4541 FURMAN AVENUE REZONING
4541 FURMAN AVENUE, THE BRONX, NEW YORK
MARCH 12, 2019

LR ITEM 3 DESCRIPTION OF PROPOSAL

1. INTRODUCTION

Markland 4551 LLC (the "Applicant"), the owner of the property at 4541 Furman Avenue (Block 5084, Lot 63)(the "Development Site") in the Wakefield neighborhood of Bronx Community District 12, requests approval of several actions (the "Proposed Actions") from the New York City Planning Commission (the "CPC"), including:

1. Zoning map amendment to rezone a portion of Bronx Block 5084 (the "Project Area") from an M1-1 zoning district to R7D and R7D/C2-4 zoning districts;

2. Zoning text amendment to Appendix F of the Zoning Resolution to establish a Mandatory Inclusionary Housing ("MIH") Area coterminous with the Project Area; and

3. Zoning text amendment to Appendix I of the Zoning Resolution to expand the Transit Zone to include the Project Area and the southern half of Block 5084 which is not located within the Project Area.

The Proposed Actions would facilitate the redevelopment of the Development Site with a new, mixed use residential, commercial, and community facility development (the "Proposed Development"). The Proposed Development would include approximately 138,484 square feet of floor area (5.6 FAR), including approximately 131,093 square feet of residential floor area, 7,391 square feet of commercial (retail) floor area on the ground-floor, and 12,784 square feet of community facility floor area on the cellar level. The Proposed Development would contain a total of approximately 150 affordable dwelling units and 22 parking spaces on the sub-cellar level.

2. BACKGROUND

There are no previous CPC actions such as a rezoning associated with the Project Area. However, in 2007, a nearby approximately 134 block area of the northern Bronx was rezoned as part of the Wakefield/Eastchester Rezoning (C 070409 ZMX). The rezoning included changes in existing zoning to contextual R5A, R4A, and R4-1 districts and rezoned 14 blocks along White Plains Road to an R6 zoning district to encourage higher-density residential and mixed-use development. In addition, four blocks in the Eastchester neighborhood, which were zoned for light industrial use but were mostly residential, were rezoned to an R4 district. It was the intention of the Wakefield/Eastchester Rezoning to address out-of-character development in order to protect the existing character and allow for future higher-density development along White Plains Road.

The 241st Street Rezoning (C 180083 ZMX), approved by the CPC on December 19, 2018 and adopted by the City Council on February 13, 2019, rezoned a one block area (Block 5087) immediately to the north of the Project Area from an M1-1 zoning district to an R7D/C2-4 zoning district and established an MIH Area. The rezoning was intended to facilitate the development of a new mixed-use residential and commercial building fronting on East 241st Street and Furman Avenue. In 2019, new building permits were filed for an 11-story building with 251 dwelling units and 24,116 square feet of commercial uses.

3. DESCRIPTION OF THE SURROUNDING AREA

Land Uses

The area within a 600-foot radius of the Project Area (the "Surrounding Area") is generally characterized by residential uses with a mix of light industrial and commercial uses along White Plains Road. The block located to the north is comprised of a mix of low-density residential, commercial, mixed residential/commercial, and light industrial buildings ranging in height from one to three stories.[1] The area to the northeast and east of the Project Area consists primarily of a New York City Transit Authority rail yard. The blocks to the south, west, and northwest of the Project Area are generally characterized by a mix of one- and two-family and multi-family buildings of two to four stories in height. To the west, permits have been filed for a nine-story mixed-use building at 4519 White Plains Road with 98 dwelling units and 29,421 square feet of community facility space. White Plains Road is the primary commercial thoroughfare in the Surrounding Area and features ground-floor retail uses that serve local needs such as restaurants, beauty salons, delis, and pharmacies. The elevated No. 2 subway line runs overhead on White Plains Road and the area is well served by public transportation, including the Wakefield-241st Street subway station approximately one block north of the Project Area. Several bus lines also stop within the Surrounding Area including the B-L 40, B-L 41, and B-L 43, which run along White Plains Road, and the BxM11 and BxM39, which run along White Plains Road and East 241st Street. Other notable uses in the Surrounding Area include public facility/institutional uses, including several houses of worship and P.S. 483 the Matilda Avenue School.

Zoning

The primary zoning districts mapped within the Surrounding Area include M1-1, R4A, R5, R6/C2-2, and R7D/C2-4. M1-1 zoning is mapped to the south and east across the New York City Transit Authority rail yard. R4A is generally mapped to the west of White Plains Road between East 241st Street and East 239th Street. There are several R5 districts within the Surrounding Area including along East 239th Street to the east of White Plains Road, to the south of East 239th Street and west of White Plains Road, and along East 241st Street to the west of White Plains Road. R6/C2-2 is mapped along White Plains Road, the primary commercial thoroughfare in the Surrounding Area. R7D/C2-4 is mapped on Block 5087 to the north of the Project Area.

M1-1

M1 districts are designated for areas with light industries and often serve as buffers between more intensive M2 or M3 districts and adjacent residential or commercial districts. M1 is a light manufacturing district that allows manufacturing (Use Group 17), general service (Use Group 16), commercial (Use Groups 5-15), and community facility (Use Groups 3 and 4) uses. No residential uses are permitted. M1-1 districts have a maximum permitted FAR of 1.0 for manufacturing uses and require one accessory parking space for every 300 square feet of floor area. Within the initial setback distance of 20 feet on a narrow street and 15 feet on a wide street, the maximum height permitted in M1-1 districts is 30 feet or two stories, whichever is less. Building height above 30 feet is governed by a sky exposure plane, which has a slope of 1 to 1 on both narrow and wide streets.

R4A

R4A are contextual districts that are often mapped to preserve or establish the character of older neighborhoods with pitched roof homes on smaller zoning lots. The district allows for single- and two-family residences in detached homes. R4A districts allow residential (Use Group 1 and 2) uses and community facility (Use Group 3 and 4) uses at a maximum FAR of 0.75 (FAR may be increased up to 20 percent for attic allowance) and 2.0 FAR, respectively. No commercial or industrial/manufacturing uses are permitted in R4A districts. R4A districts require a minimum front yard of 10 feet, minimum rear yard of 30 feet, and maximum building height of 35 feet. Two side yards that total at least 10 feet are required, and there must be at least eight feet

[1] In 2019 new building permits were filed for an 11-story mixed-use building with 251 dwelling units and 24,116 square feet of commercial space on Block 5087, Lot 1.

between buildings on adjacent lots. Accessory parking is required at a rate of one space for every dwelling unit and for 50 percent of income-restricted housing units.

R5

R5 is a widely mapped, non-contextual district that often serves as a transition district between medium and lower density areas. R5 districts are intended for neighborhoods with an assortment of housing types and allow single- or two-family homes along with multi-family buildings. The district allows residential (Use Group 1 and 2) uses and community facility (Use Group 3 and 4) uses at a maximum FAR of 1.25 and 2.0 FAR, respectively. No commercial or industrial/ manufacturing uses are permitted in R5 districts. Above a height of 30 feet, a 15 foot setback from the street wall is required before the building can rise to a maximum height of 40 feet. R5 districts require a minimum front yard of 10 feet and a minimum rear yard of 30 feet. Detached houses and multi-family buildings must have two side yards that total at least 13 feet and 16 feet, respectively, while semi-detached homes must have one side yard of at least eight feet. Accessory parking is required for 85 percent of dwelling units and for 42.5 percent of income-restricted housing units.

R6/C2-2

R6 is a widely mapped, non-contextual medium density district that allows a wide variety of building types. R6 districts generally allow residential (Use Group 1 and 2) uses and community facility (Use Group 3 and 4) uses. No industrial/manufacturing uses are permitted within R6 districts. Developments in R6 districts can be constructed pursuant to height factor or Quality Housing regulations. Under height factor regulations, a maximum residential FAR of 2.43 is permitted. There are no height limits for height factor buildings, and building height and setback are governed by a sky exposure plane, which begins 60 feet above the street line. Accessory parking is required for 70 percent of dwelling units and for 25 percent of income-restricted housing units. The optional Quality Housing regulations produce high lot coverage buildings set at or near the street line. For buildings within 100 feet of a wide street, the maximum residential FAR is 3.6, the maximum base height before setback is 65 feet, and the maximum permitted building height is 70 feet. On a narrow street, the maximum residential FAR is 2.2, the maximum base height before setback is 45 feet, and the maximum permitted building height is 55 feet. Accessory parking is required for 50 percent of dwelling units and for 25 percent of income-restricted housing units.

C2-2 districts are commercial overlay districts mapped within residence districts along streets that serve local retail needs. Typical retail uses include neighborhood grocery stores, restaurants, and beauty parlors. C2 districts permit a slightly wider range of uses (Use Groups 5-9) such as funeral homes and repair services. In mixed buildings, commercial uses are limited to one or two floors and must always be located below the residential use. When commercial overlays are mapped in R1 through R5 districts, the maximum commercial FAR is 1.0; when mapped in R6 through R10 districts, the maximum commercial FAR is 2.0.

R7D/C2-4

R7D is a contextual medium density district designed to produce Quality Housing buildings that typically range between 10 and 11 stories in height. R7D districts are often mapped along wide streets and generally allow residential (Use Group 1 and 2) uses and community facility (Use Group 3 and 4) uses. No industrial/manufacturing uses are permitted within R7D districts. Mandatory Quality Housing regulations produce high lot coverage buildings set at or near the street line. For buildings within 100 feet of a wide street, the maximum residential FAR is 4.2, the maximum base height before setback is 85 feet, and the maximum permitted building height is 100 feet. Accessory parking is required for 50 percent of dwelling units and for 15 percent of income-restricted housing units.

C2-4 districts are commercial overlay districts mapped within residence districts along streets that serve local retail needs. Typical retail uses include neighborhood grocery stores, restaurants, and beauty parlors. C2 districts permit a slightly wider range of uses (Use Groups 5-9) such as funeral homes and repair services. In mixed buildings, commercial uses are limited to one or two floors and must always be located below the residential use. When commercial overlays are mapped in R1 through R5 districts, the maximum commercial FAR is 1.0; when mapped in R6

through R10 districts, the maximum commercial FAR is 2.0. When a C2-4 district is mapped in an R7D zoning district, non-residential ground floor use is required.

4. DESCRIPTION OF THE PROPOSED PROJECT AREA

The Project Area is comprised of seventeen tax lots on Block 5084 including Lots 19, 30, 35, 39, 40, 41, 49, 53, 54, 55, 56, 57, 58, 59, 60, 61, 63, 138, and 140. The Project Area is an approximately 90,660 square foot irregularly shaped area that is generally bounded by White Plains Road to the west, East 240th Street to the north, Furman Avenue to the east, and the elevated No. 2 subway line leading to the New York City Transit Authority rail yard to the south. The Project Area has approximately 520 feet of frontage on White Plains Road, a 100-foot wide two-way street, approximately 199 feet of frontage on East 240th Street, a 60-foot wide two-way street, and approximately 483 feet of frontage on Furman Avenue, a 60-foot wide two-way street. The Project Area is zoned M1-1, a low-density light industrial district with a maximum permitted FAR of 1.0. As set forth in more detail below, the Project Area is characterized by a mix of uses, including non-conforming residential, utility, auto repair, and vacant parcels.

4530 White Plains Road (Block 5084, Lot 19) has a lot area of approximately 7,700 square feet and is comprised of a two-story approximately 9,160 gross square foot utility building used as a substation by the New York City Transit Authority (1.19 FAR). Lot 19 has approximately 92 feet of frontage along White Plains Road. A curb cut with a width of approximately 20 feet provides vehicular access to the building's garage and a second curb cut with a width of approximately 10 feet provides access to the side yard.

4550 White Plains Road (Block 5084, Lots 30 and 138) consists of two lots owned by Triumphant Life Church. Lot 30 has an area of approximately 11,500 square feet is improved with a two-story approximately 13,381 gross square foot (1.08 FAR) warehouse building with a church use on the second floor. Lot 30 has approximately 102 feet of frontage along White Plains Road and vehicular access is provided by three curb cuts with widths of approximately 20, 10, and 30 feet. Lot 138 has an area of approximately 3,900 square feet and is vacant (0.0 FAR). Lot 138 is an interior lot without street frontage that borders on Lots 30, 35, 39, 40, 140, 54, 55, 56, 57, 58, 59, 60, and 61.

4556 White Plains Road (Block 5084, Lot 35) has a lot area of approximately 4,970 square feet and is comprised of a two-story, 1,256 gross square foot two-family building (0.25 FAR). Lot 35 has approximately 70 feet of frontage along White Plains Road and vehicular access is provided by two curb cuts with widths of approximately 15 and 10 feet.

4560 White Plains Road (Block 5084, Lot 39) has a lot area of approximately 1,625 square feet and is undeveloped (0.0 FAR). The site is used for vehicle storage and parking (Use Group 8) and has 12 parking spaces. Lot 39 has approximately 25 feet of frontage along White Plains Road and vehicular access is provided by a curb cut with a width of approximately 10 feet on the adjacent Lot 35.

4562 White Plains Road (Block 5084, Lots 40 and 140) consists of two tax lots. Lot 40 has an area of approximately 1,550 square feet and is comprised of a two-story approximately 3,000 gross square foot (1.94 FAR) mixed residential/commercial building with ground floor retail and three dwelling units. Lot 40 has approximately 25 feet of frontage along White Plains Road and does not contain any curb cuts. Lot 140 has a lot area of approximately 375 square feet and is undeveloped (0.0 FAR). Lot 140 is an interior lot without street frontage that borders on Lots 40, 41, 53, 54, and 138.

4564 White Plains Road (Block 5084, Lot 41) has a lot area of approximately 7,650 square feet and is comprised of two-story approximately 5,494 gross square foot auto repair building (0.72 FAR). Lot 41 has approximately 100 feet of frontage along White Plains Road and approximately 96 feet of frontage along East 240th Street. Vehicular access is provided by two curb cuts, one on each street frontage. The curb cut on White Plains Road has a width of approximately 25 feet and the curb cut on East 240th Street has a width of approximately 50 feet.

712 East 240th Street (Block 5084, Lot 49) has a lot area of approximately 4,230 square feet and is comprised of a two-story approximately 7,500 gross square foot auto repair building (1.26

FAR) with five parking spaces. Lot 49 has approximately 103 feet of frontage along East 240th Street and approximately 30 feet of frontage along Furman Avenue. Vehicular access is provided by one curb cut on East 240th Street with a width of approximately 20 feet.

4562 Garden Place (Block 5084, Lot 53) has a lot area of approximately 2,889 square feet and is comprised of a two-story approximately 1,700 gross square foot one-family building (0.59 FAR). Lot 53 has approximately 26 feet of frontage along Furman Avenue and vehicular access is provided by one curb cut with a width of approximately 10 feet.

4575 Furman Avenue (Block 5084, Lot 54) has a lot area of approximately 2,602 square feet and is comprised of a two-story approximately 1,336 gross square foot two-family building (0.51 FAR). Lot 54 has approximately 26 feet of frontage along Furman Avenue and vehicular access is provided by one curb cut with a width of approximately 10 feet.

4573 Furman Avenue (Block 5084, Lot 55) has a lot area of approximately 2,600 square feet and is comprised of a two-story approximately 2,200 gross square foot two-family building (0.85 FAR). Lot 55 has approximately 26 feet of frontage along Furman Avenue and vehicular access is provided by one curb cut with a width of approximately 10 feet.

4571 Furman Avenue (Block 5084, Lot 56) has a lot area of approximately 2,325 square feet and is comprised of a two-story, approximately 2,875 gross square foot two-family building (1.24 FAR). Lot 56 has approximately 26 feet of frontage along Furman Avenue and vehicular access is provided by one curb cut with a width of approximately 10 feet.

4569 Furman Avenue (Block 5084, Lot 57) has a lot area of approximately 2,325 square feet and is comprised of a two-story, approximately 2,422 gross square foot two-family building (1.04 FAR). Lot 57 has approximately 26 feet of frontage along Furman Avenue and vehicular access is provided by one curb cut with a width of approximately 10 feet.

4567 Furman Avenue (Block 5084, Lot 58) has a lot area of approximately 2,025 square feet and is undeveloped (0.0 FAR). The site is used for vehicle storage and parking. Lot 58 has approximately 26 feet of frontage along Furman Avenue and vehicular access is provided by a curb cut with a width of approximately 10 feet on the adjacent Lot 59.

4565 Furman Avenue (Block 5084, Lot 59) has a lot area of approximately 1,875 square feet and is undeveloped (0.0 FAR). The site is used for vehicle storage and parking. Lot 59 has approximately 26 feet of frontage along Furman Avenue and vehicular access is provided by one curb cut with a width of approximately 10 feet.

4563 Furman Avenue (Block 5084, Lot 60) has a lot area of approximately 1,750 square feet and is comprised of a two-story approximately 1,897 gross square foot two-family building (1.08 FAR). Lot 60 has approximately 26 feet of frontage along Furman Avenue and does not contain any curb cuts.

4557 Furman Avenue (Block 5084, Lot 61) has a lot area of approximately 3,975 square feet and is comprised of a two-story approximately 5,018 gross square foot auto repair building (1.26 FAR). Lot 61 has approximately 57 feet of frontage along Furman Avenue and vehicular access is provided by two curb cuts with widths of approximately 25 and 20 feet.

5. DESCRIPTION OF THE PROPOSED DEVELOPMENT SITE

The Applicant-owned Development Site (Block 5084, Lot 63) at 4541 Furman Avenue has a total lot area of approximately 24,729 square feet. The Development Site has approximately 102 feet of frontage on White Plains Road and 193 feet of frontage on Furman Avenue. The Development Site is characterized by a noticeable change in topography, with elevations ranging from approximately 147 feet along Furman Avenue to approximately 160 feet along White Plains Road (as measured in North American Vertical Datum of 1988). Vehicular access to the site is provided by a curb cut on Furman Avenue. The site has been improved with a one-story 24,810 gross square foot light industrial warehouse/factory building (1.0 FAR) since the 1950s. The building is currently unoccupied.

6. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The Proposed Development would include approximately 138,484 square feet of floor area (5.6 FAR), including approximately 131,093 square feet of residential floor area, 7,391 square feet of retail floor area on the ground-floor, and 12,784 square feet of community facility floor area on the cellar level. The Proposed Development would contain a total of approximately 150 affordable dwelling units financed pursuant to HPD's ELLA program, all of which would meet the definition of "income-restricted housing units".[2] The Proposed Development will be located within an MIH Area, upon approval of the proposed zoning text map amendment of ZR Appendix F, and the Applicant intends to provide permanently affordable housing pursuant to MIH Option 1. As such, 25 percent of residential floor area (approximately 38 units) would be permanently affordable at an average of 60 percent of the Area Median Income ("AMI"). Pursuant to the proposed zoning text amendment of ZR Appendix I to expand the Transit Zone to include the Project Area and the southern half of Block 5084 which is not located within the Project Area, no parking would be required for the income-restricted housing units and a total of 22 parking spaces would be provided on the sub-cellar level.

Segment A of the Proposed Development would be located along the White Plains Road frontage. This portion of the building would be set at the street line and rise to a height of 89'-2" (8 stories). At a height of 89'-2", a portion of the building would set back 10 feet before rising to a final height of 98'-6" (9 stories). Building entrances to the proposed residential and retail uses would be located on White Plains Road.

Segment B would be located at a slightly lower elevation along the Furman Avenue frontage. This portion of the building would be set at the street line and rise to a height of 95'-0" (9 stories). At a height of 95'-0", a portion of the building would set back 10 feet before rising to a final height of 101'-6" (10 stories). Building entrances to the proposed residential and community facility uses would be located on Furman Avenue. A new curb cut on Furman Avenue would provide vehicular access to the parking garage on the sub-cellar level. A rear yard located between both building segments would serve as a private outdoor recreation area for building tenants.

7. ACTIONS NECESSARY TO FACILITATE THE PROJECT

The Applicant is requesting approval of several actions to facilitate the Proposed Development, including: 1) a zoning map amendment to rezone the Project Area from an M1-1 zoning district to an R7D and R7D/C2-4 zoning district; 2) a zoning text amendment to Appendix F of the Zoning Resolution to establish a MIH Area coterminous with the Project Area; and 3) a zoning text amendment to Appendix I of the Zoning Resolution to expand the Transit Zone to include the Project Area and the southern half of Block 5084 which is not located within the Project Area. Each of the requested actions is described below in more detail.

1. Zoning Map Amendment

The proposed zoning map amendment to sectional map 2a would map the Project Area with an R7D zoning district with a C2-4 commercial overlay to the centerline of the block between White Plains Road and Furman Avenue. The Project Area is currently located within an M1-1 zoning district where new residential uses are not permitted. R7D districts are contextual residential zoning districts designed to encourage development along transit corridors with a maximum permitted residential FAR of 5.6 with inclusionary housing, or 4.2 FAR for community facility uses. C2-4 districts are commercial overlay districts mapped within residence districts. When mapped in R6 through R10 districts, the maximum commercial FAR is 2.0.

The proposed R7D and R7D/C2-4 zoning districts are appropriate as the Project Area is located in an area that is well served by public transportation and well equipped to handle the proposed increase in density, and is already characterized by a mix of non-conforming residential uses and underdeveloped lots. The Project Area is adjacent to White Plains Road, a wide street that can

[2] Income-restricted housing units include dwelling units that comply with the definition of an affordable housing unit under one of the Inclusionary Housing Programs, or any other dwelling unit with a legally binding restriction on household income at or below 80 percent of Area Median Income.

support the increased density, and is located one block south of the Wakefield-241st Street subway station. The proposed zoning districts will be an extension of the R7D/C2-4 zoning district mapped directly to the north. Given the Project Area's frontage on Furman Avenue, which is across from the railyard and not an active retail corridor, the C2-4 overlay is only proposed to the centerline of the block between White Plains Road and Furman Avenue and to the north of elevated subway line leading to the New York City Transit Authority rail yard.

While the 2007 Wakefield/Eastchester Rezoning was successful in protecting the neighborhood character of the low-density areas, the R6 designation along White Plains Road has not resulted in the desired development of medium-density housing. As discussed above, the area immediately north of the Project Area on Block 5087 was eventually rezoned to R7D/C2-4 in 2019 as part of the 241st Street Rezoning (C 180083 ZMX). Similar to the 241st Street Rezoning and consistent with the intentions of the 2007 Wakefield/Eastchester Rezoning, the proposed zoning map amendment would be consistent with the existing land use and zoning character of the area while promoting higher-density transit-oriented development along White Plains Road. Furthermore, the proposed zoning map amendment would bring existing non-conforming residential uses into conformance, would facilitate the construction of much needed affordable housing, and would introduce new retail uses that are currently permitted along other portions of White Plains Road. The Proposed Development would introduce new activities and users to a currently vacant lot, enlivening the area and resulting in a more vibrant streetscape.

2. Zoning Text Amendment to Appendix F

The Applicant is requesting a zoning text amendment to Appendix F to designate the Project Area as an MIH Area. According to the U.S. Census Bureau, approximately 50.4 percent of area households in Bronx Community District 12 are rent burdened and there is a strong need for affordable housing that reaches a broad range of incomes.[3]

The MIH program requires that permanently affordable housing be provided within new residential developments, enlargements, and conversions from non-residential to residential use within the mapped MIH Areas. Within the MIH Area, all housing developments, enlargements and conversions that meet the criteria set forth in the MIH program must comply with the requirements of either Option 1 or Option 2 described below.

- Option 1: 25 percent of the residential floor area shall be provided as housing affordable to households at an average of 60 percent of the Income Index (AMI), with no unit targeted at a level exceeding 130 percent of AMI.
- Option 2: 30 percent of the residential floor area shall be provided as housing affordable to households at an average of 80 percent of the Income Index (AMI), with no unit targeted at a level exceeding 130 percent of AMI.

In addition to one or both of the options above, the City Council and the City Planning Commission could decide to apply one or both of the following options:

- Deep Affordability Option: 20 percent of the total residential floor area must be for housing units for residents with incomes averaging 40 percent of AMI and no direct subsidies could be used for these units except where needed to support more affordable housing.
- Workforce Option: 30 percent of the total residential floor area must be for housing units for residents with incomes averaging 115 percent of AMI; no units could go to residents with incomes above 135 percent AMI; no direct subsidies could be used for these affordable housing units; and this could not apply to Manhattan Community Districts 1-8.

The Applicant proposes to map the Project Area with both MIH Options 1 and 2, and intends to develop the Development Site pursuant to Option 1. As such, 25 percent of residential floor area (approximately 38 units) would be provided at an average of 60 percent of AMI with no unit at a level exceeding 130 percent of AMI. The MIH requirement ensures that these 38 dwelling units,

[3] Based on American Community Survey 2012-2016 5-Year Estimates for PUMA 3702, which is an approximation of Bronx Community District 12, available at: https://communityprofiles.planning.nyc.gov/bronx/12.

and a percentage of floor area in any future development within the MIH Area, are permanently affordable.

3. Zoning Text Amendment to Appendix I

The proposed zoning text amendment to ZR Appendix I would expand the Transit Zone to include the Project Area and the southern half of Block 5084 which is not located within the Project Area. The Project Area and southern half of Block 5084 are currently well-served by public transit, with the Wakefield-241st Street subway station one block north or an approximately two minute walk from the Development Site. The Transit Zone boundary currently includes blocks immediately to the north, west, and south of the Project Area. These blocks were either already mapped with residential zoning districts when Appendix I was adopted into the Zoning Resolution, along with the Zoning for Quality and Affordability ("ZQA") text amendments, on March 22, 2016, or have since been rezoned to allow residential uses and were subsequently included in the Transit Zone at that time. As the proposed zoning map amendment would rezone the Project Area to an R7D/C2-4 zoning district, the proposed inclusion of the Project Area and southern half of Block 5084 within the Transit Zone would facilitate the creation of a substantial number of affordable dwelling units by reducing the amount of required parking for households with incomes at or below 80 percent of AMI. The proposed zoning text amendment would also encourage further transit-oriented development in the immediate vicinity of the Wakefield-241st Street subway station.

In addition to the land use actions above, the Applicant is requesting public financing from HPD's ELLA program to help fund construction of low income multi-family rental units within the Proposed Development. The ELLA program requires units to be set aside for formerly homeless households and extremely low and very low-income households. The requested public financing would facilitate the creation of approximately 150 affordable units in an area where there is a strong need for affordable housing that reaches a broad range of incomes.

8. CONCLUSION

The Applicant, Markland 4551 LLC, is requesting approval of several discretionary actions, including: 1) a zoning map amendment to rezone the Project Area from an M1-1 zoning district to an R7D and R7D/C2-4 zoning district; 2) a zoning text amendment to Appendix F of the Zoning Resolution to establish an MIH Area coterminous with the Project Area; and 3) a zoning text amendment to Appendix I of the Zoning Resolution to expand the Transit Zone to include the Project Area and the southern half of Block 5084 which is not located within the Project Area. The Proposed Actions would bring existing residential uses in the Project Area into conformance and would facilitate the construction of much needed housing, including approximately 38 units of permanently affordable housing at the Development Site, as well as retail and community facility space in close proximity to public transportation. The Proposed Development would provide much needed services and amenities to the existing and future residents of the area, enlivening the neighborhood and creating a more vibrant streetscape.