An aerial photograph of the Jerome Avenue Corridor in the Bronx, New York, overlaid with a semi-transparent blue filter. The image shows a dense urban area with a grid of streets, interspersed with green spaces and several large bodies of water, including a reservoir on the left and a park-like area with a pond on the right. The text is positioned in the upper and lower left portions of the image.

**PLACE-BASED COMMUNITY BROWNFIELD PLANNING
FOUNDATION REPORT ON EXISTING CONDITIONS**

JEROME AVENUE CORRIDOR, BRONX

**FINAL
NOVEMBER 2015**

PURPOSE

This existing conditions foundation report was commissioned by the New York City Mayor's Office of Environmental Remediation (OER) to assist citizens and community based organizations (CBO's) to perform area-wide planning for revitalization of vacant and underutilized brownfield properties. Area-wide planning by citizens is supported by OER under the NYC Place-Based Community Brownfield Planning Program and by the New York State Department of State in the Brownfield Opportunity Area (BOA) Program. In addition to planning assistance, OER provides financial and technical assistance to CBO's for cleanup and redevelopment of brownfield properties and seeks to help citizens foster greater health and well-being in their neighborhoods.

Brownfields are vacant or under-utilized properties where environmental pollution has deterred investment and redevelopment. Pollution introduces many risks to land development and often causes community and private developers to pass over these properties, especially in low income neighborhoods where land values may be depressed and insufficient to cover added cleanup costs. Over time, brownfield sites accumulate and cluster in these neighborhoods, presenting heightened health risks while also reducing opportunities for small businesses, permanent new jobs, and affordable housing. OER has established a wide variety of programs to support place-based community brownfield planning and establish a local vision for use of these properties, and to help bring community plans to life. Using these tools, we seek to help citizens turn brownfield liabilities in their neighborhoods into community assets.

This existing conditions foundation report provides an overview of the study area's geologic and natural features, historical development patterns, zoning, land use and infrastructure, as well as demographic and economic profiles, a summary of environmental conditions and a preliminary evaluation of potential strategic properties. It is intended to initiate an ongoing process of data collection and analysis to better inform community planning activities and visioning and to enable citizens to make more informed decisions about their neighborhoods. This report was prepared by the New York City Department of City Planning under contract with the Mayor's Office of Environmental Remediation.

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Introduction

The Jerome Avenue Corridor area identified for study is located in the south-western portion of the Bronx. While the surrounding neighborhoods are largely residential, the Jerome Avenue study area is characterized by industrial uses that are mainly automotive in nature. Given its history, the likelihood of environmental contamination is high, which may lead to barriers to future redevelopment. While New York City and the borough of the Bronx have experienced significant economic development over the past decade, contamination may continue to impede revitalization of properties in this area.

The Jerome Avenue Corridor study area is composed of portions of a 26-block area that is characterized by a predominance of commercial and manufacturing zoning districts. It is located south of the Cross-Bronx Expressway (I-95) and west of the Grand Concourse, a major historic corridor in the South Bronx. Situated in the northwest corner of Community District 4 (CD4) in the Bronx, the study area is bounded on the south by the intersection of Cromwell and Jerome Avenues, while on the north it extends just beyond West Mt. Eden Avenue. On the western side, the study area extends to the Edward L. Grant Highway and over to Jesup Avenue, while on the eastern side it is bounded by Jerome Avenue until East 170th street, along which it extends to Grand Concourse. Above East 170th street, the study area extends to Townsend Avenue.

Since the study area itself is not residentially zoned, the demographic, social, economic, and employment indicators and data were drawn from the surrounding community, an aggregation of all Census Tracts that encompass or are directly adjacent to the study area. These are tracts 197, 199, 209, 211, 213.02, 219, 221.01, 223, 227.02, and include the residential neighborhoods of Mount Eden to the northeast and Highbridge to the west. Cumulatively, this area spans from the Cross Bronx Expressway to the north, 166th street and McClellan street to the south, Ogden Avenue and Dr. Martin Luther King Jr. Boulevard to the west, and the Grand Concourse to the east, except for a stretch between East 168th to East 170th street, where the boundary is Walton Avenue. In the following pages, the broad community context map (Map 2) provides a geographic context for the study area.

While the South Bronx has seen a dramatic increase in investment and development over the last decade, development in the study area has remained largely static and stagnant. The past few years, however, have marked an upward trend around Jerome Avenue: there have been three new developments in the area, and several developers have expressed interest in sites within its boundaries. However, barriers to further investment still exist due in part to a long history of environmental contamination in the neighborhood. The place-based community brownfield planning area would encompass approximately 64 acres and affect the commercial and industrially zoned area and the community facilities, automotive related uses, and vacant property that might ultimately be developed.

The analysis in this report was conducted in the summer of 2013, before the Jerome Avenue Study commenced as an initiative of Mayor DeBlasio's Housing New York plan. The Department of City Planning's Jerome Area Study encompasses an area that includes but is larger than the area analyzed in this Jerome Avenue Corridor report. At times, the Jerome Avenue Corridor is referred to as the Cromwell-Jerome BOA Study Area (an earlier nomenclature) in maps and charts in this report.

Task 1. Description of Proposed Project, Boundary and Public Participation

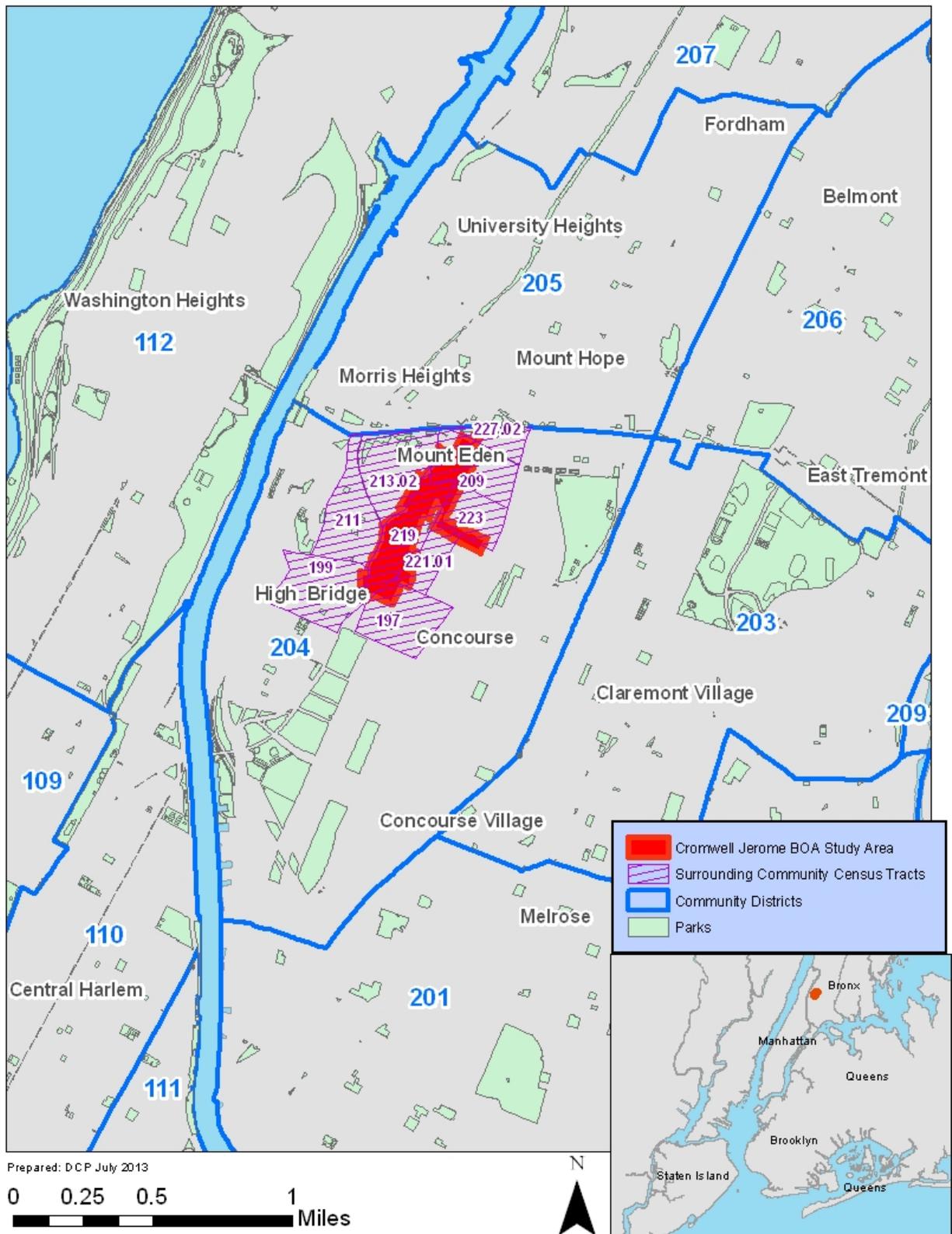
Community Overview and History

Geographic location in relation to the county and region

The Jerome Avenue Corridor study area is located in the southwestern region of the Bronx between the residential communities of Highbridge and Mount Eden (see Map 1). The Jerome Avenue area is composed of portions of a 26-block area south of the Cross-Bronx Expressway (I-95) and west of the Grand Concourse, a major historic corridor in the west South Bronx. It is located in the northwest corner of Community District 4 (CD4) in the Bronx. The study area is bounded on the south by the intersection of Cromwell and Jerome Avenues, while on the north it extends just beyond West Mt. Eden Avenue. On the western side, the study area extends to the Edward L. Grant Highway and over to Jesup Avenue, while on the eastern side it is bounded by Jerome Avenue until East 170th street, along which it extends to Grand Concourse. Above East 170th street, the study area extends to Townsend Avenue.

As of the 2010 Census, the Bronx is the fourth most populous borough of New York City with nearly 1.4 million people – about 17 percent of all New York City residents. Since the previous Census in 2000, the borough has grown nearly 4 percent. The borough is bounded by the Harlem River to the South, the East River to the East, The Hudson River to the west, and Westchester County to the North.

Map 1: Broad Community Context Map: The Bronx, Community Districts, Census Tracts, Study Area Boundaries



Historical Context

The Study Area is situated in the South Bronx portion of the borough, which includes the neighborhoods of Mott Haven, Melrose, Concourse Village, Claremont Village, High Bridge, Mount Eden, Morrisania, Longwood and Hunts Point.

Originally part of Westchester County, the Bronx became fully incorporated within New York City in 1898. Once known for its quiet streets and farmland, the landscape of the Bronx quickly gave way to factories and urbanization.

In 1841, the New York and Harlem Railroads began regular commuter service between the Bronx and Manhattan, and in 1905 the first subway connecting the Bronx and Manhattan was established. Cheap rapid transit enabled hundreds of thousands of immigrants (many Irish-Americans, Italian-Americans and Jewish-Americans) to leave tenements in Manhattan for spacious new apartments in the Bronx. With this influx of population in the early 20th century, the economy of the Bronx grew rapidly and the borough underwent rapid growth after World War I.

Modeled after the Champs-Élysées in Paris, the Grand Concourse was completed in 1909. Flanked by tree-lined avenues with luxurious Art Deco and modernist apartment buildings, it served as a great commercial nexus. The housing stock here had many more amenities than what existed in the other boroughs: most residents had private bathrooms, central heating and hot water, and many even had mechanical refrigeration. Public attractions such as the Bronx Zoo and New York Botanical Gardens were built to the north, along with prestigious academic institutions including New York and Fordham Universities as well as the Bronx High School of Science. To the south, Yankee Stadium was completed in 1923. In addition to hosting a boom of residential development, the South Bronx also served as an epicenter for manufacturing in the early part of the 20th century.

The onset of the Depression ended the period of tremendous growth that had begun in the late 19th century. Throughout the 1930s, '40s and '50s, most of the early immigrants to the area (predominantly Europeans) migrated out to the suburbs, leaving a population predominantly made up of African Americans and Hispanics, specifically Puerto Ricans and Dominicans. Buildings languished as capital shifted out of the area. Coupled with the loss of industry rental housing that saw general disinvestment due to rent control introduced during the Second World War, general disinvestment sent the South Bronx into decline.

Extending for several decades, the wartime rent controls discouraged investment and ultimately home ownership, and are often cited as a primary cause of the widespread arson that ravaged the Bronx. Disincentivized from paying to repair aging buildings, landlords set fire to their properties in order to collect insurance. Tenants also took advantage of the city's policy that burned out residents received priority in public housing and were eligible for a stipend for furniture and set their buildings ablaze as well.

During this time, a major thoroughfare was being constructed in the area. Part of Robert Moses's massive urban renewal program in New York City, the Cross Bronx Expressway was begun in 1943 and completed in 1963. Construction caused massive displacement, and cut through the center of what had been a tight-knit community and thriving neighborhood.

The combined effects of policy, economics and demography contributed to making the South Bronx an emblem of urban decay and enduring poverty in New York City. The South Bronx is part of New York's 16th Congressional District, one of the five poorest Congressional Districts in the United States. Community organizations like SoBRO were founded to address the issues described above.

Demographic, social, economic, and employment indicators

Demographics

For the purposes of this demographic analysis, the “Surrounding Community” refers to all census tracts that include and/or are directly adjacent to the Jerome Avenue Corridor study area: 197, 199, 209, 211, 213.02, 219, 221.01, 223, 227.02 (See Map 1). As of the 2010 Census, the surrounding neighborhood has population of 42,958 people, a decrease of 6.11% from the 2000 Census count of 45,755 (see Appendix B, Map B3). It is important to note, however, that some of this change may be due to the redrawing of census tracts in 2010.¹

Losses were counted in the Hispanic or Latino and Black or African American populations at roughly 5 and 7.5 percent, respectively. While gains were made in the white and Asian populations, these populations are so small that the changes are diminutive.

As of the 2010 Census, the majority of the residents in the Jerome Avenue study area are Hispanic or Latino. Nearly 70 percent of the population self identifies within this demographic, while the rest is largely made up of Black or African Americans. Asians make up two percent of the population within the study area, while one percent of residents identify as “White alone” or “Two or More Races.”

Compared with the rest of New York City, this neighborhood has a significantly higher proportion of people with Hispanic and Latino origins.

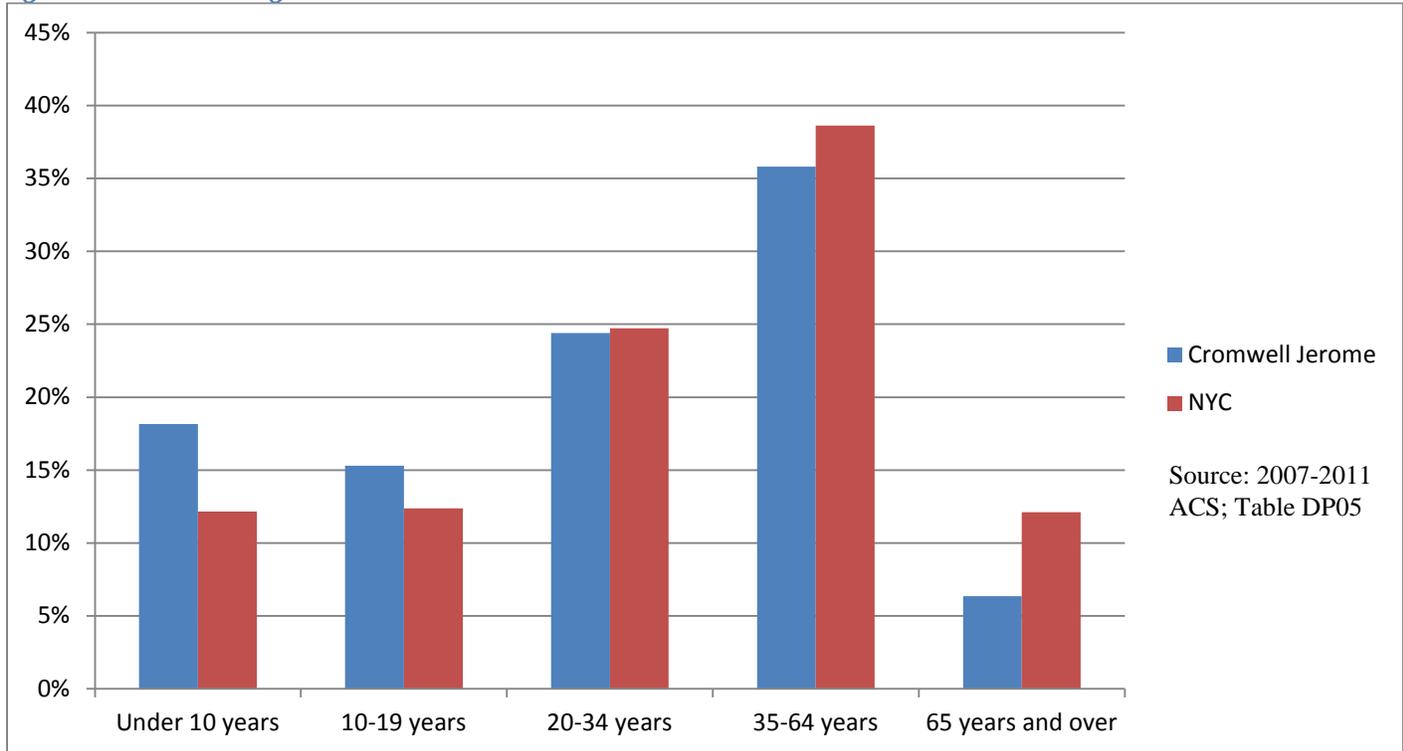
Figure 1: Race/Hispanic Origin among residents in Jerome Avenue Corridor (Surrounding Community) and NYC

Race/Hispanic Origin among residents in Jerome Avenue Surrounding Community and NYC				
	Jerome Avenue Surrounding Community		NYC	
	Number	Percent	Number	Percent
Total	42,958	100%	8,175,133	100%
Hispanic or Latino	29,162	68%	2,336,076	29%
White alone	533	1%	2,722,904	33%
Black or African American alone	11,858	28%	1,861,295	23%
American Indian, Alaska Native, Native Hawaiian or Other Pacific	100	0%	17,427	0%
Asian alone	738	2%	1,030,914	13%
Some Other Race alone	195	0%	57,841	1%
Two or More Races	366	1%	148,676	2%
Source: US Census Bureau, 2010 Census, SF1				
Population Division - New York City Department of City Planning				

¹ Though the geography is roughly the same, an area in the eastern portion of the study area (from East 168th street to 170th street) is not included in the 2010 “surrounding community”, which also extends slightly further north than the 2000 “surrounding community.”

The Jerome Avenue Corridor study area contains a higher percentage of children than the rest of New York City as a whole. Compared with the rest of New York City, the Jerome Avenue Corridor area has comparable portion of adults aged 20 to 34 years, with just fewer than 25 percent of the population. The area has significantly fewer older adults between the ages of 35 and 64 as well as 64 and older than the rest of the city.

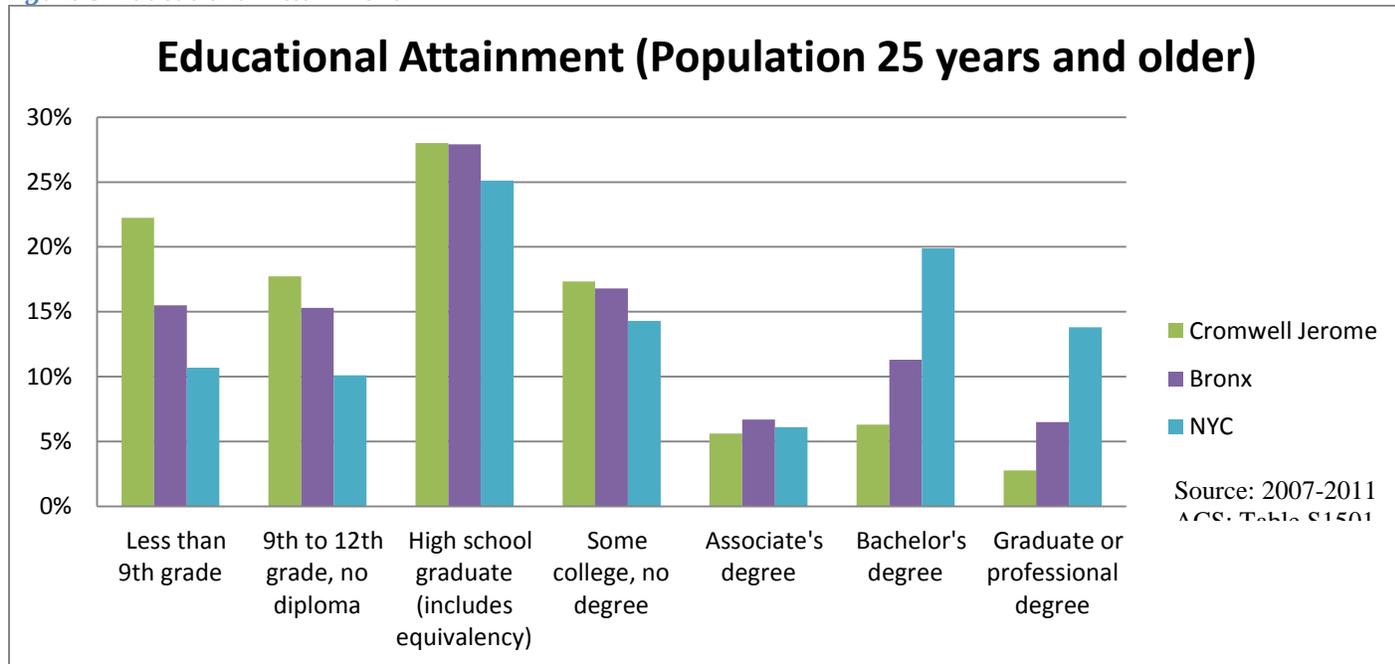
Figure 2: Residential Age Distribution



Education

Based on ACS 2011 5 Year estimate, the population of the Jerome Avenue Corridor study area has roughly the same percentage of high school graduates as the rest of the borough and New York City. However, there is a much greater percentage of residents who have not attended high school at all, failed to graduate or did not complete their GED. The area has significantly lower percentages of attainment of bachelor, graduate and/or professional degrees than both the rest of the Bronx and New York City.

Figure 3: Educational Attainment



Economic and Employment Indicators

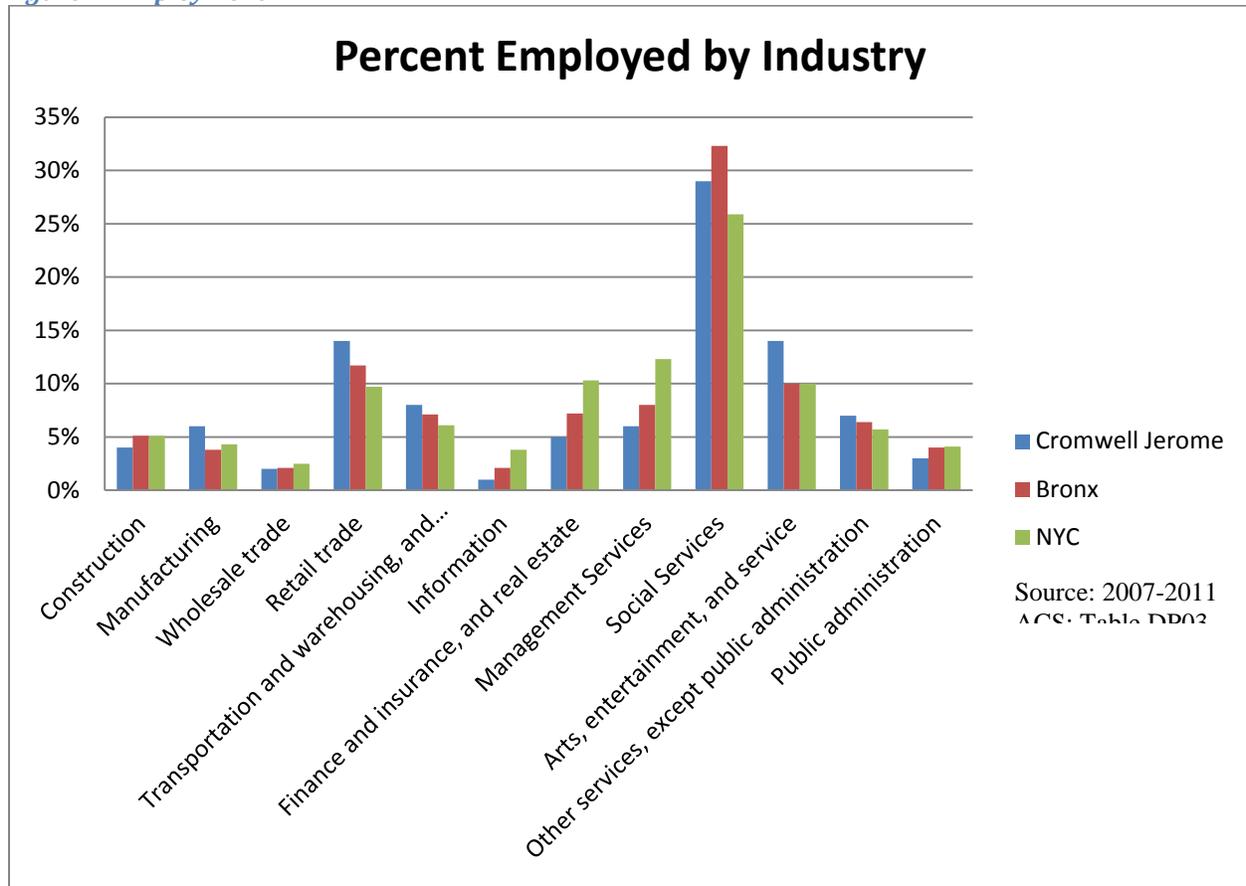
At 14 percent, the unemployment rate in the Jerome Avenue Corridor study area is slightly higher than that of the Bronx (13 percent), and significantly higher than the city as a whole (9.5 percent)². The unemployment rate is defined by the Census as “All civilians 16 years old who “were neither ‘at work’ nor ‘with a job but not at work’ during the reference week, were looking for work during the last 4 weeks, and were available to start a job.”

The greatest share of working residents in the surrounding area of the Jerome Avenue Corridor study area are employed in Social Services, including educational services, health care, and social assistance. Compared with the rest of the borough, more residents of the study area are employed within the retail trade, transportation and warehousing, manufacturing, and arts and entertainment services. In the Jerome Avenue study area, the average median household income is \$29,172 and 36 percent of people report an income for the previous 12 months below the poverty level. According to the ACS, “all persons in a family are considered to be in poverty if a family’s total income is less than the dollar value of the threshold determined by the Census Bureau and is determined for all people except those who are institutionalized, those in military group quarters, those in college dormitories, and unrelated individuals under 15 years of age.”³ Further analysis was conducted on employment and industries in the area and can be found later in the report.

² According to 2011 ACS data for the surrounding community, the Bronx and NYC.

³ <http://www.census.gov/hhes/www/poverty/poverty-cal-in-ac.pdf>

Figure 4: Employment



Housing

The percentage of home-ownership in the Jerome Avenue Corridor study area surrounding community is significantly lower than that of the rest of the borough and New York City as a whole. Only 3 percent of residents own the houses that they occupy, whereas 20 percent of Bronx residents and 33 percent of New York City residents are homeowners.

Figure 5: Housing Tenure

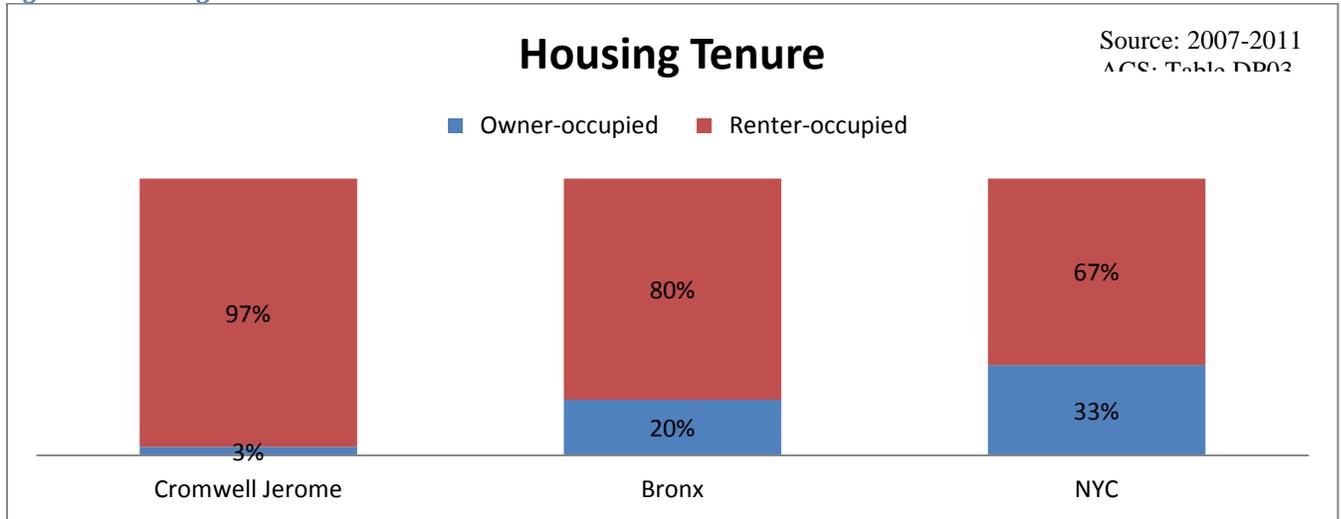
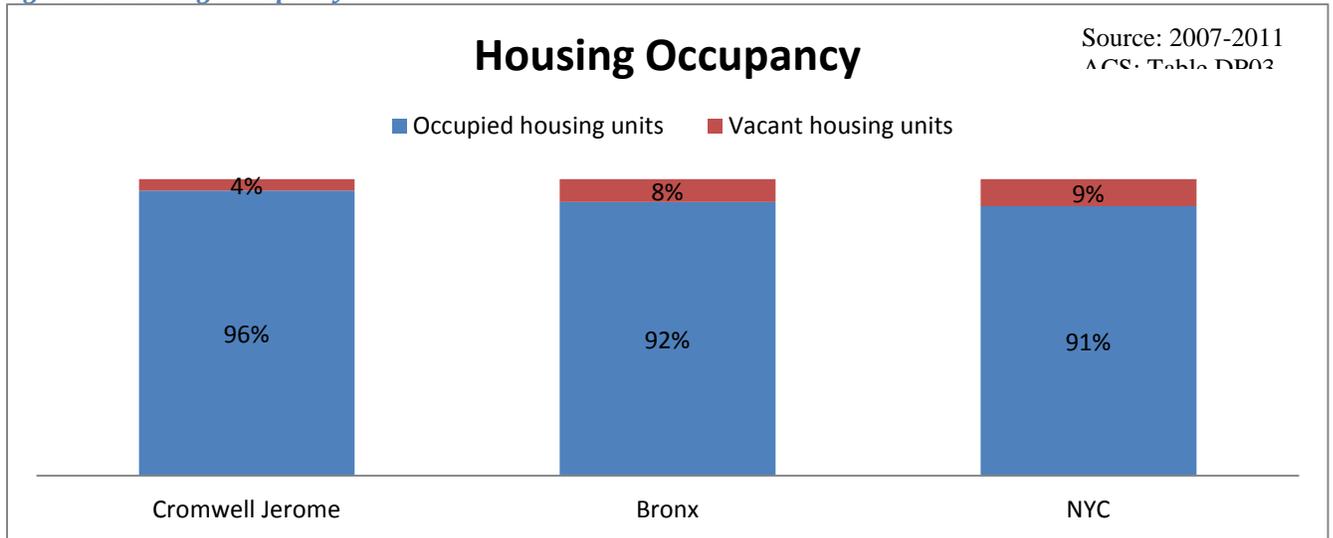


Figure 6: Housing Occupancy



Current community features and conditions

The Jerome Avenue Corridor study area has excellent mass transit access with six subway stations serving three subway lines (4, B, D) within easy walking distance of the study area. The elevated 4 subway line above the street on Jerome Avenue creates a noisy, dark and difficult environment to navigate for both drivers and pedestrians. There are connections to four Metro-North train stations: to the south at Yankee Stadium and Melrose; and in the north at Fordham and Williams Bridge. These trains and subways provide key access to major job centers in Manhattan with Grand Central Terminal being 30 minutes away by subway to the south, and major employers in the North Bronx like Montefiore Medical, Fordham University, Lehman College, Bronx Community College and Peters Veterans Administration Medical Center. The Bronx civic center, running along East 161st Street, consists of civil and criminal court complexes that serve Bronx County, including the new Bronx Criminal Court House designed by architect Rafael Viñoly and opened in 2006. This is a major employment center in the area with non-profit offices and retail.

Today, the Jerome Avenue Corridor area is dominated by auto-related uses. Despite their proximity to mass transit stations, both Cromwell and Jerome Avenues are lined with dismantling shops, junk yards, open parking lots and auto-repair shops whose operations frequently spill over into the public streets and sidewalks. These uses do not generate significant jobs or provide basic services to local residents. Most of these enterprises have seen little investment in new buildings or facilities in the past decades. The most recent commercial development in the study area is a large, self-storage facility that lacks first floor retail and presents a blank façade at the pedestrian level.

The most notable feature of the area are the 48 auto-related facilities including open air parking lots within the 26-block area. Some of these lots may serve as long-term vehicle storage, as evidenced by the amount of cars without license plates as well as those with license plates from distant states. The two main retail streets serving the study area and surrounding communities are East 170th Street and East 167th Street.

The area lacks consistent sidewalks and connectivity to the surrounding neighborhoods as well as public space amenities, creating a disjointed, unfriendly and unattractive streetscape dominated by motor vehicles during the day and a barren landscape after hours and on the weekends. These conditions discourage access to public transit, particularly from the residential community to the west. East of the train on 170th street, however, is a robust commercial corridor with retail shops including clothing stores, pharmacies, variety stores and food vendors.

The Jerome Avenue Corridor is bordered by two stable and developing residential neighborhoods with emerging immigrant populations: Highbridge to the west and Mount Eden to the northeast. Mount Eden was spared the well-known abandonment that devastated many South Bronx neighborhoods in the 1970s and 1980s, although it does suffer from the same health concerns and poverty rates that affected these neighborhoods. Mount Eden is a stable residential community anchored by Bronx Lebanon Hospital and Claremont Park, a 38-acre open space with passive and active recreation. The housing stock consists of older apartment buildings, the vast majority of which were built before 1940.

Highbridge is home to growing West African, Dominican, and Mexican populations. Unlike Mount Eden, this neighborhood did experience widespread abandonment and arson in the past but has seen a significant resurgence with nearly 20 percent of the buildings in the neighborhood being built after 1990 and another 17 percent having been rehabilitated in that time. Today, Highbridge suffers from limited services such as banks, retail and supermarkets. Situated on a dramatically-sloping hill, its topography complicates access to mass transit and existing retail corridors located to the east. The Highbridge neighborhood is separated from the subway by the Jerome Avenue Corridor, which presents a barrier to transit access for this community.

While there is virtually no green or open space in the study area except for Goble Playground at its northwestern-most edge, there are a number of parks surrounding the Jerome Avenue Corridor. Yankee Stadium and the Bronx civic center are approximately four blocks south of the place-based community brownfield planning area. The New York Yankees opened their new stadium in 2009, and the New York City Department of Parks and Recreation has invested significantly in the new parkland in the area, spending over \$100 million in the past six years to construct a new track, baseball fields and other facilities in McCombs Dam Park and Heritage field. There are two other parks close to the study area: to the east is Claremont Park, and to the south is Mullaly Park.

The Settlement Housing Fund and Highbridge Development Corporation are two local community based organizations that are active in the area. Both are involved in affordable housing and community development projects in the Bronx.

On the following page, the study area map (Map 2) provides a visual understanding of the neighborhood's relationship to the surrounding area as well as several main features in the neighborhood including transit routes and parks.

Map 2. Study Area Map: Major Neighborhood Features



Current and historical economic and land use development trends

As shown in Figure 7a on the following page, the land uses in the Jerome Avenue Corridor study area are dominated by commercial uses, transportation utilities, auto motive uses, and parking facilities.

Housing is clustered in the northern and eastern portions of the study area, and makes up less than 15 percent of the total tax lots excluding mixed commercial/residential. Including this category, however, residences make up approximately 40 percent of the total built area. There are total of 188 residential units within the study area boundaries. The adjacent neighborhoods of Mount Eden and Highbridge are largely residential, zoned R7-1 and R8.

The share of lot area allocated towards each land use differs at the neighborhood, borough, and city-wide levels as shown in Figure 7b below. This analysis indicates that the study area is primarily used for commercial/office space, with 21 percent of the total lot area used for this purpose in the Jerome Avenue Corridor. Comparatively, the total lot area dedicated to these uses throughout the Bronx and the city is only 4 percent. The study area has a significantly higher percentage of land used for parking (16 percent), and has a higher percentage of transportation/utility facilities (15 percent) than the rest of the borough and New York City. In contrast, residential uses only make up 14 percent of the total lot area within the study area boundary, while residential uses make up a significant portion of land use for the Bronx and the city totaling 34 percent and 39 percent respectively (excluding buildings that are mixed commercial and residential). As the tables on the following pages illustrate, 12 of the 181 tax lots (or approximately 6 percent of the total lot area) are vacant, with no structure.

There is very little open space and parkland in the study area. At the northernmost section of study area, Goble Playground is the only park that technically falls within the Jerome Avenue Corridor study area. One block north, Inwood Park sits directly below the Cross Bronx Expressway. Keltch Memorial Park is bisected by East 170th street along Jerome Avenue. Major parks in the surrounding area include Claremont Park in Mount Eden to the east of the study area, as well as John Mullaly Park in Highbridge to the south (refer to Map 8).

The land use patterns in the Jerome Avenue Corridor described above reflect the current zoning for commercial and manufacturing uses, as well as the historical context in which it is situated. Earliest available records show that automotive related uses have been prevalent in the area since the early 20th century.

Figure 7a. Land Uses in the Jerome Avenue Corridor

Building Type	Total Tax Lots	% Tax Lots	Total Lot Area (square feet)	% Lot Area	Total Building Area (square feet)	% Building Area
One & Two Family	7	4%	11,293	1%	10,675	0%
MultiFamily Walkup	12	6%	72,076	3%	210,199	6%
MultiFamily Elevator	8	4%	130,898	6%	565,876	16%
Mixed Commercial/ Residential	15	8%	164,383	8%	639,294	18%
Commercial/ Office	40	21%	443,831	21%	510,433	14%
Industrial/ Manufacturing	17	9%	272,396	13%	556,927	16%
Transportation/ Utility	29	15%	266,601	13%	260,182	7%
Public Facilities & Institutions	9	5%	315,906	15%	515,477	15%
Open Space	0	0%	0	0%	0	0%
Parking Facilities	31	16%	318,602	15%	257,485	7%
Vacant Land	12	6%	37,270	2%	0	0%
Unknown	8	4%	40,159	2%	100	0%
Grand Total	181	100%	2,073,415	100%	3,526,648	100%
Source: PLUTO 2012						

Figure 7b. Lot Area by Land Use Type in the Jerome Avenue Corridor, the Bronx, and New York City

Building Type	Jerome Avenue Corridor	The Bronx	NYC
One & Two Family	4%	18%	27%
MultiFamily Residential	10%	16%	12%
Mixed Commercial/ Residential	8%	3%	3%
Commercial/ Office	21%	4%	4%
Industrial/ Manufacturing	9%	4%	4%
Transportation/ Utility	15%	3%	7%
Public Facilities & Institutions	5%	11%	7%
Open Space	0%	32%	27%
Parking Facilities	16%	2%	1%
Vacant Land	6%	4%	6%
No Data*	4%	4%	2%
Grand Total	100%	100%	100%

Source: PLUTO 2012

Project Overview and Description

Existing land uses and development patterns

The Jerome Avenue Corridor study area that comprises this place-based community brownfield planning area study, encompasses an area of approximately 64 acres between the residential neighborhoods of Mount Eden and Highbridge in the South Bronx.

This report examines land use, development trends and regulatory controls that have historically guided and continue to guide future development in the area. In addition, this report assesses possible sites for redevelopment based on their environmental history, vacancy status, and level of underutilization. The study area is characterized by a mix of low, single or two story buildings situated on large lots that are often occupied by automotive related uses. Along the periphery of the study area are multi-story office buildings and residences. As mentioned earlier, auto-related facilities, parking lots and vehicle storage are prevalent in the area.

Commercial districts are prevalent within in the Jerome Avenue Corridor. A little over half of the study area is zoned C8-3, a designation that encourages businesses that bridge commercial and manufacturing uses such as automotive and other heavy commercial services that often require large amounts of land (i.e. automobile showrooms and repair shops, warehouses, gas stations and car washes). A stretch about 5 blocks long and 3 avenues wide breaks up the area zoned C8-3. This small section of the study area spanning from West 169th to 170th and from Inwood Avenue west to the Edward L. Grant highway is zoned M-1, allowing for light industrial uses such as auto storage and repair shops, wholesale service and storage facilities. Directly adjacent to the east is a regional commercial corridor zoned C4-4, which serves a larger area and generates more traffic than neighborhood shopping areas. In many ways, the current uses align with the zoning districts.

Summary of real or perceived brownfield sites and other abandoned, vacant, or partially developed sites located in the study area

The Jerome Avenue Corridor's history is rooted in manufacturing and industrial uses that include a variety of automotive uses as well as the bulk storage of petroleum and chemical products. Such uses may impact future development in the area, as they increase the likelihood of environmental contamination. Due to the overwhelming number of auto related uses, it is suspected that subsurface contamination exists in soil and groundwater throughout the area. There are also several open spills of petroleum in the area.

The land use analysis presented above in Figures 7a and 7b reveals that 6 percent of all lots (or 2 percent of total lot area) in the study area are vacant. This reflects the average vacancy rates in the borough and New York City as a whole. In addition to vacant lots, however, are those with structures that are underutilized, vacant, partially developed, or have contamination issues that hinder development or the development of nearby properties.

As a part of both the City's Place-Based Community Brownfield Planning program and NY State's Brownfield Opportunity Area (BOA) program, community-based organizations in NYC identify strategic sites within the study area. These sites are identified based on the likelihood of environmental contamination and their development potential to serve the community's needs and goals. The brownfields and five potential strategic sites outlined in this report were identified through the Office of Environmental Remediation's (NYC OER) Searchable Property Environmental E-Database (*SPEED*) Portal, historical research of Sanborn Fire Insurance maps, building records and Certificates of Occupancy maintained by the New York City Department of Buildings, field surveys, and conversations with community-based organizations that may be interested in getting involved with community redevelopment efforts in the area. Indicators of possible contamination that can be found on the *SPEED* Portal include assignments of "E"-designations, records of Petroleum Bulk Storage (PBS) and Chemical Bulk Storage (CBS), and Open Spill Records. Building Violations and Environmental Control Board Violations administered by the New York City Department of Buildings can also point towards potential contamination. These records guide the selection of strategic sites and indicate the scope of environmental contamination in the study area as a whole.

What follows in this section is a brief overview of the potential strategic sites, most of which are brownfields, identified for the purposes of this report. For a full review of the methodology including a discussion of each of the sources used to identify these sites and detailed summaries of each site, refer to the section entitled, "Potential Brownfield, Abandoned, and Vacant Sites." The potential strategic sites profiled in this report are not exhaustive of brownfields, underutilized, and vacant sites in the Jerome Avenue Corridor but are representative of the types of

potential contamination in the area. As such, it is likely that interested community-based organizations will identify additional strategic sites in need of funding and attention based on their intimate knowledge of the neighborhood, understanding of development issues for individual sites, and additional historical research.

Of the five potential strategic sites, three have current and/or historical uses characterized by automotive activities: 1450 Cromwell Avenue (Site 2), 1355-1361 Cromwell Avenue (Site 3), and 1400 Cromwell Avenue (Site 5). This history raises an important indicator of potential environmental contamination and a possible barrier to economic development. In the event that there are currently or have historically been automotive uses on the site, any redevelopment requiring environmental review must complete a hazardous materials assessment per the City Environmental Quality Review (CEQR) Technical Manual.

Additionally, any facility on or adjacent to a tax lot which stores petroleum or petroleum products must undergo the same procedure. Of the five sites, all but one fulfills this criterion. 1355-1361 Cromwell Avenue (Site 3), 1349 Inwood Avenue (Site 4) and 1400 Cromwell Avenue (Site 5) have petroleum storage directly on site, while 1450 Cromwell Avenue (Site 2) is adjacent to bulk petroleum storage facilities.

The following sites will be profiled in detail later in this report based on the presence of potential environmental contaminants on or within proximate distance to the property or properties.

Figure 8: Potential Strategic Site Summary Table

Site #	Address (s)	BBL(s)	Current Use	Summary
1	1490 Macombs Road	2028650001	Vacant lot	Neighboring <ul style="list-style-type: none"> • PBS 2-332410 • PBS 2-605056 • PBS 2-604899
2	1450 Cromwell Avenue	2028570022	Parking lot	Adjacent to <ul style="list-style-type: none"> • PBS 2-332410 • PBS 2-609383 Neighboring <ul style="list-style-type: none"> • PBS 2-605604 • PBS 2-093483 • PBS 2-015954 • PBS 2-605728
3	1355 Cromwell Avenue 1361 Cromwell Avenue	2028710085 2028710094	Community Facility Vacant Parking lot	On Site <ul style="list-style-type: none"> • PBS 2-356972 • PBS 2-356980
4	1349 Inwood Avenue	2028640021	Vacant lot	On Site <ul style="list-style-type: none"> • PBS 2-070793
5	1400 Cromwell Avenue	2028570001	Car storage	On Site <ul style="list-style-type: none"> • PBS 2-605814 Neighboring <ul style="list-style-type: none"> • PBS 2-605602 • PBS 2-605603 • PBS 2-605730 • PBS 2-605605
*PBS (New York State Petroleum Bulk Storage Database)				

An overview of the area's potential in terms of providing new development and uses, businesses and housing, creating new employment opportunities, generating additional revenues, new public amenities or recreational opportunities, and improving environmental quality

While poor environmental quality at some locations poses revitalization barriers, several vacant and underutilized tax lots in the Jerome Avenue study area provide potential for new development. There are opportunities to improve the overall health of the neighborhood, to serve the needs of existing residents and provide opportunities for future residential and retail growth.

Analysis of the industry mix and employment conditions was conducted using the 2011 Quarterly Census of Employment and Wages (QCEW) administered by the United State Department of Labor Bureau of Labor Statistics. The QCEW program publishes a quarterly count of employment and wages reported by employers covering 98 percent of U.S. jobs. The QCEW data obtained by DCP produces a comprehensive tabulation of employment and wage information for workers covered by State unemployment insurance laws.⁴

Analysis of a custom geography's industry mix helps to identify the potential for new business and land use development. To understand business development potential in the Jerome Avenue Corridor and the surrounding community, analysis of QCEW data was done for the study area to capture the industries represented in the area. The following analysis was done based on only the private firms that have reliable addresses that can be matched to NYC property. The data captures private companies on privately- or city-owned land, but does not include public employees regardless of site ownership.

According to the number of private firms and employees, the most prevalent industries in the Jerome Avenue study area include retail trade and other services (see Figure 9)⁵. Of the total 1,247 employees captured in the 171 firms in the Jerome Avenue Corridor, 29 percent are employed in retail trade. They are clustered in the thriving 170th street commercial corridor situated between the elevated train (to the west) and Grand Concourse (to the east), which is a strong area for both firms and employment alike. Thirty-one and seventeen percent are employed by "all other" and "other services", respectively. According to these data, only seven percent of firms and five percent of total jobs in the area are in auto related industries. This does not reflect what was observed in the field: that the large majority of businesses in the area, especially those situated in the heart of the study area along Jerome and Cromwell Avenues are auto related industries. Equipment and machinery repairing as well as temporary parking services are included in the category of "Other Services," though, which may explain this discrepancy. Because the data rely on records of unemployment insurance paid by business owners for every tax-paying employee, it misses any employees accounted for by a primarily cash economy, and some small businesses that often get by with the help of friends and family who may not be formally on the payroll. The low number of auto-related firms and employees revealed in the QCEW data may thus indicate that there is a significant amount of informal employment or contract employment in the area.

⁴ <http://www.bls.gov/cew/cewover.htm>

⁵ "Establishments in this sector are primarily engaged in activities, such as equipment and machinery repairing, promoting or administering religious activities, grant making, advocacy, and providing dry cleaning and laundry services, personal care services, death care services, pet care services, photofinishing services, temporary parking services, and dating services" (<http://www.bls.gov/iag/tgs/iag81.htm>)

Figure 9: Quarterly Census of Employment and Wages

Industry	Share of Total Firms	Share of Total Employees
Accommodation and Food Services	10%	9%
Finance and Insurance	5%	5%
Health Care and Social Assistance	4%	6%
Other Services (except Public Administration)	27%	17%
Professional, Scientific, and Technical Services	2%	1%
Real Estate and Rental and Leasing	4%	1%
Retail Trade	35%	29%
Wholesale Trade	2%	1%
All Other	12%	31%
Grand Total	100%	100%

There are three new developments in the area: (1) The New Settlement Community Campus, providing educational and recreational programs to neighborhood residents on West 172nd Street and Jerome Avenue; (2) CubeSmart self storage site on 170th street between Cromwell and Inwood Avenues, and (3) the Bronx Academy of Promise Charter School directly south of the storage site at 1349 Inwood Avenue. Adjacent to the study area to the west are two new residential developments providing affordable HPD units. They are the Shakespeare Place Apartments, an eight story building with 128 units located at 1382-1414 Shakespeare Avenue, and the tentatively named Highbridge Apartments, located at 1345 Shakespeare Avenue, 1391-1407 and 1401, 1430 and 1450 Jesup and consisting of four residential apartment buildings ranging in height from four to six stories containing approximately 315 units.

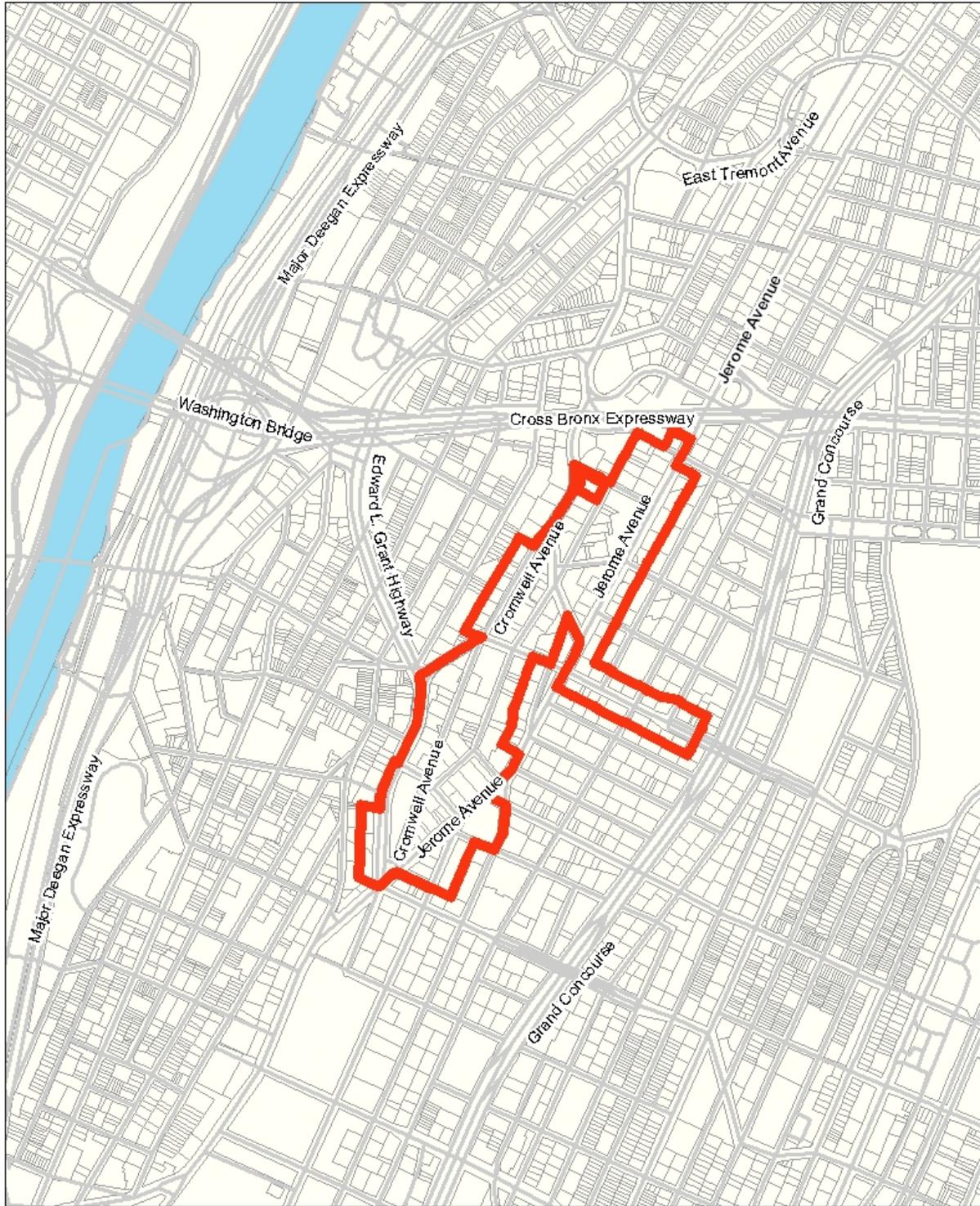
Potential Place-Based Community Brownfield Planning Area Boundary Description & Justification

The boundary of the Jerome Avenue Corridor study area follows the zoning in the area, encompassing an area of approximately 64 acres that is largely characterized by automotive, light manufacturing (M1-2) and heavy commercial uses (C4-4, C8-3). The highways to the north and west and subway lines to the east make up the edges of the study area. It is surrounded by the residential communities of Mount Eden to the north and Highbridge to the southwest; these neighborhoods have some of the highest densities of residential districts in the Bronx, with apartment buildings ranging from mid-rise, eight- to ten- story buildings to much taller, narrower buildings set back from the street on large zoning lots. This area may be eligible for support through the NYS BOA program or NYC’s Place-Based Community Brownfield Planning Area program.

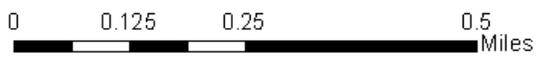
As previously discussed, the study area focuses on a portion of the south-west Bronx that has been historically used for manufacturing and industrial uses. Today, much of the area is used for automotive uses including parking, long-term vehicle storage, auto repair shops and auto parts vendors. There are several vacant and underutilized sites which may remain underdeveloped due to environmental contamination. As there is an excessive amount of petroleum and chemical storage in the area, the likelihood of cross contamination between lots is high.

The Jerome Avenue Corridor was selected due to the current and historic prevalence of industrial uses, the presence of vacant lots, and the likelihood of environmental contamination based on current and historical industrial uses. Additionally, there has been interest in development in the area whose use and density are not permitted by current zoning. Community-based organizations have identified the construction of affordable housing and supermarkets to provide fresh food to residents as a priority for the area. Additionally, streetscape improvements including sidewalk connectivity and pedestrian crosswalks would improve public safety and facilitate better access to public transportation for the surrounding community.

Map 3: Brownfield Opportunity Area Boundary Map: Jerome Avenue Corridor



Prepared: DCP July 2013



-  Cromwell Jerome BOA Boundary
-  Tax Lot

Task II. Preliminary Analysis of the Place-Based Community Brownfield Planning Area

Existing Land Uses and Zoning

As discussed in Task I, the Jerome Avenue Corridor, the study area that comprises this study of existing conditions and analysis of brownfields, encompasses an area of approximately 64 acres between the residential neighborhoods of Mount Eden and Highbridge in the South Bronx.

As previously noted, the area is dominated by commercial districts. A little over half of the study area is zoned C8-3, a designation that encourages businesses that bridge commercial and manufacturing uses such as automotive and other heavy commercial services that often require large amounts of land (i.e. automobile showrooms and repair shops, warehouses, gas stations and car washes). A stretch of about 5 blocks long and 3 avenues wide breaks up the area zoned C8-3. This small section of the Jerome Avenue Corridor spanning from West 169th to 170th and from Inwood Avenue west to the Edward L. Grant highway is zoned M1-2, allowing for light industrial uses such as auto storage and repair shops, wholesale service and storage facilities. Directly adjacent to the east is a small regional commercial corridor zoned C4-4, which serves a larger area and generates more traffic than neighborhood shopping areas. In many ways, the current uses align with the zoning districts.

Figure 10: Zoning District Descriptions

Zoning District	Use Description	Max FAR for commercial, community facility residential and where permitted ⁶
Manufacturing Districts		
M1-2	Typically include light industrial uses, such as woodworking shops, repair shops, and wholesale service and storage facilities. Some community facilities and hotels are allowed in M1 districts. Residences are prohibited.	Commercial:2.0 Community Facility: 4.8
Commercial Districts		
C4-4	Permit regional commercial centers that are located outside of the central business districts. In these areas, specialty and department stores, theaters and other commercial and office uses serve a larger area and generate more traffic than neighborhood shopping areas.	Commercial:3.4 Residential:4 Community Facility: 6.5
C8-3	Typically used to bridge commercial and manufacturing uses and provide for automotive and other heavy commercial services that require large amounts of land. Typical uses are automobile showrooms, repair shops, warehouses, gas stations, and car washers but all commercial activities are permitted as well as certain community facilities Residences are prohibited.	Commercial:2.0 Community Facility: 6.5

⁶ The floor area ratio is the principal bulk regulation controlling the size of buildings. FAR is the ratio of total building floor area to the area of its zoning lot. Each zoning district has an FAR which, when multiplied by the lot area of the zoning lot, produces the maximum amount of floor area allowable on that zoning lot.

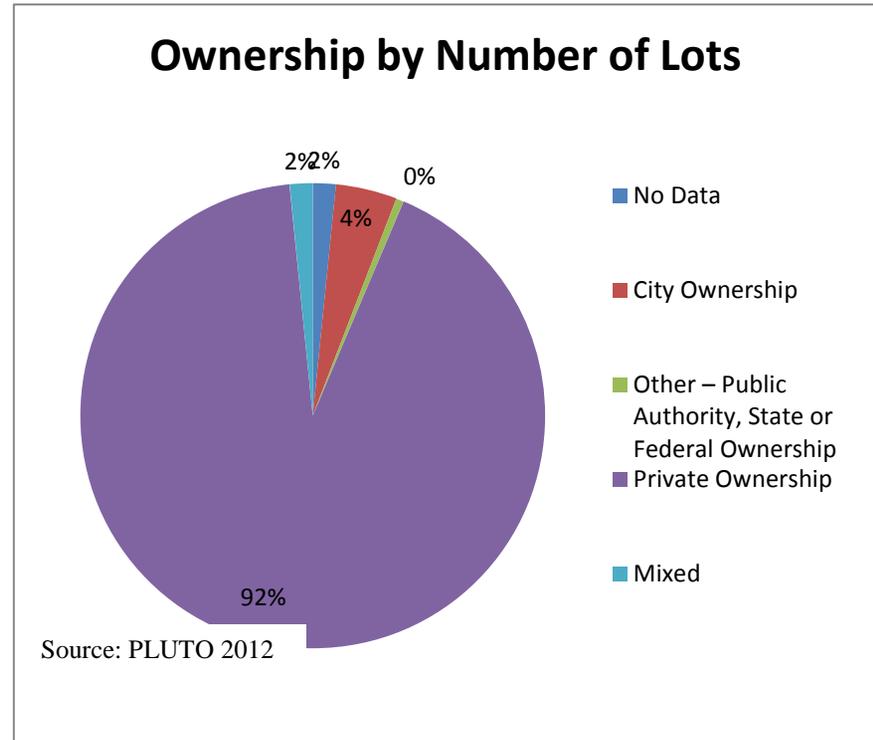
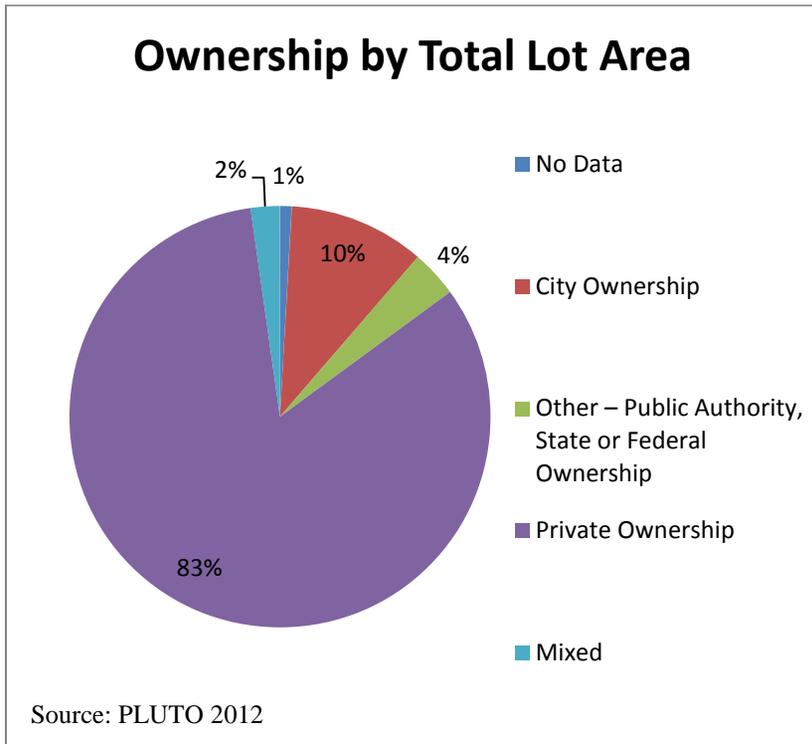
There is a range of existing zoning districts within the study area including those that allow for varying commercial as well as industrial uses. In the following pages, Map 4 displays the zoning districts within the study area and Figure 11 outlines the typical uses found in the manufacturing and commercial districts found in the study area.

Property ownership within the Jerome Avenue Corridor is mostly private: 92 percent of lots or 83 percent of total lot area within the study area boundary are privately owned. The second most prevalent land owner in the area is the city of New York, which operates city facilities on 10 percent of the total lot area (4 percent of lots). Four percent of total lot area is owned by other public authorities including the state and federal government, though less than 1 percent of the number of lots in the area falls within this category of ownership. Two percent of the lots (both number and area) are mixed ownership. There are three tax exempt properties in the area: two houses of worship and one post office.

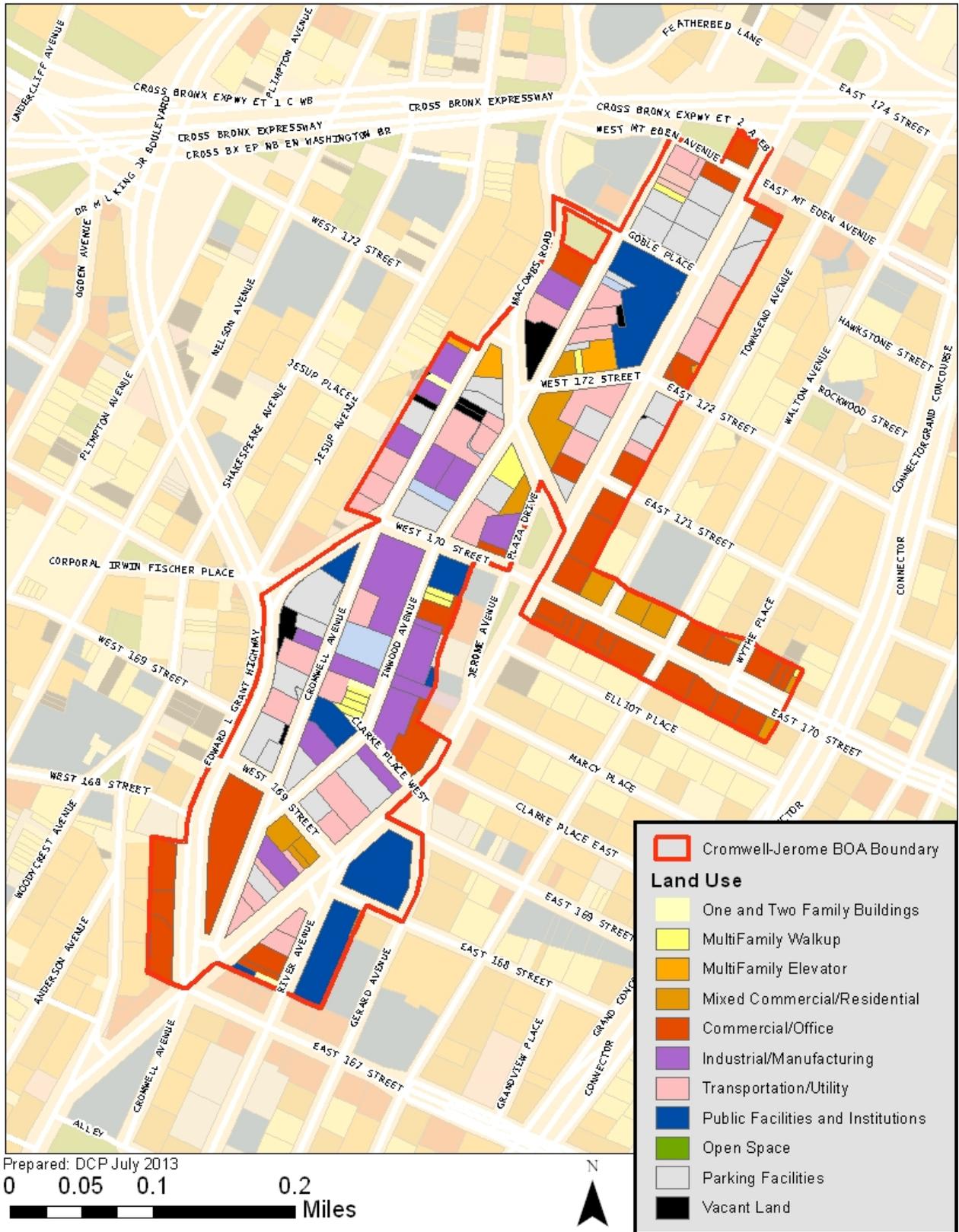
The entirety of the Jerome Avenue Corridor is included in a New York State Environmental Zone (EN-Zone). Administered by the Empire State Development Corporation, tax credits for brownfield cleanup, redevelopment, real property taxes and for the purchase of environmental insurance are enhanced. Designation of EN-Zones is limited to Eligible Census Tracts with a poverty rate of at least 20 percent according to the 2000 Census and an unemployment rate of at least 125 percent of the New York State average, or a poverty rate of at least double the rate for the county in which the tract is located⁷.

⁷ <http://esd.ny.gov/businessprograms/brownfieldcleanup.html>

Figure 11. Property Ownership within Study Area

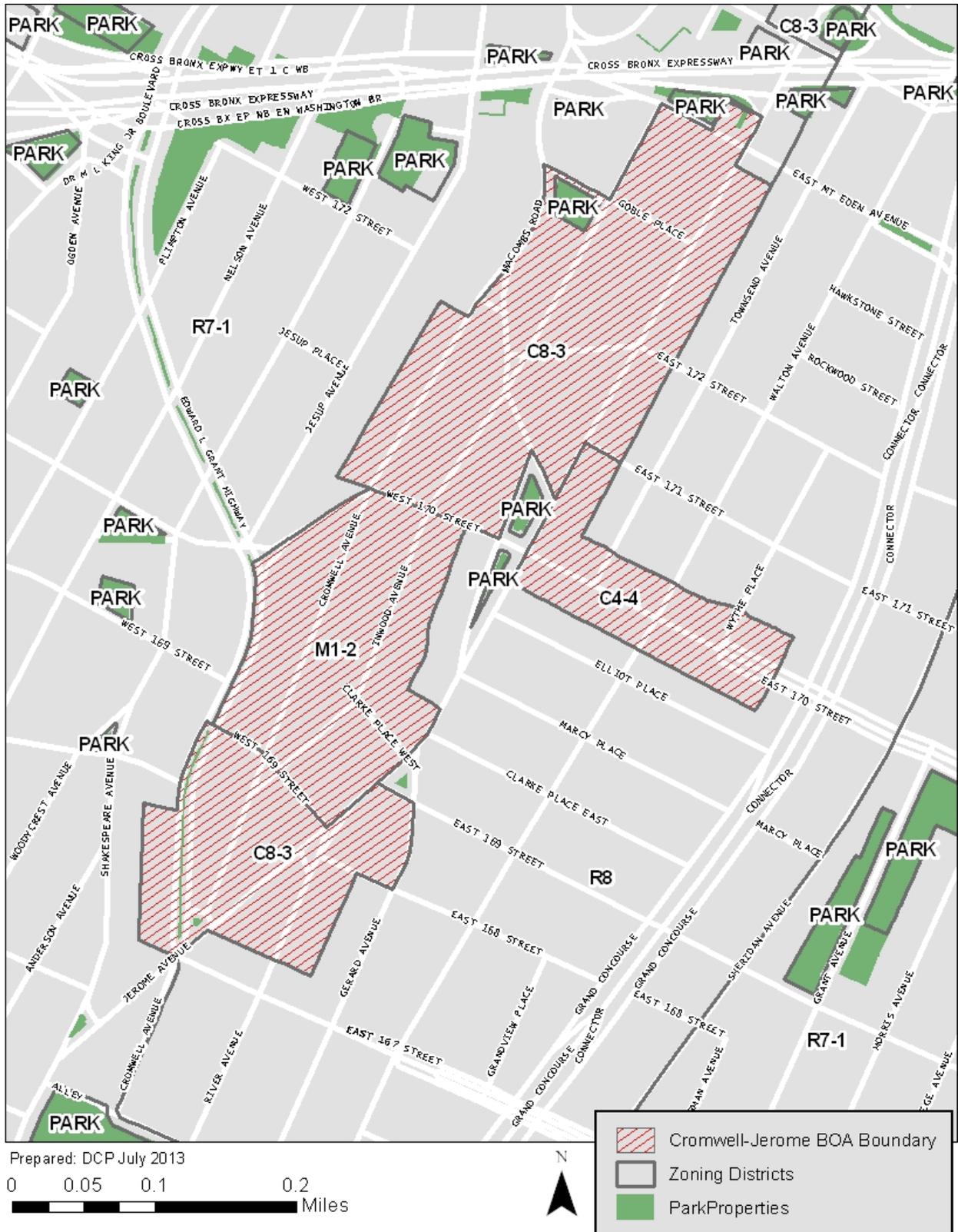


Map 4: Land Use in the Jerome Avenue Corridor



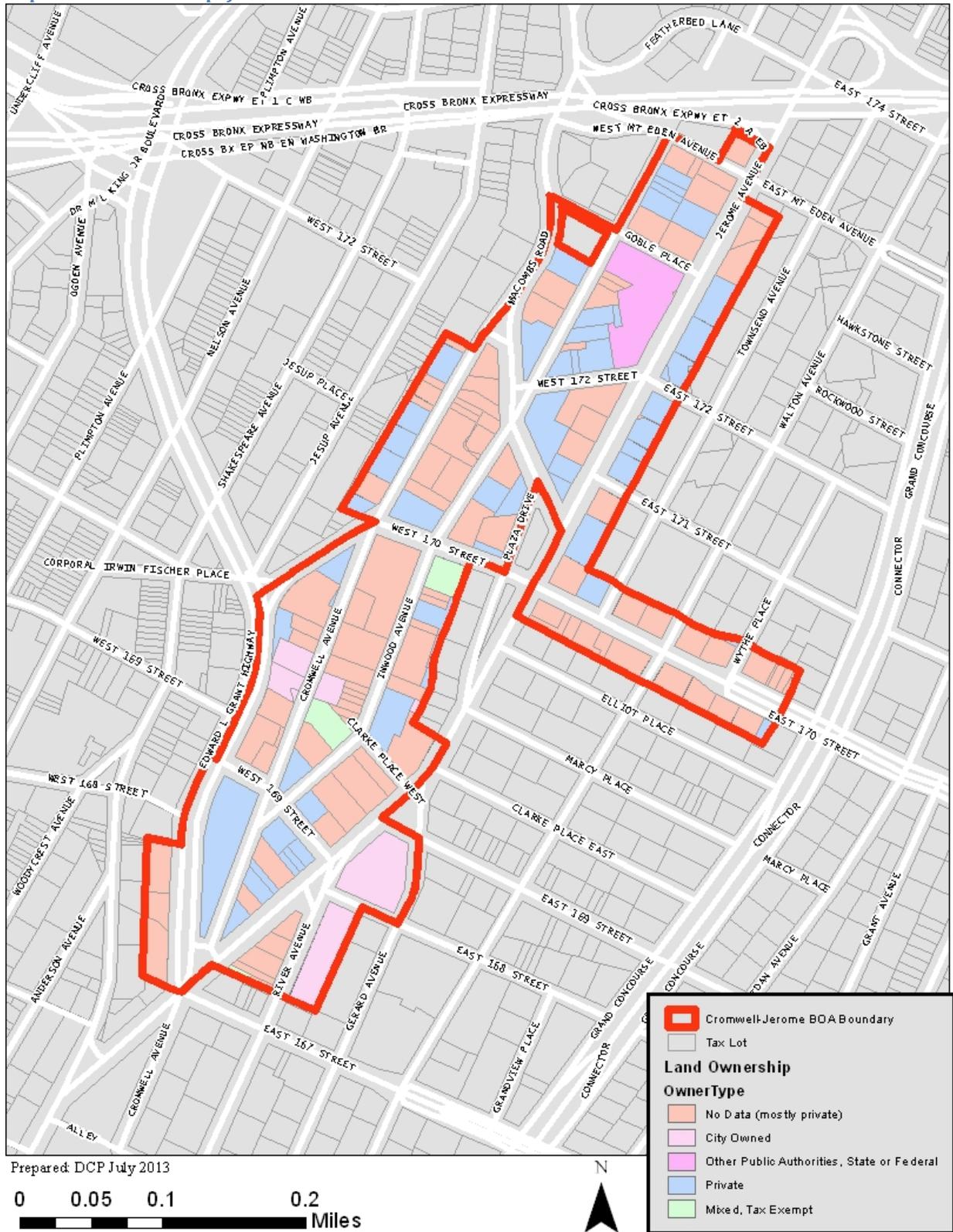
Jerome Avenue Corridor
Existing Conditions & Brownfield Analysis

Map 5: Zoning in the Jerome Avenue Corridor



Jerome Avenue Corridor
Existing Conditions & Brownfield Analysis

Map 6. Land Ownership: Jerome Avenue Corridor



Transportation and Infrastructure

The proposed Jerome Avenue Corridor study area encompasses portions of a 26 block area in the southwestern region of the Bronx and is well served by public transportation. It takes about 25 minutes to travel from the study area to midtown Manhattan by car, and approximately 30 minutes by subway. The streets are characterized by wide avenues and narrower side streets: Cromwell Avenue (a one way street with southbound vehicular traffic) is 60 feet wide while Jerome Avenue (two way traffic in the shadow of the elevated subway) is 100 feet wide. The sidewalks are in poor condition: many are decrepit, patchwork and barely existent. Some sidewalks are completely blocked by cars.

Bus Service: There are several bus lines that transport people within the adjacent neighborhoods and provide connections to the rest of the borough and Manhattan. These include the Bx3 and Bx36 which run North/South along Cromwell Avenue, as well as the local Bx1, Bx2, BxM4A and BxM4B on the Grand Concourse. The Bx11 and Bx18 run East/West along East 170th street, and the Bx3, Bx35 and Bx13 cross the Washington Bridge into Upper Manhattan.

Subway and Train Service: The Jerome Avenue Corridor has excellent mass transit access with six subway stations serving three subway lines (4, B, D) within easy walking distance of the study area. The elevated 4 subway line above the street on Jerome Avenue creates a noisy, dark and difficult environment to navigate for both drivers and pedestrians. To the east, the B and D subway lines run underground below Grand Concourse.

Bike Lanes: While there are no bike lanes within the study area, there are on-street bicycle lanes just outside of it running north-south along Grand Concourse, as well as a pair of one-way bike lanes running north on Gerard Avenue and south on Walton Avenue.

Regional Connections: The study area is well connected to regional rail and highway pathways. There are connections to four Metro-North train stations: to the south at Yankee Stadium and Melrose; and in the north at Fordham and Williams Bridge. These trains and subways provide key access to major job centers in Manhattan with Grand Central Terminal being 30 minutes away by subway to the south, and major employers in the North Bronx like Montefiore Medical, Fordham University, Lehman College, Bronx Community College and Peters Veterans Administration Medical Center.

Running parallel to Jerome Avenue to the west, the Major Deegan Expressway is a north-south expressway beginning in the south Bronx and extending through the entirety of the borough's length. It ends at the Westchester County line in Yonkers where the New York State Thruway begins. The Cross Bronx Expressway, a major freeway in the Bronx, serves as the northern boundary of the study area. Beginning at the Alexander Hamilton Bridge over the Harlem River (connecting the Bronx to Upper Manhattan and the George Washington Bridge), the Cross Bronx Expressway runs east to west, carrying traffic from Interstate 95 through the Bronx and to Long Island (I-295).

Truck Routes: Jerome Avenue serves as the area's local truck route. The NYC DOT defines a local truck route network as "designated for trucks with an origin and destination within a borough. This includes trucks that are travelling to make a delivery, or for loading or servicing. Trucks should only use non-designated routes for the purpose at the beginning or end of a trip, when traveling between their origin/destination and a truck route."ⁱ

Sewer and Power Systems: The study area is served by New York City's sewer system. The Jerome Avenue Corridor is served by the Wards Island Wastewater Treatment Plant, which serves over a million residents of Upper Manhattan and the South Bronx. With over twelve thousand acres of drainage area in the western section of the Bronx and Upper East Side of Manhattan, the plant is designed to treat 275 million gallons of wastewater each day. The electric power supply within the study area is delivered by Con Edison.

Natural Resources

The Jerome Avenue Corridor is generally flat, with no significant natural resources. There is, however, a dramatic grade change along the western boundary of the study area bordering Highbridge along the Edward L. Grant Highway (see Appendix B, Map B2). There are no water sources or tributaries, wetlands or floodplains, no erosion hazard areas, and no major fish or wildlife habitats.

The most proximate parks in the area are Goble Playground and Keltch Memorial Park. To the south of the study area, John Mullaly Park and Macombs Park are directly above Yankee Stadium. A few blocks to the east past Grand Concourse is Claremont Park, and even further east is Crotona Park. To the west of the study area are some smaller parks, including Merriam Playground. There are very few sidewalk trees in the area, whereas the surrounding community has considerable tree coverage (refer to Map 8).

Map 7: Subway and Bus Connections in the Jerome Avenue Corridor



Map 8: City Trees, Open Spaces, and Parks within the Jerome Avenue Corridor



Potential Brownfield, Abandoned, and Vacant Sites

A source of opportunity in this area is the presence of underutilized and vacant lots. There is a significant presence of parking garages, buildings in disrepair, and vacancy in the study area that discourage active street life and a vibrant pedestrian streetscape but provide opportunities to consider residential and retail development.

Identified strategic sites within the study area are potential brownfields, abandoned, vacant or underutilized lots. Preliminary analysis of the Jerome Avenue Corridor has identified five potential brownfields. A brownfield is defined by the United States Environmental Protection Agency as **any** “real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties protects the environment, reduces blight, and takes development pressures off green spaces and working lands.”⁸ Potential brownfields are identified here due to the possibility of environmental contamination based on a history of hazardous materials, industrial uses, or spills on or proximate to the site.

The brownfields outlined in this report were identified through the Office of Environmental Remediation’s (NYC OER) Searchable Property Environmental E-Database (*SPEED*) Portal, historical research of Sanborn Fire Insurance maps, building records and Certificates of Occupancy, field surveys and conversation with community-based organizations. Indicators of possible contamination that can be found on the *SPEED* Portal include assignments of “E”-designations, records of Petroleum Bulk Storage (PBS) and Chemical Bulk Storage (CBS), and Open Spill Records. Building Violations and Environmental Control Board Violations administered by the New York City Department of Buildings can also indicate contamination.

Potential for environmental contamination can be indicated by the types of historical or present uses that are listed in the City Environmental Quality Review (CEQR) Technical Manual. The “List of Facilities, Activities, or Conditions Requiring Assessment” in the Hazardous Materials Appendix of the CEQR Technical Manual identifies uses that may lead to potential contamination⁹. Any redevelopment requiring environmental review must complete a hazardous materials assessment per the City Environmental Quality Review (CEQR) Technical Manual.

According to the New York State Department of Environmental Conservation, the administering body of the Petroleum Bulk Storage Inventory, Chemical Bulk Storage Inventory, and the Open Spill Database, “Improper handling and storage of petroleum and hazardous chemicals can result in leaks and spills and pose a serious threat to the quality of the environment in New York State.”¹⁰ Tanks storing petroleum and hazardous chemicals must meet minimum standard established by the United State Environmental Protection Agency and the NYS Department of Environmental Conservation.

Preliminary analysis of the Jerome Avenue Corridor has identified five potential brownfields. Potential brownfield sites that have likely suffered environmental contamination are identified based on research methods and sources explained above. This list is not an exhaustive representation of all the possible environmental contamination that may exist in the study area. As such, there may be additional potential brownfields in the area that are not represented below.

⁸ <http://www.epa.gov/brownfields/>

⁹ http://www.nyc.gov/html/oec/downloads/pdf/2010_ceqr_tm/2010_ceqr_tm_appendix_hazardous_materials.pdf

¹⁰ <http://www.dec.ny.gov/chemical/287.html>

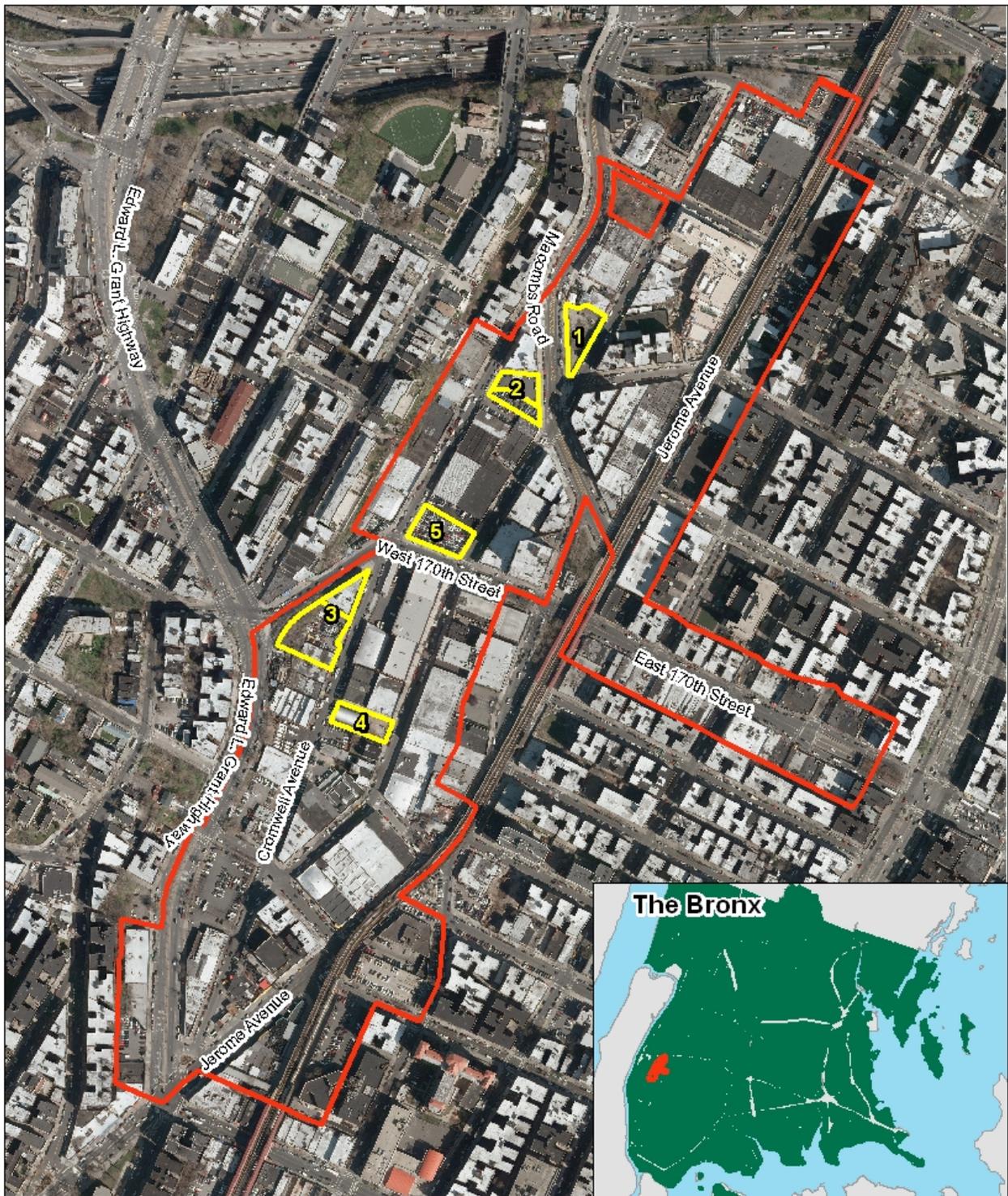
Figure 12. Potential Brownfields by Site Number

Site #	Address (s)	BBL(s)
1	1490 Macombs Road	2028650001
2	1450 Cromwell Avenue	2028570022
3	1355 Cromwell Avenue 1361 Cromwell Avenue	2028710085 2028710094
4	1349 Inwood Avenue	2028640021
5	1400 Cromwell Avenue	2028570001

Figure 13. Potential Brownfields and Property Ownership

Site #	Address (s)	Ownership Type	Owner Name
1	1490 Macombs Road	Private	MADINA ECO FRIENDLY I
2	1450 Cromwell Avenue	Private	SJF MACOMBS REALTY, L
3	1355 Cromwell Avenue 1361 Cromwell Avenue	Private	CROMWELL 1365 ASSOCIATION
4	1349 Inwood Avenue	Private	INWOOD CAPITAL GROUP
5	1400 Cromwell Avenue	Private	1926 ELSEMERE, INC.

Map 9: Potential Brownfields in Study Area



Prepared: DCP July 2013



-  Strategic Sites selection
-  Cromwell-Jerome BOA Boundary

Jerome Avenue Corridor
Existing Conditions & Brownfield Analysis

Potential Brownfields

Site 1: 1490 Macombs Road

Located at 1490 Macombs Road, Site 1 is a 12,516 square foot triangular lot with frontages on Macomb Road and Inwood Avenue. There is currently no built structure on the site, which is vacant and overgrown. Owned by Madina Eco Friendly I, it is zoned in a C8-3 district and is situated adjacent to FH Auto Repair (with a frontage on Inwood Avenue) and La Casa del Tro y El Taxita tire store (with a frontage on Macombs Road).

While not directly adjacent, there are several facilities that are listed in the NYS Petroleum Bulk Storage inventories within proximate distance to this property. Given the history of neighboring sites at 1496 Inwood Avenue to the east as well as 1504 and 1508 Inwood Avenue to the northeast, this site has been identified as a potential brownfield. New York State Petroleum Bulk Storage Inventory has registered Site Numbers 2-332410, 2-605056 and 2-604899, respectively. Cumulatively, there is a total of 5,475 gallons worth of petroleum storage aboveground within a 200 foot radius of the site. While two of the tanks are in contact with an impervious barrier, one storage facility directly parallel to the east of the site is in direct contact with soil. Redevelopment of the sites where contamination may be present could result in increased pathways of exposure to hazardous materials for future residents and construction workers.



Site 2: 1450 Cromwell Avenue

Located at 1450 Cromwell Avenue, this site is comprised of two adjacent tax lots (23 & 24) under the same ownership (SJF Macombs Realty). With a combined area of 14,298 square feet, it is currently occupied by an open air parking facility. The site is located at the intersection of Macombs Road and West 172nd street, and is situated between a six story apartment building to the north and a muffler shop to the south. It is zoned C8-3.

Because this site was historically used as a garage and a paper factory and is currently is used for auto-related activities and petroleum storage, any redevelopment requiring environmental review should complete a hazardous materials assessment per the City Environmental Quality Review (CEQR) Technical Manual.

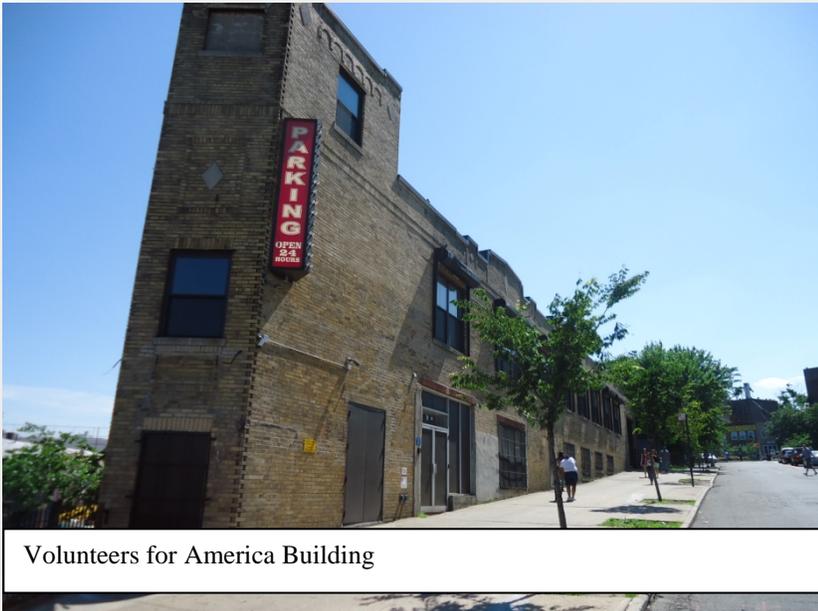
There are several facilities that are listed in the NYS Petroleum Bulk inventories adjacent to and literally surrounding this property. Given its own history as well as the history of these sites at 1485 Macombs Road to the north, 1447 and 1439 Inwood Avenue to the southeast and 1446 to the southwest, this site has been identified as a potential brownfield. New York State Petroleum Bulk Storage Inventory has registered Site Numbers 2-332410, 2-609383, 2-605604, 2-093483, 2-015954, 2-605728. The PBS registrations identify that there are four active tanks aboveground storing 6,100 gallons of petroleum.

Additionally, there are eight tanks that are closed but remain in place, with a cumulative capacity of 1,650 gallons of petroleum.

Redevelopment of the sites where contamination may be present could result in increased pathways of exposure to hazardous materials for future residents and construction workers.



Site 3: 1355 Cromwell Avenue. 1361 Cromwell Avenue



Located at 1355 and 1361 Cromwell Avenue, this site is comprised of two tax lots under the same ownership. Cumulatively, the site is 33,340 square feet and is zoned M1-2.

A three story residential building with 80 dwelling units is situated on the northernmost lot on block 2871. It is currently occupied by the Volunteers of America organization. The triangular lot is 7,686 square feet, and has a long and varied history of hazardous uses. According to Certificates of Occupancy from the Department used as a gasoline services station and lubritorium in 1939, and contained automobile service stations including a motor vehicle repair shop, car wash and filling station again in the 1960s. In the intervening years, the site was also

used to manufacture signs which,

according to the CEQR technical manual, entail the use of hazardous materials. Finally, the Certificates of Occupancy from the Department of Buildings also indicate that the site was used as a factory that performed light industrial uses. This building already exceeds the maximum allowable FAR (2.0), and cannot be expanded.

The lot directly to the south of the Volunteers for America building is significantly larger than the first property, at 25,654 square feet. The western portion of the site fronting West 170th Street is vacant, with no built structure. This is most likely due to the steep grade change that characterizes this block. The eastern portion of the lot, however, is flat, and is occupied by a (paved) parking lot, as well as a single story structure housing an auto mechanic shop (Victor's Auto Mechanic Shop). This building is below the maximum allotted FAR (0.19), and can therefore be expanded.

Because this site is has been used for automobile service, petroleum storage, filling, or fuel sales and other auto-related activities, any redevelopment requiring environmental review should complete a hazardous materials assessment per the City Environmental Quality Review (CEQR) Technical Manual.

New York State has registered Petroleum Bulk Storage Inventory Site Number 2-356972 on the site. Ten tanks were situated underground here, storing almost 5500 gallons of petroleum. They have since been closed and removed. One active tank remains in use above ground, storing 55 gallons of petroleum. Redevelopment of the sites where contamination may be present could result in increased pathways of exposure to hazardous materials for future residents and construction workers.



Additionally, historic maps reveal that the adjacent site to the south housed the manufacturing of plumbing equipment sometime between 1909 and 1952. This is also considered a hazardous use, and increases the chances of further contamination.

Interest has been expressed in combining these lots and redeveloping this site. This could entail building on an existing parking lot, and/or potentially removing or restoring the existing building that is currently occupied by Volunteers for America. Likely contamination issues need to be investigated.

Jerome Avenue Corridor
Existing Conditions & Brownfield Analysis

Site 4: 1349 Inwood Avenue

Located at 1349 Inwood Avenue, this site is 35,512 square feet and is zoned M1-2. It is owned by the Inwood Capital Group. The site is largely vacant with no built structure except for a large metal shed that takes up approximately half of the lot area. It is situated in between the site for a new charter school (the Bronx Academy of Promise) to the north, and a single story residence (fronting Inwood Avenue) and parking lot (fronting Cromwell Avenue) to the south.

Petroleum Bulk Storage Site No 2-070793 is situated on this site. The NYS PBS database identifies that there is one tank with a capacity of 3,000 gallons actively in use above ground on this site.

According to New York City historical maps, this site was used to manufacture and store refrigeration and freezer equipment sometime before 1952.

Because this site has previously been used as a refrigeration plant and is currently being used to store petroleum, any redevelopment requiring environmental review should complete a hazardous materials assessment per the City Environmental Quality Review (CEQR) Technical Manual. Given the history and current use of this site, it has been identified as a potential brownfield. Redevelopment of the sites where contamination may be present could result in increased pathways of exposure to hazardous materials for future residents and construction workers.



Site 5: 1400 Cromwell Avenue

Located at 1400 Cromwell Avenue, this site appears to be a parking lot for long-term vehicle storage. Zoned C8-3, it has an area of 18,066 square feet. Directly to the north, there is a two story warehouse building that functions as a garage, does auto-service repairs and sells taxicab partitions.

Petroleum Bulk Storage Site No. 2-605814 is situated on this site. The NYS PBS database identifies that two tanks with a cumulative capacity of 525 gallons of petroleum storage are actively in use on this site. They are in direct contact with soil.

Historic maps of New York City indicate that in previous years, this site has functioned as a garage and repair shop.

Across the street to the east at 25 West 170th Street, five tanks remain in active use. They are listed as Site Nos. 2-605602 and 2-605603 and cumulatively contain 910 gallons of petroleum. Another, Site No. 2-605730, is aboveground and closed in place, storing 800 gallons of petroleum.

Because this site is has been used for automobile service, petroleum storage, filling, or fuel sales and other auto-related activities, any redevelopment requiring environmental review should complete a hazardous materials assessment per the City Environmental Quality Review (CEQR) Technical Manual. Given the history and current use of this site and its neighboring sites, this site has been identified as a potential brownfield. Redevelopment of the sites where contamination may be present could result in increased pathways of exposure to hazardous materials for future residents and construction workers.



Task III. Summary of Preliminary Analysis and Recommendations

Key Findings and Preliminary Recommendations

The Jerome Avenue Corridor is primarily an industrial zone with a history rooted in both manufacturing and automotive uses. Though there are few residential buildings in the study area, it is situated between two of the most densely populated neighborhoods in the borough. With several robust retail corridors that serve the local population, the Jerome Avenue Corridor is close to local and regional transportation connections including several subway lines, MTA bus service, and regional highways. The overabundance of automotive uses in the area overwhelms the streetscape: parked cars obscure the sidewalk, which is dilapidated and difficult to walk on. Despite the history of this neighborhood and economic distress suffered in the latter half of the 20th Century, economic development has improved in recent years. However, there are still many opportunities to support additional growth and address the presence of many vacant and underutilized properties.

Potentially contaminated sites in the study area have a variety of historic uses ranging from parking and car storage, bulk petroleum storage, paper and signage manufacturing, and refrigeration plants. It is this history that may impact the redevelopment of vacant sites and underutilized properties in this neighborhood.

This study is a basis for community engagement and aims to provide support for community participation about their goals and ultimately their vision for the neighborhood and the future of development.

Local Participation

As part of this study, discussions were conducted with local community development organizations to better understand the local perception of development issues, and also to gauge capacity for redevelopment within the community.

The Mayor's Office of Environmental Remediation is reaching out to local community-based organizations to encourage interest in and provide support for identification of strategic sites, community engagement around redevelopment, and pre-development and cleanup activities.

APPENDIX A: SITE PROFILES

Descriptive Profiles of Brownfield and Underutilized Properties

Site 1: 1490 Macombs Road

Property Description and Current Land Use

Label	1
Description	Potential Brownfield
Address	1490 Macombs Road
Map Location	73°55'3.483"W 40°50'33.672"N
BBL(s)	2028650001
Borough	Bronx
Owner	MADINA ECO FRIENDLY, INC
Publicly Owned	No
Lot Area	0.29 acres (12,516 square feet)
Building Area	0
Existing Buildings	0
Zoning	C8-3
Built FAR	0
Allowable FAR	2
Current Use	Vacant
Adjacent Uses	Automotive repair and supply store

Environmental and Land Use History

Given the history and current uses of sites in the immediate proximity of this location, 1490 Macombs Road is considered a potential brownfield. Cumulatively, there is a total of 5,475 gallons worth of petroleum storage aboveground within a 200 foot radius of the site. The site is currently vacant. Redevelopment of the sites where contamination may be present could result in increased pathways of exposure to hazardous materials for future residents and construction workers.



Environmental Regulatory Review	Neighboring Property Records	Status
New York State Department of Environmental Conservation	Petroleum Bulk Storage Site No. 2-332410	There is currently one bulk petroleum storage tank that is in use in a site across the street. It is in contact with an impervious barrier.
	No. 2-605056	One bulk petroleum storage tank in use on a site across the street. It is in contact with soil, and has a capacity of 275 gallons.
	No. 2-604899	One bulk petroleum storage tank in service on the site across the street with a capacity of 200 gallons

Site 2: 1450 Cromwell Avenue

Property Description and Current Land Use

Label	2
Description	Potential Brownfield
Address	1450 Cromwell Avenue
Map Location	73°55'6.236"W 40°50'31.559"N
BBL(s)	2028570024 2028570023
Borough	Bronx
Owner	SJF MACOMBS REALTY, L
Publicly Owned	No
Lot Area	0.17 acres (7,300 square feet) 0.16 acres (6998 square feet)
Building Area	0
Existing Buildings	0
Zoning	C8-3
Built FAR	0
Allowable FAR	2
Current Use	Parking facilities
Adjacent Uses	Residential, Commercial

Environmental and Land Use History

This site has a long history of hazardous material usage. Historical NYC maps indicate that between 1909 and 1956, this site served as a garage and paper factory. It is currently used for auto-related activities and petroleum storage. Due to both previous and current usage, any redevelopment requiring environmental review must complete a hazardous materials assessment per the City Environmental Quality Review (CEQR) Technical Manual.



Environmental Regulatory Review	Records of Neighboring Properties	Status
New York State Department of Environmental Conservation	Petroleum Bulk Storage Sites No. 2-332410 No 2-609383 No. 2-605604 No. 2-093483 No. 2-015954 No. 2-605728	There is an active aboveground container with a capacity of 5,000 gallons directly to the north of the site. To the south, an aboveground container with 275 gallons of petroleum is in direct contact with soil. In adjacent properties to the south, there are two containers still actively used storing a cumulative total of 550 gallons of petroleum. Additionally, there are eight closed containers that remain in place, seven of which have a capacity for 550 gallons each while the remaining one can contain up to 1,100 gallons.

Site 3: 1355, 1361 Cromwell Avenue

Property Description and Current Land Use

Label	3
Description	Potential Brownfield
Address	1361 Cromwell Avenue (Volunteers for America bldg) 1355 Cromwell Avenue
Map Location	73°55'12.953"W 40°50'25.93"N 73°55'14.038"W 40°50'24.317"N
BBL(s)	2028710094 2028710085
Borough	Bronx
Owner	Cromwell 1365 Association
Publicly Owned	No
Lot Area	0.18 acres (7,686 sqft) .59 acres (25,654 sqft)
Building Area	22,983 sqft 5,000 sqft
Existing Buildings	2
Zoning	M1-2
Built FAR	2.99 0.19
Allowable FAR	2
Current Use	Residential Parking, Commercial
Adjacent Uses	Commercial

Environmental and Land Use History

According to Certificates of Occupancy from the Department of Buildings, the site was first used as a gasoline services station and lubritorium in 1939, and contained automobile service stations including a motor vehicle repair shop, car wash and filling station again in the 1960s. In the intervening years, the site was also used to manufacture signs which, according to the CEQR technical manual, entail the use of hazardous materials. Finally, the Certificates of Occupancy from the Department of Buildings also indicate that the site was used as a factory that performed light industrial uses. Because this site is has been used for automobile service, petroleum storage, filling, or fuel sales and other auto-related activities, any redevelopment requiring environmental review must complete a hazardous materials assessment per the City Environmental Quality Review (CEQR) Technical Manual.



Environmental Regulatory Review	Property Record	Status
New York State Department of Environmental Conservation	Petroleum Bulk Storage Sites No. 2-356972	There were ten tanks underground on this site storing almost 5500 gallons of petroleum that have since been closed and removed. One active tank remains in use above ground, storing 55 gallons of petroleum
Environmental Regulatory Review	Neighboring Property Records	Status
New York State Department of Environmental Conservation	Petroleum Bulk Storage Sites No. 2-455652 No. 2-455520	29,275 gallons of current petroleum storage in addition to 91 closed tanks.

Site 4: 1349 Inwood Avenue

Property Description and Current Land Use

Label	4
Description	Potential Brownfield
Address	1349 Inwood Avenue
Map Location	73°55'12.791"W 40°50'21.784"N
BBL(s)	2029640021
Borough	Bronx
Owner	INWOOD CAPITAL GROUP
Publicly Owned	No
Lot Area	0.82 acres (35,512 sqft)
Building Area	28,174 sqft
Existing Buildings	2
Zoning	M1-2
Built FAR	0.79
Allowable FAR	2
Current Use	Vacant lot with shed structure
Adjacent Uses	Residential, Parking

Environmental and Land Use History

Historical maps indicate that this site was used to manufacture and store refrigeration equipment sometime in the early 20th century. Coupled with its current status as a petroleum storage site, any redevelopment requiring environmental review must complete a hazardous materials assessment per the City Environmental Quality Review (CEQR) Technical Manual.



Environmental Regulatory Review	Property Records	Status
New York State Department of Environmental Conservation	Petroleum Bulk Storage Sites No. 2-070793	One tank with a capacity of 3,000 gallons is actively in use aboveground on this site.

Site 5: 1400 Cromwell Avenue

Property Description and Current Land Use

Label	5
Description	Potential Brownfield
Address	1400 Cromwell Avenue
Map Location	73°55'9.825"W 40°50'27.384"N
BBL(s)	2028570001
Borough	Bronx
Owner	1926 ELSEMERE, INC.
Publicly Owned	No
Lot Area	0.41 acres (18,066 square feet)
Building Area	0
Existing Buildings	0
Zoning	M3-1
Built FAR	0
Allowable FAR	2
Current Use	Parking/long term vehicle storage
Adjacent Uses	Commercial, Parking

Environmental and Land Use History



This site has a long history of automotive uses. Historically it housed a garage and repair shop, while it is currently occupied by long-term vehicle storage. Given the history and current use of this site and its neighboring sites, this site has been identified as a potential brownfield. Because this site has been used for automobile service, petroleum storage, filling, or fuel sales and other auto-related activities, any redevelopment requiring environmental review must complete a hazardous materials assessment per the City Environmental Quality Review (CEQR) Technical Manual. Redevelopment of the sites where contamination may be present could result in increased pathways of exposure to hazardous materials for future residents and construction workers.

Environmental Regulatory Review	Property Record	Status
New York State Department of Environmental Conservation	Petroleum Bulk Storage Sites No. 2-605814	Two tanks with a cumulative capacity of 525 gallons of petroleum storage are actively in use on this site. They are in direct contact with soil.
Environmental Regulatory Review	Neighboring Property Records	Status
New York State Department of Environmental Conservation	Petroleum Bulk Storage Sites 2-605602 2-605603 2-605730 2-605605	Across the street to the east, three tanks remain in active use. Cumulatively, they contain 605 gallons of petroleum. Another is closed in place, aboveground, storing 800 gallons of petroleum.
		is closed in place, aboveground, storing 800 gallons of petroleum.

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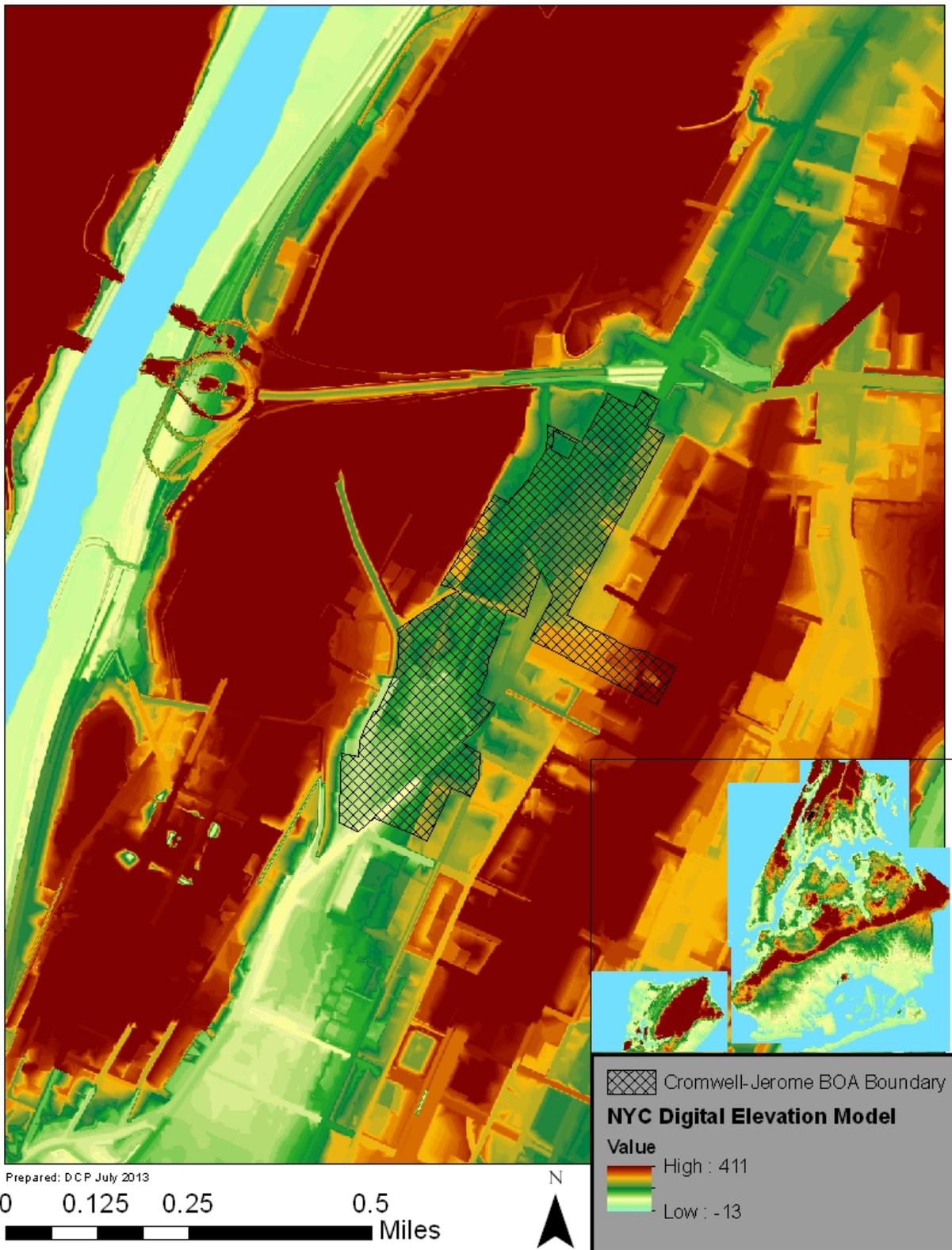
APPENDIX B: ACCOMPANYING MAPS

Appended Map B1: Aerial Community Map

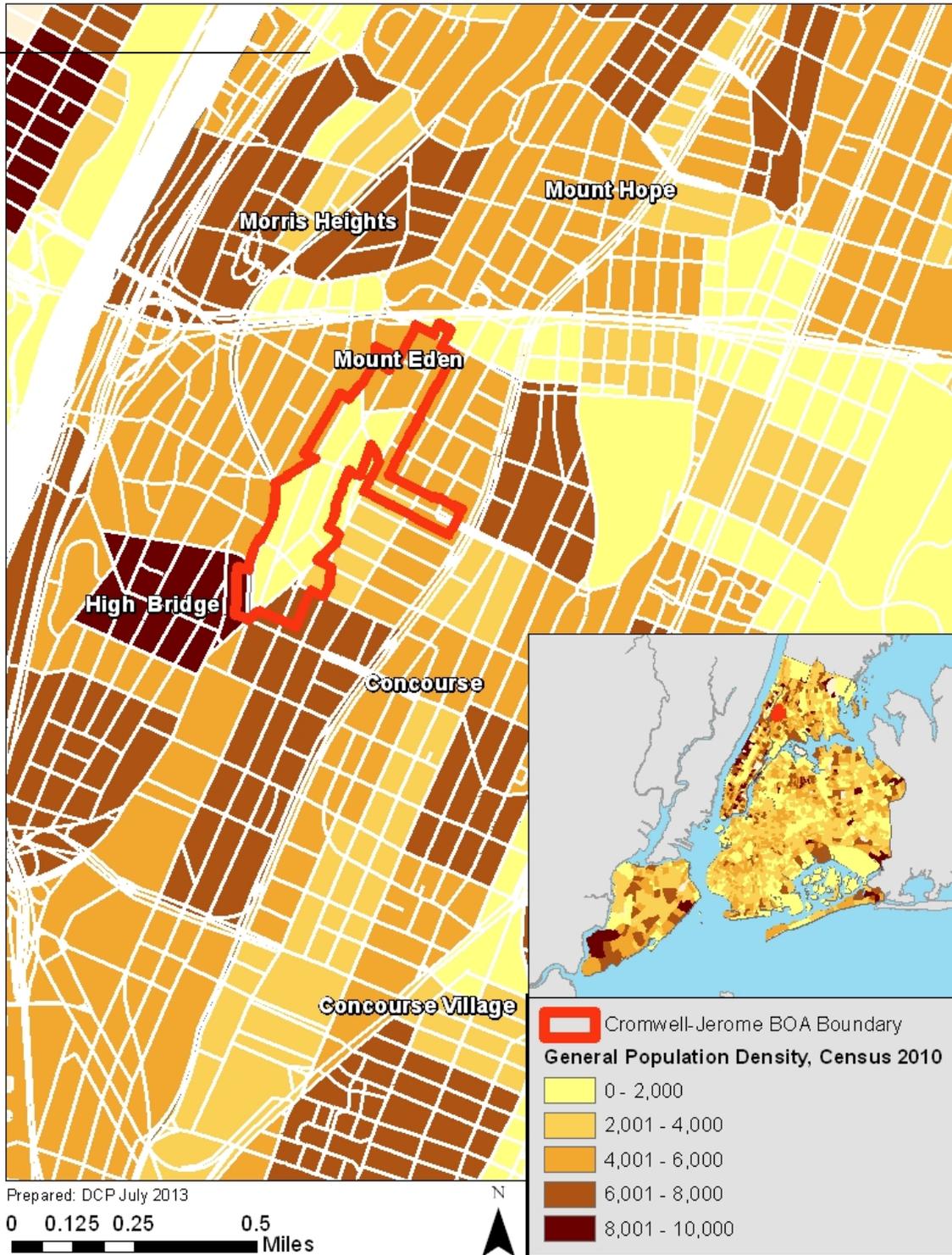


Jerome Avenue Corridor
Existing Conditions & Brownfield Analysis

Appended Map B2: Aerial Community Map



Appended Map B3: 2010 Census Tract Population



NYC

BILL deBLASIO
MAYOR

DANIEL C. WALSH, Ph.D.
DIRECTOR
Mayor's Office of Environmental Remediation

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NYC Mayor's Office of
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