

From: [Alen a](#)
To: [Land Use Testimony](#)
Subject: [EXTERNAL] Rezoning
Date: Wednesday, April 19, 2023 7:18:51 PM

Please STOP expanding projects!
Do not bring crime into our neighborhoods

Thank you
Alen Aliaj

--

Best,
Alen Aliaj

From: [Bobbi Mitchell](#)
To: [Land Use Testimony](#)
Subject: [EXTERNAL] Written Testimony - 2560 Boston Road Rezoning Proposal
Date: Wednesday, April 19, 2023 8:10:42 PM

Hi. My name is Bobbi Mitchell and I live in the Bronx, very near to the Boston Road Rezoning. While I am all for providing homes for people to live, what about the people that already live there? Will there be new parking structures available or will it now take 3 hours instead of 2 hours to find parking on the street? And what about the dogs? The closest dog park is located at Pelham Parkway and you have to either get on the train, drive or take a bus to it. Can we not provide a dog park in Bronx Park East - so we have somewhere that our dogs can socialize and stretch their legs?

As much as I want to believe that everything you are doing is to make the Bronx better, I just continue to believe - from past experience - that once again you are dumping on the Bronx and pricing those who already live in the neighborhood out, and if you aren't you are not thinking about enhancing the neighborhood to make it more friendly to those who already live here.

So I ask you, to maybe just once think about the people who already live here. We are not against the buildings, but maybe look at what we need and are asking for to make it a smooth transition.

Thank you for giving me the opportunity to submit my written testimony.

Sincerely,

Mrs. Bobbi Mitchell
917-400-4039

From: [Janelle Parson](#)
To: [Land Use Testimony](#)
Subject: [EXTERNAL] LU 0184-2023 2560 Boston road
Date: Wednesday, April 19, 2023 5:26:41 PM

Hello,

My name is Janelle and I am in opposition of the proposed project at 2560 Boston rd. The development is not affordable for residents. The surrounding neighborhood is occupied by immigrants, non English speaking and the working poor. This is a vulnerable population who needs more resources, including affordable housing. This will cause the displacement of many residents. This project is moving forward without input from the community.

I hope the concerns of this community can be addressed.

Thank you, Janelle Parson

From: [Roxanne Delgado](#)
To: [Land Use Testimony](#)
Subject: [EXTERNAL] RE: LU 0184-2023 2560 Boston Road
Date: Sunday, April 23, 2023 4:52:42 PM
Attachments: [ami2022 \(2\).pdf](#)
[nta7 \(2\).pdf](#)
[puma \(1\).pdf](#)
[ami2022 \(2\).pdf](#)
[city planning 24560 roxanne \(1\).pdf](#)
[hud rent \(1\).pdf](#)
[email.pdf](#)
[2560 Boston Road FOIL \(1\).pdf](#)
[2560 Boston Road - ULURP delgado \(1\) \(1\).pdf](#)

RE: LU 0184-2023

Dear City Council Subcommittee on Zoning and Franchise

As stated in person, City Planning has a legal obligation to take a "hard look" at the significant impact of indirect displacement because of this 2560 Boston Road project. Even city planning displacement risk map has this site as the highest risk of displacement.

Per the City planning Environment Assessment Statement, it is over a 5% increase in population within the .25-mile radius of the proposed. The income requirement for the proposed project is drastically greater than the median income of the community. The community has overwhelming tenants, and they are not rent protected. These 3 factors (1) over 5% increase in population, (2) proposed project income requirements higher than community's income and (3) vulnerability of community – majority immigrants, low-income, low-skilled with no rent protections, leads to displacement.

As per article, AMI is based on highest rents, not actual income, which leads to this vicious cycle of proposed projects that are not affordable to the surrounding community, that leads to indirect displacement as well as pumping up the AMI numbers annually making future projects more unaffordable. Which is why AMI is over \$20,000 than the city annual median income

City Planning Commission has a legal obligation to do an environmental impact statement on the indirect displacement. They did not, they ignored data for political expediency since the wave of YIMBY has drowned out the voice of the most vulnerable communities.

Also the elementary schools per environmental assessment statement, there are NO seats available.

Another concern is Slate property's notorious business dealings including Rivington houses.

Have attached all testimony and pray that this council does the right thing for the most vulnerable community. Allerton is the least expensive area in the city to rent and gives people a chance to start a life in NYC.

The Bronx neighborhood of Allerton has the lowest median rent in the city—\$1,595 for a one bedroom. Allerton

<https://www.brickunderground.com/rent/nyc-most-affordable-cheapest-neighborhoods-renters-2022-manhattan-brooklyn-bronx-queens#:~:text=The%20most%20affordable%20neighborhoods%20in%20the%20Bronx%20for%20renters,%241%2C595%20for%20a%20one%20bedroom.>

Thank you

Roxanne Delgado

Re: 2560 Boston Road Rezoning

Indirect Residential Displacement

In the EAS Attachment C: Socioeconomic Conditions C-4, the incremental estimated population change is more than 5% with the proposed project 2560 Boston Road. The addition of up to 333 dwelling units would generate 893 estimated population as per Attachment C-4. This addition of this proposed project to the existing population of 15,334 (U.S. Census, ACS 5-Year Estimates, 2014-2018), of the study area within .25 miles radius of the project site is 5.8% This increase by more than 5 percent will accelerate rents within this study area.

In this same attachment, it adjusts the study area within 0.5-mile radius of the project site to conform to the census tract delineation for demographic data. Demographic data for this study area on C-7 shows 79% are renters. C-8 shows over 50% of this area study with .5-mile radius make less than \$50,000. Per Table C-7, the study area median household income is \$44,415. Per Table C-9, the population for this study area is 48,126 and the addition of 893 persons from this proposed project results in 1.8% increase. It states below this table C-9, "Since the population increase would be less than 5% within the study area, further analysis to determine whether the Proposed Project would result in indirect residential displacement is not necessary"

This is the fundamental problem with this EAS, that it does not analysis the indirect residential displacement. The .5-mile radius within the proposed project was applicable for demographic data but it does not negate the 5.8% population increase within .25-mile radius of the project. The potential of displacement within the .25-mile radius study area exist since the household incomes of the proposed project would be higher than the median household income of \$44,415.

Per C-4, the census tracts with a .25-mile radius of the project site includes census tracts 328, 330 and 340. Per Census Data ACS 2021- 5 year, 84% are renters, median household income is \$46,725 and the estimated

existing population is 15,490. The addition of 890 persons from this proposed project exceeds over 5% increase in population. Therefore, I argue strongly that a further analysis to determine whether the Proposed Project would result in indirect residential displacement is necessary”

HPD Mix and Match Program Income Bands is 40%-60% of the units are at low-income rents affordable to households earning up to 80% of Area Median Income (AMI) and the other 40%-60% of units have rents affordable to moderate and/or middle-income households earning up to 120% of AMI. Using 2022 AMI, 80% of AMI for a household of 1 is \$74,720 and a household of 2 is \$85,440. At this Income, Studios rents would be \$1,800 and 1 bedrooms for \$2,100. 120% of AMI for a household of 1 is \$112,080 and a household of 2 is \$128,160. At this Income, Studios rents would be \$2,800 and 1 bedrooms for \$3,200. This HPD Program Income Requirement is not suitable for this community. A program with lower income bands as ELLA is more appropriate.

Per letter dated January 25, the Developer uses \$67,046 as community board 11 median income. Per **Census data: ACS 2021 1-year**, the community board 11 median income is \$57,394.

Per the Racial Equity Report, the 2.1.2 and 2.1.2a Estimated new housing units, the income restriction does not coincide with the Mix and Match terms, or the numbers presented to the Community Board. The developer has been providing different numbers on several occasions.

Using Census tracts with at least 50% of their area within a 0.5-mile radius of the Project Site are comprised of Census Tracts 324,326, 328, 330, 332.01, 332.02,336, 338, 340, 342, and 344, the data from Census Data: ACS 2021 – 5 year is as follows:

48% are Hispanic, 29% are Black, 13% are White, 6% are Asian and 4% are other or two. Median Household income is \$46,700. 25% live in poverty, 52% have income less than \$50k, 30% have income less than 100K, 14% have income less than 200k and 4% have income more than 200k. 39% are foreign-born. 23% have no high school degree,

Using Census tracts with at least 50% of their area within 0.25-mile radius of the Project Site are comprised of Census Tracts 328, 330, and 340, the data from Census Data: ACS 2021 – 5 year is as follows:

44% are Hispanic, 30% are Black, 16% are White, 5% are Asian and 5% are other or two. Median Household income is \$46,725. 20% live in poverty, 55% have income less than \$50k, 30% have income less than 100K, 13% have income less than 200k and 2% have income more than 200k. 36% are foreign-born. 23% have no high school degree,

Based on the above data, this proposed project at this site will displace the most vulnerable based on income, nationality, immigration status, education level and race. This is the definition of environmental injustice where marginalized communities are not part of the decisions that will impact them negatively. Due to community board 11 lack of notice and outreach and the community lack of ability and resources to advocate, this community is at risk. Allerton has the lowest median rent in the city and if the community is displaced, there is little option left for them.

SLATE Property Group

We have different laws for those who are rich and powerful. Why is this city still doing business with SLATE? Just google them and a history of harassment, fraud and lack of transparency and truth in their business involvement. From harassing tenants, suing their own lawyer for giving bad advice on how to evict section 8 tenants, their role in the conversion of Rivington Houses, senior homes, that displaced seniors and knowingly selling defective condominiums. How can we trust them in dealing fairly with a community that is vulnerable and not informed. And a community board that does not care about this part of the district. SLATE should not be allowed to do business in our community.

Sincerely,
Roxanne Delgado
2314 Holland Ave, Bronx , NY 10467

January 25, 2023

Bronx Community Board 11
1741 Colden Avenue
Bronx, NY 10462

**Re: 2560 Boston Road Rezoning
ULURP Nos. C220283ZMX and N220284ZRX**

Dear Community Board 11:

Boston Road Associates¹ submits this letter in response to the Board's request to clarify and explain the proposed affordability levels for the 2560 Boston Road Rezoning in Bronx Community District 11. The Applicant proposes a new mixed use residential, community facility and commercial building that will create approximately 333 units of affordable housing units pursuant to HPD/HDC's Mix and Match Program, approximately 21,000 SF of ground floor retail including a modern, upgraded approximately 15,000 square foot FineFare Supermarket and approximately 6,752 square feet of community facility use to the neighborhood.

Mix and Match and Mandatory Inclusionary Housing

Boston Road Associates intends to finance the 333 units of affordable housing pursuant to HDC/HPD's Mixed Income Program: Mix & Match, which funds the new construction of mixed income multi-family rental projects in which 40-60% of the units are at low income rents affordable to households earning up to 80% of Area Median Income (AMI) and the other 40-60% of units would have rents as defined by the HPD as affordable to moderate and/or middle income households earning up to 120% of AMI. Projects may have a range of affordability tiers.

Below is a description of the current HPD Mix and Match program term sheet requirements as well as a proposed breakdown by AMI for 2560 Boston Road that meets the term sheet requirements. The AMI levels proposed below are subject to HPD's further review and approval. For reference, the CD 11 median income was \$67,046 (2016-2020 ACS Data).

¹ Boston Road Associates is the fee owner of 2560 Boston Road and is in contract with Slate Property Group to purchase the site for the purpose of developing the project.

Proposed Mix and Match AMI levels

AMI Bands	AMI Range (1-4 HH Size)	% of Units
Formerly Homeless	N/A	15%
30%	\$28K-\$40K	0%
40%	\$37K-\$53K	20%
50%	\$47K-\$67K	25%
60%	\$56K-\$80K	0%
70%	\$65K-\$93K	0%
80%	\$75K-\$107K	0%
90%	\$84K-\$120K	40%
100%	\$93K-\$133K	0%
120%	\$112K-\$160K	0%
Total		100%
<i>Weighted Average*</i>		59%

* Formerly homeless assume 30% AMI for the weighted avg. calculation

While all units will be subject to a minimum 30-year regulatory agreement to income-restrict the units with HPD, approximately 83 of the project's units will also be permanently affordable pursuant to Mandatory Inclusionary Housing (MIH) Option 1. Mandatory Inclusionary Housing Option 1 requires that 25% of the residential floor area be restricted at a weighted average of 60% AMI.

Mix & Match	
AMI Limits	40%-60% up to 80% of Area AMI; 40%-60% up to 120% of AMI.
Further AMI Guidance *	Minimum 40% ELI/VLI units, inclusive of formerly homeless households units.
Weighted Average Requirement	60% (LIHTC)
Formerly Homeless Set aside	At least 15% of units must be set aside for formerly homeless households.
Unit Distribution	Projects are suggested to have a minimum of 15% one- bedroom, a minimum of 30% two-bedroom or larger, and a maximum of 25% studio units. Projects that include supportive housing units for singles may be allowed to exceed the 25% studio threshold.

* Extremely Low Income (ELI) units are units at 30% AMI or below; Very Low Income (VLI) units are units at 31% - 50% AMI

Partnership with NIDC

The Mix and Match Program will provide 50% preference for Bronx Community Board 11 residents. The Applicant team partnered with Neighborhood Initiatives Development Corp. (NIDC), a local Bronx not-for-profit corporation with strong roots in this community to ensure that members of Bronx Community Board 11 are aware of these affordable housing opportunities in their neighborhood and the community board preference will be fulfilled. NIDC will provide housing workshops regarding the information needed to apply for these units on HPD's Housing Connect website and also will market the units to the local community ensuring that people in the community are aware of these affordable housing opportunities in their neighborhood.

FineFare Supermarket

The FineFare Supermarket has been in this Boston Road location for many years and serves quality, healthy food to approximately 15,000 customers each week. The 2560 Boston Road Rezoning provides FineFare Supermarket the opportunity to upgrade its current operations as a new, quality supermarket to continue serving the Allerton community for generations to come. FineFare Supermarket will continue its operation during the construction period at a temporary location nearby and then will return back to the site with the same size facility and same access to parking at completion of construction so there will be no gaps in service to the community.

Community Facility Use and Landscaped Areas

2560 Boston Road will also provide approximately 6,752 square feet of community facility space at the ground floor and mezzanine levels that is available for community uses who are currently looking for new and improved space within Allerton. Additionally, the project will enhance the current pedestrian experience by providing landscaped areas that are publicly accessible at the entrance to the site.

Parking

The site is located within the Transit Zone and has good access to public transportation with the 2/5 trains on Allerton Avenue just 0.3 miles away and the 5 train on Pelham Parkway just 0.8 miles away from the site with walking distance to multiple bus lines. However, we have heard and acknowledge the Allerton community's concern to provide parking on-site especially related to the supermarket. The proposed project will maintain all of the 50 existing supermarket parking spaces at grade and provide the required 67 parking spaces in the cellar for residential use.

Please be in touch if you require any additional information or clarification.

Sincerely,

Boston Road Associates

John Valladares

Name: _____
Title: John Valladares
Authorized Signatory

Study Area Definition

CEQR Technical Manual guidelines state that the socioeconomic study area boundary should encompass the project site and adjacent area within a 400-foot, 0.25-mile, or 0.5-mile radius from the Project Site depending on the project size and area characteristics. If the data includes geographic units such as census tracts or zip-code areas, it may be appropriate to adjust the size of the study area to make its boundaries contiguous with those of the data sets. The socioeconomic conditions assessment seeks to examine the potential to change socioeconomic character relative to the study area population. For projects that would result in an increase in residential population, the scale of the relative change is typically represented as a percent increase in population. *CEQR Technical Manual* guidelines indicate that a project that would result in a relatively large increase in population may be expected to affect a larger study area. A 0.5-mile study area is appropriate for projects that would increase population by five percent compared to population in the future without the proposed project in a 0.25-mile study area.

Based on *CEQR Technical Manual* guidelines, the preliminary assessment considered census tracts with at least 50% of their area within a 0.25-mile radius of the Project Site, including Census Tracts 328, 330, and 340. The Proposed Project would result in a net increase of 332 DUs, which would generate approximately 893 persons, an increase in the residential population of 5.8% between the conditions in the future with the proposed actions compared to conditions in the future without the proposed actions (**Table C-1: Estimated Population Within 0.25-Mile of the Project Site**).

Table C-1: Estimated Population Within 0.25-Mile of the Project Site

Census Tracts Within 0.25-Mile Radius	Existing Condition (persons)	No-Action Condition (persons)	With-Action Condition Increment (persons)	Percent Change
Total	15,331	15,334	16,230	5.8%

Source: U.S. Census, ACS 5-Year Estimates, 2014-2018

Note:

No-Action, Project Site: 1 DUs x 2.69 persons per household = 3 persons.

With-Action (increment), Proposed Project: 332 DUs x 2.69 persons = 893 persons.

Because the socioeconomic assessment depends on demographic data, it is appropriate to adjust the study boundary to conform to the census tract delineation that most closely approximates the desired radius (in this case, 0.5-mile radius surrounding the Project Site). Census tracts with at least 50% of their area within a 0.5-mile radius of the Project Site are comprised of Census Tracts 324,326, 328, 330, 332.01, 332.02, 336, 338, 340, 342, and 344 (**Figure C-1: Socioeconomic Study Area Map**). The socioeconomic study area has an existing total population of approximately 47,391 persons (**Table C-2: Existing Study Area Population Within 0.5-Mile of the Project Site**).

Table C-2: Existing Study Area Population Within 0.5-Mile of the Project Site

Study Area	
Existing Condition (persons)	47,391

Source: U.S. Census, ACS 5-Year Estimates, 2014-2018, DP05

2560 Boston Road EAS
CEQR No: 22DCP184X
ULURP No(s): 220283ZMX, N22084ZRX

Data Sources

Data related to residential conditions, including population, housing, and income data, were obtained from the 2016 American Community Survey 5-year estimates (2014-2018). The income limits for affordable rental DUs were computed using the New York City (NYC) Department of Housing Preservation and Development's (HPD's) "Area Median Income" guide for 2020.



Source: PLUTO 2020



- Project Site
- 0.5-Mile Radius
- Socioeconomic Study Area Census Tracts
- 01** Study Area Census Tract Number

SOCIOECONOMIC STUDY AREA MAP

Figure C-1
2560 Boston Road EAS

III. EXISTING CONDITIONS

The Project Site is comprised of Lots 16, 30 and 32. Lot 16 is currently improved with an approximately 13,800 gsf, one-story supermarket constructed circa 1965 with an accessory 65-space parking lot and loading dock. Lot 30 is improved with an approximately 3,972 gsf, two-story building constructed circa 1935 with an approximately 1,986 gsf day care on the first floor and an approximately 6,207 gsf of residential uses with approximately 4 DUs on the second floor. Lot 32 is improved with an approximately 1,050 gsf, one-story commercial building constructed circa 1934 and occupied by Classico Corp., a building maintenance company.

The study area contains three NYC Housing Authority (NYCHA) developments: Parkside is located northwest of the Project Site, between Arnow Avenue and White Plains Road, and is comprised of 14 residential buildings with 879 DUs. Boston Road Plaza has one residential building with 235 DUs and is located along Boston Road with Holland Avenue to the east and Waring Avenue to the South. The NYCHA Pelham Parkway development is located between Mace Avenue and Waring Avenue on Bronxwood Avenue, and is comprised of 23 buildings with 1,266 DUs. As shown in **Table C-3: Housing Tenure in Study Area, Existing Condition**, renter-occupied housing units account for most of the housing units in the socioeconomic study area.

Table C-3: Housing Tenure in Study Area, Existing Condition

Occupied Housing Units (DUs)	Owner-Occupied (DUs)		Renter-Occupied (DUs)		Publicly Funded Housing (DUs)
	Number	Percent	Number	Percent	
16,823	3,563	21.2%	13,260	78.8%	2,380

Source: U.S. Census, 2014-2018 five-year estimates, DP04
 NYCHA Development Interactive Map, 2019

Of the 16,823 occupied DUs in the socioeconomic study area, approximately 78.8 percent are renter occupied. Since owner-occupied units are not at risk of displacement due to market conditions, renter-occupied units are.

The median household income for the study area is \$44,415.³ **Table C-4: Distribution of Household Incomes, Existing Condition (2018)** illustrates the distribution of incomes within the socioeconomic study area. The income distribution in the study area shows that approximately 57.8 percent of households within the study area earn less than \$50,000. Approximately 35.4 percent of households earn less than \$25,000. Only 13.6 percent of households earn over \$99,999 with only 1.9 percent of households earning more than \$200,000.

³ U.S. Census, 2014-2018 five-year estimates

Table C-4: Distribution of Household Incomes, Existing Conditions

	Total Households	Households earning less than \$25,000		Households earning \$25,000 to \$49,999		Households earning \$50,000 to \$99,999		Households earning \$100,000 to \$199,999		Households earning \$200,000 or more	
		Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Study Area	16,823	5,951	35.4%	3,781	22.5%	4,489	26.7%	2,289	13.6%	313	1.9%

Source: U.S. Census, 2014-2018 five-year estimates

Note: In 2018 inflation adjusted dollars

IV. FUTURE WITHOUT THE PROPOSED ACTIONS (NO-ACTION CONDITION)

Project Site

Without the Proposed Project, the Project Site would remain as under existing conditions. Lot 16 would continue to be occupied with an approximately 13,800 gsf, one-story supermarket with an accessory 67-space parking lot and loading dock. Lot 30 would continue to be occupied with an approximately 8,193 gsf, two-story building with approximately 1,986 gsf day care on the first floor and approximately 6,207 gsf of residential uses with 4 DUs on the second floor. Lot 32 would continue to be occupied with approximately 1,050 gsf, one-story commercial building.

Study Area

Based on information from the CEQR Access database and NYC Department of Buildings, eight ongoing or proposed developments were identified within the socioeconomic study area, with anticipated completion dates in 2026 or earlier, as shown in **Table C-5: Known Developments Within 0.5-Mile of Project Site**.

Table C-5: Known Developments Within 0.5-Mile of Project Site

Map No.	Project Name	Description	Block	Lot	Residential (DU)
1	695 Thwaites Place	The 62-foot-tall structure will be approximately 35,040 sf, 1,725 sf dedicated to medical facility use, 5,160 sf for commercial-retail use, and 36 apartments DUs (24,420 sf)	4342	46	36
2	2278 Bronx Park East	8-story residential development with 33 DUs	4340	8	33
3	2434 Bronx Park East	8-story, 45,263 sf residential apartment building	4424	20	57
4	2439 Barker Avenue	4-story, 6,949 sf residential development with 12 DUs	4424	40	12
5	2500 Barker Avenue	7 story mixed use building with 35,992 sf of residential use and 12,460 sf of commercial use.	4428	7	53
6	2545 Cruger Ave	4-story, 13,997 masonry building with 15 dwelling units	4433	45	15
7	2761 Bronxwood Avenue	The 70-foot-tall structure will be approximately 41,500 square feet, with 18,820 sf residential use and 6,150 sf to ground floor healthcare facility and 32 DUs	4514	30	32
8	3013 Barker Ave	7-story, 22,744 sf residential building	4543	43	31

Source: The Department of Buildings, NYC Active Major Construction, updated 2/17/2021

The study area population projection in the No-Action condition would be 48,118 persons, as shown in **Table C-6: Study Area Population, No-Action Condition.**

Table C-6: Study Area Population, No-Action Condition

Existing Condition (persons)	No-Action Projects Population Increase	Project Site Population	No-Action Condition (persons)
47,391	724	11	48,126

Notes:

No-Action on Project Site: 4 DU x 2.69 persons per household = +11 persons (conservatively rounded up);

No-Action Projects in Study Area: 269 DUs x 2.69 persons per household = +724 persons (conservatively rounded up)

V. FUTURE WITH THE PROPOSED ACTIONS (WITH-ACTION CONDITION)

In the With-Action condition, the Proposed Actions would result in the rezoning of the Project Site from R6, C8-1 to R7-2, C2-4. The Proposed Project would result in an approximately 360,577 gsf building, with approximately 277,990 gsf of residential use generating 333 DUs, approximately 19,281 gsf of commercial use, and approximately 6,752 gsf of community facility use and approximately 56,554 gsf for parking.

Juton Horstman

From: Leo Borenstein [REDACTED]
Sent: Monday, January 30, 2023 4:59 PM
To: Juton Horstman
Subject: [EXTERNAL]
Attachments: 20230130_160027.jpg; 20230130_160038.jpg; 20230130_160033.jpg

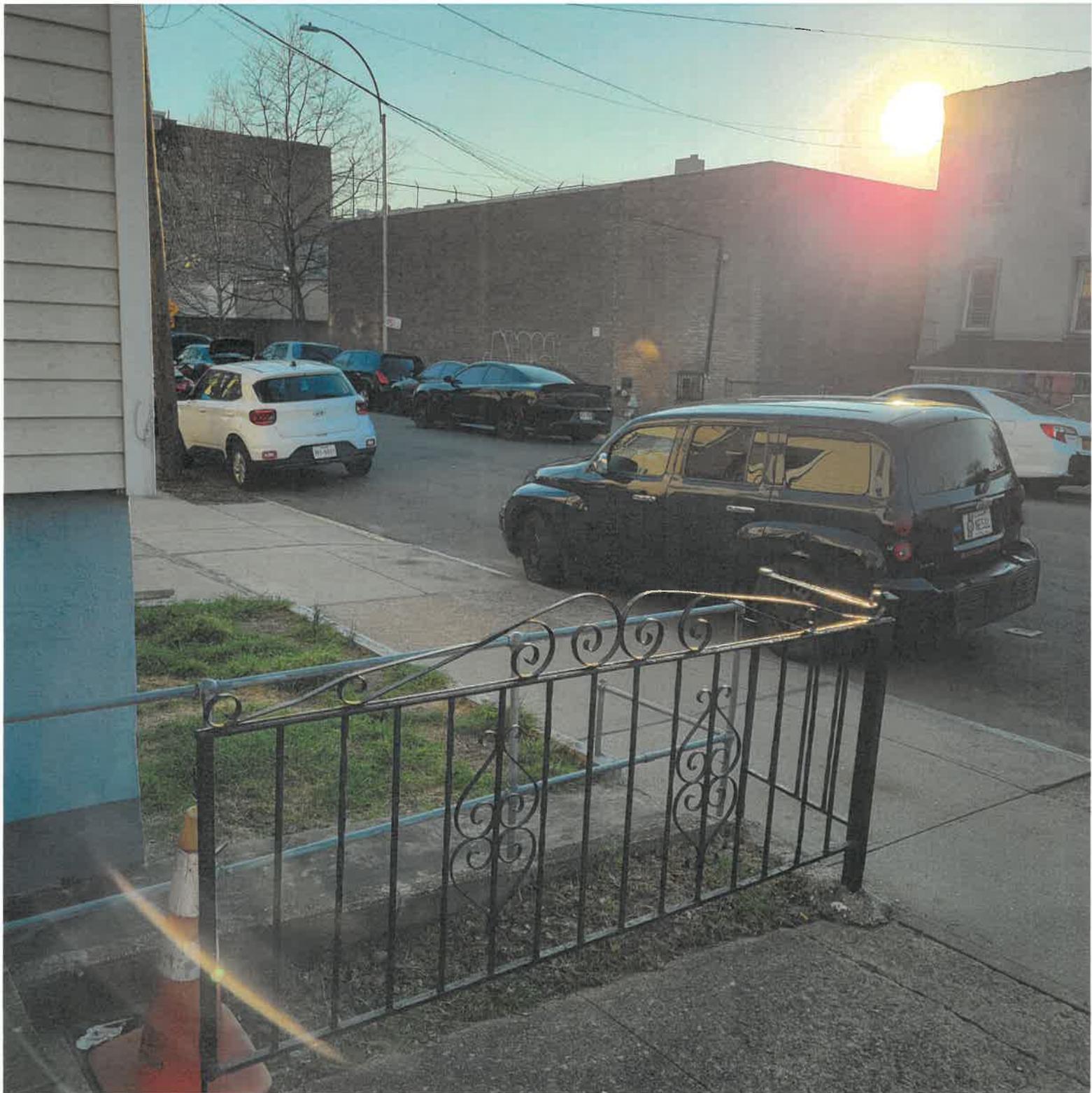
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This is what local residents have to deal with. Three double parked cars. One blocking my driveway making it difficult to back out. Another car just pulled out of the gas station after washing their car. The rags and towels will be thrown into the street. The other car is just sitting there blocking the street because there's no place to park. He's been there over an hour.

Just a small sample of the aggravation we have to deal with.

Leo Borenstein







Juton Horstman

From: Janelle Parson [REDACTED]
Sent: Thursday, January 26, 2023 2:07 PM
To: Juton Horstman
Subject: [EXTERNAL] 2560 Boston rd

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Hello,

My name is Janelle and I am in opposition of the proposed project at 2560 Boston rd. The development is not affordable for residents. The surrounding neighborhood is occupied by immigrants, non English speaking and the working poor. This is a vulnerable population who needs more resources, including affordable housing. This will cause the displacement of many residents. This project is moving forward without input from the community.

I hope the concerns of this community can be addressed.

Thank you, Janelle Parson

Sent from my iPhone

Juton Horstman

From: Diana Finch [REDACTED]
Sent: Monday, January 30, 2023 12:00 PM
To: Juton Horstman
Subject: [EXTERNAL] 2560 Boston Road Rezoning

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Dear Mr. Horstman:

I am writing as an area resident and also from my perspective as a board member of the Bronx Park East Community Association (BPECA), which advocates for the community roughly designated as residents of the area between Pelham Parkway and a few blocks north of Allerton Avenue, and between Bronx Park East and Boston Road - although we also have members slightly outside those boundaries.

While I am personally in favor of more affordable housing in the BPECA area, the Community Board 11 district, the Bronx and the whole of New York City, and BPECA members have consistently voiced the need for this as well, we do have some concerns about the conditions of this particular rezoning that we strongly urge the Borough President to act on.

We are glad to see this stretch of Boston Road not devoted solely to commercial and commercial auto buildings. However, we are concerned about the following:

- 1) the impact the height of the building will have on the homes on the surrounding side streets, particularly the shadow it will cast in the afternoons on the homes across the street on Matthews to the west.
- 2) the impact this building will have on the already scarce parking options in the area. In the BPECA district, there are at least 10 new 6 or 7 story buildings either newly constructed or under construction that will bring more cars into the area, which already suffers from a parking crisis (to the point that we are advocating for changing parking on Bronx Park East to perpendicular parking on both sides of the street. We're not confident that the developer has even adequately planned for the 117 parking spots in their diagram, or that this is anywhere near enough.
- 3) Probably most important: The affordability rates don't match the affordability demographics of the neighborhood, as you can tell by studying the documents filed with the Environmental Assessment Statement - and the developer, in their presentations to the community, didn't fully reveal or even seem familiar with this information. We are also concerned about the legal issues that the Slate Property Group has encountered, and these deserve full investigation by the Borough President's office.

Rushing to meeting your tight deadline for written comment, and with many thanks for your work,

Diana Finch
[REDACTED]

Juton Horstman

From: PINAR HUN [REDACTED]
Sent: Sunday, January 29, 2023 8:15 PM
To: Juton Horstman
Subject: [EXTERNAL] 2560 Boston Road Rezoning

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Forward suspect email to phish@oti.nyc.gov as an attachment (Click the More button, then forward as attachment).

Dear Juton Horstman,

We are writing regarding the 2560 Boston Road rezoning plans.

We live on [Mathews Avenue](#). My husband is a doctor who used to work at Rivington House.

We are utterly astonished and dismayed by the news that the authorities are planning to do business with Slate, an outfit of ill repute.

I thought we should let you know about our reservations.

Thank you reading this message.

Pinar Yesiloglu

and

Mustafa Ziyalan, MD

Juton Horstman

From: Jose Rodriguez [REDACTED]
Sent: Sunday, January 29, 2023 10:49 AM
To: Juton Horstman
Subject: [EXTERNAL] 2560 Boston Road Rezoning

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Please be advised as a 20 year plus resident of the immediate are of the proposed development of two buildings at the site of our Fine Fare Supermarket is a serious mistake that will impact negatively on our community.

My family and I are exceptionally opposed to such a venture. Living on Barnes between Mace and Boston Road we are seriously distressed with the impact of such a large facility. We have concluded that it will make our very quiet and comfortable setting congested, dangerous to our children and senior, it will likely lower our property value and overwhelm our community. If this outrageous venture move forward we will be forced to relocate.

Please note that most in our community are not pleased to see our neighborhood changed so drastically. I strongly suggest that an alternatively site be considered and leave our neighborhood as is.

Sent from [Mail](#) for Windows

Juton Horstman

From: jose cruz [redacted]
Sent: Friday, January 27, 2023 8:17 PM
To: Juton Horstman
Subject: [EXTERNAL] 2560 Boston Road Rezoning

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Hi to whom it may concern my name is Jose Cruz, I'm a immigrant who came to USA 40 years ago, looking for the American dreams to raise a family and provide them with a better quality of life, Buy a house  and build a business.and for the last 25 years I have been living my dreams. But the 2560 Boston Road Rezoning is taking away our dream and turning it into a nightmare by putting 875 people in one corner. This is a residential and quiet neighborhood and this is a treat to our peaceful life style. My house is  from the new project and the amount of cars besides the people will Doble the pollution, that is equivalent to four square blocks of what we have up today.they are three schools in this neighborhood and there are over packs and the amount of traffic on allerton ave to the Bronx River and Boston Road to Perham parkway is oready saturated, imagine just adding one car per family will be a total of 333 extra cars.there are schools and Daycare and they will bring all tapes of people including some with criminal record God forbid such as sex offenders.my concern is that that the only person's who benefit are supermarket owners and the government.thank you for talking this in consideration.

Juton Horstman

From: Ida Diaz <[REDACTED]@gmail.com>
Sent: Monday, January 30, 2023 4:50 PM
To: Juton Horstman
Subject: [EXTERNAL] 2560 Boston Road Rezoning

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I am writing this letter to express my strong opposition to allow the rezoning of 2560 Boston road. A primary concern of ours and our fellow neighbors is these new building being utilized for housing. Our neighborhoods are overcrowded, parking has become a disaster and crime has not decreased. Our elementary schools in the area are already at 100% capacity. Added more individuals to an already dense neighborhood isn't good for the safety of the people in it. There will be a loading dock entrance on Matthews Avenue which would eliminate already scarce parking zones. It will also hinder our children from playing in front of our homes due to high traffic volume. Adding commercial entrances from our residential neighborhood become a noise addition to a small peaceful part of the Bronx that we have. This is not the place to put these buildings that are going to be a high cost to those that can't afford it. You are building these with a developer that has turn there building into homeless shelters. We do not want a homeless shelter here. You may not agree but you do not live here or have to deal with the unforeseen and the known issues we will have to face. Please accept this letter from a concerned home owner as a No to the rezoning of 2560 Boston road.

Edward and Ida Diaz

Sent from my iPhone

Juton Horstman

From: Roxanne Delgado [REDACTED]
Sent: Friday, January 27, 2023 9:42 AM
To: Juton Horstman
Cc: Tom Lucania; Vanessa L. Gibson; Justin Cortes; Janet Peguero
Subject: [EXTERNAL] 2560 Boston Road ULURP tainted process

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Director Horstman

Last night at the full board meeting , the motion/vote on 2560 Boston Road was tabled again.

At the leadership meeting which you attended, Board member Kenneth Gelnick, withdrew his motion on 2560 Boston Road and left the meeting early

At yesterday's meeting, The district manager stated he forget to send out the affordable numbers and terms provided by SLATE and only made 1 copy of it for the meeting. So veronica castro immediately tabled it

The board does not want to vote on it. There are too many conflict of interests. (NIDC board members) . At last night meeting, it was Verona Castro who made the motion to table it. Malcolm Gray second it. But he doesn't know about the manipulation behind the scene. He did it because he probably wanted to view this sheet that was not email to the board in advance and only 1 copy available at the meeting

At this full board meeting, another public member stated how AIM (Allerton international merchants) sold out the community. Veronica Castro is part of AIM. This same person told me that SLATE offered community space to AIM - gene defrancis , which is why they support SLATE.. this person stated at the gallery session how AIM and the board sold out the community

This process has been tainted from the beginning. All my emails to Mr. Lucania not really addressed on how the board is intentionally mishandling this ULURP.. I stated how the board did not provide adequate notice for the ulurp hearing. How they didn't publish it on city record or send out a timely email. Did no outreach

How the land use meetings agenda on SLATE was send 1 hour before the meeting . How the public meeting was held where the land Chair gelnick kept rushing it because he stated it was getting late.

Now the Borough President's hearing was at 10am which many couldn't attend. I appreciate that the office addressed the concern regarding the call in option which one person did utilized . Yet it was during working hours which prevented others from.attending this meeting

I had to send the notice to the cb11's board to share it because they didn't even know about it or so the DM's claims he didn't know.

Now the community has less than 2 business days to send email to BP's office on this application. At last night full board meeting people stated how they couldn't attend this 10am hearing or were not aware if it

This is an informal complaint. I will make a detailed formal complaint with links to video and emails

This ULURP process has been tainted from the start and seems it is being pushed forward and circumventing and keeping the community.

The District Manager is the one that does not inform ALL of the board members just a selected few. And he is the one that plays people off against each other. This dysfunctional board may benefit the electeds but it has harm the most vulnerable population in cb11 district

Thank you

Juton Horstman

From: Tree Hugger [REDACTED]
Sent: Monday, January 30, 2023 4:25 PM
To: Juton Horstman
Subject: [EXTERNAL] 2560 Boston Road ULURP Testimony/Statement
Attachments: 2560 Boston Road - ULURP delgado.pdf

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Director of Planning and Development Horstman,

Please see attached my official statement in regards to 2560 Boston Road Rezoning Application.

Thank you kindly,
Roxanne Delgado



<https://www.facebook.com/FriendsofPelhamParkway>
instagram **@pelhamparkwayfriends**

Re: 2560 Boston Road Rezoning

Indirect Residential Displacement

In the EAS Attachment C: Socioeconomic Conditions C-4, the incremental estimated population change is more than 5% with the proposed project 2560 Boston Road. The addition of up to 333 dwelling units would generate 893 estimated population as per Attachment C-4. This addition of this proposed project to the existing population of 15,334 (U.S. Census, ACS 5-Year Estimates, 2014-2018), of the study area within .25 miles radius of the project site is 5.8% This increase by more than 5 percent will accelerate rents within this study area.

In this same attachment, it adjusts the study area within 0.5-mile radius of the project site to conform to the census tract delineation for demographic data. Demographic data for this study area on C-7 shows 79% are renters. C-8 shows over 50% of this area study with .5-mile radius make less than \$50,000. Per Table C-7, the study area median household income is \$44,415. Per Table C-9, the population for this study area is 48,126 and the addition of 893 persons from this proposed project results in 1.8% increase. It states below this table C-9, "Since the population increase would be less than 5% within the study area, further analysis to determine whether the Proposed Project would result in indirect residential displacement is not necessary"

This is the fundamental problem with this EAS, that it does not analysis the indirect residential displacement. The .5-mile radius within the proposed project was applicable for demographic data but it does not negate the 5.8% population increase within .25-mile radius of the project. The potential of displacement within the .25-mile radius study area exist since the household incomes of the proposed project would be higher than the median household income of \$44,415.

Per C-4, the census tracts with a .25-mile radius of the project site includes census tracts 328, 330 and 340. Per Census Data ACS 2021- 5 year, 84% are renters, median household income is \$46,725 and the estimated

existing population is 15,490. The addition of 890 persons from this proposed project exceeds over 5% increase in population. Therefore, I argue strongly that a further analysis to determine whether the Proposed Project would result in indirect residential displacement is necessary”

HPD Mix and Match Program Income Bands is 40%-60% of the units are at low-income rents affordable to households earning up to 80% of Area Median Income (AMI) and the other 40%-60% of units have rents affordable to moderate and/or middle-income households earning up to 120% of AMI. Using 2022 AMI, 80% of AMI for a household of 1 is \$74,720 and a household of 2 is \$85,440. At this Income, Studios rents would be \$1,800 and 1 bedrooms for \$2,100. 120% of AMI for a household of 1 is \$112,080 and a household of 2 is \$128,160. At this Income, Studios rents would be \$2,800 and 1 bedrooms for \$3,200. This HPD Program Income Requirement is not suitable for this community. A program with lower income bands as ELLA is more appropriate.

Per letter dated January 25, the Developer uses \$67,046 as community board 11 median income. Per **Census data: ACS 2021 1-year**, the community board 11 median income is \$57,394.

Per the Racial Equity Report, the 2.1.2 and 2.1.2a Estimated new housing units, the income restriction does not coincide with the Mix and Match terms, or the numbers presented to the Community Board. The developer has been providing different numbers on several occasions.

Using Census tracts with at least 50% of their area within a 0.5-mile radius of the Project Site are comprised of Census Tracts 324,326, 328, 330, 332.01, 332.02,336, 338, 340, 342, and 344, the data from Census Data: ACS 2021 – 5 year is as follows:

48% are Hispanic, 29% are Black, 13% are White, 6% are Asian and 4% are other or two. Median Household income is \$46,700. 25% live in poverty, 52% have income less than \$50k, 30% have income less than 100K, 14% have income less than 200k and 4% have income more than 200k. 39% are foreign-born. 23% have no high school degree,

Using Census tracts with at least 50% of their area within 0.25-mile radius of the Project Site are comprised of Census Tracts 328, 330, and 340, the data from Census Data: ACS 2021 – 5 year is as follows:

44% are Hispanic, 30% are Black, 16% are White, 5% are Asian and 5% are other or two. Median Household income is \$46,725. 20% live in poverty, 55% have income less than \$50k, 30% have income less than 100K, 13% have income less than 200k and 2% have income more than 200k. 36% are foreign-born. 23% have no high school degree,

Based on the above data, this proposed project at this site will displace the most vulnerable based on income, nationality, immigration status, education level and race. This is the definition of environmental injustice where marginalized communities are not part of the decisions that will impact them negatively. Due to community board 11 lack of notice and outreach and the community lack of ability and resources to advocate, this community is at risk. Allerton has the lowest median rent in the city and if the community is displaced, there is little option left for them.

SLATE Property Group

We have different laws for those who are rich and powerful. Why is this city still doing business with SLATE? Just google them and a history of harassment, fraud and lack of transparency and truth in their business involvement. From harassing tenants, suing their own lawyer for giving bad advice on how to evict section 8 tenants, their role in the conversion of Rivington Houses, senior homes, that displaced seniors and knowingly selling defective condominiums. How can we trust them in dealing fairly with a community that is vulnerable and not informed. And a community board that does not care about this part of the district. SLATE should not be allowed to do business in our community.

Sincerely,
Roxanne Delgado

2314 Holland Ave, Bronx, NY 10467

January 25, 2023

Bronx Community Board 11
1741 Colden Avenue
Bronx, NY 10462

**Re: 2560 Boston Road Rezoning
ULURP Nos. C220283ZMX and N220284ZRX**

Dear Community Board 11:

Boston Road Associates¹ submits this letter in response to the Board's request to clarify and explain the proposed affordability levels for the 2560 Boston Road Rezoning in Bronx Community District 11. The Applicant proposes a new mixed use residential, community facility and commercial building that will create approximately 333 units of affordable housing units pursuant to HPD/HDC's Mix and Match Program, approximately 21,000 SF of ground floor retail including a modern, upgraded approximately 15,000 square foot FineFare Supermarket and approximately 6,752 square feet of community facility use to the neighborhood.

Mix and Match and Mandatory Inclusionary Housing

Boston Road Associates intends to finance the 333 units of affordable housing pursuant to HDC/HPD's Mixed Income Program: Mix & Match, which funds the new construction of mixed income multi-family rental projects in which 40-60% of the units are at low income rents affordable to households earning up to 80% of Area Median Income (AMI) and the other 40-60% of units would have rents as defined by the HPD as affordable to moderate and/or middle income households earning up to 120% of AMI. Projects may have a range of affordability tiers.

Below is a description of the current HPD Mix and Match program term sheet requirements as well as a proposed breakdown by AMI for 2560 Boston Road that meets the term sheet requirements. The AMI levels proposed below are subject to HPD's further review and approval. For reference, the CD 11 median income was \$67,046 (2016-2020 ACS Data).

¹ Boston Road Associates is the fee owner of 2560 Boston Road and is in contract with Slate Property Group to purchase the site for the purpose of developing the project.

Proposed Mix and Match AMI levels

AMI Bands	AMI Range (1-4 HH Size)	% of Units
Formerly Homeless	N/A	15%
30%	\$28K-\$40K	0%
40%	\$37K-\$53K	20%
50%	\$47K-\$67K	25%
60%	\$56K-\$80K	0%
70%	\$65K-\$93K	0%
80%	\$75K-\$107K	0%
90%	\$84K-\$120K	40%
100%	\$93K-\$133K	0%
120%	\$112K-\$160K	0%
Total		100%
Weighted Average*		59%

* Formerly homeless assume 30% AMI for the weighted avg. calculation

While all units will be subject to a minimum 30-year regulatory agreement to income-restrict the units with HPD, approximately 83 of the project's units will also be permanently affordable pursuant to Mandatory Inclusionary Housing (MIH) Option 1. Mandatory Inclusionary Housing Option 1 requires that 25% of the residential floor area be restricted at a weighted average of 60% AMI.

Mix & Match	
AMI Limits	40%-60% up to 80% of Area AMI; 40%-80% up to 120% of AMI.
Further AMI Guidance *	Minimum 40% ELI/VLI units, inclusive of formerly homeless households units.
Weighted Average Requirement	60% (LIHTC)
Formerly Homeless Set aside	At least 15% of units must be set aside for formerly homeless households.
Unit Distribution	Projects are suggested to have a minimum of 15% one- bedroom, a minimum of 30% two-bedroom or larger, and a maximum of 25% studio units. Projects that include supportive housing units for singles may be allowed to exceed the 25% studio threshold.

* Extremely Low Income (ELI) units are units at 30% AMI or below; Very Low Income (VLI) units are units at 31% - 50% AMI

Partnership with NIDC

The Mix and Match Program will provide 50% preference for Bronx Community Board 11 residents. The Applicant team partnered with Neighborhood Initiatives Development Corp. (NIDC), a local Bronx not-for-profit corporation with strong roots in this community to ensure that members of Bronx Community Board 11 are aware of these affordable housing opportunities in their neighborhood and the community board preference will be fulfilled. NIDC will provide housing workshops regarding the information needed to apply for these units on HPD's Housing Connect website and also will market the units to the local community ensuring that people in the community are aware of these affordable housing opportunities in their neighborhood.

FineFare Supermarket

The FineFare Supermarket has been in this Boston Road location for many years and serves quality, healthy food to approximately 15,000 customers each week. The 2560 Boston Road Rezoning provides FineFare Supermarket the opportunity to upgrade its current operations as a new, quality supermarket to continue serving the Allerton community for generations to come. FineFare Supermarket will continue its operation during the construction period at a temporary location nearby and then will return back to the site with the same size facility and same access to parking at completion of construction so there will be no gaps in service to the community.

Community Facility Use and Landscaped Areas

2560 Boston Road will also provide approximately 6,752 square feet of community facility space at the ground floor and mezzanine levels that is available for community uses who are currently looking for new and improved space within Allerton. Additionally, the project will enhance the current pedestrian experience by providing landscaped areas that are publicly accessible at the entrance to the site.

Parking

The site is located within the Transit Zone and has good access to public transportation with the 2/5 trains on Allerton Avenue just 0.3 miles away and the 5 train on Pelham Parkway just 0.8 miles away from the site with walking distance to multiple bus lines. However, we have heard and acknowledge the Allerton community's concern to provide parking on-site especially related to the supermarket. The proposed project will maintain all of the 50 existing supermarket parking spaces at grade and provide the required 67 parking spaces in the cellar for residential use.

Please be in touch if you require any additional information or clarification.

Sincerely,

Boston Road Associates


Name: _____
Title: John Valladares
Authorized Signatory

Study Area Definition

CEQR Technical Manual guidelines state that the socioeconomic study area boundary should encompass the project site and adjacent area within a 400-foot, 0.25-mile, or 0.5-mile radius from the Project Site depending on the project size and area characteristics. If the data includes geographic units such as census tracts or zip-code areas, it may be appropriate to adjust the size of the study area to make its boundaries contiguous with those of the data sets. The socioeconomic conditions assessment seeks to examine the potential to change socioeconomic character relative to the study area population. For projects that would

result in an increase in residential population, the scale of the relative change is typically represented as a percent increase in population. CEQR Technical Manual guidelines indicate that a project that would result in a relatively large increase in population may be expected to affect a larger study area. A 0.5-mile study area is appropriate for projects that would increase population by five percent compared to population in the future without the proposed project in a 0.25-mile study area.

Based on CEQR Technical Manual guidelines, the preliminary assessment considered census tracts with at least 50% of their area within a 0.25-mile radius of the Project Site, including Census Tracts 328, 330, and 340. The Proposed Project would result in a net increase of 332 DUs, which would generate approximately 893 persons, an increase in the residential population of 5.8% between the conditions in the future with the proposed actions compared to conditions in the future without the proposed actions (**Table C-1: Estimated Population Within 0.25-Mile of the Project Site**).

Table C-1: Estimated Population Within 0.25-Mile of the Project Site

Census Tracts Within 0.25-Mile Radius	Existing Condition (persons)	No-Action Condition (persons)	With-Action Condition Increment (persons)	Percent Change
Total	15,331	15,334	16,230	5.8%

Source: U.S. Census, ACS 5-Year Estimates, 2014-2018

Note:

No-Action, Project Site: 1 DUs x 2.69 persons per household = 3 persons.

With-Action (increment), Proposed Project: 332 DUs x 2.69 persons = 893 persons.

Because the socioeconomic assessment depends on demographic data, it is appropriate to adjust the study boundary to conform to the census tract delineation that most closely approximates the desired radius (in this case, 0.5-mile radius surrounding the Project Site). Census tracts with at least 50% of their area within a 0.5-mile radius of the Project Site are comprised of Census Tracts 324, 326, 328, 330, 332.01, 332.02, 336, 338, 340, 342, and 344 (**Figure C-1: Socioeconomic Study Area Map**). The socioeconomic study area has an existing total population of approximately 47,391 persons (**Table C-2: Existing Study Area Population Within 0.5-Mile of the Project Site**).

Table C-2: Existing Study Area Population Within 0.5-Mile of the Project Site

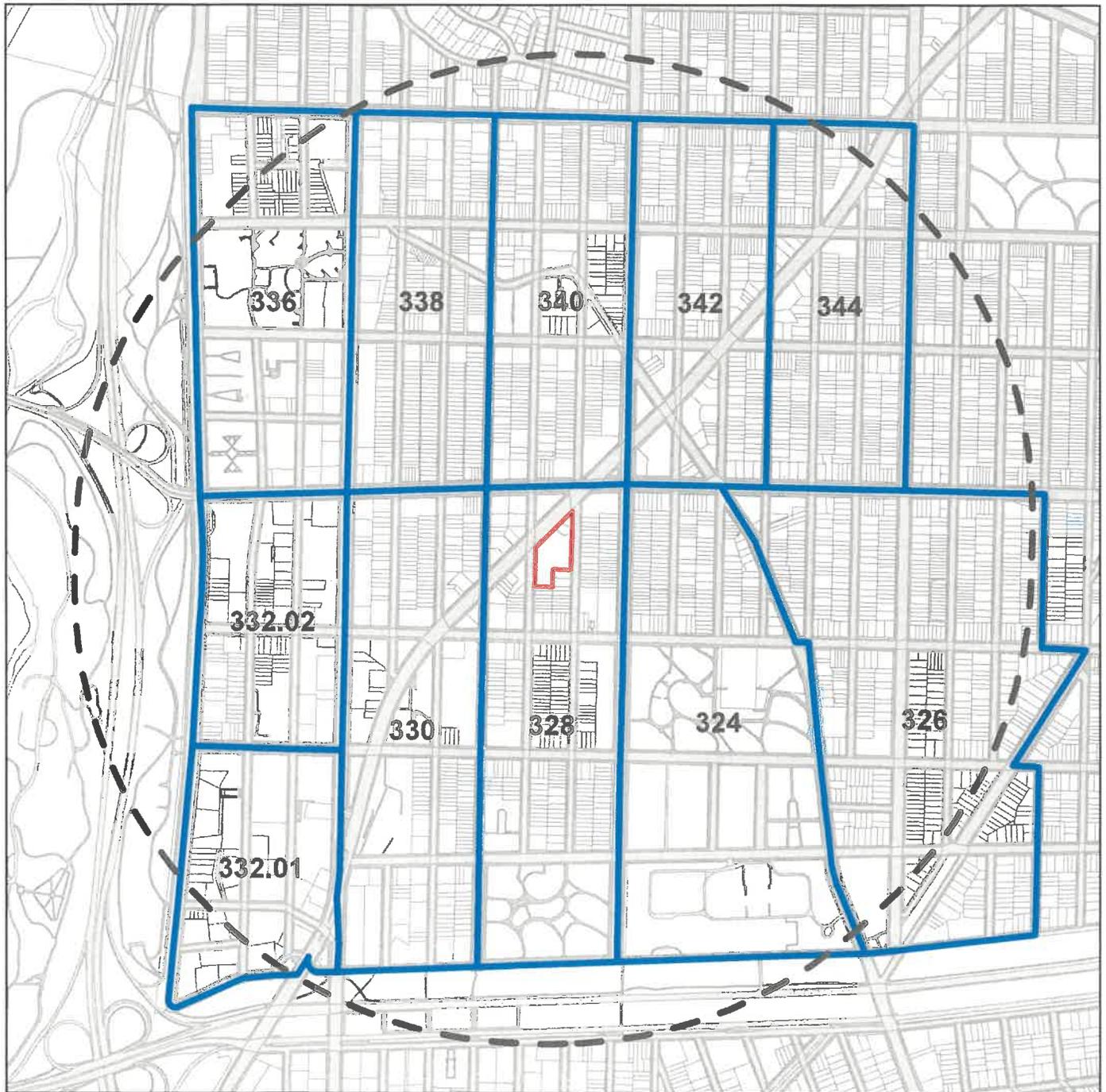
Study Area	
Existing Condition (persons)	47,391

Source: U.S. Census, ACS 5-Year Estimates, 2014-2018, DP05

2560 Boston Road EAS
CEQR No: 22DCP184X
ULURP No(s): 220283ZMX, N22084ZRX

Data Sources

Data related to residential conditions, including population, housing, and income data, were obtained from the 2016 American Community Survey 5-year estimates (2014-2018). The income limits for affordable rental DUs were computed using the New York City (NYC) Department of Housing Preservation and Development's (HPD's) "Area Median Income" guide for 2020.



Source: PLUTO 2020



- Project Site
- 0.5-Mile Radius
- Socioeconomic Study Area Census Tracts
- 01** Study Area Census Tract Number

SOCIOECONOMIC STUDY AREA MAP

Figure C-1
2560 Boston Road EAS

III. EXISTING CONDITIONS

The Project Site is comprised of Lots 16, 30 and 32. Lot 16 is currently improved with an approximately 13,800 gsf, one-story supermarket constructed circa 1965 with an accessory 65-space parking lot and loading dock. Lot 30 is improved with an approximately 3,972 gsf, two-story building constructed circa 1935 with an approximately 1,986 gsf day care on the first floor and an approximately 6,207 gsf of residential uses with approximately 4 DUs on the second floor. Lot 32 is improved with an approximately 1,050 gsf, one-story commercial building constructed circa 1934 and occupied by Classico Corp., a building maintenance company.

The study area contains three NYC Housing Authority (NYCHA) developments: Parkside is located northwest of the Project Site, between Arnow Avenue and White Plains Road, and is comprised of 14 residential buildings with 879 DUs. Boston Road Plaza has one residential building with 235 DUs and is located along Boston Road with Holland Avenue to the east and Waring Avenue to the South. The NYCHA Pelham Parkway development is located between Mace Avenue and Waring Avenue on Bronxwood Avenue, and is comprised of 23 buildings with 1,266 DUs. As shown in **Table C-3: Housing Tenure in Study Area, Existing Condition**, renter-occupied housing units account for most of the housing units in the socioeconomic study area.

Table C-3: Housing Tenure in Study Area, Existing Condition

Occupied Housing Units (DUs)	Owner-Occupied (DUs)		Renter-Occupied (DUs)		Publicly Funded Housing (DUs)
	Number	Percent	Number	Percent	
16,823	3,563	21.2%	13,260	78.8%	2,380

Source: U.S. Census, 2014-2018 five-year estimates, DP04
 NYCHA Development Interactive Map, 2019

Of the 16,823 occupied DUs in the socioeconomic study area, approximately 78.8 percent are renter occupied. Since owner-occupied units are not at risk of displacement due to market conditions, renter-occupied units are.

The median household income for the study area is \$44,415.³ **Table C-4: Distribution of Household Incomes, Existing Condition (2018)** illustrates the distribution of incomes within the socioeconomic study area. The income distribution in the study area shows that approximately 57.8 percent of households within the study area earn less than \$50,000. Approximately 35.4 percent of households earn less than \$25,000. Only 13.6 percent of households earn over \$99,999 with only 1.9 percent of households earning more than \$200,000.

³ U.S. Census, 2014-2018 five-year estimates

Table C-4: Distribution of Household Incomes, Existing Conditions

	Total Households	Households earning less than \$25,000		Households earning \$25,000 to \$49,999		Households earning \$50,000 to \$99,999		Households earning \$100,000 to \$199,999		Households earning \$200,000 or more	
		Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Study Area	16,823	5,951	35.4%	3,781	22.5%	4,489	26.7%	2,289	13.6%	313	1.9%

Source: U.S. Census, 2014-2018 five-year estimates

Note: In 2018 inflation adjusted dollars

IV. FUTURE WITHOUT THE PROPOSED ACTIONS (NO-ACTION CONDITION)

Project Site

Without the Proposed Project, the Project Site would remain as under existing conditions. Lot 16 would continue to be occupied with an approximately 13,800 gsf, one-story supermarket with an accessory 67-space parking lot and loading dock. Lot 30 would continue to be occupied with an approximately 8,193 gsf, two-story building with approximately 1,986 gsf day care on the first floor and approximately 6,207 gsf of residential uses with 4 DUs on the second floor. Lot 32 would continue to be occupied with approximately 1,050 gsf, one-story commercial building.

Study Area

Based on information from the CEQR Access database and NYC Department of Buildings, eight ongoing or proposed developments were identified within the socioeconomic study area, with anticipated completion dates in 2026 or earlier, as shown in **Table C-5: Known Developments Within 0.5-Mile of Project Site**.

Table C-5: Known Developments Within 0.5-Mile of Project Site

Map No.	Project Name	Description	Block	Lot	Residential (DU)
1	695 Thwaites Place	The 62-foot-tall structure will be approximately 35,040 sf, 1,725 sf dedicated to medical facility use, 5,160 sf for commercial-retail use, and 36 apartments DUs (24,420 sf)	4342	46	36
2	2278 Bronx Park East	8-story residential development with 33 DUs	4340	8	33
3	2434 Bronx Park East	8-story, 45,263 sf residential apartment building	4424	20	57
4	2439 Barker Avenue	4-story, 6,949 sf residential development with 12 DUs	4424	40	12
5	2500 Barker Avenue	7 story mixed use building with 35,992 sf of residential use and 12,460 sf of commercial use.	4428	7	53
6	2545 Cruger Ave	4-story, 13,997 masonry building with 15 dwelling units	4433	45	15
7	2761 Bronxwood Avenue	The 70-foot-tall structure will be approximately 41,500 square feet, with 18,820 sf residential use and 6,150 sf to ground floor healthcare facility and 32 DUs	4514	30	32
8	3013 Barker Ave	7-story, 22,744 sf residential building	4543	43	31

Source: The Department of Buildings, NYC Active Major Construction, updated 2/17/2021

The study area population projection in the No-Action condition would be 48,118 persons, as shown in **Table C-6: Study Area Population, No-Action Condition.**

Table C-6: Study Area Population, No-Action Condition

Existing Condition (persons)	No-Action Projects Population Increase	Project Site Population	No-Action Condition (persons)
47,391	724	11	48,126

Notes:

No-Action on Project Site: 4 DU x 2.69 persons per household = +11 persons (conservatively rounded up);

No-Action Projects in Study Area: 269 DUs x 2.69 persons per household = +724 persons (conservatively rounded up)

V. FUTURE WITH THE PROPOSED ACTIONS (WITH-ACTION CONDITION)

In the With-Action condition, the Proposed Actions would result in the rezoning of the Project Site from R6, C8-1 to R7-2, C2-4. The Proposed Project would result in an approximately 360,577 gsf building, with approximately 277,990 gsf of residential use generating 333 DUs, approximately 19,281 gsf of commercial use, and approximately 6,752 gsf of community facility use and approximately 56,554 gsf for parking.

Juton Horstman

From: Leo Borenstein [REDACTED]
Sent: Monday, January 30, 2023 12:55 AM
To: Juton Horstman
Subject: [EXTERNAL] 2560 Rezoning

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Forward suspect email to phish@oti.nyc.gov as an attachment (Click the More button, then forward as attachment).

Mr. Horstman,

Regarding last week's CB11 public meeting for the 2560 Boston Road Rezoning, I am dismayed that our newly elected borough president, Vanessa Gibson, did not show up. How convenient? I spoke at the meeting, roughly two minutes, but I had so much more to say. Two minutes wasn't enough time. As you heard, the residents that did speak were against this proposed development for very good reasons. I hope you took note.

I read the EAS and found it misleading and full of mistakes. The study area AMI is \$44,415, rendering Table C-8, NYC area AMI totally useless, even at 80%, let alone 130% AMI. These apartments simply aren't affordable.

I don't believe you are unaware of the lawsuits that have been brought against Slate Property Group:Rivington House, 51 Jay St, 535-555 Fourth Ave, Brooklyn. These guys, Nussbaum and Schwartz are disreputable developers. They have even hired a public relations firm to try and rebuild their reputation. That's never a good thing. Lifting deed restrictions, faulty construction, underhanded dealings and accusing their lawyers of providing bad advice on how to evict section 8 tenants, isn't ethical or professional business practice.

The study area in this development is an R6 zone. It was designated R6 for a very good reason. There has to be a balance between residential and commercial land uses. Most of the apartment buildings in this area are five and six stories. Even the newer multifamily buildings are 3-5 stories. The original grid (block and lot) system that our neighborhoods were built on can't support this increase in density. There's not enough parking on our streets. The reason Slate wants to change the zoning to R7-2 is because it allows for less parking. Providing 117 parking spots for 333 apartments is foolish, considering they are only adding 50 (67 spots already exist). As I mentioned, 33% of all households have 2 or more cars. You do the math. We're talking at least 444 additional vehicles. They have halted construction on 790 Allerton Ave because they can't build an underground garage. That same solid bedrock exists 100 feet away.

Trying to shoehorn these two enormous buildings into my block is a big mistake. It doesn't fit the character of the area. And, putting the entrances on Matthews when they existed on Barnes is another problem. Why would you do that? Barnes is a two way street and Matthews is one way. The plans call for four entrances on Matthews:community entrance, the loading dock, parking and residential. That traffic will be a major nuisance, a nightmare.

I understand the homeless situation very well. There is an enormous need for affordable housing in our city. However, what about the current residents who own homes here. Do they matter? What about our home values, our quality of life? I have lived here 56 years and the neighborhood hasn't gotten better. Will the developers subsidize us when our properties decline in value? Will the city make up the difference? No, they will not. Nussbaum and Schwartz will be long gone, when the property is leased back to the city for homeless shelters and rehab clinics. What will you tell us then? This development won't bring prosperity to our neighborhood.

There are other areas where this development can be built without harming the charm of a once thriving area. Please, reconsider this decision and leave us what's left of our once beautiful neighborhood.

Sincerely,

Leo Borenstein

Juton Horstman

From: Tsehai Hiwot [REDACTED]
Sent: Friday, January 27, 2023 9:21 PM
To: Juton Horstman
Subject: [EXTERNAL] Affordable

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To : jhorstman

As a native New Yorker.. I am appalled at all of the gentrification that is happening on Pelham Parkway and the Bronx as a whole. Why another 300 plus apartments that are unaffordable to most people in the community. These luxury apartments cause displacement and homelessness. When luxury housing appears.. rents in the surrounding neighborhoods go up. Many complain about the homeless... yet the short term solutions include only shelters. Shelters are not the answer affordable housing is. Listen to the community and residents. People like you are in office... because you promised to help people. Please consider what the people want... not rich and greedy developers

Sincerely,
Tsehai Hiwot

Juton Horstman

From: Janet Gerena [mailto:janetgerena@gmail.com]
Sent: Monday, January 30, 2023 4:56 PM
To: Juton Horstman
Subject: [EXTERNAL] Allerton Avenue Development

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Forward suspect email to phish@oti.nyc.gov as an attachment (Click the More button, then forward as attachment).

As a resident and business owner of the Allerton community, I am reaching out imploring you to please reconsider the decision of allowing this development, which will cause massive displacement of a community that its already vulnerable. There is no infrastructure to support 333 families in this community and allowing this project to happen it will continue to jeopardize the already poor quality of life of our community, specially our elderly and children. From housing rental hikes, overly crowded schools, to lack of parking, continuous flooding because lack of sewer line maintenance and even electric outages the Allerton community cannot physically or mentally support a development of such magnitude.

Thank you for your consideration.

Sincerely,
Janet Gerena

Sent from my iPhone

Juton Horstman

From: Leeshun Rivera <[REDACTED]>
Sent: Friday, January 27, 2023 1:46 PM
To: Juton Horstman
Subject: [EXTERNAL] Fine fair 2560 Boston Road Rezoning

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Good afternoon,

My name is Leeshun Rivera, and I am writing you in regards to the plan of rezoning 2560 Boston Road. I am a Physician Assistant who has lived on [REDACTED] for 30 years. Over recent years the area has had multiple multiplex housing and buildings constructed, which has increased traffic congestion, overcrowding of local schools and crime. It is preposterous to build more multi unit housing that are not affordable, not inclusive to the community and make an area that is already congested even more so. This does not benefit the area and only benefits investors of those potential constructs.

I have noticed a significant deterioration to the area in the last 20 years due to these rezoning efforts and it is making our community members not want to live there anymore. I strongly plead that this rezoning does not come to fruition as it will only cause more problems to an area that is already experiencing negative impacts over the years.

Thank you for your time in reading this email and feel free to contact me with any questions or concerns.

Sincerely,
Leeshun Rivera

Sent from my iPhone

Juton Horstman

From: Michael Agbeka [REDACTED]
Sent: Sunday, January 29, 2023 4:23 PM
To: Juton Horstman
Subject: [EXTERNAL] Fine Fare Supermarket

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Hi Mr,
I'm writing to disapprove of the new apartment complex coming to replace Fine Fare Supermarket on 2560 Boston Road, Bronx New York.

This project will bring great conjunction to the neighborhood and also take away the only big convenient supermarket to those who don't drive.
Your concern into this matter will be highly appreciated.

Thank you,

Michael Agbeka

[REDACTED]

[REDACTED]

[REDACTED]

Owner.

Juton Horstman

From: Stephanie [REDACTED]
Sent: Sunday, January 29, 2023 5:20 PM
To: Juton Horstman
Subject: [EXTERNAL] Fine Fare Supermarkets - 2560 Boston Road Rezoning

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Hello,

I just found out about this potential project, and just wanted to say that it is a terrible idea upon some light research along with the information shared by your office. Like I said I just found out about it.

An advocate in my community has let given us the following information:

I have lived here all my life and am unable to move out on my own even though I have a full time job, making about the average income. I wouldn't be able to afford one of these apartments, so who will be moving in? My salary needs to be double what it is now, FOR A STUDIO!

There's a new building on Boston Road, near Pelham Parkway, that has been done for quite some time and still looks empty and the retail space unused; as well as one right across the street from me. Making it seem like these buildings are highly unnecessary. How about investing in the local businesses instead. Plus, the height of them will be a real eyesore among all the other shorter brick buildings.

The commute on the Bronx River Parkway is already a nightmare in the morning, why would we want to bring more people into the neighborhoods when there's already so much congestion? I'm sure the same could be said about Boston Road itself.

Not only traffic, but the schools. While the buildings may be empty, the need for housing is prevalent. I know a family that would absolutely LOVE to move into a bigger place but can't afford to. There was such a huge need that a new elementary school was built two blocks away (right along my block) from my old elementary school. And like the advocate stated: THEY (along with others in the area) ARE AT 100% CAPACITY.

Overall, this is just a waste of money that could be going towards areas that need it more. There's no need to build a huge building that will be empty and then converted into something else instead, we've seen it happen in other parts of the city.

Sincerely,
Steph

Juton Horstman

From: MARCOS GONZALEZ [REDACTED]
Sent: Sunday, January 29, 2023 11:12 AM
To: Juton Horstman
Subject: [EXTERNAL] Fine Fare Supermarkets- 2560 Boston Road Rezoning

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I live at [REDACTED] 2440 Barnes Ave, Bronx, N.Y. 10467. This proposed rezoning will affect myself, my family and all my surrounding neighborhood. Proposing to develop and construct two buildings (10 and 11 stories). Income levels for 1 one studio apt ranging from \$74,720 to \$112,080 for studios ranging from \$1,800-\$2,800. Yet the median income for my community is less than \$45,000. This will displace the existing community, put seniors, low-income workers, immigrants, the most vulnerable, at risk of homeless. It would also: overburden our existing schools in our area that are already 100% capacity, create more traffic on Matthews Ave, Barnes Ave, Mace Ave, Bronxwood Ave, which are already extremely congested as of the writing of this email, decrease the parking spaces available at my local supermarket, Fine Fare Supermarket, which is only a block from my house. Why is the CITY OF NY doing business with the developer, SLATE Property Group, that were implicated in the controversial plan to convert the Rivington house senior nursing home into luxury condos. Seniors were displaced and some left with no care. Condo buyers are suing SLATE for knowingly selling them defective condos. One building they marketed in Brooklyn as "mixed used affordable" is now two homeless shelters. We cannot have a developer who doesn't care about our community, come and destroy it. Please protect our community from this type of destructive action. Thank you for your attention to this very important issue.

Juton Horstman

From: william byne <[REDACTED]@avalon.com>
Sent: Monday, January 30, 2023 2:12 PM
To: friendsofpelhamparkway@gmail.com; Juton Horstman
Subject: [EXTERNAL] Flyer re development at 2560 Boston Road

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I would like to know more about Slate Property Group. With the income requirements for the proposed development, will the apartments be occupied or remain vacant? What sane upstanding citizen would want to move into this area as it currently is?

Can the developers be required to participate community maintenance and improvements?

What politicians have their fingers in this pie? The ones who ruined Little Italy?

Can the politicians make and/or enforce laws against littering? This area is filthy. People who are not working are living in projects and complaining about buildings not being maintained (why can't they be trained to participate in maintenance?) and grounds are strewn with litter. Why do they complain about this rather than picking up the litter? Why do police not give summons to the litterers in the area who are throwing their litter everywhere? Why can there not be more receptacles for litter, and why can litters not be sentenced to community service cleaning up the Bronx? That approach served to clean up the South under a program inspired by Lady Bird Johnson when she was first lady.

Why did I overhear a couple say, "We need to have another baby so we can get a bigger apartment?"

Why do so many people with relatives who work for the city live in income restricted housing when their income exceeds the stated limits?

Anonymous community resident.

Juton Horstman

From: VERONICA Badassgivenitemare <[REDACTED]>
Sent: Monday, January 30, 2023 3:20 PM
To: Juton Horstman
Subject: [EXTERNAL] Good afternoon

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Good afternoon my name is Veronica and I am a resident of the community. I found a flyer stating that the fine fare would be removed. I hope this suggestion is decided against because it would be unfair to the mine and the other family in the community. I am not sure who else I need to speak to for this to be decided against because this isn't fair.

Our community area median income is already under 50,000. There's several other spaces in New York it doesn't make sense to inconvenience our seniors Children and low income workers. I would like something to be done about this. I hope this decision isn't processed our community is already small we don't need anymore over compassionated facilities. I hope my voice is being heard and not ignored and someone will reach back to me regarding my concerns. Thank you

Get [Outlook for iOS](#)

Juton Horstman

From: MARCOS GONZALEZ <[REDACTED]>
Sent: Monday, January 30, 2023 1:03 PM
To: Juton Horstman
Subject: [EXTERNAL] Re: Fine Fare Supermarkets- 2560 Boston Road Rezoning

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Thank you for the confirmation.

Get [Outlook for Android](#)

From: Juton Horstman <jhorstman@bronxbp.nyc.gov>
Sent: Monday, January 30, 2023 12:56:29 PM
To: MARCOS GONZALEZ <[REDACTED]>
Subject: RE: Fine Fare Supermarkets- 2560 Boston Road Rezoning

Marcos,
Confirming receipt. Thank you for providing feedback.
Best,
-Juton

Juton M. Horstman
Director of Planning and Development
Office of The Bronx Borough President Vanessa L. Gibson
Borough Hall - 851 Grand Concourse, Suite 206
Bronx, NY 10451
T: (718) 590-3514

From: MARCOS GONZALEZ <[REDACTED]>
Sent: Sunday, January 29, 2023 11:12 AM
To: Juton Horstman <jhorstman@bronxbp.nyc.gov>
Subject: [EXTERNAL] Fine Fare Supermarkets- 2560 Boston Road Rezoning

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I live at 2440 Barnes Ave, Bronx, N.Y. 10467. This proposed rezoning will affect myself, my family and all my surrounding neighborhood. Proposing to develop and construct two buildings (10 and 11 stories). Income levels for 1 one studio apt ranging from \$74,720 to \$112,080 for studios ranging from \$1,800-\$2,800. Yet the median income for my community is less than \$45,000. This will displace the existing community, put seniors, low-income workers, immigrants, the most vulnerable, at risk of homeless. It would also: overburden our existing schools in our area that are already 100% capacity, create more traffic on Matthews Ave, Barnes Ave, Mace Ave, Bronxwood Ave, which are already extremely congested as of the writing of this email, decrease the parking spaces available at my local supermarket, Fine Fare Supermarket, which is only a block from my house. Why is the CITY OF NY doing business with the developer, SLATE Property Group, that were implicated in the controversial plan to convert the Rivington house senior nursing home into luxury condos. Seniors were displaced and some left with no care. Condo buyers are suing SLATE for knowingly selling them defective condos. One building they marketed in Brooklyn as "mixed used affordable" is now two homeless shelters. We cannot have a developer who doesn't care about our community, come and destroy it. Please protect our community from this type of destructive action. Thank you for your attention to this very important issue.

Juton Horstman

From: Nadia Heath [redacted]
Sent: Monday, January 30, 2023 4:59 PM
To: Juton Horstman
Subject: [EXTERNAL] STOP NOT LET THIS HAPPEN!!!

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Please Bronx Borough President, Do Not Let this Happen in our neighborhood. We will lost our local supermarket.

Juton Horstman

From: Jeannette [REDACTED]
Sent: Sunday, January 29, 2023 10:35 AM
To: Juton Horstman
Subject: [EXTERNAL] Urgent: Rezoning - Fine Fare Supermarkets - 2560 Boston Road

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Good morning.

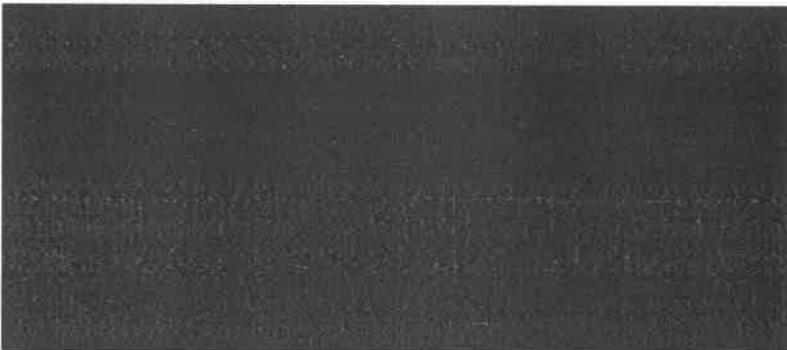
I am writing to you to raise the community's concern regarding the Rezoning of the Fine Fare Supermarket located at 2560 Boston Road and urge you not to allow it. The proposed units will cost way more than the average Bronx resident can afford. As the Bronx Profile indicates, attached below, at current rent, over 34% of Bronxites are already severely overburdened by rent costs.

* Median Bronx resident income is \$45,000 while the proposed studio apartments require income of \$74,720-\$112,080 for studios at a cost of \$1,800- \$2,800. The costs of these units will displace current community residents, particularly seniors, low income workers and immigrants.

- * The proposal is for 333 overpriced units that will bring over 875 new residents, most likely from outside the borough.
- * Area elementary schools are already at over 100% capacity, thereby further exacerbating an existing teacher/student ratio, school capacity.
- * Limited parking of 67 spaces for the proposed 333 units. There is already a significant parking shortage in this area, where double-parked cars are the norm creating dangerous driving/parking conditions.

Please do not allow these unaffordable units to be built. For the neighborhood to further burdened.
Thank you.

[The Bronx Neighborhood Profile](#)



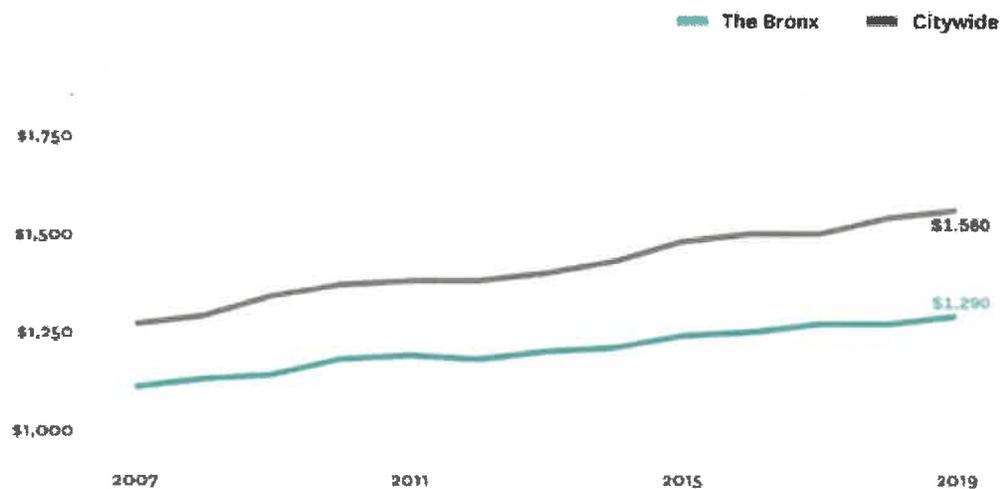
The Bronx Neighborhood Profile

DEMOGRAPHICS In 2019, there were an estimated 1,418,207 people in The Bronx, of which 3.7% of the population iden...

Renters

Real median gross rent in The Bronx increased from \$1,090 in 2006 to \$1,290 in 2019. In 2019, 34.3% of renter households in The Bronx were severely rent burdened (spent more than 50% of household income on rent). 85.8% of the rental units were affordable at 80% Area Median Income, 5 percentage points higher than the share in 2010. 9.9% of rental units were public housing rental units, as of 2021. The overall rental vacancy rate in The Bronx was 2.0% in 2019.

The Bronx Real Median Gross Rent 2007 - 2019 (2021\$)



Sources: American Community Survey, NPI, Furman Center

Juton Horstman

From: joanna vargas <joannitavo26@gmail.com>
Sent: Friday, January 27, 2023 6:27 PM
To: Juton Horstman
Subject: [EXTERNAL] WE SAY NO TO SLATE PROPERTY GROUP

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Dear Bronx Borough President,

As a resident in the Allerton section of the Bronx, me and my family do not approve the development of a "residential building" by the SLATE PROPERTY GROUP. The schools in our area are already in full capacity, and also, will displace the existing community.

Please take in consideration our request, please be the voice of this community that ask for your help .

Thank you,
Joanna

Sent from my iPhone

Juton Horstman

From: Jeffrey Laufer
Sent: Tuesday, January 31, 2023 3:21 PM
To: Tom Lucania; Juton Horstman
Subject: FW: 2560 Boston road Rezoning

Jeffrey A. Laufer
Director of External Affairs
Office of the Bronx Borough President Vanessa L. Gibson

-----Original Message-----

From: c SLADER <[REDACTED]>
Sent: Monday, January 30, 2023 4:52 PM
To: Bronx BP - Webmail <webmail@bronxbp.nyc.gov>
Subject: [EXTERNAL] 2560 Boston road Rezoning

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Hi

I sent an email through your website, but I was not sure if it was delivered as I didn't get a confirmation. I am concerned about the rezoning of 2560 Boston Road from a supermarket to a residential apartment building. This is not the right place to add a 10 or 11 story building. Our neighborhood is already completely saturated. The parking is impossible. The schools are at capacity. Any building in this neighborhood should offer an equal amount of parking for each unit at minimum. The politicians have an assault on our neighborhood. They are trying their very best to create an economic ghetto. I am concerned about this investor/developer as he has an egregious history of building structures, not being able to fill the structures and turning them into homeless shelters. Our community cannot survive yet another assault. Our infrastructure cannot handle the additional proposed building. Once again CB11 failed to notify the community. They only notify the community when Indian Village or Morris Park (residential) is affected. The excuses include, I never got the email, or we are just an advisory board, or I forgot to put it in the agenda. How is this allowed? If your job is to receive an email and report it to the community there is NO excuse when it gets lost time and time again. This is NOT professional, it looks deliberate. You should visit our neighborhood and you will understand what drives CB11 to action and what doesn't. Please reevaluate this rezoning project.

Thanks

Juton Horstman

From: Juton Horstman
Sent: Friday, January 27, 2023 3:25 PM
To: Janelle Parson
Subject: RE: [EXTERNAL] 2560 Boston rd

Hi Janelle,
Confirming receipt. Thank you for sharing.
Best,
-Juton

Juton M. Horstman
Director of Planning and Development
Office of The Bronx Borough President Vanessa L. Gibson Borough Hall - 851 Grand Concourse, Suite 206 Bronx, NY
10451
T: (718) 590-3514

-----Original Message-----

From: Janelle Parson <janelle80@gmail.com>
Sent: Thursday, January 26, 2023 2:07 PM
To: Juton Horstman <jhorstman@bronxbp.nyc.gov>
Subject: [EXTERNAL] 2560 Boston rd

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Hello,

My name is Janelle and I am in opposition of the proposed project at 2560 Boston rd. The development is not affordable for residents. The surrounding neighborhood is occupied by immigrants, non English speaking and the working poor. This is a vulnerable population who needs more resources, including affordable housing. This will cause the displacement of many residents. This project is moving forward without input from the community.

I hope the concerns of this community can be addressed.

Thank you, Janelle Parson

Sent from my iPhone

Juton Horstman

From: Juton Horstman
Sent: Monday, January 30, 2023 12:57 PM
To: PINAR HUN
Subject: RE: [EXTERNAL] 2560 Boston Road Rezoning

Pinar and Mustafa,
Confirming receipt. Thank you for providing feedback.
Best,
-Juton

Juton M. Horstman
Director of Planning and Development
Office of The Bronx Borough President Vanessa L. Gibson
Borough Hall - 851 Grand Concourse, Suite 206
Bronx, NY 10451
T: (718) 590-3514

From: PINAR HUN <[REDACTED]>
Sent: Sunday, January 29, 2023 8:15 PM
To: Juton Horstman <jhorstman@bronxbp.nyc.gov>
Subject: [EXTERNAL] 2560 Boston Road Rezoning

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Dear Juton Horstman,

We are writing regarding the 2560 Boston Road rezoning plans.

We live on [REDACTED] Matthews Avenue. My husband is a doctor who used to work at Rivington House.

We are utterly astonished and dismayed by the news that the authorities are planning to do business with Slate, an outfit of ill repute.

I thought we should let you know about our reservations.

Thank you reading this message.

Pinar Yesiloglu

and

Mustafa Ziyalan, MD

Juton Horstman

From: Juton Horstman
Sent: Monday, January 30, 2023 12:57 PM
To: Diana Finch
Subject: RE: [EXTERNAL] 2560 Boston Road Rezoning

Diana,
Confirming receipt. Thank you for providing feedback.
Best,
-Juton

Juton M. Horstman

Director of Planning and Development
Office of The Bronx Borough President Vanessa L. Gibson
Borough Hall - 851 Grand Concourse, Suite 206
Bronx, NY 10451
T: (718) 590-3514

From: Diana Finch <diana.finch@verizon.net>
Sent: Monday, January 30, 2023 12:00 PM
To: Juton Horstman <jhorstman@bronxbp.nyc.gov>
Subject: [EXTERNAL] 2560 Boston Road Rezoning

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Dear Mr. Horstman:

I am writing as an area resident and also from my perspective as a board member of the Bronx Park East Community Association (BPECA), which advocates for the community roughly designated as residents of the area between Pelham Parkway and a few blocks north of Allerton Avenue, and between Bronx Park East and Boston Road - although we also have members slightly outside those boundaries.

While I am personally in favor of more affordable housing in the BPECA area, the Community Board 11 district, the Bronx and the whole of New York City, and BPECA members have consistently voiced the need for this as well, we do have some concerns about the conditions of this particular rezoning that we strongly urge the Borough President to act on.

We are glad to see this stretch of Boston Road not devoted solely to commercial and commercial auto buildings. However, we are concerned about the following:

- 1) the impact the height of the building will have on the homes on the surrounding side streets, particularly the shadow it will cast in the afternoons on the homes across the street on Matthews to the west.
- 2) the impact this building will have on the already scarce parking options in the area. In the BPECA district, there are at least 10 new 6 or 7 story buildings either newly constructed or under construction that will bring more cars into the area, which already suffers from a parking crisis (to the point that we are advocating for changing parking on Bronx Park East to perpendicular parking on both sides of the street).

We're not confident that the developer has even adequately planned for the 117 parking spots in their diagram, or that this is anywhere near enough.

3) Probably most important: The affordability rates don't match the affordability demographics of the neighborhood, as you can tell by studying the documents filed with the Environmental Assessment Statement - and the developer, in their presentations to the community, didn't fully reveal or even seem familiar with this information.

We are also concerned about the legal issues that the Slate Property Group has encountered, and these deserve full investigation by the Borough President's office.

Rushing to meeting your tight deadline for written comment, and with many thanks for your work,

Diana Finch

[REDACTED]

Juton Horstman

From: Juton Horstman
Sent: Monday, January 30, 2023 12:55 PM
To: jose cruz
Subject: RE: [EXTERNAL] 2560 Boston Road Rezoning

Jose,
Confirming receipt. Thank you for providing feedback.
Best,
-Juton

Juton M. Horstman

Director of Planning and Development
Office of The Bronx Borough President Vanessa L. Gibson
Borough Hall - 851 Grand Concourse, Suite 206
Bronx, NY 10451
T: (718) 590-3514

From: jose cruz <[REDACTED]>
Sent: Friday, January 27, 2023 8:17 PM
To: Juton Horstman <jhorstman@bronxbp.nyc.gov>
Subject: [EXTERNAL] 2560 Boston Road Rezoning

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Hi to whom it may concern my name is Jose Cruz, I'm a immigrant who came to USA 40 years ago, looking for the American dreams to raise a family and provide them with a better quality of life, Buy a house 🏠 and build a business.and for the last 25 years I have been living my dreams. But the 2560 Boston Road Rezoning is taking away our dream and turning it into a nightmare by putting 875 people in one corner. This is a residential and quiet neighborhood and this is a treat to our peaceful life style. My house is about 200 feet from the new project and the amount of cars besides the people will Doble the pollution, that is equivalent to four square blocks of what we have up today.they are three schools in this neighborhood and there are over packs and the amount of traffic on allerton ave to the Bronx River and Boston Road to Perham parkway is oready saturated, imagine just adding one car per family will be a total of 333 extra cars.there are schools and Daycare and they will bring all tapes of people including some with criminal record God forbid such as sex offenders.my concern is that that the only person's who benefit are supermarket owners and the government.thank you for talking this in consideration.

Juton Horstman

From: Juton Horstman
Sent: Monday, January 30, 2023 5:13 PM
To: Ida Diaz
Subject: RE: [EXTERNAL] 2560 Boston Road Rezoning

Edward and Ida,
Confirming receipt. Thank you for providing feedback.
Best,
-Juton

Juton M. Horstman
Director of Planning and Development
Office of The Bronx Borough President Vanessa L. Gibson Borough Hall - 851 Grand Concourse, Suite 206 Bronx, NY
10451
T: (718) 590-3514

-----Original Message-----

From: Ida Diaz <[REDACTED]>
Sent: Monday, January 30, 2023 4:50 PM
To: Juton Horstman <jhorstman@bronxbp.nyc.gov>
Subject: [EXTERNAL] 2560 Boston Road Rezoning

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I am writing this letter to express my strong opposition to allow the rezoning of 2560 Boston road. A primary concern of ours and our fellow neighbors is these new building being utilized for housing. Our neighborhoods are overcrowded, parking has become a disaster and crime has not decreased. Our elementary schools in the area are already at 100% capacity. Added more individuals to an already dense neighborhood isn't good for the safety of the people in it. There will be a loading dock entrance on Matthews Avenue which would eliminate already scarce parking zones. It will also hinder our children from playing in front of our homes due to high traffic volume. Adding commercial entrances from our residential neighborhood become a noise addition to a small peaceful part of the Bronx that we have. This is not the place to put these buildings that are going to be a high cost to those that can't afford it. You are building these with a developer that has turn there building into homeless shelters. We do not want a homeless shelter here. You may not agree but you do not live here or have to deal with the unforeseen and the known issues we will have to face. Please accept this letter from a concerned home owner as a No to the rezoning of 2560 Boston road.

Edward and Ida Diaz

Sent from my iPhone

Juton Horstman

From: Juton Horstman
Sent: Friday, January 27, 2023 10:33 AM
To: Roxanne Delgado
Cc: Tom Lucania; Vanessa L. Gibson; Justin Cortes; Janet Peguero; Sam Goodman
Subject: RE: [EXTERNAL] 2560 Boston Road ULURP tainted process

Hi Roxanne,

I appreciate your feedback and as you noted, I was at the CB 11 meeting last night to listen to all feedback from the community.

One benefit to the ULURP process is there are many opportunities for the public to provide testimony, the CB and BP's public hearings are just two of the four. There is also the CPC public hearing and the City Council land use public hearing. All four also accept written testimony for those that cannot make the meetings at the time they are held.

I understand that some meetings do not work for everyone to attend, the Community Board meetings are in the evening and the Borough President public hearings are during the day. We work to accommodate everyone who wishes to provide testimony and I provide my direct work number and email so people can reach out to me and provide testimony outside the public hearing.

Thank you for your engagement in this matter and your testimony at the public hearing.

Best,
-Juton

Juton M. Horstman

Director of Planning and Development
Office of The Bronx Borough President Vanessa L. Gibson
Borough Hall - 851 Grand Concourse, Suite 206
Bronx, NY 10451
T: (718) 590-3514

From: Roxanne Delgado <[REDACTED]>
Sent: Friday, January 27, 2023 9:42 AM
To: Juton Horstman <jhorstman@bronxbp.nyc.gov>
Cc: Tom Lucania <TLUCANIA@bronxbp.nyc.gov>; Vanessa L. Gibson <vgibson@bronxbp.nyc.gov>; Justin Cortes <jcortes@bronxbp.nyc.gov>; Janet Peguero <jpeguero@bronxbp.nyc.gov>
Subject: [EXTERNAL] 2560 Boston Road ULURP tainted process

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Director Horstman

Last night at the full board meeting , the motion/vote on 2560 Boston Road was tabled again.

At the leadership meeting which you attended, Board member Kenneth Gelnick, withdrew his motion on 2560 Boston Road and left the meeting early

At yesterday's meeting, The district manager stated he forget to send out the affordable numbers and terms provided by SLATE and only made 1 copy of it for the meeting. So veronica castro immediately tabled it

The board does not want to vote on it. There are too many conflict of interests. (NIDC board members) . At last night meeting, it was Verona Castro who made the motion to table it. Malcolm Gray second it. But he doesn't know about the manipulation behind the scene. He did it because he probably wanted to view this sheet that was not email to the board in advance and only 1 copy available at the meeting

At this full board meeting, another public member stated how AIM (Allerton international merchants) sold out the community. Veronica Castro is part of AIM. This same person told me that SLATE offered community space to AIM - gene defrancis , which is why they support SLATE.. this person stated at the gallery session how AIM and the board sold out the community

This process has been tainted from the beginning. All my emails to Mr. Lucania not really addressed on how the board is intentionally mishandling this ULURP.. I stated how the board did not provide adequate notice for the ulurp hearing. How they didn't publish it on city record or send out a timely email. Did no outreach

How the land use meetings agenda on SLATE was send 1 hour before the meeting . How the public meeting was held where the land Chair gelnick kept rushing it because he stated it was getting late.

Now the Borough President's hearing was at 10am which many couldn't attend. I appreciate that the office addressed the concern regarding the call in option which one person did utilized . Yet it was during working hours which prevented others from.attending this meeting

I had to send the notice to the cb11's board to share it because they didn't even know about it or so the DM's claims he didn't know.

Now the community has less than 2 business days to send email to BP's office on this application. At last night full board meeting people stated how they couldn't attend this 10am hearing or were not aware if it

This is an informal complaint. I will make a detailed formal complaint with links to video and emails

This ULURP process has been tainted from the start and seems it is being pushed forward and circumventing and keeping the community.

The District Manager is the one that does not inform ALL of the board members just a selected few. And he is the one that plays people off against each other. This dysfunctional board may benefit the electeds but it has harm the most vulnerable population in cb11 district

Thank you

Juton Horstman

From: Juton Horstman
Sent: Monday, January 30, 2023 4:32 PM
To: Tree Hugger
Subject: RE: [EXTERNAL] 2560 Boston Road ULURP Testimony/Statement

Roxanne,
Confirming receipt. Thank you for providing feedback.
Best,
-Juton

Juton M. Horstman
Director of Planning and Development
Office of The Bronx Borough President Vanessa L. Gibson
Borough Hall - 851 Grand Concourse, Suite 206
Bronx, NY 10451
T: (718) 590-3514

From: Tree Hugger <friendsofpelhamparkway@gmail.com>
Sent: Monday, January 30, 2023 4:25 PM
To: Juton Horstman <jhorstman@bronxbp.nyc.gov>
Subject: [EXTERNAL] 2560 Boston Road ULURP Testimony/Statement

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Director of Planning and Development Horstman,

Please see attached my official statement in regards to 2560 Boston Road Rezoning Application.

Thank you kindly,
Roxanne Delgado



<https://www.facebook.com/FriendsofPelhamParkway>
instagram @pelhamparkwayfriends

Juton Horstman

From: Juton Horstman
Sent: Monday, January 30, 2023 12:57 PM
To: Leo Borenstein
Subject: RE: [EXTERNAL] 2560 Rezoning

Leo,
Confirming receipt. Thank you for providing feedback.
Best,
-Juton

Juton M. Horstman
Director of Planning and Development
Office of The Bronx Borough President Vanessa L. Gibson
Borough Hall - 851 Grand Concourse, Suite 206
Bronx, NY 10451
T: (718) 590-3514

From: Leo Borenstein <[REDACTED]>
Sent: Monday, January 30, 2023 12:55 AM
To: Juton Horstman <jhorstman@bronxbp.nyc.gov>
Subject: [EXTERNAL] 2560 Rezoning

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Mr. Horstman,

Regarding last week's CB11 public meeting for the 2560 Boston Road Rezoning, I am dismayed that our newly elected borough president, Vanessa Gibson, did not show up. How convenient? I spoke at the meeting, roughly two minutes, but I had so much more to say. Two minutes wasn't enough time. As you heard, the residents that did speak were against this proposed development for very good reasons. I hope you took note.

I read the EAS and found it misleading and full of mistakes. The study area AMI is \$44,415, rendering Table C-8, NYC area AMI totally useless, even at 80%, let alone 130% AMI. These apartments simply aren't affordable.

I don't believe you are unaware of the lawsuits that have been brought against Slate Property Group: Rivington House, 51 Jay St, 535-555 Fourth Ave, Brooklyn. These guys, Nussbaum and Schwartz are disreputable developers. They have even hired a public relations firm to try and rebuild their reputation. That's never a good thing. Lifting deed restrictions, faulty construction, underhanded dealings and accusing their lawyers of providing bad advice on how to evict section 8 tenants, isn't ethical or professional business practice.

The study area in this development is an R6 zone. It was designated R6 for a very good reason. There has to be a balance between residential and commercial land uses. Most of the apartment buildings in this area are five and six stories. Even

the newer multifamily buildings are 3-5 stories. The original grid (block and lot) system that our neighborhoods were built on can't support this increase in density. There's not enough parking on our streets. The reason Slate wants to change the zoning to R7-2 is because it allows for less parking. Providing 117 parking spots for 333 apartments is foolish, considering they are only adding 50 (67 spots already exist). As I mentioned, 33% of all households have 2 or more cars. You do the math. We're talking at least 444 additional vehicles. They have halted construction on 790 Allerton Ave because they can't build an underground garage. That same solid bedrock exists 100 feet away.

Trying to shoehorn these two enormous buildings into my block is a big mistake. It doesn't fit the character of the area. And, putting the entrances on Matthews when they existed on Barnes is another problem. Why would you do that? Barnes is a two way street and Matthews is one way. The plans call for four entrances on Matthews: community entrance, the loading dock, parking and residential. That traffic will be a major nuisance, a nightmare.

I understand the homeless situation very well. There is an enormous need for affordable housing in our city. However, what about the current residents who own homes here. Do they matter? What about our home values, our quality of life? I have lived here 56 years and the neighborhood hasn't gotten better. Will the developers subsidize us when our properties decline in value? Will the city make up the difference? No, they will not. Nussbaum and Schwartz will be long gone, when the property is leased back to the city for homeless shelters and rehab clinics. What will you tell us then? This development won't bring prosperity to our neighborhood.

There are other areas where this development can be built without harming the charm of a once thriving area. Please, reconsider this decision and leave us what's left of our once beautiful neighborhood.

Sincerely,

Leo Borenstein

Juton Horstman

From: Juton Horstman
Sent: Friday, January 27, 2023 3:21 PM
To: Leeshun Rivera
Subject: RE: [EXTERNAL] Fine fair 2560 Boston Road Rezoning

Leeshun,
Confirming receipt. Thank you for sharing.
Best,
-Juton

Juton M. Horstman
Director of Planning and Development
Office of The Bronx Borough President Vanessa L. Gibson Borough Hall - 851 Grand Concourse, Suite 206 Bronx, NY
10451
T: (718) 590-3514

-----Original Message-----

From: Leeshun Rivera <[REDACTED]>
Sent: Friday, January 27, 2023 1:46 PM
To: Juton Horstman <jhorstman@bronxbp.nyc.gov>
Subject: [EXTERNAL] Fine fair 2560 Boston Road Rezoning

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Good afternoon,
My name is Leeshun Rivera, and I am writing you in regards to the plan of rezoning 2560 Boston Road. I am a Physician Assistant who has lived on [REDACTED] for 30 years. Over recent years the area has had multiple multiplex housing and buildings constructed, which has increased traffic congestion, overcrowding of local schools and crime. It is preposterous to build more multi unit housing that are not affordable, not inclusive to the community and make an area that is already congested even more so. This does not benefit the area and only benefits investors of those potential constructs.
I have noticed a significant deterioration to the area in the last 20 years due to these rezoning efforts and it is making our community members not want to live there anymore. I strongly plead that this rezoning does not come to fruition as it will only cause more problems to an area that is already experiencing negative impacts over the years.
Thank you for your time in reading this email and feel free to contact me with any questions or concerns.

Sincerely,
Leeshun Rivera

Sent from my iPhone

Juton Horstman

From: Juton Horstman
Sent: Monday, January 30, 2023 12:57 PM
To: Michael Agbeka
Subject: RE: [EXTERNAL] Fine Fare Supermarket

Michael,
Confirming receipt. Thank you for providing feedback.
Best,
-Juton

Juton M. Horstman
Director of Planning and Development
Office of The Bronx Borough President Vanessa L. Gibson
Borough Hall - 851 Grand Concourse, Suite 206
Bronx, NY 10451
T: (718) 590-3514

From: Michael Agbeka <mickafvc@gmail.com>
Sent: Sunday, January 29, 2023 4:23 PM
To: Juton Horstman <jhorstman@bronxbp.nyc.gov>
Subject: [EXTERNAL] Fine Fare Supermarket

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Hi Mr,
I'm writing to disapprove of the new apartment complex coming to replace Fine Fare Supermarket on 2560 Boston Road, Bronx New York.

This project will bring great conjunction to the neighborhood and also take away the only big convenient supermarket to those who don't drive.
Your concern into this matter will be highly appreciated.

Thank you,

Michael Agbeka
2424 Barnes Avenue,
Bronx, NY 10463
917-895-5009
Owner.

Juton Horstman

From: Juton Horstman
Sent: Monday, January 30, 2023 12:57 PM
To: Stephanie
Subject: RE: [EXTERNAL] Fine Fare Supermarkets - 2560 Boston Road Rezoning

Stephanie,
Confirming receipt. Thank you for providing feedback.
Best,
-Juton

Juton M. Horstman
Director of Planning and Development
Office of The Bronx Borough President Vanessa L. Gibson
Borough Hall - 851 Grand Concourse, Suite 206
Bronx, NY 10451
T: (718) 590-3514

From: Stephanie [redacted]
Sent: Sunday, January 29, 2023 5:20 PM
To: Juton Horstman <jhorstman@bronxbp.nyc.gov>
Subject: [EXTERNAL] Fine Fare Supermarkets - 2560 Boston Road Rezoning

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Hello,

I just found out about this potential project, and just wanted to say that it is a terrible idea upon some light research along with the information shared by your office. Like I said I just found out about it.

An advocate in my community has let given us the following information:

I have lived here all my life and am unable to move out on my own even though I have a full time job, making about the average income. I wouldn't be able to afford one of these apartments, so who will be moving in? My salary needs to be double what it is now, FOR A STUDIO!

There's a new building on Boston Road, near Pelham Parkway, that has been done for quite some time and still looks empty and the retail space unused; as well as one right across the street from me. Making it seem like these buildings are highly unnecessary. How about investing in the local businesses instead. Plus, the height of them will be a real eyesore among all the other shorter brick buildings.

The commute on the Bronx River Parkway is already a nightmare in the morning, why would we want to bring more people into the neighborhoods when there's already so much congestion? I'm sure the same could be said about Boston Road itself.

Not only traffic, but the schools. While the buildings may be empty, the need for housing is prevalent. I know a family that would absolutely LOVE to move into a bigger place but can't afford to. There was such a huge need that a new elementary school was built two blocks away (right along my block) from my old elementary school. And like the advocate stated: THEY (along with others in the area) ARE AT 100% CAPACITY.

Overall, this is just a waste of money that could be going towards areas that need it more. There's no need to build a huge building that will be empty and then converted into something else instead, we've seen it happen in other parts of the city.

Sincerely,
Steph

Juton Horstman

From: Juton Horstman
Sent: Monday, January 30, 2023 2:29 PM
To: william byne; [REDACTED]
Subject: RE: [EXTERNAL] Flyer re development at 2560 Boston Road

Anonymous community resident,
Confirming receipt. Thank you for providing feedback.
Best,
-Juton

Juton M. Horstman
Director of Planning and Development
Office of The Bronx Borough President Vanessa L. Gibson
Borough Hall - 851 Grand Concourse, Suite 206
Bronx, NY 10451
T: (718) 590-3514

From: william byne <[REDACTED]>
Sent: Monday, January 30, 2023 2:12 PM
To: friendsofpehamparkway@gmail.com; Juton Horstman <jhorstman@bronxbp.nyc.gov>
Subject: [EXTERNAL] Flyer re development at 2560 Boston Road

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I would like to know more about Slate Property Group. With the income requirements for the proposed development, will the apartments be occupied or remain vacant? What sane upstanding citizen would want to move into this area as it currently is?

Can the developers be required to participate community maintenance and improvements?

What politicians have their fingers in this pie? The ones who ruined Little Italy?

Can the politicians make and/or enforce laws against littering? This area is filthy. People who are not working are living in projects and complaining about buildings not being maintained (why can't they be trained to participate in maintenance?) and grounds are strewn with litter. Why do they complain about this rather than picking up the litter? Why do police not give summons to the litterers in the area who are throwing their litter everywhere? Why can there not be more receptacles for litter, and why can litters not be sentenced to community service cleaning up the Bronx? That approach served to clean up the South under a program inspired by Lady Bird Johnson when she was first lady.

Why did I overhear a couple say, "We need to have another baby so we can get a bigger apartment?"

Why do so many people with relatives who work for the city live in income restricted housing when their income exceeds the stated limits?

Anonymous community resident.

Juton Horstman

From: Juton Horstman
Sent: Monday, January 30, 2023 12:56 PM
To: Jeannette
Subject: RE: [EXTERNAL] Urgent: Rezoning - Fine Fare Supermarkets - 2560 Boston Road

Jeannette,
Confirming receipt. Thank you for providing feedback.
Best,
-Juton

Juton M. Horstman

Director of Planning and Development
Office of The Bronx Borough President Vanessa L. Gibson
Borough Hall - 851 Grand Concourse, Suite 206
Bronx, NY 10451
T: (718) 590-3514

From: Jeannette [REDACTED]
Sent: Sunday, January 29, 2023 10:35 AM
To: Juton Horstman <jhorstman@bronxbp.nyc.gov>
Subject: [EXTERNAL] Urgent: Rezoning - Fine Fare Supermarkets - 2560 Boston Road

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Good morning.

I am writing to you to raise the community's concern regarding the Rezoning of the Fine Fare Supermarket located at 2560 Boston Road and urge you not to allow it. The proposed units will cost way more than the average Bronx resident can afford. As the Bronx Profile indicates, attached below, at current rent, over 34% of Bronxites are already severely overburdened by rent costs.

* Median Bronx resident income is \$45,000 while the proposed studio apartments require income of \$74,720-\$112,080 for studios at a cost of \$1,800- \$2,800. The costs of these units will displace current community residents, particularly seniors, low income workers and immigrants.

* The proposal is for 333 overpriced units that will bring over 875 new residents, most likely from outside the borough.
* Area elementary schools are already at over 100% capacity, thereby further exacerbating an existing teacher/student ratio, school capacity.
* Limited parking of 67 spaces for the proposed 333 units. There is already a significant parking shortage in this area, where double-parked cars are the norm creating dangerous driving/parking conditions.

Please do not allow these unaffordable units to be built. For the neighborhood to further burdened.
Thank you.

[The Bronx Neighborhood Profile](#)



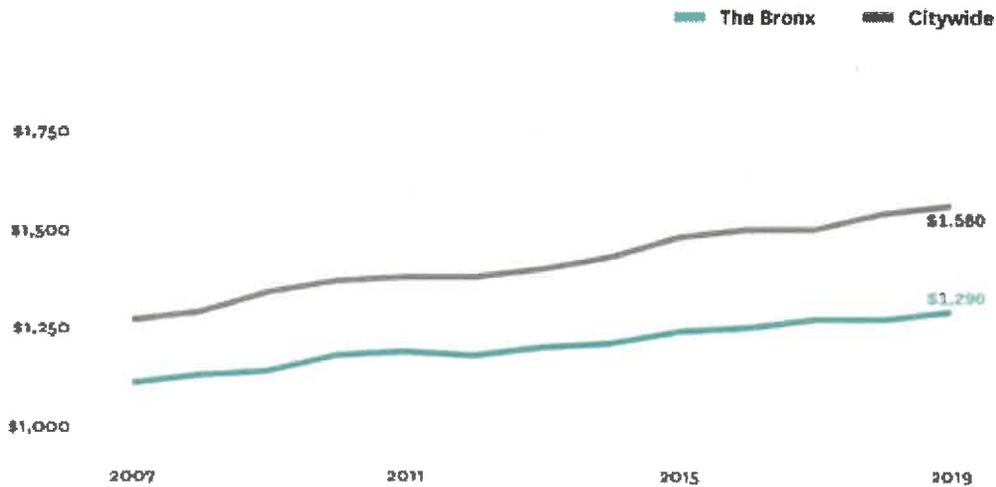
The Bronx Neighborhood Profile

DEMOGRAPHICS In 2019, there were an estimated 1,418,207 people in The Bronx, of which 3.7% of the population iden...

Renters

Real median gross rent in The Bronx increased from \$1,090 in 2006 to \$1,290 in 2019. In 2019, 34.3% of renter households in The Bronx were severely rent burdened (spent more than 50% of household income on rent). 85.8% of the rental units were affordable at 80% Area Median Income, 5 percentage points higher than the share in 2010. 9.9% of rental units were public housing rental units, as of 2021. The overall rental vacancy rate in The Bronx was 2.0% in 2019.

The Bronx Real Median Gross Rent 2007 - 2019 (2021\$)



Sources: American Community Survey, NYU Furman Center

Juton Horstman

From: Juton Horstman
Sent: Monday, January 30, 2023 12:56 PM
To: Jose Rodriguez
Subject: RE: 2560 Boston Road Rezoning

Jose,
Confirming receipt. Thank you for providing feedback.
Best,
-Juton

Juton M. Horstman
Director of Planning and Development
Office of The Bronx Borough President Vanessa L. Gibson
Borough Hall - 851 Grand Concourse, Suite 206
Bronx, NY 10451
T: (718) 590-3514

From: Jose Rodriguez <jrod1@gmail.com>
Sent: Sunday, January 29, 2023 10:49 AM
To: Juton Horstman <jhorstman@bronxbp.nyc.gov>
Subject: [EXTERNAL] 2560 Boston Road Rezoning

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Please be advised as a 20 year plus resident of the immediate are of the proposed development of two buildings at the site of our Fine Fare Supermarket is a serious mistake that will impact negatively on our community.

My family and I are exceptionally opposed to such a venture. Living on Barnes between Mace and Boston Road we are seriously distressed with the impact of such a large facility. We have concluded that it will make our very quiet and comfortable setting congested, dangerous to our children and senior, it will likely lower our property value and overwhelm our community. If this outrageous venture move forward we will be forced to relocate.

Please note that most in our community are not pleased to see our neighborhood changed so drastically. I strongly suggest that an alternatively site be considered and leave our neighborhood as is.

Sent from [Mail](#) for Windows

Juton Horstman

From: Juton Horstman
Sent: Monday, January 30, 2023 12:56 PM
To: MARCOS GONZALEZ
Subject: RE: Fine Fare Supermarkets- 2560 Boston Road Rezoning

Marcos,
Confirming receipt. Thank you for providing feedback.
Best,
-Juton

Juton M. Horstman
Director of Planning and Development
Office of The Bronx Borough President Vanessa L. Gibson
Borough Hall - 851 Grand Concourse, Suite 206
Bronx, NY 10451
T: (718) 590-3514

From: MARCOS GONZALEZ <[REDACTED]>
Sent: Sunday, January 29, 2023 11:12 AM
To: Juton Horstman <jhorstman@bronxbp.nyc.gov>
Subject: [EXTERNAL] Fine Fare Supermarkets- 2560 Boston Road Rezoning

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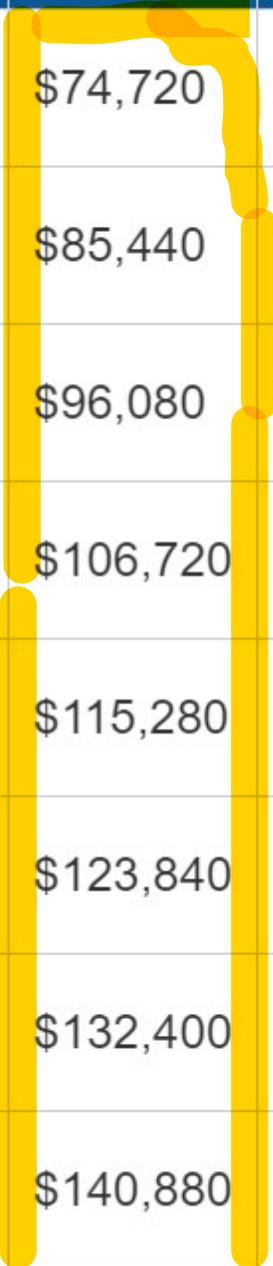
I live at [REDACTED] 2440 Barnes Ave, Bronx, N.Y. 10467. This proposed rezoning will affect myself, my family and all my surrounding neighborhood. Proposing to develop and construct two buildings (10 and 11 stories). Income levels for 1 one studio apt ranging from \$74,720 to \$112,080 for studios ranging from \$1,800-\$2,800. Yet the median income for my community is less than \$45,000. This will displace the existing community, put seniors, low-income workers, immigrants, the most vulnerable, at risk of homeless. It would also: overburden our existing schools in our area that are already 100% capacity, create more traffic on Matthews Ave, Barnes Ave, Mace Ave, Bronxwood Ave, which are already extremely congested as of the writing of this email, decrease the parking spaces available at my local

supermarket, Fine Fare Supermarket, which is only a block from my house. Why is the CITY OF NY doing business with the developer, SLATE Property Group, that were implicated in the controversial plan to converse the Rivington house senior nursing home into luxury condos. Seniors were displaced and some left with no care. Condo buyers are suing SLATE for knowingly selling them defective condos. One building they marketed in Brooklyn as "mixed used affordable" is now two homeless shelters. We cannot have a developer who doesn't care about our community, come and destroy it. Please protect our community from this type of destructive action. Thank you for your attention to this very important issue.

MI	70% AMI	80% AMI	90% AMI	100% AMI	110% AMI	120% AMI	130% AMI	165% AMI
0	\$65,380	\$74,720	\$84,060	\$93,400	\$102,740	\$112,080	\$121,420	\$154,110
0	\$74,760	\$85,440	\$96,120	\$106,800	\$117,480	\$128,160	\$138,840	\$176,220
0	\$84,070	\$96,080	\$108,090	\$120,100	\$132,110	\$144,120	\$156,130	\$198,160
0	\$93,380	\$106,720	\$120,060	\$133,400	\$146,740	\$160,080	\$173,420	\$220,110
0	\$100,870	\$115,280	\$129,690	\$144,100	\$158,510	\$172,920	\$187,330	\$237,760
0	\$108,360	\$123,840	\$139,320	\$154,800	\$170,280	\$185,760	\$201,240	\$255,420
0	\$115,850	\$132,400	\$148,950	\$165,500	\$182,050	\$198,600	\$215,150	\$273,070
50	\$123,270	\$140,880	\$158,490	\$176,100	\$193,710	\$211,320	\$228,930	\$290,560



Family Size	30% AMI	40% AMI	50% AMI	60% AMI	70% AMI	80% AMI	90% AMI	100% AMI
1	\$28,020	\$37,360	\$46,700	\$56,040	\$65,380	\$74,720	\$84,060	\$93,400
2	\$32,040	\$42,720	\$53,400	\$64,080	\$74,760	\$85,440	\$96,120	\$106,800
3	\$36,030	\$48,040	\$60,050	\$72,060	\$84,070	\$96,080	\$108,090	\$120,100
4	\$40,020	\$53,360	\$66,700	\$80,040	\$93,380	\$106,720	\$120,060	\$133,400
5	\$43,230	\$57,640	\$72,050	\$86,460	\$100,870	\$115,280	\$129,690	\$144,100
6	\$46,440	\$61,920	\$77,400	\$92,880	\$108,360	\$123,840	\$139,320	\$154,800
7	\$49,650	\$66,200	\$82,750	\$99,300	\$115,850	\$132,400	\$148,950	\$165,500
8	\$52,830	\$70,440	\$88,050	\$105,660	\$123,270	\$140,880	\$158,490	\$176,100



I like to begin with the Borough president recommendation which states on page 2 that the applicant intends to finance the project using HPD's Mix and Match program. As such, a maximum of 60% of the units will be affordable for households earning 60% of Area Median Income (AMI) with the remaining units available for households earning up to 130% of AMI. The HPD's Mix and Match Income Bands are 80% and 120% of AMI not 60% and 130% as stated on the BP's recommendation. Also, the BP recommendation states "I do not believe this project will lead to displacement"

And this is where I respectfully disagree with both the BP's recommendations and the City Planning EAS, since I believe there will be significant adverse environmental impact on the community of over 15,000 residents within .25-mile radius of the proposed site. This commission and our elected should take a HARD look at this rezoning's potential to accelerate the displacement of lower-income residents. All information regarding the rezoning's potential to accelerate displacement should be

presented and analyzed and I argue this was not the case here.

The population change within /25 miles radius with proposed action is 5.8% which would result in further analysis of indirect displacement.

Table C-1: Estimated Population Within 0.25-Mile of the Project Site

Census Tracts Within 0.25-Mile Radius	Existing Condition (persons)	No-Action Condition (persons)	With-Action Condition Increment (persons)	Percent Change
Total	15,331	15,334	16,230	5.8%

Source: U.S. Census, ACS 5-Year Estimates, 2014-2018

Note:

No-Action, Project Site: 1 DUs x 2.69 persons per household = 3 persons.

With-Action (increment), Proposed Project: 332 DUs x 2.69 persons = 893 persons.

In the EAS report, the study area was change from .25 mile to .5 mile of the project site which resulted in a higher population area of over 48,000 resident and as a result the population percentage change lowered to 1.84%. And since the population increase is less than 5% than no further analysis to determine whether this proposed project would result in indirect displacement.

Table C-9: Study Area Population Change

No-Action Condition (persons)	With-Action Condition (persons)	Percent Change (No-Action to With-Action)
48,126	49,012	1.84%

Notes:

With-Action (increment), Proposed Project: 329 DUs x 2.69 persons = 886 persons.

In the EAS report, the larger study area of .5 miles radius shows 79% of units are renter occupied. Using the 3 census tracts within the .25-mile radius the units are 85% renter occupied. The proposed project is in Neighborhood Tabulation Area BX07 which has 83% are renter occupied.

Table C-3: Housing Tenure in Study Area, Existing Condition

Occupied Housing Units (DUs)	Owner-Occupied (DUs)		Renter-Occupied (DUs)		Publicly Funded Housing (DUs)
	Number	Percent	Number	Percent	
16,823	3,563	21.2%	13,260	78.8%	2,380

Source: U.S. Census, 2014-2018 five-year estimates, DP04
 NYCHA Development Interactive Map, 2019

Occupied Housing Units within .25 mile radius	Owner Occupied		Renter Occupied	
	Number	Percent	Number	Percent
	5,564	851 15%	4,713	85%

* Census Data 2021 5 year

The median household income for the study area is \$44,415. Similar to the median household income within .25 miles radius which I used .

Table C-4: Distribution of Household Incomes, Existing Conditions

	Total Households	Households earning less than \$25,000		Households earning \$25,000 to \$49,999		Households earning \$50,000 to \$99,999		Households earning \$100,000 to \$199,999		Households earning \$200,000 or more	
		Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Study Area	16,823	5,951	35.4%	3,781	22.5%	4,489	26.7%	2,289	13.6%	313	1.9%

Source: U.S. Census, 2014-2018 five-year estimates

Note: In 2018 inflation adjusted dollars

This distribution of household income is similar to the .25 miles radius that I used as well. Therefore whether .25- or .50-mile radius, the median income is less than \$45,000 and 55% of the residents make less than \$50,000. Per the AMI 2022 numbers,

income for 1 person at 80% of AMI is \$74,720 and at 120% it is \$112,080.

Since the population increase is over 5% in the .25-mile radius and the income requirement for these AMI bands are much higher than the \$45,000 median income where over half of the community makes less than \$50,000, a hard look at the potential displacement of low-income tenants is essential.

The Racial Equity Report used PUMA Which is approximately community board 11 that has a breakdown of 45% Hispanic, 21% Black, 21% White, 33% Foreign Born, 73% Renters.

But using the NTA BX07 Bronxdale, the population is 87% non-white with over 50% below poverty and 33% severely rent burden and almost 50% of the units are not rent stabilized. It also has the highest level of displacement on the displacement map.

I ask this commission to look hard at the displacement risk and prepare an Environment

Impact Statement to analyze the rezoning's indirect displacement before taking any action. Almost half of the renters lack the protection of rent regulation and will be pressured by over 5% population increase with higher incomes.

adding almost 80 elementary children to schools in the district with NO available seats. In school dist

Juton Horstman

From: PINAR HUN [REDACTED]
Sent: Sunday, January 29, 2023 8:15 PM
To: Juton Horstman
Subject: [EXTERNAL] 2560 Boston Road Rezoning

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Forward suspect email to phish@oti.nyc.gov as an attachment (Click the More button, then forward as attachment).

Dear Juton Horstman,

We are writing regarding the 2560 Boston Road rezoning plans.

We live on [REDACTED] My husband is a doctor who used to work at Rivington House.

We are utterly astonished and dismayed by the news that the authorities are planning to do business with Slate, an outfit of ill repute.

I thought we should let you know about our reservations.

Thank you reading this message.

Pinar Yesiloglu

and

Mustafa Ziyalan, MD



AFFORDABLE HOUSING, POLICY

NYC's area median income increases by 16 percent, 'wildly out of sync' with actual income of New Yorkers

POSTED ON TUE, NOVEMBER 8, 2022 BY AARON GINSBURG

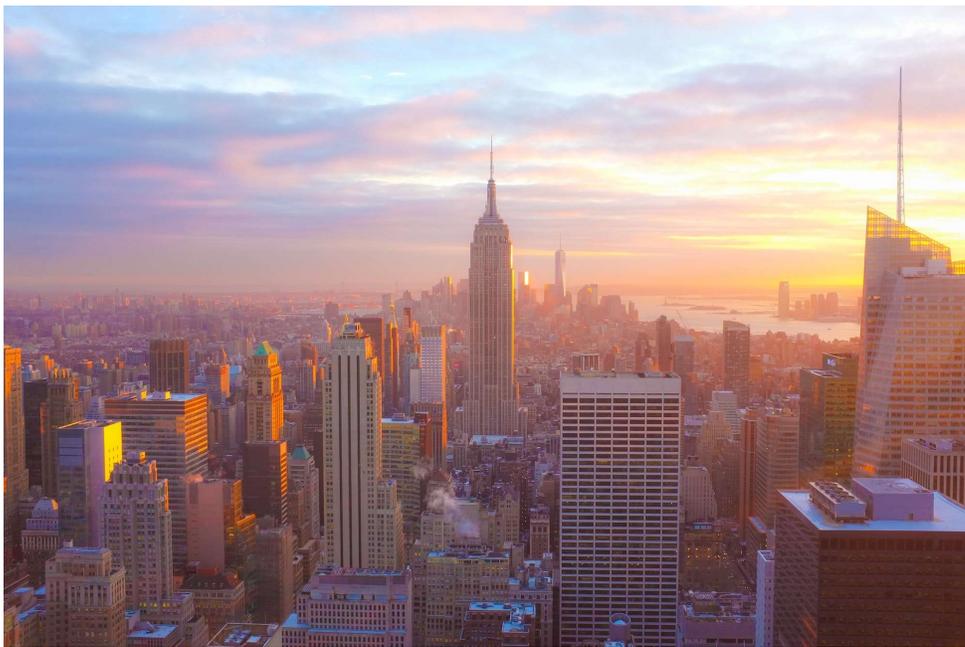


Photo by [Emiliano Bar](#) on [Unsplash](#)

A [new report](#) highlights how the [area median income](#) (AMI) set by the federal government for New York City is "wildly out of sync" with the actual incomes earned by most New Yorkers. The New York Housing Conference (NYHC) last week released a [policy brief](#) outlining the discrepancy, citing the new AMI levels set by the U.S. Department of Housing and Urban Development (HUD) for the area. The federal government set the median family income at \$94,500 while the city's actual household median income is at \$60,550.

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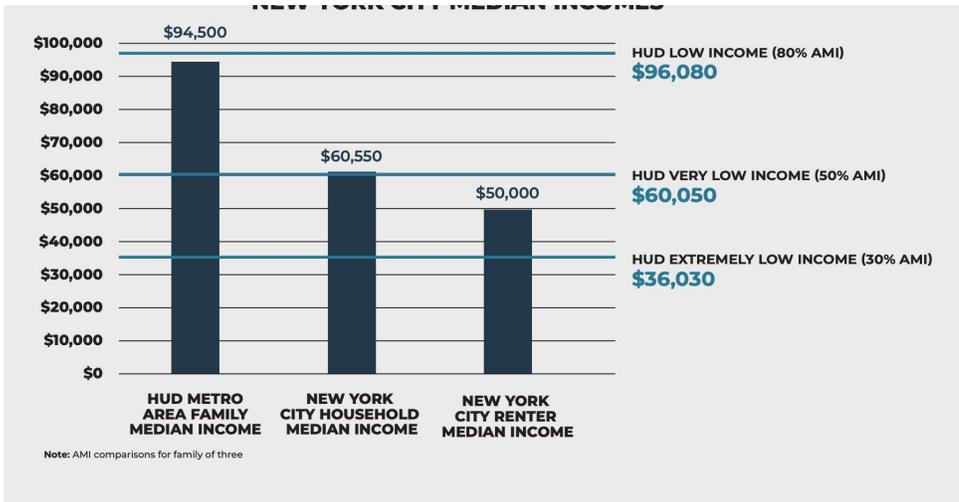


Chart courtesy of NYCH

Every year, the HUD is responsible for establishing the AMIs for areas across the country. These figures are used to determine eligibility for federal housing programs and for setting affordability levels in local income-restricted housing programs, according to the NYHC's brief.

The NYCH report shows the new AMI levels set by the HUD don't match up with the actual incomes of New Yorkers. HUD's AMI for the New York Metro Area increased by 16 percent year-over-year and 34 percent over the past four years.

According to the Association for Neighborhood & Housing Development, the reason AMI levels are different than actual incomes is because of the High Housing Cost Adjustment (HHCA) that HUD uses. The HHCA increases the incomes under certain AMI levels in cities where rents are high compared to incomes, which means the AMI is actually based on rental costs, not actual income.

The brief also outlines other key facts, including:

- The HUD's median family income in the NYC metro area is almost double the actual median income of NYC renters.
- An affordable rent, or 30 percent of an individual's income, for someone earning the JD's set median income, would be over \$2,300, while the affordable rent for a renter earning the actual median income would be \$1,250.

ew AMI set by the HUD will exclude thousands of families from affordable housing programs. According to the report, a three-person family with one adult working a full-time minimum wage job (\$15 per hour) will earn an annual income of \$31,200, or \$403 less than HUD's extremely low-income standard.

ed for Housing, a coalition of more than 90 organizations that advocate for affordable housing, released recommendations to help Mayor Eric Adams' administration effectively respond to the affordable housing crisis.



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Peter Jennings' classic nine on Central Park West asks \$10.45M



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This \$10M Soho penthouse loft comes with a rooftop kitchen, a sauna, and an art piece by the seller



AMI levels that don't reflect the actual incomes of New Yorkers.

Other recommendations include the city producing more affordable housing for households earning less than \$50,000 and setting "minimum production targets" for deeply affordable housing.



Take a tour of the tallest penthouse on the Upper East Side, asking \$33M



In response to the recommendations outlined in the report, the Adams administration said it was committed to creating affordable housing for New Yorkers who need it most.

"While AMI levels are set by the federal government, the administration has taken significant steps to create this much-needed housing." William Fowler, HPD press secretary, said in a statement. "Making the largest affordable housing investment in the city's history at \$22 billion, accelerating the creation of supportive housing, unlocking \$10 billion for repairs for NYCHA residents, and eliminating the overall unit count metric that disincentivized the creation of deeply affordable homes."

The Adams administration in July released their [housing blueprint](#) plan that set policy goals and laid out improvements that would help the city tackle its housing crisis, but it did not include the framework for affordability levels.

"The data clearly shows a major discrepancy between what every day New Yorkers are experiencing financially and how the federal government sets income standards," Rachel executive director of the NYHC and organizer of the United for Housing coalition, said.

At the same time, City Hall can take this opportunity to start building housing where the need is greatest – for renters earning under \$50,000 and establish minimum production targets for New Yorkers who need it most."

TED:

[Area median income: What it means and how it's calculated](#)

[500 supportive housing units in NYC remain vacant despite new developments](#)

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TAGS : AREA MEDIAN INCOME, HUD, NEW YORK HOUSING CONFERENCE

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NTA BX07

Bronxdale

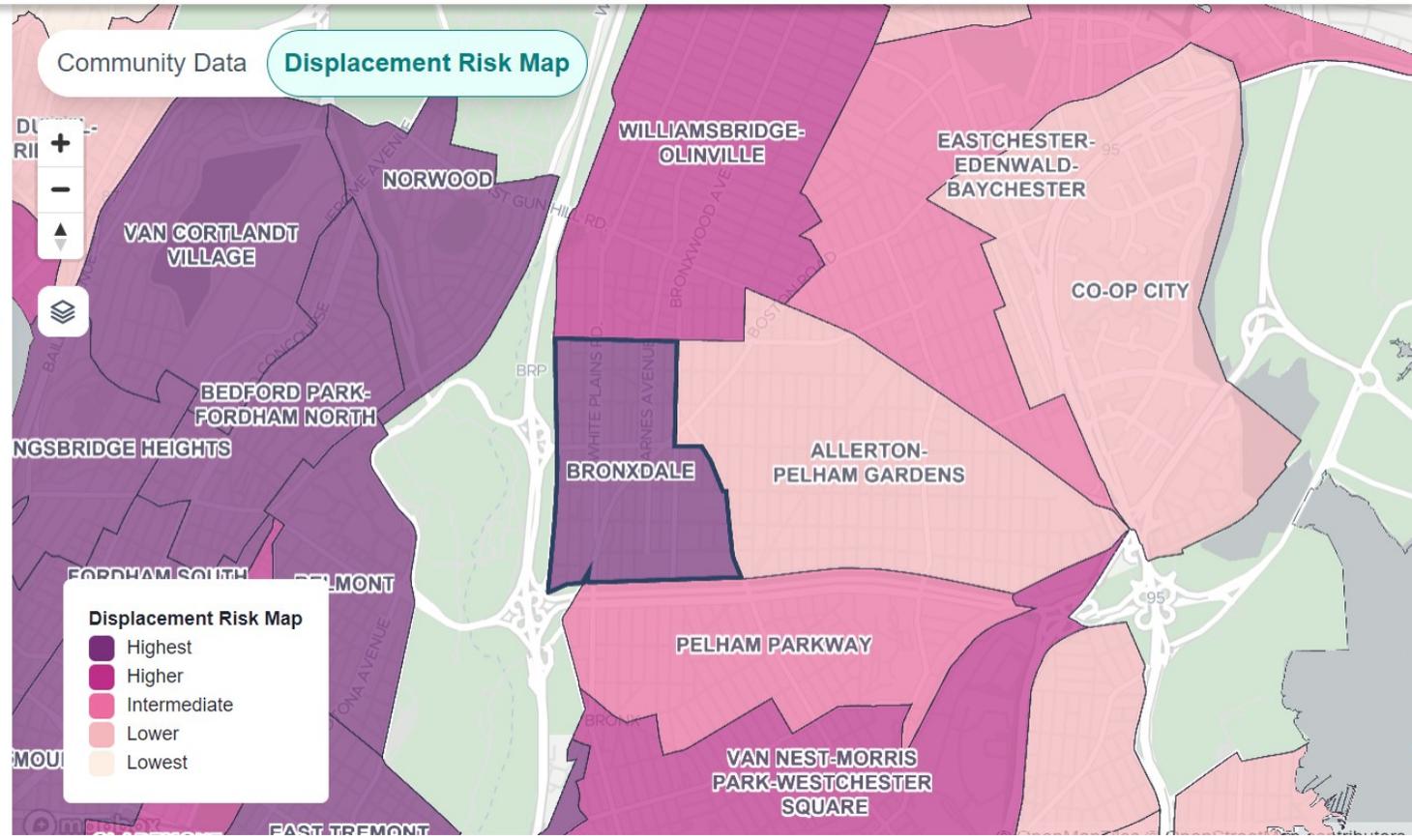
Highest

Population Vulnerability: Highest

NON-WHITE POPULATION
86.7%

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50% 2.9% margin of error

LIMITED-ENGLISH SPEAKING POPULATION
24% 3% margin of error



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