1 PROJECT DESCRIPTION

1.1 Introduction

The Applicant, Westfarms Realty LLC and 1480 Sheridan Realty LLC, seeks a series of discretionary actions, including zoning map and text amendments, a zoning authorization, and (ministerial) waterfront zoning certifications from the City Planning Commission (CPC), as well as discretionary financing for affordable housing and waterfront actions (collectively, the "Proposed Actions"). The Proposed Actions would apply to the "Proposed Rezoning Area," the portion of Bronx Block 3017 bound by Sheridan Boulevard, Starlight Park, the western pierhead and bulkhead line of the Bronx River, the Amtrak right-of-way, and a line 300 feet from Westchester Avenue. The Proposed Rezoning Area contains Bronx Block 3017, Lots 29, 60, 65, 68, and 74, and portions of Lots 6 and 28. The Proposed Actions would enable the development of approximately 866,017 gross-square-feet (gsf) of floor area within three buildings across two development sites in the Crotona Park East neighborhood of the Bronx, Community District 9 (see Figure 1-1, Figure 1-2, and Figure 1-3). The Proposed Actions would also provide new public access to the Bronx River's shoreline through shore public walkways, upland connections, and a connection to Starlight Park.

The Proposed Actions would help achieve a larger vision for the neighborhood established in DCP's 2016 *Southern Boulevard Neighborhood Study*, which sought to "explore zoning to promote affordable housing" and "improve waterfront connections" in the Proposed Rezoning Area. The Proposed Actions would allow the development of 304 dwelling units (DUs) on Projected Development Site 1 and 666 DUs on Projected Development Site 2. All proposed DUs would be affordable. The proposed shore public walkways across both projected development sites would provide access to the Bronx River shoreline and expand on the existing public waterfront access provided along the Bronx River. The proposed waterfront access would connect to Starlight Park, a 17.06-acre City park operated by the New York City Department of Parks and Recreation (NYC Parks) that was upgraded under a recent NYC Parks capital improvement project. This capital project installed a turf field, playgrounds, picnic area, basketball courts, kayak launch, and the Bronx River House, an environmental learning center and boathouse that serves as the headquarters for the Bronx River Alliance.

Figure 1-1: Regional Location Map



Figure 1-2: Site Location Map

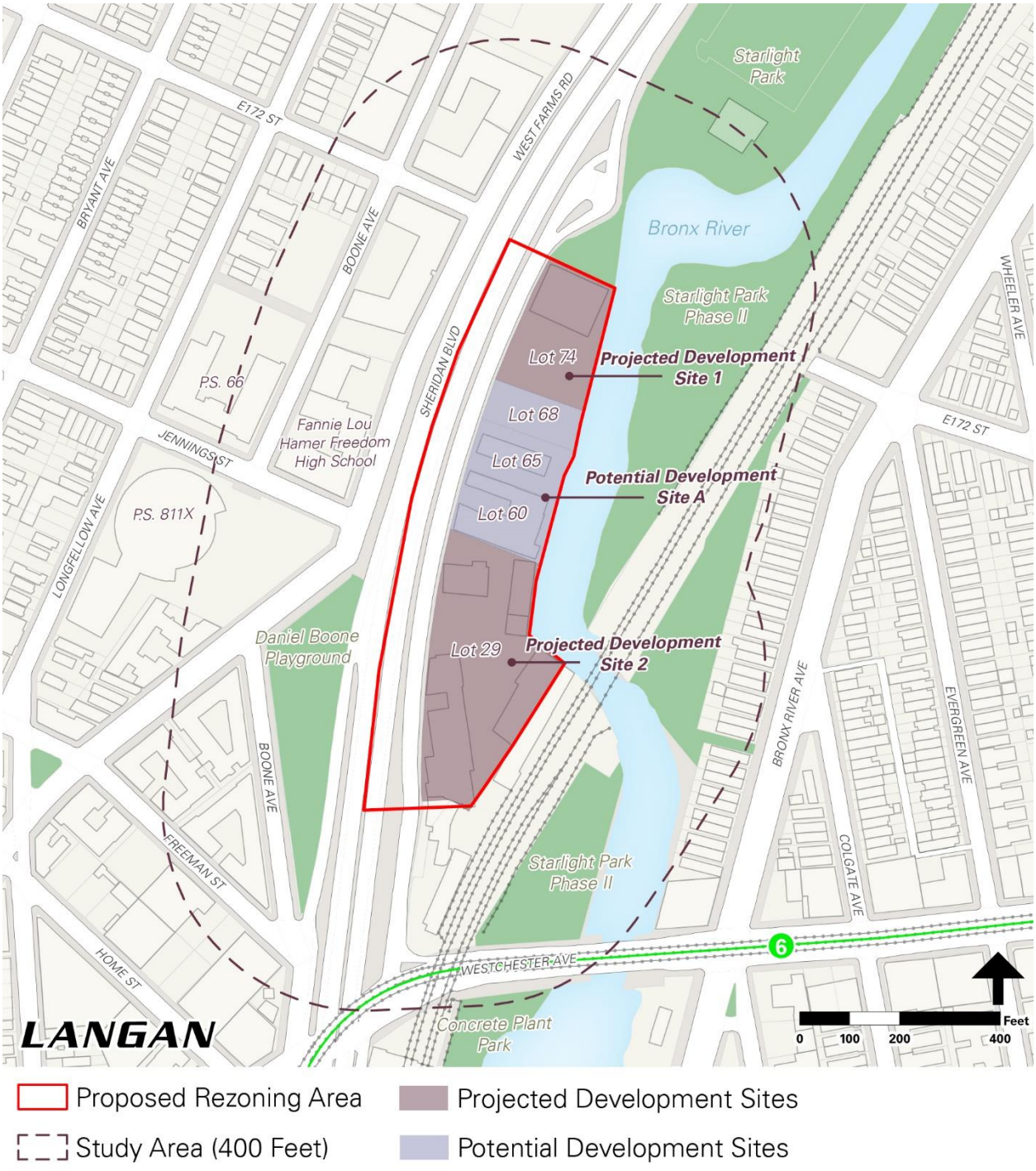


Figure 1-3: Aerial Map



With the Proposed Actions, Projected Development Sites 1 and 2 would be rezoned from an M1-1 manufacturing district to an R7-3 residential district with a C2-4 overlay. With this rezoning the Proposed Actions would enable the Applicant's "Proposed Development," three buildings totaling 866,017 gross square feet (gsf) across Lots 74 (1460 Sheridan Boulevard, "Projected Development Site 1") and Lot 29 (1480 Sheridan Boulevard, "Projected Development Site 2"). Projected Development Site 1 would be developed with a 24-story (225-foot-tall plus a 15-foot-tall mechanical bulkhead), 263,862-gsf building containing approximately 304 DUs, all of which are proposed to be affordable units. Up to 5,000 gsf would be developed as ground floor retail. Projected Development Site 2 would be developed with two 24-story (225-foot-tall plus a 15-foot-tall mechanical bulkhead) buildings totaling approximately 602,155 gsf, including up to 16,229 gsf of retail and approximately 666 affordable DUs. Projected Development Site 2 would also contain up to 100 accessory parking spaces reserved for residents of the Proposed Development. Projected Development Sites 1 and 2 are wholly owned by the Applicant and all DUs on the Applicant's sites would be affordable pursuant to the City's Mandatory Inclusionary Housing (MIH) program.

On both sites, the Applicant would develop a minimum 40-foot-wide shore public walkway along the Bronx River. On Projected Development Site 1, an upland connection would be provided along the site's southern boundary. At its northern end, the proposed open space on Projected Development Site 1 would connect to Starlight Park, a recently improved NYC Parks-operated park that spans across both sides of the Bronx River. On Projected Development Site 2, upland connections and visual corridors would be provided through the northern half of the prolongation of Jennings Street and along a proposed privately owned publicly accessible open space that would extend between the two proposed buildings on Projected Development Site 2. In total, the Proposed Development would add approximately 1.38 acres of new publicly accessible open space on the Applicant's privately owned land on the west shore of the Bronx River. The project-generated open space would comprise shore public walkways, upland connections and visual corridors, supplemental public access areas, and an upland privately owned publicly accessible open space.

In addition to the Applicant's sites, the Proposed Rezoning Area includes "Potential Development Site A," which comprises Lots 60, 65, and 68 of the Proposed Rezoning Area. The Proposed Actions would rezone Potential Development Site A from an M1-1 district to an R7-3 district with a C2-4 overlay. These three lots are not controlled or owned by the Applicant but have the potential to be merged into one zoning lot and redeveloped with adoption of the Proposed Actions. If the Proposed Actions are adopted, Potential Development Site A could be developed with an approximately 24-story (225-foot-tall plus 15-foot-tall bulkhead), 380,025-gsf mixed-use building. The building could have two towers above a seven-story base. The building could comprise approximately 349,422 gsf of residential space (349 DUs), 3,493 gsf of ground floor retail, and 27,110 sf of accessory parking. The City's MIH program requires that a minimum of 20 to 30 percent of new units in qualifying developments be set aside as permanently affordable.[1] Based on the Reasonable Worst Case Development Scenario (RWCDS) established for this project, Potential Development Site A, if redeveloped, would be developed with 88 to 105 permanently affordable DUs, depending on the MIH options made available. In accordance with R7-3/C2-4 (MIH) zoning requirements in the Transit Zone, 140 parking

[1] The City's MIH Program has four MIH "Options" that each require a minimum percentage of housing units be designated as "affordable." The required affordable housing units must be provided to households with an average Area Median Income (AMI) that is dependent on the MIH Option selected. Required affordable housing under Options 1, 2, or 3 must be provided at an average below the New York City AMI. See https://www1.nyc.gov/assets/housing/downloads/pdf/mih-fact-sheet.pdf

spaces would be provided. A 40-foot-wide shore public walkway would be developed along Potential Development Site A's frontage along the Bronx River in accordance with the underlying zoning requirements of Zoning Resolution (ZR) *Article VI, Chapter 2, Section 53: Requirements for Shore Public Walkways*.

The Proposed Actions are classified as Type I pursuant to Title 6 of the New York Codes, Rules and Regulations (NYCRR) Section 617.4 because the Proposed Actions would allow more than 250 DUs in an area that is contiguous to publicly owned parkland. Type I actions require an environmental review to be completed to inform decision makers of potential project consequences pursuant to the State Environmental Quality Review Act (SEQRA). The NYC Department of City Planning (DCP), acting on behalf of the CPC, is the Lead Agency for the environmental review. SEQRA allows a local government to promulgate its own procedures provided they are no less protective of the environment, public participation, and judicial review than provided by SEQRA. The City of New York exercised this prerogative by promulgating its own procedures, known as City Environmental Quality Review (CEQR), to take into account the circumstances of New York City's urban environment.

An Environmental Assessment Statement (EAS) and Positive Declaration were issued on May 13, 2022 by DCP. DCP has determined that the Proposed Actions may result in significant adverse environmental impacts and directed that an EIS be prepared.

1.2 Proposed Actions

To implement the Proposed Development, the Applicant seeks zoning map and text amendments, a zoning authorization, waterfront zoning certifications (ministerial actions), discretionary financing for affordable housing, and waterfront actions. Specifically, the Applicant proposes the following discretionary actions (the Proposed Actions):

1. A zoning map amendment to rezone the Proposed Rezoning Area from M1-1 district to an R7-3 district with a C2-4 commercial overlay.
2. A zoning text amendment to ZR Appendix F (Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing Areas) to establish the Proposed Rezoning Area as a Mandatory Inclusionary Housing (MIH) area. At this time, the Applicant is proposing MIH Options 1, 2, and 3.
3. A CPC authorization(s) pursuant to ZR Section 62-822 to modify requirements for the locations of waterfront public access areas and visual corridors. The CPC authorization(s) would modify the locational requirements of *ZR Section 62-56, Requirements for Upland Connections*, to allow a visual corridor at the northern property line of Development Site 2 and a visual corridor through the proposed publicly accessible private open space to accommodate the Proposed Development.
4. Affordable housing financing from the Department of Housing Development and Preservation (HPD) to develop two buildings with 100 percent affordable residential components on the Applicants' sites. Additional agency funding from other sources may be sought.

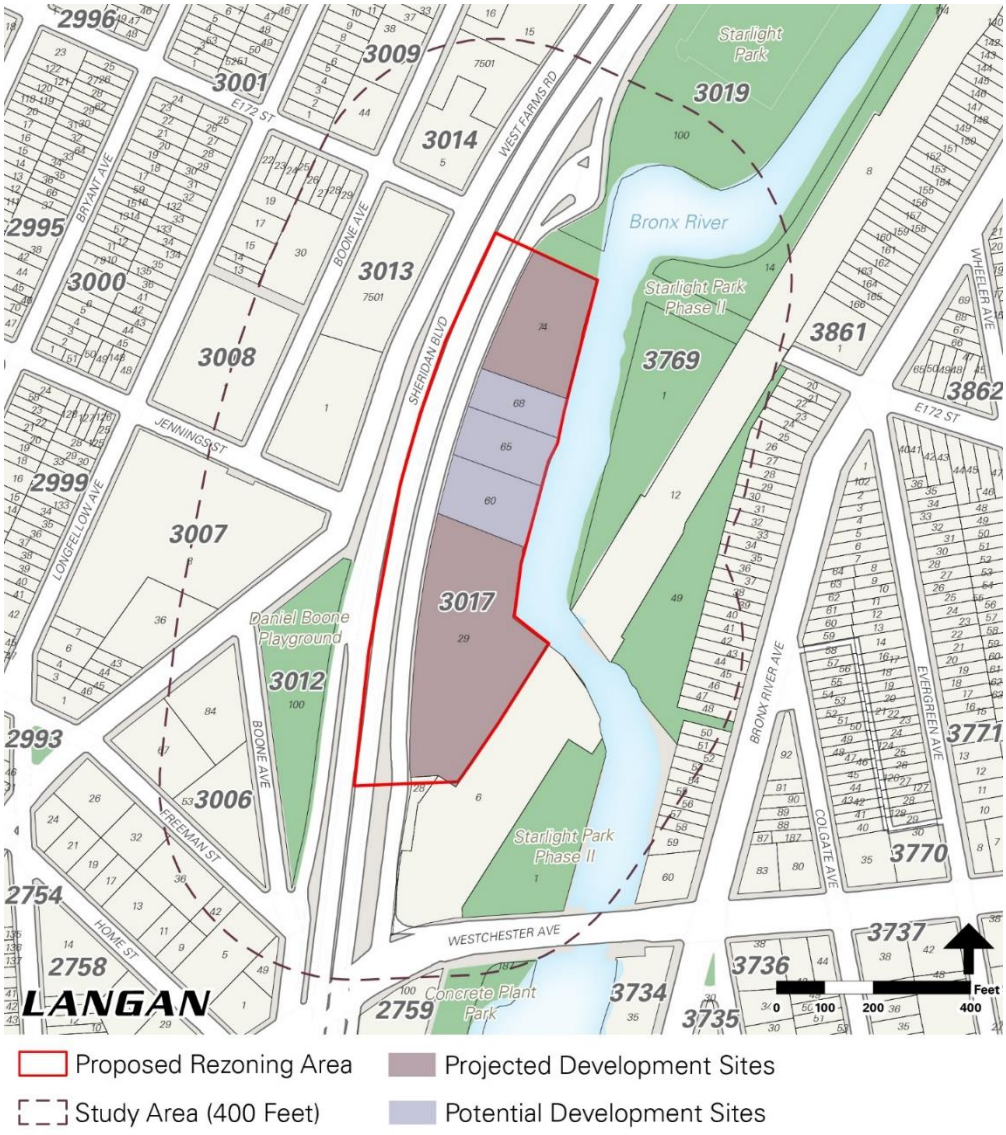
The Proposed Development would require discretionary waterfront actions from State and Federal agencies. A Joint Permit Application will be made to the New York State Department of Environmental Conservation (NYSDEC) and the United States Army Corp of Engineers (USACE) to address these waterfront actions. Environmental review of the Proposed Actions is being coordinated with HPD, NYSDEC, and USACE. The Proposed

Development would also require waterfront zoning certifications pursuant to ZR Section 62-81 (a non-discretionary, ministerial action by the CPC) to demonstrate compliance with applicable waterfront zoning regulations for Projected Development Sites 1 and 2.

1.3 Proposed Rezoning Area and Development Sites

The Proposed Rezoning Area is bound by Starlight Park to the north, the Bronx River and the Amtrak right-of-way to the east, a line 300 feet north of Westchester Avenue to the south, and the centerline of Sheridan Boulevard to the west. The Proposed Rezoning Area contains Bronx Block 3017, Lots 29, 60, 65, 68, and 74, and portions of Lots 6 and 28 (see Figure 1-4).

Figure 1-4: Tax Map



Rezoning Area History

Historically, the Proposed Rezoning Area was home to industrial and transportation-related uses. Projected Development Site 1 was occupied by several railroad companies, including a powerhouse and other supportive operational facilities during the first half of the 20th century. The current building on this site was constructed in 1965, and the site was used as an iron works facility starting in the 1970s.

Projected Development Site 2 was occupied by a coal and lumberyard during the first half of the 20th century, and later used for concrete slab manufacturing, welding, and automobile repair uses. The existing buildings on Projected Development Site 2 were constructed in 1924.

Potential Development Site A has contained several uses over the last century. The industrial building on Lot 60 was constructed in 1929. It was used for steel storage and welding. Per the 1901 Sanborn Map, Lots 65 and 68 were previously used as a coal yard. The hotel on Lot 65 was constructed in 2007. In December 2018, the New York City Council adopted the M1 Hotels Text Amendment. This amendment introduced a requirement to obtain a CPC special permit before new hotels can be constructed in M1 districts. The hotel on Lot 65 was constructed before the M1 Hotel Zoning Text Amendment was approved, and is a legally compliant use. In December 2021, City Council adopted the Citywide Hotels Text Amendment, which requires CPC approval for new and enlarged hotels and motels in many areas throughout the city.

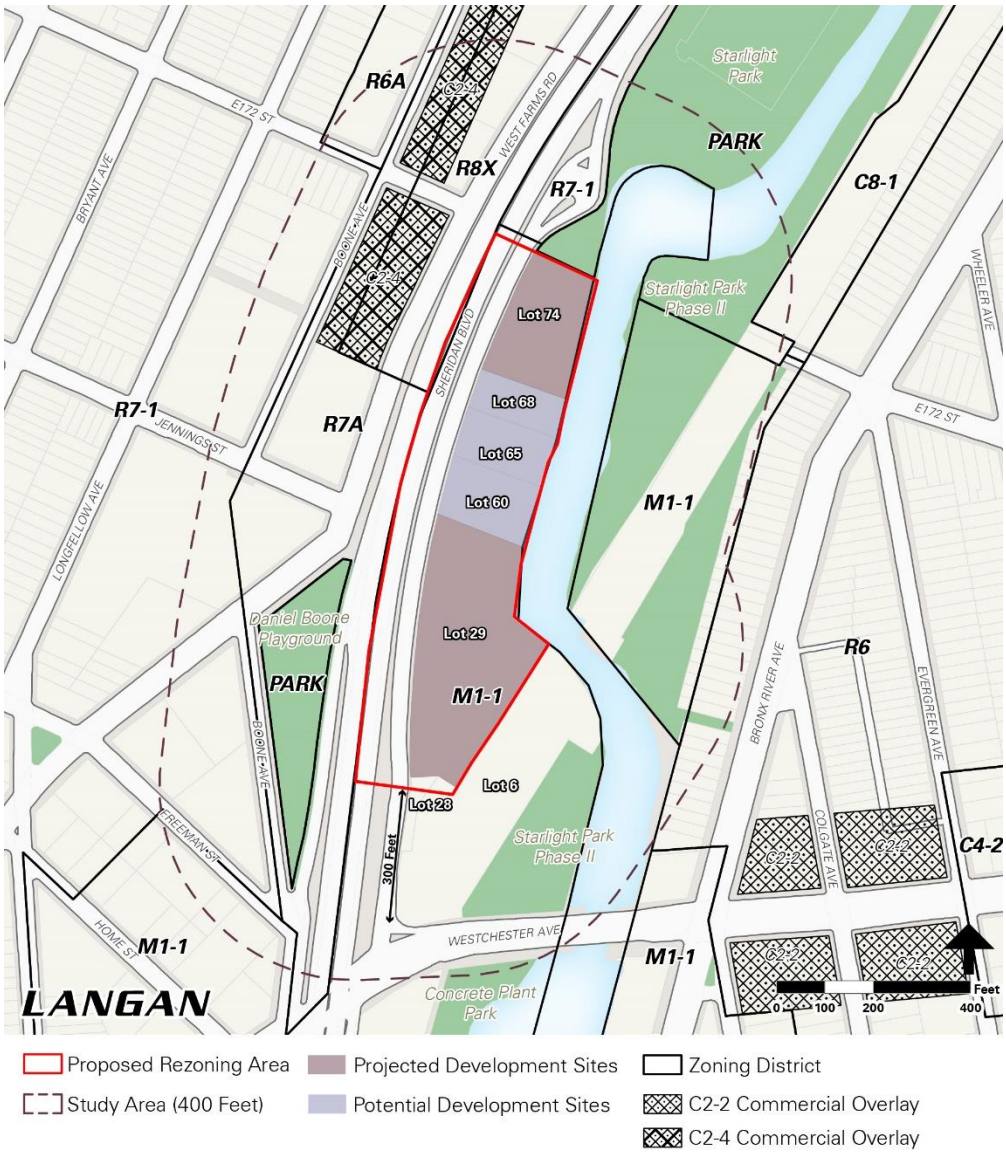
The existing M1-1 district mapped over the Rezoning Area has been in place since the passage of the 1961 Zoning Resolution. The zoning lots in the Proposed Rezoning Area have not been the subject of any site-specific discretionary land use actions from the CPC or the NYC Board of Standards and Appeals.

Proposed Rezoning Area

The Proposed Rezoning Area is currently an M1-1 zoning district (see Figure 1-5). M1-1 zoning districts are light manufacturing districts that allow light industrial uses and some commercial and community facility uses. Residential uses are not allowed as-of-right. Commercial and industrial uses are allowed up to a floor area ratio (FAR) of 1.0, and community facilities are allowed up to an FAR of 2.4.[2] The Proposed Rezoning Area is in the Transit Zone, a FRESH Zone, and the New York City Coastal Zone Boundary. The preliminary Flood Insurance Rate Map (pFIRM) published by the Federal Emergency Management Agency (FEMA) shows the majority of the Proposed Rezoning Area is within the 100-year floodplain (Zone AE), with portions in the 500-year floodplain and other portions in an area of minimal flood hazard chance.

[2] FAR is the principal bulk regulation that controls the size of buildings and is equal to the ratio of total building floor area to its zoning lot

Figure 1-5: Existing Zoning Map

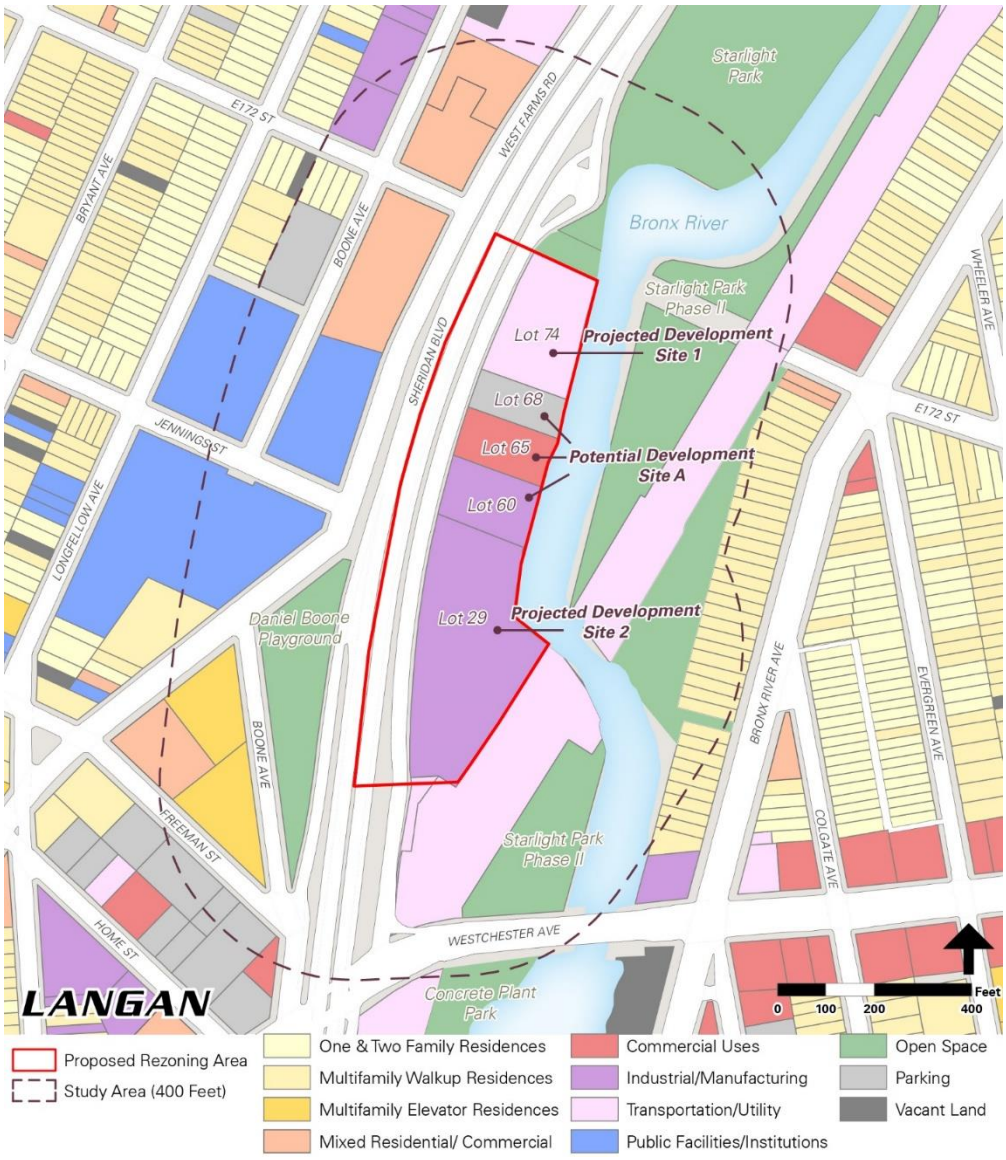


The Proposed Rezoning Area is approximately 0.3 miles from the No. 6 subway line at the Whitlock Avenue station, which is south of Westchester Avenue and west of Sheridan Boulevard. Although outside of the Study Area, the No. 2 and No. 5 subway line also serve the area at the Freeman Street Station, which is located approximately 0.4-miles from the Proposed Rezoning Area at the intersection of Freeman Street and Southern Boulevard.

The Proposed Rezoning Area is proximate to local bus routes along Westchester Avenue, East 174th Street, and West Farms Road. The Bx35 stops at the intersection of West Farms Road and Jennings Street approximately 0.03-miles from the Proposed Rezoning Area. The Bx4, Bx4A, and the Bx27 stop at the intersection of Westchester Avenue and Whitlock Avenue 0.05-miles from the Proposed Rezoning Area. Outside of the 400-foot Study Area, the Bx11 stops at the intersection of East 174th Street and Longfellow Avenue 0.26-miles from the Proposed Rezoning Area.

The area adjacent to the Proposed Rezoning Area contains a mix of open spaces (Daniel Boone Playground, Starlight Park, and Concrete Plant Park), institutional, transportation/utility, and mixed residential and commercial uses (see Figure 1-6).

Figure 1-6: Land Use Map



To the south of the Proposed Rezoning Area is an active auto repair facility on Lot 28 and an active Amtrak rail line on Lot 6. Portions of these lots are within the Proposed Rezoning Area. Lot 6 is an approximately 97,985-sf lot that is used as right-of-way for the Amtrak rail line and fronts on Westchester Ave. Lot 28 is approximately 8,500 sf and fronts on Sheridan Boulevard. Lot 28 is a small irregularly shaped lot that is proposed to remain mostly within an M1-1 zoning district. The irregular configuration and M1-1 zoning limits its development potential, and this lot is not expected to be substantively affected by the Proposed Actions (the split lot provisions of Article VII, Chapter 7 of the New York City Zoning Resolution would allow the use, bulk, and parking provisions of the M1-1 district to apply across the zoning lot).

To the east is the Bronx River. Per NYC Parks, the once neglected Bronx River is New York City's only freshwater river. Community efforts, starting in the 1970s, have led to restoration of the river, improvement in water quality, and the creation of a system of

waterfront parks.[3] The Bronx River Greenway is an effort led by the Bronx River Alliance in coordination with NYC Parks to develop open spaces, restore existing parks, and integrate them into a continuous series of parks and trails along the river.[4] Per NYSDEC, the portion of the Bronx River adjacent to the Proposed Rezoning Area is intertidal, and is classified as Littoral Zone wetlands. NYSDEC regulates wetland-adjacent areas and typically requires a high percentage of pervious surfaces to help absorb rainfall and reduce runoff.

To the north of the Proposed Rezoning Area, the de-mapped portion of East 172nd Street between Sheridan Boulevard and the Bronx River is under the jurisdiction of NYC Parks. The land is part of Starlight Park and is used by NYC Parks as back-of-house space for storage, horticulture staging, overflow parking, and an emergency boat launch. To the north and east is Starlight Park, a 17.06-acre City park operated by NYC Parks. Phase I – the portion of the park north of East 172nd Street and west of the Bronx River – was upgraded under a recent NYC Parks capital improvement project that installed a turf field, playgrounds, picnic area, basketball courts, kayak launch, and the Bronx River House, an environmental learning center and boathouse and the headquarters of the Bronx River Alliance. In September 2022, Phase II of Starlight Park was completed and opened to the public. Phase II expanded Starlight Park and provided new pedestrian and bicycle connections from Phase I across the Bronx River to Bronx River Avenue in the east, and to Westchester Avenue and Concrete Plant Park to the south. Both Concrete Plant Park and Starlight Park are part of the Bronx River Greenway system.

To the west of the Proposed Rezoning Area is Sheridan Boulevard, which is a north-south roadway classified by the New York State Department of Transportation (NYSDOT) as a Principal Arterial Roadway. Northbound, Sheridan Boulevard has three lanes and connects to the Bronx neighborhood of East Tremont and to the Cross Bronx Expressway. Southbound, Sheridan Boulevard has three lanes and connects to the Bruckner Expressway. The boulevard is mapped to an irregular width. At is widest point along the Proposed Rezoning Area, Sheridan Boulevard exceeds a mapped width of 190 feet. It is also classified by the New York City Department of Transportation as a Through Truck Route.

Sheridan Boulevard was the subject of a recent capital improvement project completed by NYSDOT in December 2019. This project transformed the former Sheridan Expressway into a pedestrian-friendly boulevard with improved pedestrian connections to the Bronx River waterfront and Starlight Park from upland areas. The improvements resulted in signalized intersections and pedestrian crosswalks at Sheridan Boulevard's intersections with East 172nd Street (near Projected Development Site 1) and Jennings Street (near Projected Development Site 2). Improvements were also made to the Sheridan Boulevard service road (Edgewater Road), which installed a dedicated bicycle lane, a landscaped median, reconfigured traffic lanes, and normalized the geometry of the intersections between this service road and Sheridan Boulevard.

Development Sites

The RWCDS for this project established that two projected development sites would result from the Proposed Actions. The three intervening tax lots between the two projected development sites are listed under separate ownership, contain an active hotel, and are

[3] "The Bronx River Greenway: Then and Now." NYC Parks. https://www.nycgovparks.org/highlights/bronx-river-greenway/then-and-now
[4] Bronx River Alliance website. Last accessed 25 August 2021. https://bronxriver.org/about/greenway

not under ownership of the Applicant; accordingly the RWCDS established these three tax lots would be a "potential development site."

The two projected development sites are owned by the Applicant. Projected Development Site 1 (1460 Sheridan Boulevard) is a 41,408-square-foot (sf) (0.95-acre) lot that currently contains a one-story, approximately 14,000-gsf automobile mechanic training facility. This facility rises to an approximate height of 25 feet. Projected Development Site 2 (1480 Sheridan Boulevard) is a 97,892-sf (2.25-acre) lot currently containing an open parking facility, four connected one-story accessory office buildings, and one garage totaling approximately 25,197 gsf of building area. The buildings on Project Development Site 2 vary in height from 13 feet to approximately 24 feet, and are accessory to the parking facility.

Projected Development Sites 1 and 2 are separated by three intervening tax lots that comprise Potential Development Site A – Lots 68, 65 and 60. Lot 68 is a 14,411-sf lot occupies by an open truck parking facility. Lot 65 is an approximately 19,070-sf lot occupied by a 26,353-gsf three-story, 39-foot-tall hotel that was developed in 2007. Lot 60 is an approximately 23,495-sf lot used by a 16,398-gsf one-story, 22-foot-tall vacant industrial building.

Waterfront Conditions

Projected Development Site 1

Projected Development Site 1 has a concrete seawall that extends from about Sta. 5+50 to 8+05 at 1460 Sheridan Boulevard. The waterfront structure appears functional but has concrete deterioration in the tidal zone and loss of timber fendering.

Projected Development Site 2

The existing waterfront structures on Projected Development Site 2 consist generally of a high-level timber platform and a gravity wall. The existing timber platform and cribbing wall are functional but show signs of deterioration. The high-level timber platform extends from about Sta. 0+00 to 0+30 and the gravity wall extends from about Sta. 0+30 to 2+35. The two waterfront structures appear functional but show signs of deterioration.

1.4 Proposed Development

The Applicant proposes to demolish the existing buildings on Projected Sites 1 and 2 to allow development of one mixed-use building on Projected Development Site 1 ("Building 1"), and two mixed-use buildings ("Building 2" and "Building 3") on Projected Development Site 2.

The buildings would contain ground floor and cellar commercial uses and a 100 percent affordable residential component. The Applicant would also undertake waterfront and open space improvements on Projected Development Sites 1 and 2 by constructing 1.38 acres of new publicly accessible open space comprising shore public walkways (at a minimum of 40-feet-wide), upland connections and visual corridors, supplemental public access areas, and an additional open space. Figure 1-7 shows the proposed site plan and open space network.

Figure 1-7: Proposed Waterfront Site Plan



The Proposed Development would incorporate restoration measures to lessen the effects of prolonged shading on the areas adjacent to the Project Site, while improving other important ecosystem functions nearby. These commitments would be considered Project Components Related to the Environment (PCREs) to be memorialized in a Restrictive Declaration tied to the projected development sites. The following PCREs would be included as part of the Proposed Development:

- Increase the amount of vegetation along the onsite public shore walkway near the shoreline to provide a greater quantity of shade-tolerant tree species;
- Provide informational signage along the public shore walkway to educate the public on the presence of migratory American eel, blueback herring, and alewife species present, and the ongoing restoration of the Bronx River;
- Install sufficiently sized submerged reef balls or similar structures, subject to NYSDEC approval, for enhanced benthic habitat in the Bronx River to increase the habitat complexity for migratory fish and shellfish; and
- Coordinate with NYC Parks on the funding for marshland vegetation plantings, or other measure mutually agreed to by the Applicant and NYC Parks, to improve fish habitat in the vicinity of the Project Site.

These proposed measures are being developed in coordination with the New York City Department of Environmental Protection (NYCDEP) and NYC Parks and will be finalized before the Final EIS is issued. Implementation of the above restoration measures as part of the Proposed Development would preclude the potential for significant adverse impacts on natural resources due to incremental shading.

The Proposed Development would provide up to 970 DUs, all of which would be affordable. The floor area by use in the Proposed Development is shown in Table 1-1.

Table 1-1: Proposed Development - Floor Area by Use

	GSF by Use				Programming		
Building	**Residential**	**Retail**	**Parking**	**Total**	**Bldg Height (ft)***	**Parking Spaces**	**DUs**
Projected Development Site 1							
Bldg 1	258,862	5,000		263,862	240	0	304
Projected Development Site 2							
Bldg 2	292,920	9,209	10,000	312,129	240	100	345
Bldg 3	273,006	7,020	10,000	290,026	240		321
TOTAL	**824,788**	**21,229**	**20,000**	**866,017**	**Max. 240**	**100**	**970**

* The building height includes 15-foot-tall mechanical bulkheads on each building.

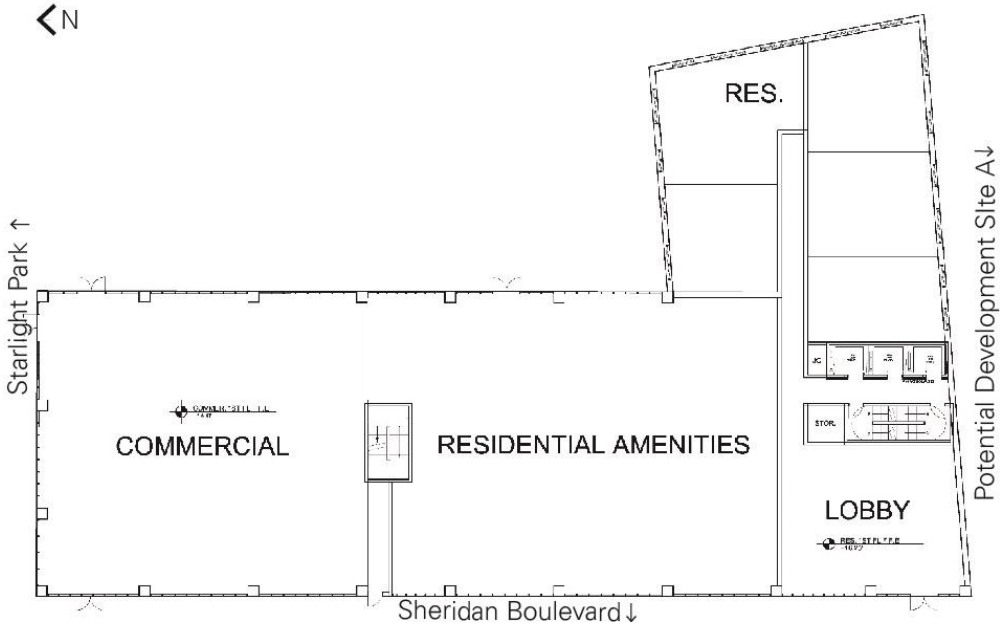
Projected Development Site 1

Projected Development Site 1 would be developed with an approximately 24-story, 240-foot-tall (225 feet plus a 15-foot-tall mechanical bulkhead), 263,862-gsf building containing approximately 304 affordable DUs. The building would be setback at least 15 feet from Starlight Park, at least 40 feet from the Bronx River, and at least 35 feet from the site's southern boundary along Lot 68. The L-shaped base of the building would have an interior courtyard that opens towards the Bronx River. The base would rise seven stories to a maximum height of 65 feet. Above this height, the building's tower would be set back at least 30 feet from the shore public walkway (70 feet from the Bronx River). The building's tower would be located in the southwest corner of the building's footprint near Sheridan Boulevard, away from Starlight Park and the Bronx River. The tower

component would rise above the base for 13 stories to a maximum height of 185 feet. Above this height, the building would be set back an additional five feet before rising an additional 40 feet for the tower's four-story penthouse portion. Along Sheridan Boulevard, the building would have dormers on floors 8-10.

Project Development Site 1 would include amenities, as required by the Quality Housing Program. These could include laundry facilities, refuse storage and disposal, windows in corridors, recreation space, and planting areas. Bicycle parking is required by the underlying zoning and would be provided near the resident amenity space at the cellar level. Residents could access Projected Development Site 1 from Sheridan Boulevard or the shore public walkway, and commercial access would be provided along Sheridan Boulevard, the north end of Building 1, and the shore public walkway. Figure 1-8 shows the ground floor plan of Projected Development Site 1.

Figure 1-8: Projected Development Site 1 Ground Floor Plan



At the ground level, a minimum 40-foot-wide shore public walkway would be developed along the site's waterfront, and a 35-foot-wide waterfront public access would be provided along the site's southern boundary between Sheridan Boulevard and the shore public walkway (see Appendix A for the proposed site plans). These publicly accessible areas would contain walking paths, vegetation (native and non-invasive species of both conifer and deciduous trees, shrubs, perennials, and grasses), lighting, seating and tables, benches, bicycle racks, and waste bins.

The proposed open space on Projected Development Site 1 would connect to Starlight Park, extending public waterfront access from Starlight Park into the Proposed Rezoning Area. The shore public walkway could be accessed along the upland connection between Building 1 and Potential Development Site A, and along the north end of Projected Development Site 1. Public open space along the site's northern lot line would also be provided and a pedestrian connection from Sheridan Boulevard to Starlight Park is proposed. This new direct connection would create an entry into the Proposed Rezoning Area's proposed open space network, allowing for continuous public access from Starlight Park to the proposed shore public walkway. The design of this pedestrian connection is

not yet finalized, as further consultation with NYC Parks is ongoing. Additional details will be provided in the Final EIS.

Chapter 5, "Open Space" includes additional information on the Starlight Park connection to Projected Development Site 1. Additionally, up to 5,000 gsf of retail would be developed at the ground floor and the cellar level along the shore public walkway and near Starlight Park.

Projected Development Site 2

Projected Development Site 2 would be developed with two approximately 24-story, 240-foot-tall (225 feet plus 15-foot-tall mechanical bulkhead) buildings totaling 602,155 gsf. Building 2 and 3 would both have 18-story towers (including four-story penthouse portions) above 7-story bases. Building 2 would be an L-shaped building, and its tower would be sited on the north side of the building near Sheridan Boulevard, 70 feet from the site's northern lot line along Lot 60 and at least 30 feet from the proposed shore public walkway (70 feet from the Bronx River).

Building 3 would be sited in the east of the site, up to the proposed shore public walkway and 30 feet from the lot's eastern lot line along Lot 6. It would also front along Sheridan Boulevard. The proposed siting of the buildings on Projected Development Site 2 would create a minimum 60-foot-wide open area between the two buildings. This open area would be a publicly accessible open space that provides visual and physical access between Sheridan Boulevard and the proposed shore public walkway. This space would serve as a new visual corridor between Sheridan Boulevard and the Bronx River.

Building 3's 18-story tower would be constructed above the seven-story base near the center of the building. The tower would also be set back at least 15 feet from the proposed open space and visual corridor between Buildings 2 and 3, and 30 feet from the proposed shore public walkway.

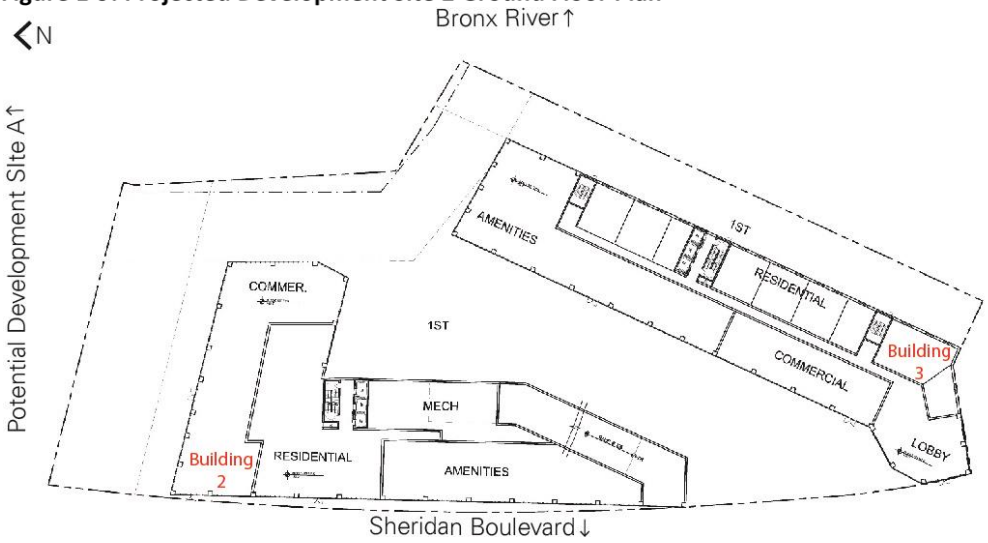
The proposed replacement waterfront structure(s) are planned to be installed inboard of the existing structures, which is expected to generate a net cut in area and volume to the Bronx River. Since the top of bulkhead wall is several feet above the high water line, the concept plan for the shore public walkway includes three cantilevered outlooks. The outlooks would provide enhanced viewing and engagement with the Bronx River. The platform for the cantilevered outlooks are intended to be open grating to allow for direct sunlight and stormwater runoff into the Bronx River.

Combined, the two buildings on Projected Development Site 2 would contain up to 16,229 gsf of retail and 666 affordable DUs (565,926 residential gsf). Building 2 would contain approximately 9,209 gsf of retail, 345 affordable DUs (292,920 gsf residential), and 100 accessory parking spaces (approximately 20,000 gsf). Building 3 would contain approximately 7,020 gsf of retail and 321 affordable DUs (273,006 residential gsf).

Project Development Site 2 would include amenities, as required by the Quality Housing Program. These could include laundry facilities, refuse storage and disposal, windows in corridors, recreation space, and planting areas. Bicycle parking would be required as a part of the underlying zoning and would be provided in or near the residential amenity spaces on the ground floor or at the cellar level. Residents and commercial patrons would access Building 2 at its north end along Sheridan Boulevard. Building 3 would allow for residential access along the visual corridor between Buildings 2 and 3 and Sheridan Boulevard, and commercial access would be provided along the visual corridor. Figure 1-9

shows the ground floor plan for Project Development Site 2 (Buildings 2 and 3) with amenity spaces and points of access.

Figure 1-9: Projected Development Site 2 Ground Floor Plan



The Proposed Development would include one curb cut along Sheridan Boulevard near the southern portion of Building 2. Parking spaces would be distributed across Buildings 2 and 3 and would provide two ramps and ADA-accessible parking.

A minimum 40-foot-wide shore public walkway would be developed along Projected Development Site 2's waterfront. An upland connection and visual corridor would be developed along Projected Development Site 2's northern lot line between Sheridan Boulevard and the Bronx River; the proposed CPC authorization pursuant to ZR 62-822 would allow the flexibility to align the required 50-foot-wide visual corridor and upland connection along this northern lot line instead of along the prolongation of Jennings Street. The proposed publicly accessible open space and visual corridor between Buildings 2 and 3 would be improved with an amphitheater, vegetation, lighting, and other passive recreational uses (see Appendix A for the proposed site plans). The shore public walkway could be accessed from the visual corridor and upland connection between Building 2 and Potential Development Site A, and between Buildings 2 and 3.

All DUs on the Applicant-owned sites would be affordable to low-income households (for CEQR purposes, low-income is defined as households earning 80 percent or less than the AMI). Sites within the Transit Zone do not require parking for affordable units reserved for low-income households, however the Proposed Development would provide up to 100 accessory parking spaces on Projected Development Site 2. The Proposed Development would be funded in part by discretionary affordable housing financing from HPD.

Proposed Waterfront Improvements

A visual inspection and dive inspection were completed for the Projected Development Sites 1 and 2 in 2020 and 2021 respectively. These inspections found that the existing concrete seawall at Projected Development Site 1 appears to be intact. The bulkhead would be repaired with the Proposed Development.

The waterfront structures along Projected Development Site 2 are functional but show signs of deterioration. The existing timber platform and cribbing wall do not appear to

have sufficient service life to support the Proposed Development. Accordingly, the Applicant proposes to replace these waterfront structures with a high-level pile-supported platform and an anchored bulkhead. The proposed bulkhead would prevent materials from being discharged into the Bronx River. These structures are planned to be installed inboard of the existing structures, which would increase the area (footprint) and volume of the Bronx River.

Cantilevered outlooks are proposed to extend approximately five feet beyond the proposed bulkhead over portions of the Bronx River that are within the site (see Figure 1-7). The cantilevered outlooks would enhance the visual and physical connection to the river. Accounting for new coverage from the proposed cantilevered overlooks, the Proposed Actions are anticipated to result in a net increase the Bronx River's footprint and volume. These proposed waterfront improvements will be subject to review and input from the NYSDEC as part of a Joint Permit Application.

1.5 Purpose and Need

With the Proposed Actions, the existing manufacturing district would be rezoned to a mixed-use district to allow for residential and commercial development at a similar scale to recent development in the area such as the Compass Residences affordable housing complex (on West Farms Road) across Sheridan Boulevard from the Proposed Rezoning Area. The proposed zoning map and text amendments would allow the site planning and massing of the proposed buildings to respond to the surrounding waterfront and urban context, and support a superior site plan with better urban design. The proposed authorization would allow an upland connection/visual corridor to align with the northern boundary of Projected Development Site 2 (rather than Jennings Street) and modify the location of the second required visual corridor between Buildings 2 and 3 to respond to a bend in the Bronx River and allow more efficient development. Together these actions would enable a development with new public access to the Bronx River, and opportunities for its use and enjoyment.

Relevant Planning Initiatives

The Proposed Actions intend to help achieve a larger vision for the neighborhood established in DCP's 2016 *Southern Boulevard Neighborhood Study*, which sought to "explore zoning to promote affordable housing" and "improve waterfront connections". The Proposed Actions intend to help fulfill goals of other local initiatives such as the Bronx River Alliance's *Bronx River Greenway Plan*, and the *Sheridan Expressway-Hunts Point Land Use and Transportation Study,* by revitalizing a section of the Bronx River waterfront with mixed-use development comprising affordable residential, retail, and open space uses. The Proposed Actions are also intended to further policy goals by reconnecting upland areas to existing waterfront spaces – including Starlight Park and Concrete Plant Park – and by providing project-generated waterfront open space through a series of public access areas.

The Proposed Actions would introduce new affordable residential units in the Proposed Rezoning Area. All 970 DUs proposed as part of this project are proposed to be affordable, which would support the goals of several citywide public policies such as *OneNYC 2050, Where We Live NYC,* and *Housing New York 2.0.*

OneNYC 2050 is a policy document designed to address New York City's long-term challenges, including an increase in population and equitable access to resources for all

New Yorkers. The Proposed Actions intend to support *OneNYC 2050* with new residential development in an underutilized and underdeveloped area along the Bronx River waterfront, and provide new publicly accessible open space and waterfront views, which are not currently available to residents in the area. *Where We Live NYC* is a plan led by HPD to advance fair housing, with goals to combat discrimination, provide affordable housing, and make equitable investments to address neighborhood-based segregation, discrimination, and poverty. The Proposed Actions intend to provide greater access to housing in an area with access to public transit access and local retail options, which could improve equity for both existing and future users in the neighborhood.

Housing New York 2.0 is a comprehensive housing development policy to build or preserve high-quality affordable housing in New York City. The primary component of this policy is the MIH program, which requires areas rezoned for residential growth to include 20 to 30 percent permanently affordable apartments in new developments. The Proposed Actions intend to support *Housing New York 2.0* through the proposed MIH text amendment and the development of three buildings that include fully affordable residential components.

1.6 Analysis Framework

The 2021 *CEQR Technical Manual* will serve as guidance on the methodologies and impact criteria to evaluate the potential environmental effects of the Proposed Actions. Consistent with the guidelines set forth in the *CEQR Technical Manual,* existing conditions are described. Conditions are then forecasted to the future analysis year without the Proposed Actions (the "No-Action Condition"). The "With-Action Condition" assumes the Proposed Actions would be adopted and the development sites would be redeveloped and fully occupied by the analysis (build) year. The With-Action Condition will be compared to the No-Action Condition to determine the project "increment." The increment will be used to determine the incremental effects of the Proposed Actions over the No-Action Condition. The CEQR process was used to determine whether the Proposed Actions have potential to result in significant adverse impacts, as defined in the *CEQR Technical Manual* (and pursuant to both Title 62 of the Rules of the City of New York and Part 617 of the New York Codes, Rules and Regulations). Collectively, the existing, No-Action, and With-Action conditions are referred to as the RWCDS.

As described in Section 1.2, "Proposed Actions," the Proposed Development requires discretionary land use actions from the CPC. The Applicant would also seek discretionary affordable housing financing from HPD (and potentially other affordable housing agencies) for Projected Development Sites 1 and 2, as well as discretionary waterfront actions from NYSDEC and USACE. A coordinated review is being conducted.

The RWCDS established for the Proposed Actions includes both the Applicant's Proposed Development on Projected Development Sites 1 and 2, as well as Potential Development Site A. Because the Proposed Actions would allow residential use and increase the permissible underlying FAR, the Proposed Actions may incentivize new development on the non-Applicant owned lots in the Proposed Rezoning Area. The RWCDS established that Lots 60, 65, and 68 could potentially be merged into one zoning lot to form Potential Development Site A. There are currently no plans for development on Potential Development Site A. Pursuant to CEQR guidelines, Potential Development Site A will not be included in density-related technical assessment areas, including socioeconomic conditions, community facilities, open space, water and sewer infrastructure, solid waste and sanitation services, transportation, and energy.

No-Action Condition

In the No-Action Condition, existing conditions in the Proposed Rezoning Area would remain. A one-story, approximately 14,000-gsf automobile mechanic training facility would remain on Projected Development Site 1, and the buildings, garage, and open public parking facility would remain on Projected Development Site 2. Potential Site A would remain comprising a hotel, an open truck parking facility, and a vacant industrial building.

The existing uses conform to the use requirements of M1 districts. The existing hotel was developed prior to the adoption of the M1 Hotels Text Amendment. This December 2021 amendment, as previously described, introduced a requirement to obtain a CPC special permit before new hotels can be constructed in M1 districts. The hotel on Lot 65 was constructed before the M1 Hotel Zoning Text Amendment was approved, and is a legally compliant use.

With-Action Condition

In the With-Action Condition, the Proposed Actions would be adopted, and the existing industrial buildings on the Applicant's sites would be demolished and replaced with the Proposed Development. Potential Development Site A, if redeveloped, would also be demolished and redeveloped into a mixed-use waterfront building.

The With-Action Condition assumes the Applicant would construct the Proposed Development, which would nearly maximize the allowable bulk and height of the proposed R7-3/C2-4 zoning district. In the With-Action Condition, Projected Development Site 2 would remain underbuilt by 34,255 zoning sf (zsf), or approximately six percent of the proposed zoning capacity of R7-3/C2-4. Maximizing the bulk for this site would require a more expensive building configuration than is proposed or anticipated by the Applicant. To maximize the bulk allowed by the proposed zoning, two towers atop the seven-story base of Building 3 would have to be developed, leading to added costs that cannot be borne for the proposed fully affordable housing development. In a two-tower (maximum capacity) scenario, a second building core would be required, with redundancy in vertical circulation and reduced floor area efficiency making it prohibitively expensive; accordingly, only one tower is proposed. Therefore, the Proposed Development is the worst-case development scenario for the Applicant's sites.

Projected Development Sites 1 and 2

In the With-Action Condition, Projected Development Sites 1 and 2 would be developed with the Proposed Development, as described above.

Potential Development Site A

The RWCDS established that in the With-Action Condition, Lots 60, 65, and 68 could reasonably be merged into one zoning lot and redeveloped. For analysis purposes, the EIS will analyze a hypothetical development scenario whereby Potential Development Site A would be developed with a 24-story, 240-foot-tall, 380,025-gsf building in the With-Action Condition. The building would have a seven-story base, above which two towers would rise to a roof height of 225 feet (an overall height of 240 feet when including a 15-foot-tall mechanical bulkhead). The building would comprise 349,422 gsf of residential space (349 DUs), 3,493 gsf of ground floor retail, and 27,110 gsf of accessory parking. Pursuant to the MIH program, 88 to 105 DUs would be affordable, depending on the MIH "options" made available (see Footnote 1). Based on the RWCDS established for this project, 20

percent of the DUs on Potential Development Site A (70 DUs) would be reserved for households earning up to 80 percent of the Area Median Income (AMI), and approximately 10 percent (35 DUs) would be affordable to households earning more than 80 percent of the AMI. The remaining DUs (70 percent, an estimated 244 DUs) would be market rate units. Following the underlying R7-3/C2-4 zoning requirements, 140 parking spaces would be provided at the ground floor of the building. A dwelling unit factor of 1,000 sf per unit was assumed at Potential Development Site A.

While there are no specific development plans for Potential Development Site A, if redeveloped, its waterfront would be improved with a minimum 40-foot-wide shore public walkway. Based on the underlying waterfront area requirements in an R7-3/C2-4 district, an upland connection or visual corridor on this site would not be required through this potential development site to the shore public walkway along the waterfront.

Increment

Compared to the No-Action Condition, the With-Action Condition would result in larger building envelopes and an increment of 826,820 gsf on the Projected Development Sites. The increment established in the RWCDS is shown in Table 1-2.

Table 1-2: Project Increment by Use

	No-Action	With-Action	Increment
Projected Development Sites			
DU	0	970	970
Residents (estimated 2.82 per household)[1]	0	2,735	2,735
Employees	22	105	83
Waterfront Public Open Space (sf)	0	35,178	35,178
Projected Development Site 1	*0*	*14,705*	*14,705*
Projected Development Site 2	*0*	*20,473*	*20,473*
Other Publicly Accessible Open Space (Site 2)	0	24,907	24,907
Total Project-Generated Open Space	0	60,085	60,085
Parking Spaces	425	100	-325
Residential gsf	0	824,788	824,788
Retail gsf	0	21,229	21,229
Industrial gsf	39,197	0	-39,197
Enclosed Parking gsf	0	20,000	20,000
Open Parking sf[2]	6,000	0	-6,000
Total gsf – Projected Development Sites[2]	**39,197**	**866,017**	**826,820**
Potential Development Site A			
DU	0	349	349
Parking Spaces	50	140	90
Residential gsf	0	349,422	349,422
Retail gsf	26,353	3,493	-22,860
Industrial gsf	16,398	0	-16,398
Enclosed Parking gsf	0	27,110	27,110
Open Parking sf*	10,000	0	-10,000
Total gsf – Potential Development Site A	**42,751**	**380,025**	**337,274**

1 Per 2020 US Census for Bronx Community District 9
2 Open uses are excluded from gsf calculations.

Analysis (Build) Year

The analysis year established for this project is 2028, the year when new development generated by the Proposed Actions would be complete and fully occupied. Construction of the Proposed Development would begin after the Proposed Actions have been approved and required permits obtained. Allowing for time to complete CEQR and the Uniform Land Use Review Process (ULURP) - and additional time following these approvals for HPD financing administration, environmental remediation, Department of Buildings (DOB) submissions, and NYSDEC permits - construction is expected to commence in 2025. Construction of Building 1 on Projected Development Site 1 (1460 Sheridan Boulevard) would begin first, followed by the construction of Building 2 on Projected Development Site 2 (1480 Sheridan Boulevard). Construction of Building 3 on Projected Development Site 2 would commence in 2026. Assuming some concurrent construction and approximately 24 months of construction per each building, the Proposed Development would be complete and fully occupied in 2028.

If Potential Development Site A was acquired and developed, construction would begin in 2028 and would take approximately 30 months to complete.

Public Review Process

The Applicant requires the approval of the Proposed Actions to implement the Proposed Development. The Proposed Actions are subject to both ULURP (Uniform Land Use Review Procedure) and CEQR.

Uniform Land Use Review Procedure (ULURP)

The City's ULURP process, mandated by Sections 197-c and 197-d of the New York City Charter, is designed to allow public review of ULURP applications at four levels: Community Board, Borough President, the CPC, and the City Council. The procedure has mandated time limits for review at each stage to ensure a maximum review period of approximately seven months.

The process begins with certification by the CPC that the ULURP application is complete. The application is then referred to the relevant Community Board (in this case Bronx Community Board 9). The Community Board has up to 60 days to review and discuss the proposal, hold a public hearing, and adopt an advisory resolution on the ULURP application. The Borough President then has up to 30 days to review the application. CPC then has up to 60 days, during which time a public hearing is held on the ULURP application. Comments made at the Draft EIS (DEIS) public hearing and subsequent comment period (the record for commenting remains open for ten days after the hearing to receive written comments) are incorporated into a Final EIS (FEIS). The FEIS must be completed at least ten days before CPC decides to approve, approve with modifications, or deny the application.

If the ULURP application is approved, or approved with modifications, it moves forward to the City Council for review. The City Council has 50 days to review the application and during this time will hold a public hearing on the Proposed Actions. The Council may approve, approve with modifications, or deny the application. If the Council proposes a modification to the Proposed Actions, the ULURP review process is extended for 15 days, providing time for a CPC determination on whether the proposed modification is within the scope of the environmental review and ULURP review. If it is, then the Council may proceed with the modification; if not, then the Council may only vote on the actions as

approved by the CPC. Following the Council's vote, the Mayor has five days in which to veto the Council's actions. The City Council may override the mayoral veto within ten days.

City Environmental Quality Review (CEQR)

CEQR is a process by which agencies review discretionary actions to identify whether a proposed action(s) may have a significant adverse effect on the environment. Pursuant to the SEQRA (Article 8 of the Environmental Conservation Law), the City of New York has established rules for its own environmental quality review in accordance with SEQRA (Executive Order 91 of 1977, as amended, and 62 RCNY Chapter 5, the Rules of Procedure for CEQR). The environmental review process provides a means for decision-makers to systematically consider environmental effects along with other aspects of project planning and design, to propose reasonable alternatives, and to identify, and when practicable mitigate, significant adverse environmental impacts. CEQR rules guide environmental review, as follows:

- Establish a Lead Agency. Under CEQR, the "lead agency" is the public entity responsible to conduct the environmental review. In accordance with CEQR rules (62 RCNY §5-03), DCP, acting on behalf of the CPC, is serving as the CEQR lead agency for environmental review.
- Environmental Review and Determination of Significance. The lead agency determines whether a proposed action(s) may have a significant impact on the environment. To do so, DCP, in this case, evaluated an Environmental Assessment Statement (EAS) dated June 30, 2022 for the Proposed Actions. Based on information contained in the EAS, DCP determined that the Proposed Actions may have a significant adverse impact on the environment, as defined by statute, and issued a Positive Declaration requiring that an EIS be prepared.
- Scoping. Along with the Positive Declaration, DCP issued a Draft Scope of Work for the EIS, dated May 13, 2022, marking the beginning of the comment period on the Draft Scope. "Scoping," or creating the scope of work, is the process to identify the environmental impact analysis areas, the methodologies to be used, the key issues to be studied. Scoping creates an opportunity for others to comment on the study areas, methodologies, and areas of analysis presented in the scoping document. CEQR requires a public scoping meeting as part of the EIS process. A public scoping meeting was held on Tuesday, June 13, 2022 at 1:00 pm. The public review period for agencies and the public to review and comment on the Draft Scope of Work was open through June 27, 2022. Modifications to the Draft Scope of Work for the project's EIS were made as a result of public and interested agency input during the scoping process. A Final Scope of Work document for the Proposed Actions were issued on April 7, 2023.
- Draft Environmental Impact Statement (DEIS). This DEIS was prepared in accordance with the Final Scope of Work and followed the methodologies and criteria of the *CEQR Technical Manual* to determine the significant adverse impacts that could result from the Proposed Actions. The lead agency reviewed all aspects of the document, calling on other City and state agencies to participate where the agency's expertise is relevant. Once the lead agency was satisfied that the DEIS was complete, it issued a Notice of Completion and circulated the DEIS for public review.
- DEIS Public Review. Publication of the DEIS and issuance of the Notice of Completion signals the start of the public review period. During this time, which much extend for a minimum of 30 days, the public has the opportunity to review and comment on the DEIS either in writing or at a public hearing convened to receive such comments. When the CEQR process is coordinated with the ULURP process, the public hearings may be

held jointly. The lead agency must publish a notice of the hearing at least fourteen days before it takes place, and must accept written comments for at least ten days following the close of the hearing.

- All substantive comments received at the hearing become part of the CEQR record. The substantive comments must be summarized and responded to in the Final EIS (FEIS).
- Final Environmental Impact Statement (FEIS). After the DEIS public comment period closes, the FEIS will be prepared. The FEIS must address relevant comments on the DEIS, either in a separate chapter or in changes to the body of the text, graphics, and tables. Once the lead agency determines the FEIS is complete, it will issue the Notice of Completion and circulate the FEIS.
- Findings. To document that the responsible public decision-makers have taken a hard look at the environmental consequences of the Proposed Actions, agencies approving discretionary actions must adopt a formal set of written findings, reflecting their conclusions about the significant adverse environmental impacts of the project, potential alternatives, and potential mitigation measures. The findings may not be adopted until ten days after the FEIS Notice of Completion has been issued. Once findings are adopted, the lead and involved agencies may implement the action(s). Accordingly, the CPC must wait at least ten days after the FEIS is complete to take action on an application.