Wakefield Village
Bronx Community District 12
May 2026

Discussion of Findings in Support of Special Permit Pursuant to ZR § 74-743

Webster Leasing LLC (the "Applicant") requests, among other actions, a special permit pursuant to Section 74-743 of the Zoning Resolution of the City of New York ("ZR") for bulk modifications to facilitate a transit-oriented, mixed-use Large Scale General Development ("LSGD") on Block 5064, part of Lot 1, part of Lot 10, Lot 78, and Lot 85 (the "Development Site") of six buildings ranging in height from 7- to 20-stories. The LSGD will replace an unenclosed parking lot with new housing, commercial and community facility uses, a parking garage, and a landscaped public and private open space in the Wakefield neighborhood within Bronx Community District 12.

The proposed special permit pursuant to ZR § 74-743 (Special provisions for bulk modification) would allow within the LSGD a waiver of the height and setback provisions for an R7-1/C2-4 zoning district. The following findings must be met for the City Planning Commission to issue the requested special permit pursuant to ZR § 74-743.

ZR § 74-743
Special provisions for bulk modification

(a) For a #large-scale general development#, the City Planning Commission may permit:

(1) distribution of total allowable #floor area#, #rooming units#, #dwelling units#, #lot coverage# and total required #open space# under the applicable district regulations within a #large-scale general development# without regard for #zoning lot lines# or district boundaries, subject to the following limitations:

(i) no distribution of #bulk# across the boundary of two districts shall be permitted for a #use# utilizing such #bulk# unless such #use# is permitted in both districts;

(ii) when a #large-scale general development# is located partially in a #Residence District# or in a C1, C2, C3 or C4-1 District and partially in other #Commercial# or #Manufacturing Districts#, no transfer of #commercial floor area# to a #Residence District# or to a C1, C2, C3 or C4-1 District from other districts shall be permitted, except that for a #large-scale general development# located partially or wholly within the former Seward Park Extension Urban Renewal Area, a transfer of #commercial floor area# from a C6 District to a C2 District may be permitted;

(2) location of #buildings# without regard for the applicable #yard#, #court#, distance between #buildings#, or height and setback regulations;

* * * * *

(b) In order to grant a special permit pursuant to this Section for any #large-scale general development#, the Commission shall find that:

(1) the distribution of #floor area#, #open space#, #dwelling units#, #rooming units# and the location of #buildings#, primary business entrances and #show windows# will result in a better site plan and a better relationship among #buildings# and open areas to adjacent #streets#, surrounding development, adjacent open areas and shorelines than would be possible without such distribution and will thus benefit both the occupants of the #large-scale general development#, the neighborhood and the City as a whole;

The proposed LSGD special permit pursuant to ZR § 74-743 would allow a waiver of height and setback regulations that is necessary to facilitate a better site plan that will better relate to the surrounding area. The maximum building height waiver will allow the isolated and underutilized

5.96-acre Development Site, which is adjacent to the Wakefield Metro-North station, to be stitched into the fabric of the surrounding Wakefield neighborhood. Driving the need for the waiver is the unique site configuration of the Development Site and surrounding transit infrastructure. With respect to the site configuration, the Development Site is triangular with approximately 274 feet of frontage on East 241st Street and side lot lines that extend approximately 1,401 feet south from East 241st Street to a width of approximately 56 feet. The depth of the site makes it necessary to incorporate interior vehicular roadways and pedestrian walkways into the site plan to create connectivity with East 241st Street, the only abutting mapped street. Having to incorporate roadways and walkways into the site plan makes it critical to minimize the footprints of buildings, especially moving into the interior and southern end of the Development Site where the width narrows considerably. Another site configuration challenge is that the grade of the Development Site is approximately 30 feet lower than the elevated portion of East 241st Street abutting the site. Connection of the Development Site to the existing street system requires raising development by use of a platform on the Development Site to the elevation of East 241st Street. In addition, the Development Site is bounded on the west and east by active Metro-North rail lines that separate the Development Site from the surrounding Wakefield neighborhood and present engineering challenges for development on the site.

As a result of these conditions, the proposed waiver of height and setback regulations is necessary to facilitate a better LSGD site plan to redevelop the underutilized Development Site. The proposed height and setback waiver allows for a superior site plan configuration within the constraints of the triangular Development Site. The proposed LSGD concentrates height at the southern end of the Development Site, stepping up from East 241st Street. The buildings are clustered in three groups with more than 60 feet separating each building group. This accommodates both the provision of open space resources and allows for connectivity via a network of vehicular roadways and pedestrian walkways within the site.

The LSGD will benefit the surrounding neighborhood and the City as a whole because the LSGD site plan is specifically designed to integrate the Development Site into the surrounding neighborhood. It provides a significant new public open space, active commercial and community facility uses, and creates an enhanced pedestrian experience along East 241st Street and throughout the site plan. There is currently little local retail, service uses or eating and drinking establishments available in the surrounding area or near the Wakefield Metro-North station. The LSGD provides new commercial space along East 241st Street that extends into the interior of the Development Site to serve area residents. It also provides significant community facility space. The resulting site plan has a better relationship among buildings and open areas to adjacent streets, surrounding developments, and adjacent open areas than would be possible without the proposed modifications to maximum building height.

> *(2) the distribution of #floor area# and location of #buildings# will not unduly increase the #bulk# of #buildings# in any one #block# or unduly obstruct access of light and air to the detriment of the occupants or users of #buildings# in the #block# or nearby #blocks# or of people using the public #streets#;*

The proposed LSGD will not unduly increase the bulk of buildings in any one block. The LSGD is located on a single block and is the only development on the portion of the block delineated by the Metro-North Harlem and New Haven rail lines. The buildings in the LSGD are massed in accordance with the proposed R7-1/C2-4 zoning district provisions, except for the requested waiver of height and setback regulations that is necessary on this challenging site. The proposed height and setback waiver allows for a superior site plan configuration within the triangular Development Site. It allows a site plan that concentrates height along the center portion of the Development Site while providing open space resources and pedestrian and vehicular connectivity.

The LSGD will not unduly obstruct access of light and air to the detriment of the occupants or users of buildings in the block or nearby blocks or of people using the public streets. The Development Site is isolated from nearby blocks. It is more than 200 feet from the nearest buildings and is separated by the active rail lines, Bullard Avenue and the elevated portion of East 241st Street. The LSGD site plan was designed to carefully respond to the unique triangular Development Site bounded by rail lines and, the existing built context of the lower scale of the surrounding R5-zoned area.

Together the proposed variations in building height and configuration of the site plan with significant open space areas create light, air and view corridors for the residents of the LSGD and surrounding buildings. In particular, the distance between buildings and the open space in the LSGD were designed to minimize potential light and air issues from affecting the surrounding area. The proposed maximum building height waiver is necessary to achieve the open space in the site plan. This approach ensures that the occupants and users of the buildings in the LSGD, the occupants of nearby buildings, and people utilizing the surrounding streets, receive more light and air than if the LSGD strictly complied with the height and setback provisions.

(3) where a #zoning lot# of a #large-scale general development# does not occupy a frontage on a mapped #street#, appropriate access to a mapped #street# is provided;

This subsection is not applicable.

(4) considering the size of the proposed #large-scale general development#, the #streets# providing access to such #large-scale general development# will be adequate to handle traffic resulting therefrom;

The LSGD is located on a block that is well served by efficient traffic arterials and local streets. Major thoroughfares near the Development Site include the Bronx River Parkway, which is a limited access highway that runs north-south to the west of the Project Site; White Plains Road, a signalized arterial that runs north-south to the east of the Development Site; and Nereid Avenue, a signalized arterial that runs east-west to the south of the Development Site. These surrounding streets are all wide, two-way arterials that efficiently serve high volumes of traffic through the surrounding area and are adequate to handle the volume of traffic anticipated to be generated by the LSGD. Additionally, local streets East 241st Street, Baldwin Avenue and Baldwin Street efficiently serve local traffic and are adequate for the volume of traffic anticipated to be generated by the LSGD.[1]

Moreover, the Development Site is well served by mass transit. The Wakefield Metro-North station immediately north of the Development Site provides service to Grand Central in approximately 30 minutes and White Plains in approximately 25 minutes. The Wakefield-241st Street subway station serving the 2 line is approximately one-quarter mile east of the Development Site at White Plains Road. Peak direction rush hour express service on the 5 line is accessible from the Nereid Avenue station, one station from the Wakefield-241st Street station. Both subway lines connect to Central Business Districts in Midtown, Lower Manhattan, and Downtown Brooklyn. In addition, bus service includes the BxM11(Wakefield/Midtown) and the Bx39 (Wakefield/Clasons Point) at White Plains Road, and the Bx16 (Pelham/Norwood) at Nereid Avenue. Westchester buses on the B-L 40, B-L 41, and B-L 43 lines are also available at White Plains Road.

(5) when the Commission has determined that the #large-scale general development# requires significant addition to existing public facilities serving the area, the applicant has submitted to the Commission a plan and timetable to provide such required additional facilities. Proposed facilities that are incorporated into the City's capital budget may be included as part of such plan and timetable;

This subsection is not applicable.

(6) where the Commission permits the maximum #floor area ratio# in accordance with the provisions of paragraph (a)(4) of this Section, the #open space# provided is of sufficient size to serve the residents of new or #enlarged buildings#. Such #open space# shall be accessible to and usable by all residents of such new or #enlarged buildings#, have appropriate access, circulation, seating, lighting and paving, and be substantially landscaped. Furthermore, the site plan of such #large-scale general development# shall include superior landscaping for #open space# of the new or #enlarged buildings#;

This subsection is not applicable.

[1] Additional supporting data from the DEIS Transportation Chapter will be added when it is available.

(7) where the Commission permits the exclusion of #lot area# or #floor area# in accordance with the provisions of paragraph (a)(5) of this Section or modification of the base and maximum #floor area ratios# or requirements regarding distribution of #affordable housing units# in accordance with paragraph (a)(8) of this Section, such modification will facilitate a desirable mix of #uses# in the #large-scale general development# and a plan consistent with the objectives of the Inclusionary Housing Program and those of Section 74-74 (Large-Scale General Development) with respect to better site planning;

This subsection is not applicable.

(8) where the Commission permits portions of #buildings# containing #accessory# parking spaces to be excluded from the calculation of #lot coverage# in accordance with the provisions of paragraph (a)(9) of this Section, the exclusion of #lot coverage# will result in a better site plan and a better relationship among #buildings# and open areas than would be possible without such exclusion and therefore will benefit the residents of the #large-scale general development#;

This subsection is not applicable.

(9) where the Commission permits a #floor area# bonus for a #public park# improvement in accordance with the provisions of paragraph (a)(11) of this Section:

(i) the amount of such bonus #floor area# is appropriate in relation to the size and quality of the proposed #public park# improvement; and

(ii) such bonus #floor area# will not unduly increase the #bulk# of #buildings# on the #zoning lot# or unduly obstruct access of light and air to the detriment of the occupants or users of #buildings# on the #block# or nearby #blocks# or of people using the public #streets#.

Grant of a #floor area# bonus for a #public park# improvement in accordance with the provisions of paragraph (a)(11) of this Section shall be conditioned upon adequate assurances for provision of the funding identified by the Commissioner of Parks and Recreation in a letter pursuant to paragraph (a)(11)(ii) of this Section as necessary for completion of the necessary infrastructure, landscape and other work for the #public park# improvement. The Commissioner of Buildings shall not issue a building permit for the #large-scale development# unless the Commissioner of Parks and Recreation shall have certified that the funding has been made or secured in a manner acceptable to such Commissioner;

This subsection is not applicable.

(10) a declaration with regard to ownership requirements in paragraph (b) of the #large-scale general development# definition in Section 12-10 (DEFINITIONS) has been filed with the Commission; and

A declaration with regard to ownership requirements in paragraph (b) of the large-scale general development definition set forth in ZR § 12-10 will be submitted with this application.

(11) where the Commission permits #floor area# distribution from a #zoning lot# containing existing light industrial #buildings# to be demolished in accordance with the provisions of paragraph (a) (12) of this Section, such #floor area# distribution shall contribute to better site planning of the waterfront public access area and shall facilitate the #development# of affordable housing units within a #large-scale general development#.

This subsection is not applicable.