180th Street, a line midway between Harrison Avenue and Grand Avenue, a line 350 feet southwesterly of West 180th Street , Grand Avenue a line 290 feet southwesterly of West 180th Street, Davidson Avenue, a line perpendicular to the southeasterly street line of Davidson Avenue, distant 120 feet northeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Davidson Avenue and the northerly street line of West Burnside Avenue, a line midway between Davidson Avenue and Jerome Avenue, a line 100 feet southwesterly of West 181st Street, Davidson Avenue, a line 100 feet northeasterly of West 181st Street, a line 100 feet northwesterly of Jerome Avenue, a line midway between West 183rd Street and Buchanan Place, Aqueduct Avenue East, a line midway between Evelyn Place and West 183rd Street, a line 100 feet northwesterly of Jerome Avenue, North Street, and a line midway between Davidson Avenue and Jerome Avenue, and **excluding** the area bounded by Edward L. Grant Highway, a line 470 feet northeasterly of West 169th Street, Cromwell Avenue, a line 345 feet southwesterly of West 170th Street, Inwood Avenue, West Clarke Place, Jerome Avenue, West 169th Street, Cromwell Avenue, and a line 180 feet northeasterly of West 169th Street;

Borough of The Bronx, Community Districts #4, #5, and #7, as shown on a diagram (for illustrative purposes only) dated August 21, 2017, and subject to the conditions of CEQR Declaration E-442.

BACKGROUND

Known as the “Jerome Avenue Rezoning” initiative, the Bronx office of the Department of City Planning (the applicant) is proposing a comprehensive Zoning Map change The following chart identifies these changes which are proposed for an approximate 92 block area:

- | | | | | | |
|---------------|----|----------|-------------|----|----------|
| 1) R7-1 | to | R7A/C2-4 | 13) R8 | to | R8A |
| 2) R7-1 | to | R7D | 14) R8/C1-4 | to | C4-4D |
| 3) R7-1 | to | R8/C2-4 | 15) R8/C2-4 | to | R9A/C2-4 |
| 4) R7-1 | to | R8A | 16) R8/C2-4 | to | R8/C2-4 |
| 5) R7-1 | to | R8A/C2-4 | | | |
| 6) R7-1 | to | R9A/C2-4 | 17) C8-3 | to | R7A |
| 7) R7-1 | to | C4-4D | 18) C8-3 | to | R7A/C2-4 |
| 8) R7-1/C1-4 | to | R8A/C1-4 | 19) C8-3 | to | R8A |
| 9) R7-1/C1-4 | to | R9A/C2-4 | 20) C8-3 | to | R8A/C2-4 |
| 10) R7-1/C2-4 | to | R4-4D | 21) C8-3 | to | R9A/C2-4 |
| 11) R7-1/C2-4 | to | R8A/C2-4 | 22) C8-3 | to | C4-4D |

12) R7-1/C2-4	to	R7D/C2-4			
23) C4-4	to	R7A/C2-4	26) M1-2	to	R8A
24) C4-4	to	R8A/C2-4	27) M1-2	to	R8A/C2-4
25) C4-4	to	R8A/C2-5	28) M1-2	to	R9A
			29) M1-2	to	R9A/C2-4

General boundaries for this rezoning proposal “centers” around Jerome Avenue, between 167th Street on the south and 183rd Street on the north. South of 167th Street the boundary extends to McClellan Street on River Avenue. Additional general boundaries includes:

- Edward L. Grant Highway, between Woodycrest Avenue on the south and the Cross Bronx Expressway on the north.
- East 167th Street, between River Avenue on the west and Grandview Place on the east.
- 170th Street, between Cromwell Avenue on the west and the Grand Boulevard and Concourse on the east.
- Mount Eden Avenue, between Jesup Road on the west and the Grand Boulevard and Concourse on the east.
- West 176th Street, between Davidson Avenue on the west and Jerome Avenue on the east.
- Tremont Avenue, between Davidson Avenue on the west and Walton Avenue on the east.
- Burnside Avenue, between Aqueduct Avenue on the west and the Grand Boulevard and Concourse on the east.
- 183rd Street, between Aqueduct Avenue on the west and the Grand Boulevard and Concourse on the east.

As specifically referenced in the Docket Description, numerous zoning changes are proposed.

Eliminating R7-1 District and establishing an R7A, R7D, R8A, R9A District:

- R7-1: Allows for medium density multi-unit development. FAR ranges from 0.87 to a high of 3.44.
- R7A: Facilitates high lot coverage and multi-unit development composed of seven and eight story buildings. FAR is 4.0.
- R7D: Promotes contextual development along transit corridors. FAR 4.2. Quality Housing bulk regulations are mandatory in R7D districts.

- R8A: Quality Housing bulk regulations are mandatory. Buildings generally rise 10-to-12 stories set at or near the street line. FAR is 6.02.
- R9A: Quality Housing bulk regulations are mandatory in R9A districts. High lot coverage and buildings composed of 14-15 stories typify residential development. FAR is 7.52. The area between a building's street wall and street line must be planted and the interior amenities for residents are pursuant to the Quality Housing Program.

(Cross Reference Docket Description Points #4, #7, #8 for specific boundaries)

Changing a R7-1 and R8 District and establishing an R8A, R9A District

- R8 District allows mid-rise buildings approximating eight to ten stories, to taller buildings set back from the street on large zoning lots. FAR ranges from, 0.94 to 6.02.
- R8A: Quality Housing bulk regulations are mandatory. Buildings generally rise 10-to-12 stories set at or near the street line. FAR is 6.02.
- R9A: Quality Housing bulk regulations are mandatory in R9A districts. High lot coverage and buildings composed of 14-15 stories typify residential development. FAR is 7.52. The area between a building's street wall and street line must be planted and the interior amenities for residents are pursuant to the Quality Housing Program.

(Cross Reference Docket Description Point, #9, #13, #14, for specific boundaries)

As proposed by the applicant, the R7-1 and R8 Districts are changed to a C4-4D District. C4-4D is a contextual district which allow for uses that serve a larger region. Theaters, department stores, specialty stores are permitted. Fordham Road typifies such districts. (Cross Reference Docket Description #17, #18, for specific boundaries).

As proposed by the applicant, the C1-4 District within a proposed R7-1 District is eliminated. C1-4 Districts are commercial overlays that allow for retail activity within residential zones. Grocery stores and beauty parlors typify retail activity permitted in C1-4 Districts. (Cross Reference Docket Description Point #1 for specific boundaries)

As proposed by the applicant, the C1-4 District within a R8 District is eliminated. C1-4 Districts are commercial overlays that allow for retail activity within residential zones. (Cross Reference Docket Description Point #2 for specific boundaries)

As proposed by the applicant, the C2-4 District within a R7-1, District is eliminated. C2-4 Districts allow a wider range of uses such as funeral homes and tattoo parlors. (Cross Reference Docket Description Point #3 for specific boundaries)

As proposed by the applicant, a C2-4 District within a R7-1, R7A, R8, R8A, R9A District is established. C2-4 Districts allow a wider range of uses such as funeral homes and tattoo parlors. (Cross Reference Docket Description Point #20, #21, #22, #23 #24 for specific boundaries)

As proposed by the applicant, the C4-4 District is changed to a R7A and R8A District.

Retail development that typifies C4-4 zones is best reflected along Fordham Road.
(Cross Reference Docket Description Point #5 & #10 for specific boundaries)

As proposed by the applicant, a C8-3 District is changed to a R7A and R8A, R9A
C8 Districts “bridge” commercial and manufacturing uses. Car dealerships and auto-related
retail activity typifies development in C8 Districts.
(Cross Reference Docket Description Point #6 #11 & #15 for specific boundaries).

As proposed by the applicant a C8-3 District is changed to a C4-4D District
C8 Districts “bridge” commercial and manufacturing uses. Car dealerships and auto-related
retail activity typifies development in C8 Districts.

C4-4D is a contextual district which allow for uses that serve a larger region. Theaters,
department stores, specialty stores are permitted. Fordham Road typifies such districts.
(Cross Reference Docket Description #19 for specific boundaries).

As proposed by the applicant, a M1-2 District is changed to an R8A and R9A District.
M1-2 Districts include light industrial uses such as woodworking shops, repair shops, and
wholesale services and storage facilities. Transient hotels are allowed in M1 zones.
(Cross Reference Docket Description #12 and #16 for specific boundaries).

Establish the Special Jerome Avenue District.
(Cross Reference Docket Description #25 for specific boundaries).

Key to improving the development profile where the elevated rail line is in place, is to require
new development to adhere to zoning measures specifically provided for in this application for
the Jerome Avenue Special District. These include:

- Buildings fronting on the elevated rail would allow a maximum base height of 30 feet before requiring a 10 foot setback before rising to maximum heights.
- On wide streets intersecting Jerome Avenue, above the maximum base height, building must be set back at least 10 feet from the street. On narrow streets, this setback must be 15 feet.
- Mapping R7A and R7D with a commercial overlay would allow for retail uses along the Jerome Avenue corridor, matching the surrounding neighborhood context. Maximum building height along elevated rail is 115 feet
- Mapping R8A Districts to contextualize the areas now zoned R8. R8A Districts are also proposed along major wide streets including:
 - Edward L. Grant Highway (now zoned R7-1 & C4-4)
 - Macombs Road (now zoned C8-3)
 - 170th Street (now zoned R7-1 & C4-4)Maximum building height is 120 feet
- Mapping R9A at the confluence of multiple streets near the 167th Street #4 train station and the “D” train station on the Grand Boulevard and Concourse. Maximum building height is 195 feet along rail line, 175 feet elsewhere above the maximum base height,

building must be set back 10 feet from the street wall on wide streets, 15 feet when facing a narrow street.

- Map C4-4D at Burnside Avenue to encourage region-drawing commercial development
- Mid density residential development on Jerome Avenue with commercial overlays will create additional pedestrian activity by improving the lighting and overall profile of this area, specifically where the existing elevated rail trestle blocks out natural light during the day and hampers street lighting at night.
- Require planting, wall treatments and/or urban furniture on recessed spaces at the ground floor.
- Require non-residential uses along the ground floor
- Require that 20 percent of the façade of a building must recess three feet and by allowing dormers within 75 feet of corners
- Allow for additional building height on portions of the building fronting the elevated tracks

The applicant considers this comprehensive zoning proposal as a means to achieve a broad range of objectives that transcend the specific zoning map changes. These include the way by which the built profile within the boundaries of this proposal can improve the Jerome Avenue community. In addition, the applicant considers this as an opportunity to coordinate a wide range of services that will facilitate an improved standard of living and opportunities for those residing within this community and doing business here as well. Highlighting some of what these objectives are include:

- 1) Create a “sense of place” along the Jerome Avenue corridor, specifically where the presence of the elevated subway trestle is in place
- 2) Preserve existing affordable housing
- 3) Surveying of distressed properties through HPD’s Neighborhood Planning and Preservation Unit to connect property owners to resources which can be used to remediate the conditions of these properties.
- 4) Implement Mandatory Inclusionary Housing (MIH) to require all new residential development that occurs within the Jerome Avenue Special District be permanently affordable
- 5) Work with local businesses and developers along with the Department of Small Business Services (SBS) to promote economic opportunity for community residents.
- 6) Facilitate construction of affordable residences in one of New York City’s most “transit rich” locales.
- 7) Create greater retail diversity
- 8) Support the existing auto-related businesses and workers through the city’s Workforce1 Centers

- 9) Working with the Mayor's Office of Workforce Development, the Department of Health and Mental Hygiene, Department of Small Business Services (SBS), Mayor's Office of Immigrant Affairs; together these agencies will address the needs of the local workforce
- 10) Market services and opportunities within the Jerome Avenue corridor
- 11) Provide access to capital to support business and compliance needs
- 12) Encourage development that will enhance Jerome Avenue's built profile as being safe, lively and active, resulting in a dramatic increase in pedestrian activity
- 13) Create more inviting public spaces, specifically on Jerome Avenue and along those avenues and streets that intersect Jerome Avenue through the installation of better lighting, coordinated street furniture and street trees
- 14) Improve the numerous step-streets that are present along Jerome Avenue, specifically at Featherbed Lane to Davidson Avenue at West 174th Street, Clifford Place--- between the Grand Concourse and Walton Avenue
- 15) Consider ways by which access to the Cross Bronx Expressway at Jerome Avenue can be improved to reduce vehicular-pedestrian conflict
- 16) Improve wayfinding along the Jerome Avenue corridor, specifically where subway stations and bus transfer points exist
- 17) Encourage the Metropolitan Transportation Authority (MTA) to improve ADA compliant access to both the #4 and "D" train stations
- 18) Design and reconstruct numerous public park properties including:
 - o Corporal Fischer Park
 - o Grant Park
 - o Aqueduct Walk
- 19) Identify locations for the siting of new public school facilities

Pending approval of this application a total of 15 residential buildings now located in either a C8 or M1 zone, will be located in a residential zone. Consequently, this existing development will conform to the proposed Zoning Map amendment.

Existing development within the area this application is considering includes mid-rise residential buildings on avenues running parallel to Jerome Avenue. As heretofore noted, 15 low and mid-rise residential buildings are located within the area being considered by this application. Consequently, whereas these buildings are currently located in either an M1-2 or C8 zone and

are therefore non-conforming, pending adoption of this application, these residential buildings will be conforming to an “R” zone.

Retail development prompting high levels of pedestrian traffic is typified by one-story commercial venues are situated on streets interesting Jerome Avenue; among these are 167th Street, 170th Street, Mount Eden Avenue, 175th Street, Tremont Avenue, Burnside Avenue, and 183rd Street. Commercial development specifically on Jerome Avenue includes auto-related venues, hardware supply stores, off-street parking facilities including garage bays, fast-food and dining establishments. Numerous discount retail stores and supermarkets are also found on Jerome Avenue. The recently completed New Settlement Community Center and Public School 240 are located on the west side of Jerome Avenue, in the vicinity of West 172nd Street. Jennie Jerome Park is a public park typified by benches located on asphalt is located on the east side of Jerome Avenue at 174th Street. Additional city-owned mapped parkland noted by the applicant includes:

Inwood Park	Corporal Fischer Park
Morton Playground	Aqueduct Walk
Grant Avenue Park	Richman Park (aka Echo Park)

Access to the Cross Bronx Expressway (Interstate 95) is situated on Jerome Avenue at 174th Street. Subway service via the #4 Train operates on an elevated trestle. Within the area this application is considering this subway service is available at 167th Street, 170th Street, Mount Eden Avenue, 176th Street, Burnside Avenue and 183rd Street. Subway access to the “D” Train is located on the Grand Concourse, approximately three blocks east of Jerome Avenue. Station stops include, 167th Street, 170th Street, 174-175th Streets, Tremont Avenue and 182-183rd Streets. Ample bus transportation is also found within this area, this includes both crosstown and uptown-downtown lines.

The primary rationale for proposing this application by the Department of City Planning is based on the city’s need for additional affordable residential housing. As stated by the applicant’s representatives, the Jerome Avenue corridor is well served by mass transit and offers easy access to both Interstate 95 (The Cross Bronx Expressway) and Interstate 87 (The Major Deegan Expressway). Existing development along this corridor however, is virtually void of any residential accommodations. As such, the Department of City Planning is proposing the “Special Jerome Avenue District,” which it is predicted will eventually yield approximately 4,000 additional residential units. Such development is prohibited in a C8 or M1 zones.

ENVIRONMENTAL REVIEW AND ULURP CERTIFICATION

This application was reviewed pursuant to CEQR and SEQRA and received a Negative Declaration. This application was certified as complete on August 21, 2017.

BRONX COMMUNITY BOARD PUBLIC HEARINGS

This application was reviewed by Bronx Community Board #4, #5 and #7. Community Boards #4 and #5 convened a joint hearing on October 4, 2017. Community Board #7 held a public

hearing on October 10, 2017. Each Community Board voted to approve this application with modifications. The votes were:

- Community Board #4: 32 in favor, four opposed, two abstaining
- Community Board #5: 18 in favor 11 opposed, one abstaining
- Community Board #7: 21 in favor two opposed zero abstaining

BOROUGH PRESIDENT'S PUBLIC HEARING

The Bronx Borough President convened a public hearing on this matter on November 2, 2017. The applicant spoke in favor of this application. Approximately 150 members of the public were present. All those who signed a speaker's slip were provided a two-minute time frame to offer testimony. Of those speaking, 51 people expressed opposition to this application, requesting that the Borough President recommend denying approval. Five people spoke in favor of the application. Four took no position or made a neutral statement, but recommended improvements. The hearing remained open for submission of written testimony until 5:00 p.m. on Thursday, November 9, 2017.

BOROUGH BOARD HEARING

The Bronx Borough Board convened a public hearing to vote on this matter on November 27, 2017. The applicant spoke in favor of this application. The Borough Board voted to approve this application with a vote of 8 in favor, zero opposed, and three abstentions.

BRONX BOROUGH PRESIDENT'S RECOMMENDATION

Encompassing 92 blocks, the Special Jerome Avenue District represents one of the most comprehensive Zoning Map changes ever to be proposed for any Bronx community during my tenure as Borough President. It has prompted one of the most detailed studies undertaken by my administration, City Council Member Vanessa Gibson, the Department of City Planning's Bronx office and the Department of Housing Preservation and Development. I appreciate the magnitude of this undertaking. Nonetheless however, this matter remains most contentious. Perhaps this is because of what many Bronx residents see as having taken place in other communities where zoning changes impacting a multi-block area were adopted, most notably in Brooklyn.

Among many facts that I must consider as provided to me by my planning staff, Council Member Vanessa Gibson, the Department of City Planning and the Department of Housing Preservation and Development (HPD) include:

- The City of New York has an overwhelming need for additional affordable residential units that would include a broad range of incomes, especially for very and extremely low-income residents.
- If this zoning proposal is adopted, the Department of City Planning estimates that approximately 4,000 units of additional residential units is possible. Where C8 and M1 zoning is in place residential development is prohibited. I remain convinced this development projection is low.

- The median household income within the Jerome Avenue study area is approximately \$25,900 per year
- Two thirds of the existing residential units within this area are rent regulated.
- There is currently a combined shortage of 3,248 school seats within School Districts #9 and #10. Some estimates suggest this current shortage is substantially higher.
- Adding an additional 4,000 residential units will yield 2,388 additional students residing in School Districts #9 and #10.
- In Bronx Community Board #5 the current ratio of resident to mapped city-owned parkland is 5,000 people to every one acre.
- At my public hearing those speaking out against approving this application far exceeded those speaking out in favor of its adoption.
- The Department of City Planning and HPD both referred to a \$1 billion investment fund through which a vast array of infrastructure and related improvements could be funded. The actual sum remaining available that might be tapped for eligible projects within the Jerome Avenue community remains unknown.
- Based on the outstanding effort made by Council Member Gibson, approving this application will facilitate capital investment made by the City of New York towards improving this community's quality of life. The range of investments and services include:
 - \$4.6 million for the redesign and reconstruction of Corporal Fischer Park
 - \$4 million to rebuild Morton Playground
 - Investing in new streetscape specifically designed for locations under the #4 train's trestle
 - Improving security
 - New and more efficient street lighting throughout the community
 - Create a specific Small Business Services (SBS) marketing plan to reach businesses on Jerome Avenue, connecting perspective employees with employers
 - Bring the SBS Mobile van to Jerome Avenue
 - Support community formation of a jobs network which will advise residents of good paying employment and provide access to job training and educational services
 - Bring Landlord Ambassadors to Community Districts #4 and #5
 - Enforce and follow-up on code enforcement

As I chaired my public hearing on this matter, every person who sought to offer comment was given the chance to do so. As such, this hearing lasted for upwards of four hours. Summarizing what was said, I offer the following points:

- There is an overwhelming fear that introducing new residential development into this community will ultimately result in tenant harassment by property owners who will want to capitalize on the influx of new, more affluent residents.

- As the median household income in this area approximates \$25,900 annually, the additional housing this plan would facilitate will far exceed the affordability of those who now reside in the Jerome Avenue community
- Whereas the School Construction Authority acknowledges there is now a shortage of school seats serving this community, no commitment of any kind is currently being considered to rectify this problem as it now exists.
- Substandard housing, most notably a profound problem associated with vermin infestation, has been known by the city for years, yet to date the problem has not in any noticeable way been corrected.
- Currently the only subway stations that are ADA compliant within the proposed boundaries of this application include the 161st Street stations serving the #4 and “D” trains.
- Residents of this community acknowledge the all-encompassing improvements and the additional ancillary services the city will offer those who currently reside in this community (for example job training programs, etc.). They now question why these services have not be made available in the past.

Having noted these many points, the stark reality is that the Docket Description being presented for consideration by myself and the Planning Commission makes no reference to the many recommendations, goals or capital improvements as articulated by all those who have been a party to this matter. As such, I entered negotiations with the City of New York and New York City Department of City Planning (DCP) to attain certain commitments that would address a significant amount of concerns regarding this proposed rezoning by the stakeholders involved.

The commitments, as agreed to by the City of New York and the relevant agencies, are as follows:

- 1) The City will launch a Certificate of No Harassment (CONH) Pilot Program that includes Bronx Community Districts #4 and #5 to protect tenants from being harassed from their homes.
- 2) The City has committed to preserving 1,500 units of affordable housing over a two-year period in Community Districts #4 and #5, keeping thousands of residents in affordable homes over the long-term.
- 3) In partnership with my office, HPD will create a Southwest Bronx Housing Task Force to identify buildings of concern. HPD will then create action plans for review and follow-up for these affected buildings.
- 4) The City has committed to guarantee that at least 10% of units will be set-aside for families earning less than 30% of the Area Median Income (AMI), and an additional 10% will be set-aside for families earning between 30- 50% of AMI in HPD-financed new construction developments greater than 45 units, as a result of this rezoning. This will assure that these neighborhoods will remain truly mixed-income communities that serve some of our most at-risk residents

- 5) The City will guarantee that half of the units constructed with HPD financing will be reserved for current residents of the local community district pursuant to HPD's marketing guidelines.
- 6) The City has committed to extending a R8A zone west along Featherbed Lane to Macombs Road that will include the Starhill Campus (site of the original Calvary Hospital), which is managed by Services for the Underserved (SUS), a Citywide supportive housing organization, who has had a presence in The Bronx for over 30 years. SUS has committed to provide up to 400 units of affordable supportive and family residences, while setting aside 12,000 square feet or .275 acres of the site for publicly accessible open space (ownership and maintenance of which will be determined at a later date). The site will also include a community center and clinic.
- 7) The City has committed \$8-\$10 million to rehabilitate and provide access to the southernmost portion of Aqueduct Walk located between Burnside and Tremont Avenues, which has lain fallow for decades. This commitment includes providing access to this stretch via Morton Playground at the southern entrance, and reconstructing a pedestrian bridge over Burnside Avenue that would connect the northern part to the existing portion of Aqueduct Walk. This would provide both additional useable parkland in Morris Heights and establish better connections to open space in other neighborhoods.
- 8) DCP commits to a full discussion at the City Planning Commission on expanding the "C8 preservation zones", which would allow for more existing automotive uses within the Jerome Avenue corridor to remain, expand or relocate to these areas.

I am pleased and appreciative of these commitments the City has made. The scope of these commitments, I understand, is the largest the City has made on a rezoning prior to a Borough President's vote. In addition to these commitments, there are still several issues that I would ask the City to address. I urge that these issues be discussed and resolved either at the City Planning Commission or City Council:

- 1) While the commitment of preserving 1,500 units within Community Districts #4 and #5 over the next two years is welcome, I urge the City to commit to at least 2,000 units. Preservation is the biggest concern of these communities, as conditions are poor in many of these buildings coupled with the fear that major capital improvements will force them out of their homes.
- 2) HPD must create a comprehensive list of all residential buildings within a half-mile radius of where new zoning is to be established, pursuant to this application's approval. HPD must then vigorously enforce all applicable housing codes while making available to property owners access to funding resources that will bring about compliance and by so doing aggressively preserve the privately owned, existing housing stock. The status of housing violations and legal services to tenants must be

made available to those elected officials who represent this area and to Community Boards #4, #5 and #7.

- 3) HPD must ensure that all new residential development of affordable housing to be constructed within the Special Jerome Avenue District comply with the following minimum gross square foot unit sizes, including:
 - a. Studio units: 400 Square Feet
 - b. 1 Bedroom units: 600 Square Feet
 - c. 2 Bedroom units: 850 Square Feet
 - d. 3 Bedroom units: 1,100 Square Feet
- 4) Acknowledging that the City of New York has established a specific sum of money for targeted improvements to be made within the Special Jerome Avenue District, a minimum amount (acknowledging that the actual costs may warrant additional allocations) of these monies must be so committed prior to adopting this zoning text amendment in order to best assure that the commitments made to the community and its elected officials can be realized.
- 5) The current shortage of school seats must be resolved by identifying potential sites for new school buildings and these new buildings must offer a seating capacity that anticipates any additional residential development prompted by approval of this application.
- 6) All retail establishments must allow for ample “sidewalk lighting” and transparency as produced by window displays. All security gates must be located within the store and not “block out” window shopping opportunities after closing.
- 7) Below are my recommendations for the expansion of the “C8 preservation zones.” Expansion in these areas meet an essential nexus of locating these facilities near the Cross Bronx Expressway, while still providing neighborhood access:
 - o East side of Jerome Avenue, between Jennie Jerome Playground and East 175th Street;
 - o Both sides of Jerome Avenue between Goble Place and the Cross Bronx Expressway
 - o East side of Inwood Avenue, between West 172nd Street and West Mount Eden Avenue.
- 8) In addition to expanding the “C8 preservation zones,” the City must identify alternative Bronx locations for any existing automotive facilities that may be displaced, and adequately fund relocation, training and certification costs that would maintain viability for these businesses to operate and bring them in compliance.
- 9) A commitment by the Department of Parks and Recreation and the Department of Transportation to realize the following objectives:

- Capital funding resources allocated for the reconstruction and redesign of Edward L. Grant Highway to include traffic calming features such as wider planted medians, additional street-trees, and dedicated center bicycle lanes.
 - Capital monies allocated for design and reconstruction of the malls located on University Avenue between West 174th Street and West Tremont Avenue that includes dedicated center bicycle lanes.
 - Capital funds committed to the full design and build-out of Grant Avenue Park, including the de-mapped street bed.
 - The Department of Transportation and the Metropolitan Transportation Authority (MTA) agree on a lighting plan that may require installation of LED lights directly on the #4 Train's trestle.
 - A comprehensive review of all step-streets that are within the Special Jerome Avenue District be undertaken by the Department of Transportation and that those step streets which require reconstruction; the monies for such work be identified and committed by 2020.
- 10) The establishment of a community center that would serve the under-resourced Highbridge neighborhood, which the southernmost end of the proposed rezoning abuts.
- 11) MTA commitment to installing ADA compliant elevators at Burnside Avenue and 170th Street on the #4 Train line and at Tremont Avenue and 167th Street on the "B/D" Train.

With the aforementioned commitments made by the City on behalf of both Council Member Gibson and myself, the City has acted in good faith to this point in addressing the serious concerns of the impacted communities. There is still much work to be done. I have full faith in the abilities of the City Planning Commission and City Council to act upon both my additional recommendations and other community concerns to assure that the implementation of this rezoning works to prevent longtime, invested residents from being displaced and that appropriate mitigation measures are realized pertaining to needed capital commitments that directly serve these residents, as well as potential business concerns, such as displacement, training and certification. With these commitments and recommendations, I vote in favor of this rezoning with conditions.

**BOROUGH PRESIDENT
RECOMMENDATION**

**CITY PLANNING COMMISSION
22 Reade Street, New York, NY 10007
Fax # (212)720-3356**

INSTRUCTIONS

1. Return this completed form with any attachments to the Calendar Information Office, City Planning Commission, Room 2E at the above address.
2. Send one copy with any attachments to the applicant's representative as indicated on the Notice of Certification.

APPLICATIONS NOS: C 170305 MMX- Corporal Irwin Fischer Park

DOCKET DESCRIPTION-PLEASE SEE ATTACHMENT FOR DOCKET DESCRIPTION

COMMUNITY BOARD NO. #4


BOROUGH: BRONX

RECOMMENDATION

- APPROVE**
- APPROVE WITH MODIFICATIONS/CONDITIONS (List below)**
- DISAPPROVE**

EXPLANATION OF RECOMMENDATION-MODIFICATION/CONDITIONS (Attach additional sheets if necessary): PLEASE SEE ATTACHMENT FOR THE BOROUGH PRESIDENT'S RECOMMENDATION


BOROUGH PRESIDENT


DATE

**BRONX BOROUGH PRESIDENT'S RECOMMENDATION
ULURP APPLICATION NO: C 170305 MMX
Corporal Irwin Fischer Park Mapping**

DOCKET DESCRIPTION

IN THE MATTER OF an application submitted by the New York City Department of City Planning and the New York City Department of parks and Recreation pursuant to Sections 197-c and 199 of the New York City Charter and Section 5-430 *et seq.* of the New York City Administrative Code for an amendment to the City Map involving:

- The elimination, discontinuance and closing of Corporal Irwin Fischer Place between Nelson Avenue and Shakespeare Avenue;
- The establishment of parkland in the area bounded by Nelson Avenue, West 170th Street, Shakespeare Avenue and West 169th Street;
- The adjustment of grades and block dimensions necessitated thereby;

Including authorization for an acquisition or disposition of real property related thereto, in Community District #4, Borough of The Bronx, in accordance with Map No. 13140 dated August 8, 2017 and signed by the Borough President.

BACKGROUND

Approval of this application will facilitate the demapping of a “paper street” that is in place on property designated as Irwin Fischer Park. This property is triangle-shaped site composed of 0.49 acres. It is located on Block 2520, Lot 19, and is situated southeast corner of West 170th Street on the north, Nelson Avenue on the west. The southern boundary of the site is situated midblock with West 169th Street on the south and Shakespeare Avenue on the east.

The area proposed for demapping is situated on the southern segment of the site. This segment is composed of 11,793 square feet of unimproved property with a width of 50 feet and was dedicated for public use in November, 1924. It extends for one block from Nelson Avenue on the west, to Shakespeare Avenue on the east and measures 217 feet in length. The Department of City Planning and the Department of Parks and Recreation, (the applicants) seek to demap this unbuilt portion of property, which will achieve two objectives:

- 1) The “paper street” now in place will be removed;
- 2) The property on which this unbuilt street is located will then become part of Corporal Irwin Fischer Park and thereby can be developed as part of this public park facility by the Department of Parks and Recreation.

Corporal Irwin Fischer Park remains entirely unimproved and unbuilt. It is secured by chain-link fencing.

Corporal Irwin Fischer Park is located on Bronx Community District #4. Zoning of the adjacent properties in this area is R7-1. This area is also subject to a Zoning Map amendment (ULURP Application # C 189951 ZMX) which is concurrently being considered for adoption.

Development of the surrounding community is typified by mid-rise residential buildings and low-rise, one and two family homes. Numerous religious institutions and a women's shelter are also located in the adjacent community. Commercial development includes auto-related facilities on West 170th Street and retail activity on Edward L. Grant Highway. Access to subway service is available on Jerome Avenue at 170th Street, approximately six blocks east of the site.

ENVIRONMENTAL REVIEW AND ULURP CERTIFICATION

This application has been reviewed pursuant to SEQR and CEQR and received a Negative Declaration. The New York City Planning Commission certified this application as complete on August 21, 2017.

BRONX COMMUNITY BOARD PUBLIC HEARING

Bronx Community Board #4 held a public hearing on this application on October 4, 2017. A vote recommending approval of this application was, 32 in favor, four against and two abstaining.

BOROUGH PRESIDENT'S PUBLIC HEARING

This Bronx Borough President convened a public hearing on this application on November 16, 2017. A representative of the applicant was present and spoke in favor of this application. No other members of the public were in attendance and the hearing was closed.

BRONX BOROUGH PRESIDENT'S RECOMMENDATION

Approving this application will facilitate the demapping of an unbuilt street that currently occupies a significant segment of Corporal Irwin Fischer Park. This modest size park composed of 0.49 acres is located in the vicinity of West 170th Street at Nelson Avenue. Given that this area lacks a conveniently located public park, I am most anxious to see this application approved and plans to design and construct a park move forward.

I recommend approval of this application.