Project Description

MTA 125th and Lexington Rezoning

Project Number: 2024M0432

May 16, 2025

I. Introduction

This is an application by the Metropolitan Transportation Authority ("MTA") for a zoning map amendment and zoning text amendments (the "Proposed Actions") to facilitate a new transit-oriented development above the future terminus of the Second Avenue Subway project in East Harlem. The zoning map amendment would change a portion of an existing C4-4D zoning district within the Special 125th Street District and Special Transit Land Use District in the Rezoning Area (defined below), to a C6-11 district within the Special 125th Street District and Special Transit Land Use District. The zoning text amendment would modify Appendix F to map a Mandatory Inclusionary Housing ("MIH") Program Area over the Rezoning Area, create a new Subdistrict in the Special 125th Street District and modify non-residential floor area ratio ("FAR") requirements and maximum base height requirements in the existing Park Avenue Hub Subdistrict and of the Special 125th Street District.

The requested actions would facilitate up to 684 new units of housing including up to 171 income-restricted units, per MIH Program Option 1 within the Proposed Development (defined below), anchoring MTA's $7.7 billion investment in New York City's public transit system with hundreds of new homes within close proximity to the MTA subway and commuter rail networks. Concentrating housing around this new transportation hub would help create a vibrant East 125th Street corridor by improving access to housing and jobs while bolstering the local economy, providing new spaces for retail, increasing transit ridership, and reducing car traffic and air pollution.

The proposed text amendment would modify the Park Avenue Hub Subdistrict within the Special 125th Street District, affecting Block 1773, Lots 1, 4, 67, 69, and 72; Block 1774, Lots 1, 68, and a portion of Lot 5; and Block 1750, Lots 34, 40 and portions of Lots 32 and 41. The proposed rezoning area consists of Block 1773, Lots 20, 27, and 33 (the "Rezoning Area") in Manhattan Community District 11 (the "Project Area"). The Development Site (described below) is a single zoning lot comprised of Block 1773, Lots 20 and 27. The Proposed Development would be located on Block 1773, Lot 20, the MTA-owned portion of the Development Site.

II. Background

The MTA is proposing these actions to encourage new transit-oriented developments that would support the expansion of the Second Avenue Subway line into East Harlem. Phase II of the Second Avenue Subway project will extend the Q line north along Second Avenue from East 96th Street to East 125th Street where the route will turn west, terminating at East 125th Street and Park Avenue. By providing this transportation option to residents and businesses along this line, MTA will bring back subway service to neighborhoods that have been in a subway desert since the Second Avenue Elevated Line ceased service above 57th Street in 1940. This expansion will serve 300,000 riders daily across new stations at East 106th, 116th, and 125th Streets. The Proposed Development would be located above the eastern entrance to the 125th Street Station at the southeast corner of East 125th Street and Lexington Avenue.

To build the Second Avenue Subway, MTA has acquired several properties along the project's proposed route for new stations, critical ventilation and back of house facilities, and subgrade areas to build the subway tunnel. MTA plans to release Requests for Proposals for joint mixed-use residential development above some station entrances and ancillary facilities.

In 2023, MTA purchased Block 1773, Lot 20 to be used for the eastern end of the terminal station of the Second Avenue Subway, consisting of a new station entrance and ancillary facility. The new entrance will occupy the portion of the lot fronting the southeast corner of East 125th Street and Lexington Avenue. Along the lot's East 124th Street frontage, MTA plans to build a new ancillary facility that will house a ventilation plant that will temper the station environment as well as provide critical fire-safety and smoke ventilation in emergency conditions. MTA plans to lease the northern portion of Lot 20 along its East 125th Street frontage above the station entrance to facilitate a mixed-use residential development with two to three stories of retail or commercial space below the ancillary facility on the northeast corner of East 124th Street and Lexington Ave.

In 2023, MTA purchased a permanent subgrade easement beneath Block 1773, Lot 27, within which it plans to build a ventilation tunnel and shaft connecting the future train tunnel beneath 125th Street to the planned ancillary and ventilation facility on Lot 20.

In 2022, MTA acquired Block 1773, Lots 1, 4, 67, 69, and 72, to be used as the western entrance and ancillary site for the Second Avenue Subway's terminal station. The entrance will be located on the southeast corner of East 125th Street and Park Avenue. Above and around that station entrance, MTA plans to build an ancillary facility similar to the ancillary facility planned for Lot 20, which will be developed with or without the passage of the Proposed Actions. Both the station entrance and ancillary facility will be developed as-of-right per the regulations of the existing zoning district. To activate the street level, space for ground floor retail will be provided on the northeast corner of East 124th Street and Park Avenue.

The history of the Project Area is as follows:

- **1968**: The Harlem East-Harlem Urban Renewal Plan (HEHURP) was established to redevelop 19 blocks in the neighborhood, revitalizing the area's housing stock and strengthening local economic conditions with new commercial buildings. The Project Area, known as HEHURP Site 11, was designated for commercial/residential use, permitting uses that are allowed in accordance with the underlying zoning.
- **1973-1974**: The New York City Department of City Planning mapped the Special Transit Land Use District, first on an interim basis in 1973, and adopted by the City Council in 1974. These districts were mapped throughout the proposed Second Avenue Subway's route to allow the MTA to obtain easements on private property that would allow connections to the future transportation services (CP-22493).
- **Late 1990s**: Block 1773, Lots 20 and 27 were developed with the former Pathmark grocery store.
- **2008**: The New York City Council adopted the mapping of the Special 125th Street District, which encompasses 24 blocks in East, Central, and West Harlem. The special district includes special use and bulk regulations aimed at the revitalization of the 125th Street corridor (N 080100(A) ZRM). Significantly, the Special District allows for increased density and height

around the MTA Metro-North Harlem 125th Street Station, effectively encouraging high-density transit-oriented developments.

- **2015**: The Pathmark grocery store closed. The entirety of Block 1773, with the exception of the FDNY station on Lot 33, has remained vacant for the past decade.
- **2017**: The New York City Council adopted the mapping of the Special East Harlem Corridors District ("EHC"), which encompasses 92 blocks in East Harlem and aims to encourage new construction of affordable housing, infrastructure improvements, and economic development throughout the area (C 170358 ZMM). While the Project Area is not located within this Special District, the action that created the Special East Harlem Corridors District modified the Special 125th Street District to create the Park Avenue Hub Subdistrict, within which a portion of the Project Area is located. The Park Avenue Subdistrict allows for increased density and height. These increases were considered appropriate in this location because of the proximity to transportation options including the MTA Metro-North Harlem 125th Street Station, the MTA New York City Transit Lexington Avenue Line 125th St Station, and M60 Bus Rapid Transit route, effectively encouraging high-density transit-oriented development. The action also modified the Special Transit Land Use District along 125th Street, modifying the boundaries to reflect MTA's current plans for the Second Avenue Subway while also implementing special use, bulk, ground-floor design, and parking regulations.
- **February 2021**: The New York City Council amended HEHURP, extending the plan for an additional 20 years (C 210067 HUM).
- **October 2021**: MTA secured a TA easement from the previous owner of Block 1773, Lot 20 for a new entrance and ancillary facility for the Second Avenue Subway (N 210487 ZCM).
- **December 2022**: MTA acquired Block 1773, Lots 1, 67, and 69 from a private owner and Lots 4 and 72 from the City of New York.
- **March 2023**: The Block 1773, Lot 20 TA easement was modified based on further advancement of the Second Avenue Subway design requirements (N 230235Z CM).
- **April 2023**: MTA acquired fee title to Block 1773, Lot 20.
- **April 2023**: MTA acquired a permanent subgrade TA easement beneath Block 1773, Lot 27.
- **May 2023**: The City Planning Commission ("CPC") chair issued a certification (N 230072 ZCM) and CPC granted an authorization (N 230071 ZAM) for a 6,194 square foot FRESH food store on Block 1773, Lot 27.
- **Dec 2024:** The New York City Council adopted the City of Yes for Housing Opportunity ("CHO") citywide text amendment (N 240290 ZRY) on December 5, 2024, which relaxed restrictive rules to address the housing shortage and was projected to enable over 80,000 new homes over the next 15 years. This initiative reinforces citywide efforts to align zoning with the urgent need for housing, economic vitality, and sustainability, shaping opportunities for growth within Community District 11 and the city. CHO the Inner Transit Zone, mapped in Appendix I of the Zoning Resolution, where parking requirements are waived for new housing development and most commercial and community facility uses, though specific exceptions may apply. The Project Area is located within the Inner Transit Zone.

III. Description of the Surrounding Area

The 125th Street corridor is the commercial spine of Upper Manhattan. From the 1960s through the 1980s, the corridor suffered a decline in its retail function due to population loss, housing decline, lack of public funding, and private disinvestment. In recent years, however, it has seen revitalization with projects such as the Harlem USA retail complex, the Hotel Trades Association building, and the Harlem Center. This revitalization will be further enhanced by economic benefits resulting from the Second Avenue Subway.

Significant developments along 125th Street include Columbia University's Manhattanville campus to the west and One East Harlem, a mixed-use project, anchoring the eastern end of the corridor. Nearby blocks have also seen new residential and commercial developments, some under New York City Department of Housing Preservation and Development programs.

East 125th Street from Fifth Avenue to Madison Avenue is primarily low-rise, with five- and six-story residential buildings. Beyond Madison Avenue, the area is more commercial in character, with buildings such as Gotham Plaza at Lexington Avenue, and community facilities such as the Northern Manhattan Nursing Home and Salvation Army Community Center. The recently completed One East Harlem project at Lexington Avenue includes a 19-story, 210-foot-tall tower.

The Surrounding Area is located in the Inner Transit Zone in which off-street parking requirements do not apply. It is well-served by public transportation, mostly to the west of the Project Area. The Lexington Avenue IRT Line (4, 5, and 6) has an express stop at 125th Street and Lexington Avenue. The Metro-North station is nearby at 125th Street and Park Avenue, while multiple bus lines (M35, M60, M101, M103, M98) provide further crosstown and north-south connectivity. The future Second Avenue Subway will provide further connectivity, connecting East Harlem residents and businesses located further to the east to public transportation options.

Notable designated landmarks in the surrounding area include the Fire Hook and Ladder 14 Building, now the Caribbean Cultural Center African Diaspora Institute, at 120 East 125th Street (Block 1773, Lot 62), the New York Public Library 125th Street Branch at 224 East 125th Street (Block 1789, Lot 37), and the Mount Morris Bank Building (Corn Exchange) at 81 East 125th Street (Block 1750, Lot 34). The surrounding area consists of a mix of newer residential developments, older tenements, commercial, and community facility buildings.

West and south of the Project Area are older commercial and residential buildings alongside vacant land. To the north, Gotham Plaza—a mixed-use development completed in 2001—dominates the block. High- and medium-density zoning districts are mapped along 125th Street and nearby blocks, with C4-4D districts at both ends of the corridor and C6-4, C4-7, and C6-3 designations for higher-density commercial and residential uses in the central portion. Lexington and Third Avenues are zoned for medium-density residential and commercial use, while Park Avenue's east side is zoned M1-6/R10. Midblocks to the south and east are predominantly R7-2 zoning.

The Surrounding Area contains many public open spaces within close walking distance of the Rezoning Area, including Carver Community Garden and Detective Omar Edwards Park one block to the east, Dr. Ronald E. McNair Playground two blocks to the south, Harlem River Park three blocks to the north, Wagner Pool and Othmar Ammann Playground one avenue to the east, and Marcus Garvey Park two

avenues to the west. Four blocks south and along East 120th Street, there are two athletic fields, Eugene McCabe Field and Wagner Playground, as well as Harlem Art Park.

Many schools, community spaces, and health care providers are within walking distance of the Rezoning Area. Surrounding schools range from preschool to twelfth grade and include both public and charter schools such as P.S. 030 Hernandez/Hughes, River East Elementary, Success Academy Harlem 2, Harlem Village Academy, P.S. 007 Samuel Stern, P.S. M079 Horan, P.S. 138, Promise Academy 2, Democracy Prep Harlem, and Harlem Renaissance High School, among others. The Salvation Army Manhattan Community Center, the Harlem Community Center, the Beatrice Lewis Senior Center, the Harlem Justice Community Center, the Center for Urban Community Services, and Harlem Children's Zone are all within three blocks of the Development Site. NYC Health and Hospitals Henry J. Carter Hospital and Nursing Home and the Boriken Neighborhood Health Center are both within two blocks of the Proposed Development Site.

IV. Description of the Project Area

The Project Area consists of two subareas, which are described below.

The first subarea is the full block bounded by East 125th Street to the north, Third Avenue to the east, East 124th Street to the south, and Lexington Avenue to the west. It consists of Block 1773, Lots 20, 27, and 33 and constitutes the Rezoning Area. Lots 20 and 27 constitute the Development Site. Lot 20, owned by the MTA, is the portion of the Development Site that would be improved by the Proposed Development. Lot 27, owned by a private owner, is part of a single zoning lot with Lot 20 and, as such, is part of the Development Site. Lot 33, which is not part of the Development Site, is a 6,000 square foot lot located on the northwest corner of East 124th Street and Third Avenue. It is improved with an FDNY fire station housing Engine 35, Ladder 14, 12th Battalion.

The Project Area's second subarea is comprised of and bound by the borders of the Special 125th Street District's Park Avenue Hub Subdistrict. It is comprised of Block 1773, Lots 1, 4, 67, 69, and 72; Block 1774, Lots 1, 68, and a portion of Lot 5; and Block 1750, Lots 34, 40, and small portions of Lots 32 and 41. On the southeast corner of East 125th Street and Park Avenue, Block 1773, Lots 1, 4, 67, 69, and 72 are owned by the MTA and will be used to construct a future entrance to the Second Avenue Subway as well as a new ventilation building. Block 1774, Lot 68, on the southeast corner of East 126th Street and Park Avenue, is owned by MTA Metro-North Railroad and is currently used as a Metro-North facility. The remaining lots in the subarea are owned by private owners. On the northeast corner of East 125th Street and Park Avenue, Block 1774, Lot 1 contains a 12-story commercial building. The adjacent lot, Lot 5, a portion of which falls within the subarea, is improved with a 3-story office building. The Corn Exchange Building, a New York City and New York State landmark, is located on the northwest corner of East 125th Street and Park Avenue, on Block 1750, Lot 34. Lot 40, adjacent to the north, located on the corner of East 126th Street and Park Avenue, has been used as a parking lot since at least 2011. Small portions of Block 1750, Lots 32 and 41 are within the subarea. Lot 32 is improved with a five-story mixed-use residential building and Lot 41 contains a four-story residential building.

Existing Zoning

The Rezoning Area is mapped within a C4-4D (R8A residential equivalent) district within the Special 125th Street District which was created in 2008 to support 125th Street as a major arts and commercial hub and to expand affordable housing by encouraging mixed-use development while preserving the corridor's historic and commercial character. The Rezoning Area is not located within any subdistrict of the Special 125th Street District.

The Rezoning Area is also mapped within the Special Transit Land Use District (TA), which requires that prior to filing any applications with the Department of Buildings for an excavation permit or building permit for a development or enlargement within the TA, the owner of the zoning lot files an application with the Metropolitan Transportation Authority and the City Planning Commission requesting a certification as to whether or not a transit easement volume is required on the zoning lot in order for space to be reserved in new developments near future Second Avenue Subway stations to provide subway entrances and infrastructure without obstructing sidewalks or streets.

The existing C4-4D district within the Special 125th Street District and Special Transit Land Use District allows a wide range of uses, including residential (Use Group II), community facility (Use Groups III), transient hotel (Use Group V), retail and office (Use Groups VI and VII, and entertainment (Use Group VIII). Both special districts impose additional restrictions on ground-floor uses.

Within the Special 125th Street District, the C4-4D district regulations permit a maximum floor area ratio ("FAR") of 4.0 for commercial uses, 6.0 FAR for community facilities, and 6.0 FAR for residential for standard residences. With either Qualifying Affordable Housing, Qualifying Senior Housing, or a Visual and Performing Arts Bonus ("VPA"), residential FAR may be increased to 7.2. With a VPA Bonus, commercial FAR may be increased to 5.4. The "FRESH food store" program allows for an additional floor area bonus, adding one square foot of residential floor area for every square foot of qualifying food store space, up to a maximum of 20,000 square feet.

Height and setback regulations for C4-4D districts vary depending on whether the building includes Qualifying Affordable Housing per the table below:

Height & Setback Regulations		**Standard Residences**		**Qualifying Affordable Housing or Qualifying Senior Housing**	
District	*Minimum Base Height (in feet)*	*Maximum Base Height (in feet)*	*Maximum Building Height (in feet)*	*Maximum Base Height (in feet)*	*Maximum Building Height (in feet)*
C4-4D (R8A Equivalent)	60	95	125	105	145

With a FRESH food store, the building height may be increased by 15 feet to a total of 160 feet and up to one additional story through a CPC authorization.

The remainder of the Project Area is located in a C6-4 zoning district within the Park Avenue Hub Subdistrict of the Special 125th Street District and within the Special Transit Land Use District. The existing C6-4 district within the Special 125th Street District and Special Transit Land Use District allows a wide range of uses, including residential (Use Group II), community facility (Use Groups III), transient hotel via special permit (Use Group V), retail and office (Use Groups VI and VII, and entertainment (Use Group VIII). Both special districts impose additional restrictions on ground-floor uses.

Within the Park Avenue Hub Subdistrict of the Special 125th Street District, the regulations for a C6-4 district in a Mandatory Inclusionary Housing area permit a maximum total FAR of 12.0, which may be comprised of any combination of residential, commercial or community facility uses. A minimum percentage of the residential floor area provided must be Qualifying Affordable Housing as MIH is mapped within the subdistrict. As referenced above, the Park Avenue Hub Subdistrict was created alongside the Special East Harlem Corridors District to increase density and promote transit-oriented development around the Metro-North and New York City Transit commuter rail, subway, and bus transportation hub at 125th Street and Park Avenue.

The "FRESH food store" program allows for an additional floor area bonus, adding one square foot of residential floor area for every square foot of qualifying food store space, up to a maximum of 20,000 square feet.

Height regulations for C6-4 districts vary depending on the building form. The standard regulations allow a building to rise to 235 feet or 355 feet for certain sites, including those adjacent to certain transportation infrastructure such as elevated rail lines, irregular lots, or lots larger than 20,000 square feet. Tower regulations dictate the building's lot coverage above the base height, allowing for a maximum tower coverage of 65% up to 300 feet in height and 50% above 300 feet. The Park Avenue Hub Subdistrict reduces the maximum base height for buildings along the 125th Street street line and within 50 feet of that street line from 155 feet to 85 feet.

V. Description of Proposed Development Site

The Development Site consists of Lots 20 and 27 on Manhattan Block 1773. It is bounded by East 125th Street to the north, Third Avenue and Lot 33 to the east, East 124th Street and Lot 33 to the south, and Lexington Avenue to the west. Lots 20 and 27 constitute a single, 78,768 square foot zoning lot, but are owned by different parties and are planned to be developed independently of one another. Lot 20, owned by the MTA, is the portion of the Development Site on which the Proposed Development would be located. It is a regularly shaped, 36,228 square foot lot that occupies the block's western end. Its frontage along Lexington Avenue is approximately 202 feet, with approximately 180 feet along both East 125th and East 124th Streets. It has been vacant since the former Pathmark grocery store was demolished in 2015 and is currently being used for construction staging for the Second Avenue Subway. It contains a non-contiguous, irregularly shaped transit easement that will house the terminus station of the Second Avenue Subway on the corner of East 125th Street and Lexington Avenue and a new ventilation building on East 124th Street. Lot 27, owned by a private owner, is merged into a single zoning lot with Lot 20 and, as such, is part of the Development Site. Lot 27 is an "L" shaped, 42,540 square foot lot that occupies most of the eastern portion of the block. Its frontage along Third Avenue is approximately 142

feet, with 140 feet along East 124th Street, and 240 feet along East 125th Street. Like Lot 20, it has been vacant since the demolition of the former Pathmark grocery store in 2015.

VI. Description of Proposed Development

The Proposed Development would be primarily residential with up to 684 units, of which up to 25% (171 units), would be affordable. The ground floor would be shared by a new entrance to the Second Avenue Subway station on the corner of East 125th Street and Lexington Avenue, retail spaces on the corner of East 124th Street and Lexington Avenue and along 125th Street, a residential building lobby fronting 125h Street, and a ventilation building serving the Second Avenue Subway on 124th Street. The new subway entrance would occupy the ground floor up to 20 feet and extend subgrade to connect to the new Q line as well as the existing Lexington Avenue 4, 5 and 6 lines. The ventilation building would rise to a maximum height of approximately 160 feet along 124th Street. To activate the corner of East 124th Street and Lexington, the ventilation building would include approximately 5,000 square feet of ground floor retail. The Proposed Development would contain approximately 543,420 square feet of zoning floor area (15.00 FAR), of which approximately 14,634 square feet would be for retail use and approximately 528,786 square feet would be for residential use. The base of the building would rise to a height of approximately 125 feet, above which a residential tower could rise to an approximate height between 405 feet to 535 feet, or 40 to 53 stories.[1] The bulk of the residential tower would front East 125th Street and Lexington Avenue and would not extend over the MTA ventilation building on East 124th Street. The Proposed Development, along with all lots in the Rezoning Area, would be mapped within a Mandatory Inclusionary Housing Program Area requiring Option 1 or Option 3 (Deep Affordability), ensuring that at least 20-25% of new units built would be permanently affordable at an average level of at most 60% Area Median Income ("AMI").

VII. Actions Necessary to Facilitate the Proposed Development

To facilitate the Proposed Development, the MTA requests two zoning actions:

1) **Zoning Map Amendment** to change the zoning district of the Rezoning Area from C4-4D to C6-11.

The C6-11 district is a mixed-use commercial district with an R11 residential equivalent that was created with the passage of City for Yes for Housing Opportunity. It has similar bulk requirements to the C6-4 district, which is found within the Park Avenue Hub Subdistrict of the Special 125th Street District. Within the proposed Subdistrict B of the Special 125th Street District, the C6-11 district regulations would permit a maximum FAR of 12.0 for commercial uses, 12.0 for community facilities, and 15.0 for residential uses, as MIH would be mapped within the subdistrict, requiring residential buildings to contain Qualifying Affordable Housing. As MTA expands its 125th Street transit hub to Lexington Avenue with Phase 2 of the Second Avenue Subway, it seeks to enable housing at a density similar to that permitted by the nearby, transit-rich Park Avenue Hub Subdistrict.

Height regulations within C6-11 districts vary depending on the building form. The standard regulations allow a building to rise to 325 feet or 405 feet for certain sites, including those adjacent to certain transportation infrastructure such as elevated rail lines, irregular lots, or lots larger than 20,000 square feet. Tower regulations dictate the building's lot coverage above the base height, allowing for a maximum tower coverage of 65% up to 300 feet in height and 50% above 300 feet. The proposed modifications to

the regulations applicable to the Park Avenue Hub subdistrict and the proposed regulations applicable to Subdistrict B would limit the maximum base height for buildings along the 125th Street street line and within 50 feet of that street line from 155 feet to 125 feet to harmonize the base heights set by portions of the East Harlem Corridors Special District and those of the underlying zoning districts within the Project Area.

The Zoning Map Amendment to change the existing zoning from a C4-4D to a C6-11 district within the proposed Subdistrict B of the Special 125th Street District would result in the following changes:

Regulation	**Existing Zoning C4-4D (R8A Equivalent)**	**Proposed Zoning C6-11 (R11 Equivalent)**
Use Group	I to X	I to X
Front Yard	N/A	N/A
Side Yard	0’	0’
Rear Yard	0’	0’
Max. Lot Coverage, Interior/Through Lots	80%	80%
Max. Lot Coverage, Corner Lots	100%	100%
Maximum FAR	7.2	15.0
Maximum Residential FAR	7.2*	15.0**
Maximum Commercial FAR	4.0	12.0
Maximum Community Facility FAR	6.0	12.0
Minimum Base Height	60 feet	60 feet
Maximum Base Height	105 feet***	125 feet‡
Maximum Building Height	145 feet†	Tower Regulations[1]
Setbacks from Narrow Streets	20' (comm); 15' (resi)	20' (comm); 15' (resi)
Setbacks from Wide Streets	20' (comm); 15' (resi)	20' (comm); 15' (resi)

*With Visual and Performing Arts Bonus, Qualifying Affordable Housing, or Qualifying Senior Housing.
**Qualifying Affordable Housing would be required in residential developments within the proposed Subdistrict B where MIH Options 1 and 3 are proposed to be mapped. The maximum FAR for Standard residences, 12.0, would not apply.
***With Qualifying Affordable Housing or Qualifying Senior Housing; 95’ for Standard residences.
‡Per the proposed Text Amendment lowering the base height of the underlying C6-11 district from 155’ to 125’, matching the maximum base height in the nearby Park Avenue Hub Subdistrict to Subdistrict B and harmonizing with base heights set by nearby portions of the Special East Harlem Corridors District.
†With Qualifying Affordable Housing or Qualifying Senior Housing, may be increased to 160 feet with CPC authorization for a FRESH food store. The maximum building height is 125 feet for Standard residences.

2) **Zoning Text Amendment** to:
   a. modify ZR § 97-04 to establish a new Subdistrict B in the Special 125th Street District;
   b. modify ZR § 97-061 to clarify language of text;

[1] While the proposed C6-11 district does not impose height limits, ZR 61-00 (Special Regulations Applying Around Major Airports) limits height to approximately 400 feet, although this limit may be exceeded by a special permit from the Board of Standards and Appeals pursuant to ZR § 73-66.

c. modify ZR § 97-412 to (1) reduce the minimum non-residential FAR requirement within the Park Avenue Hub Subdistrict from 2.0 to 1.5; and (2) eliminate the minimum non-residential FAR requirement for sites containing transit easement volumes;
d. modify ZR § 97-433 to apply the relevant height and setback regulations applicable to the Park Avenue Hub Subdistrict to C6 districts in Subdistrict B, including establishing a maximum allowable base height of 125 feet to harmonize the base heights set by portions of the Special East Harlem Corridors District and those of the underlying districts within the Project Area;
e. modify Map 1 in Appendix A of the Special 125th Street District to include the Rezoning Area in Subdistrict B; and
f. modify ZR Appendix F to map an MIH Area (Options 1 & Option 3 (Deep Affordability)) over the Rezoning Area.

The Proposed Actions are designed to achieve several key objectives, with the primary rationale being the promotion of transit-oriented development and addressing New York's housing crisis.

First, the Proposed Actions encourage transit-oriented development by increasing allowable housing density near the new Second Avenue Subway infrastructure. This increased density is critical for creating vibrant, transit-connected communities anchored by the future 125th Street Station of the Second Avenue Subway, as well as its direct connections to the existing Lexington Avenue Line 125th Street station and Metro-North's Harlem-125th Street commuter rail station less than a block away. By allowing more housing around a significant transit hub in East Harlem, the Proposed Actions would allow development that serves the needs of residents by providing convenient access to public transit, linking them to jobs, education, and services throughout New York City and the greater region.

Second, both New York City and New York State are suffering from a housing crisis. In 2023, Governor Hochul tasked the MTA and other State agencies with identifying properties in their portfolios that could support the creation of new housing opportunities. In 2024, the State Legislature amended the New York State Multiple Dwelling Law, allowing cities to increase residential density limits. Later that year, the City of New York adopted a series of zoning changes to encourage higher density and affordable housing production, including the recently passed City of Yes for Housing Opportunity Text Amendment. In line with the recent legislation, the Proposed Actions would help to meet the goals of both the City and State by further encouraging the construction of housing around and on MTA sites following the construction of the Second Avenue Subway.

Third, the proposed MIH requirement would ensure that future developments in the Project Area include much-needed affordable housing. By mandating that 20-25% of units be set aside as affordable at an average of at most 60% AMI per MIH Option 1 or Option 3 (Deep Affordability), both of which would be mapped, the Proposed Actions would guarantee the creation of mixed-income developments, addressing the City's affordability challenges.

Additionally, the Proposed Actions would resolve construction and development feasibility issues. The necessary infrastructure for the Second Avenue Subway, including the new subway entrance and ventilation facilities, constrains the buildable area of the development above. By increasing the allowable density to be similar to the Park Avenue Hub Subdistrict and removing the non-residential FAR requirement for sites containing Second Avenue Subway entrances and facilities, the Proposed Actions

would facilitate the construction of high-quality residential buildings that account for the site's limitations. And, by making modest bulk adjustments to better harmonize the base heights of the underlying zoning districts within the Project Area with those set by portions of the Special East Harlem Corridors District, the Proposed Actions would ensure that new buildings in the Project Area share visual continuity with those in the surrounding area.

In conclusion, the Proposed Actions would effectively balance the goals of transit-oriented development, housing production, and construction feasibility. They would reflect appropriate density levels for the area, create much-needed affordable housing, and ensure that new developments are practical and aligned with future transportation infrastructure.

VIII. Conclusion

The proposed Zoning Map and Text Amendments would facilitate much-needed transit-oriented development in East Harlem, anchored by the expansion of the Second Avenue Subway. The Proposed Actions would enable the construction of up to 684 new residential units within the Proposed Development, including up to 171 income-restricted units under MIH Option 1, directly supporting the $7.7 billion investment in the City's public transit system. These developments would promote equity, ensuring access to affordable housing and improved transit options for all residents, revitalizing the East 125th Street corridor, and creating a hub of economic activity. By enhancing access to jobs and housing, and reducing reliance on automobiles and environmental impact, the Proposed Developments, in concert with the Second Avenue Subway, would foster growth, sustainability, and equitable development, while addressing a historic transit gap and further integrating East Harlem within New York City.