

## 2.0 PROJECT DESCRIPTION

### INTRODUCTION

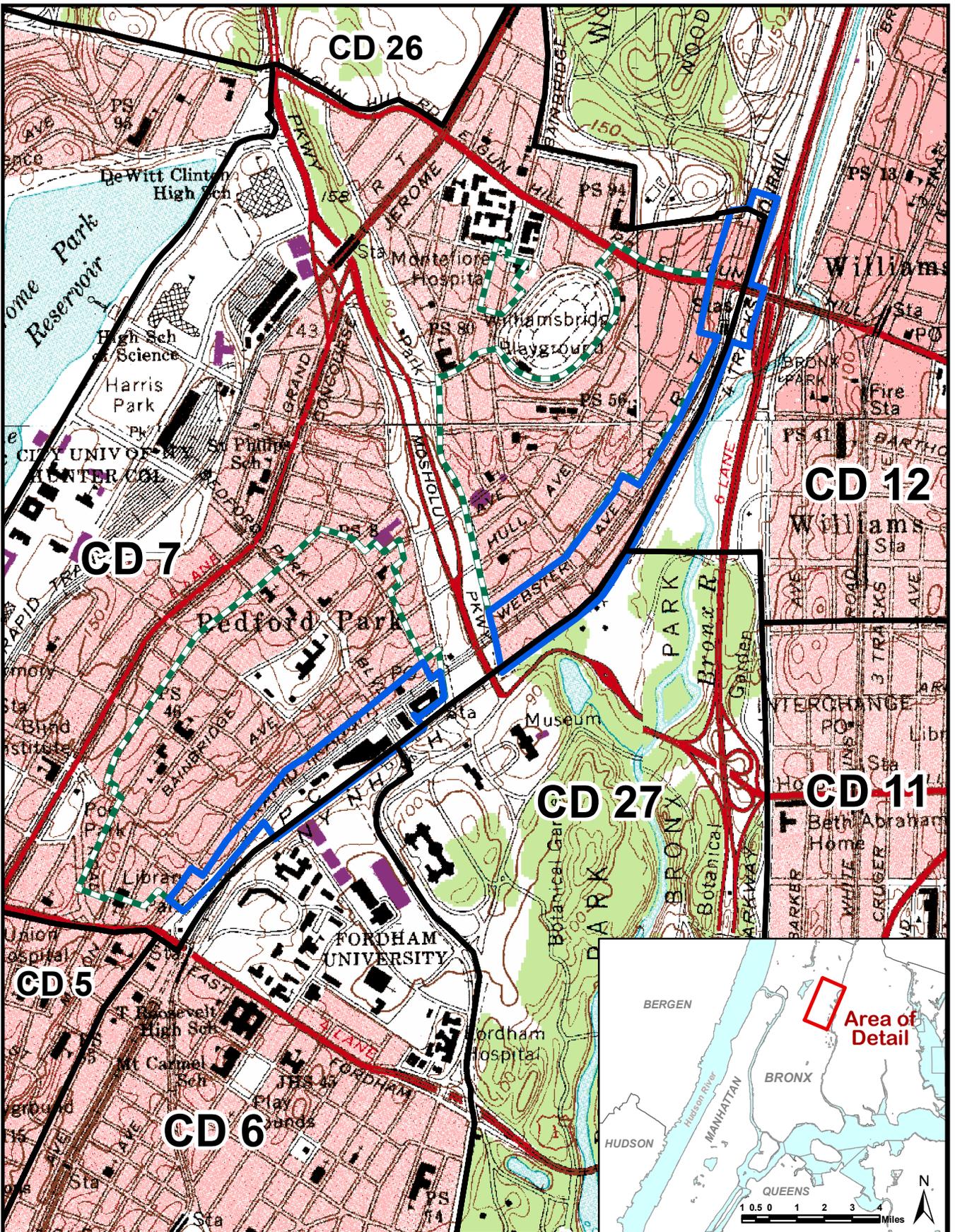
This Final Environmental Impact Statement (Final EIS) describes the proposed Webster Avenue Rezoning project (“the proposed action”) and provides an analysis of those analysis areas where potential effects on the environment have been identified through analyses undertaken and provided in the Environmental Assessment Statement (EAS) which is appended to this document in electronic form. The proposed action includes zoning map and text amendments that have been proposed by the New York City Department of City Planning (DCP).

The areas affected by the proposed action are located in Bronx Community District 7 and Community District 12 comprising the Webster Avenue corridor rezoning area, and rezoning areas to the west in the Bedford Park and Norwood neighborhoods, as shown on Figure 2.0-1. The Webster Avenue corridor is proposed for the mapping of zoning districts that permit contextual residential development and medium density commercial uses where current zoning is generally oriented to low-scale auto-related commercial uses. These 25 blocks or block portions are generally bounded by the Metro-North Railroad Harlem Line right-of-way to the east, Fordham Road and East Kingsbridge Road to the south, East 213<sup>th</sup> Street to the north, and a line approximately midway between Webster Avenue and Decatur Avenue to the west. A zoning text amendment is also proposed to establish the Inclusionary Housing program in proposed R7D and C4-5D districts within the proposed rezoning area.

Rezoning proposed for approximately 41 blocks or block portions in the Bedford Park neighborhood and approximately 28 blocks or block portions in the Norwood neighborhood are intended to preserve the scale and context of those areas. Potential impacts of the proposed rezonings in the Bedford Park and Norwood areas are analyzed qualitatively in this EAS while impacts from the proposed rezoning of Webster Avenue are analyzed herein with a quantitative evaluation of the additional increment of development capacity that would be introduced along the corridor. The rezoning area is shown on Figure 2.0-2.

The proposed action is intended to shape Webster Avenue into a vibrant, inviting, and walkable residential and commercial corridor. For the neighborhood rezonings to the west, the proposed action is intended to preserve low density development in the residential areas of Bedford Park and Norwood, and to shift new development from the neighborhoods to Webster Avenue. Through height limits and contextual requirements of the proposed zoning, development incentives would be removed from the lower-density neighborhoods and shifted to higher-density areas such as Webster Avenue.

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**Legend**

-  Webster Avenue Corridor
-  Bedford Park and Norwood
-  Bronx Community District Boundaries



Source: USGS Topographic Map, quads o40073g7, o40073g8, o40073h7, o40073h8; STV Incorporated

**Figure 2.0-1: Project Location**

**Webster Avenue Rezoning**

NYC Department of City Planning

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**Legend**

 Webster Avenue Rezoning Area

500 0 500 1,000 Feet



Source: NYC Department of City Planning 2010; STV Incorporated

*Figure 2.0-2: Proposed Rezoning Area*

*Webster Avenue Rezoning*

*NYC Department of City Planning*

## Framework for Analysis: Webster Avenue Rezoning Area

In order to assess the potential environmental impacts of the proposed Webster Avenue Rezoning, a reasonable worst-case development scenario (RWCDs) has been developed. In identifying the RWCDs a general set of criteria was established and all sites that met the criteria were identified. Area specific criteria were also developed to further identify *projected* and *potential* development sites. The RWCDs identifies both projected and potential development sites that, for analysis purposes, are assumed to be developed under the proposed action. Projected development sites are sites that are more likely to be developed as a result of the proposed action. Potential development sites are sites that could be developed but are assumed to have less development potential than the projected development sites.

The RWCDs is limited to the Webster Avenue rezoning area (hereafter referred to as “the rezoning area”) where development is expected to be facilitated by the proposed action, as explained further below in section 2.6 “Reasonable Worst Case Development Scenario.” The rezoning of the Bedford Park and Norwood neighborhoods is a contextual rezoning that is not intended to facilitate development. Accordingly, the remainder of the analyses aside from the Project Description and Land Use, Zoning and Public Policy sections which include a description and qualitative analyses of the Bedford Park and Norwood Neighborhood rezoning areas, focuses the density-based and development site-specific analysis on the Webster Avenue corridor.

The RWCDs projects future conditions with the proposed zoning through an analysis year of 2020. This EAS assesses the incremental differences between the future with and without the proposed action for the Webster Avenue corridor, whereas the future with and without the proposed action in the Bedford Park and Norwood neighborhood rezoning areas are analyzed qualitatively. It analyzes the RWCDs for projected development sites along Webster Avenue as a whole, and assesses development of the individual projected and potential development sites for site-specific impacts. Typically, for area-wide rezonings not associated with a specific development proposal, a build period of ten years is analyzed. Therefore, this EAS has an analysis year of 2020.

DCP identified 24 projected development sites along Webster Avenue that are likely to be developed by 2020. In addition, there are 25 potential development sites along Webster Avenue that are considered less likely than the projected sites to be developed over the ten-year analysis period. In total along Webster Avenue, the proposed action is projected to result in new development of approximately 738 dwelling units (DUs), and 47,469 square feet (sf) of commercial space that would include 10,625 sf of stores selling food products with an emphasis on fresh fruits and vegetables, meats and other perishable goods, consistent with the goals of the City’s Food Retail Expansion to Support Health, or FRESH, program. Other new development resulting from the proposed action is projected to include 24,169 sf of restaurant space, 16,573 sf of office space, and 7,782 sf of community facility space. The proposed action would also result in a decrease in projected future hotel and auto-related and storage development with the proposed action compared to conditions without the proposed action of 27,612 sf of

projected future hotel space and 78,152 sf of projected future auto-related and storage space.

This Final EIS has been prepared in conformity with applicable laws and regulations, including Executive Order No. 91, New York City Environmental Quality Review (CEQR) regulations, and follows the guidance of the 2001 *CEQR Technical Manual*. This Final EIS has been developed following preparation of a complete Environmental Assessment Statement (EAS), which is included in its entirety in electronic format with this document. The EAS includes review and analysis of all impact categories identified in the 2001 *CEQR Technical Manual*, and all impact categories were reevaluated to assure substantive compliance with the methodologies of the 2010 *CEQR Technical Manual*, which became effective on May 19, 2010. Based upon the findings contained in the EAS, NYCDCP has determined that the proposed action had no potential to result in significant, adverse environmental impacts, except for four analysis areas where further analyses were found to be required to be able to make that determination: Public Policy (Local Waterfront Revitalization Program), Water and Sewer Infrastructure, Transportation (Traffic and Parking), and Neighborhood Character. Therefore, NYCDCP determined that this EIS be prepared to address the potential impacts related to these areas.

The CEQR EAS was submitted on April 16, 2010 and a draft scoping document that set forth the analyses and methodologies proposed for this EIS was submitted to the public on April 16, 2010. The public, interested agencies, Bronx Community Boards 7 and 12, and elected officials were invited to comment on the scope, either in writing or orally, at a public scoping hearing held at 4:00 PM on May 19, 2010 at the Bedford Park Senior Center, 243 East 204<sup>th</sup> Street, Bronx, NY, and at a second public scoping hearing held at 10:00 AM on September 1, 2010 at the Department of City Planning, 22 Reade Street, New York, NY. Comments received during the draft scope's public hearing, and written comments received up to 10 days after the hearing, were considered and incorporated, as appropriate, into the final scope of work. The final scope of work was used as the framework for preparing the DEIS ~~this EIS and is included as Appendix A.~~

On September 24, 2010, DCP on behalf of the CPC as lead agency, issued a Notice of Completion for the DEIS for the Webster Avenue Rezoning. A public hearing on the DEIS was held by the CPC on Wednesday, January 5, 2011. Comments were accepted at the hearing and for ten days following the hearing until January 18, 2011. This Final EIS and the EAS contains descriptions of the proposed action and its environmental setting; potential short- and long-term environmental impacts of the proposed action; and potential significant adverse environmental impacts expected as a result of the proposed action. The proposed action is also subject to the City's Uniform Land Use Review Procedure (ULURP). The City Planning Commission (CPC) is the lead agency in both the environmental review and ULURP processes. Public hearings were ~~will be~~ held by Bronx Community Board 7, Community Board 12, the Bronx Borough President, CPC, and the City Council during the seven-month ULURP review process.

## **2.1 Required Approvals and Review Procedures**

The actions proposed by the New York City Department of City Planning (DCP) for the Webster Avenue rezoning, as fully described below in section B, “Description of the Proposed Action”, are subject to City Environmental Quality Review (CEQR) and require City Planning Commission (CPC) and New York City Council approvals through the City’s Uniform Land Use Review Procedure (ULURP). The actions are as follows:

- **Zoning map amendment** to change portions of 18 blocks currently zoned C8-2, R7-1, R7-1/C1-3, and R7-1/C2-3 to R7D/C2-4, generally located along Webster Avenue, north of East 193<sup>rd</sup> Street and South of East 205<sup>th</sup> Street.
- **Zoning map amendment** to change a portion of one block currently zoned C8-2 to C4-5D, generally located along Webster Avenue, north of East 195<sup>th</sup> Street and south of Bedford Park Boulevard.
- **Zoning map amendment** to change portions of four blocks from C8-2 to C4-4 and R7B generally located along Webster Avenue, north of East 210<sup>th</sup> Street and south of East 213<sup>th</sup> Street.
- **Zoning map amendment** to change portions of 71 blocks from R7-1, R7-1/C1-3, R7-1/C2-3, R8, R8/C2-3, and C4-4 to contextual districts R4A, R5A, R5B, R5D/C1-4, R6B, R7B, R7B/C1-3, R7B/C2-4, R7A, R7A/C1-3, R7A/C1-4, R7A/C2-4, R8/C2-4 generally located northwest of Webster Avenue, north of Fordham Road, southeast of Valentine Avenue, east of Rochambeau Avenue, and south of East Gun Hill Road.
- **Zoning text amendment** to establish the Inclusionary Housing program in the R7D and C4-5D districts within the proposed rezoning area in Community District 7, the Bronx.

## **2.2 Background to Webster Avenue Rezoning Area**

The proposed action would amend the zoning map within two northwest Bronx neighborhoods, Bedford Park and Norwood. All aspects of the proposed action would affect zoning within Bronx Community District 7 and two lots in Community District 12.

With a population of approximately 140,000 according to the 2000 US Census, Community District 7 is a vibrant residential and commercial area. Its population consists primarily of individuals with Hispanic origin, but also of African Americans, non-Hispanic whites, and members of various other non-white ethnic groups. Community District 7’s 2000 population count ranked it as the 9<sup>th</sup> (out of 59) most densely populated community district in New York City.

Originally farmland outside of the town of Kingsbridge, Bedford Park became settled in the mid- to late-19<sup>th</sup> century. The neighborhood’s development coincided with the popularity of the nearby Jerome Park Racetrack. The Norwood area also originated as farmland, and became populated in the late 19<sup>th</sup> century. Both Bedford Park and

Norwood were annexed to the City of New York (Manhattan, at the time) in 1874, along with the nearby towns of Kingsbridge and West Farms.

Several events contributed to the population growth of Bedford Park and Norwood. When the Jerome Park Racetrack was demolished in 1890 for the development of the Jerome Park Reservoir, the area became settled with new immigrants, many of Irish descent, who contributed to the reservoir's construction. With the establishment of the City of Greater New York in 1898, both neighborhoods became part of the newly established Borough of the Bronx.

Affecting the area's growth even more prominently, however, was the creation and expansion of the New York City mass transit system. The Third Avenue elevated train was expanded from Manhattan to the Bronx in the early 20<sup>th</sup> century, eventually running above Webster Avenue (along the eastern edge of Community District 7) and reaching Bronx Park in 1902. The final expansion of this elevated line was completed in 1920, continuing above Webster Avenue until reaching its terminus along Gun Hill Road. The development of the subway system, and its expansion into the area, also had its effect. The Jerome Avenue IRT branch, running as an elevated line through most of the Bronx, traversed the western portions of Bedford Park and Norwood. The development of the Grand Concourse, a major north-south thoroughfare, and the development of the Concourse IND subway line completed the area's transportation connection to the more populous sections of New York City.

Resulting from these changes was a population boom for both Bedford Park and Norwood beginning in the early 1900's and lasting through the 1930's. Replacing some areas of existing one- and two-family detached homes were five- to seven-story apartment buildings, often lining whole block fronts. As the population of the greater Bronx increased seven-fold from 1900 to 1940, both neighborhoods followed suit.

The stifling economic effects of the Great Depression, the advent of World War II, and the subsequent migration to the suburbs by much of the white middle-class population in the mid-20<sup>th</sup> century contributed to a halt in the development of the area. While other sections of the Bronx, especially the South Bronx, experienced a near-complete disappearance of one- and two-family detached homes earlier in the century, the built form of Bedford Park and Norwood changed only partially. Remaining within these neighborhoods were pockets of lower-density detached and row houses, reflecting the character of an earlier era. As the population's ethnic and economic base changed in the second half of the 20<sup>th</sup> century, the development character of both Bedford Park and Norwood remained intact. It is estimated that post-1950 development accounts for less than 15 percent of the existing development within the study area.

The neighborhoods of Bedford Park and Norwood today contain a mixture of detached one- to two-family homes, and five- to seven-story pre-World War II apartment buildings often found in the more densely populated areas of the Bronx. The neighborhoods are within close proximity of a number of sizable Bronx institutions, including Lehman College of the City University of New York, Fordham University, and the New York Botanical Garden. The area is served by one of the largest hospitals in

New York metropolitan area, Montefiore Medical Center in Norwood. Two of New York City's largest parks, Bronx Park and Van Cortland Park, are adjacent to the neighborhoods and are connected by Mosholu Parkway, which divides Bedford Park and Norwood, and provides additional open space for the residents.

Both Bedford Park and Norwood contain commercial corridors that transect the study area. Fordham Road runs along the southern edge of Bedford Park and contains regional retail uses. Norwood contains the East 204<sup>th</sup> Street and East Gun Hill Road commercial corridors, which provide local retail and services.

### **Webster Avenue**

Webster Avenue is a major north-south arterial road, originating in the South Bronx neighborhood of Melrose and terminating in Woodlawn north of the proposed rezoning area. The portion of Webster Avenue that passes through Bedford Park and Norwood runs parallel to the right-of-way of the Metro-North Railroad Harlem line, along the eastern boundary of the neighborhoods. Within the study area, Webster Avenue is classified as a "wide street," averaging approximately 100 feet in width for this 1.75-mile stretch. The Third Avenue elevated train ran above Webster Avenue from East 194<sup>th</sup> Street to East Gun Hill Road until the line's demolition in 1973. Portions of the corridor still have zoning that would be appropriate to conditions with the elevated train present.

Current development along Webster Avenue, from East 193<sup>rd</sup> Street to the southernmost portion of Woodlawn Cemetery, reflects a mixture of uses and building types. Predominately lined with one-to-three-story structures, Webster Avenue can be classified as a low- to medium-density commercial district. Among the types of commercial uses present are automobile repair shops, car washes, auto tire and flat-fix shops, gas stations, and home furnishing and supply stores. The corridor also contains a limited number of neighborhood service stores including restaurants, beauty parlors, and small offices. At the northernmost end of this stretch is an automobile dealership. Webster Avenue also contains warehouses, storage facilities, and other light industrial commercial uses.

The Webster Avenue corridor contains a small number of residential buildings. These residential structures range from six-to-seven-story apartment buildings located near the major intersections to smaller, single-family detached homes interspersed among the commercial structures. The corridor also contains two primary schools, a police station, a small post office, medical facilities, and other small neighborhood services facilities.

Lined with multiple surface parking and vacant lots, Webster Avenue lacks the development density of the adjoining neighborhoods. This, in conjunction with the street width and the low-scale nature of development, results in a limited amount of pedestrian foot traffic flowing along the street, especially when compared to the intersecting Fordham Road corridor.

## Transportation

The study area has a strong connection to several important highways and arterial roads. Webster Avenue, Fordham Road, Mosholu Parkway, and the Bronx River Parkway all run either through this area or immediately adjacent to it. About ¼-mile west of the study area is the Grand Concourse, an important north-south arterial road lined with predominantly mid-rise apartment buildings, including many built in an art deco style. The closest interstate highway to the study area is the Major Deegan Expressway (I-78), which passes through the western portion of Community District 7.

The area is also well connected to New York City's mass transit system. The Metro-North Railroad Harlem line runs parallel to Webster Avenue along the eastern boundary of the study area and contains three stations within the vicinity: Fordham Road, Botanical Garden, and Williams Bridge. The Fordham Road station is the third busiest station in the Metro-North Railroad system (behind Grand Central and 125<sup>th</sup> Street, both in Manhattan). The NYC Subway has three lines operating within or near the study area. The IND Concourse Line (D) has a terminal stop at East 205<sup>th</sup> Street in Norwood, and stops at the major intersections along the Grand Concourse. The IRT White Plains Line (#2 & #5 lines) can be accessed within a ¼-mile walk from the Webster Avenue and East Gun Hill Road intersection.

Two MTA Transit Bus routes, the Bx41 and Bx55, operate along Webster Avenue. Several others, including the Bx 10, 17, 15, 16, and 34, pass through the adjacent neighborhoods. The Fordham Road/Webster Avenue intersection is a major hub for bus travel, with seven routes stopping near the intersection at Fordham Plaza. These routes include the new Select Bus Service (SBS), which is a bus rapid transit line, and the Bx 9, 12, 22, 25, 26, 28, and 38 routes. The SBS and Bx12 provide a connection to the D and #4 (IRT Jerome Avenue) subway trains, each within one mile of Fordham Plaza.

### 2.3 Description of the Proposed Action

The New York City Department of City Planning (DCP) is proposing zoning map and zoning text amendments affecting the Bedford Park and Norwood communities in the Bronx, Community District 7. The rezoning falls marginally within Community District 12 by inclusion of two lots in this district located in the northeast corner of the rezoning area. The areas affected by the proposed action include all or portions of 80 blocks, generally bound by the Metro-North Railroad Harlem Line right-of-way to the southeast, Fordham Road and East Kingsbridge Road to the southwest, the Grand Concourse and Jerome Avenue to the northwest, and East Gun Hill Road to the northeast.

### Zoning Map Amendment and Zoning Text Amendment

The proposed action area can be separated into two distinct sections, with the zoning map amendments tailored to achieve the project goals for each. The first section is the *Webster Avenue Corridor* from the East 193<sup>rd</sup> Street intersection to an area just north of the East 211<sup>th</sup> Street mapped centerline, located approximately 800 feet north of the East

Gun Hill Road intersection. With the proposed zoning map and text changes, DCP envisions a transformation of this corridor from a low-scale commercial district to a higher-scale mixed residential/commercial district, featuring housing that serves a mix of household incomes.

The second section includes those areas of *Bedford Park and Norwood*, within a vicinity of approximately ¼-mile from Webster Avenue, and as of now primarily zoned R7-1 with R8 and C4-4 zoning in some pockets. With the proposed zoning map changes, DCP aims to preserve pockets of lower density residential development within these neighborhoods, thereby reducing the incentive to replace such housing with larger-scale, higher-density development.

#### 1. Webster Avenue Corridor

Zoning changes are proposed for the Webster Avenue corridor that would replace C8-2, R7-1, R7-1/C1-3 and R7-1/C2-3 districts with an R7D/C2-4 district on all or portions of 18 blocks generally located along the west side of Webster Avenue, north of East 193<sup>rd</sup> Street and south of East 205<sup>th</sup> St, and on portions of five blocks generally located along the east side of Webster Avenue, north of Bedford Park Boulevard and south of East 205<sup>th</sup> Street.

These zoning changes would result in a change in permitted uses and would facilitate new residential development along the corridor. The area is generally characterized by a mixture of one-to-three-story structures and unbuilt lots, containing uses such as automobile repair shops, parking facilities and home furnishing stores, amidst scattered residential buildings and community service facilities. The R7D/C2-4 district would permit, as-of-right, medium-density residential buildings, with first-floor commercial uses mandatory in all new development.

In addition to mapping the R7D/C2-4 district, zoning changes proposed for the Webster Avenue include a change from C8-2 to C4-5D for a portion of one block located along the east side of Webster Avenue, north of the East 195<sup>th</sup> Street intersection and south of Bedford Park Boulevard. This zoning change would result in a change in permitted uses and would facilitate new commercial and/or residential development along the corridor. This area is characterized by multiple unbuilt lots and a few one- and two-story structures. The unbuilt lots are utilized for parking, while the existing structures contain a variety of uses, including a supermarket, restaurant, warehouse and offices space. The C4-5D district would permit commercial and residential development, but would limit the commercial use types, precluding the semi-industrial uses that commonly exist along the corridor.

At the northern end of the Webster Avenue corridor, the proposed action includes a change from C8-2 to C4-4 zoning for portions of four blocks generally located along Webster Avenue, north of the prolongation of East 210<sup>th</sup> Street and south of the prolongation of East 213<sup>th</sup> Street. Additionally, the proposed action includes a zoning change for three lots located along the west side of Webster Ave and north of Parkside Pl from C8-2 to R7B. This zoning change would result in a change in permitted uses and

would facilitate new commercial development along the corridor, while also permitting residential uses. This area is characterized by one- to three-story structures and numerous unbuilt lots. A large automobile dealership occupies multiple lots just north of East Gun Hill Road. Other commercial uses include smaller auto repair shops, some retail or neighborhood services and a detached fast food restaurant. A small row of residential buildings exists north of the auto dealership, while several lots in the area remain unbuilt. The C4-4 district would permit commercial and residential development, but would limit the commercial use types, again precluding the semi-industrial uses that commonly exist along the corridor.

Blocks and lots affected by the proposed Webster Avenue Corridor Rezoning are listed in Table 2.0-1.

**Table 2.0-1:  
List of Blocks and Lots Affected by the Proposed Webster Avenue Corridor Rezoning**

Affected Blocks	Affected Lots
3274	1, 4, 21, 27, 50, 51
3273	85, 100, 101, 105, 109, 114, 118, 122, 128
3275	108
3276	1, 4, 5
3277	1, 2, 28, 32, 36, 40, 41, 45
3278	14, 31, 33, 38, 54, 77, 80, 81, 82, 83, 84, 85, 88
3279	1, 13, 16, 21, 22, 23, 34, 35, 37, 41, 50, 70, 75
3280	33, 37, 39, 42, 45, 46, 48, 49, 52, 55, 58, 61, 65, 67,
3325	5, 6, 25
3330	1, 40, 42, 43, 44, 46, 47, 48, 50, 51, 52, 55, 57, 60, 68, 73, 80
3331	45, 48, 51, 52, 53, 55, 57, 62, 63, 64, 66, 72, 73, 74, 75, 80, 82, 111
3353	1, 5, 34, 36, 40, 56, 58
3355	116, 121, 132, 134, 135, 136
3356	175, 196, 200, 206, 214, 223
3357	1, 4, 6, 7, 12, 15, 16, 18, 21, 23, 25, 28, 32, 33, 35, 36, 37, 52, 53, 54, 55, 59, 60, 61, 62, 63, 64, 65, 66, 92, 111, 120, 135, 140, 216, 218, 225, 228, 247, 248, 252, 410
3360	33, 38, 44, 50, 54, 55, 56, 57, 58, 59, 60, 61, 62, 120, 359, 361

Source: New York City Department of City Planning, STV Incorporated, 2010.

## 2. Bedford Park and Norwood Neighborhoods

Although neighborhood rezoning zoning changes in the Bedford Park and Norwood neighborhoods would not primarily result in changes to permitted uses, changes to the permissible bulk and scale of development, including height limits, would take effect. These include a change from R7-1, R7-1/C1-3, R7-1/C2-3, R8, R8/C1-3, and C4-4 to R4A,

R5A, R5B, R5D/C1-4, R6B, R7B, R7B/C1-3, R7B/C2-4, R7A, R7A/C1-3, R7A/C1-4, R7A/C2-4, R8/C2-4 on all or portions of 69 blocks generally located northwest of Webster Avenue in Bedford Park and Norwood.

There are several minor adjustments to the commercial overlays in Bedford Park and Norwood. The proposed depth of the commercial overlays (C1-3, C1-4, and C2-4) is proposed to be reduced to 100' to match the depth of existing commercial uses and reduce the encroachment of commercial uses on residential streets. Figure 2.0-4 shows the proposed commercial overlays.

A change is proposed from R7-1/C1-3 to R7A/C1-4 zoning for portions of three blocks, generally located at the intersection of Bedford Park Boulevard and Decatur Avenue, and portions of two blocks generally located on the east side of Bainbridge Avenue, north of East 204<sup>th</sup> Street and south of East 207<sup>th</sup> Street, which would reduce the commercial parking requirement. In addition, a change is proposed from R7-1/C2-3 to R7A/C2-4 zoning for portions of two blocks, generally located along Bainbridge Avenue, north of East 207<sup>th</sup> Street and south of Van Cortlandt Avenue East, which would reduce the commercial parking requirement. A rezoning from R7-1/C1-3 to R7A/C1-3 is proposed on portions of four blocks located generally on the south side of E Gun Hill Road, east of Putnam Place and west of Webster Avenue.

A zoning change is proposed from R7-1/C1-3 to R7B/C1-3 for portions of four blocks generally located at the intersection of Briggs Avenue and 198<sup>th</sup> St and portions of four blocks located at the intersection of Bainbridge Avenue and E 194<sup>th</sup> Street. Additionally a zoning change is proposed from R7-1/C2-3 to R7B/C2-4 for portions of two blocks, generally located on East 193<sup>rd</sup> Street, west of Decatur Avenue and east of Marion Avenue, which would reduce the commercial parking requirement.

In addition, a zoning change from R7-1/C1-3 to R5D/C1-4 is proposed for portions of eight blocks generally located along East 204<sup>th</sup> Street, west of Webster Avenue and east of Bainbridge Avenue, and portions of two blocks generally located along the west side of Bainbridge Avenue, north of East 204<sup>th</sup> Street and south of East 207<sup>th</sup> Street. This zoning change would result in a reduction in permissible bulk and scale of development and a change in commercial parking requirements. No changes to permitted uses would take effect.

A change in the commercial overlay from C2-3 to C2-4 is proposed for a portion of a block generally located along Webster Avenue, north of East 201<sup>st</sup> Street, south of Mosholu Parkway and east of Decatur Ave. The underlying R8 will remain on the block. The change in the commercial overlay would ensure consistency in the commercial uses and the associated parking requirements along Webster Avenue.

A change from C4-4 to R4A is proposed for portion of one block on the east side of Marion Avenue south of East 193<sup>rd</sup> Street and a change from C4-4 to R7B is proposed for a portion of one block on the west side of Marion Avenue south of East 193<sup>rd</sup> Street. The change in zoning would preserve the current residential character and the scale of development on these blocks.

Blocks and lots affected by the proposed rezoning in the Bedford Park and Norwood neighborhoods are listed in Table 2.0-2.

**Table 2.0-2:  
List of Blocks and Lots Affected by the Neighborhood Area Rezoning**

<b>Affected Blocks</b>	<b>Affected Lots</b>
3275	29, 15, 26, 30, 31, 20, 19, 23, 33, 83, 16, 37, 43, 40, 46, 27, 35
3276	28, 20, 43, 42, 35, 31, 44, 45, 40, 135, 36, 27, 66, 38, 39, 30, 46, 134, 132, 133
3277	23, 5, 18, 16, 19, 126, 8, 6, 20, 7, 12, 10, 11, 14, 4, 125, 25
3278	65, 71, 69, 74, 18, 73, 28, 77, 22, 76, 26, 1, 16, 59, 3, 7, 75, 67, 5
3279	56, 59, 25, 4, 6, 2, 5, 57, 62, 58, 3, 31
3280	7, 13, 22, 2, 1, 28, 6, 33, 5, 3, 19, 4, 25, 23
3281	77
3282	28, 44, 30, 50, 48, 22, 19, 52, 29, 57, 1, 65, 63, 46, 7, 62, 42, 36, 59, 35, 25, 54, 13, 26, 16, 32, 58, 60, 61, 70
3283	3, 78, 90, 22, 37, 29, 85, 76, 65, 50, 31, 41, 75, 97, 48, 45, 84, 81, 1, 86, 25, 40, 82, 47, 55, 70, 39, 138, 72, 49, 60, 53, 91, 71, 13, 95, 87, 69, 32, 66, 67, 43, 104, 79, 73, 88, 54, 68, 133, 6, 80, 139, 96, 83
3284	16, 23, 4, 22, 1, 34, 17, 63, 57, 46, 14, 13, 29, 6, 12, 18, 20, 44, 48, 32, 25, 15, 62, 45, 64, 39, 21, 27, 19, 9, 11
3285	48, 15, 45, 52, 7, 106, 41, 28, 11, 1, 51, 36, 9, 57, 59, 65, 19, 50, 39, 139, 40, 138, 140
3286	38, 40, 49, 19, 30, 37, 33, 51, 24, 34, 45, 44, 32, 48
3287	95, 81, 100, 39, 96, 62, 29, 70, 77, 28, 109, 37, 23, 122, 90, 25, 21, 3, 31, 86, 38, 24, 16, 163, 56, 18, 50, 73, 71, 66, 6, 85, 27, 115, 1, 22, 98, 8, 26, 12, 99, 43, 94, 53
3288	1, 31, 21, 20, 29, 23, 25, 10, 16, 15, 35, 22, 24, 18, 28, 8, 5, 7
3289	73, 46, 14, 42, 26, 19, 47, 53, 1, 39, 28, 10, 56, 17, 35, 16, 32, 29, 34, 4, 50, 45, 44, 24, 7, 20, 38, 40, 31, 11, 37, 41, 25, 21, 23, 15, 113
3290	52, 58, 30, 59, 25, 20, 42, 51, 60, 64, 55, 14, 21, 19, 2, 18, 33, 8, 4, 11, 23, 65, 62, 13, 57, 31, 1, 50, 34, 32, 10, 7
3291	1, 16, 24, 8
3292	68, 155, 105, 37, 87, 107, 109, 14, 103, 101, 108, 45, 62, 149, 94, 104, 23, 67, 27, 112, 84, 106, 48, 43, 1, 30, 86, 90, 70, 34, 19, 75, 32, 28, 82, 73, 97, 88, 6, 74, 51, 79, 96, 102
3293	38, 26, 49, 43, 45, 31, 25, 79, 39, 37, 29, 65, 58, 72, 21, 77, 56, 62, 18, 47, 32, 36, 90, 83, 87, 88, 66, 52, 80, 50, 82, 81, 35, 64, 24, 63, 34, 74, 172, 30, 54, 173, 78, 33, 169, 170, 171, 68, 168
3275	29, 15, 26, 30, 31, 20, 19, 23, 33, 83, 16, 37, 43, 40, 46, 27, 35
3276	28, 20, 43, 42, 35, 31, 44, 45, 40, 135, 36, 27, 66, 38, 39, 30, 46, 134, 132, 133
3277	23, 5, 18, 16, 19, 126, 8, 6, 20, 7, 12, 10, 11, 14, 4, 125, 25
3278	65, 71, 69, 74, 18, 73, 28, 77, 22, 76, 26, 1, 16, 59, 3, 7, 75, 67, 5

**Table 2.0-2 (Continued):  
List of Blocks and Lots Affected by the Neighborhood Area Rezoning**

Affected Blocks	Affected Lots
3279	56, 59, 25, 4, 6, 2, 5, 57, 62, 58, 3, 31
3280	7, 13, 22, 2, 1, 28, 6, 33, 5, 3, 19, 4, 25, 23
3282	28, 44, 30, 50, 48, 22, 19, 52, 29, 57, 1, 65, 63, 46, 7, 62, 42, 36, 59, 35, 25, 54, 13, 26, 16, 32, 58, 60, 61, 70
3283	3, 78, 90, 22, 37, 29, 85, 76, 65, 50, 31, 41, 75, 97, 48, 45, 84, 81, 1, 86, 25, 40, 82, 47, 55, 70, 39, 138, 72, 49, 60, 53, 91, 71, 13, 95, 87, 69, 32, 66, 67, 43, 104, 79, 73, 88, 54, 68, 133, 6, 80, 139, 96, 83
3284	16, 23, 4, 22, 1, 34, 17, 63, 57, 46, 14, 13, 29, 6, 12, 18, 20, 44, 48, 32, 25, 15, 62, 45, 64, 39, 21, 27, 19, 9, 11
3285	48, 15, 45, 52, 7, 106, 41, 28, 11, 1, 51, 36, 9, 57, 59, 65, 19, 50, 39, 139, 40, 138, 140
3286	38, 40, 49, 19, 30, 37, 33, 51, 24, 34, 45, 44, 32, 48
3287	95, 81, 100, 39, 96, 62, 29, 70, 77, 28, 109, 37, 23, 122, 90, 25, 21, 3, 31, 86, 38, 24, 16, 163, 56, 18, 50, 73, 71, 66, 6, 85, 27, 115, 1, 22, 98, 8, 26, 12, 99, 43, 94, 53
3288	1, 31, 21, 20, 29, 23, 25, 10, 16, 15, 35, 22, 24, 18, 28, 8, 5, 7
3289	73, 46, 14, 42, 26, 19, 47, 53, 1, 39, 28, 10, 56, 17, 35, 16, 32, 29, 34, 4, 50, 45, 44, 24, 7, 20, 38, 40, 31, 11, 37, 41, 25, 21, 23, 15, 113
3290	52, 58, 30, 59, 25, 20, 42, 51, 60, 64, 55, 14, 21, 19, 2, 18, 33, 8, 4, 11, 23, 65, 62, 13, 57, 31, 1, 50, 34, 32, 10, 7
3291	1, 16, 24, 8
3292	68, 155, 105, 37, 87, 107, 109, 14, 103, 101, 108, 45, 62, 149, 94, 104, 23, 67, 27, 112, 84, 106, 48, 43, 1, 30, 86, 90, 70, 34, 19, 75, 32, 28, 82, 73, 97, 88, 6, 74, 51, 79, 96, 102
3293	38, 26, 49, 43, 45, 31, 25, 79, 39, 37, 29, 65, 58, 72, 21, 77, 56, 62, 18, 47, 32, 36, 90, 83, 87, 88, 66, 52, 80, 50, 82, 81, 35, 64, 24, 63, 34, 74, 172, 30, 54, 173, 78, 33, 169, 170, 171, 68, 168
3294	23, 29, 28, 53, 27, 69, 11, 10, 64, 67, 68, 60, 20, 73, 66, 30, 72, 13, 65, 62, 1, 63, 2, 14, 8, 24, 70, 59, 61, 21, 47, 26, 22, 25, 16, 71, 37, 12, 15
3295	48, 67, 68, 63, 70, 31, 1, 43, 29, 56, 53, 41, 46, 33, 40, 30, 45, 22, 60, 16, 47, 69, 24, 49
3296	63, 23, 27, 64, 14, 19, 24, 15, 10, 59, 16, 76, 34, 50, 20, 40, 22, 18, 65, 6, 12, 29, 5, 42, 38, 75, 55, 60, 21, 25, 7, 30, 9, 61, 36, 62, 8, 1, 32, 47, 17
3297	6, 43, 7, 9, 38, 2, 49, 1, 28, 40, 39, 37, 11, 52, 21, 19, 3, 32, 24
3298	5, 48, 35, 47, 20, 13, 49, 43, 33, 28, 21, 45, 36, 38, 42, 12, 34, 1, 41, 14, 51, 32, 16, 46, 9
3299	31, 6, 7, 36, 10, 33, 1, 37, 32, 30, 38, 8, 11, 39, 3, 4
3300	13, 52, 23, 59, 79, 27, 71, 64, 15, 73, 76, 43, 55, 72, 28, 29, 80, 65, 25, 77, 11, 67, 21, 69, 70, 54, 68, 17, 56, 74, 47, 44, 66, 75, 39, 33, 78, 19
3301	1, 31, 20, 19, 21, 90, 63, 88, 42, 87, 10, 102, 57, 103, 89, 60, 100, 33, 92, 105, 17, 41, 66, 50, 55, 4, 52, 54, 48, 37, 32, 101, 30, 104, 23, 99, 53, 98, 56, 18, 86, 47, 51, 97, 96, 46

**Table 2.0-2 (Continued):  
List of Blocks and Lots Affected by the Neighborhood Area Rezoning**

Affected Blocks	Affected Lots
3302	3, 14, 30, 55, 71, 76, 28, 54, 59, 9, 53, 1, 12, 19, 10, 42, 74, 49, 31, 61, 21, 46, 57, 26, 34, 67, 18, 29, 56, 64, 72, 68, 66, 16, 15, 73, 20, 51, 63, 60, 52
3303	19, 44, 30, 20, 28, 10, 26, 5, 29, 8, 45, 1, 34, 24, 12, 46, 41, 32, 43, 27, 25, 38
3331	26, 19, 38, 40, 39, 36, 20, 33, 1, 32, 31, 43, 7, 10, 30, 41, 34
3332	15, 60, 17, 34, 81, 28, 61, 63, 58, 57, 7, 27, 1, 42, 10, 30, 6, 72, 66, 54, 21, 56, 87, 68, 70, 65, 4, 51
3333	1, 15, 46, 47, 52, 42, 108, 62, 34, 24, 37, 49, 26, 23, 22, 41, 30, 43, 57, 27, 9, 55, 50, 18, 59, 60, 63, 16, 8
3334	50, 9, 3, 47, 10, 16, 53, 34, 7, 46, 49, 8, 5, 37, 19, 45, 38, 24, 25, 1, 27, 22, 42
3335	42, 38, 152, 165, 186, 159, 31, 189, 134, 16, 193, 95, 46, 139, 132, 154, 136, 178, 135, 190, 73, 32, 125, 1, 25, 80, 123, 70, 39, 173, 41, 110, 181, 50, 65, 142, 188, 150, 191, 168, 12, 141, 126, 153, 175, 128, 56, 30, 184, 60, 118, 192, 3, 90, 170, 34, 138, 5
3338	48, 51, 35, 46, 37, 49, 52, 41, 43, 53, 55, 1, 39, 54, 56
3341	9, 69, 26, 7, 13, 76, 10, 83, 50, 70, 30, 57, 44, 12, 56, 1, 11, 65, 15, 23, 22, 14, 25, 55, 24, 34, 68, 16
3342	51, 47, 16, 20, 21, 7, 1, 8, 55, 19, 38, 57, 62, 29, 23, 10, 58, 26, 24, 13, 56, 61, 60, 25, 59
3343	123, 134, 330, 72, 332, 152, 167, 138, 182, 97, 124, 8, 184, 29, 139, 164, 331, 341, 163, 49, 6, 183, 342, 683, 334, 338, 344, 76, 24, 122, 140, 166, 118, 1, 155, 116, 162, 147, 119, 146, 141, 154, 347, 93, 25, 143, 7, 125, 3, 142, 95, 23, 75, 121, 68, 343, 180, 48, 115, 126, 135, 60, 71, 108, 120, 185, 5, 149, 22, 153, 144, 170, 340, 100, 4, 84, 28, 42, 37, 336, 165, 133, 148, 181, 151, 81, 136, 150, 339, 106
3345	36, 58, 11, 1, 35, 8, 29, 17, 16, 39, 40, 66, 18, 3, 63, 27, 38, 31, 25, 19, 41, 4, 5, 34, 30, 26, 2, 15, 37, 24, 7, 28, 9, 10, 33
3346	4, 31, 1, 15, 20, 2, 36, 34, 7, 10, 23, 6, 5, 21, 40, 8, 25, 33, 17, 9, 41, 19, 26, 3
3347	20, 55, 38, 50, 56, 65, 68, 49, 10, 42, 29, 1, 36, 70, 24, 23, 18, 69, 43, 67, 51, 64, 17, 22, 16, 27, 59, 66, 61
3348	18, 27, 8, 4, 25, 17, 60, 30, 77, 54, 53, 2, 20, 71, 23, 166, 13, 42, 32, 48, 29, 1, 81, 15, 35, 168, 167
3349	18, 20, 6, 40, 9, 23, 43, 33, 34, 16, 41, 3, 35, 8, 39, 7, 1, 47, 46, 14, 44, 38, 24, 27, 36, 15, 5, 37, 21, 11, 13
3350	7, 13, 8, 31, 19, 25, 10, 6, 33, 27, 23, 18, 9, 12, 3, 11, 30, 32, 5, 17, 40, 14, 34, 44, 1, 29
3351	38, 53, 29, 49, 43, 40, 26, 46, 44, 14, 35, 50, 18, 51, 22, 21, 1, 33, 19, 30, 20, 47, 32, 48, 16, 42, 45, 27, 23, 24, 17
3352	23, 1, 84, 81, 56, 9, 53, 12, 11, 75, 90, 20, 45, 39, 58, 7, 76, 8, 35, 85, 78, 29, 66, 63, 26, 68, 87, 82, 59, 55, 18, 22, 37, 69, 61, 36, 79, 80
3353	22, 7, 33, 8, 15, 25, 14, 26, 19, 17, 6, 11, 78, 23, 16, 28, 20, 27, 21, 24, 13, 12
3354	58, 66, 37, 19, 41, 23, 26, 33, 20, 4, 21, 53, 25, 1, 22, 64, 14, 3, 24, 9, 5
3355	61, 19, 12, 50, 88, 148, 39, 51, 20, 15, 156, 57, 40, 80, 25, 43, 41, 90, 9, 10, 102, 54, 142, 26, 112, 85, 82, 101, 109, 153, 150, 21, 22, 104, 96, 154, 155, 11, 84, 8, 92, 100, 27, 59, 144, 48, 86, 89, 37, 42, 16, 1, 98, 140, 152, 46

*Zoning Text Amendment: Establish Inclusionary Zoning along Webster Avenue*

The proposed zoning text amendment would apply the Inclusionary Housing program within the R7D and C4-5D districts along Webster Avenue in Bronx Community District 7 to establish incentives for the creation and preservation of affordable housing in conjunction with new development.

## **2.4 Purpose and Need**

Webster Avenue is a major north-south arterial road in the Bronx. Within the rezoning area, Webster Avenue is classified as a 'wide street,' averaging approximately 100 feet in width for this 1.75 mile stretch. The area is well served by mass transit, including three Metro-North Railroad stations, access to the D, 4 and 2/5 trains, and multiple bus lines including the Select Bus Service along Fordham Road. Major institutions in the area include Fordham University to the east and Montefiore Hospital to the northwest. Easy vehicular access is available from Webster Avenue to the Bronx River Parkway and Mosholu Parkway, which bisects the corridor. The existing zoning, which is auto-oriented and does not permit residential uses, is a vestige of the Third Avenue elevated train which ran above Webster Avenue from East 194<sup>th</sup> Street to East Gun Hill Road until the line's demolition in 1973. The existing zoning limits development along the corridor, despite its width and strong connections to transit and highways, and surrounding major institutions. Webster Avenue is generally developed with a mixture of vacant and underutilized lots and one- to three-story structures including parking lots, automobile repair shops, warehouses, restaurants, smaller retail stores, schools, and home furnishing stores. Contrary to its status as a major corridor and gateway to the central Bronx, the corridor has an inconsistent streetscape and a dearth of regular pedestrian traffic.

Norwood and Bedford Park are stable communities developed with a mixture of low-density homes and apartment buildings. The current zoning has no height limit which has permitted redevelopment of smaller homes with large out-of-context taller apartment buildings.

The zoning along Webster Avenue and in Norwood and Bedford Park is outmoded and needs to be updated to meet the changing needs of the community. The proposed action is intended to achieve two primary objectives:

- To shape Webster Avenue into a vibrant, inviting, and walkable residential and commercial corridor
- To preserve low density development in the residential areas of Bedford Park and Norwood, and to shift new development from the neighborhoods to Webster Avenue

The neighborhoods of Bedford Park and Norwood contain numerous assets, all highly valued by the community: a stable residential base, good transportation infrastructure, ample parkland, close proximity to several important Bronx institutions, valuable commercial retail and service shops and good community services, especially police and

schools. While these assets remain important, the local residents would also like to achieve the following improvements:

- *Increasing residential development along Webster Avenue, albeit at the proper height and density and at a level that does not overburden the existing community infrastructure; this development should be attractive to a wide range of income groups*

The Bronx, including Community District 7, is expected to grow by more than 124,000 residents by 2030. To provide safe and healthy housing for the growing population, the city must identify areas to accommodate increased residential population. Webster Avenue is surrounded by stable residential communities, major institutions and regional commercial centers. Webster Avenue is a wide street well-served by transit that could sustain increased residential development. The proposed rezoning would allow residential development in height-limited buildings along Webster Avenue where it is not permitted today.

Another issue that the proposed rezoning would address is the need for affordable housing in the Bronx and the city as a whole. A significant portion of projected new residential development would consist of permanent affordable housing under the Inclusionary Zoning program. Mayor Bloomberg's New Housing Marketplace Plan has set a goal of creating over 165,000 units of affordable housing over ten years. Making the Webster Avenue area eligible for the Inclusionary Housing bonus would encourage the provision of new, permanently affordable housing in order to help meet this goal. By opting for the Inclusionary Housing bonus, developers would be able to reach an increased maximum allowable residential FAR if they provide permanently affordable housing either onsite or in Bronx Community District 7, in new or existing buildings. The proposed action would seek to provide a significant number of new affordable housing units through the Inclusionary Zoning program. This would ultimately be expected to provide new and improved opportunities for residential development in the area.

- *Increasing the number of quality commercial uses that serve both the community and visitors*

Commercial development along Webster Avenue is a mixture of restaurants, home-improvement shops, offices, and local retail including a grocery store. In part because the existing zoning permits limited commercial uses and no residential uses, the corridor has an inconsistent streetscape and a scarcity of regular pedestrian traffic. By allowing residential uses and requiring active ground-floor uses along Webster Avenue, the proposed action would increase the local commercial services in the area and increase the day-to-day shoppers to support those local commercial services. The proposed action would also increase the capacity for wider-reaching, full commercial buildings near existing commercial corridors, Fordham Road and East Gun Hill Road.

The proposed action would also facilitate local commercial development in Norwood and Bedford Park, notably East 204<sup>th</sup> Street, by reducing the commercial parking

requirement and applying height limits to all buildings to preserve the character of local commercial streets.

- *Restricting development deemed inappropriate or unwanted by the community*

The existing zoning along Webster Avenue permits a limited range of heavy and local commercial uses. Uses along the corridor include open parking, gas stations, auto-repair shops, warehouses, offices, and despite some local retail and restaurants on the street, the corridor becomes deserted on the off hours. Recent new development proposed in the area includes self-storage and a hotel. Local residents are concerned that these uses do not add to the neighborhood services and may not be well supported in the area. By allowing a wider range of uses along the corridor including residential and increasing the commercial development potential near major commercial streets, the proposed action would increase the options to property owners seeking to invest in the area and attract the kind of development sought by the community.

The existing zoning in Norwood and Bedford Park permits mid-density residential development with no height limit. The area is developed with a mixture of 6- to 8-story apartment buildings with pockets of low-scale homes in between. In recent years, the area has seen an increase in redevelopment of smaller homes with tall out-of-context residential buildings, some 14 stories in height, which erode the mid- and low-scale neighborhood character of Norwood and Bedford Park. The proposed action would map contextual zoning districts to reduce permitted floor area and provide appropriate height limits to ensure that future development better matches existing buildings.

- *Attracting employment-generating businesses to the area*

Many of the uses along Webster Avenue generate only a limited number of jobs; these include vacant lots, warehouses, gas stations, proposed self-storage, and open parking lots. The existing zoning on Webster Avenue limits the kinds of commercial uses that can locate along the corridor, and there are few other areas within Community District 7 to develop job-generating uses. The proposed action would expand the uses permitted on Webster Avenue and increase the development potential for commercial uses in two areas - near Fordham Road and near East Gun Hill Road - to attract employment-generating businesses to the area.

- *Creating a stronger physical connection between the residential neighborhoods and area parks and institutions*

Webster Avenue is bordered by the stable residential communities of Norwood and Bedford Park to the west and the rail lines and Bronx River to the east. Major institutions near the rezoning area include Fordham University to the east and Montefiore Hospital to the northwest. New York Botanical Garden, the Williamsbridge Oval, Bronx Park and the Mosholu Parkway represent some of the major open spaces in the area. Access to the Bronx Park, in particular, from the west is limited to a street-end access point at East 204<sup>th</sup> Street. Webster Avenue is the spine connecting these neighborhoods and institutions, however, most of the uses along Webster Avenue close in the off-hours and

provide only limited local services for residents, workers and visitors to the area. By allowing a wider range of use and requiring active ground-floor uses with ample windows and street trees, the proposed action will allow redevelopment of the corridor into a more inviting pedestrian-friendly corridor with a greater array of services for residents, workers and visitors to better connect surrounding institutions, parks and neighborhoods.

- *Beautifying Webster Avenue by improving the streetscape and eliminating unattractive development*

Webster Avenue is a wide street (100') throughout the rezoning area. Development along the corridor is mixed and includes many auto-related and open uses and warehouse-type buildings which have created an inconsistent lifeless streetscape and a dearth of regular pedestrian traffic and street trees. The proposed action would require active ground-floor uses with ample windows along Webster Avenue and create a consistent and strong street wall to match the wide street. Street trees would be required of new development to help transform Webster Avenue into an inviting pedestrian-friendly neighborhood corridor.

## 2.5 Existing and Proposed Zoning

### Existing Zoning

The study area is predominantly zoned with either C8-2 or R7-1 districts, as shown on Figure 2.0-3. The C8-2 district covers much of the Webster Avenue corridor, and has contributed significantly to the corridor's existing development character. The neighborhoods of Bedford Park and Norwood are zoned R7-1, a medium-density residential district. Commercial uses in the R7-1 district are permitted where there is a C1-3 or C2-3 commercial overlay. The R8 district which permits high density residential development applies to a portion of one block in the Webster Avenue Corridor and portions of two blocks in the Bedford Park neighborhood.

#### C8-2

The C8-2 commercial district permits development with a maximum Floor Area Ratio (FAR) of 2.0 for commercial use and 4.80 for community facilities. Characterized as a heavy-commercial district, typical uses include automotive service shops and light industrial facilities. Parking for typical low-volume retail use is one space for every 400 square feet (sf) of developed commercial space, although lots utilized for automobile-related uses generally reserve more space for temporary auto storage and repair work.

C8 zoning districts are often mapped along elevated train lines, where noise generated by the train and lack of light from the elevated structure itself make the area less desirable for residential uses and more acceptable for generally noisy heavy-commercial uses. The Third Avenue elevated line formerly ran above Webster Avenue until its demolition in 1973. Despite the dismantling of "the El," no updates were made to the zoning map at the time. The resulting development character can be attributable to C8 zoning that blankets much of the corridor.

#### R7-1

The R7-1 district permits residential uses only, with a maximum residential FAR of 3.44 (4.0 on wide streets, 3.44 on narrow streets when Quality Housing rules are utilized), unless mapped with a commercial overlay. Building heights are determined by the sky exposure plane. Typical R7-1 buildings average five-to-six stories, although building heights can reach as high as 14 stories. Community facilities can be developed with a maximum FAR of 4.80. Buildings within R7-1 districts are required to provide parking for 60 percent of the dwelling units (50 percent when Quality Housing rules apply).

#### R8

The R8 district covers only portions of three blocks in the rezoning area. The district has been mapped primarily along Grand Concourse (west of the rezoning area) and south of Mosholu Parkway and extends into a few blocks within the rezoning area. While the high density R8 district serves well on these major corridor, the areas within the rezoning which fall under this district front on narrow streets and are primarily developed with detached and semi-detached row houses. The R8 districts permits residential use only with a maximum residential FAR of 6.02. Under height factor regulations the building must fit into the sky-exposure plane. Parking is required for 40% of the dwelling units. In R8 districts, building can range from mid-rise 8 - 10 story to much taller buildings which can be as high as 17 stories. Under the quality housing option, the maximum FAR allowed in R8 district on a wide street is 7.2. The base height is required to be a minimum of 60' and a maximum of 80' before setback and the building height is capped at 105' on a narrow street and 120' on a wide street. Parking requirements are same as for height factor buildings.

#### C4-4

C4-4 districts are major commercial centers located outside of the central business districts. C4-4 districts allow department stores, theaters, and other commercial uses that serve a larger area. The commercial FAR is 3.44. Residential FAR ranges from 0.87 to 3.44. The community facility FAR is 6.5 (equivalent to R7). This district covers only portions of two blocks along East Fordham Road in the rezoning area.

Although some areas along Webster Avenue are mapped with R7 and R8 residential zoning districts, the preponderance of C8 zoning in the area has been a detriment to residential development. The absence of residential buildings in the C8 district contributes to both the lack of pedestrian traffic and the lack of structural density on Webster Avenue. With Webster Avenue qualifying as a wide street, the corridor has a suitable layout to support more of both. Instead, current development includes a substantial amount of vacant lots, little residential development, and an unattractive streetscape.

*C1-3 and C2-3 Overlay*

C1-3 commercial overlay districts allow for local retail development within a residential district at a maximum FAR of 2.0. C2-3 districts permit a slightly wider range of retail and services with a maximum FAR of 2.0. Commercial uses in overlay districts must always be located below residential uses, and are limited to the first two floors of a mixed-use building. Both C1-3 and C2-3 districts require one accessory parking space for every 400 sf of general retail or service uses.

Table 2.0-3 provides a summary of the existing allowed density and building form in the rezoning area.

**Table 2.0-3: Summary of Existing Zoning**

EXISTING ZONING								
Allowed Density (FAR):						Building Form:		
Use	RESIDENTIAL Max. FAR			COMMERCIAL	COMM. FACILITY	QUALITY HOUSING OPTION		
Zoning District	Height factor	Quality Housing	Inclusionary Housing Bonus	Max. FAR	Max. FAR	Building base (street wall): min.      max.		Building height: max.
R7-1	0.87-3.44	3.44*/4.0**	-	-	4.8	40'	60'* / 65' **	75' */ 80'**
R8	0.94-6.02	6.02*/7.2**	-	-	6.5	60'	80'* /85'**	105'*/120'**
C1-3 overlay	-	-	-	2.0	-	-	-	-
C2-3 overlay	-	-	-	2.0	-	-	-	-
C4-4	0.87-3.44	3.44*/4.0**	-	3.4	6.5	40'	60'* / 65' **	75' */ 80'**
C8-2	-	-	-	2.0	4.8	-	-	-
	* narrow street ** wide street						* narrow street ** wide street	

Source: New York City Department of City Planning, STV Incorporated, 2010.

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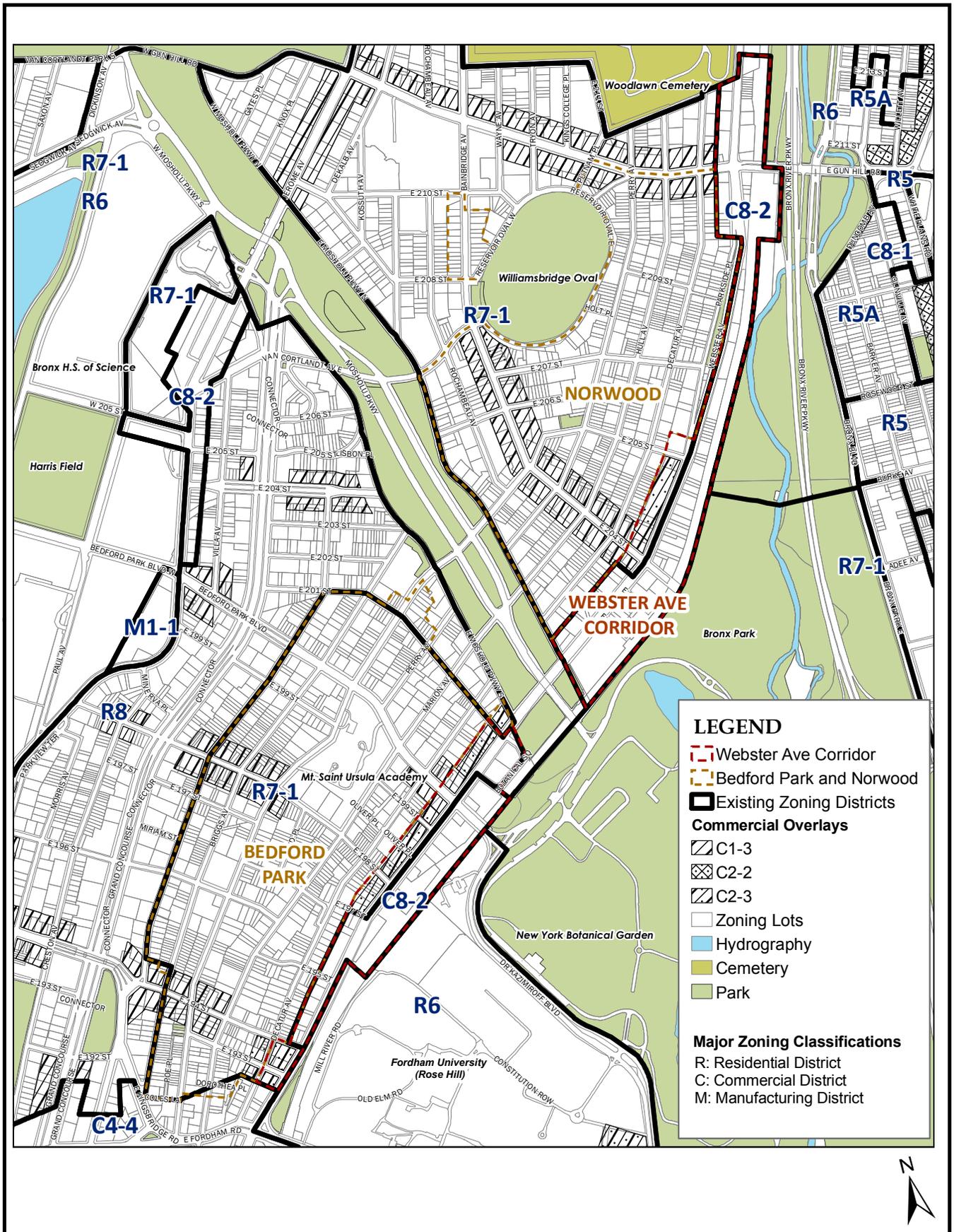


Figure 2.0-3: Existing Zoning

Webster Avenue Rezoning

## Proposed Zoning

### Zoning Map Amendment and Zoning Text Amendment

The proposed action area can be separated into two distinct sections, with the zoning map amendments tailored to achieve the project goals for each. The first section is the *Webster Avenue Corridor* from the East 193<sup>rd</sup> Street intersection to an area just north of the East 211<sup>th</sup> Street mapped centerline, located approximately 800 feet north of the East Gun Hill Road intersection. With the proposed zoning map and text changes, DCP hopes to achieve a transformation of this corridor from a low-scale commercial district to a higher-scale mixed residential/commercial district, featuring housing that serves a mix of household incomes.

The second section includes those areas of *Bedford Park and Norwood*, within a vicinity of approximately ¼-mile from Webster Avenue, and currently zoned R7-1, C4-4, R8, C1-3 and C2-3. With the proposed zoning map changes, DCP hopes to preserve pockets of lower density residential development within these neighborhoods, thereby reducing the incentive to replace such housing with larger-scale, higher-density development.

#### 1. Webster Avenue Corridor

The proposed zoning changes, shown on Figure 2.0-4, are as follows:

- Change from **C8-2, R7-1, R7-1/C1-3 and R7-1/C2-3** to **R7D/C2-4** all or portions of 12 blocks generally located along the west side of Webster Avenue, north of East 193<sup>rd</sup> Street and south of East 205<sup>th</sup> St, and portions of 6 blocks generally located along the east side of Webster Avenue, north of Bedford Park Boulevard and south of East 205<sup>th</sup> Street.

Zoning changes would result in a change in permitted uses and would facilitate new residential development along the corridor. The area is generally characterized by a mixture of 1 to 3 story structures and unbuilt lots, containing uses such as automobile repair shops, parking facilities and home furnishing stores, amidst scattered residential buildings and community service facilities. The R7D/C2-4 district would permit, as-of-right, medium-density residential buildings, with first-floor commercial uses mandatory in all new development.

The R7D/C2-4 district permits residential, commercial, and community facility development with a maximum Floor Area Ratios (FAR) of 4.20, 2.00, and 4.20 respectively. The Inclusionary Housing program would be applied to the area; maximum residential FAR in the R7D district can be increased to a maximum of 5.60 within the underlying contextual height and bulk regulations. New development must be built within a contextual envelope, requiring a 60- to 85-foot street wall before an allowable setback and having a maximum building height of 100 ft.

- Change from **C8-2** to **C4-5D** a portion of one block located along the east side of Webster Avenue, north of the East 195<sup>th</sup> Street intersection and south of Bedford Park Boulevard.

Zoning changes would result in a change in permitted uses and would facilitate new commercial and/or residential development along the corridor. This area is characterized by multiple unbuilt lots and a few 1 to 2 story structures. The unbuilt lots are utilized for parking, while the existing structures contain a variety of uses, including a supermarket, restaurant, warehouse and offices space. The C4-5D district would permit commercial and residential development, but would limit the commercial use types, precluding the semi-industrial uses that commonly exist along the corridor.

The C4-5D district permits residential, commercial, and community facility development at a maximum FAR of 4.20 for each. The Inclusionary Housing program would be applied to the area; maximum residential FAR in the R7D district can be increased to a maximum of 5.60 within the underlying contextual height and bulk regulations. New development must be built within a contextual envelope, requiring a 60- to 85-foot street wall before an allowable setback and having a maximum building height of 100 ft.

- Change from **C8-2** to **C4-4** portions of four blocks generally located along Webster Avenue, north of the prolongation of East 210<sup>th</sup> Street and south of the prolongation of East 211<sup>th</sup> Street.

The C4-4 district permits commercial development at a maximum FAR of 4.00. Residential and community facility development is also permitted at a maximum FAR of 4.00 (under Quality Housing rules) and 6.50, respectively (see Table 2.0-4a below). Zoning changes would result in a change in permitted uses and would facilitate new commercial development along the corridor, while also permitting residential uses. This area is characterized by one- to three- story structures and numerous unbuilt lots. A large automobile dealership occupies multiple lots just north of East Gun Hill Road. Other commercial uses include smaller auto repair shops, some retail or neighborhood services and a detached McDonald's restaurant. A small row of residential buildings exists north of the auto dealership, while several lots in the area remain unbuilt. The C4-4 district would permit commercial and residential development, but would limit the commercial use types, again precluding the semi-industrial uses that commonly exist along the corridor.

- Change from **C8-2** to **R7B** portion of one block generally located along the west side of Webster Avenue and south of East Gun Hill Road.

The R7B district permits residential and community facility uses with a maximum FAR of 3.0. Base heights are required to be between 40 and 60 feet, and the maximum building height is 75 feet after a setback from the street. This typically produces six- to seven-story buildings. One parking space is required for 50% of residential units.

The bulk regulations for the proposed districts in the Webster Avenue Corridor are given in Table 2.0-4a below.

**Table 2.0-4a: Summary of Proposed Zoning Bulk and Scale Requirements - Webster Avenue Corridor**

Allowed Density (FAR):							Building Form:			
Use	RESIDENTIAL			COMMERCIAL	COMM. FACILITY	MANU.	Bulk Controls			
Underlying Zoning District	Base FAR	Inclusionary Housing Bonus	Max. FAR	Max. FAR	Max. FAR	Max. FAR	Building base (streetwall):		Building height:	
							min.	max.	max.	
R7B	-	-	3.0	-	3.0	-	40'	60'	75'	
R7D	4.2	1.4	5.6	-	4.2	-	60'	85'	100'	
C2-4 overlay *	-	-	-	2.0	-	-	-		-	
C4-4	0.87	-	3.44/4.0 *	3.4	6.5	-			Sky Exposure Plane / 80' *	
C4-5D *	4.2	1.4	5.6	4.2	4.2	-	60'	85'	100'	
C8-2	-	-	-	2.0	4.8	-		60'	Sky Exposure Plane	
* would require that all ground floor uses be non-residential	* with Quality Housing Program						* with Quality Housing Program			

Source: New York City Department of City Planning, STV Incorporated, 2010.

2. *Bedford Park and Norwood Neighborhoods*

- Change from **R7-1, R7-1/C1-3, R8, R8/C2-3, and C4-4** to **R4A, R5A, R5B, R6B, R7B, R7B/C1-3, R7A, and R8/C2-4** portions of 40 blocks generally located northwest of Webster Avenue, northeast of Fordham Road, southeast of Valentine Avenue, southwest of East 202<sup>nd</sup> Street, and west of Mosholu Parkway South.
- Change from **R7-1 and R7-1/C1-3** to **R5A, R5B, R6B, R7B, R7A, and R7A/C1-3** portions of 29 blocks generally located northwest of Webster Avenue, east of Mosholu Parkway North and Rochambeau Avenue, and south of East Gun Hill Road.
- Change from **R7-1** to **R5A** portions of two blocks along Bainbridge Avenue, north of East 208<sup>th</sup> Street and south of East 210<sup>th</sup> Street.

Although zoning changes would not primarily result in changes to permitted uses, changes to the permissible bulk and scale of development would take effect. The R4A, R5A, R5B, R6B, R7A and R7B districts require that development adhere to contextual regulations.

R4A is proposed for part of one block. The proposed R4A district only permits detached single- and two-family residences. The maximum permitted residential FAR is 0.75 (0.9 with the attic allowance). The maximum community facility FAR is 2.0. The minimum lot size would be 2,850 square feet, minimum lot width would be 30 feet and the front yard requirement would be 10 feet, but must be as deep as an adjacent yard. Two side yards totaling 10 feet would be required. The maximum building height would be 35 feet with a maximum 21 foot perimeter wall. One off-street parking space is required for each dwelling unit.

R5A is proposed for parts of 15 blocks. The proposed R5A district permits detached single- and two-family residences only. The maximum residential FAR would be 1.10 with a 300 square-foot floor area bonus for a detached garage. The maximum community facility FAR is 2.0. The minimum lot size would be 2,850 square feet. The minimum lot width would be 25 feet for a one-family and 30 feet for a two-family home. Front yards must be at least 10 feet deep and be as deep as an adjacent front yard. Two side yards with a total of 10 feet would be required. Maximum building height would be 35 feet with a 25 foot maximum perimeter wall. One off-street parking space is required for each dwelling unit.

R5B is proposed for parts of 24 blocks. R5B allows all housing types. The maximum residential FAR is 1.35, and buildings are limited to 33 feet in height, with a 30 foot maximum perimeter wall. Front wall lineup is required. Parking must be provided for 66% of dwelling units. Front yard parking is prohibited, thereby protecting the planted front yards that are typical in the proposed R5B districts.

R6B is proposed for parts of 11 blocks. R6B is a typical row house district that includes height limits and street wall lineup provisions to ensure that new buildings are consistent with the scale of the existing built context. R6B permits residential and community facility uses to a maximum FAR of 2.0. Building base heights must be between 30 and 40 feet, with a 50 foot maximum building height after a setback (10 feet on a wide street, 15 feet on a narrow street). New development in the proposed R6B district would be required to line up with adjacent structures to maintain the continuous street wall character. New multifamily residences must provide one off-street parking space for 50% of dwelling units, which may be waived if 5 or fewer spaces would be required.

R7B is proposed for parts of 41 blocks throughout Norwood and Bedford Park. R7B permits residential and community facility uses with a maximum FAR of 3.0. Base heights are required to be between 40 and 60 feet, and the maximum building height is 75 feet after a setback from the street. This typically produces six- to seven-story buildings. One parking space is required for 50% of residential units.

R7A is proposed for parts of 26 blocks throughout Norwood and Bedford Park. R7A permits residential and community facility uses with a maximum FAR of 4.0. Base heights are required to be between 40 and 65 feet, and the maximum building height is 80 feet after a setback from the street. This typically produces six- to eight-story buildings. New buildings in R7A districts must be located no closer to the street than a neighboring building. One parking space is required for 50% of residential units.

R7A with C1-3 overlay is proposed on portions of four blocks along Gun Hill road between Putnam Pl and Parkside Pl. R7B/C1-3 district is proposed on parts of four blocks along East 198<sup>th</sup> Street and parts of four blocks along East 194<sup>th</sup> Street. In these instances, the existing C1-3 overlay has been reduced in depth to match the existing depth of commercial use and to preserve the residential character of the neighborhood. When mapped within an R7B or R7A, the C1-3 commercial overlay allows commercial retail and office development with a maximum FAR of 2.0.

- Change from **R7-1/C1-3** to **R5D/C1-4** portions of eight blocks generally located along East 204<sup>th</sup> Street, west of Webster Avenue and east of Bainbridge Avenue, and portions of two blocks generally located along the west side of Bainbridge Avenue, north of East 204<sup>th</sup> Street and south of East 207<sup>th</sup> Street.

The proposed R5D/C1-4 district would preserve the unique lower-scale character of the East 204<sup>th</sup> Street/Bainbridge Avenue commercial corridor. The R5D/C1-4 district requires that development adhere to contextual regulations. The R5D/C1-4 district permits development with a maximum residential FAR of 2.0, commercial FAR of 1.0, and community facility FAR of 2.0. The maximum allowable building height is 40 feet. The C1-4 overlay district requires the provision of one parking space per 1,000 square feet of general retail and service uses.

- Change from **R7-1/C1-3** to **R7A/C1-4** portions of three blocks, generally located at the intersection of Bedford Park Boulevard and Decatur Avenue, and portions of two blocks generally located on the east side of Bainbridge Avenue, north of East 204<sup>th</sup> Street and south of East 207<sup>th</sup> Street.
- Change from **R7-1/C2-3** to **R7A/C2-4** portions of two blocks, generally located on East 193<sup>rd</sup> Street, west of Decatur Avenue and east of Marion Avenue.
- Change from **R7-1/C2-3** to **R7B/C2-4** portions of two blocks, generally located along Bainbridge Avenue, north of East 207<sup>th</sup> Street and south of Van Cortlandt Avenue East.

This zoning change would not result in a change to permissible uses. However, changes to the permissible bulk and scale of development and a change in commercial parking requirements would take effect. When mapped within an R7B or R7A, C1-4 and C2-4 commercial overlay districts permit commercial retail and office uses to a maximum FAR of 2.0. Both the C1-4 and C2-4 overlay districts require the provision of one parking space per 1,000 square feet of general retail or service uses.

- Change of commercial overlay from **R8/C2-3** to **R8/C2-4** on portion of a block generally located along Webster Avenue, north of East 201<sup>st</sup> street, south of Mosholu Parkway and east of Decatur Ave.

The underlying R8 zoning would remain on this block. The change in the commercial overlay would ensure consistency in the commercial uses and the associated parking requirements along Webster Avenue. C2-4 overlay districts require the provision of one parking space per 1,000 square feet of general retail or service uses.

- Change from **C4-4** to **R4A** on portion of one block on the east side of Marion Avenue south of East 193<sup>rd</sup> Street.
- Change from **C4-4** to **R7B** is proposed for portion of one block on the west side of Marion Avenue south of East 193<sup>rd</sup> Street.

The zoning change would only allow residential development on these blocks while the current C4-4 zoning designation allowed commercial development. The proposed zones would preserve the residential nature of these portions characterized by detached one-two story houses and multi-family apartment buildings.

Bulk and scale requirements in the R4A, R5A, R5B, R6B, R7A, R7B districts and C1-3, C1-4, C2-4 overlays are displayed in Table 2.0-4b.

**Table 2.0-4b: Summary of Proposed Zoning Bulk and Scale Requirements - Bedford Park and Norwood Neighborhoods**

Allowed Density (FAR):							Building Form:		
Use	RESIDENTIAL			COMMERCIAL	COMM. FACILITY	INDUS-TRIAL	Bulk Controls		
Underlying Zoning District	Base FAR	Inclusionary Housing Bonus	Max. FAR	Max. FAR	Max. FAR	Max. FAR	Building base (streetwall): min. max.		Building height: max.
R4A	-	-	0.75	-	2.0	-	-	21'	35'
R5A	-	-	1.1	-	2.0	-	-	25'	35'
R5B	-	-	1.35	-	2.0	-	-	30'	33'
R5D	-	-	2.0	-	2.0	-	not required		40'
R6B	-	-	2.0	-	2.0	-	30'	40'	50'
R7A	-	-	4.0	-	4.0	-	40'	65'	80'
R7B	-	-	3.0	-	3.0	-	40'	60'	75'
R8	0.94-6.02	-	6.02*/7.2**	-	6.5	-	60'	80'*/85'**	105'*/120'**
C1-3, C1-4, C2-4 Overlays	-	-	-	2.0	-	-	-	-	-
	Under Quality Housing Option on * narrow street ** wide street						Under Quality Housing Option on * narrow street ** wide street		

Source: New York City Department of City Planning, STV Incorporated, 2010.

*Zoning Text Amendment: Establish Inclusionary Zoning along Webster Avenue*

The proposed zoning text amendment would apply the Inclusionary Housing program within the R7D and C4-5D districts along Webster Avenue in Bronx Community District 7. For residential development that does not participate in the Inclusionary Housing program, the maximum FAR would be limited to a base FAR of 4.2. Under the Inclusionary Housing program, a development providing affordable housing is eligible for a floor area bonus within the underlying contextual height and bulk regulations. Developments could qualify for a maximum FAR of 5.6 by providing 20 percent of the residential floor area in the development as permanently affordable housing for income-limited households. Affordable units can be provided either on-site or off-site. Off-site affordable units must be located within Community District 7 or within a half-mile of

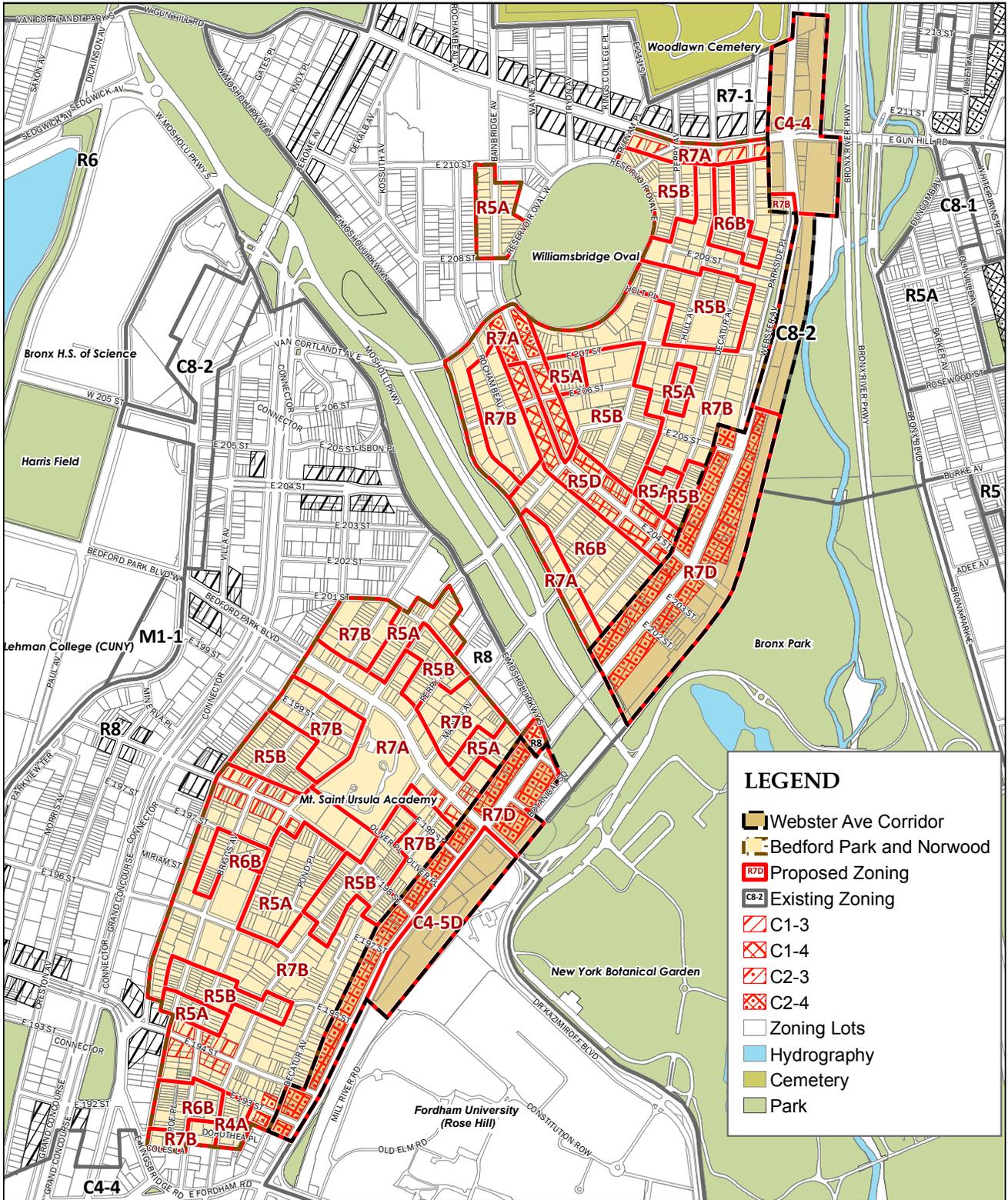
the site receiving the floor-area bonus. Other city, state and federal housing finance programs may be used to provide further assistance in creation of affordable units. The combination of a zoning bonus with housing programs would establish a powerful incentive for the development and preservation of affordable housing in Bedford Park and Norwood. FAR base and bonus levels are presented in Table 2.0-5.

**Table 2.0-5: Inclusionary Housing Base and Bonus  
Floor Area Ratios in the R7D and C4-5D Districts**

<b>Zoning District</b>	<b>Inclusionary Housing Base Residential FAR</b>	<b>FAR Bonus</b>	<b>Inclusionary Housing Max. Residential FAR</b>
R7D	4.2	1.4	5.6
C4-5D	4.2	1.4	5.6

*Source:* New York City Department of City Planning, 2009.

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**Major Zoning Classifications**

- R - Residential District
- C - Commercial District
- M - Manufacturing District

*Figure 2.0-4: Proposed Zoning*

*Webster Avenue Rezoning*

NYC Department of City Planning

Source: NYC Department of City Planning 2010; STV Incorporated

## 2.6 Reasonable Worst-Case Development Scenario

### Projected Development Scenario

CEQR considers the long term and short term effects of actions. For area-wide rezonings not associated with a specific development, the foreseeable future is generally considered to be a ten-year build-out period. This is assumed to be the length of time over which developers would act on the change in zoning and the effects of the proposed action would be felt.

The future with the action (*with-action* or *build*) scenario therefore identifies the amount, type, and location of development that is expected to occur by 2020 as a result of the proposed action. The future without the action (*no-action* or *no-build*) scenario identifies similar development projections for 2020 absent the proposed action. The incremental difference between the build and no-build scenarios serves as the basis for the impact analyses.

To determine the development scenarios, standard methodologies have been used following *CEQR Technical Manual* guidelines and employing reasonable, worst-case assumptions. These methodologies have been used to identify the amount and location of future residential, commercial, and community facility growth. In projecting the amount and location of new development, several factors have been considered, including known development proposals, current market demands, past development trends, and DCP *soft site* criteria, described below, for identifying likely development sites. Generally, for area-wide rezonings, which create a broad range of development opportunities, new development can be expected to occur on selected, rather than all, sites within a rezoning area. The first step in establishing the development scenarios was to identify those sites where new development could reasonably be expected to occur.

### Framework for Analysis: Webster Avenue Rezoning Area

In identifying the *Reasonable Worst Case Development Scenario* (RWCDS), a general set of criteria was established and all sites that met the criteria were identified. Area specific criteria were also developed to further identify *projected* and *potential* development sites. The RWCDS is limited to the Webster Avenue rezoning area (hereafter referred to as “the rezoning area”) where development is expected to be facilitated by the proposed action. The rezoning of the Bedford Park and Norwood neighborhoods is a contextual rezoning that is not intended to facilitate development.<sup>1</sup> Accordingly, the remainder of the EAS, aside from the Project Description and Land Use, Zoning and Public Policy

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1 Block 3291, Lot 1 (Mount Saint Ursula Academy) and Block 3280, Lots 7 and 13 (residential on Decatur Avenue between Bedford Park Boulevard and East 201<sup>st</sup> Street) in the Bedford Park neighborhood do not meet the soft site criteria (school use and multi-family use, respectively) despite a modest increase in FAR under the proposed zoning and therefore have been excluded from the development scenario analysis. Block 3281, Lot 77 (residential development on Webster Ave between Mosholu Parkway and E 201<sup>st</sup> St) does not meet the soft site criteria because it is currently developed with multi-family use with ground floor and the only proposed change is the change of commercial overlay from C1-3 to C2-4.

sections, which include a description and qualitative analyses of the Bedford Park and Norwood Neighborhood rezoning areas, focuses the density based and site-specific analysis on the Webster Avenue Corridor.

### General Criteria for Development Sites

- Lots with a total size of 5,000 square feet or larger (may include potential assemblages totaling 5,000 square feet, if assemblage seems probable) occupied by buildings with floor area ratios (FAR) equal to or less than half of the proposed maximum permitted FAR.

*Projected* development sites meet the aforementioned criteria and are not hampered by additional limitations, which will be explained next. Development of projected sites is expected in the foreseeable future.

The following criteria were used to further categorize soft sites as *potential* development sites, which are seen as less-likely to develop in the foreseeable future:

- Lots upon which the majority of floor area is occupied by active businesses. Auto-related uses will not qualify under this criteria due to the nature of the proposed rezoning itself (i.e., changing from a heavy commercial to a residential district)
- Lots which contain businesses that provide valuable and/or unique services to the community
- Lots utilized by *storefront* houses of worship (i.e., houses of worship that utilize buildings for which the existing use was not necessarily intended)
- Lots containing one- and two-family residential buildings that are *not* in disrepair
- Highly irregular lots or otherwise encumbered parcels that would make development difficult

The following uses and types of buildings that meet these criteria were **not included** in the development scenario because they are very unlikely to be redeveloped as a result of the proposed rezoning:

- New York City parkland
- New York City- or State-owned or -leased properties
- Lots containing existing or proposed public or private schools for which schools are the primary use; also, any lots within 400 feet of a proposed school of this type
- Lots utilized for public transportation and/or utilities
- Lots containing new or recent development (developed within the last five years)
- Lots containing multi-family (six or more dwelling unit) residential buildings
- Lots with proposed buildings or buildings currently undergoing construction that conform to the proposed zoning district use standards
- Lots containing businesses which have recently undergone extensive investment (within the last five years)

- Lots for which the existing topography within or surrounding the site would make development unlikely

Additional assumptions were made in developing the RWCDs:

- The average dwelling unit size is assumed to be 1,000 sf, reflecting the type of units currently being constructed in this area
- Ground floor commercial totals assume that 15 percent of the floor area is reserved for circulation and mechanical space
- All new required accessory parking is assumed to be located below grade level

## **2.7 The Future Without The Proposed Action Condition (No-Build Scenario)**

In the future without the proposed action, given the current zoning and commercial and residential housing trends in the area, it is anticipated that the proposed project area would experience moderate growth in commercial uses and modest growth in residential uses along Webster Avenue. A total of 24 sites were identified to be projected development sites. Most of the projected growth is expected to represent a range of commercial uses including auto-related services, storage and parking facilities, office space, and some retail stores. Some growth is expected in housing, as 219 dwelling units are projected to be developed on those sites within the existing residential districts.

Proposed projects that are expected to occur in the area surrounding the rezoning area will be included, as appropriate, in the discussion of the future without the proposed action condition. General background growth (e.g. population, traffic etc.) will be applied when analyzing future development without the proposed action. The following is a list of known projects that will be considered in the analysis of the future without the proposed action. Projects generally within one-half mile of the rezoning area were considered. In addition to development anticipated for projected development sites, three additional properties will be redeveloped in the rezoning area by 2020. McSam Hotel Development will comprise a five-story multi-family residential building at 3070 Webster Avenue, a bulk and height typical for apartment buildings in the area; this development will replace two existing vacant lots. The Doe Fund Affordable Housing will be constructed at 3349/3365 Webster Avenue, replacing an existing parking lot; this eight-story building will be in keeping with the context of other bulky apartment buildings in the area. The third project, a primary intermediate school, will be a five-story building constructed at 3177 Webster Avenue, which will replace an existing parking lot.

Nine other developments are anticipated within ¼-mile of the rezoning area, comprising residential development almost exclusively. Most of these new buildings will provide new housing targeted at low-, moderate- and middle-income families, seniors, and formerly homeless, though three buildings will provide market-rate housing. Most of these will be six stories or less in height, typical for many apartment buildings in the area.

Three of these projects would be constructed adjacent to the rezoning area. Webster Avenue Residential Development will entail the construction of the tallest building of the group, at 13 stories, just north of the proposed rezoning area, on the east side of Webster Avenue (3556 Webster Avenue). Though not as tall, the Decatur Terrace Apartments would be constructed just west of the rezoning area at 3322 Decatur Avenue, situated at the notably higher elevation than the rezoning area. A modest six-story building, Decatur Green will be constructed adjacent to the western edge of the rezoning area at 2668 Decatur Avenue.

## **2.8 The Future With the Proposed Action Condition (Build Scenario)**

In the future with the proposed action, higher density residential development is expected to occur along Webster Avenue, with a change in the types of commercial uses also expected to take place. The proposed action could result in the development of approximately 738 additional dwelling units under the *build* scenario as compared to the *no-build* scenario. Approximately 191 of these units are expected to be affordable units, resulting from the application of Inclusionary Housing rules. These estimates are based on the above soft-site criteria and the available sites within the rezoning area.

DCP identified 24 projected development sites likely to be developed by 2020 (see Table 2.0-6a and Figure 2.0-5). In addition, there are 25 potential development sites that are considered less likely to be developed than the projected sites over the ten-year analysis period.

The 24 projected development sites currently have ten dwelling units, 144,129 sf of commercial uses (of which 84,238 sf are primarily auto-related and storage uses), and 3,000 sf of community facility space. In the future without the proposed action (*no-build*), as-of-right development is expected to occur on these sites. The no-build program is expected to consist of 219 dwelling units, 451,694 sf of commercial uses (of which 168,999 sf would be expected to be primarily auto-related and storage uses), and 40,164 sf of community facility space.

The total development expected to occur on the projected development sites under the *build* conditions would consist of 957 dwelling units, 434,141 sf of commercial space, and 47,946 sf of community facility space. The commercial space is expected to include 153,581 sf of primarily retail commercial development, 34,100 sf of restaurant development, 144,978 sf of office space, and 90,847 sf of parking garage area.

New residential construction is projected in the R7D and C4-5D districts along Webster Avenue. Most of this residential development is projected to occur in the R7D district. Commercial development would be distributed along the Webster Avenue corridor with the highest concentration of commercial uses, especially office space, occurring in the C4-5D district. It is projected that parking garages would be developed in the C4-4 district near the Webster Avenue/East Gun Hill Road intersection, and within proximity to the Bronx River Parkway interchange, the Williamsbridge Metro-North Railroad station, and the 2/5 subway train.

Key factors in anticipating a significant increase in new residential development include the introduction of residential uses in the areas along Webster Avenue currently zoned C8-2, where residential development is currently not permitted, through the introduction of the R7D district, which permits medium- to high- density residential development. Other factors include this area's proximity to mass transit, especially at the Fordham Road transit hub, and the existence of large institutions in the area, including Fordham University, the New York Botanical Garden, and Montefiore Medical Center.

The locations of the projected and potential development sites are shown on Figure 2.0-5. Development scenario data for the future without the proposed action, future with the proposed action, and incremental net change in development for projected and potential development sites are presented in Table 2.0-6a and Table 2.0-6b respectively.

**Table 2.0-6a:  
Summary of No-Build and Build Development on Projected Development Sites**

Site Information				Existing Conditions								Future No-Action						Future With-Action (Inclusionary Housing)								Increment												
Development Sites	Tax Block	Tax Lot	Lot Area (SF)	Existing Zone	Existing Overlay	Maximum FAR	Comm. SF+	Auto Rel. Storage & Other SF++	Office SF	C Fac SF	Total DU's	Comm. SF+	Restaurant SF	Hotel SF	Office SF	Auto Rel., Storage & Other SF++	C Fac SF	Total DU's	Prop. Zoning	Prop. Overlay	Comm. SF++	Restaurant SF	Office SF	Auto Rel., Storage & Other SF+	C Fac SF	Total DU's	Affordable DU's	Comm. SF+	FRESH SF	Restaurant SF	Hotel SF	Office SF	Auto Rel., Storage & Other SF++	C Fac SF	Total DU's	Affordable DU's		
01	3273	85	25,066	C8-2		2.00	0	0	0	0	0	16,711	0	0	33,421	0	0	0	C4-5D		16,278	8,000	80,993	0	0	0	0	(433)	0	8,000	0	47,572	0	0	0	0		
02	3273	105	5,400	C8-2		2.00	0	0	0	0	0	5,400	0	0	16,665	11,265	0	0	C4-5D		18,040	4,000	0	0	0	66	13	12,640	0	4,000	0	(16,665)	(11,265)	0	66	13		
	3273	109	10,500	C8-2		2.00	0	11,265	11,265	0	0	0	0	0	0	0	0	0	C4-5D		0	0	0	0	0	0	0	12,122	0	0	0	41,427	(28,200)	0	0	0		
03	3273	114	12,750	C8-2		2.00	0	28,200	0	0	0	0	0	0	28,200	0	0	0	C4-5D		12,122	0	41,427	0	0	0	0	12,122	0	0	0	41,427	(28,200)	0	0	0		
04	3278	88	6,785	R7-1	C2-3	4.00	0	5,700	0	0	0	3,596	0	0	0	0	0	23	R7D	C2-4	3,913	0	0	0	0	34	7	317	0	0	0	0	0	0	11	7		
05	3278	84	3,042	R7-1	C2-3	4.00	0	0	0	3,000	0	1,661	0	0	0	0	3,448	32	R7D	C2-4	0	0	0	0	5,550	47	9	(1,661)	0	0	0	0	0	2,102	15	9		
	3278	85	6,367	R7-1	C2-3	4.00	5,000	5,000	0	0	0	0	0	0	0	0	0	0	0	R7D	C2-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06	3278	80	2,607	R7-1	C2-3	4.00	3,790	3,770	0	0	0	3,225	5,941	0	3,780	0	0	20	R7D	C2-4	0	6,160	0	0	0	52	10	(3,225)	0	219	0	(3,780)	0	0	32	10		
	3278	81	2,379	R7-1	C2-3	4.00	1,825	0	0	0	0	0	0	0	0	0	0	0	R7D	C2-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3278	82	2,379	R7-1	C2-3	4.00	1,220	1,220	0	0	2	0	0	0	0	0	0	0	0	R7D	C2-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3278	83	3,042	R7-1	C2-3	4.00	2,450	0	0	0	0	0	0	0	0	0	0	0	0	R7D	C2-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07	3279	50	13,000	R7-1	C2-3	4.00	12,851	12,851	0	0	0	6,072	0	0	0	0	0	45	R7D	C2-4	7,900	0	0	0	15,800	49	10	1,828	0	0	0	0	0	15,800	4	10		
08	3280	52	6,038	R7-1	C2-3	4.00	5,000	0	1,000	0	0	6,606	0	0	0	0	0	40	R7D	C2-4	7,170	0	0	0	0	60	12	564	0	0	0	0	0	0	20	12		
	3280	55	6,038	R7-1	C2-3	4.00	0	0	0	0	0	0	0	0	0	0	0	0	0	R7D	C2-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09	3280	45	3,019	R7-1	C2-3	4.00	2,715	0	0	0	0	9,733	0	0	0	0	0	47	R7D	C2-4	8,969	0	0	0	0	75	15	(764)	0	0	0	0	0	0	0	28	15	
	3280	46	3,019	R7-1	C2-3	4.00	3,019	0	0	0	0	0	0	0	0	0	0	0	0	R7D	C2-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3280	48	3,019	R7-1	C2-3	4.00	0	3,000	0	0	0	0	0	0	0	0	0	0	0	R7D	C2-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3280	49	6,049	R7-1	C2-3	4.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	R7D	C2-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	3330	40	2,800	C8-2		2.00	0	0	0	0	2	0	0	0	0	0	0	0	0	R7D		0	0	0	0	43	9	0	0	0	0	0	(5,000)	0	37	9		
	3330	42	2,500	C8-2		2.00	0	0	0	0	0	0	0	0	5,000	0	6	6	R7D		0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0		
	3330	43	2,500	C8-2		2.00	0	0	0	0	2	0	0	0	0	0	0	0	0	R7D		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11	3330	50	2,750	C8-2		2.00	0	1,500	0	0	0	0	0	0	7,333	3,667	0	0	0	R7D	C2-4	3,825	0	0	0	0	26	5	3,825	0	0	0	(7,333)	(3,667)	0	26	5	
	3330	51	2,750	C8-2		2.00	0	2,625	0	0	0	0	0	0	0	0	0	0	0	R7D	C2-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12	3330	52	5,500	C8-2		2.00	0	0	0	0	0	5,280	0	0	0	0	21,120	0	0	R7D	C2-4	4,675	0	0	0	11,000	15	3	(605)	0	0	0	0	(10,120)	15	3		
13	3330	68	12,500	C8-2		2.00	0	2,500	0	0	0	12,500	0	0	12,500	0	0	0	R7D	C2-4	(10,625 FRESH)	0	0	0	0	69	14	(12,500)	10,625	0	0	(12,500)	0	0	69	14		
14	3331	80	6,377	C8-2		2.00	6,376	0	0	0	0	6,377	0	0	6,377	0	0	0	R7D	C2-4	0	0	0	0	30	6	(956)	0	0	0	(6,377)	0	0	30	6			
15	3331	64	6,000	C8-2		2.00	0	480	0	0	0	0	0	0	12,000	0	0	0	R7D	C2-4	4,250	0	0	0	29	6	4,250	0	0	0	(12,000)	0	0	29	6			
16	3331	53	6,000	C8-2		2.00	0	0	0	0	0	0	4,000	0	8,000	0	0	0	R7D	C2-4	0	4,250	0	0	29	6	0	0	250	0	(8,000)	0	0	29	6			
17	3357	7	13,806	C8-2		2.00	880	0	0	1	0	0	0	0	27,612	0	0	0	R7D	C2-4	0	7,700	0	0	69	14	0	0	7,700	(27,612)	0	0	0	0	69	14		
18	3357	12	9,013	C8-2		2.00	0	0	0	0	0	6,009	0	0	12,017	0	0	2	R7D	C2-4	6,579	0	0	0	57	11	570	0	0	0	(12,017)	0	0	55	11			
	3357	15	2,500	C8-2		2.00	0	0	0	0	2	0	0	0	0	0	0	0	0	R7D	C2-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
19	3357	16	2,252	C8-2		2.00	0	0	0	1	0	2,722	0	0	0	21,778	0	4	4	R7D	C2-4	8,356	0	0	0	72	14	5,634	0	0	0	(21,778)	0	0	68	14		
	3357	18	8,167	C8-2		2.00	0	1,096	0	0	0	0	0	0	0	0	0	0	0	R7D	C2-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3357	21	4,083	C8-2		2.00	0	1,600	0	0	0	0	0	0	0	0	0	0	0	R7D	C2-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20	3357	37	11,422	C8-2		2.00	0	0	0	0	0	0	0	0	0	0	0	0	0	R7D	C2-4	7,723	4,000	0	0	92	18	7,723	0	4,000	0	(37,276)	0	0	92	18		
	3357	52	2,845	C8-2		2.00	0	0	0	0	0	0	0	0	37,276	0	0	0	R7D	C2-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3357	53	2,194	C8-2		2.00	0	0	0	0	0	0	0	0	0	0	0	0	0	R7D	C2-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3357	54	2,177	C8-2		2.00	0	0	0	0	0	0	0	0	0	0	0	0	0	R7D	C2-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	3357	55	8,708	C8-2		2.00	0	1,456	0	0	0	0	0	11,611	5,805	0	0	0	R7D	C2-4	0	0	5,524	0	0	43	9	0	0	0	(6,087)	(5,805)	0	43	9			
22	3360	50	8,350	C8-2		2.00	0	1,975	0	0	0	5,567	0	0	16,700	0	0	0	C4-4		11,356	0	17,034	0	0	0	0	5,789	0	0	0	334	0	0	0	0		
23	3356	214	20,156	C8-2		2.00	2,500	0	0	0	0	15,596	0	0	0	24,642	15,596	0	0	C4-4		15,596	0	52,870	15,596	0	0	0	0	0	0	0	28,229	0	0	0	0	
24	3360	62	14,525	C8-2		2.00	0	0	0	0	0	9,683	0	0	0	19,367	0	0	0	C4-4		11,408	0	37,977	0	0	0	0	1,725	0	0	0	0	0	0	0	0	
<b>TOTALS</b>			280,374				47,626	84,238	12,265	3,000	10	116,738	9,941	27,612	128,405	168,999	40,164	219			153,581 and 10,625 FRESH	34,110	144,978	90,847	47,946	957	191	36,843	10,625	24,169	(27,612)	16,573	(78,152)	7,782	738	191		

Source= DCP, 2009.  
+ Excludes auto-related, storage, office, and other (non-categorizable) uses  
++ Auto-related, storage, and other (non-categorizable) uses

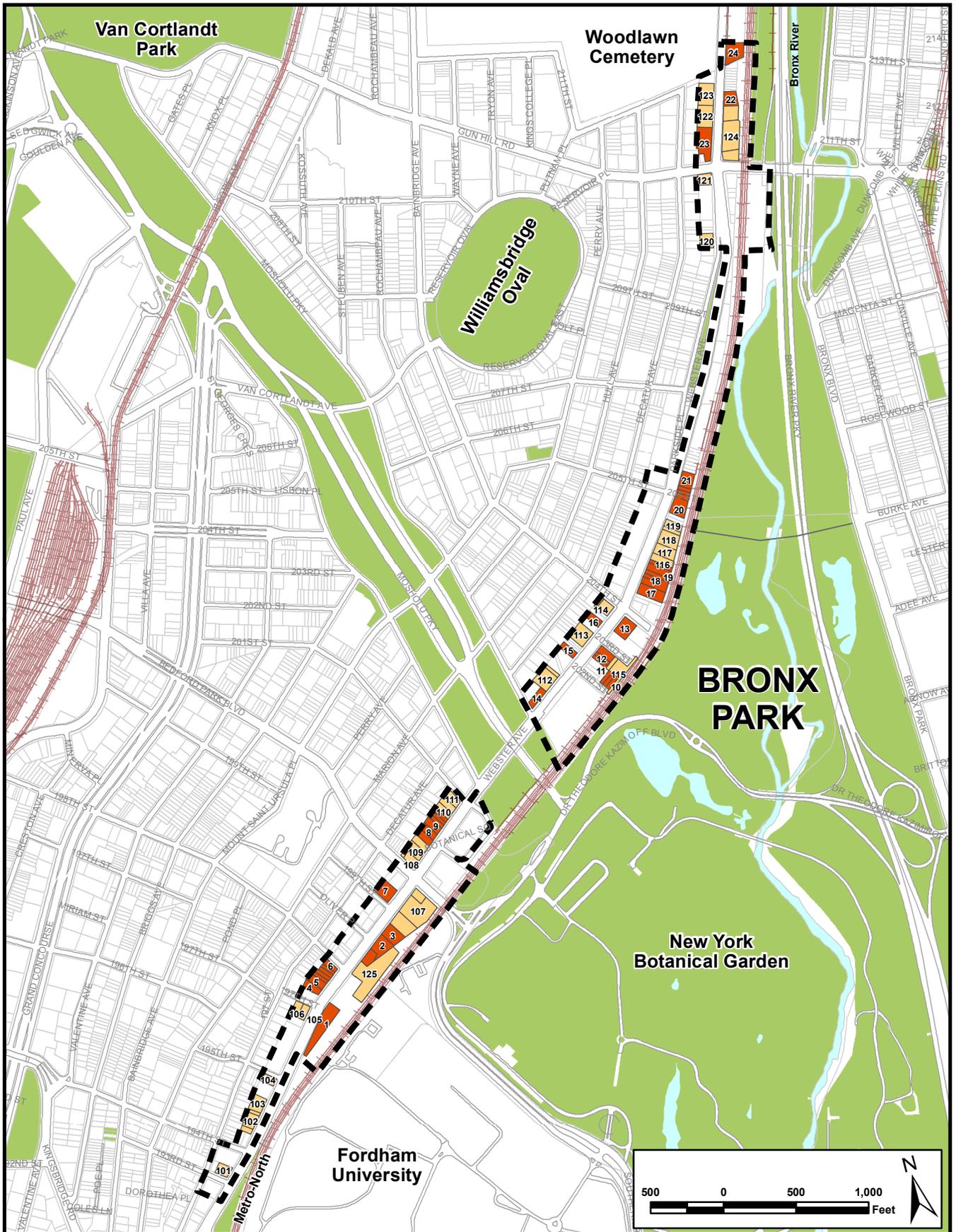
**Table 2.0-6b:  
Summary of No-Build and Build Development on Potential Development Sites**

Site Information				Existing Conditions								Future No-Action						Future With-Action (Inclusionary Housing)										Increment									
Development Sites	Tax Block	Tax Lot	Lot Area (SF)	Existing Zone	Existing Overlay	Maximum FAR	Comm. SF+	Auto Rel. Storage & Other SF++	Office SF	C Fac SF	Total DU's	Comm. SF+	Restaurant SF	Hotel SF	Office SF	Auto Rel. Storage & Other SF++	C Fac SF	Total DU's	Prop. Zoning	Prop. Overlay	Comm. SF++	Restaurant SF	Office SF	Auto Rel. Storage & Other SF++	C Fac SF	Total DU's	Affordable DU's	Comm. SF+	FRESH SF	Restaurant SF	Hotel SF	Office SF	Auto Rel. Storage & Other SF++	C Fac SF	Total DU's	Affordable DU's	
101	a	3276	1	6,328	R7-1	C2-3	4.00	10,856	0	10,856	0	0	0	0	0	0	0	0	R7D	C2-4	0	4,103	0	0	0	35	7	(10,856)	0	4,103	0	(10,856)	0	0	0	35	7
102	a	3277	41	8,579	C8-2		2.00	5,713	2,866	0	0	5,713	0	0	0	2,866	0	0	R7D	C2-4	0	0	0	0	8,323	54	11	(5,713)	0	0	0	0	(2,866)	4,003	54	11	
	b	3277	45	2,629	C8-2		2.00	0	0	4,320	0	0	0	0	0	4,320	0	0																			
103	a	3277	36	9,874	C8-2		2.00	4,937	4,937	0	0	4,937	0	0	0	4,937	0	0	R7D	C2-4	4,367	4,367	0	0	0	62	12	(571)	0	77	0	0	(4,937)	0	62	12	
	b	3277	40	2,145	C8-2		2.00	4,290	0	0	0	0	4,290	0	0	0	0	0																			
104	a	3277	28	5,000	C8-2		2.00	0	5,000	0	0	0	0	0	0	5,000	0	0	R7D	C2-4	5,000	0	0	0	0	23	5	5,000	0	0	0	0	(5,000)	0	23	5	
105	a	3278	33	5,004	C8-2		2.00	5,004	0	0	0	5,004	0	0	0	0	0	0	R7D	C2-4	3,269	0	0	0	0	24	5	(1,735)	0	0	0	0	0	0	24	5	
106	a	3278	31	5,196	C8-2		2.00	0	2,700	1,020	0	0	0	0	6,928	3,464	0	0	R7D	C2-4	4,158	0	0	0	0	24	5	4,158	0	0	0	(6,928)	(3,464)	0	24	5	
	a	3273	118	15,635	C8-2		2.00	15,616	0	0	0	10,423	0	0	0	0	0	0																			
	b	3273	122	32,250	C8-2		2.00	21,818	0	0	0	21,500	0	0	43,000	0	0	0	C4-5D		50,867	10,000	0	0	0	235	47	15,578	20,000	10,000	0	(70,579)	0	0	235	47	
	c	3273	128	5,049	C8-2		2.00	0	0	0	0	3,366	0	0	6,732	0	0	0																			
108	a	3280	65	4,800	R7-1	C1-3	4.00	7,125	0	0	0	2,936	0	0	0	0	0	16	R7D	C2-4	0	4,942	0	0	0	35	7	(4,936)	0	4,942	0	0	0	0	12	7	
	b	3280	67	2,500	R7-1	C1-3	4.00	726	0	0	2	2,000	0	0	0	0	0	7																			
109	a	3280	58	6,038	R7-1	C1-3	4.00	3,500	0	0	0	3,521	0	0	0	0	0	20	R7D	C2-4	9,576	0	0	0	0	65	13	6,055	0	(4,303)	0	0	0	0	16	13	
	b	3280	61	7,344	R7-1	C1-3	4.00	7,200	0	0	0	0	4,303	0	0	0	0	29																			
110	a	3280	42	6,038	R7-1	C2-3	4.00	0	3,300	0	0	3,521	0	0	0	0	0	20	R7D	C2-4	0	5,038	0	0	0	28	6	(3,521)	0	5,038	0	0	0	0	8	6	
111	a	3280	37	4,635	R7-1	C2-3	4.00	3,585	0	0	4	3,585	0	0	0	0	0	7	R7D	C2-4	7,292	0	0	0	0	52	10	186	0	0	0	0	0	0	25	10	
	b	3280	39	6,038	R7-1	C2-3	4.00	0	3,500	0	0	3,521	0	0	0	0	0	20																			
112	a	3331	74	2,620	C8-2		2.00	0	0	0	2	1,747	0	0	3,493	0	0	0	R7D	C2-4	12,523	0	0	0	0	86	17	(4,344)	0	0	0	(3,493)	(15,120)	0	86	17	
	b	3331	75	15,140	C8-2		2.00	15,120	15,120	0	0	15,120	0	0	0	15,120	0	0																			
113	a	3331	57	15,000	C8-2		2.00	0	1,680	0	0	10,000	0	0	0	20,000	0	0	R7D	C2-4	10,583	0	0	0	0	73	15	583	0	0	0	0	(20,000)	0	73	15	
114	a	3331	45	1,725	R7-1	C1-3	4.00	1,725	0	1,725	0	1,725	0	0	0	0	0	0	R7D	C2-4	0	5,771	0	0	0	42	8	(1,725)	0	1,604	0	(1,725)	0	0	15	8	
	b	3331	48	6,900	R7-1	C1-3	4.00	5,200	1,700	0	0	0	4,167	0	0	0	0	27																			
115	a	3330	55	2,500	C8-2		2.00	0	0	0	0	0	0	0	5,000	0	0	0	R7D		0	0	0	0	0	93	19	0	0	0	0	0	(33,530)	0	93	19	
	b	3330	57	14,265	C8-2		2.00	0	0	0	0	0	0	0	28,530	0	0	0																			
116	a	3357	23	7,621	C8-2		2.00	0	10,500	0	0	0	0	0	10,500	0	0	0	R7D	C2-4	5,242	0	0	0	0	37	7	5,242	0	0	0	0	(10,500)	0	37	7	
117	a	3357	25	11,025	C8-2		2.00	0	0	11,025	0	0	0	0	0	11,025	0	0	R7D	C2-4	0	4,892	0	0	7,610	54	11	0	0	0	0	0	0	(3,415)	54	11	
118	a	3357	28	14,117	C8-2		2.00	8,963	4,482	0	0	9,411	0	0	18,823	0	0	0	R7D	C2-4	4,892	0	0	0	0	69	14	(4,520)	0	4,892	0	(18,823)	0	0	69	14	
119	a	3357	32	3,085	C8-2		2.00	0	0	1,800	0	2,057	0	0	0	0	4,113	0	R7D	C2-4	0	0	0	0	6,509	45	9	(6,171)	0	0	0	0	0	(5,832)	45	9	
	b	3357	33	6,171	C8-2		2.00	0	6,000	0	0	4,114	0	0	0	0	8,228	0																			
120	a	3355	136	9,000	C8-2		2.00	0	0	0	0	0	0	0	18,000	0	0	0	R7B		0	0	0	0	0	35	0	0	0	0	0	(18,000)	0	0	35	0	
121	a	3355	116	6,300	C8-2		2.00	4,590	0	0	4,590	4,590	0	0	0	4,590	0	0	C4-4		5,850	0	15,570	0	19,530	0	0	1,260	0	0	0	15,570	0	14,940	0	0	
122	a	3356	206	15,000	C8-2		2.00	0	30,000	0	0	0	0	0	30,000	0	0	0	C4-4		10,200	0	40,800	0	0	0	0	10,200	0	0	0	40,800	(30,000)	0	0	0	
123	a	3356	200	15,000	C8-2		2.00	0	0	30,000	0	0	0	0	0	30,000	0	0	C4-4		0	0	0	0	34,200	40	0	0	0	0	0	0	0	4,200	40	0	
124	a	3360	33	6,153	C8-2		2.00	0	0	0	0	0	0	0	12,306	0	0	0																			
	b	3360	38	20,450	C8-2		2.00	0	20,450	0	0	0	0	0	20,450	0	0	0	C4-4		0	0	59,186	59,186	118,372	0	0	0	0	0	0	0	49,922	17,166	118,372	0	0
	c	3360	44	9,819	C8-2		2.00	0	9,264	9,264	0	0	0	0	9,264	9,264	0	0																			
125	a	3273	100	42,234	C8-2		2.00	3,750	3,750	0	0	0	0	0	63,710	20,700	0	0	C4-5D		27,477	8,000	141,906	0	0	0	0	27,477	0	8,000	0	78,196	(20,700)	0	0	0	

Source= DCP, 2009.

+ Excludes auto-related, storage, office, and other (non-categorizable) uses

++ Auto-related, storage, and other (non-categorizable) uses



**Legend**

-  Webster Avenue Rezoning Area
-  Projected Development Sites
-  Potential Development Sites

Source: NYC Department of City Planning MapPLUTO 2009; STV Incorp

**Figure 2.0-5: Projected and Potential Development Sites**

*Webster Avenue Rezoning*

NYC Department of City Planning

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