

**BOROUGH PRESIDENT  
RECOMMENDATION**

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

**INSTRUCTIONS**

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

**APPLICATIONS NOS: C 180051 ZMX-Jerome Avenue Rezoning**

**DOCKET DESCRIPTION-PLEASE SEE ATTACHMENT FOR DOCKET DESCRIPTION**

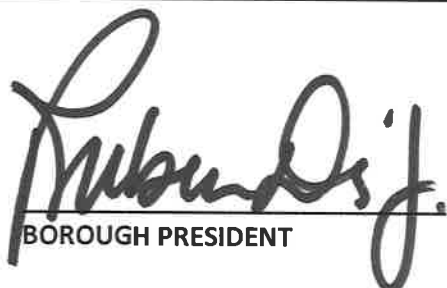
**COMMUNITY BOARD NO. #4, #5, and #7**

**BOROUGH: BRONX**

**RECOMMENDATION**

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

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

  
BOROUGH PRESIDENT

  
DATE

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

**DOCKET DESCRIPTION**

**ULURP APPLICATION NO: 180051 ZMX-JEROME AVENUE REZONING:**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

## BACKGROUND

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

## **ENVIRONMENTAL REVIEW AND ULURP CERTIFICATION**

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

## **BRONX COMMUNITY BOARD PUBLIC HEARINGS**

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

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

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

### **BOROUGH PRESIDENT'S PUBLIC HEARING**

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

### **BOROUGH BOARD HEARING**

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

### **BRONX BOROUGH PRESIDENT'S RECOMMENDATION**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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