

Application #: **C 180051 ZMX**

Project Name: **Jerome Avenue Rezoning**

CEQR Number: 17DCP019X

Borough(s): Bronx

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

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

SUBMISSION INSTRUCTIONS

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

Docket Description:

SEE ATTACHED

Applicant(s): Department of City Planning 120 Broadway, 30th Floor New York, NY 10271		Applicant's Representative: Carol Samol Department of City Planning One Fordham Plaza, 5th Fl New York, NY 10458	
Recommendation submitted by: Bronx Community Board 4			
Date of public hearing: OCTOBER 4, 2017		Location: CONCOURSE VILLAGE COMMUNITY CENTER 777 CONCOURSE VILLAGE EAST, BX, NY 10451	
Was a quorum present? YES <input checked="" type="checkbox"/> NO <input checked="" type="checkbox"/>		<i>A public hearing requires a quorum of 20% of the appointed members of the board, but in no event fewer than seven such members.</i>	
Date of Vote: OCTOBER 24, 2017		Location: BRONX MUSEUM OF THE ARTS 1040 GRAND CONCOURSE BRONX, NY 10456	
RECOMMENDATION			
<input checked="" type="checkbox"/> Approve		<input checked="" type="checkbox"/> Approve With Modifications/Conditions	
<input checked="" type="checkbox"/> Disapprove		<input checked="" type="checkbox"/> Disapprove With Modifications/Conditions	
<u>Please attach any further explanation of the recommendation on additional sheets, as necessary.</u>			
Voting # In Favor: 32 # Against: 4 # Abstaining: 2 Total members appointed to the board: 42			
Name of CB/BB officer completing this form PAUL A. PHILPS		Title DISTRICT MANAGER	Date OCTOBER 27, 2017

#

Jerome Avenue Rezoning

CD 4, 5, & 7

C 180051 ZMX

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

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

Highway;

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

- a. West 184th Street, East 184th Street, a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East Burnside Avenue, Jerome Avenue, a line 320 feet southwesterly of West 181st Street, a line midway between Davidson Avenue and Jerome Avenue, a line 100 feet southwesterly of West 181st Street, Davidson Avenue, a line 100 feet northeasterly of West 181st Street, a line 100 feet northwesterly of Jerome Avenue, North Street, and a line midway between Davidson Avenue and Jerome Avenue;
 - b. Jerome Avenue, East 175th Street, a line midway between Jerome Avenue and Townsend Avenue, and East 174th Street; and
 - c. Inwood Avenue, West Mount Eden Avenue, a line 100 feet northwesterly of Jerome Avenue, a southwesterly boundary line of a park and its southeasterly prolongation, Jerome Avenue, a line 100 feet southwesterly of East Mount Eden Avenue, a line midway between Jerome Avenue and Townsend Avenue, East 171st Street, Jerome Avenue, and West 172nd Street;
7. changing from an R7-1 District to an R7D District property bounded by Jerome Avenue, East 177th Street, a line 100 feet southeasterly of Jerome Avenue, and East 176th Street;
8. changing from an R7-1 District to an R8A District property bounded by:
- a. a line midway between Davidson Avenue and Jerome Avenue, East 176th Street and its westerly centerline prolongation, a line midway between Jerome Avenue and Townsend Avenue, and East 175th Street and its northwesterly centerline prolongation;
 - b. 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 southwesterly prolongation of a line midway between Jesup Avenue and Cromwell Avenue, the northwesterly centerline prolongation of West 170th Street, West 170th Street, and a line perpendicular to the southeasterly street line of Jesup Avenue distant 205 feet northeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Jesup Avenue and the northeasterly street line of Edward L. Grant Highway; and
 - d. Ogden Avenue, Dr. Martin Luther King Jr. Boulevard, Edward L. Grant Highway, Plimpton Avenue, a line 525 feet southwesterly of West 172nd Street, a line midway between Plimpton Avenue and Nelson Avenue, a line 625 feet southwesterly of West 172nd Street, Nelson Avenue, a line 770 feet southwesterly of West 172nd Street, a line midway between Nelson Avenue and Shakespeare Avenue, a line 820 feet southwesterly of West 172nd Street, Shakespeare Avenue, a line 410 feet southwesterly of Sherif S. Byrd Place, a line midway between Shakespeare Avenue and Jesup Avenue, a line 510 feet southwesterly of Sherif S. Byrd Place, Jesup

Avenue, Edward L. Grant Highway, a line 100 feet southerly of West 170th Street, a line 115 feet easterly of Shakespeare Avenue, West 170th Street, Shakespeare Avenue, a line 115 northeasterly of West 170th Street, a line midway between Nelson Avenue and Shakespeare Avenue, a line 165 feet northeasterly of West 170th Street, Nelson Avenue, a line 300 feet northeasterly of West 170th Street, a line midway between Plimpton Avenue and Nelson Avenue, a line 375 feet northeasterly of West 170th Street, Plimpton Avenue, and a line 550 feet northeasterly of West 170th Street;

9. changing from an R8 District to a R8A District property bounded by:
 - a. a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East 183rd Street, Creston Avenue, and a line 100 feet southwesterly of East 183rd Street;
 - b. a line midway between Jerome Avenue and Townsend Avenue, a line 100 feet northeasterly of East Mount Eden Avenue, Walton Avenue, a line 100 feet northeasterly of East Mount Eden Avenue, a line 100 feet northwesterly of Grand Boulevard and Concourse, a line 100 feet southwesterly of East Mount Eden Avenue, Walton Avenue, and a line 100 feet southwesterly of East Mount Eden Avenue;
 - c. Macombs Road, Jerome Avenue, a line midway between East 170th Street and Elliot Place, a line 100 feet southeasterly of Jerome Avenue, a line 100 feet southeasterly of Gerard Avenue, East 169th Street, Jerome Avenue, the northwesterly prolongation of a line 120 feet southwesterly of Marcy Place, a line 100 feet northwesterly of Jerome Avenue, West 170th Street, and Jerome Avenue (Plaza Drive); and
 - d. East 168th Street, Gerard Avenue, a line 100 feet northeasterly of East 167th Street, a line 100 feet northwesterly of Grand Boulevard and Concourse, a line 100 feet southwesterly of East 167th Street, and a line midway between River Avenue and Gerard Avenue;
10. changing from a C4-4 District to an R8A District property bounded by Jerome Avenue, a line 100 feet northeasterly of East 170th Street, a line 100 feet northwesterly of Grand Boulevard and Concourse, and a line midway between East 170th Street and Elliott Place;
11. changing from a C8-3 District to an R8A District property bounded by:
 - a. Jerome Avenue, a line 50 feet southwesterly of East Mount Eden Avenue, a line midway between Jerome Avenue and Townsend Avenue, and a line 100 feet southwesterly of East Mount Eden Avenue;
 - b. Macombs Road, Goble Place, Inwood Avenue, West 172nd Street, Jerome Avenue, Macombs Road, Jerome Avenue (Plaza Drive), West 170th Street and its

northwesterly centerline prolongation, a line 100 feet northwesterly of Cromwell Avenue and its southwesterly prolongation, a line perpendicular to the northwesterly street line of Cromwell Avenue distant 90 feet northeasterly (as measured along the street line) from the point of intersection of the northwesterly street line of Cromwell Avenue and the northwesterly street line of West 170th Street, Cromwell Avenue, a line 575 feet southwesterly of Macombs Road, Inwood Avenue, a line 275 feet southwesterly of Macombs Road, and Cromwell Avenue and its northeasterly centerline prolongation; and

- c. Jerome Avenue, East 169th Street, Gerard Avenue, East 168th Street, a line midway between River Avenue and Gerard Avenue, a line 100 feet northeasterly of East 167th Street, and River Avenue;
12. changing from an M1-2 District to an R8A District property bounded by West 170th Street, a line 100 feet northwesterly of Jerome Avenue (Plaza Drive), the northwesterly prolongation of a line 120 feet southwesterly of Marcy Place, Jerome Avenue, West Clarke Place, Inwood Avenue, a line 345 feet southwesterly of West 170th Street, and Cromwell Avenue;
13. changing from an R7-1 District to an R9A District property bounded by:
 - a. Jesup Avenue, a line perpendicular to the southeasterly street line of Jesup Avenue distant 205 feet northeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Jesup Avenue and the northeasterly street line of Edward L. Grant Highway, West 170th Street, and Edward L. Grant Highway;
 - b. West 168th Street, Edward L. Grant Highway, a line 120 feet southerly of West 168th Street and its easterly prolongation, and a line 50 feet easterly of Shakespeare Avenue; and
 - c. a line midway between Shakespeare Avenue and Edward L. Grant Highway and its southerly prolongation, the northwesterly centerline prolongation of East 167th Street, and Jerome Avenue;
14. changing from an R8 District to an R9A District property bounded by Jerome Avenue, a line 100 feet northeasterly of East 167th Street, a line midway between River Avenue and Gerard Avenue, McClellan Street, a line midway between Cromwell Avenue and River Avenue, a line 100 feet southwesterly of East 167th Street, and Cromwell Avenue;
15. changing from a C8-3 District to an R9A District property bounded by Edward L. Grant Highway, West 169th Street, River Avenue, a line 100 feet northeasterly of East 167th Street, Jerome Avenue, Cromwell Avenue, the northwesterly centerline prolongation of East 167th Street, a line midway between Shakespeare Avenue and Edward L. Grant Highway, and a line 120 feet southerly of West 168th Street and its easterly prolongation;

16. changing from an M1-2 District to an R9A District property bounded by:
 - a. West 170th Street, Cromwell Avenue, a line 470 feet northeasterly of West 169th Street, and Edward L. Grant Highway; and
 - b. Edward L. Grant Highway, a line 180 feet northeasterly of West 169th Street, Cromwell Avenue, and West 169th Street;

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

18. changing from an R8 District to a C4-4D District property bounded by:
 - a. a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East Burnside Avenue, a line 100 feet northwesterly of Grand Boulevard and Concourse, East Burnside Avenue (southerly portion), Creston Avenue, and a line 100 feet southwesterly of East Burnside Avenue; and
 - b. a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East Tremont Avenue, Walton Avenue, a line 55 feet northeasterly of East Tremont Avenue, Morris Avenue, a line 295 feet northerly of East 177th Street, a line 100 feet southeasterly of Walton Avenue, and a line 100 feet southwesterly of East Tremont Avenue;

19. changing from a C8-3 District to a C4-4D District property bounded by a line 100 feet northwesterly of Jerome Avenue, West Tremont Avenue, East Tremont Avenue, a line 100 feet southeasterly of Jerome Avenue, East 177th Street, Jerome Avenue, and West 177th Street;
20. establish within an existing R7-1 District a C2-4 District bounded by:
 - a. a line 100 feet northwesterly of West 170th Street, a line 100 feet northwesterly of Cromwell Avenue, and the northwesterly centerline prolongation of West 170th Street;
 - b. a line 100 feet southerly of West 170th Street, Edward L. Grant Highway, West 168th Street, a line midway between Shakespeare Avenue and Edward L. Grant Highway, West 169th Street, and a line 115 feet southwesterly of Shakespeare Avenue;
21. establish within an existing R8 District a C2-4 District bounded by McClellan Street, a line midway between River Avenue and Gerard Avenue, East 165th Street, and River Avenue;
22. establish within a proposed R7A District a C2-4 District bounded by:
 - a. West 184th Street, East 184th Street, a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East Burnside Avenue, Jerome Avenue, a line 320 feet southwesterly of West 181st Street, a line 100 feet northwesterly of Jerome Avenue, North Street, and a line midway between Davidsons Avenue and Jerome Avenue;
 - b. East 175th Street, a line midway between Jerome Avenue and Townsend Avenue, a northeasterly boundary line of a park and its northwesterly prolongation, and Jerome Avenue;
 - c. a line 175 feet northeasterly of East Mount Eden Avenue, a line midway between Jerome Avenue and Townsend Avenue, a line 100 feet northeasterly of East Mount Eden Avenue, and Jerome Avenue; and
 - d. a southwesterly boundary line of a park and its southeasterly prolongation, Jerome Avenue, a line 100 feet southwesterly of East Mount Eden Avenue, a line midway between Jerome Avenue and Townsend Avenue, a line 100 feet northeasterly of East 170th Street, Jerome Avenue, West 172nd Street, and a line 100 feet northwesterly of Jerome Avenue;
23. 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 of Jerome Avenue and Townsend Avenue, and a line 100 feet southwesterly of East Mount Eden Avenue;

- b. West 172nd Street, Jerome Avenue, Macombs Road, and a line 100 feet northwesterly of Jerome Avenue;
 - c. a line 100 feet northwesterly of Cromwell Avenue, a line perpendicular to the northwesterly street line of Cromwell Avenue distant 90 feet northeasterly (as measured along the street line) from the point of intersection of the northwesterly street line of Cromwell Avenue and the northwesterly street line of West 170th Street, Cromwell Avenue, a line 100 feet northeasterly of West 170th Street, Jerome Avenue (Plaza Drive), West 170th Street, a line 100 feet northwesterly of Jerome Avenue (Plaza Drive), a line 100 feet southwestly of West 170th Street, and the northwesterly centerline prolongation of West 170th Street;
 - d. Jerome Avenue, a line 100 feet northeasterly of East 170th Street, a line 100 feet northwesterly of Grand Boulevard and Concourse, and a line midway between East 170th Street and Elliot Place;
 - e. the northwesterly prolongation of a line 120 feet southwestly of Marcy Place, Jerome Avenue, West Clarke Place, and a line 100 feet northwesterly of Jerome Avenue; and
 - f. West 170th Street. Edward L. Grant Highway, a line 100 feet southerly of West 170th Street, and a line 115 feet easterly of Shakespeare Avenue;
24. establish within a proposed R9A District a C2-4 District bounded by Edward L. Grant Highway, a line 180 feet northeasterly of West 169th Street, Cromwell Avenue, West 169th Street, Jerome Avenue, River Avenue, a line 100 feet northeasterly of East 167th Street, Jerome Avenue, the northwesterly centerline prolongation of East 167th Street, a line midway between Shakespeare Avenue and Edward L. Grant Highway, and West 168th Street; and
25. establishing a Special Jerome Avenue District bounded by West 184th Street, East 184th Street, a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East 183rd Street, Creston Avenue, a line 100 feet southwestly of East 183rd Street, a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East Burnside Avenue, a line 100 feet northwesterly of Grand Boulevard and Concourse, East Burnside Avenue (southerly portion), Creston Avenue, a line 100 feet southwestly of East Burnside Avenue, a line midway between Jerome Avenue and Walton Avenue, a line 100 feet northeasterly of East Tremont Avenue, Walton Avenue, a line 55 feet northeasterly of East Tremont Avenue, Morris Avenue, a line 295 feet northerly of East 177th Street, a line 100 feet southeasterly of Walton Avenue, a line 100 feet southwestly of East Tremont Avenue, a line 100 feet southeasterly of Jerome Avenue, East 176th Street, a line midway between Jerome Avenue and Townsend Avenue, a line 100 feet northeasterly of East Mount Eden Avenue, Walton Avenue, a line 100 feet northeasterly of East Mount Eden Avenue, a line 100 feet northwesterly of Grand Boulevard and Concourse, a line 100 feet southwestly of East Mount Eden Avenue,

Walton Avenue, a line 100 feet southwesterly of East Mount Eden, a line midway between Jerome Avenue and Townsend Avenue, a line 100 feet northeasterly of East 170th Street, a line 100 feet northwesterly of Grand Boulevard and Concourse, a line midway between East 170th Street and Elliot Place, a line 100 feet southeasterly of Jerome Avenue, a line 100 feet easterly of Gerard Avenue, East 169th Street, Gerard Avenue, a line 100 feet northeasterly of East 167th Street, a line 100 feet northwesterly of Grand Boulevard and Concourse, a line 100 feet southwesterly of East 167th Street, a line midway between River Avenue and Gerard Avenue, East 165th Street, River Avenue, McClellan Street, a line midway between Cromwell Avenue and River Avenue, a line 100 feet southwesterly of East 167th Street, Cromwell Avenue, the northwesterly centerline prolongation of East 167th Street, Jerome Avenue, a line midway between Shakespeare Avenue and Edward L. Grant Highway, a line 120 southerly of West 168th Street, a line 50 feet easterly of Shakespeare Avenue, West 168th Street, a line midway between Shakespeare Avenue and Edward L. Grant Highway, West 169th Street, a line 115 feet northeasterly of Shakespeare Avenue, West 170th Street, Shakespeare Avenue, a line 115 feet northeasterly of West 170th Street, a line midway between Nelson Avenue and Shakespeare Avenue, a line 165 feet northeasterly of West 170th Street, Nelson Avenue, a line 300 feet northeasterly of West 170th Street, a line midway between Plimpton Avenue and Nelson Avenue, a line 375 feet northeasterly of West 170th Street, Plimpton Avenue, and a line 550 feet northeasterly of West 170th Street, Ogden Avenue, Dr. Martin Luther King Jr. Boulevard, Edward L. Grant Highway, Plimpton Avenue, a line 525 feet southwesterly of West 172nd Street, a line midway between Plimpton Avenue and Nelson Avenue, a line 625 feet southwesterly of West 172nd Street, Nelson Avenue, a line 770 feet southwesterly of West 172nd Street, a line midway between Nelson Avenue and Shakespeare Avenue, a line 820 feet southwesterly of West 172nd Street, Shakespeare Avenue, a line 410 feet southwesterly of Sherif S. Byrd Place, a line midway between Shakespeare Avenue and Jesup Avenue, a line 510 feet southwesterly of Sherif S. Byrd Place, Jesup Avenue, a line perpendicular to the southeasterly street line of Jesup Avenue distant 205 feet northeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Jesup Avenue and the northeasterly street line of Edward L. Grant Highway, a line 115 feet southeasterly of Jesup Avenue, the northwesterly centerline prolongation of West 170th Street, a line 100 feet northwesterly of Cromwell Avenue, a line perpendicular to the northwesterly street line of Cromwell Avenue distant 90 feet northeasterly (as measured along the street line) from the point of intersection of the northwesterly street line of Cromwell Avenue and the northwesterly street line of West 170th Street, Cromwell Avenue, Cromwell Avenue, a line 575 feet southwesterly of Macombs Road, Inwood Avenue, a line 275 feet southwesterly of Macombs Road, Cromwell Avenue and its northeasterly centerline prolongation, Goble Place, Inwood Avenue, West Mount Eden Avenue, a line 100 feet northwesterly of Jerome Avenue, Featherbed Lane, Jerome Avenue, the northwesterly centerline prolongation of East 175th Street, a line midway between Davison Avenue and Jerome Avenue, the northwesterly centerline prolongation of East 176th Street, Jerome Avenue, West 177th Street, a line 100 feet northwesterly of Jerome Avenue, West Tremont Avenue, Davidson Avenue, a line 100 feet northeasterly of West Tremont Avenue, a line midway between Davidson Avenue and Jerome Avenue, a line 100 feet southerly of West Burnside Avenue, Davidson Avenue, a line perpendicular to the northwesterly street line of Davidson Avenue distant 125 feet southwesterly (as

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

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



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

HONORABLE RUBEN DIAZ, JR.
Bronx Borough President

Ms. KATHLEEN SAUNDERS
Board Chair

MR. PAUL A. PHILDS
District Manager

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

October 27, 2017

Resolution adopted by the General Board for the following

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

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

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

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

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

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

N 180050 ZRX Zoning text amendments to:

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

170305 MNX City Map changes to:

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

WHEREAS, the intent of the applications is to:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

LAND USE & ZONING

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

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

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

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

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

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

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

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

AFFORDABLE HOUSING

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

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

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

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

For these reasons Community Board Four requests the following:

Tenant Protection

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

Anti-Displacement & Anti-Harassment

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

Preservation

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

¹ Coalition for the Homeless

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

New Construction

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

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

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

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

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

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

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

SOCIOECONOMICS

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

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

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

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

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

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

Auto Industry

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

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

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

Short-Term

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

Long-Term

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

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

OPEN SPACE

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

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

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

SCHOOLS/EDUCATION

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

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

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

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

TRANSPORTATION

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

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

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

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

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

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

HEALTH & WELLNESS

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

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

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

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

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

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

NEIGHBORHOOD STUDY IMPLEMENTATION AND OVERSIGHT COMMITTEE

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

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

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

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

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

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

APPENDIX 1

Jerome Priorities Tracker

(Working Document)

Source	ID No.	Topic	Type	Section	Goal	Action	Priority (1-10, 10 highest)	Possible Agencies + Partners	Status
NYC/DCP	1	Land Use	Section	LAND USE			10		
NYC/DCP	2	Land Use	Goal	Create zoning districts conducive to fulfilling the vision of the Jerome Avenue Corridor					
NYC/DCP	3	Land Use	Goal	Focus distinct nodes of density in appropriate locations (residential & commercial)					
NYC/DCP	4	Land Use	Goal	Leave strategic areas zoned for current uses					
NYC/DCP	5	Land Use	Action		Zoning text amendment		DCP	●	
NYC/DCP	6	Land Use	Action		Zoning map amendment		DCP	●	
NYC/DCP	7	Land Use	Action		City map - demap Corporal Fischer Place, Map Block 2520, Lot 19 as park		DCP	●	
197	8	Land Use	Action		Grand Concourse - study the appropriateness of commercial and residential mix, signage vs. professional uses.		DCP	●	
CB4	9	Land Use	Action		The majority of development is anticipated to be mixed-use with active ground floor spaces. Community should play role in tenanting those spaces, priority uses include: Pre-K and 3K should be allocated on 30% of all new development of projected sites, HPD should work with SBS, local merchants associations, WHEDco, Davidson Community Center and the local BIDs to source candidates for these new spaces		10 DCP	●	
NYC/DCP	10	Housing	Section	HOUSING			10		
197	11	Housing	Goal	Restore the community's housing stock which had been devastated by years of neglect and abandonment,			10		
NYC/DCP	12	Housing	Goal	Provide sustainable, highquality, affordable housing with a range of options for residents at all income levels.					
NYC/DCP	13	Housing	Goal	Protect tenants and improve housing quality.					
CB5	14	Housing	Action		Tenant Support Unit of HPD: The tenant support unit of HPD is to be made permanent and an office by the department of buildings for tenant advocacy to be opened up in the district. HPD's tenant harassment tas force to open a satellite office either in the district or in partnership with a community based organization in the district.		10 HPD	●	
CB4&5	15	Housing	Action		The city should reinstate the Neighborhood Preservation Office to deal with code enforcement, anti-harassment and displacement.		10 HPD	●	
CB5	16	Housing	Action		More robust outreach/preference for community members at residential developments		HPD	●	
SDN	17	Housing	Action		Increase Funds to 8A Loan Program for Upgrading and Ongoing Maintenance Needs in Rehabilitated Buildings. New focus is to preserve existing housing of what has been rehabilitated. HPD indicates the fund is drying up.		10 HPD	●	
NYC/DCP	18	Housing	Action		HPD code enforcement, in partnership with NWBCCC		HPD	●	
CB4&5	19	Housing	Action		Strengthen and improve its various building inspection systems which require building inspectors respond to calls within 24 hours.		DOB	●	
CB4&5	20	Housing	Action		HPD should increase its funding for code enforcement inspectors and provide incentives to property owners to repair and retrofit their buildings in accordance with the building codes like 8A loan and Participation loan programs.		HPD	●	
BXCo	21	Housing	Action		The City should improve the various building inspection systems.		HPD; DOB	●	
CB4&5	22	Housing	Goal	Anti-Displacement & Anti-Harassment					
CB4&5	23	Housing	Action		Create citywide "Certificate of No Harassment" requirements, preventing landlords who have a history of tenant harassment from obtaining certain permits from the Department of Buildings.		NYCC; HPD; DOB	●	
BXCo	24	Housing	Action		Create citywide "Certificate of No Harassment" requirements, preventing landlords who have harassed tenants from getting certain permits from the Department of Buildings		HPD	●	
BXCo	25	Housing	Action		HPD should create a "zero tolerance" policy for harassment and poor building conditions (meaning the city will take legal action against the owner).		HPD	●	

Jerome Priorities Tracker

(Working Document)

Source	ID No. 10.27.17	Topic	Type	Section Goal	Action	Priority (1-10, 10 highest)	Possible Agencies + Partners	Status
CB4&5	26		Action		HPD should create a "Zero Tolerance" policy for harassment and poor building conditions which invariably enables the City to take legal action(s) against property owners.		HPD; DOB	●
BXCo	27		Action		Implement a "No Net Loss" policy at the City level.		HPD; HDC; EDC	●
CB4&5	28		Action		Pass legislation to allow the City take ownership of buildings as a result of landlord harassment, failure to pay code violations and the criminal use of property.		HPD; NYCC; NYAG	●
CB4&5	29		Action		Increase its oversight duties of landlords and monitor housing court cases, particularly in high risk displacement areas and refer same to community organizations and/or legal aid/legal services that will do additional outreach to help determine if the case is part of a larger harassment pattern.		HPD	●
CB4&5	30		Action		Facilitate a process that will ensure developers contribute resources to prevent displacement of current residents. By this, they are required to pay into an anti-displacement fund where developers are building and the funding would be dedicated to community anti-displacement initiatives.	10	HPD	●
CB4&5	31		Action		Create a displacement fund for community organizing initiatives in the most vulnerable areas in these neighborhood		NYCC; DOF; HPD	●
CB4&5	32		Action		Make key neighborhood data available for public review through the creation of a comprehensive list of evictions; tracking of housing related 311 calls and the creation of a comprehensive list of distressed buildings by neighborhoods with all public information such as building ownership, management and most recent sale date		HPD; DOB	●
CB4&5	33		Action		Provide a \$100,000 funding for a community consulting on housing contract to assist tenants, homeowners and property owners.			●
BXCo	34		Goal		The City should enact a set of policies that create incentives that prevent speculation and displacement and promote affordable housing development.			
CB4&5	35		Action		Publicly grade landlords and publicly display such grades in their building lobbies.	10	HPD; DOB	●
BXCo	36		Action		Publicly grade landlords and publicly display that grade in their building lobby.	10		●
BXCo	37		Action		Require "landlord licenses," creating strict rules for which landlords or developers are allowed to operate in NYC.	10	HPD; HDC	●
BXCo	38		Action		The City should create new requirements for developers seeking public subsidies.	10	HPD; HDC	●
BXCo	39		Action		Pass legislation limiting the criteria that HPD uses to determine which tenants qualify to be able to move into affordable housing. For example, people should not be turned away from affordable housing because of credit checks.		NYCC; HPD	●
BXCo	40		Action		Pass and fund Intro 214, providing a right to a lawyer for tenants facing the loss of their homes.		HPD	●
BXCo	41		Action		Amend the Alternative Enforcement Program (AEP) to allow tenants to get a rent reduction and use a City-run escrow account when their building is in bad repair.		HPD	●
BXCo	42		Action		Pass legislation to allow for the City to take ownership of buildings as a result of landlord harassment, failure to pay code violations and the criminal use of property. The City should also use its authority to take ownership of individual abandoned buildings, even where there are no tax arrears.		DCP, NYSAG	●
BXCo	43		Goal		Developers should contribute resources to prevent displacement of current residents.		HPD; DOF	
BXCo	44		Action		Create a disincentive for landlords to buy buildings with the intent of selling them quickly (speculative flipping) by applying a graduated flip fee, structured like the mortgage recording fee.		HPD; DOF	●
CB4&5	45		Action		Enact a set of policies that create incentives that prevent speculation and displacement as well as promote affordable housing development.		HPD; DOB	●

Jerome Priorities Tracker

(Working Document)

Source	ID No. 10.27.17	Topic	Type	Section	Goal	Action	Priority (1-10, 10 highest)	Possible Agencies + Partners	Status
BXCo	46	Housing	Action			Require developers to pay into an anti-displacement fund. This fund should fund community organizing initiatives in neighborhoods where the developers are building. The City could do this through the rezoning process by establishing a PILOT fund in the zoning text. The money collected should fund community organizing initiatives in neighborhoods where developers are building. The funding would be dedicated to anti-displacement initiatives, and could also be used for affordable housing construction and other community needs.			●
BXCo	47	Housing	Action			Fully assess a development or redevelopment project's potential displacement impact and require associated mitigation plans and fees. The City can model this off of the California Environmental Quality Act, which currently requires an assessment of displacement related impacts for development projects above a certain threshold.		DCP; HPD; DOF	●
BXCo	48	Housing	Action			Track public investment at the neighborhood level and use this information to improve equity in budgeting decisions. This can be modeled off of Portland's budget mapping initiative.		DOF; OMB	●
BXCo	49	Housing	Action			Strengthen the obligations of marshals in avoiding eviction of "at-risk tenants." Right now there are provisions for elderly, sick, and disabled tenants. These provisions should be extended to include families with children under 3 and families with 2 or more children.		NYSUCS; HPD(?)	●
BXCo	50	Housing	Action			Pass Intro 3-2014, which allows the City to sue landlords for relocation expenses. If a building is vacated by DOB, the landlord should be required to pay relocation costs.		HPD; DOB	●
BXCo	51	Housing	Action			Create a good neighbor tax credit to stabilize the hidden supply of affordable housing in our small homes neighborhoods. Offer a real estate tax abatement to owners of owner-occupied small homes who rent an apartment at below-market rates because of longstanding community ties.		HPD; DOF	●
CB4&5	52	Housing	Goal			Preservation			
CB4&5	53	Housing	Action			DHS should reinstate of the Advantage Program and funding to the Homeless Eviction Prevention Program		DHS	●
CB4&5	54	Housing	Action			HPD should be proactive in creating a comprehensive strategy to target buildings for their preservation programs.		HPD	●
CB4&5	55	Housing	Action			Increase funding for the Proactive Initiative		HPD	●
CB4&5	56	Housing	Action			Support outreach and "Know Your Rights" education by community groups for the good of local residents as a way of improving communication with tenants about their rights.		HPD	●
BXCo	57	Housing	Action			The City should support outreach and 'know your rights' education by community groups to local residents.		HPD	●
BXCo	58	Housing	Action			The City should make key neighborhood data easily available for public review.		HPD; NYSUCS; DOITT; 311	●
BXCo	59	Housing	Action			The City should improve communication with tenants about their rights.		HPD; DOB	●
BXCo	60	Housing	Goal			The City should increase oversight of landlords and be more proactive in identifying and targeting bad acting landlords.			
BXCo	61	Housing	Action			Monitor housing court cases, particularly in high risk displacement areas and refer to community organizations and/or legal aid/legal services who will do additional outreach to help determine if the case is part of a larger harassment pattern.	10	HPD; NYSUCS	●
CB4&5	62	Housing	Goal			New Construction			
CB5	63	Housing	Action			Income thresholds are too high for affordable housing	9	HPD	●
CB4&5	64	Housing	Action			New construction that targets a range of income levels with a cap at 80-100% AMI.	10	HPD	●
CB4&5	65	Housing	Action			Reports from HPD/HDC on as of right projects that receive city subsidy		HPD; HDC	●
CB4&5	66	Housing	Action			Community should have a voice in determining ground floor uses		SBS; HPD; HDC	●

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Source	ID No. 10.27.17	Topic	Type	Section Goal	Action	Priority (1-10, 10 highest)	Possible Agencies + Partners	Status
CB4	67		Action		New construction should include the following: 20% of all new units should be developed for Seniors, 20% of all new units should be developed for Veterans, 20% of all new units should be developed for Veterans, 10% of all new units targeted should be developed for People with Disabilities, Commitment to local hiring for union and non-union jobs for residents of Community District Four, Secondary focus on residents of the Borough of the Bronx	10	DCP, HPD, HDC	●
CB4&5	68		Goal		Promote Homeownership to strengthen and stabilize these neighborhoods in the future.			
CB4&5	69		Action		HPD should focus on home ownership for small buildings including NIHOP.		HPD	●
BXCo	70		Action		The City should also help facilitate stable long-term New York City homeownership by increasing the New York City Real Estate Transfer Taxes on all transfers to non-owner occupied (investor purchased) 1-4 family homes.		DOF	●
CB4&5	71		Action		HPD should create a program and strategy to work with existing rental buildings that are interested in cooperative conversion. (e.g. HDFC)		HPD	●
CB4&5	72		Action		Homeowners should receive enhancement credits when new construction occurs within a quarter mile of their residence. These credits would be used to upgrade sidewalks, fences and improve lighting and landscaping.		HPD	●
CB4&5	73		Action		Small home owners should receive a credit for property damage related to water and sewer damage related to new construction. The City should fine the developer and checks should be issued to the home owners in question.		HPD	●
CB4&5	74		Action		Prior to commencement of any new construction or significant renovations/expansions adjacent buildings should be properly protected from damage by the developer and the areas should be baited for rats bi-weekly during the construction period.		HPD	●
BXCo	75		Goal		The City should ensure that new housing reflects the needs of current neighborhood residents.			
BXCo	76		Action		<i>Ensure that 100% of new construction reflects the needs of current neighborhood residents.</i>		HPD	●
BXCo	77		Action		Create a special purpose district so that the zoning is tailored to the specific needs of our communities and require any developer who wants to add residential buildings on Jerome Avenue to build apartments that meet the needs of current residents.		DCP	●
BXCo	78		Action		Provide subsidies and a programmatic commitment to build housing at affordability levels and apartment sizes that reflect the need of the existing residents of the neighborhood. New housing should also prioritize people with disabilities, single parents, veterans, youth, and people who are currently homeless.		HPD; HDC	●
BXCo	79		Action		Convert "cluster-site" shelter units back to permanent housing to help significantly reduce the number of homeless families and provide City and State rent subsidies to allow families in "cluster-site" units that meet Section 8 quality standards to secure leases for the same apartments in which they already live.	10	DHS; HPD	●
BXCo	80		Action		The City should ensure that community benefits are linked to new construction		HPD; HDC	●

Jerome Priorities Tracker

(Working Document)

Source	ID No.	Topic	Type	Section	Goal	Action	Priority (1-10, 10 highest)	Possible Agencies + Partners	Status
NYC/DCP	81	Financial Empowerment	Section	WORKFORCE AND ECONOMIC DEVELOPMENT			10		
CB4&5	82	Financial Empowerment	Goal	Financial Empowerment					
CB5	83	Financial Empowerment	Action	Financial Empowerment: Any bank that is to do construction lending to residential, retail within the primary and secondary areas are to participate in the Affordable Housing Program at the Home Loan Bank (as applicable), they must have a CRA rating of Outstanding. For those that have a (to be determined) fraction of their lending portfolio in the area, must have a storefront within the community boards. They must offer credit builder accounts. They must offer to cash checks for non-deposit holders for no more than \$10 or 10%, whichever amount is least.				MOFE	●
CB4&5	84	Financial Empowerment	Goal	Pursue economic development in the corridor					
197	85	Financial Empowerment	Goal	Revitalize the community's business districts, some of which had high vacancy rates and disinvestments,					
NYC/DCP	86	Financial Empowerment	Goal	Create greater retail diversity to meet current and growing retail and service needs.					
NYC/DCP	87	Financial Empowerment	Action	Neighborhoods 360 grants for local economic development				SBS	●
NYC/DCP	88	Financial Empowerment	Goal	Promote small businesses and support entrepreneurship throughout the corridor.					
NYC/DCP	89	Financial Empowerment	Goal	Help Jerome Avenue residents prepare for jobs and career growth with appropriate training and skills development.					
CB4&5	90	Financial Empowerment	Goal	Job Training and Job Placement					
CB5	91	Financial Empowerment	Action	Workforce 1: Workforce 1 to open a satellite office within the district. Specialization in construction. They in conjunction with any other workforce development initiatives and Bronx Community College. For those developers with projects in the study area (including the secondary area) must commit to hire up to 25% of construction workers from the zip codes encompassing CB 4 & 5.			10	SBS	●
CB4&5	92	Financial Empowerment	Action	Fund the creation and programming of a Local Employment Network for the purpose of connecting local residents to available job opportunities			10	DCP; SBS; EDC	●
BXCo	93	Financial Empowerment	Action	Create and fund a Local Employment Network to connect local residents to job opportunities created by the anticipated development in the area to be rezoned.				DCP; SBS; EDC	●
CB4&5	94	Financial Empowerment	Action	Create a Localized Street Vendor Program for Foodcarts				SBS; EDC	●
CB4&5	95	Financial Empowerment	Action	Leverage meeting space with BCC, Monroe, Bronx Lebanon, Bronxworks and others to host community training workshops and information sessions.				SBS; CUNY	●
CB4&5	96	Financial Empowerment	Action	BID Express: Business Improvement District Formation (BID)				SBS	●
CB4&5	97	Financial Empowerment	Action	SBS should conduct a series of workshops/forums for perspective business owners/entrepreneurs in the District, informed by the Commercial District Needs Assessment (CDNA).				SBS	●
CB4&5	98	Financial Empowerment	Action	Vacant Storefront Initiative				SBS	●
CB4&5	99	Financial Empowerment	Action	SBS should sponsor financial literacy and business plan development seminars/workshops, in partnership with local organizations such as WhedCo, BronxWorks and others.				SBS; MOFE	●
CB4&5	100	Financial Empowerment	Action	Clean Up Day, Commercial Corridors				SBS	●
CB4&5	101	Financial Empowerment	Action	Provide incentives for healthy food businesses to locate along these corridors. This would be in addition to FRESH and Healthy Bodegas.				EDC; SBS; DOF	●
BXCo	102	Financial Empowerment	Goal	The City should ensure that local, small businesses can be physically located and thrive in the area once it is rezoned.					
BXCo	103	Financial Empowerment	Action	Adopt Special Enhanced Zoning Districts that limit commercial uses to the types commonly used by local residents, such as grocery stores.				SBS; DCP	●

Jerome Priorities Tracker

(Working Document)

Source	ID No. 10.27.17	Topic	Type	Section	Goal	Action	Priority (1-10, 10 highest)	Possible Agencies + Partners	Status
CB4&5	104	Community Development	Action			Incentive program for non-chain stores (i.e. mom and pop) to locate in these areas		SBS; EDC	●
BXCo	105	Community Development	Action			In new zoning, limit the size of new commercial spaces in order to create opportunities for local small businesses and not just large, corporate chain stores.		SBS; DCP	●
BXCo	106	Community Development	Action			Pass legislation to limit increases in rents to no more than 5% in the rezoning area through all legal mechanisms, including requirements on developments that receive public subsidy, and city legislation.		SBS; Department of finance	●
BXCo	107	Community Development	Action			Advocate with NYS to pass legislation that requires all property owners to give mandatory lease renewals for expiring leases.		SBS; State Legislature	●
CB4&5	108	Community Development	Action			Financial literacy, increase funding and support for US Alliance, Amalgamated Bank and other community-based financial institutions to promote financial literacy, workshops and marketing to promote services and encourage residents to utilize traditional banking services		MOFE	●
BXCo	109	Community Development	Goal			The City should ensure local hiring.			
CB4&5	110	Community Development	Action			Commitment to local hiring for union and non-union jobs for residents of CB4/CB5	10	HPD; HDC	●
BXCo	111	Community Development	Action			Insert local hiring requirements into the zoning:		DCP	●
BXCo	112	Community Development	Action			Adopt a citywide "first-source" policy: A new first-source citywide policy should require developers who receive City money to hire people from the local community in which they are building.	9		●
BXCo	113	Community Development	Action			City agencies (such as HPD) and the Economic Development Corporation (EDC) should make local hiring a requirement of projects they fund.		DCP; OED; SBS	●
BXCo	114	Community Development	Action			The City should also adopt local hiring requirements for the rezoned area. The City currently has local hiring requirements for projects backed by the City		DCP	●
CB4	115	Community Development	Action			MWBE-Commitment to hire minority and women owned businesses, minimum of 50% percent	10	DCP, HPD, HDC	●
BXCo	116	Community Development	Goal			The City should guarantee good wages for jobs created by the rezoning.			
BXCo	117	Community Development	Action			Expand the Fair Wages for New Yorkers Act so it covers more workers. The living wage law requires employers that receive at least \$1M of financial assistance from the City or the Economic Development Corporation (EDC) to pay a living wage to their employees at the project site, unless the employer qualifies for an exception. In the fall of 2014, Mayor de Blasio extended the city's living wage requirements to include not only the owners of buildings receiving \$1M or more in support, but also commercial tenants at such project sites. But, these requirements don't apply to businesses with gross income below \$3M or to manufacturers.		NYCC; NYS Legislators	●
BXCo	118	Community Development	Action			Create Community Benefits Agreements (CBAs) requiring prevailing wages. The City should pass legislation requiring developers who receive a certain amount of subsidy or public land to engage in CBA negotiations with local community groups, and should condition receipt of the subsidy or land on successful negotiation of a CBA.		SBS	●
BXCo	119	Community Development	Action			Provide real transparency on prevailing rate jobs. When prevailing wage jobs are available, signs should be posted throughout the neighborhood, and especially in front of the job site. The notices should explain what prevailing wage is, and should be in the top 6 languages spoken in the community.		SBS; Comptroller's Office	●
BXCo	120	Community Development	Goal			The City should provide job training & education to local residents.			
BXCo	121	Community Development	Action			Fund GED programs in neighborhoods where apprenticeship programs are being implemented.		CUNY	●
BXCo	122	Community Development	Action			Allocate additional funding dedicated to local apprenticeship programs and implement them before construction projects begin so that there is a pool of skilled local workers available. The city must also conduct outreach so people know about training programs.		SBS	●

Jerome Priorities Tracker

(Working Document)

Source	ID No. 10.27.17	Topic	Type	Section Goal	Action	Priority (1-10, 10 highest)	Possible Agencies + Partners	Status
BXCo	123	Economic Development	Action		Provide scholarships, childcare and other support to residents so they can access apprenticeship programs.		DYCD; CUNY; ACS	●
BXCo	124	Economic Development	Action		HRA and SBS should have job training programs and transitional job programs that train residents for jobs in the sectors where new jobs are being created.		HRA; SBS	●
BXCo	125	Economic Development	Goal		The City should assist with job placement for local residents in need of employment.			
BXCo	126	Economic Development	Action		The City should list Jerome Ave Local Employment Network as the preferred hiring source for City-funded projects. Allocate funding to enable community-based organizations to provide sector-specific workforce training. The City should fund local Bronx organizations to provide training for industries with a strong presence in the Bronx. Focus trainings on fields that offer high-quality, highly skilled jobs.		DCP; SBS	●
BXCo	127	Economic Development	Action		The City should provide funding to local community-based organizations to develop a network and hire a local coordinator to engage with developers in the neighborhood, provide trainings for local residents, screen candidates for positions in upcoming projects, and make referrals. This would be similar to the Lower East Side Employment Network, which emerged as a result of a development boom on the LES.		SBS	●
SBSCDNA	128	Economic Development	Action		Develop and market a "shop & buy local" campaign to promote and highlight long-standing "mom & pop" retailers		SBS	●
SBSCDNA	129	Economic Development	Action		Cultivate relationships with institutional anchors such as Bronx Community College and Morris Heights Health Center to enhance connectivity along West Burnside Avenue		SBS; EDC	●
SBSCDNA	130	Economic Development	Action		Bolster local community events and street fairs to create greater customer awareness and drive additional foot traffic to the commercial corridors		SBS	●
SBSCDNA	131	Economic Development	Action		Engage the community to develop a corridor beautification/cleaning program centered on BurnsideTremont, Devanney Triangle, and Townsend Walk		SBS, DSNY	●
SBSCDNA	132	Economic Development	Action		Strengthen existing merchant associations to expand outreach, recruitment and business advocacy		SBS	●
SBSCDNA	133	Economic Development	Action		Evaluate the feasibility of Burnside Avenue Business Improvement District (BID)		SBS	●
SBSCDNA	134	Economic Development	Action		Create a "Safe Place" program to visibly designate local businesses where residents can seek refuge when they feel unsafe		SBS, NYPD, Community Bo	●
SDN	135	Economic Development	Action		Requesting Phase II of Mount Hope Housing Inc. Project to Construct Indoor Gymnasium, Parking Facility as Well as a Useable Pavilion Roof top on City Owned Land. The Mount Hope Housing project has just completed phase I a state of the art Community Center. In order to make this facility viable it needs parking facilities to accommodate conference hall and gymnasium participants.		EDC	●
SDN	136	Economic Development	Action		Community Board #5 requests that the Department of Business Services establish a business incubator in the district to assist local business and Entrepreneurs to grow the businesses or establish new business ventures in technology, health care and retail areas, etc.. Possibly using Bronx Community College as a location for such an incubator.		EDC	●
CB4&5	137	Economic Development	Goal		Auto Industry Preservation	10		
CB4&5	138	Economic Development	Action		Enable businesses to be better neighbors by offering comprehensive services related to compliance and auto-industry standards. The Department of Small Business Services (SBS) should work directly with business owners to remedy violation and licensing to increase their compliance.	10	SBS; DEP	●
CB4&5	139	Economic Development	Action		In conjunction with NYPD and CDOT conduct workshops and seminars and create literature related to parking, loading and street rules.	10	NYPD; DOT	●
CB4&5	140	Economic Development	Action		Provide free legal services to business owners to negotiate lease terms.	10	SBS	●

Jerome Priorities Tracker

(Working Document)

Source	ID No. 10.27.17	Topic	Type	Section Goal	Action	Priority (1-10, 10 highest)	Possible Agencies + Partners	Status
CB4&5	141	Historic Development	Action		Provide free ESL classes at times that are convenient for workers and business owners.	10	SBS	●
CB4&5	142	Historic Development	Action		Develop a relocation fund which would include a package of incentives that will allow qualifying businesses to relocate to an area within the city that better fits the needs to these businesses	10	SBS; ?	●
CB4&5	143	Historic Development	Action		SBS and EDC should work with qualifying businesses to develop a business plan based on the market and industry trends.	10	SBS; ?	●
CB4&5	144	Historic Development	Action		Offer job training, skills development and job placement services to facilitate professional growth for workers and business owners. 73 percent of those surveyed indicated the auto technology training would be most helpful.	10	SBS; ?	●
CB4&5	145	Historic Development	Action		Training should be offered for those who want to remain in the auto-industry and a program should be developed for those interested in other trades and skills training (construction, healthcare, HVAC/refrigeration)	10	SBS; ?	●
BXCo	146	Historic Development	Goal		The City should provide relocation support for those businesses that are displaced through the rezoning.			
BXCo	147	Historic Development	Action		Provide financial and technical assistance, including business loans, for local, small businesses in the rezoning area to help cover the cost and needs of relocation. This would apply to local retail and restaurants and auto related businesses		sss	●
BXCo	148	Historic Development	Action		Collaboratively with the auto merchants in the area, identify criteria for collective relocation (such as size, distance from original location, building type, and distance from transit).		SBS	●
BXCo	149	Historic Development	Action		Identify a suitable location based on mutually agreed upon criteria and sufficiently fund investments in the site and costs of business relocation.		SBS; EDC	●
BXCo	150	Historic Development	Action		Relocate businesses to nearby areas where housing is not being considered and manufacturing businesses have more protections, such as Industrial Business Zones in the Bronx (for example, Bathgate, Zerega, and Hunts Point).		SBS; EDC	●
BXCo	151	Historic Development	Action		Communicate with businesses in collective forums and groupings, recognizing cooperative structures.		SBS	●
BXCo	152	Historic Development	Goal		The City should select an area in the proposed rezoning area where auto-related businesses— including auto parts, security and audio stores—can remain and be protected.			
BXCo	153	Historic Development	Action		In consultation with the community, develop the reasoning and criteria for selecting the size and location for this protected area.		SBS; DCP	●
BXCo	154	Historic Development	Action		In consultation with the community, identify the best mechanism for protecting and strengthening this area, considering a Special District designation, and taller heights for commercial buildings.		SBS	●
BXCo	155	Historic Development	Action		Clearly define the total amount of commercial space that should take place in this area.		DCP	●
BXCo	156	Historic Development	Action		Prohibit specific uses that would otherwise be permitted by the current zoning uses but that would compete with the intended goals of the area (such as hotels).		DCP	●
BXCo	157	Historic Development	Action		The City should give preference for return to local businesses.		SBS	●
BXCo	158	Historic Development	Action		The City should pass legislation making it illegal to harass small businesses and other non-residential tenants		NYCC; SBS	●
BXCo	159	Historic Development	Goal		The City should provide training for workers and owners of local businesses.			
BXCo	160	Historic Development	Action		Increase funding for outreach and training programs that help auto businesses in the area obtain the necessary licenses and meet environmental standards.		SBS	●
BXCo	161	Historic Development	Action		Offer trainings in the dominant language of the workers and/or support the development English language skills.		SBS; CUNY	●
BXCo	162	Historic Development	Action		Provide training in the development of worker cooperatives, which are a legal way for undocumented immigrants to earn a living.		Mayor's office of Immegran	●
BXCo	163	Historic Development	Action		Partner with NYS Department of Environmental Conservation to do a project similar to the one in Hunts Point to accomplish the goal of environmental compliance and improved environmental performance.		SBS	●
BXCo	164	Historic Development	Action		The City should pass legislation making it illegal to harass small businesses and other non-residential tenants		SBS	●

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Source	ID No. 10.27.17	Topic	Type	Section Goal	Action	Priority (1-10, 10 highest)	Possible Agencies + Partners	Status
BXCo	165	Economic Development (Workforce)	Goal		The City should develop a citywide policy approach that adopts best practices to support the auto sector as a whole.			
BXCo	166	Economic Development (Workforce)	Action		Conduct a study of the auto sector corridors throughout the five boroughs that assesses the real needs of workers and owners and the unique challenges that they face. The study should be advised by a Steering Committee that includes auto business owners and workers, and conducted by an entity that can fairly value the contributions of the sector to the city as a whole, including the necessary service it provides, the entrepreneurship and employment pathways it creates, and economic contribution.		SBS; Department of finance;	●
BXCo	167	Economic Development (Workforce)	Action		Develop a coherent policy that addresses the sector’s current needs, plans for and equips workers and businesses for industry changes, and makes recommendations for citywide land-use policies that address those realities.		DCP; SBS	●

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CB4&5	168	Schools	Section	SCHOOLS AND EDUCATION		10		
CB5	169	Schools	Action		Schools: CSD 9 and 10 are already over capacity regarding elementary and middle schools. With the proposed actions there will be an increase of 2,388 students. (1,259 elementary and 516 middle school and 613 high school students.) In CSD9, there will be a shortfall in elementary seats. Utilization will go from 128.9% to 151.5%. In CSD 10 elementary school seats utilization will go from 115.7% to 121.9%. Middle schools in CSD 9 will go from 125.9% to 171.2% utilization. In CSD 10 the elementary school utilization rate will from 115.7% to 121.9%.	10	DOE	●
CB4	170	Schools	Action		The City should negotiate with owners of Park It Management (Block 2855, Lots 42, 44, 45, 53 and 65) as a condition of adoption of the Expanded Rezoning Alternative to include a school as part of the mixed use development on their site.	10	DPR, SCA, DOE, DCP	●
SDN	171	Schools	Action		Community Board #5 requests that the schoolyard of MS 459X be renovated for use by the school community, as well as programs sponsored by Good Shepherd Services and B.R.A.G. The schoolyard includes basketball courts, handball courts and a play area and is need of rehabilitation and new fixtures and play equipment.		DOE	●
CB4&5	172	Schools	Action		Construction of a high school within the Bronx Community College Campus.	9	CUNY; DOE; SCA	●
CB4&5	173	Schools	Action		Forge to partnerships to create new innovate programs to educate our children and prepare them to compete in today's workforce with Bronx High School of Science, Lehman College, Hostos College, Fordham University and Albert Einstein College of Medicine to increase English and math proficiency.		DOE; CUNY; NYS DOE	●
CB4&5	174	Schools	Goal		Redevelop public sites for community use: There are a number of city-owned sites in Community District Four			●
CB4&5	175	Schools	Action		Redevelop public sites for community use to create new schools.		DOE; SCA	●
CB4&5	176	Schools	Action		There should be a substantial increase in the allotment of Universal Pre-K and Day Care slots.		DOE	●
NYC/DCP	177	Community Facilities	Section	COMMUNITY RESOURCES		10		
197	178	Community Facilities	Goal		Make specific recommendations relative to the City-held parcels within the district for housing and open space,			
NYC/DCP	179	Community Facilities	Goal		Meet the educational, health and service needs of the community, especially youth & seniors			
SDN	180	Community Facilities	Action		The Library is seeking much-needed capital funding to ensure that our branches can continue to meeting the growing needs of our communities. Anticipated projects range from major renovations to targeted upgrades, including: -Heating and cooling system updates -New roof, windows and doors -Fire alarm, security and technology upgrades -ADA compliance -Elevator replacement -ADA Bathroom renovations	9	NYPL	●
SDN	181	Community Facilities	Action		Partial Renovation of Francis Martin Library Branch. Francis Martin Library Branch needs the front faade rehabilitated, HVAC replaced additional units), electrical system upgraded, PC Refresh and VoIP Technology, 1st floor and lower level, (including ADA compliance), including elevator and bathrooms upgraded.	9	NYPL	●
SDN	182	Community Facilities	Action		New York Public Library Request the City Restore Funding. The New York Public Library requests that the City restore funding to provide robust six day service including increased hours, diverse programming, strong collections and sufficient staff to support these functions. in these challenging economic times, the services provided through the Library are needed by New Yorkers more than ever.	9	NYPL	●
SDN	183	Community Facilities	Action		The Community Board has identified this site for the Mount Hope Center for the Arts. Currently, not one cultural arts center exists within the community board five area. Site Acquisition of 1800-1808 Grand Concourse. 1800-1808 Grand Concourse is an art-deco property known as the United Pilgrim Church. This building has numerous outstanding violations.		DCLA	●

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Source	ID No. 10.27.17	Topic	Type	Section	Goal	Action	Priority (1-10, 10 highest)	Possible Agencies + Partners	Status
SDN	184	Community Facilities	Action			Requesting funding for computer labs and training. This will assist seniors to navigate computer and complex systems. The elderly have been an integral part of this community for generations. Seniors today live longer and despite some disabilities generally live better overall than their counterparts of previous generations. Many older adults are isolated, frail, homebound, vulnerable to fraud and intimidation.		DFTA	●
197	185	Community Facilities	Action			Fair Share - study fair share issues in the district, including: roadways serving regional traffic, alcoholism / substance abuse and mental health facilities, juvenile detention centers, and group homes and other residential facilities for adults and youth		DOT, DOHMH, DHS	●
SDN	186	Community Facilities	Action			Request for 1801-1805 Davidson Avenue Property transferred from ACS to DCAS then be transferred to NYC Department of Parks and Recreation. 1801-1805 Davidson Avenue is extremely deteriorated, dangerous and eyesore in the community. Community Board #5 is in desperate need of open space.		ACS	●
SDN	187	Community Facilities	Action			Davidson Community Center is seeking to renovate their existing space as well as potentially add 2 additional stories to the existing building. Davidson Community Center is a DCAS leased property. This space would be used for an expansion of youth and community services for the residents of the district. In addition, this renovation would add an elevator for handicap accessibility and add a kitchen for meal preparation.	10	DCAS	●
SDN	188	Community Facilities	Action			Hire additional Inspectors for the Department of Environmental Protection. Personnel Inspectors to Monitor Fire Hydrants (Opening and Closing). Community District 5, for the last three years, has experienced the highest rate of hydrant openings in the borough of the Bronx. Ranking in the top three citywide.	9	DEP	●
SDN	189	Community Facilities	Action			Hire Additional Clerical Workers for the 46th Precinct. The addition of 100 new officers to the 46th Precinct over the next 24 months will require additional support staff to process paper work and service community requests/complaints.	9	DEP	●
SDN	190	Community Facilities	Action			Create a Step Street Task Force to Clean the City's 128 Step Streets. Until the recent use of Work Experience Program (WEP) workers for cleaning step streets, DOS had abandoned its responsibility for these public streets. CD5 has 12 step streets which are mad unsightly and dangerous by litter.	9	DSNY	●
SDN	191	Community Facilities	Action			Increase Illegal Dumping Task Force from Current Low Level. Sanitation police personnel cannot serve the ire need of our district. Must improve ability of Department to conduct surveillance and apprehend illegal dumpers. his is a major quality of life concern in CD5.	9	DSNY	●
SDN	192	Community Facilities	Action			Provide additional funds for CD 5 area youth programs: Fair Share Delinquency prevention, specialized programs and a Beacon School. Youth programs remain at funding levels of ten years ago. Youngsters make up approximately 40% of population. Needs far outweigh ability to provide services/programs.	9	DYCD	●
SDN	193	Community Facilities	Action			The mission of the Featherbed Lane Improvement Assoc. two-fold: 1) to reduce the risk of alcohol, tobacco and other drug use / abuse, and 2) to assist socially and economically disadvantaged youth and young adults in attaining the skills, knowledge and motivation to become responsible self-sufficient citizens. The end result is stronger families and a better community. FLIA also utilizes evidence based program curriculums designed to help students develop self-control, communication skills, and acquire resources to help them resist drug use, improve decision making strategies, and develop the motivation not use drugs. The philosophy is to help children and families grow physically, healthy, emotionally strong, socially involved, educationally prepared, and more culturally aware.		DYCD	●
SDN	194	Community Facilities	Action			DYCD should establish a Computer Coding Program in the district for residents, (Youth and Young Adults and senior citizens) to learn computer coding. This is a very important skill which leads to quality job opportunities and assists in their educational development.		DYCD	●

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Source	ID No. 10.27.17	Topic	Type	Section Goal	Action	Priority (1-10, 10 highest)	Possible Agencies + Partners	Status
197	195	Community Facilities	Action		Mitigate combined sewer overflows		DEC	<input type="checkbox"/>
197	196	Community Facilities	Action		Brownfield remediation		DEC	<input type="checkbox"/>

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Source	ID No. 10.27.17	Topic	Type	Section	Goal	Action	Priority (1-10, 10 highest)	Possible Agencies + Partners	Status
CB4&5	197	Transportation & Public Realm	Section	TRANSPORTATION, CONNECTIVITY AND PUBLIC REALM			10		
CB5	198	Transportation & Public Realm	Action			Transportation: BX11, BX32, BX35 are overcapacity during the rush hours. The prospective mitigation is to add 5 busses during the AM rush and 6 busses to these routes in the PM rush. At present, there is no definite plan to add these busses. The MTA studies usage and capacity of bus lines. MTA has said that they will monitor this. A proposal is to include in this monitoring a percentage of capacity statistic, and a trigger to add capacity whenever there is a documented shortfall.		MTA	●
197	199	Transportation & Public Realm	Action			Light rail facility connecting the Fordham Landing waterfront to area attractions/destinations		EDC	●
197	200	Transportation & Public Realm	Goal			Address City Investment in local streets and step-streets,			
NYC/DCP	201	Transportation & Public Realm	Goal			Promote a safe, walkable Jerome Avenue underneath the elevated train			
NYC/DCP	202	Transportation & Public Realm	Action			Map zoning to promote continuity along the corridor, and match neighborhood context		DCP	●
NYC/DCP	203	Transportation & Public Realm	Action			Invest in signature parks		DPR	●
NYC/DCP	204	Transportation & Public Realm	Goal			Make sure the streets are safe and attractive for everyone		DOT	●
NYC/DCP	205	Transportation & Public Realm	Action			Under the El		DOT	●
NYC/DCP	206	Transportation & Public Realm	Action			Edward L. Grant		DOT	●
NYC/DCP	207	Transportation & Public Realm	Action			Retail Corridors & Underpasses		DOT	●
NYC/DCP	208	Transportation & Public Realm	Action			Improve Step Streets		DOT	●
NYC/DCP	209	Transportation & Public Realm	Action			Improvements at the Cross Bronx Expressway		DOT	●
NYC/DCP	210	Transportation & Public Realm	Action			Accessibility along transit lines	10	MTA	●
SDN	211	Transportation & Public Realm	Action			The Placement One-for-One of regular COBRA- Head Street lights with "M" Pole-Type Distinctive Lamp Posts is an appropriate design that would be most compatible with the Vision for Residential, Burnside Avenue Shopping District from East Burnside Avenue & Valentine Avenue to University Avenue & Burnside Avenue. The "M" Pole-type of street lights is the preferred street amenities and streetscape enhancements in our neighborhood.		DOT	●
SBSCDNA	212	Transportation & Public Realm	Action			Install temporary lighting, seating, and street furniture to activate space under the elevated train on Jerome Avenue		DOT	●
SBSCDNA	213	Transportation & Public Realm	Action			Revitalize and maintain step streets throughout the corridor with arts programming and other active uses	10	DOT	●
SDN	214	Transportation & Public Realm	Action			Rehabilitate Step Street at Davidson Avenue between Featherbed Lane and Davidson Avenue Proper is seriously deteriorated. Many steps are loose and pose a danger to pedestrian access to the subway station. Heavy pedestrian traffic, vandalism and weather have caused severe deterioration of the step street. Include hand railings and better lighting.	10	DOT	●
SDN	215	Transportation & Public Realm	Action			Reconstruct Step Street from Sedgwick Avenue to Cedar Avenue. Step Streets are important access points. This particular step street provides access from Sedgwick Avenue to Cedar Avenue which is the gateway to Roberto Clemente State Park. This location is in extremely poor condition and must be addressed promptly.	10	DOT	●
SDN	216	Transportation & Public Realm	Action			Reconstruct Step Street from Marion Avenue to 187th Street. The Step Street has been seriously deteriorated. There is heavy pedestrian traffic e.g. students, patrons and residents. Request additional lighting.	10	DOT	●
SDN	217	Transportation & Public Realm	Action			Create Step Street at Kingsland Place (between West Tremont Avenue and Harrison Avenue) This location is in poor condition. DOT has paved and resurfaced this location in the prior fiscal year, however it remains unsafe and is heavily used by pedestrians and children. Creating a step street would improve pedestrian mobility.	10	DOT	●

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Source	ID No. 10.27.17	Topic	Type	Section Goal	Action	Priority (1-10, 10 highest)	Possible Agencies + Partners	Status
SDN	218	Transportation & Public Safety	Action		Reconstruct Step Streets from Palisades Place to Sedgwick Avenue. Step Streets are important access points. These are in extremely dangerous condition which must be addressed promptly.	9	DOT	●
SDN	219	Transportation & Public Safety	Action		Request Funding for Lighting Via Flood lights from the Light Post for the Steps of the park. Also funding Stage/Presentation/Community area at the top of the park. Restoration of walls, railings and update the fencing. To shift the current physical conditions and negative community perceptions of University Woods and help other communities use their parks to improve the conditions of the surrounding neighborhoods.	9	DOT	●
SDN	220	Transportation & Public Safety	Action		Repair or provide new street lights	9	DOT	●
SDN	221	Transportation & Public Safety	Action		Reconstruct Grand Concourse Bridge over 175th Street-Walls over 175th Street/ Part of Subway System. Walls on east and west side of Grand Concourse over 175th Street have been damaged by years of leaking water. The community youth mural project is on hold as a result.	9	DOT	●
SDN	222	Transportation & Public Safety	Action		Increase Staff in Bureau of Highways Maintenance Division: Additional Staff Persons Needed. With an increase in the need to repair streets as well as sidewalks and roadways, there is a serious need for additional manpower in the Bronx Highways Maintenance Division. One gang is not sufficient to address the street repair needs in the borough.	9	DOT	●
SDN	223	Transportation & Public Safety	Action		On Street Parking Study for Community Board 5 Area. On Street Parking is a priority Quality of Life issue for district 5. CB 5 is highly dense bedroom community. In addition, we have 7 Commercial Shopping Districts (Fordham Road, Webster Avenue, South Grand Concourse, Burnside Avenue, West 183rd Street, University Avenue/West Tremont Avenue and Featherbed Lane) and street parking is vital for our Community Board area.		DOT	●
SDN	224	Transportation & Public Safety	Action		Install an Elevator/Escalator at the IRT #4 Burnside Avenue Station. The IRT #4 Burnside Avenue Station is heavily used in Bronx Community Board 5. It is highly elevated facility having three sets of stairs before a passenger arrives at the mezzanine level. Disabled individuals, people with carriages/strollers and seniors have a difficult time getting to the platform of this station serves as a main gateway to Bronx Community College, Roberto Clemente State Park and other institutions in our district. The community has signed a petition with over 1000 signatures for an elevator/escalator at this station.	9	MTAA	●
SDN	225	Transportation & Public Safety	Action		Create a NYC Transit Authority Clean Team. A special team is needed to clean and paint elevated subway line stations, fight graffiti and work with communities on anti-litter/ant-graffiti activities.	9	MTAA	●
CB4&5	226	Transportation & Public Safety	Action		Full rehabilitation and upgrade to underpasses at 165th, 167th, 170th, 167th Street, 174th -175th Street, Burnside Avenue and East Tremont Avenue.	9	DOT	●
CB4&5	227	Transportation & Public Safety	action		B/D Station Enhancements/Rehabilitation:	5	MTA	●
CB4&5	228	Transportation & Public Safety	Action		A comprehensive maintenance and upkeep plan of the Grand Concourse Work (Phases I-IV)	7	DOT	●
CB4&5	229	Transportation & Public Safety	Action		Maintenance and upkeep of safety enhancements at Shakespeare Avenue	5	DOT; NYPD	●
CB4&5	230	Transportation & Public Safety	Action		New LED lighting throughout particularly dark in areas with low visibility/foot traffic and high crime		DOT	●
CB4&5	231	Transportation & Public Safety	Action		An elevator or escalator installed by MTA to better service seniors and handicapped and enhance access and mobility throughout the districts along the #4 line from 167th Street to East 183rd Street or the B/D from 167 Street to Fordham Road (ideally at Burnside Avenue Station or location deemed appropriate by MTA)		MTA	●
CB4&5	232	Transportation & Public Safety	Action		A comprehensive assessment, plan and timeline for renovation and rehabilitation of Step Streets		DOT	●
CB4&5	233	Transportation & Public Safety	Action		Metered parking in key locations to facilitate greater turnover		DOT	●
CB4&5	234	Transportation & Public Safety	Action		A municipal parking lot to provide parking for area residents at reasonable rates		DOT	●

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Source	ID No. 10.27.17	Topic	Type	Section Goal	Action	Priority (1-10, 10 highest)	Possible Agencies + Partners	Status
CB4&5	235	Transport & Public Safety	Action		Painting, lighting, seating and improved circulation and mobility around elevated stops, particularly those that are major transfer points (#4 train: 170th Street, Burnside Avenue)	5	DOT	●
CB4&5	236	Transport & Public Safety	Goal		Increased bus service in areas such as Highbridge and University Heights to improve access for area residents and merchants			●
CB4&5	237	Transport & Public Safety	Action		Select Bus Service on the Bx3, Bx36 or Bx18	5	MTA	●
CB4&5	238	Transport & Public Safety	Action		Study and assessment of improved/increased service for the Bx40/41		MTA	●
CB4&5	239	Transport & Public Safety	Action		Constant monitoring of the conditions and repair of major thoroughfares in the district like the Grand Concourse, Fordham, University Avenue and Tremont Avenue Roads to ensure better service of the district's motoring public.		DOT	●
CB4&5	240	Transport & Public Safety	Action		Adequate funding (for continuous maintenance) of the major road bridge which serves as a gateway from Manhattan to the Bronx and connects Bronx Community Boards 4 and 5 as well as the Washington Bridge on West 181st Street.		DOT	●
CB4&5	241	Transport & Public Safety	Action		Facilitation of cleaner and improved streetscapes, especially on the Washington Bridge and Grand Concourse to ensure improved roadways and efficient transportation routes.		DOT	●
CB4&5	242	Transport & Public Safety	Action		Consideration and approval of a Slow Zone on University Avenue in addition to the already approved one on the Grand Concourse to act as traffic calming devices and reduce automobile and pedestrian incidents.		DOT	●
CB4&5	243	Transport & Public Safety	Action		"Boogie on the Boulevard" on the Grand Concourse Avenue at least once a month; just as we request additional resources for improved signage and traffic calming devices on all our major thoroughfares.		DOT	●
197	244	Transport & Public Safety	Action		Ferry service to connect workers to jobs along the NYC waterfront		EDC	●
CB4	245	Transport & Public Safety	Action		Cameras on all platforms for all station on the #4 and the D within the study area	10	MTA, NYPD	●
CB4	246	Transport & Public Safety	Action		A comprehensive assessment, plan and timeline for renovation and rehabilitation of Step Streets, Clay & 169th Street, Behind PS 73 to Jerome (include lighting), 168th Street (Shakespeare to ELG), Shakespeare and Anderson (167th Street)	10	DOT	●
CB4	247	Transport & Public Safety	Action		Metered parking in key locations to facilitate greater turnover, Focus on commercial corridors (167th Street, 170th, Mount Eden)	10	DOT	●
CB4	248	Transport & Public Safety	Action		Street resurfacing-161st Street Corridor (from Macombs Dam Road to Melrose Avenue) and surrounding east-west connections (River Avenue, Gerard Avenue, Walton Avenue, Morris Avenue, Park Avenue)	10	DOT	●

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Source	ID No. 10.27.17	Topic	Type	Section	Goal	Action	Priority (1-10, 10 highest)	Possible Agencies + Partners	Status
CB4&5	249	Parks	Section	PARKS AND RECREATION			10		
197	250	Parks	Goal		increasing the number of local recreational opportunities for youth and the elderly in a district which had long been underserved				
197	251	Parks	Goal		Improve the existing neighborhood parks in the community,				
NYC/DCP	252	Parks	Goal		Guarantee every neighborhood has green streetscapes, quality parks, and diverse recreation spaces				
NYC/DCP	253	Parks	Goal		Ensure that residents are within a ten minute walk to a park				
SDN	254	Parks	Action			Improve & Develop the Environment Walk at Aqueduct Land from Morton Place to Burnside Avenue. Build a Pedestrian Bridge, ADA Compliance Step Street or Ramp. Aqueduct Walk is adjacent to the newly constructed Morton Playground & Morton Place Homeowners Association. Walkway is in dire need of improvement.	9	DPR	●
SDN	255	Parks	Action			Increase Funds to Parks Department for Miscellaneous Park Repairs. (P-245) Contract is Needed for Replacing Play Equipment-\$150k Per Borough. This funding is used for a variety of basic renovation efforts such as paving, fencing and benches. This line is primarily used to stress rehabilitation, rather than new construction.	9	DPR	●
SDN	256	Parks	Action			Replace Lighting in Aqueduct Park from Morton Place to Burnside Avenue. During the rehabilitation of this park the lighting was not replaced and subsequent vandalism has incapacitated all of the lights. It is necessary to replace all of the park lights in Aqueduct Park from Morton Place to Burnside Avenue.	9	DPR	●
SDN	257	Parks	Action			Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field)		DPR	●
SDN	258	Parks	Action			Improve access to a park or amenity (i.e. playground, outdoor athletic field)		DPR	●
SDN	259	Parks	Action			Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field)		DPR	●
SDN	260	Parks	Action			The Redesign and Expansion of existing Green Street Median on University Avenue, 174th Street and Cross Bronx Expressway. Community Board #5 feels that the existing median is too narrow, the location would be enhanced if medians were redesigned and expanded as a traffic calming device as well as provide a beautiful Green Street which will enhance the South West gateway presences of Community Board #5.		DPR	●
SDN	261	Parks	Action			Phase II Construction for University Woods Park to Develop the Plaza/Stage area of the park. University Woods Park construction improvements will enhance public safety perception and will increase environmental and recreational programming activities within the park.		DPR	●
SDN	262	Parks	Action			Renovation of Galileo Playground. Galileo Playground is an outdoor science playground classroom with play equipment that stimulates children's imagination. It focuses on the Solar System and the individual planets. This playground is in disrepair and in need of capital improvement.		DPR	●
SDN	263	Parks	Action			Funding for Capital Reconstruction of Echo Park. Echo Park is in poor physical condition. We are requesting the following enhancements basketball courts, playground area, park house and construct an amphitheater. In addition improve parks natural landscaping, plant new shrubs and trees.		DPR	●
SDN	264	Parks	Action			Transfer & Develop the Greenthumb Property at Townsend Avenue & East 175th Street to the Department of Parks & Recreation. This Greenthumb, maintained by the Mount Hope Housing Company, is a beautiful resource with the potential of becoming a playground for neighborhood children.		DPR	●
SDN	265	Parks	Action			Hire Parks Enforcement Police Officers for Bronx Parks. Our parks are becoming increasingly dangerous and are often unattended/un-patrolled by NYPD. Many parks are becoming havens for drug dealers.	9	DPR	●
SDN	266	Parks	Action			Hire Parks Recreation Specialist-Consider Seasonal Hires for Cost Containment. Our parks and playgrounds are in dire need of adequate staff with which to provide recreational activities for the tens of thousands of young people using our parks. We presently have only one recreation staff person for all our parks and playgrounds.	9	DPR	●

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Source	ID No. 10.27.17	Topic	Type	Section Goal	Action	Priority (1-10, 10 highest)	Possible Agencies + Partners	Status
SDN	267	Parks	Action		Restore Parks Maintenance Employees (to include the Division of Forestry and a Greenthumb Crew). Bronx Community District #5 has several playgrounds and parks which need to be properly maintained. Essential increases in maintenance staff are needed.		DPR	●
CB4&5	268	Parks	Action		Expedite the development of a proposed park site on 1805, Davidson Avenue, currently under the jurisdiction of the Agency for Children Services (ACS) to be transferred to the Department of City Wide Administrative Services (DCAS) for develop as open space. Currently a million dollars has been allocated for capital improvements but must these funds cannot be utilized until DPR has jurisdiction over the site.		DPR	●
CB4&5	269	Parks	Action		Develop segments of the Aqueduct trail along University and Tremont Avenues by developing a pedestrian bridge or a Step Street to reconnect the Aqueduct lands to the Aqueduct walkway. The Aqueduct Walkway runs south from Bronx District 7 on Kingsbridge Road to the boundaries of District 5.		DPR	●
CB4&5	270	Parks	Action		The development of Devanney Triangle, Mount Hope Gardens and West 184th Street, Grand Avenue Play Ground Park.		DPR	●
CB4&5	271	Parks	Action		Comfort stations at various park locations (such as Morton and Galileo Playgrounds) and for the development of instructional programming by the recreation aids and such an intervention would		DPR	●
CB4&5	272	Parks	Action		The development of Corporal Fischer Park		DPR	●
CB4&5	273	Parks	Action		Completion and expansion of Grant Park		DPR	●
CB4&5	274	Parks	Action		New skating and bike surfaces for Mulally Park		DPR	●
CB4&5	275	Parks	Action		Additional areas for barbequing in existing parks (currently only permitted in Mill Pond Park)		DPR	●
CB4&5	276	Parks	Action		Free and reduced rates for tennis courts at Mill Pond Park		DPR	●
CB4&5	277	Parks	Action		The hiring of additional PEP officers to patrol and monitor the parks, particularly during Peak Season		DPR	●
CB4&5	278	Parks	Action		The hiring of additional horticulturalists to assist in the maintenance and upkeep of parks, green streets and trees throughout the District and the Borough		DPR	●
CB4&5	279	Parks	Action		Create the position of a Jerome Special District area Parks Administrator		DPR	●
SBSCDNA	280	Parks	Action		Explore opportunities to revive Inwood Park, Jerome Playground, Keltch Park, and Mullaly Park as active green spaces that are open to the community		DPR	●
197	281	Parks	Action		Recommend development of an esplanade along the Harlem River. (1976-Places for People)		DPR	●
CB4	282	Parks	Action		Funding for the design and development of Corporal Fischer Park	10	DPR	●
CB4	283	Parks	Action		Funding for design and completion and expansion of Grant Park	10	DPR	●
CB4	284	Parks	Action		Funding for the redesign and rehabilitation of Bridge Park	10	DPR	●
CB4	285	Parks	Action		New skating and bike surfaces for Mulally Park	10	DPR	●
CB4	286	Parks	Action		Additional areas for barbequing in existing parks (currently only permitted in Mill Pond Park)	10	DPR	●
CB4	287	Parks	Action		Free and reduced rates for tennis courts at Mill Pond Park	10	DPR	●
CB4	288	Parks	Action		The hiring of additional PEP officers to patrol and monitor the parks, particularly during Peak Season	10	DPR	●
CB4	289	Parks	Action		The hiring of additional horticulturalists to assist in the maintenance and upkeep of parks, green streets and trees throughout the	10	DPR	●
CB4	290	Parks	Action		Community District Four Parks Administrator	10	DPR	●
CB4	291	Parks	Action		Under the supervision of the Bronx Borough Commissioner this Individual would manage CB4 parks system wide and would be re	10	DPR	●

Jerome Priorities Tracker

(Working Document)

Source	ID No. 10,27,17	Topic	Type	Section	Goal	Action	Priority (1-10, 10 highest)	Possible Agencies + Partners	Status
CB4&5	292	Public Safety	Section	PUBLIC SAFETY			10		
5DN	293	Public Safety	Action			Construct New 46th Precinct Facility. The 46th Precinct is in need of a new facility. The current facility is old, dilapidated, archaic and most of the furniture is old & broken. There is no space for parking, causing the streets to be congested with very little space for pedestrians. This situation must be improved not only for the working police officers, but also for the surrounding community.	9	NYPD	●
5DN	294	Public Safety	Action			Handicap Accessibility in Front of the 46th Precinct. Seniors and physically challenged residents are requesting a ramp and handrails to the entrance of the 46th Precinct to make it ADA accessible.	9	NYPD	●
5DN	295	Public Safety	Action			New York Police Department Surveillance Cameras along Burnside Avenue Shopping District from Grand Concourse to Harrison Avenue. Burnside Avenue Shopping district is Vibrant. Merchants and shoppers have concerns about public safety. Surveillance cameras would enhance public safety and would serve as deterrent.		NYPD	●
5DN	296	Public Safety	Action			Aqueduct Homeowners Request Surveillance Camera's for Grand Avenue, Davidson Avenue and West 181st Street. Homeowners have public safety concerns. Surveillance camera's would enhance public safety and quality life. Cameras will serve as a deterrent.		NYPD	●
5DN	297	Public Safety	Action			Feasibility Study for the Expansion of the Existing 46th Precinct. Increase in personnel has made it extremely crowded in this old dilapidated and archaic building. This situation must be improved not only for the working police officers, but also for the surrounding community.	9	NYPD	●
5DN	298	Public Safety	Action			Community Board #5 requests that the city establish a Victim Support Services Program in the district which would deal with the victims of crimes or the families of victims of crime. The program would assist these victims and their family's with funeral arrangements, counseling, financial support and other needs of these residents.		NYPD	●
5DN	299	Public Safety	Action			Fund Firehouse Renovations/Upgrades. Funding is needed for firehouse renovations and upgrades in CD5 such as new roof (waterproofing), apparatus floor replacements, emergency generators, window replacements, pointing, electrical as well as kitchen and bathroom. Engine Company 42, Engine Company 43 and Engine Company 48		FDNY	●
5DN	300	Public Safety	Action			Funding fire safety education outreach. The fire department needs to purchase smoke detectors and carbon monoxide detectors for distributing to the public.	9	FDNY	●
CB4&5	301	Public Safety	Action			Public safety in our community is a major concern and we believe more investment and efforts should be dedicated to strengthening the capacity of the police force. Community District Five still has some of the highest crime rates citywide.		NYPD	●
CB4&5	302	Public Safety	Action			Expedite the process of acquiring and constructing a new 46th Precinct with parking facilities. This will definitely improve police department services and consequently improve the quality of usable open space available; particularly spaces that are not highly visible and somewhat hidden parks such as Bridge Park, Echo Park, Cedar Park and Aqueduct Walkway in particular.		NYPD	●
CB4&5	303	Public Safety	Action			The local Police Precinct should increase funding for the Operation Clean Hallways Program to stop indoor drug dealing and loitering as this has been a quality of life and public safety issue for our community.		NYPD	●
CB4&5	304	Public Safety	Action			Funding should be increased for 911 emergency dispatchers to improve response time.		NYPD	●
CB4&5	305	Public Safety	Action			Funding should be allocated for the construction of a new front entrance ramp to make the existing 46th Police Precinct ADA accessible.		NYPD	●
CB4&5	306	Public Safety	Action			Funding should be increased for Narcotics' Enforcement and School Crossing Guards.		NYPD	●

Jerome Priorities Tracker

(Working Document)

Source	ID No. 10.27.17	Topic	Type	Section Goal	Action	Priority (1-10, 10 highest)	Possible Agencies + Partners	Status
CB4&5	307	Health and Human Svcs	Section	HEALTH AND AND HUMAN SERVICES		10		
CB4&5	308	Health and Human Svcs	Goal		Improving living conditions that contribute to asthma (mice, roaches and secondhand smoke) should be incorporated into tenant protection and preservation strategies			
5DN	309	Health and Human Svcs	Action		Expand Pest & Animal Control Units to also include Animal Inspectors; additional Personnel Needed. CD5 is experiencing a major rat infestation. With major redevelopment, new construction and a growing population, rats are multiplying and moving into buildings/homes. Rats pose a health and safety danger with diseases they carry, especially to children.	9	DOHMH	●
5DN	310	Health and Human Svcs	Action		Community Board #5 is Requesting funding for Stay Well exercising programs for seniors who are fit and for those with disabilities. Seniors are in dire need of Aerobic exercise as well as routines designed to enhance balance, build muscle strength and aid in the performance o task associated with daily living.		DFTA	●
CB4&5	311	Health and Human Svcs	Action		Increased funding from The Department of Health and Mental Hygiene to address these two main health issues.		DOHMH	●
CB4&5	312	Health and Human Svcs	Action		Increased funding for the expansion of the Pest Control Unit for additional personnel and field inspectors Exterminators.		DOHMH	●
CB4&5	313	Health and Human Svcs	Action		Increased funding for teen pregnancy and obesity programs in our District among others.		DOHMH	●
CB4&5	314	Health and Human Svcs	Action		Healthy Bucks and Healthy Bodegas		DOHMH	●
CB4&5	315	Health and Human Svcs	Action		Increase funding for additional programming for fitness and exercise in district parks and recreation centers		DPR; DOHMH	●
CB4&5	316	Health and Human Svcs	Action		Ensure that all new schools built have ample indoor and outdoor space to promote physical activity		DOE; SCA; DOHMH	●
CB4&5	317	Health and Human Svcs	Action		Leverage funding and programming of Bronx Borough President's #not62 campaign		DOHMH	●
CB4&5	318	Health and Human Svcs	Action		Increase funding for DOHMH to work with DOE to improve quality and variety of school lunch program and summer lunch to increase healthy eating		DOHMH; DOE	●
CB4&5	319	Health and Human Svcs	Action		Increase education and hands on training for children and their families to promote healthy living and lifestyle		DOHMH; DOE; HHC	●
CB4&5	320	Health and Human Svcs	Action		Map and rate all full service grocery stores in the districts and plan strategically with proposed new development for siting new FRESH food stores		DOHMH; SBS	●
5DN	321	Health and Human Svcs	Action		Requesting Funding for Special Needs Services for Immigrants. For example, citizenship applications, residency, employment applications, spousal waivers, accessing resources and other legal documents. The foreign born are more than one-third of the population in Community Board #5. By addressing these immigrant specific concerns will ultimately enable the foreign born to contribute even more to the economic vitality of the community.	9	MOIA, HRA	●
5DN	322	Health and Human Svcs	Action		Provide Independent Living Skills Programs for Single Mothers. Community Board #5 is in dire need of funding for he Independent Skills Services program in our district. This program will provide a solid support system to singe mothers who are working to make he transition from public dependency to self sufficiency.	9	HRA	●
CB5	323	Health and Human Svcs	Action		Construction related impacts: The city's DEP monitors potentially adverse noise matters. This monitoring is done as per there are complaints. The study identifies projected adverse noise impacts. Interior spaces in some locaitons would experience noise levels during construction that would exceed standards with mitigation efforts. A proposal is for DEP to do an initial noise test once use of hacy equipment has begun at a site, especially the use of a pile driver. If noise levels exceed the CEQR limit, then any permit to work past normal hours of operation (weekdays 7-5) would be denied. Once City DEP has certified that there are no potential adverse noise impacts, would permission to work outside of normal hours be permitted.		DDC	●
CB4	324	Health and Human Svcs	Action		Funding and development of a LGTBQ Center	10	DOHMH, DCAS, DYCD	●
CB4	325	Health and Human Svcs	Action		Funding and development of a Comprehensive Health Care	10	DOHMH, DCAS	●

Jerome Priorities Tracker

(Working Document)

Source	ID No. 10.27.17	Topic	Type	Section Goal	Action	Priority (1-10, 10 highest)	Possible Agencies + Partners	Status
BXCo	326	Community Development	Section	REAL COMMUNITY ENGAGEMENT		10		
BXCo	327	Community Development	Goal	The City should improve structures and systems and increase resources for real community participation in neighborhood planning.				
CB5	328	Community Development	Action		All development should be eligible for community board review	10	DCP	●
BXCo	329	Community Development	Action		Create a taskforce open to all community members that can help encourage better local participation.		NYCC, BPs, CBs	●
BXCo	330	Community Development	Action		Give residents a seat at the decision-making table and a chance to vote.		DCP	●
BXCo	331	Community Development	Action		Once the scope of study is released, the City should create an affordable housing taskforce open to all local residents who want to work with officials to figure out how much affordable housing there should be, and at what rent levels. Those principles should then guide the City's plans.		HPD; NYCHA; CUNY	●
BXCo	332	Community Development	Action		Provide resources to support CBOs in developing a community vision. This will allow CBOs to hire planners and other experts who are directly accountable to the community.		DCP	●
BXCo	333	Community Development	Action		Allow time for a real community plan to be created and for the community to consider meaningful alternatives before the ULURP process starts:		DCP; SBS	●
BXCo	334	Community Development	Action		Ensure meetings are accessible to as many people as possible.		NYCC, BPs, CBs	●
BXCo	335	Community Development	Action		The City should evaluate the existing need of the neighborhoods affected by the rezoning.		DCP	●
BXCo	336	Community Development	Action		The City should evaluate future impact of proposed changes on each neighborhood.		SCA; DPR and DOB	●
BXCo	337	Community Development	Action		The City should take steps to ensure that the community actually gets what it's promised.		DCP; HPD; DOB	●
197	338	SCA	Goal	Make specific recommendations relative to designating portions of the district as a historic resource				

APPENDIX 2

Re: Jerome Avenue Study-Park-It Proposal

Michael Kramer [michael@parkitny.com]

Sent: Thursday, October 19, 2017 4:05 PM**To:** Philps, Paul**Cc:** vankiirk@aol.com**Attachments:** Jerome Avenue Block 2855 R~1.pdf (3 MB)

Dear Paul,

1. I have attached an electronic copy of the study that was prepared by DCP emeritus planner Sandy Hornick and myself entitled **"A Rationale for Reconsideration:**

Legacy M1-2 Zoning along Jerome Avenue".

2. NYC Council Member Gibson requested additional information from us, after our meeting of October 2nd (dated October 5th) which I will share with you below:

Dear Council Member Gibson and Ms. Wax,

Thank you for taking the time to meet with us on Monday to discuss Jerome Avenue Rezoning.

At our earlier meetings, we provided your office with a report by City Planner Emeritus Sandy Hornick entitled a "Rationale for Reconsideration: Legacy M1-2 Rezoning along Jerome Avenue." This research showed that there is no lack of Automotive Repair options available to your constituents. Instead of being "stuck in time" with one and two-story buildings that are approaching one hundred years old, we as property owners would like to participate in the New Jerome Avenue by asking for your support to amend the Jerome Avenue Rezoning map to include our blockfront in the R8A district.

Existing sidewalk curbs promote automotive uses. Typically, cars are double and triple-parked in the Jerome Avenue service road and on three sides of sidewalks. Sidewalks are dirty and poorly lit by public lamp posts. There are no tree pits. The entire site has an E designation due to the plethora of automotive spillages. The 44th Police Precinct has commandeered parking on the West Clarke Place side. Some Yankee Stadium patrons will park on-site during the baseball season. Perhaps there are twenty-five (25) auto related jobs scattered throughout our site (of which half would be grandfathered in by Mr. Neftali Fuentes of Mega Auto Diagnostics after rezoning).

After rezoning, we can offer plans for construction of the first of many mixed-income residential buildings, set back from the elevated train on the Inwood side. We envision such a building with the possibility of a Jerome Avenue two-story retail base to attract more desirable tenants. We can also offer a more vibrant and safer streetscape and community amenities which take advantage of the length/depth of this unusual privately-owned blockfront, and allow us to become a better neighbor.

We understand that a New Jerome Avenue will increase the demand for school seats. Our lower floor (s) would have a large footprint of 40,000 SF that should meet educational goals for keeping similar class grade levels together horizontally rather than vertically. This (along with retail storefronts) might create one hundred or more skilled and unskilled jobs that can be filled by the local labor pool.

We have not yet, met with HPD, and so we have only a limited understanding of their financing programs which can assist us in creating mixed-income (including affordable) residential units in the Bronx at this site. A cursory reading of the various websites, i.e. ELLA, M2-Mixed and Mixed-Income programs when combined with NYS HFC and Federal tax credits like LIHTC suggests that they all would be considered for our funding needs.

With Mandatory Inclusionary Housing, more housing results in the provision of more affordable housing. The estimated 467-550 new dwellings that would be constructed on Block 2855 would include between 94 and 165 units of affordable housing under the MIH program (with more if one or more the Inwood Avenue ground floors were residential). Given the general market within the Jerome Avenue corridor, it is likely that more than the minimum amount of affordable housing would be provided.

Despite more than three-and-a-half decades of population growth in the Bronx, there has not been a single rezoning to facilitate residential development along the proposed Jerome Avenue rezoning corridor in 55 years! There has not been a single rezoning to enliven the Jerome Avenue corridor in 55 years! There has not been a single rezoning to promote employment opportunities along the Jerome Avenue corridor in 55 years! Rezoning is long overdue. But with your considerable input, we ask this rezoning must be the correct rezoning, which would be to amend the map to include our Block 2855.

Sincerely,

Michael Kramer (for the Property Owners)

Thank you for your assistance in this matter.

Michael Kramer

917.622.5154

On Thu, Oct 19, 2017 at 11:52 AM, Philps, Paul <paphilps@cb.nyc.gov> wrote:

Mr. Kramer could you please send the most up to date electronic version of your proposal for Jerome Avenue.

Thank you.

Paul A. Philps
District Manager
Community Board Four
[718-299-0800](tel:718-299-0800)
paphilps@cb.nyc.gov

Property Owners at Block 2855 (Jerome/Inwood/W169th/W Clarke Place)

October 27, 2017

Ms. Kathleen Saunders, Chair Community Board Four
1650 Selwyn Avenue, Suite 11A
Bronx, New York 10457

Dear Ms. Saunders,

As per yesterday's email, the property owners of Block 2855/Lots #65, 42, 44, 45 and 53 would like to confirm that subject to inclusion in the Jerome Avenue Expanded Rezoning Alternative (as identified in the Jerome Avenue Rezoning Draft Environmental Impact Statement published on August 19, 2017) which would change the zoning from M1-2 to R8A for our block front, intend to build a mixed-use building and would welcome a school as a community facility use within the potential project.

Our preliminary design ideas utilize the ground floor for retail purposes, lower floor(s) for a community facility, such as a school, and upper floor(s) for mixed-income residential units as per Mandatory Inclusionary Housing guidelines.

We are anxious to work in collaboration with Bronx CB4, the School Construction Authority and the Department of Education to assess the educational needs of the neighborhood which would result in a meaningful number of new school seats.

We would further like to confirm that we will work closely with CB4 to develop programming that fulfills the Board's vision for Jerome Avenue, creating affordable housing units, generating new jobs both skilled and unskilled, improving the streetscape and replacing parking spaces lost from our present garage with an underground parking facility.

We look forward to participating in a New Jerome Avenue.

Sincerely,



Michael Kramer for the Property Owners



Gary Spindler

cc: NYC Council Member Vanessa Gibson

cc: NYC Council Member Fernando Cabrera

cc: Bronx Borough President Ruben Diaz, Jr.

“A Rationale for Reconsideration: Legacy M1-2 Zoning along Jerome Avenue”

September 29, 2016



Figure 1: Jerome Avenue Draft Zoning and Strategies Workshop – November, 2015

Background

The Department of City Planning has proposed a rezoning of the Jerome and River Avenue corridors in the Bronx, running from East 165th Street in the south to west 184th Street in the north and including several cross streets. In general, the proposed rezoning is long overdue. However, while the goals of this rezoning are admirable, there is at least one component of the rezoning, omitting Block 2855 from the rezoning, that works at cross purposes to the rezoning’s general goals.

The community has long supported transforming Jerome Avenue into an active street with residential, retail and community supportive uses and we agree with these goals. The current administration has made housing and community revitalization the centerpieces of the Mayor’s 2014 *Housing New York A five-Borough, Ten Year Plan* which seeks to build or preserve 200,000 units of affordable housing throughout the city with 80,000 of those units in new construction. Important components of that plan including the establishment of a Mandatory Inclusionary Housing (MIH) program and a liberalization of certain zoning rules have pursuant to the Zoning for quality and Affordability zoning text amendment have already been approved as has one of the neighborhood wide rezoning (East New York). The administration reports that it is ahead of schedule in achieving its goal of 200,000 units within a decade although this success has been concentrated in the renovation and preservation of existing housing. New housing and associated retail and support services are desperately needed and will be even more necessary in the coming years.

1271 Jerome Avenue (Block 2855 Lot 65)
1280 Inwood Avenue (Block 2855 Lot 42)
1275 Jerome Avenue/1288 Inwood Avenue (Block 2855 Lot 45)
1295 Jerome Avenue/1298 Inwood Avenue (Block 2855 Lot 44)
1299 Jerome Avenue/1304 Inwood Avenue (Block 2855 Lot 53)



Figure 2: NYC Planning Land Use & Zoning Map – October, 2014

Demographic Imperative

The population of the Bronx, which peaked in 1970 at 1.471 million, experienced a dramatic borough-wide population decline between 1970 and 1980. During that difficult decade, the Bronx population declined about 302,000 people, a drop of over 20 percent. While the decline was swift and devastating, it was also relatively short lived. Since 1980, the Bronx has experienced more than three-and-a-half decades of uninterrupted population growth. The most recent U.S. Census Bureau population estimates put the population of the Bronx at 1.455 million which means that, by 2015, the borough had regained all but 16,000 people – about 5 percent – of the earlier decline. The 2015 population estimate is within virtually one percent of the 1970 population peak.

The population rebound has been accompanied by significant changes in land use patterns. Many of the communities that lost substantial population were previously developed with multi-story walk-up and elevator apartment houses that were demolished in or after the 1970s. Much of the land formerly occupied by these multiple dwellings was subsequently redeveloped with low-rise, lower-density housing. These housing programs were successful in helping to revitalize these neighborhoods but, with the consumption of so much land for lower-density use, there is relatively little land remaining to accommodate future population growth.

The Department of City Planning has prepared population projections of that future growth to the year 2040.¹ By the year 2040, the DCP projects the Bronx will gain an additional 194,000 people over its 2010 census-enumerated population. These projections also included projected population for interim years of 2020 and 2030. Since these projections were prepared in 2013 based on the 2010 enumerated population, the robust post-2010 growth in the Bronx has already propelled the population total for 2015 above the level of the 2020 DCP projection though some of this growth may represent an undercount of the 2010 population. Whether all new population growth or partially representing a better count of the actual population, the U.S. Census estimate of 1.455 million for July, 2015 is roughly 9,000 more than DCP's projection for the year 2020. It is not unreasonable to consider the likelihood that the Bronx is now growing faster than the DCP projections estimated and that the total 2040 Bronx population could exceed DCP's projected 1.579 million. Faster growth will only increase the pressures on the existing housing stock and increase the importance of adding to the supply of housing.

Looking East at Jerome/Inwood/W169th/W Clarke Pl



Figure 3: View from the IRT #4 Elevated Line

The Department of City Planning aggregates population data from census tract into Neighborhood Tabulation Areas (NTAs). The Jerome Avenue Corridor runs along the border adjoining two of these NTAs: Highbridge and West Concourse.

The Highbridge NTA, which includes the areas west of Jerome Avenue to the Harlem River, experienced a significant increase in both population and housing between 2000 and 2010. The population increased by almost 3,900 people, an increase of 11.5 percent, while the number of housing units increased by over 1,700 units, an increase of 15.2 percent.

¹ New York City Population Projections by Age/Sex & Borough, 2010–2040, December 2013, http://www1.nyc.gov/assets/planning/download/pdf/data-maps/nyc-population/projections_report_2010_2040.pdf

Highbridge Neighborhood Tabulation Area ²						
	Population	2000-2010	2000-2010%	Housing Units	2000-2010	2000-2010%
2000 census	33,844			11,520		
2010 Census	37,727	+3,883	+11.5	13,275	+1,755	+15.2
2009-2013 ACS	37,304			13,466		

The West Concourse NTA, which includes the areas east of Jerome Avenue to the Grand Concourse River, saw its population remain stable between 2000 and 2010 while the number of housing units increased by over 500 units, an increase of 4.3 percent.

West Concourse Neighborhood Tabulation Area ²						
	Population	2000-2010	2000-2010%	Housing Units	2000-2010	2000-2010%
2000 census	39,557			12,708		
2010 Census	39,282	-275	-0.7%	13,254	+564	+4.3
2009-2013 ACS	39,234			13,473		

The Jerome Avenue Corridor provides an important opportunity to provide new opportunities to accommodate sorely-needed housing. While we are not privy to the availability of public sector's commitments to subsidize affordable housing, because any rezoning would be accompanied by the mapping of a Mandatory Inclusionary Housing Area, all housing that would be developed within the corridor subsequent to the rezoning would include affordable housing. Given current market conditions within the area, the rezoning is likely to include many projects with higher levels of affordable housing taking advantage of publicly available subsidies.

The Mayor's *Housing New York A five-Borough, Ten Year Plan* has made transit-oriented development one of the cornerstones of achieving equitable as well as sustainable growth.

Economic opportunity depends not only on affordable housing, but also access to schools, employment, shopping and other services, both within the neighborhood and beyond. **Consequently, our planning will be based upon a transit-oriented development approach. (emphasis added)**

It makes the most sense to take the full advantage of the Jerome Avenue corridor to the maximum extent possible to support the need for more housing to accommodate the Bronx's population growth.

² New York City Census FactFinder, Department of City Planning, <http://maps.nyc.gov/census/>

Overview

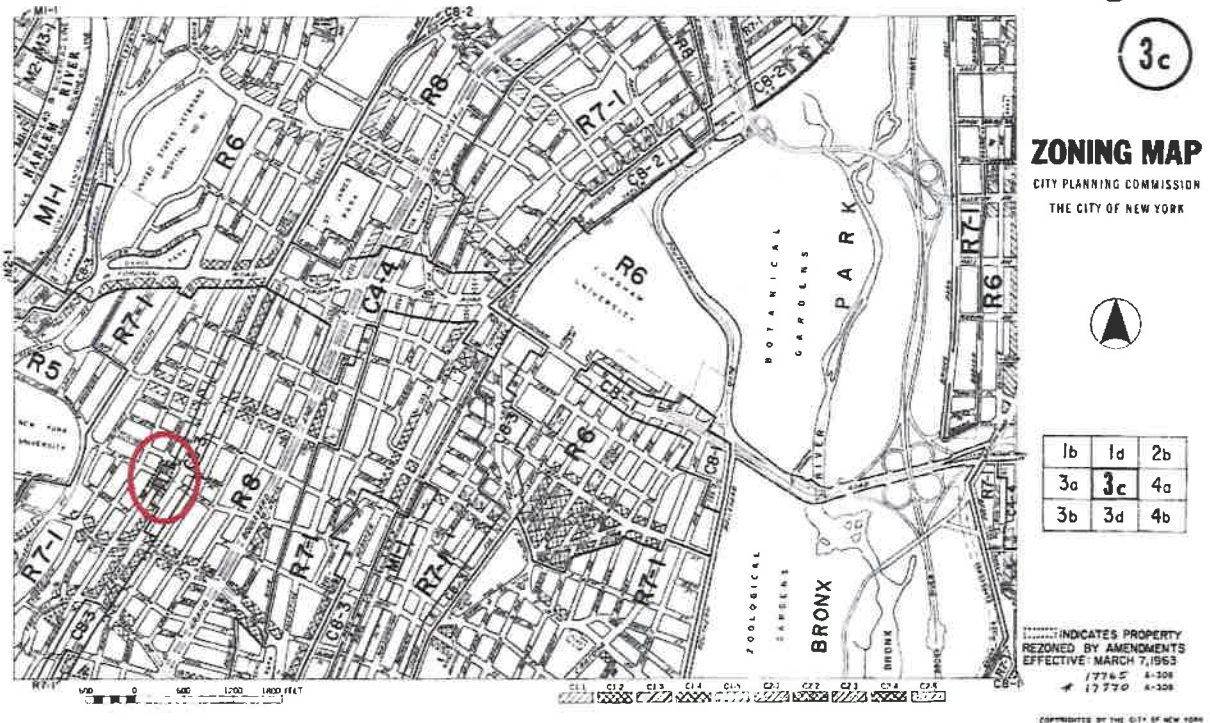
- **The block front bounded by Jerome and Inwood Avenues from West 169th Street to West Clarke Place is frozen in time by legacy zoning.**
- **These properties are maxed-out vertically. Ownership and/or Tenants operate parking and automotive repair shops that struggle to be profitable.**
- **The affected property owners have made their case to a supportive Bronx Community Board Four (see letter of 04.07.16) asking to be included in the Jerome Avenue Zoning Study for the purpose of seeking a zoning change.**
- **The opportunity to build mixed-use residential and retail developments allows options for a future where we can grow our properties vertically, allowing us to contemplate additional compatible uses like affordable housing, community facilities (including school seats) and better retail. Transit-oriented development will lead to economic growth in an underserved neighborhood, creating a range of skilled and unskilled jobs, safer sidewalks, and organized traffic flow that does not exist now.**

Static Zoning Map

It is remarkable that the zoning map in this area remains the essentially the unchanged from the maps adopted in 1960 that went into effect with the current Zoning Resolution in December, 1961. A review of the 107 historical zoning maps covering the area of the proposed Jerome Avenue Corridor rezoning³ shows only a single rezoning within the area since 1961. This sole rezoning (CP-17765), in March, 1963, was to extend the then existing C8-3 district along both sides of West 181st Street from the midblock between Jerome Avenue and Davidson Avenue to Davidson Avenue. The City Planning Commission described the zoning map amendment as “a minor and logical extension of an existing C8-3 District.” The rezoning was intended to permit a legally non-conforming garage to be used for motor vehicle repairs.

In spite of more than three-and-a-half decades of population growth in the Bronx, there has not been a single rezoning to facilitate residential development along the proposed Jerome Avenue rezoning corridor in 55 years! There has not been a single rezoning to enliven the Jerome Avenue corridor in 55 years! There has not been a single rezoning to promote employment opportunities along the Jerome Avenue corridor in 55 years! Rezoning is long overdue. But this rezoning must be the correct rezoning.

³ <http://www1.nyc.gov/assets/planning/download/pdf/zoning/zoning-maps/historical-zoning-maps/maps03b.pdf>, <http://www1.nyc.gov/assets/planning/download/pdf/zoning/zoning-maps/historical-zoning-maps/maps03c.pdf> and <http://www1.nyc.gov/assets/planning/download/pdf/zoning/zoning-maps/historical-zoning-maps/maps03d.pdf>



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Figure 4: CP 17765

The length of time between re-zonings is a strong argument for undertaking a fully comprehensive rezoning now and not excluding areas from the rezoning because they might be relooked at or re-zoned at a later date. The property owners at the block front of Jerome/Inwood/W169th/Clarke Place West recognize that the site could be transformed into an inviting, walkable, full-service neighborhood corridor. By utilizing the tools of rezoning they envision that there is the potential for a large, ground-floor retail store, i.e. a supermarket, with residential above which would better serve the community in this FRESH food “desert”.

Future re-zonings are uncertain at best and, as the history of the Jerome Avenue Corridor demonstrates, it can be decades before an area, once studied, is examined anew.

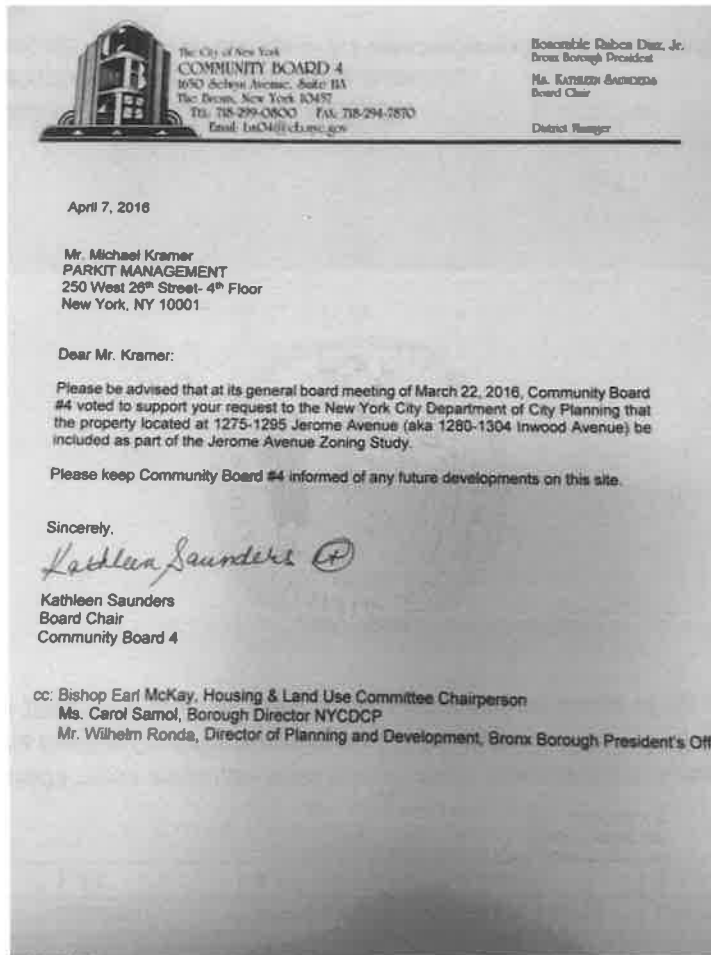


Figure 5: Bronx CB4 03.22.16 Board Letter

Overconcentration of Automotive Uses

With an estimated 275,000 vehicles available at the residences of U.S. Census enumerated households, the Bronx ranks third among the boroughs in the number of vehicles available. The Bronx exceeds both Manhattan, which is the densest and most transit dependent urban county in the country, and Staten Island, which is New York City's most auto-dependent borough. Staten Island has far more automobiles per household (1.31/household) than the Bronx (0.56/household) but a much smaller population base than that of the Bronx.

Although the automobile has less of a prominence in the Bronx than in Brooklyn, Queens or Staten Island, it nevertheless, has a disproportionately large number of licensed automobile repair shops. Indeed, the Bronx has the fewest number of vehicles per licensed repair shop of any if the city's boroughs.

VEHICLES PER LICENSED AUTO REPAIRSHOP				
Borough	U.S. Census Est. 2015 Pop	# Repair Shops ⁴	Est # Vehicles ⁵	Vehicles Per Repair Shop
Bronx	1,455,444.00	729	275,001	377
Brooklyn	2,636,735.00	1,152	514,740	447
Queens	2,339,150.00	1,313	708,017	539
Manhattan	1,644,518.00	129	198,499	1539
Staten Island	474,558.00	290	234,633	809
TOTAL			1,930,890	534

Relative to the number of vehicles in the borough, the Bronx has licensed automobile repair establishments almost 1.2 times the rate of Brooklyn, the borough with the closest ratio of repair places to vehicles. Even the city's most automotive-oriented boroughs, Queens and Staten Island, have higher number of vehicles per licensed repair establishment. Staten Island had more than twice as many vehicles per licensed repair facility. All of the other boroughs are able to support, repair and inspect far more vehicles with proportionately fewer licensed repair shops.

Comparison of Vehicles per Repair Shop in the Bronx to the Other Boroughs and the Entire City					
	Brooklyn	Queens	Manhattan	Staten Island	Citywide Avg
	1.19	1.43	4.08	2.15	1.47

The concentration of licensed vehicle repair establishments is even more pronounced in a more local geography. The proposed Jerome Avenue Corridor rezoning runs through the northern half of zip code 10452, entirely through zip code 10453 and touches a few of the southernmost blocks of zip code 10468.

⁴ Source: <https://process.dmv.ny.gov/FacilityLookup/vsiqEnterFacInfo.cfm>

⁵ Source: http://www1.nyc.gov/assets/planning/download/pdf/data-maps/nyc-population/acs/hous_2014acs1yr_nyc.pdf Assumes an average of 3.1 vehicles/household for households enumerated with 3 or more vehicles.

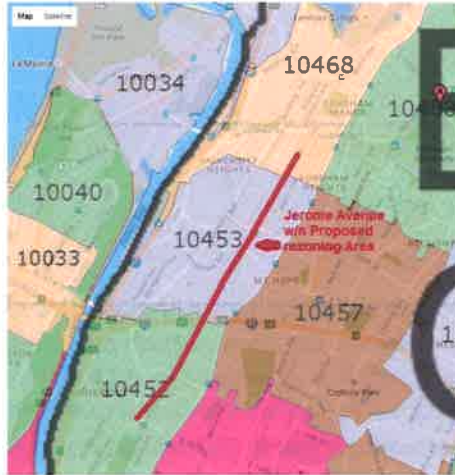


Figure 6: Jerome Avenue Corridor Zip Codes

Oddly, the proposed rezoning does not seek to preserve any automotive uses in the one zip code where the number of vehicles per licensed repair establishment exceeds both the Bronx borough average of 377 vehicles per establishment and the citywide average of 534 vehicles per establishment. Within zip code 10468, all of the existing C8 districts along the Jerome Avenue corridor are proposed for rezoning.

VEHICLES PER LICENSED AUTO REPAIRSHOP				
Zip Code	U.S. Census Est. 2015 Pop	# Repair Shops	Est # Vehicles	Vehicles Per Repair Shop
10452	75,371	59	6,981	118
10453	78,309	39	7,926	203
10468	76,103	10	7,698	764

We believe the surplus of auto repair establishments has the effect of making difficult for many of the existing establishments to remain profitable. Indeed, a number of the properties do not operate as auto repair establishments. 1295 Jerome Avenue should be considered a parking establishment and 1299 Jerome Avenue is occupied by a commercial warehouse and a real estate office. While the proposed rezoning proposes to keep M1-2 zoning on a block with an antiquated building stock on Block 2855 that is only partially used for automobile repair, the most modern auto repair establishments in the least well-served zip code.

Older Building Stock

There are five buildings on Block 2855 all of which are almost a century old, dating to the 1920s. PLUTO data lists the newest building, 1298 Inwood Avenue, as having a completion date of 1926. The other four are listed with a completion or estimated completion date of 1920. As noted above, two of the five properties on the block - occupying about 46 percent of the block's square footage - are already occupied by uses other than auto repair establishments. The remaining three buildings, which contain a variety of auto repair establishments, struggle to operate under inadequate conditions and a number of current tenants have trouble remaining current on their rent. The age and configuration of the buildings argues against reinvestment to make these more practical auto repair operations.

With the buildings fully covering the lots they are built on there is no room on the sites to add space for automobile maneuverability or storage. As shown in Figure 3, this results in the liberal use of the public sidewalk as well as double parking on adjoining streets as part and parcel of the auto repair establishments. The presence of these establishments negates the Department of City Planning's goal to "create a walkable inviting commercial corridor by promoting non-residential ground floor uses and diverse retail to support community needs."



Figure 7: Jerome Avenue and West 169th Street

The resulting environment is hardly compatible with the residential development that the proposed rezoning would foster on the blocks to the immediate north and south. Future residents would have to run a gauntlet of parked and moving cars on the sidewalk just to go from one residential block to another or from homes to stores or other services in the community. Indeed, as can be seen by looking at a close-up of this establishment, the space in these buildings is so constrained that some businesses use the public sidewalk to store business equipment. Is this an appropriate neighbor for new residences? We do not believe that there is any logic to leaving a virtually impenetrable barrier of parked and moving automobiles that are the consequence of housing automobile repair facilities in inadequate and antiquated structures and sandwiching such uses between future residents within the R7A district proposed to the south and the R8A district proposed to the north.



Figure 8: Business as usual on the sidewalk. This would face a new apartment house under the proposed zoning.

Better Automotive and Manufacturing Buildings Nearby

What a more modern auto repair facility should look and operate like is no secret. Indeed, there is just such a development near the northern end of the proposed Jerome Avenue rezoning between Evelyn and North Streets. As can be seen in Figure 5, this establishment has adequate room to maneuver and store vehicles and leaves the public sidewalk available for pedestrians. Although this structure better serves auto repair business, is less intrusive on the surrounding current or future residents and is even located on a block with a midblock grade change, this site is proposed to be rezoned from C8-3 to R7A with a commercial overlay.

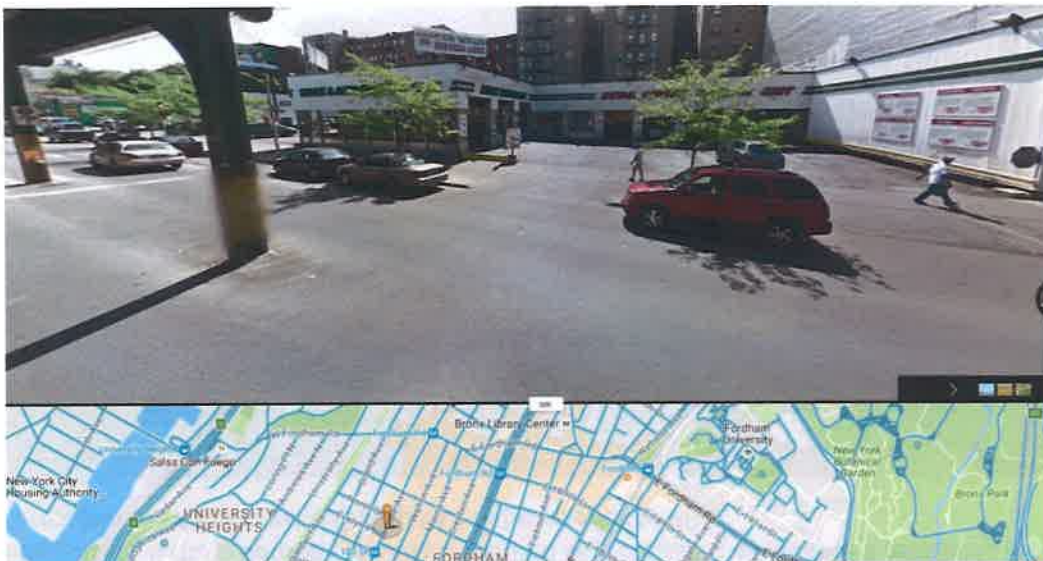


Figure 9: Modern Automobile Repair Establishment

More modern industrial buildings are also located proximate to Block 2855. Indeed, the most modern industrial building in the area – 1342 Inwood Avenue (Figure 6) – constructed in 1990 is around the corner from Block 2855. It does not front on Jerome Avenue. It has the same current M1-2 zoning as Block 2855. If the proposed rezoning is adopted as proposed it would face a remaining M1-2 district across Inwood Avenue yet it is proposed to be rezoned to R8A.

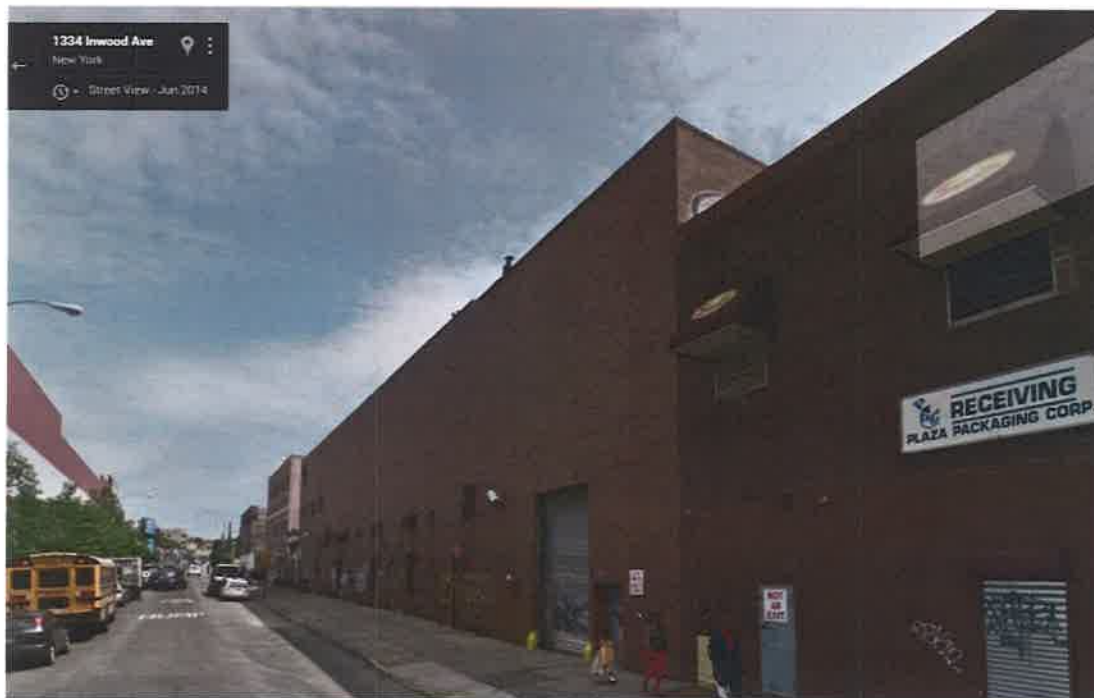


Figure 10: Inwood Avenue Industrial Buildings

Does Not Meet DCP Criteria

The proposed zoning amendment would retain the existing C8-3 or M1-2 zoning in four areas within the study area “to support the preservation of long-operating auto related businesses. These areas were carefully selected based on the number and types of businesses, locations off major street and unique site conditions that would impede redevelopment.” Both of the areas fronting on Jerome Avenue that area proposed to remain C8-3 districts are different from Block 2855.

The C8-3 district that runs along the west side of Jerome Avenue north from the intersection of Featherbed Lane contains a modern gas station, vacant land and several undistinguished commercial structures. The sidewalks are clear of automotive use. The Jerome Avenue frontages are effectively separated by grade changes from the residential uses on Davidson Avenue. The topographic changes were one of DCP’s criteria for keeping this area C8.



Figure 11: Jerome at Featherbed Lane

The C8-3 district that runs along the west side of Jerome Avenue north from the intersection of West 176th Street contains a New York City Transit Station (which of necessity must remain), some parking establishments and common storefront-type buildings. Here too, the sidewalks are clear of automotive use. Here too, the Jerome Avenue frontages are effectively separated by grade changes from the residential uses on Davidson Avenue. Again, these topographic changes, which were one of DCP's criteria for keeping this area C8, are not present on Block 2855.

Whereas Block 2855 along Jerome Avenue is characterized by automotive uses that actively use the street for business activities, both deadening street life and making the sidewalks unsafe, retaining these uses at their current locations would work at cross purposes with the proposed re-zonings to permit residential development to the north and south of the block. In contrast, the other two C8-3 districts proposed to remain along Jerome Avenue are characterized by cleaner uses more compatible with residences proposed to be allowed nearby. Moreover, while the other C8-3 districts on Jerome Avenue proposed for retention are narrow strips that would make it more difficult to site plan developments with the desired setbacks from the elevated subway line, all but one of the Jerome Avenue properties are though lots running between Jerome and Inwood avenues providing far greater site planning flexibility.



Figure 12: Jerome Avenue at West 176th Street



Figure 13: Jerome Avenue at West 177th Street

Employment

Members of the community have expressed understandable concerns about the current sources of employment along Jerome Avenue, with particular concern about how the rezoning might alter automotive-related employment within the corridor. Without question, the redevelopment facilitated by the proposed rezoning would increase employment. The current land uses along the corridor include vacant lots, self-service gas stations, parking and warehousing uses all of which generate relatively few jobs per square foot. Over time, many of these would be replaced with residential buildings with ground floor retail. Both the retail and the residential buildings themselves would generate employment at higher levels than these low job-generating uses now do. Residential use typically generates one job for every 25 dwelling units. Block 2855 encompasses 65,000 square feet of lot area. With an R8A zoning over Block 2855, an available 7.2 FAR with 1 FAR reserved for retail and/or community facility uses, a total of 6.2 FAR would remain for residential use. This would result in 403,000 square feet of residential floor area and between 467 and 550 dwelling units. In turn, the residential development would generate between 16 and 19 new jobs.

A more significant public discussion is currently underway regarding employment at automobile repair establishments. Standard metrics for the amount of square feet per employee use in New York City use different numbers for retail and automotive repair. Retail is estimated to generate 3 workers per 1,000 square feet while automotive and industrial are estimated to generate 1 employee per 1,000 square feet. It can be expected that, where ground floor retail uses replace existing automotive uses, the employment count is likely to be virtually three times higher with retail than with automotive uses. (Due to the presence of ground floor entrances and lobbies ground floor retail would not replace ground floor automotive uses on a one square foot to one square foot basis.) The increase in employment on sites that are currently used for parking or warehousing would be even greater. The 65,000 square feet available for retail would produce an estimated 191 jobs. Together with the residentially supported employment, the total estimated on-site employment would be 210. Below-grade parking would generate additional employment.

On Block 2855, at least one of the business, C3R Mega Auto Diagnostic, is owner occupied. The owner plans to retire in a few years so, regardless of the rezoning outcome, this business will cease to operate within the 10-year buildout period considered in the environmental review. At least one business is a parking garage with Auto Glass and Auto Repair tenants who are struggling to pay their rent.

Relocation Options

This is not to say that public policy concerns should stop where the number of jobs increases. Those employed in auto repair or auto glass installation are not necessarily the same people who would find employment in the new establishments serving the retail or service needs of residents.

Lot	Address	Square Footage	# floors	Use	Number of Employees	Retail Jobs Gained
65	1271 Jerome Ave	7,500	1	Auto Repairs	27	27
45	1275 Jerome/ 1288 Inwood	20,000	1	Parking/Office Auto Repairs	18	71
51	1295 Jerome/ 1298 Inwood	40,000	2	Parking/Office Auto Repairs	19	71
53	1299 Jerome/ 1304 Inwood	20,000	2	Warehouse	7	21
42	1280 Inwood	7,500	2	Auto Repairs	20	20
Total		95,000			91	210

Character of Neighborhood

The subject block front lies within the shadow of the IRT #4 elevated train line, surrounded by residential blocks directly to the south. High Bridge is dominated by townhouses and 5 and 6-story apartment buildings. The total land area is roughly one square mile. The terrain is elevated and very hilly. Stair streets connect areas located at different elevations. Prior to the 1960s, High Bridge was a predominately Irish American neighborhood.

Today, the vast majority of residents in the area are of Dominican, Puerto Rican and African American descent. Almost half of the population lives below the federal poverty line. High Bridge is one of the most crowded neighborhoods in all of America. With an incredible 119,031 people per square mile, yet it is among the top 5% of American neighborhoods in terms of walkability. 91.4% of the real estate in the High Bridge neighborhood is occupied by renters, with 79.8% living in large apartment buildings, such as apartment complexes or high-rise apartments.

In the High Bridge neighborhood, 38.2% of the working population is employed in sales and service jobs, from major sales accounts, to working in fast food restaurants. The second most important occupational group in this neighborhood is clerical, assistant, and tech support occupations, with 30.1% of the residents employed. Other residents here are employed in executive, management, and professional occupations (16.4%), and 15.2% in manufacturing and laborer occupations.

Site Characteristics

The subject block front is 400'x200' located to the Jerome Avenue wide street.

Buildings were typically built around 1920. USPS and DSNY facilities are located on the opposite block side of Inwood Avenue. M1-2 Zoning limits building heights to one or two stories block-through.

Existing sidewalk curbs promote automotive uses. Typically cars are double and triple-parked in the Jerome Avenue service road and on three sides of sidewalks.

Sidewalks are dirty and poorly lit by public lamp posts. There are no tree pits. The entire site has an E designation due to the plethora of automotive spillages.

The 44th Police Precinct has commandeered parking on the West Clarke Place side.

Some Yankee Stadium patrons will park on-site during the baseball season.

Residents and workers enjoy excellent public transportation service from the Elevated IRT#4 and the IND#D subway lines, as well as from Concourse bus routes.

Ridership for #4 @W167th Street is #159, @W170th Street is #169 in MTA rankings.

Ridership for #C,D @W167th Street is #156, @W170th Street is #217 in MTA rankings.

South of West 169th Street is a residential community housed in 6-story buildings.

Breaking up Retail and Residential Continuity

Looking SE across Jerome Avenue



Figure 14: 44th Police Pct. On-Street Parking

"We support the development of affordable housing for moderate and middle-income individuals and families. The lack of affordable housing is contributing to the flight of moderate and middle-income people from our district.

It is in the interest of our Community District to promote economic diversity within our community. The development of the Bronx Civic Center should go hand in hand with the development of moderate and middle-income housing, which will also provide housing for workers in the Civic Center. We are strongly advocating for city and state funds for the middle-income new construction program. We are calling for new codes for new construction and new codes for existing buildings all for sustainable housing development.

We celebrate that after so many years, MTA NYC Transit, has nearly completed an extensive rehabilitation project on the Jerome Avenue Line. The \$42.5 M project will include 167th and 170th Streets, Mt. Eden and the 176th Street stations. The scope of work includes the elimination of structural deficiencies, providing new lighting, ventilation, public address system, signage throughout the station, artwork and new platform edge safety tiles. At last, these improved amenities would afford our community residents not to feel as though they are second class citizens by having them walk into dark, dread and unsafe stations in their travel experience." (*Bronx Community Board Four District Needs Statement 2016*)

Residential Buildings directly across West 169th Street between Jerome and Inwood Avenues



Figure 15: View looking South on West 169th Street

This section of Jerome Avenue (between West 169th Street and Clarke Place West) left in a perpetual state of M1-2 zoning overlay would interrupt the pattern of potential redevelopment north of Yankee Stadium and up to Burnside Avenue and beyond. Transit Oriented Development of retail spaces would fill the base of buildings, making the existing wide sidewalks once again inviting. No longer would traffic be stopped by double and triple-parked vehicles, and pedestrians would no longer be forced to navigate a dark and dangerous streetscape.

Here we have a “gap-tooth” evident at Jerome Avenue that can be mitigated by the simple adjustment of a boundary line west of Inwood Avenue to enlarge the R8 district, where property ownership are properly incentivized to offer struggling tenants a relocation allowance to co-locate alongside other businesses further north in the Jerome Avenue corridor for greater success.

Development

Block 2855 is uniquely suited to accomplish the planning objectives addressed in the Jerome Avenue Neighborhood Planning Study. Even without the availability of additional subsidies, the block could produce between 94 and 165 new affordable housing units under the Mandatory Inclusionary Housing Program and it entirely possible that a higher share of the units could be targeted to affordable housing. This site would foster job growth, increasing employment opportunities from an estimated 91 jobs today to over 210 jobs when the block is fully developed. Redeveloping this block with housing with ground floor retail or community facility use would replace a block that is hostile and dangerous to pedestrians with a block that is lively and inviting, providing seamless connections to future redevelopments to the north and south.

With three of the five lots on the block as through lots, the sites can be designed to maximize light and air to the Jerome Avenue frontage by placing more of the bulk away from Jerome Avenue. Moreover, with the owners of four of the five lots cooperating, it is possible to take a full advantage of the design possibilities of the site, including not only setbacks from Jerome Avenue but useful tenant (and perhaps publicly accessible privately-owned) open space and replacement of the existing parking and with the parking some additional employment.

The property owners have made tentative plans to develop one or more “as-of-right” residential buildings on this site, subject to inclusion in the final Jerome Avenue Rezoning. They anticipate that as many as 165 AMI Affordable apartments would be created, along with mixed-income units that are targeted towards the municipal workforce, including public safety officers and teachers. They have had preliminary conversations with Bronx Community Board Four and are sympathetic to their call for mixed-income housing to revitalize neighborhoods like HighBridge. With a greater economic spending base, they can develop better retail options than those which are presently within walking distance.

Owners are looking into utilizing the large, block-through footprint to bring in a supermarket through the FRESH program. Stores that benefit from the FRESH program must also meet the following criteria:

- a. Provide a minimum of 6,000 square feet of retail space for a general line of food and nonfood grocery products intended for home preparation, consumption and utilization;
- b. Provide at least 50 percent of a general line of food products intended for home preparation, consumption and utilization;
- c. Provide at least 30 percent of retail space for perishable goods that include dairy, fresh produce, fresh meats, poultry, fish and frozen foods; and
- d. Provide at least 500 square feet of retail space for fresh produce.

Bronx Community Board Four has also made owners aware of the need for more school seats in the district. It may be possible to work with the Department of Education to provide sufficient classroom space in the lower floor(s) of the building.

The tentative timetable to build is contingent upon a re-zoning of our block front:

Phase 1: Assist Auto Repair Shop Tenants north of W170th Street with relocation
(Anticipated ULURP approval of 2018)

Phase 2: Build Inwood Tower set-back from Jerome Avenue with parking + amenities
(Anticipated Build Date 2019)

Phase 3: Build West Clarke Place Tower with parking + community amenities
(Anticipated Build Date 2021)

Phase 4: Mega Auto Diagnostics to continue in business at least until principal retires
(Anticipated Build Date 2026)

Phase 5: Neighboring Property Owners to Acquire SEC from Weinstein Family
(Anticipated Build Date 2026)

**Ongoing study NYC DOT & Bronx Borough President’s Office to organize 44th Police Pct. parking*

***Local Community Employment Opportunities As Needed throughout Phases 1-5*

****Ongoing sidewalk improvements (lighting, safety, and pedestrian traffic flow)*

W169/Jerome/Inwood/Clarke PI W

1271 JEROME	1280 INWOOD	1275 JEROME 1288 INWOOD	1295 JEROME 1298 INWOOD	1299 JEROME 1304 INWOOD
2855/65	2855/42	2855/45	2855/44	2855/53
75' X 100' (1)	75' X 100' (1)	100' X 200' (1)	100' X 200' (2)	50' X 200' (2)
7500' SF	7500' SF	20,000 SF	40,000 SF	20,000 SF

Lot Size 65,000 SF	R8QH FAR 7.2	120' Height	468,000 SF Buildable Community Facility	550 total units mixed income
335 Replacement Parking Spaces	400' Frontage 40,000 sf Retail	12 Stories	School Seats or Pre-K After-School Programs	165 AMI Affordable Apartments

Figure 16: Building and Property Information (Present & Future)

Inventory of Uses

1299 Jerome Avenue: CITY STORE FIXTURES - Warehouse and Offices

1304 Inwood Avenue: Clothing Store - Apparel Retail

1295 Jerome Avenue: BIENVENIDO PARKING - 175 Public Parking Spaces

1298 Inwood Avenue: GRAPHIC INSTALLATIONS – Design and Printing Services

1275 Jerome Avenue: BIENVENIDO PARKING - 165 Public Parking Spaces

Y&L MULTISERVICES - Financial and Legal Services

1288 Inwood Avenue: REILLY CONSTRUCTION - Warehouse & Satellite Office

1271 Jerome Avenue: Y&L AUTO REPAIRS - Automotive Mechanics

VASQUEZ MUFFLER/AUTO GLASS – Automotive Repairs

11 West 167th Street: MEGA AUTO DIAGNOSTICS – Automotive Mechanics

15 West 167th Street: F&C Auto Body Shop – Automotive Repairs

Empty Auto Repair Shops (September, 2016)

South of Burnside and Jerome Avenues to West 172nd Street are 12 empty storefronts from automotive related businesses.

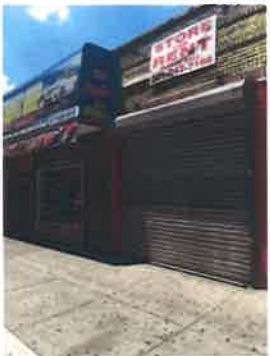


Figure 17: Vacant Storefront Site Survey

Summary

The property owners of Jerome and Inwood Avenues, West 169th Street to West Clarke Place have produced this report to buttress their case for inclusion in the Jerome Avenue Rezoning effort.

This block front is a conspicuous “gap” for the continuity of a rezoned Jerome Avenue Corridor. Its size and potential for setbacks from the elevated train creates an opportunity for a sizable amount of affordable housing units, for larger and better retail, safer sidewalks, and for a community facility that might generate the school seats needed for an increased residential population.

Our research has concluded that there is no dearth of auto repair shop options available to Bronx residents.

In fact, the area is “over-served” relative to the other four boroughs. The most viable business, Mega Auto Diagnostics, is an anomaly amongst repair shops as the owner/operator of its property. The current owners, Neftali Fuente, the principal of Mega Auto Diagnostics and the Spindler and Zeevi families believe that the properties on Block 2855 to support and expand on the future envisioned by the proposed Jerome Avenue Rezoning. The Spindler and the Zeevi families are “emerging developers” who have considerable experience building mixed income housing and have outlined future plans with their neighboring property owners to combine lots to achieve these goals.

We look forward to inclusion of our block front as an R8A in your Jerome Avenue final rezoning plan.

J&S TELLERMAN

Mr. Gary Spindler, President

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