REVIEWED

DEPARTMENT OF CITY PLANNING
CITY OF NEW YORK

CENTRAL INTAKE, LAND USE REVIEW
120 Broadway, 31st floor
New York, New York 10271

ROUTING FORM

Staff Assignment Request

Please inform **Sara Avila**, within three (3) working days of the staff person in your division who has been assigned to this project

- **E-mail**: **savila@planning.nyc.gov** and please include "staff assignment" in the subject line of the e-mail.

DATE **April 2018**

We have received 14 copies of application N180204ZMM N180204AZMM N180205ZRM N180205AZRM N180206HAM CEQR NO. _____

for (Project Name) Inwood Rezoning

Lead responsibility is assigned to : BX BK (MN) QN SI TRD _____
(Circle or enter lead office) (other)

Comments: _____

P2016M0065

The copies were distributed as follows:

1	Counsel Mansin, J.		Planning Coordination
	Database Application and Development		Strategic Planning
1	Environmental Assessment Review Pugliese, W.	9	Technical Review Fergusson, R.
	Housing, Economic and Infrastructure Planning		Zoning
1	Land Use Review – Central Intake		Urban Design
	Land Use Review		Other
	BRONX BOROUGH OFFICE – One Fordham Plaza – Room 502, Bronx, New York 10458 -5891		
	BROOKLYN BOROUGH OFFICE – 16 Court Street – 7th Floor, Brooklyn, New York 11241-0103		
2	MANHATTAN BOROUGH OFFICE – 120 Broadway, 30th Floor Ellmore, S.		
	QUEENS BOROUGH OFFICE – 120-55 Queens Boulevard, Room 201, Kew Gardens, NY 11424		
	STATEN ISLAND BOROUGH OFFICE – 130 Stuyvesant Place – 6th Floor, Staten Island, NY 10301-2511		

REVISED

NYCEDC
New York City Economic Development Corporation

April 18, 2018

Sara Avilla
City Planning Technician, Land Use Review
NYC Department of City Planning
120 Broadway, 30th Floor
New York, NY 10271

RE: Inwood Rezoning Proposal
ULURP Nos.: 180073MMM, 180204ZMM, N180205ZRM,180206PPM, 180207PQM, and 180208HAM

Dear Ms. Avila,

Subsequent to certification of the Proposed Actions into ULURP, the City developed modifications to the originally proposed zoning text and map amendments to address issues voiced by community CB 12 and other stakeholders. The enclosed complete updated ULURP application for the Inwood Rezoning Proposal supersedes and replaces all previous application submissions for this project.

The following application includes a number of modifications to the proposed zoning text and map amendments, summarized below and described in detail in the accompanying application.

Zoning Text Modifications

- Non-residential buildings in certain commercial districts mapped in the proposed Mandatory Inclusionary Housing (MIH) Area would be able to utilize the maximum height allowed for MIH buildings.
  - Extend the Commercial U sub-district of the Special Inwood District to allow this change to apply to Dyckman Street west of Broadway (between Seaman Avenue and Staff Street)
- In the Tip of Manhattan subdistrict:
  - Move proposed required Upland Connection from just south of West 219th Street to West 218th Street
  - Extend the SID boundary slightly south, to encompass the entirety of the Upland Connection at West 218th Street.
  - Require a five-foot sidewalk widening on the western side of Ninth Avenue between West 218th and West 219th streets
- In the Sherman Creek sub-district:
  - Allow lots mapped within both R8A and R9A districts would be able to transfer residential floor area from R8A to the R9A district.
- In the Commercial U sub-district:
  - Along Dyckman and West 207th Streets, except within 100 feet of Broadway, the SID would mandate that individual local retail and local service establishments occupy at least 50 percent of ground-floor building frontage. Banks and loan offices would be limited to a maximum 25 feet of ground floor frontage
- Establish a Transit Easement Zone for lots adjacent to the West 215th Street 1 Train station, the West 207th Street 1 Train station, and the Dyckman Street A Train station, to require property owners to coordinate with the Metropolitan Transportation Authority (MTA) and the CPC Chairperson prior to development to determine if an easement or sidewalk widening within the lot would be needed for station improvements.

Zoning Map Modifications

- In the Sherman Creek sub-district:
  - Amend the proposed zoning map to establish M1-4/R7A and M1-4/R9A districts for portions of Blocks 2198 and 2199 within the Sherman Creek sub-district.
- In the Upland Wedge sub-district:
  - Map a C6-2A district on Block 2231, Lot 1.
- In the Commercial U sub-district:
  - Modify the proposed zoning along Broadway and West 207th Street from residential districts with commercial overlays (R7D/C2-4 and R8A/C2-4) to commercial districts (C4-4D and C4-5D).
  - Rezone the area along the southern side of Dyckman Street between Seaman Avenue and Staff Street, currently zoned C8-3, to C4-4A, as opposed to the previously proposed R7A/C2-4.

Please contact me at 212.618.5763 or at drybak@edc.nyc if you have any questions about this application.

Dina Rybak
Vice President, Planning
New York City Economic Development Corporation

Land Use Review Application

Department of City Planning 120 Broadway, New York, NY 10271

City Planning will assign and stamp reference numbers here

180204 ZMM N180205 ZRM 180206 PPM
APPLICATION NUMBER APPLICATION NUMBER

180204(A) ZMM N180205(A) ZRM 180207 PQM 180208 HA
APPLICATION NUMBER APPLICATION NUMBER

1. APPLICANT AND APPLICANT'S REPRESENTATIVES

NYC Economic Development Corporation
APPLICANT (COMPANY/AGENCY OR OTHER ORGANIZATION) *

110 William Street
STREET ADDRESS

New York NY 10038
CITY STATE ZIP

212. 619.5000
AREA CODE TELEPHONE # FAX#

Robert Holbrook
APPLICANT'S PRIMARY REPRESENTATIVE

NYC Economic Development Corporation
REPRESENTATIVE'S COMPANY/AGENCY OR OTHER ORGANIZATION

110 William Street
STREET ADDRESS

New York NY 10038
CITY STATE ZIP

212 312.3706
AREA CODE TELEPHONE # FAX#

* List additional applicants below:

Department of Citywide Administrative Services (Acquisition and Disposition Only)
CO-APPLICANT (COMPANY/AGENCY OR OTHER ORGANIZATION)

New York City Department of Housing Preservation and Development (UDAAP Only)
CO-APPLICANT (COMPANY/AGENCY OR OTHER ORGANIZATION)

ADDITIONAL APPLICANT REPRESENTATIVE:

NAME AND PROFESSIONAL AFFILIATION (ATTORNEY/ARCHITECT/ENGINEER ETC.) TELEPHONE # FAX #

2. SITE DATA

(If the site contains more than one property complete the "LR Item 2. Site Data Attachment Sheet.")

Various
STREET ADDRESS

Inwood Rezoning Proposal
PROJECT NAME (IF ANY)

Bounded by Harlem Riv., Sherman Creek, Thayer St., Riverside Dr., Inwood Hill Park, and Broadway Br.
DESCRIPTION OF PROPERTY BY BOUNDING STREETS OR CROSS STREETS

M1-1,M2-1,M2-4, M3-2,C4-4,C8-3,C8-4,R7-2,R7-2/C1-3,R7-2/C1-4,R7-2/C2-4
EXISTING ZONING DISTRICT (INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY)

1b, 1d, 3a, & 3c
ZONING SECTIONAL MAP NO(S).

See attached
TAX BLOCK AND LOT NUMBER

Manhattan
BOROUGH

12
COMM. DIST.

N/A
URBAN RENEWAL AREA, HISTORIC DISTRICT OR OTHER DESIGNATED AREA (IF ANY)

IS SITE A NEW YORK CITY OR OTHER LANDMARK? NO ☑ YES ☐ IF YES, IDENTIFY

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3. DESCRIPTION OF PROPOSAL

(If the entire project description does not fit in this space, enter "see attached description" below and submit description on a separate sheet, identified as "LR item 3. Description of Proposal")

See Attached.

4. ACTIONS REQUESTED AND FEES

(Check appropriate action(s) and attach supplemental form)

* No supplemental form required

☐	CHANGE IN CITY MAP.....MM	$
☑	ZONING MAP AMENDMENT.....ZM	$
☑	ZONING TEXT AMENDMENT..... ZR	$
☐	ZONING SPECIAL PERMIT.....ZS	$
☐	ZONING AUTHORIZATION.....ZA	$
☐	ZONING CERTIFICATION.....ZC	$
☑	PUBLIC FACILITY, SEL../ACQ.....PF	$
☑	DISPOSITION OF REAL PROP.....PP	$
☑	URBAN DEVELOP=T ACTION.....HA	$
☐	URBAN RENEWAL PROJECT.....*	$
☐	HOUSING PLAN & PROJECT.....*	$
☐	FRANCHISE.....*	$
☐	REVOCABLE CONSENT.....*	$
☐	CONCESSION.....*	$
☐	LANDFILL.....*	$
☐	OTHER (Describe)	$

☐ MODIFICATION $

☐ FOLLOW-UP $
APPLICATION NO.

☐ RENEWAL $
APPLICATION NO.

☐ OTHER $
SPECIFY

PAID

TOTAL FEE (For all actions) $

Make Check or Money Order payable to Department of City Planning.

If fee exemption is claimed check box below and explain

☑ Applicant is a City Agency

Has pre-application meeting been held? ☐ NO ☑ YES

If yes Sarah Ellmore
DCP Office/Representative Date of meeting

REVISED

5. ENVIRONMENTAL REVIEW

CITY ENVIRONMENTAL QUALITY REVIEW (CEQR) (Discuss with CEQR lead agency before completing)

LEAD AGENCY **Office of the Deputy Mayor for Housing and Economic Development** CEQR NUMBER **17DME007M**

TYPE OF CEQR ACTION:

☐ TYPE II Type II category: _____ Date determination was made: _____

☑ TYPE I } Has EAS been filed? Yes ☑ No ☐

☐ UNLISTED } If yes, Date EAS filed: **Aug. 11, 2017**

Has CEQR determination been made? Yes ☑ No ☐

If yes, what was determination? Negative Declaration ☐ CND ..... ☐ Positive Declaration ☑ } Date determination made: **Aug. 11, 2017** (Attach Copy)

If Positive Declaration, has PDEIS been filed? **YES**

Has Notice of Completion (NOC) for DEIS been issued? **YES** If yes, attach copy.

If PDEIS has not been filed, has final scope been issued? _____ If yes, date issued: **January 12, 2018**

6. COASTAL ZONE MANAGEMENT

IS SITE IN STATE DESIGNATED COASTAL ZONE MANAGEMENT (CZM)? AREA? No ☐ Yes ☑

7. RELATED ACTIONS BY CITY PLANNING

LIST ALL CURRENT OR PRIOR CITY PLANNING COMMISSION ACTIONS RELATED TO SITE:

APPLICATION NO.	DESCRIPTION/ DISPOSITION/STATUS	CAL. NO.	DATE
See Attached			

8. RELATED ACTIONS BY OTHER AGENCIES

LIST ALL OTHER CURRENT OR PRIOR CITY, STATE OR FEDERAL ACTIONS RELATED TO APPLICATION:

REFERENCE NO.	DESCRIPTION/ DISPOSITION/STATUS	CAL. NO.	DATE

9. FUTURE ACTIONS REQUIRED

LIST ALL FUTURE CITY, STATE OR FEDERAL ACTIONS REQUIRED TO IMPLEMENT THE PROPOSED ACTION:

10. APPLICANT (Attach authorizing resolution(s), if applicable)

Robert Holbrook, Senior Vice President
NAME AND TITLE OF APPLICANT OR AUTHORIZED REPRESENTATIVE

SIGNATURE OF APPLICANT 4/10/18 DATE

New York City Economic Development Corporation
APPLICANT'S COMPANY/AGENCY OR OTHER ORGANIZATION (IF ANY)

11. CO-APPLICANTS

(Attach authorizing resolution(s), if applicable)

See Attached
NAME AND TITLE OF CO-APPLICANT OR AUTHORIZED REPRESENTATIVE

SIGNATURE OF CO-APPLICANT DATE

CO-APPLICANT'S COMPANY/AGENCY OR OTHER ORGANIZATION

STREET ADDRESS CITY STATE ZIP TEL.NO. FAX

NAME AND TITLE OF CO-APPLICANT OR AUTHORIZED REPRESENTATIVE

SIGNATURE OF CO-APPLICANT DATE

CO-APPLICANT'S COMPANY/AGENCY OR OTHER ORGANIZATION

STREET ADDRESS CITY STATE ZIP TEL.NO. FAX

2018 APR 10 PM 1:17 CITY PLANNING

ADMINISTRATIVE CODE

ANY PERSON WHO SHALL KNOWINGLY MAKE A FALSE REPRESENTATION ON OR WHO SHALL KNOWINGLY FALSIFY OR CAUSE TO BE FALSIFIED ANY FORM, MAP, REPORT OR OTHER DOCUMENT SUBMITTED IN CONNECTION WITH THIS APPLICATION SHALL BE GUILTY OF AN OFFENSE PUNISHABLE BY FINE OR IMPRISONMENT OR BOTH, PURSUANT TO SECTION 10-154 OF THE CITY OF NEW YORK ADMINISTRATIVE CODE.

NOTICE

THIS APPLICATION WILL BE DEEMED PRELIMINARY UNTIL IT IS CERTIFIED AS COMPLETE BY THE DEPARTMENT OF CITY PLANNING OR THE CITY PLANNING COMMISSION. ADDITIONAL INFORMATION MAY BE REQUESTED OF THE APPLICANT BY THE DEPARTMENT OF CITY PLANNING.

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Land Use Review Application
Basic Form - Attachment
Inwood Rezoning Proposal

11. CO-APPLICANTS

Randal Fong, Assistant Commissioner — Randal Fong — APR 09 2018
NAME AND TITLE OF CO-APPLICANT OR AUTHORIZED REPRESENTATIVE | SIGNATURE OF CO-APPLICANT | Date

Department of Citywide Administrative Services (Disposition and Acquisition only)
CO-APPLICANT'S COMPANY/AGENCY OR OTHER ORGANIZATION

1 Center Street, 20th Fl. North	**New York**	**NY**	**10007**	**212-313-3469**	**212-669-2895**
STREET ADDRESS	CITY	STATE	ZIP	TEL.NO.	FAX

Eunice Suh, Assistant Commissioner — 4/9/18
NAME AND TITLE OF CO-APPLICANT OR AUTHORIZED REPRESENTATIVE | SIGNATURE OF CO-APPLICANT | Date

NYC Department of Housing Preservation & Development (UDAAP & Disposition related to Block 2233, lot 13 & p/o lot 20 only)
CO-APPLICANT'S COMPANY/AGENCY OR OTHER ORGANIZATION

100 Gold Street	**New York**	**NY**	**10038**	**212-863-8658**	
STREET ADDRESS	CITY	STATE	ZIP	TEL.NO.	FAX

Alyssa Cobb Konon, Assistant Commissioner — 4/18/18
NAME AND TITLE OF CO-APPLICANT OR AUTHORIZED REPRESENTATIVE | SIGNATURE OF CO-APPLICANT | Date

NYC Department of Parks & Recreation (Acquisition related to Block 2183, p/o Lot 1 and Block 2184, p/o Lot 1 only)
CO-APPLICANT'S COMPANY/AGENCY OR OTHER ORGANIZATION

830 Fifth Avenue	**New York**	**NY**	**10065**	**646-676-0153**	
STREET ADDRESS	CITY	STATE	ZIP	TEL.NO.	FAX

Andrew Schwartz, Deputy Commissioner — 4-9-18
NAME AND TITLE OF CO-APPLICANT OR AUTHORIZED REPRESENTATIVE | SIGNATURE OF CO-APPLICANT | Date

NYC Department of Small Business Services (Disposition and Acquisition related to Block 2197 only)
CO-APPLICANT'S COMPANY/AGENCY OR OTHER ORGANIZATION

110 William Street	**New York**	**NY**	**10038**	**212-513-6428**	
STREET ADDRESS	CITY	STATE	ZIP	TEL.NO.	FAX

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DEPT. OF CITY PLANNING

New York City Department of City Planning
Land Use Review Application — Supplemental Form

City Map Change . . . . . MM

APPLICATION NO

Proposed City Map Change
(Check appropriate boxes)

1. ESTABLISH NEW..... ☐ STREET ☐ PARK ☐ PUBLIC PLACE ☐ GRADE
2. ELIMINATE EXISTING..... ☐ STREET ☐ PARK ☐ PUBLIC PLACE ☐ GRADE
3. CHANGE EXISTING STREET..... ☐ WIDTH ☐ ALIGNMENT ☐ GRADE
4. EASEMENT
   Delineate New..... ☐ Remove Existing..... ☐ Modify Existing..... ☐
5. RELATED ACQUISITION OR DISPOSITION OF PROPERTY ..... ☐

Zoning Map Change . . . . . ZM

180209 ZMM — 180209(A) ZMM
APPLICATION NO

(If more than five changes are being requested, enter "see attached" below and list ALL PROPOSED ZONING CHANGES in the same format as below on a separate sheet titled "Proposed Zoning Map Changes")

Proposed Zoning Map Change(s)

		EXISTING		PROPOSED
CHANGE #1	FROM:	See Attached	TO:	
CHANGE #2	FROM:		TO:	
CHANGE #3	FROM:		TO:	
CHANGE #4	FROM:		TO:	
CHANGE #5	FROM:		TO:	

Zoning Text Amendment . . . . . ZR

N180205 ZRM — N180205(A) ZRM
APPLICATION NO.

If more than five sections are proposed to be amended, enter "see attached" below, and list ALL PROPOSED TEXT AMENDMENTS in the same format as below on a separate sheet titled "Proposed Zoning Text Amendments.")

Affected Zoning Resolution (ZR) Sections

ZR SECTION NUMBER	ZONING RESOLUTION SECTION TITLE
	See Attached

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Land Use Review Application (LR) ..... Item 2. Site Data

180204 ZMM 180204 (A) ZMM

Application No.

Enter all property information on this Attachment Sheet if the site contains more than one property.

TAX BLOCK OR TAX BLOCK RANGE (Enter Range only if all Lots in Range are Included)	TAX LOT(S) OR TAX LOT RANGE	ADDRESS (House Number and Street Name) OR BOUNDING STREETS OR CROSS STREETS (If No Address)
See Attached		

New York City Department of City Planning
Land Use Application

Supplemental Form

Public Facility-Site Selection/Acquisition .....PF

180207 PQM
Application No.

1. Requested action and proposed facility
(Check all of the appropriate boxes.)

a. ACTION REQUESTED:
- ☐ SITE SELECTION
- ☒ ACQUISITION

b. PROPOSED FACILITY IS:
- ☐ EXISTING FACILITY ☐ EXPANSION
- ☒ NEW FACILITY

If action involves selection and/or acquisition of an **existing facility**, how long has existing facility been at this location and what process was used to authorize use of site?

If action involves a **new facility,** will it replace another facility located elsewhere? Yes ☐ No ☒

If yes, where is the other facility located and why is it being replaced?

2. Existing conditions of proposed site

a. SITE IS 1) ☒ IMPROVED ☐ UNIMPROVED ☒ PARTLY IMPROVED
2) ☒ CITY-OWNED* ☐ OWNED BY OTHER PUB. ENTITY ☒ PRIVATELY-OWNED

*Name of agency or other public entity having jurisdiction Block 2233, Lot 13 & p/o Lot 20 - NYPL and DOE

b. DESCRIBE EXISTING IMPROVEMENTS AND CURRENT USES ON THE SITE (If site is substantially vacant but has had uses within the past two years, briefly describe such uses and proceed to item 3.)

Requested acquisitions sites are as follows:
A p/o Block 2183, Lot 1 would be acquired. Block 2183, Lot 1 is improved with a three-story building owned by Con Edison.
A p/o Block 2184, Lot 1 would be acquired. Block 2184, Lot 1 is improved with a Con Edison electrical substation.
Block 2197, Lot 47 contains a surface parking lot and is improved with an approximately 3,330 sf, two-story building.
Block 2233, Lot 13 & p/o Lot 20 is currently improved with the Inwood branch of the NYPL at 4780 Broadway. Block 2233; Lot 20 is part of the J.H.S. 52 parking lot, under DOE jurisdiction.

1) RESIDENTIAL USES ONSITE (Number of dwelling units) _____

2) COMMERCIAL USES ONSITE (Number of firms) _____ (Total commercial employees) _____

3) MANUFACTURING USES (Number of firms) _____ (Total manufacturing employees) _____

4) WILL DISPLACEMENT\RELOC. OF ABOVE USES BE REQ'D? NO ☐ YES ☒ If yes, describe below:

In regards to block 2233, lot 13 & p/o lot 20, the existing library will be replaced in the new building to be built on site. Library services will be provided during project construction in a temporary location.

3. Proposed facility

a. SITE AREA _____ FLOOR AREA _____ ZONING USE GROUP _____ CAPITAL BUDGET LINE _____ FY _____

b. NUMBER OF EMPLOYEES (main shift): Working: On-site _____ Off-site _____ SHIFT: _____ Hours/days

OTHER SHIFTS AND NUMBER OF EMPLOYEES: _____

c. NUMBER AND TYPE OF FACILITY VEHICLES: _____
On-site Off-site Location

d. No. OF ACCESSORY PARKING SPACES TO BE PROVIDED: _____
On-site Off-site Location

4. Fair Share

a. IS PROJECT SUBJECT TO FAIR SHARE CRITERIA? NO ☒ YES ☐

IF NOT, PLEASE EXPLAIN: The proposed new library is not subject to the criteria as it is not a new facility (it would occupy a space w in a mixed-use building), and will be approx. the same size as the existing library. See LR Item 3 for more information.

b. IS PROJECT LISTED IN STATEMENT OF NEEDS? NO ☐ YES ☐ FY _____

c. DID BOROUGH PRESIDENT PROPOSE ALTERNATE SITE PURSUANT TO CHARTER SECTION 204(f) or (g)?
NO ☐ YES ☐

IF YES, WHAT SITE? _____

d. INDICATE TYPE OF FACILITY: LOCAL/NEIGHBORHOOD ☐ REGIONAL/CITYWIDE ☐

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New York City Department of City Planning
Land Use Review Application **Supplemental Form**

Property Disposition .....PD

180206 PPM
APPLICATION NO.

1.
Type of disposition
(Check appropriate box)

a. ☐ DIRECT **b.** ■ GENERAL

2.
Restrictions and conditions

a. ■ PURSUANT TO ZONING **b.** ☐ RESTRICTED (Describe restrictions below, including any restrictions on disposition, term, or use of property. If additional space is required, attach separate sheet, Site Data Sheet, or Fact Sheet, and note here.)

3.
For direct disposition only

Indicate intended recipient of direct disposition*

a. FROM: _____
City Agency

b. TO*: _____
Sponsor/ developer/ purchaser/ lessee or local public development corporation

* If recipient has not been selected or disposition is not limited to particular recipient, indicate "To be determined by agency" in item 3.b.

UDAA/UDAAP .....HA

_____
APPLICATION NO.

_____
APPLICATION NO.

Requested action
(Check applicable boxes and provide requested information)

☐ DESIGNATION* ☐ PROJECT*† ☐ DISPOSITION
(Also complete Site Data Sheet, Form H) (Also complete Form PD, above)

* FOR **DESIGNATIONS AND PROJECTS,** THE "DESCRIPTION OF PROPOSAL", ITEM #3 ON THE LR FORM, MUST CONTAIN INFORMATION SUPPORTING AN URBAN ACTION AREA DETERMINATION PURSUANT TO SECTIONS 693 AND 694 OF THE GENERAL MUNICIPAL LAW AND AN URBAN DEVELOPMENT ACTION AREA PROJECT PURSUANT TO SECTIONS 692 AND 694 OF THE GENERAL MUNICIPAL LAW.

† For **Projects**, provide a separate sheet (labeled UDAAP Project Summary) with information relative to:
- **a)** Proposed Land Use
- **b)** Proposed Public, Semi-public, Private or Community Facilities or Utilities
- **c)** Proposed New Codes and Ordinances
- **d)** Proposed Time Schedule for Effectuation

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New York City Department of City Planning
Land Use Review Application **Supplemental Form**

Property Disposition .....PD

180208 HAM
APPLICATION NO.

1.
Type of disposition (Check appropriate box)

a. ☐ DIRECT **b.** ■ GENERAL

2.
Restrictions and conditions

a. ■ PURSUANT TO ZONING **b.** ☐ RESTRICTED (Describe restrictions below, including any restrictions on disposition, term, or use of property. If additional space is required, attach separate sheet, Site Data Sheet, or Fact Sheet, and note here.)

3.
For direct disposition only

Indicate intended recipient of direct disposition*

a. FROM: _____
City Agency

b. TO*: _____
Sponsor/ developer/ purchaser/ lessee or local public development corporation

* If recipient has not been selected or disposition is not limited to particular recipient, indicate "To be determined by agency" in item 3.b.

UDAA/UDAAP .....HA

_____
APPLICATION NO.

_____
APPLICATION NO.

Requested action (Check applicable boxes and provide requested information)

■ DESIGNATION* (Also complete Site Data Sheet, Form H) ■ PROJECT*† ■ DISPOSITION (Also complete Form PD, above)

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* FOR **DESIGNATIONS AND PROJECTS,** THE "DESCRIPTION OF PROPOSAL", ITEM #3 ON THE LR FORM, MUST CONTAIN INFORMATION SUPPORTING AN URBAN ACTION AREA DETERMINATION PURSUANT TO SECTIONS 693 AND 694 OF THE GENERAL MUNICIPAL LAW AND AN URBAN DEVELOPMENT ACTION AREA PROJECT PURSUANT TO SECTIONS 692 AND 694 OF THE GENERAL MUNICIPAL LAW.

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- **c)** Proposed New Codes and Ordinances
- **d)** Proposed Time Schedule for Effectuation

New York City Department of City Planning
Land Use Review Application — **Supplemental Form**

Site Data Sheet.....H

180208 HAM
APPLICATION NO.

					EXISTING		NO. OF COMM./INST.FAC			NO. OF DWELLINGS		
Block No.	Lot No.	Address	UR Site No.	Owner	Buildings/Stories/Uses	Zoning	Occup.	Vacant	No. Empl.	Occup.	Vacant	PROPOSED USES/ RESTRICTIONS
2233	13	4780 Broadway	N/A	NYPL	1/2/Public Fac.	R7-2/C1-4	1	0	12	0	0	Residential, Library, UPK
2233	p/o 20	630 Academy Street	N/A	DOE	0/0/Parking	R7-2/C1-4	1	0	0	0	0	Residential, Library, UPK

RELEASED

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Inwood Rezoning Proposal
Site Data Sheet

TAX BLOCK	TAX LOT	ADDRESS
2225	24	600 WEST 204 STREET
2202	5	3843 10 AVENUE
2226	7501	546 WEST 207 STREET
2222	35	110 POST AVENUE
2197	74	9 AVENUE
2186	1	3835 9 AVENUE
2243	241	5025 BROADWAY
2243	364	245 SEAMAN AVENUE
2227	26	238 SHERMAN AVENUE
2239	21	686 WEST 204 STREET
2220	33	38 POST AVENUE
2233	5	4768 BROADWAY
2235	35	106 VERMILYEA AVENUE
2248	112	112 SEAMAN AVENUE
2175	60	190 DYCKMAN STREET
2199	34	417 WEST 202 STREET
2239	31	10 COOPER STREET
2248	117	100 SEAMAN AVENUE
2200	1	3795 10 AVENUE
2243	372	261 SEAMAN AVENUE
2250	72	270 SEAMAN AVENUE
2174	59	120 DYCKMAN STREET
2174	50	130 DYCKMAN STREET
2201	21	3816 9 AVENUE
2226	1	101 VERMILYEA AVENUE
2248	36	72 SEAMAN AVENUE
2239	5	73 SEAMAN AVENUE
2243	301	535 WEST 217 STREET
2218	15	87 POST AVENUE
2243	283	520 WEST 218 STREET
2220	13	113 SHERMAN AVENUE
2214	18	WEST 219 STREET
2214	39	423 WEST 218 STREET
2228	42	272 SHERMAN AVENUE
2232	4	5048 BROADWAY
2230	21	3976 10 AVENUE
2238	5	11 COOPER STREET
2230	17	502 WEST 213 STREET
2243	378	558 WEST 218 STREET
2174	65	110 DYCKMAN STREET
2221	22	570 WEST 204 STREET
2228	37	276 SHERMAN AVENUE
2224	21	41 VERMILYEA AVENUE
2225	36	156 SHERMAN AVENUE
2220	41	22 POST AVENUE
2203	5	3863 10 AVENUE
2243	385	91 PARK TERRACE WEST
2240	9	125 SEAMAN AVENUE
2230	19	3990 10 AVENUE
2241	24	4925 BROADWAY
2202	9	416 WEST 206 STREET
2226	15	125 VERMILYEA AVENUE
2243	4	585 ISHAM STREET
2243	30	5009 BROADWAY
2247	1	37 PAYSON AVENUE
2241	25	4915 BROADWAY
2232	8	5056 BROADWAY
2225	23	608 WEST 204 STREET
2223	16	3896 10 AVENUE
2237	41	686 ACADEMY STREET

Inwood Rezoning Proposal
Site Data Sheet

2243	298	545 PARK TERRACE WEST
2246	115	1815 RIVERSIDE DRIVE
2218	17	520 WEST 204 STREET
2232	13	10 AVENUE
2243	306	95 PARK TERRACE EAST
2236	17	560 ISHAM STREET
2235	47	639 WEST 204 STREET
2223	27	515 WEST 207 STREET
2174	55	126A DYCKMAN STREET
2221	1	143 SHERMAN AVENUE
2217	14	25 POST AVENUE
2238	14	29 COOPER STREET
2215	831	417 WEST 219 STREET
2246	130	1793 RIVERSIDE DRIVE
2240	21	646 WEST 207 STREET
2223	1	231 SHERMAN AVENUE
2228	14	549 ISHAM STREET
2228	18	181 VERMILYEA AVENUE
2239	29	24 COOPER STREET
2224	41	108 SHERMAN AVENUE
2197	75	HARLEM RIVER DRIVE
2203	7	3867 10 AVENUE
2197	67	4135 9 AVENUE
2243	299	539 WEST 217 STREET
2234	36	66 VERMILYEA AVENUE
2243	270	5089 BROADWAY
2237	12	11 SEAMAN AVENUE
2224	11	23 VERMILYEA AVENUE
2198	5	3769 10 AVENUE
2235	41	98 VERMILYEA AVENUE
2220	54	141 DYCKMAN STREET
2247	21	79 PAYSON AVENUE
2189	1	10 AVENUE
2189	60	401 WEST 207 STREET
2214	41	425 WEST 218 STREET
2220	23	133 SHERMAN AVENUE
2240	13	133 SEAMAN AVENUE
2237	52	4799 BROADWAY
2225	32	164 SHERMAN AVENUE
2200	35	425 WEST 203 STREET
2228	1	573 ISHAM STREET
2214	1	5094 BROADWAY
2248	6	105 PAYSON AVENUE
2215	852	4168 9 AVENUE
2250	86	571 WEST 215 STREET
2174	66	156 NAGLE AVENUE
2203	9	430 WEST 207 STREET
2226	45	611 WEST 204 STREET
2217	22	552 ACADEMY STREET
2236	31	595 WEST 207 STREET
2227	29	232 SHERMAN AVENUE
2227	15	536 ISHAM STREET
2239	17	97 SEAMAN AVENUE
2247	56	2 SEAMAN AVENUE
2225	20	610 WEST 204 STREET
2202	31	407 WEST 205 STREET
2240	25	COOPER STREET
2219	9	113 POST AVENUE
2248	111	114 SEAMAN AVENUE
2219	37	270 NAGLE AVENUE
2227	11	546 ISHAM STREET

Inwood Rezoning Proposal
Site Data Sheet

2241	113	75A COOPER STREET
2174	245	45 THAYER STREET
2185	10	WEST 204 STREET
2243	382	95 PARK TERRACE WEST
2227	23	248 SHERMAN AVENUE
2234	47	647 ACADEMY STREET
2202	25	401 WEST 205 STREET
2234	5	4850 BROADWAY
2174	42	150 DYCKMAN STREET
2234	39	64 VERMILYEA AVENUE
2236	25	150 VERMILYEA AVENUE
2220	17	121 SHERMAN AVENUE
2215	824	4116 9 AVENUE
2248	1	91 PAYSON AVENUE
2224	29	600 ACADEMY STREET
2220	35	34 POST AVENUE
2243	90	221 SEAMAN AVENUE
2241	14	77 COOPER STREET
2238	7	15 COOPER STREET
2243	264	5069 BROADWAY
2240	22	644 WEST 207 STREET
2243	278	108 PARK TERRACE EAST
2200	15	416 WEST 204 STREET
2174	61	116A DYCKMAN STREET
2240	29	60 COOPER STREET
2247	15	67 PAYSON AVENUE
2174	160	DYCKMAN STREET
2200	5	3801 10 AVENUE
2227	5	149 VERMILYEA AVENUE
2248	24	139 PAYSON AVENUE
2224	45	96 SHERMAN AVENUE
2235	7	4896 BROADWAY
2250	84	244 SEAMAN AVENUE
2226	41	186 SHERMAN AVENUE
2222	1	189 SHERMAN AVENUE
2247	35	30 SEAMAN AVENUE
2220	37	30 POST AVENUE
2247	29	34 SEAMAN AVENUE
2175	61	184 DYCKMAN STREET
2175	66	172 DYCKMAN STREET
2247	23	83 PAYSON AVENUE
2215	827	409 WEST 219 STREET
2238	17	33 COOPER STREET
2229	49	539 WEST 211 STREET
2228	32	500 WEST 211 STREET
2243	247	5037 BROADWAY
2221	8	159 SHERMAN AVENUE
2225	28	172 SHERMAN AVENUE
2174	60	118 DYCKMAN STREET
2221	7501	571 ACADEMY STREET
2228	25	514 WEST 211 STREET
2229	32	3950 10 AVENUE
2218	54	565 ACADEMY STREET
2236	27	140 VERMILYEA AVENUE
2224	22	618 ACADEMY STREET
2174	64	112 DYCKMAN STREET
2243	261	5063 BROADWAY
2222	7	201 SHERMAN AVENUE
2239	25	30 COOPER STREET
2230	5	5008 BROADWAY
2234	21	650 WEST 204 STREET

Inwood Rezoning Proposal
Site Data Sheet

2237	64	13 CUMMING STREET
2221	5	153 SHERMAN AVENUE
2199	11	499 WEST 202 STREET
2232	31	5080 BROADWAY
2243	303	531 WEST 217 STREET
2243	347	50 PARK TERRACE WEST
2243	390	79 PARK TERRACE WEST
2219	19	504 WEST 207 STREET
2242	65	623 WEST 207 STREET
2243	277	510 WEST 218 STREET
2220	29	578 ACADEMY STREET
2243	399	57 PARK TERRACE WEST
2221	39	66 POST AVENUE
2234	34	72 VERMILYEA AVENUE
2225	38	152 SHERMAN AVENUE
2219	29	3854 10 AVENUE
2241	10	67 COOPER STREET
2220	1	151 DYCKMAN STREET
2240	37	46 COOPER STREET
2246	110	1825 RIVERSIDE DRIVE
2242	37	97 COOPER STREET
2236	21	158 VERMILYEA AVENUE
2223	5	241 SHERMAN AVENUE
2217	43	184 NAGLE AVENUE
2230	15	506 WEST 213 STREET
2218	12	75 POST AVENUE
2226	14	123 VERMILYEA AVENUE
2222	41	100 POST AVENUE
2175	63	180 DYCKMAN STREET
2226	3	103 VERMILYEA AVENUE
2234	20	656 WEST 204 STREET
2243	8	603 ISHAM STREET
2217	47	176 NAGLE AVENUE
2232	9	4026 10 AVENUE
2234	7	4852 BROADWAY
2239	37	2 COOPER STREET
2229	1	4980 BROADWAY
2197	174	9 AVENUE
2239	1	65 SEAMAN AVENUE
2234	40	54 VERMILYEA AVENUE
2224	9	19 VERMILYEA AVENUE
2233	20	630 ACADEMY STREET
2228	49	541 ISHAM STREET
2175	49	4754 BROADWAY
2241	42	677 WEST 204 STREET
2242	36	89 COOPER STREET
2219	32	274 NAGLE AVENUE
2217	39	192 NAGLE AVENUE
2187	20	WEST 207 STREET
2243	389	81 PARK TERRACE WEST
2218	1	569 ACADEMY STREET
2241	111	73 COOPER STREET
2243	273	5099 BROADWAY
2224	31	132 SHERMAN AVENUE
2246	36	278 DYCKMAN STREET
2248	40	60 SEAMAN AVENUE
2250	14	586 WEST 215 STREET
2239	9	81 SEAMAN AVENUE
2201	1	3815 10 AVENUE
2227	1	145 VERMILYEA AVENUE
2250	50	583 WEST 215 STREET

Inwood Rezoning Proposal
Site Data Sheet

2220	11	109 SHERMAN AVENUE
2200	29	417 WEST 203 STREET
2174	241	35 THAYER STREET
2227	21	252 SHERMAN AVENUE
2250	68	590 WEST 218 STREET
2243	268	5085 BROADWAY
2223	26	513 WEST 207 STREET
2224	5	11 VERMILYEA AVENUE
2248	28	88 SEAMAN AVENUE
2174	40	152 DYCKMAN STREET
2219	16	127 POST AVENUE
2242	29	639 WEST 207 STREET
2197	71	9 AVENUE
2218	50	557 ACADEMY STREET
2175	45	4740 BROADWAY
2201	29	411 WEST 204 STREET
2175	53	200 DYCKMAN STREET
2243	236	70 PARK TERRACE WEST
2250	23	230 SEAMAN AVENUE
2243	313	90 PARK TERRACE EAST
2174	54	128 DYCKMAN STREET
2246	55	246 DYCKMAN STREET
2226	29	210 SHERMAN AVENUE
2224	17	35 VERMILYEA AVENUE
2236	24	154 VERMILYEA AVENUE
2242	67	631 WEST 207 STREET
2234	45	645 ACADEMY STREET
2232	5	5050 BROADWAY
2250	27	222 SEAMAN AVENUE
2247	14	65 PAYSON AVENUE
2224	43	104 SHERMAN AVENUE
2217	35	200 NAGLE AVENUE
2246	65	242 DYCKMAN STREET
2241	1	45 COOPER STREET
2174	56	126 DYCKMAN STREET
2243	395	65 PARK TERRACE WEST
2247	41	20 SEAMAN AVENUE
2236	8	4960 BROADWAY
2227	19	530 ISHAM STREET
2174	34	73 SHERMAN AVENUE
2184	40	WEST 203 STREET
2223	12	253 SHERMAN AVENUE
2243	339	530 WEST 215 STREET
2217	29	544 ACADEMY STREET
2217	9	17 POST AVENUE
2226	5	107 VERMILYEA AVENUE
2200	21	3814 9 AVENUE
2202	21	3842 9 AVENUE
2175	70	168 DYCKMAN STREET
2220	15	117 SHERMAN AVENUE
2243	230	75 PARK TERRACE EAST
2250	80	254 SEAMAN AVENUE
2237	32	47 SEAMAN AVENUE
2243	302	533 WEST 217 STREET
2241	8	63 COOPER STREET
2217	7	9 POST AVENUE
2225	3	57 VERMILYEA AVENUE
2235	20	610 WEST 207 STREET
2203	3	3859 10 AVENUE
2217	17	33 POST AVENUE
2201	9	420 WEST 205 STREET

Inwood Rezoning Proposal
Site Data Sheet

2248	12	119 PAYSON AVENUE
2227	10	157 VERMILYEA AVENUE
2218	25	250 NAGLE AVENUE
2237	75	4781 BROADWAY
2233	50	8 VERMILYEA AVENUE
2219	21	500 WEST 207 STREET
2239	7	77 SEAMAN AVENUE
2235	5	4892 BROADWAY
2218	42	541 ACADEMY STREET
2229	25	3966 10 AVENUE
2225	42	144 SHERMAN AVENUE
2241	7	61 COOPER STREET
2243	220	65 PARK TERRACE EAST
2174	38	154 DYCKMAN STREET
2185	25	3815 9 AVENUE
2237	18	21 SEAMAN AVENUE
2243	1	577 ISHAM STREET
2224	49	161 DYCKMAN STREET
2233	13	4780 BROADWAY
2234	29	80 VERMILYEA AVENUE
2224	40	112 SHERMAN AVENUE
2235	9	4910 BROADWAY
2226	9	115 VERMILYEA AVENUE
2235	1	4880 BROADWAY
2215	866	409 WEST 220 STREET
2248	9	115 PAYSON AVENUE
2188	10	WEST 207 STREET
2236	15	570 ISHAM STREET
2243	296	96 PARK TERRACE WEST
2188	1	3875 9 AVENUE
2238	33	4857 BROADWAY
2235	22	600 WEST 207 STREET
2203	1	3855 10 AVENUE
2223	22	152 POST AVENUE
2243	309	98 PARK TERRACE EAST
2246	43	270 DYCKMAN STREET
2250	58	600 WEST 218 STREET
2225	1	53 VERMILYEA AVENUE
2233	52	201 DYCKMAN STREET
2226	35	204 SHERMAN AVENUE
2248	32	80 SEAMAN AVENUE
2219	14	123 POST AVENUE
2234	1	651 ACADEMY STREET
2243	394	67 PARK TERRACE WEST
2242	55	4957 BROADWAY
2224	13	25 VERMILYEA AVENUE
2243	392	75 PARK TERRACE WEST
2243	366	251 SEAMAN AVENUE
2224	36	120 SHERMAN AVENUE
2186	9	350 WEST 206 STREET
2229	46	531 WEST 211 STREET
2217	33	220 NAGLE AVENUE
2243	289	532 WEST 218 STREET
2248	7	107 PAYSON AVENUE
2226	13	121 VERMILYEA AVENUE
2220	39	26 POST AVENUE
2248	7501	175 PAYSON AVENUE
2243	362	243 SEAMAN AVENUE
2243	240	60 PARK TERRACE WEST
2239	13	89 SEAMAN AVENUE
2232	16	501 WEST 214 STREET

Inwood Rezoning Proposal
Site Data Sheet

2240	23	642 WEST 207 STREET
2219	51	501 WEST 207 STREET
2237	8	1 SEAMAN AVENUE
2243	304	529 WEST 217 STREET
2175	192	75 THAYER STREET
2242	51	4967 BROADWAY
2241	2	55 COOPER STREET
2226	11	119 VERMILYEA AVENUE
2243	332	48 PARK TERRACE EAST
2221	11	165 SHERMAN AVENUE
2224	25	616 ACADEMY STREET
2225	30	168 SHERMAN AVENUE
2219	41	541 WEST 204 STREET
2237	59	4791 BROADWAY
2231	1	5020 BROADWAY
2218	44	545 ACADEMY STREET
2234	25	86 VERMILYEA AVENUE
2228	45	521 ISHAM STREET
2243	250	5045 BROADWAY
2242	59	4953 BROADWAY
2218	11	71 POST AVENUE
2224	7	15 VERMILYEA AVENUE
2242	61	4941 BROADWAY
2174	236	9 THAYER STREET
2174	159	DYCKMAN STREET
2233	1	4760 BROADWAY
2224	38	116 SHERMAN AVENUE
2202	33	425 WEST 205 STREET
2218	35	228 NAGLE AVENUE
2222	13	213 SHERMAN AVENUE
2236	14	4966 BROADWAY
2240	1	109 SEAMAN AVENUE
2202	17	414 WEST 206 STREET
2243	386	87 PARK TERRACE WEST
2240	17	143 SEAMAN AVENUE
2225	34	160 SHERMAN AVENUE
2243	255	BROADWAY
2248	92	128 SEAMAN AVENUE
2237	23	25 SEAMAN AVENUE
2221	36	70 POST AVENUE
2243	384	93 PARK TERRACE WEST
2174	70	148 NAGLE AVENUE
2238	11	25 COOPER STREET
2220	19	125 SHERMAN AVENUE
2242	26	100 COOPER STREET
2237	43	682 ACADEMY STREET
2243	210	55 PARK TERRACE EAST
2214	24	400 WEST 219 STREET
2220	5	97 SHERMAN AVENUE
2246	20	302 DYCKMAN STREET
2247	19	75 PAYSON AVENUE
2230	29	517 WEST 212 STREET
2223	24	148 POST AVENUE
2247	22	81 PAYSON AVENUE
2241	6	57 COOPER STREET
2219	1	101 POST AVENUE
2225	4	61 VERMILYEA AVENUE
2224	35	124 SHERMAN AVENUE
2246	28	290 DYCKMAN STREET
2243	354	45 PARK TERRACE WEST
2222	45	579 WEST 204 STREET

Inwood Rezoning Proposal
Site Data Sheet

2217	51	101 DYCKMAN STREET
2220	50	133 DYCKMAN STREET
2225	10	73 VERMILYEA AVENUE
2218	5	63 POST AVENUE
2250	158	WEST 218 STREET
2215	877	BROADWAY
2185	1	9 AVENUE
2239	11	85 SEAMAN AVENUE
2242	33	647 WEST 207 STREET
2197	47	4095 9 AVENUE
2238	23	4861 BROADWAY
2215	874	BROADWAY
2187	7	3859 9 AVENUE
2250	18	580 WEST 215 STREET
2237	45	678 ACADEMY STREET
2236	5	4948 BROADWAY
2224	33	128 SHERMAN AVENUE
2233	58	209 DYCKMAN STREET
2250	32	WEST 214 STREET
2214	16	418 WEST 219 STREET
2224	1	177 DYCKMAN STREET
2187	5	3851 9 AVENUE
2246	135	1781 RIVERSIDE DRIVE
2222	29	118 POST AVENUE
2175	74	160 DYCKMAN STREET
2224	15	31 VERMILYEA AVENUE
2243	317	60 PARK TERRACE EAST
2234	32	76 VERMILYEA AVENUE
2214	8	5120 BROADWAY
2241	106	59 COOPER STREET
2247	20	77 PAYSON AVENUE
2175	202	95 THAYER STREET
2230	11	514 WEST 213 STREET
2220	27	580 ACADEMY STREET
2233	56	207 DYCKMAN STREET
2232	1	5044 BROADWAY
2243	393	73 PARK TERRACE WEST
2240	27	COOPER STREET
2214	35	409 WEST 218 STREET
2174	57	124 DYCKMAN STREET
2218	48	553 ACADEMY STREET
2218	46	549 ACADEMY STREET
2234	41	631 ACADEMY STREET
2238	35	4849 BROADWAY
2248	109	116 SEAMAN AVENUE
2237	36	49 SEAMAN AVENUE
2202	29	403 WEST 205 STREET
2243	334	42 PARK TERRACE EAST
2226	17	572 WEST 207 STREET
2185	51	WEST 204 STREET
2215	863	4116 WEST 220 STREET
2221	30	74 POST AVENUE
2232	14	4020 10 AVENUE
2219	13	121 POST AVENUE
2222	17	530 WEST 207 STREET
2175	196	89 THAYER STREET
2241	18	624 WEST 207 STREET
2184	20	3775 9 AVENUE
2228	21	526 WEST 211 STREET
2241	110	69 COOPER STREET
2240	24	640 WEST 207 STREET

Inwood Rezoning Proposal
Site Data Sheet

2219	15	125 POST AVENUE
2203	21	408 WEST 207 STREET
2215	801	5122 BROADWAY
2229	5	4996 BROADWAY
2198	1	3761 10 AVENUE
2237	47	674 ACADEMY STREET
2224	53	175 DYCKMAN STREET
2220	21	129 SHERMAN AVENUE
2250	75	260 SEAMAN AVENUE
2174	32	65 SHERMAN AVENUE
2220	43	10 POST AVENUE
2247	16	69 PAYSON AVENUE
2243	358	235 SEAMAN AVENUE
2241	9	65 COOPER STREET
2242	5	165 SEAMAN AVENUE
2246	120	1803 RIVERSIDE DRIVE
2225	44	611 ACADEMY STREET
2226	16	127 VERMILYEA AVENUE
2228	7	170 VERMILYEA AVENUE
2237	38	690 ACADEMY STREET
2215	842	5140 BROADWAY
2242	1	153 SEAMAN AVENUE
2235	29	118 VERMILYEA AVENUE
2234	4	4840 BROADWAY
2225	16	85 VERMILYEA AVENUE
2240	6	121 SEAMAN AVENUE
2223	34	3936 10 AVENUE
2243	258	5057 BROADWAY
2243	335	30 PARK TERRACE EAST
2232	18	5060 BROADWAY
2219	17	129 POST AVENUE
2229	12	508 WEST 212 STREET
2247	18	73 PAYSON AVENUE
2233	10	4778 BROADWAY
2243	300	537 WEST 217 STREET
2238	1	675 ACADEMY STREET
2187	1	3849 9 AVENUE
2230	27	509 WEST 212 STREET
2218	13	79 POST AVENUE
2202	1	3835 10 AVENUE
2200	9	436 WEST 204 STREET
2247	17	71 PAYSON AVENUE
2174	58	122 DYCKMAN STREET
2201	40	439 WEST 204 STREET
2243	391	77 PARK TERRACE WEST
2250	78	256 SEAMAN AVENUE
2243	45	10 PARK TERRACE EAST
2223	30	521 WEST 207 STREET
2242	19	620 ISHAM STREET
2234	23	644 WEST 204 STREET
2218	14	83 POST AVENUE
2227	33	565 WEST 207 STREET
2230	1	5000 BROADWAY
2250	54	25 INDIAN ROAD
2241	11	71 COOPER STREET
2220	31	48 POST AVENUE
2185	36	WEST 205 STREET
2237	1	4761 BROADWAY
2247	7	55 PAYSON AVENUE
2241	13	75 COOPER STREET
2222	25	512 WEST 207 STREET

Inwood Rezoning Proposal

Site Data Sheet

2236	1	4946 BROADWAY
2199	1	3775 10 AVENUE
2215	885	9 AVENUE
2246	125	1795 RIVERSIDE DRIVE
2221	9	161 SHERMAN AVENUE
2215	857	9 AVENUE
2224	19	37 VERMILYEA AVENUE
2226	7	111 VERMILYEA AVENUE
2215	807	5134 BROADWAY
2218	8	65 POST AVENUE
2243	305	527 WEST 217 STREET
2221	17	590 WEST 204 STREET
2243	266	5073 BROADWAY
2238	42	4841 BROADWAY
2235	28	582 WEST 207 STREET
2227	8	153 VERMILYEA AVENUE
2217	1	117 DYCKMAN STREET
2199	18	WEST 203 STREET
2198	8	3764 9 AVENUE
2198	18	400 WEST 202 STREET
2184	1	3755 9 AVENUE
2183	1	320 WEST 201 STREET
2215	806	5124 BROADWAY
2215	824	4116 9 AVENUE
2215	824	4116 9 AVENUE

New York City Department of City Planning
Land Use Review Application **Supplemental Form**

Site Data Sheet.....H

APPLICATION NO.

					EXISTING		NO. OF COMM./INST.FAC			NO. OF DWELLINGS		
Block No.	Lot No.	Address	UR Site No.	Owner	Buildings/Stories/Uses	Zoning	Occup.	Vacant	No. Empl.	Occup.	Vacant	PROPOSED USES/ RESTRICTIONS
2233	13	4780 Broadway	N/A	NYPL	1/2/Public Fac.	R7-2/C1-4	1	0	12	0	0	Residential, Library, UPK
2233	p/o 20	630 Academy Street	N/A	DOE	0/0/Parking	R7-2/C1-4	1	0	0	0	0	Residential, Library, UPK

Inwood Rezoning Proposal
LR Item 3
Description of Proposal

1. INTRODUCTION

The New York City Economic Development Corporation (NYCEDC), together with the Department of Housing Preservation and Development (HPD), the Department of Citywide Administrative Services (DCAS) the Department of Parks and Recreation (NYC Parks), and the Department of Small Business Services (SBS) is proposing a series of land use actions to implement a comprehensive rezoning plan to advance the goals of the Mayor's *Housing New York: Five-Borough, Ten-year Plan ("Housing New York")* and to begin to implement the *Inwood NYC Action Plan.* The proposed land use actions include zoning map amendments, zoning text amendments, City Map changes, site acquisition and/or site disposition by the City of New York ("the City"), and an Urban Development Action Area (UDAA) designation and Urban Development Action Area Project (UDAAP) approval (collectively, "Proposed Actions").

As described in more detail in this application, the overall Project Area comprises a proposed rezoning area, a proposed Mandatory Inclusionary Housing Area, a proposed Special Inwood District (SID), a proposed Waterfront Access Plan (WAP), areas affected by City Map changes, a proposed site disposition and site acquisition area, and a proposed UDAA and UDAAP. HPD is the co-applicant only for the UDAA and UDAAP. DCAS is the co-applicant only for the disposition and acquisition actions that are unrelated to the HPD actions. NYC Parks is the co-applicant only for the acquisition actions related to future public open space along portions of the waterfront (blocks 2183 and 2184). SBS is the co-applicant only for the disposition and acquisition actions related to the City-owned waterfront site located in the Tip of Manhattan (Block 2197). The Project Area is irregular in shape and would affect 62 blocks (approximately 240 acres) of the Inwood neighborhood of Manhattan Community District (CD) 12. It is generally bounded by the Harlem River to the east, the Sherman Creek Inlet, Riverside Drive, Thayer and Dyckman streets to the south, Indian Road, Payson Avenue, Broadway and Staff Street to the west, and Broadway Bridge to the north. The proposed rezoning area affects a slightly smaller area, comprising 59 blocks (approximately 230 acres), and excludes existing Consolidated Edison (Con Edison) substation operations located to the south of West 203rd Street along and near the Harlem River waterfront. The proposed City Map changes (described in Section 5, below) are located within or directly adjacent to the proposed rezoning area and are the subject of a separate, but related ULURP application.

The Proposed Actions that are part of this application include:

- **Zoning Map Amendments.** The Proposed Actions would change all or portions of existing M1-1, M2-1, M3-1, C4-4, C8-3, C8-4, and R7-2 districts within the proposed 59-block rezoning area to M1-4, M1-5, M2-4, M1-4/R7A, M1-4/R9A, C4-4A, C4-4D, C4-5D, C6-2, C6-2A, R7A, R7D, R8A, R8, and R9A districts; change portions of existing C1-3 and C1-4 overlays to C2-4 overlays and establish new C2-4 overlays; and map the Special Inwood District (SID).

- **Zoning Text Amendments to establish the Special Inwood District (SID), establish a Mandatory Inclusionary Housing Area (MIHA), and to establish a Waterfront Access Plan (WAP).** The Proposed Actions would establish the SID, which would modify the underlying zoning regulations, establish additional requirements, and allow for greater variety in the type and shape of development. The Proposed Actions would also establish the proposed C4-4A, C4-4D, C4-5D, C6-2, C6-2A, R7D, R8A, R8, R9A, M1-4/R7A, and M1-4/R9A districts, as well as a portion of the proposed R7A districts, as MIHAs, which would require a share of new housing to be permanently affordable where significant new housing capacity would be created. In addition, the Proposed Actions would establish a WAP to create a framework for the creation of public waterfront open space along the Harlem River.

- **Site Disposition.** The Proposed Actions would include the disposition authority for the following properties: (1) City-owned Block 2185; a part of Lot 36 (comprising approximately 10,184 sf) to facilitate the creation of future public open space along the Harlem waterfront; (2) the City-owned Block 2197; Lot 75, along the Harlem River to facilitate the creation of property with both street and waterfront frontage to allow for subsequent development; and (3) Block 2197; Lot 47 (following its acquisition by the City) along the Harlem River to facilitate the creation of property with both street and waterfront frontage to allow for subsequent development; and Block 2233, Lot 13 and part of Lot 20 for affordable housing, a new public library and Universal Pre-K classrooms.

- **Site Acquisition.** The Proposed Actions would include the acquisition of the following properties: (1) Block 2197; Lot 47 to facilitate the creation of property with both street and waterfront frontage; (2) a condominium unit within a future development on Block 2233; Lot 13 and a part of Lot 20 for use as a library; and (3) portions of Block 2183; part of Lot 1 and Block 2184; part of Lot 1 to facilitate the creation of future public open space along the waterfront between West 202nd and Academy streets.[1]

- **Urban Development Action Area (UDAA) designation and Urban Development Action Area Project (UDAAP) approval.** The Proposed Actions would include the designation of City-owned Block 2233, Lot 13 and a part of City-owned Block 2233, Lot 20 as an UDAA and UDAAP approval and disposition of the aforementioned sites to facilitate the development of affordable housing, a new public library branch, and Universal Pre-K classrooms (the "Development Site").

    - Disposition of the City-owned Development Site (Block 2233, Lot 13 and a part of Lot 20) for the development of affordable housing, a new library, and Universal Pre-K classrooms

The Proposed Actions follow and have been informed by an extensive community engagement effort led by NYCEDC, in close coordination with community stakeholders and City agencies. Described in detail below, and under the RWCDS, the Proposed Actions are expected to result in a net increase of 4,396 dwelling units, of which a substantial portion will be permanently affordable[2], 1,216,645 square feet of commercial space, 459,312 square feet of community facility space, and a net decrease of 50,614 square feet of manufacturing space (collectively, the "Proposed Project") within the proposed rezoning area.

2. BACKGROUND

Inwood Area History

Inwood is thought to have been the site of Peter Minuit's purchase of Manhattan from the Lenape Indians in 1626. The area is historically, architecturally, and environmentally unique—almost half of the land is public park space that preserves the natural terrain and geological features of the island. Today, the neighborhood represents a dense and stable residential community that developed during periods of growth in the late 19th and early 20th centuries. In the earlier 19th century, estates were built in the hilly western section of Inwood. The Dyckman Farmhouse, the only remaining 18th century farmhouse in Manhattan, was once the center of a thriving farm, with fields and orchards of cherry, pear, and apple trees. In 1906, the neighborhood began to shift towards residential use. When the first mass-transit station in the area opened, with the extension of the Interborough Rapid Transit (IRT) lines to Dyckman Street, rapid development of six- and seven-story apartment houses began on land purchased from existing farms and private estates. Working-class immigrants of varied cultural origins, seeking better living conditions than those of cramped tenements downtown, moved to Inwood to reside in new, spacious and more affordable apartments in buildings designed in the Neo-Classical, Italianate, and Tudor Revival styles.

Today, Inwood has one of the highest concentrations of residents of Dominican descent in the City, and is recognized as a center for Dominican culture. Although resident populations have often changed in Inwood, from migrating Native Americans to the immigrant populations of the 20th and 21st centuries, much of the built environment has changed little since the period of rapid development after the turn of the 20th century; approximately 70 percent of the existing housing in Inwood dates back to this early 20th century development period, with approximately 200 units of housing developed in the last two decades.

As the pace of development continued during the early 20th century, steps were taken to create City parkland that would preserve the natural beauty of the landscape and provide open space for new residents. In 1911, Julia Isham Taylor donated land from her family's estate to create Isham Park. Spurred by her gift in 1916, the City finalized the purchase of adjacent land to the west for Inwood Hill Park, which today covers approximately 196 acres and contains the last remnant of natural growth forest in Manhattan.

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[1] SBS is the co-applicant only for disposition action one (1) and acquisition action one (1), related to Block 2197. NYC Parks is the co-applicant only for site acquisition action three (3), related to Block 2183; part of Lot 1 and Block 2184; part of Lot 1.

[2] MIH options 1 and 2, as proposed in this application, would ensure that at least 25 percent of new housing is permanently affordable. The number of affordable housing units is a rough estimate based on percentage of floor area under the RWCDS, and not the number of new housing units.

New apartment houses were designed, named, and advertised in reference to the new parks. Around the time of the construction of the Independent Subway System (IND) transit line along Broadway in Inwood during the 1920s, a group of distinctive Art Deco style apartments were built in the blocks around that historic transportation corridor. Dyckman Houses, a group of seven 14-story buildings, were completed by the New York City Housing Authority (NYCHA) in 1951. The area east of Dyckman Houses was largely occupied by auto repair and boating uses from the 1910s through the 1950s. The core of Inwood remains characterized by early-20th century apartment residences built in relation to the preserved landscape of its public parks to the west and south.

New York-Presbyterian's Allen Hospital (Allen Hospital), located on the west side of Broadway at 220th Street, opened in July 1988 and services the surrounding communities of northern Manhattan and the Bronx. It is a 911-designated receiving facility and is part of New York-Presbyterian Hospital. The area to the south and west of Allen Hospital is occupied by Columbia University's Baker Athletic Complex and sports fields. This 26-acre area was dedicated in 1922 and hosted spring football practice that same year. The first stadium at the site, then known as Baker Field, opened in the fall of 1923, with 15,000 seats in temporary stands. Five years later, the university built a 32,000 wooden-seat stadium that served Columbia fans for 55 years, until the spring of 1983. Lawrence A. Wien Stadium was opened in 1984 and also features an outdoor, eight-lane running track.

Overall, the built character of Inwood remains largely in place from when it was first developed. West of Tenth Avenue there is a strong existing neighborhood character consisting primarily of residential and mixed-use development, as well as thriving commercial corridors. However, the existing zoning does not have height limits and streetwall requirements to ensure that the existing character of the neighborhood is preserved. Further, there are also no affordability requirements for new residential development to ensure the neighborhood remains affordable to people with a wide range of incomes.

Along and east of Tenth Avenue, the character of the residential/mixed-use core of Inwood stops, and this area is characterized by low-scale commercial and auto-related uses, parking lots, and transportation, sanitation, and utility infrastructure. This area is separated from the core residential community by the elevated rail line for the No. 1 subway line. This strict separation of uses and stark contrast in character was codified in the 1961 Zoning Resolution (ZR), which remains in effect today. New uses in the areas east of and along Tenth Avenue have been primarily limited to schools and low-scale commercial (auto-related sales and repair and eating and drinking establishments) due to the area's existing C8 and manufacturing zoning. Some of these uses, especially community facility uses, directly serve the residential community west of Tenth Avenue. However, the existing zoning limits commercial and community facility development and does not permit new residential, including affordable housing.

Inwood Demographics

In 2015, Inwood had a population of 42,676 residents.[3] Inwood is home to a large immigrant community and has one of the highest concentrations of residents of Dominican descent in the City, and is recognized as a center for Dominican culture. According to the 2011-2015 five-year American Community Survey (ACS) estimates, approximately 49 percent of the residential population is foreign born, and slightly more than 75 percent of the population identifies as being Hispanic or Latino. Approximately 53 percent of the residential population identifies as being of Dominican descent.

Inwood median household income is approximately $46,260, which is more than 40 percent less than the median income for Manhattan ($74,904) and roughly 16 percent less than the median income citywide ($54,862). The poverty rate is also higher in Inwood than in Manhattan and New York City. Approximately 26 percent of the population in Inwood has incomes below the poverty line, as compared to less than 18 percent of the population in Manhattan and approximately 21 percent of the population in New York City. Roughly a third of Inwood's population has incomes below 30 percent of the Area Median Income and more than 40 percent of the neighborhood population is rent burdened; i.e., more than 30 percent of their household income is dedicated to rent.

Inwood's housing stock is largely characterized by older, five-to eight-story, walkup multiunit apartment buildings, with very little recent development in the area; over the past two decades, fewer than 200 units have been built in Inwood, compared to more than 67,000 housing units in the larger borough. Nearly 80 percent of Inwood's existing housing stock is regulated through rent stabilization and/or rent control and other government assisted programs. New York City Housing Authority (NYCHA) developments comprise nearly ten percent of this affordable housing stock. In recent years, neighborhood trends have shown median gross and asking rents increasing at a rate higher than the City. According to data from the NYC

[3] Inwood is defined as the northernmost portion of the island of Manhattan, encompassing the area north of Dyckman Street.

Housing and Vacancy Survey, rents are rising at a faster rate in Manhattan CD 12, which includes Inwood and Washington Heights, compared to the City as a whole. Between 2002 and 2014, rents in CD 12 increased by 38 percent as compared to a 24 percent increase citywide. At the same time, household income levels have generally declined. These trends are increasing pressure on the existing supply of affordable housing. There are also no affordability requirements for new developments under the existing zoning, which further increases the market pressure on the rent-regulated housing.

Previous Planning Studies in Inwood

Over the last twelve years, Manhattan Community Board (CB) 12 and various City agencies (including the Department of City Planning [DCP]) and NYCEDC, in collaboration with the community, have developed studies geared toward defining land use and zoning priorities in Inwood, as well as laying out ideas for opening up the Harlem River waterfront. These studies include the *Sherman Creek Study* (2004) and *Sherman Creek Waterfront Esplanade Master Plan* (2011). Although both these studies were more geographically and thematically focused, and, therefore, included much smaller areas than the *Inwood NYC Planning Initiative*, they began conversations to inform and support the *Inwood NYC Planning Initiative* and led to specific City capital projects in the area. In addition, Manhattan CB 12 undertook a neighborhood planning and land use study from 2005 to 2007.

Sherman Creek Study

In 2003, several City agencies, led by DCP, joined together to conduct a year-long study of a portion of Inwood generally bounded by Dyckman Street, Broadway, West 207th Street, Academy Street, and the Harlem River. Over the course of the year, DCP identified challenges and opportunities related to planning and development in Inwood. The study found that there was a strong desire to reclaim and enjoy the Harlem River waterfront, among other recommendations related to traffic and pedestrian safety, as well as residential and commercial development. In 2004, DCP released the *Sherman Creek Study*, and, following this release, NYCEDC and NYC Parks worked together to implement the study's recommendations that related to waterfront access, parks, and recreation. That work included:

- The clean-up of the upland area just south of the Sherman Creek Inlet, in partnership with New York Restoration Project (NYRP), a local non-profit organization;
- The creation of a pedestrian trail next to P.S. 5, a local elementary school, also in partnership with NYRP; and
- The creation of five street-end open space areas at the Harlem River ends of West 202nd, West 203rd, West 204th, West 205th, and West 206th streets.

Sherman Creek Waterfront Esplanade Master Plan

NYCEDC launched the *Sherman Creek Waterfront Esplanade Master Plan* initiative in the fall of 2009 to continue advancing the 2004 study recommendations. NYCEDC engaged the local community through this planning process to identify a shared vision for the Sherman Creek waterfront. Between 2009 and 2011, NYCEDC held a number of small format meetings with community members and elected officials, as well as larger public workshops and forums. This resulted in the creation of a master plan that built on the work already completed in Sherman Creek and included a conceptual design for the esplanade and an implementation strategy, which came out of the public engagement process. NYCEDC worked on this initiative with a team of planning, design, engineering, and other experts, as well as NYC Parks, DOT, and DCP. This community-based vision for Harlem River access and improvements is also being carried out by Inwood residents and park activists who have worked over the years to clean up North Cove and improve the ecological habitat.

Neighborhood Planning and Land Use Study

In late 2004, Manhattan CB 12 called for a land use study of Inwood and Washington Heights. The study, which was carried out between 2005 and 2007, was intended to study existing conditions and identify community goals for the neighborhood. While it did not produce specific recommendations for the neighborhood, it laid the groundwork for the community to be able to respond to future planning efforts. The following goals were identified from the study: identify development and population trends in the community and best practices for balanced community development; foster development and preservation of affordable housing; locate sites/areas—and actions—meeting community needs; preserve and strengthen district character and quality of life; locate buildings and areas of special architectural or historic interest; and update zoning.

Development of the Inwood NYC Planning Initiative

In May 2014, Mayor Bill de Blasio released *Housing New York*, a plan to build and preserve affordable housing throughout New York City in coordination with strategic infrastructure investments to foster a more equitable and livable city. The *Housing New York* plan contemplates an extensive community engagement process and calls for fifteen neighborhood studies across the five boroughs that offer opportunities for new affordable housing. Inwood was selected as one of the first studies, based on previous planning work in the area and numerous requests from the local community board and elected officials to study the area to leverage the neighborhood's many assets and to identify opportunities for new affordable housing and improved access to the Harlem River waterfront. *The Inwood NYC Planning Initiative* has emerged from an ongoing community engagement process that began in 2015. Along with residents and community partners, NYCEDC is working in close coordination with key City agencies, including DCP, HPD, the Department of Parks and Recreation (NYC Parks), Small Business Services (SBS), the Department of Transportation (DOT), the Department of Cultural Affairs (DCLA), and other capital and service agencies, as appropriate (the "City project team"). In close collaboration with elected officials, including the City Council Member of Council District 10, the Manhattan Borough President and Manhattan CB 12, the City project team has held a series of stakeholder meetings, informational sessions, open houses, and workshops, and conducted a community survey to engage residents, community-based organizations, business and property owners, local institutions, and other key local stakeholders in identifying current needs and opportunities and developing a series of strategies to advance priorities for the neighborhood. At all of these public forums, materials were provided in both English and Spanish, and Spanish-speaking City staff and/or interpreters were available. Beginning in spring 2015, the City project team convened community meetings, with the first larger public gathering in October 2015 at the Fall Open House. From November 2015 to February 2016, the City project team hosted six public workshops with the explicit goal of setting community priorities around key topic areas, including affordable housing, small businesses, parks and streets, neighborhood zoning, and community services. Around the same time period, 477 people responded to a community survey to share their community priorities for the future of Inwood.

Following these workshops, a Winter Open House was held in March 2016 to present the community priorities and outline specific recommendations for City action. The preliminary rezoning area boundaries and goals of the land use actions were presented at the March Open House.

Following this broad community engagement, the *Inwood NYC Planning Initiative* Stakeholder Working Group was established by City Council Member Ydanis Rodríguez and Manhattan Borough President Gale Brewer in order to capture additional feedback on the community priorities and recommendations for City action. This group consisted of representatives of over 30 service providers, affordable housing organizations, education and cultural leaders, small business advocates, local civic groups, faith leaders, and interested community members from the area, as well as Manhattan CB 12 leadership. After discussions with the Stakeholder Working Group, a Summer Open House was held at the end of July to share the preliminary rezoning proposal and further refine the recommendations for City action.

Feedback that has been received throughout this process has been fundamental to shaping the *Inwood NYC Action Plan* and the Inwood Rezoning Proposal. After receiving feedback from local elected officials during winter 2016, as well as a number of community members and groups, the City decided to expand the proposed rezoning area to its current extent, which spans from the Harlem River to the east, the Sherman Creek Inlet, Thayer Street, Riverside Drive and Dyckman Street to the south, Payson and Seaman Avenues, Broadway, and Indian Road to the west, and Broadway Bridge and West 218th Street to the north. This more than doubled the original rezoning area which was confined to areas along and east of Tenth Avenue. This expansion allows the *Inwood NYC Planning Initiative* to be even more comprehensive, while allowing for opportunities to preserve the existing neighborhood character and create new affordable housing.

Through the fall of 2017 the City has continued to engage the Inwood community around the expanded rezoning area, as well as the larger *Inwood NYC Planning Initiative*. On June 29, 2017, the City of New York released the *Inwood NYC Action Plan*, a comprehensive plan for investment in Inwood's future[4]. The *Inwood NYC Action Plan* consists of strategies and actions to ensure that Inwood remains an affordable, attractive neighborhood for working families. The plan has emerged out of an intensive community planning process that, to date, has engaged over 2,500 local residents, nonprofit organizations, businesses, and elected officials. The Proposed Actions are intended to achieve the following land use objectives of the *Inwood NYC Action Plan*:

[4] An update to the 2017 Inwood NYC Action Plan was released in the Winter of 2018.

- Preserve the neighborhood's existing built character and protect the rent stabilized housing stock.
- Provide opportunities for high quality, permanent affordable housing with options for tenants at a wide range of income levels.
- Ensure that any new construction fits visually and architecturally into its surrounding neighborhood context.
- Establish a Waterfront Access Plan (WAP) to create a framework for public waterfront open space along the Harlem River waterfront.
- Create special rules for mixed-use buildings along the waterfront to facilitate the development of predictable and efficient building forms and maximize light and air.
- Create special rules for new development along the elevated rail line to provide light and air along the corridor and ensure adequate distance between residential uses and the train.
- Create walkable inviting streets by requiring non-residential ground floor uses and promoting diverse retail and community facilities to support community needs.
- Promote commercial and community facility uses to spur job growth and potential institutional expansion, by mapping higher density commercial and non-residential zoning districts.
- Promote the consolidation of public utility and infrastructure uses to create opportunities for new mixed-use development and waterfront public access areas (WPAAs) along the waterfront.
- Establish controls for transient hotels to ensure consistency with the goals and objectives of the Proposed Actions.

Inwood Affordable Housing and Library Development Project

In addition to community engagement efforts around the *Inwood NYC Planning Initiative*, HPD, in partnership with the New York Public Library (NYPL), conducted a series of three workshops in January and February 2017 to gather community input on the proposed *Inwood Affordable Housing and Library Development Project*. This project is a collaboration between HPD and NYPL, which seek to leverage existing City resources to facilitate the creation of affordable housing and a new modern library space. The workshops consisted of a series of activities designed to gather feedback on library programming and housing affordability, height and density, and building design strategies. Activities were conducted in both Spanish and English. Workshops allowed participants to provide formal feedback through the activities, as well as through informal conversations with City staff. The workshops engaged more than 300 community members, including families, seniors, CB 12 representatives, local groups, and elected officials. Additionally, HPD and NYPL issued a questionnaire, which was available online, at a dedicated kiosk in the library, and as hard copy to ensure that folks who were unable to attend the workshops were able to provide feedback on the project. Over 750 questionnaires were collected during the response period. Over 1,700 additional written comments were received at the workshops and through questionnaire responses. Between January and June, HPD and NYPL attended five CB 12 meetings, which provided additional opportunities for input from Board members and residents. HPD and NYPL summarized the feedback received through the workshops, questionnaire, and presentations in a Community Visioning Report, which was published in draft form in early 2017 and finalized in August 2017.

The City of New York, through HPD and in partnership with the NYPL, issued a Request for Proposals (RFP) for the Inwood Affordable Housing and Library Development Project on August 25, 2017 with a submission deadline of November 20, 2017. The RFP sought a developer to construct a high-quality sustainable, and mixed-use affordable housing development with a new library that replaces the existing library and Universal Pre-Kindergarten facility at 4790 Broadway and a portion of the adjacent City-owned parking lot at I.S. 52 junior high school.

The City designated a developer for the library site in March 2018. The Inwood Rezoning Proposal's Final Environmental Impact Statement will reflect the selected developer's project program. HPD and NYPL will continue to engage with the community following the designation of a project team for the site.

Post-Certification Modifications

Subsequent to certification of the Proposed Actions into ULURP, the City developed modifications to the originally proposed zoning text and map amendments (referred to hereafter as the "A-Application") to

address issues voiced by community CB 12 and other stakeholders. An A-Application is an alternative zoning text and map that responds to concerns raised during the public review process, provides the public with a broader range of options for comment, and allows for a more complete consideration of options by the City Planning Commission (CPC). The Commission may adopt either the original zoning proposal, the A-Application zoning proposal, or portions of each proposal as the final approved project.

The specific rationale for each proposed zoning modification is discussed in detail below.

The modified zoning text amendments would allow non-residential buildings in certain commercial districts mapped in the proposed Mandatory Inclusionary Housing Area (MIHA) to utilize the maximum height allowed for MIH buildings. This change would accommodate the higher floor-to-floor heights associated with commercial buildings, thereby removing a disincentive to development of additional commercial space and facilitating an objective of the *Inwood NYC Action Plan*.

The modified zoning text amendments would move one of the proposed required Upland Connections in the Tip of Manhattan sub-district from just south of West 219th Street to West 218th Street, to ensure more consistently spaced public connections to the waterfront from the upland neighborhood and to allow for better site planning on the future City-owned site. The SID would be extended slightly to encompass the entirety of the Upland Connection at West 218th Street. Also in the Tip of Manhattan sub-district, the modified zoning text amendments would require a five-foot sidewalk widening on the western side of Ninth Avenue between West 218th and West 219th streets, to improve circulation and mitigate significant adverse pedestrian impacts identified in the DEIS. This sidewalk widening, combined with the previously proposed widening on West 218th Street between Ninth and Tenth avenues, would ensure better pedestrian circulation in this part of Inwood.

In the Sherman Creek sub-district, the modified zoning text amendments would allow additional bulk flexibility on two large development sites at the intersection of West 207th Street and Ninth Avenue, in order to facilitate better urban design. The modified zoning text amendments would allow lots mapped within both R8A and R9A districts to transfer residential floor area from R8A to the R9A district. The overall proposed floor area ratio (FAR), bulk envelope, and height restrictions would remain unchanged. The proposed changes would allow a modest amount of design flexibility to ensure that buildings on large sites can provide a more varied and contextual design, encouraging bulk to be concentrated on the corners and allowing for a more differentiated massing on the midblock.

The modified zoning text amendments would introduce restrictions on ground floor commercial development in portions of the Commercial U sub-district. Specifically, along Dyckman and West 207th Streets, except within 100 feet of Broadway, the SID would mandate that individual local retail and local service establishments occupy at least 50 percent of ground-floor building frontage. Banks and loan offices would be limited to a maximum 25 feet of ground floor frontage. Responding to feedback from the community and Council Member Rodríguez, the intent of these proposed regulations is to ensure that future ground-floor commercial development in these areas reinforces the existing smaller-scale local retail character that defines these streets.

Finally, the modified zoning text amendments would also facilitate future improvements to subway stations that would improve access for the disabled and circulation for all riders. For lots adjacent to the West 215th Street 1 Train station, the West 207th Street 1 Train station, and the Dyckman Street A Train station, property owners would be required to coordinate with the Metropolitan Transportation Authority (MTA) and the CPC Chairperson prior to development to determine if an easement or sidewalk widening within the lot would be needed for station improvements such as an elevator. Any floor area utilized by MTA for station circulation improvements would be exempted from FAR calculations, and any development required to provide an easement for an improvement would be allowed to rise an additional story (ten feet).[5]

Responding to feedback from the community and Council Member Rodríguez, the modified zoning map amendments would allow for additional flexibility for future commercial development and conversion within three portions of the proposed rezoning area, while also allowing for mixed-use development in the Sherman Creek sub-district that enables the relocation and consolidation of existing wholesale businesses.

Under the modified zoning map amendments, M1-4/R7A and M1-4/R9A districts are proposed for portions of Blocks 2198 and 2199 within the Sherman Creek sub-district of the rezoning area. The M1-

[5] Developments allowed additional height under other proposed zoning mechanisms (e.g., for providing an open area adjacent to lot line windows or for proximity to the elevated rail) would not be allowed an additional story for subway station improvements.

4/R7A and M1-4/R9A districts would allow several existing wholesale businesses currently located elsewhere within the Sherman Creek sub-district to relocate to the southern portion of the sub-district, to ensure that wholesale uses and associated jobs are able to remain in the area while also allowing mixed-use residential development to occur in the sub-district.

The modified zoning map amendments would map a C6-2A district on Block 2231, Lot 1. The existing building on this block contains multiple uses, including self-storage, commercial office, and community facility uses, and is currently overbuilt relative to maximum permitted commercial FAR under the existing C8-4 zoning. The originally proposed C4-4D zoning district would have reduced permitted commercial FAR to 3.4, putting the building into further non-compliance with zoning. The amended proposed C6-2A zoning would allow up to 6.0 FAR of commercial, bring existing commercial floor area into compliance with zoning and allowing for future conversion of self-storage use to office space within the building. This change, which responds to a recommendation in CB 12's resolution on the rezoning proposal, would increase opportunities for commercial and community facility uses that generate jobs and serve community needs to locate in the neighborhood's only large office building.

The modified zoning map amendments would also change the proposed zoning along Broadway and West 207th Street in the Commercial "U" sub-district from residential districts with commercial overlays (R7D/C2-4 and R8A/C2-4) to commercial districts (C4-4D and C4-5D). With these modifications, the proposed zoning along Broadway and West 207th Street would create flexibility for additional commercial development and associated jobs in these two areas of the Commercial "U" – a priority expressed by Council Member Rodríguez – and would better align with the zoning proposed along the Dyckman Street portion of the proposed rezoning area. MIH program requirements would remain applicable for residential developments.

The modified zoning map amendments would rezone the area along the southern side of Dyckman Street between Seaman Avenue and Staff Street, currently zoned C8-3, to C4-4A, as opposed to the previously proposed R7A/C2-4. This area would also be added to the SID to allow non-residential buildings the ability to utilize the maximum height allowed for MIH buildings, as described above. This modified zoning would create flexibility for additional commercial development and potential adaptive reuse in this portion of the rezoning area, where commercial buildings exist today – a priority expressed by CB 12 in their resolution. The change would also bring proposed zoning for this portion of Dyckman Street into alignment with the proposal for Dyckman Street east of Seaman Avenue.

Finally, in addition to the modifications to the zoning text and map amendments described above, the A-Application includes modifications to maximum allowable FARs for specific uses in specific portions of the rezoning area. These modifications are in response to concerns regarding building scale raised during the public review process by the community and Council Member Rodríguez and are included so that potential changes related to building scale will be within scope for consideration by the public and the CPC. In addition, in response to feedback from Council Member Rodríguez regarding flexibility for additional commercial development and associated jobs on West 207th Street within the Sherman Creek sub-district, the modifications will allow for additional commercial FAR to be within scope for consideration. The original zoning text, the modified text in the A-Application, or portions of each proposal may be adopted as the final approved project. These modifications affect portions of the Upland Wedge, Commercial U, and Sherman Creek sub-districts and are described in detail below.

3. DESCRIPTION OF PROPOSED PROJECT AREA

The Project Area is slightly larger than the proposed rezoning area and includes the Con Edison substations and ancillary uses located to the south of West 203rd Street. The properties within the Project Area boundaries that are located outside of the rezoning area will not be rezoned and will remain as they are under the existing zoning. In its entirety, the Project Area comprises an approximately 62-block area, encompassing approximately 240 acres, generally bounded by the Harlem River to the east, the Sherman Creek Inlet, Riverside Drive, Thayer and Dyckman streets to the south, Indian Road, Payson Avenue, Broadway and Staff Street to the west, and Broadway Bridge to the north. Ten blocks within the Project Area are waterfront blocks along the Harlem River and Spuyten Duyvil Creek. The Project Area is located within Manhattan CD 12 at the northern tip of Manhattan Island. It is largely surrounded by parkland and natural features: the Inwood Hill Park, Isham Park, and Hudson River to the west, the Harlem River to the east, Spuyten Duyvil Creek to the north, and Fort Tryon Park and Sherman Creek to the south.

The area is well served by transit, including the A and No. 1 subway lines, as well as Bx12 Select Bus Service, Bx7, Bx20, and M100 bus routes. Subway and Metro-North Railroad stations are located both within and adjacent to the Project Area. There are four subway stations within the Project Area: the 215th Street and

the 207th Street (No. 1) stations on Tenth Avenue and the 207th Street and Dyckman Street (A) stations on Broadway. There is also an additional No. 1 subway station located directly to the north of the Project Area across Spuyten Duyvil Creek at West 225th Street and Broadway, and another No.1 subway station located directly south of the Project Area at Dyckman Street near its intersection with Nagle Avenue and Fort George Hill. Metro-North Railroad service is available just outside of the Project Area across the Harlem River and Spuyten Duyvil Creek at the University Heights and Marble Hill stations on the Hudson Line.

The Project Area is comprised of a mix of land uses, with residential the most predominant, followed by mixed commercial/residential buildings and commercial/office buildings. However, as described further below, there is a contrast between the strong existing residential neighborhood character, which lies predominantly to the west of Tenth Avenue, and the areas along and to the east of Tenth Avenue (the eastern portion of the proposed rezoning area) where there are large swaths of underdeveloped land that accommodate parking, vehicle and open storage uses with minimal to no built floor area. .

More than half of the Project Area lots and building area comprise residential uses, with multi-family walk-up buildings the most prevalent. Mixed commercial/residential buildings, while comprising fewer lots than commercial uses, represent a substantial portion of the Project Area building area (24.8 percent), whereas commercial buildings occupy approximately six percent of the Project Area building area. While transportation/utility, public facilities and institutions, and parking facilities each represent between approximately five to six percent of the Project Area lots, each, public facilities and institutions comprise a comparatively higher percent of the Project Area building area (6.5 percent) than transportation/utility (1.0 percent) and parking facilities (0.7 percent). The remaining Project Area land uses (industrial/manufacturing/warehouse, open space, and vacant land each represent less than five percent of the total land uses.

West of Tenth Avenue, the Project Area is characterized by a diverse residential population and large stock of pre-war multiunit apartment buildings; dense commercial corridors on Dyckman Street, Broadway, and West 207th Street. Further to the west of the Project Area is abundant park space, including Inwood Hill Park, the last natural growth forest in Manhattan, as well as Fort Tryon and Isham Parks. Sherman Creek is located to the south of the Project Area. The one-acre Monsignor Kett Playground is located on Tenth Avenue and West 204th Street just west of the study area. Inwood also has two natural coves located just outside of the Project Area– Sherman Creek (located at the shoreline south of Academy Street) and North Cove (located just south of MTA's 207th Street Rail Yard [MTA Rail Yard]). Inwood also is home to large institutions, including Allen Hospital and Columbia University's Baker Athletic Complex and sports fields located just outside of the Project Area.

Along and to the east of Tenth Avenue and along Broadway north of West 215th Street, the character of the residential/mixed-use core of Inwood stops, and this portion of the Project Area is largely characterized by low-scale commercial and auto-related uses, parking lots, vehicle and open storage uses, and utility and transportation-related uses. There are small pockets of mid-rise residential buildings located along the mid-blocks from West 206th to West 204th streets between Ninth and Tenth avenues, as well as a clustering of institutional uses including houses of worship and schools. This area is physically separated from the core residential community by the elevated rail line for the No. 1 subway line, which extends along Broadway between the Spuyten Duyvil Creek and West 218th Street, Tenth Avenue between West 218th and West 207thstreets, and Nagle Avenue between West 207th and Dyckman streets.

New uses in the areas east of and along Tenth Avenue have been primarily limited to schools and commercial, such as auto-related sales and repair and eating and drinking establishments, due to the area's existing C8 and manufacturing zoning. Some of these uses, especially community facility uses, directly serve the residential community west of Tenth Avenue. However, the existing zoning, which limits commercial and community facility development and does not permit residential development, has prevented the mixed-use character of Inwood west of Tenth Avenue from extending towards the Harlem River.

Neighborhood Context

The Project Area has five distinct sub-districts:

- ***Tip of Manhattan***, which comprises the area north of West 218th Street and east of Broadway;
- ***Upland Wedge***, which comprises the blocks (or portions thereof) along Broadway north of West 215th Street and along the west side of Tenth Avenue between West 207th and West 218th streets;
- ***Sherman Creek***, located east of Tenth Avenue between Academy and West 208th streets;

- ***The Commercial "U"***, which comprises the blocks with frontages along Dyckman Street between approximately Nagle Avenue and Broadway, Broadway between Thayer and West 207th Streets, and West 207th Street between Broadway and Tenth Avenue; and

- ***The Upland Core***, including all areas west of Tenth Avenue, excluding the Upland Wedge and Commercial "U" (generally bounded by Tenth Avenue to the west, Thayer Street and Riverside Drive to the south, Payson Avenue and Indian Road to the west, and West 218th Street to the north).

Tip of Manhattan

The Tip of Manhattan sub-district is comprised of a mix of parking, commercial, transportation/utility, and public facilities and institutions. There are no residential, mixed-use residential/commercial, or industrial/warehousing uses on the Tip of Manhattan lots. The only open space consists of a small playground associated with P.S. 18 with frontage on the south side of West 220th Street that features a basketball court and asphalt school yard and is part of the City's Schoolyards to Playgrounds program. The area is zoned for low-density manufacturing and industrial uses, which does not allow residential uses as-of-right and limits commercial and community facility development.

Compared to the other Project Area sub-districts, the Tip of Manhattan includes the highest percentage of parking, transportation/utility, and public facility/institution uses. Parking uses comprise slightly more than 43 percent of the sub-district's lots (and nearly 50 percent of the sub-district's lot area) and are present on most of the blocks. In general, parking uses comprise surface accessory parking lots with minimal to no built floor area. A 244-space surface parking lot used by the staff of the Allen Hospital occupies the triangular-shaped block bounded by West 220th Street, Broadway, and Ninth Avenue. Transportation/utility uses (which comprise 30 percent of the lots and 27.2 percent of the built floor area) include a city owned waterfront lot under the jurisdiction of the DCAS, which is used by Spectrum Communications primarily for vehicle storage, as well as auto-repair facilities. Public facility/institutions in the Tip of Manhattan sub-district approximately ten percent of the sub-district's lots and over one-third of the sub-district's building area. Institutional uses in the sub-district include: a school building that houses P.S./I.S. 278—Paula Hedbavny School and P.S. 18 – Park Terrace, and which has frontage on West 219th and West 220th streets, midblock between Broadway and Ninth Avenue.

Upland Wedge

Although this area is zoned for heavy commercial and automotive-related uses and does not allow residential uses as-of-right, the Upland Wedge sub-district is characterized by a mix of uses, and reflects the transition in land uses present to the west (predominantly residential) and east (predominantly transportation/utilities and parking). Residential and mixed commercial/residential buildings comprise a combined total of nearly 23 percent of the Upland Wedge sub-district lots, and a comparable percent of the sub-district's building area. Retail uses are generally concentrated along Broadway; the significantly lower share of the built floor area comprised of commercial uses, as compared to lots and lot area, is due to the types of commercial uses found in the Upland Wedge, which generally include low-rise auto-oriented uses (including auto sales and two gas stations) with open accessory parking areas. Parking uses are also prevalent, comprising almost 20 percent of its lots; with the exception of one parking facility (at 3896 Tenth Avenue; Block 2223, Lot 16), parking facilities include minimal to no built floor area. The elevated No. 1 subway runs along Tenth Avenue in the Upland Wedge, with stations at West 207th and West 215th streets.

The largest building within this sub-district, Inwood Center at 5030 Broadway, occupies the entire City block bounded by West 214th Street, Tenth Avenue, West 213th Street, and Broadway, and comprises nearly 54 percent of the sub-district's total built floor area. It accommodates a Manhattan Mini Storage operation, as well as multiple additional commercial and community facility tenants. The existing building occupies the entirety of Block 2231 and has a built FAR of 6.56 (exceeding the maximum permitted commercial FAR of 5.0).

Sherman Creek

The Sherman Creek sub-district is occupied by a mix of uses, each of which represents no more than a quarter of the sub-district's lots; none of the lots in this sub-district are occupied by open space uses. Compared to the remainder of the Project Area, Sherman Creek includes a higher percentage of warehouse/wholesale uses. Warehouse/wholesale uses, which represent approximately six percent of the lots and almost 11 percent of the sub-district's built floor area, are located on three of the lots. The largest of these warehouse uses is Flair Beverages, the wholesale beverage center located on the block bounded by West 206th and West 207th streets, Ninth Avenue, and the Harlem River. Other warehouse

uses in Sherman Creek include a restaurant equipment wholesaler (located one block south of Flair Beverages) and Cyn-Chriss Wholesale, located on the north side of West 203rd Street between Ninth and Tenth avenues. Commercial/office uses are the most prevalent land use, representing 25 percent of the lots and approximately 24 percent of the built floor area; the largest of the sub-district's commercial lots (Block 2203, Lot 1), which is currently occupied by a large-format supermarket (Super Associated Marketplace). There is also a clustering of eating and drinking establishments and other nightlife establishments along the north side of West 202nd Street and the north and south sides of West 203rd Street between Ninth and Tenth avenues, as well as on Tenth Avenue. Automotive uses include a gas station, automotive repair and maintenance shops, and tire repair shops, which are largely located along and near Tenth Avenue. There has been a trend towards the conversion of the area's light industrial/heavy commercial buildings along the corridors of West 202nd and West 203rd streets and Tenth Avenue from automotive and warehousing uses to eating and drinking establishments.

It should also be noted that six residential lots are located in Sherman Creek, all of which are located midblock between Ninth and Tenth avenues. While only representing approximately 12 percent of the sub-districts lots, residential uses comprise the largest percentage of the sub-district's built floor area (approximately 40 percent). Similar to the parking uses found in the Tip of Manhattan and Upland Wedge, much of the parking present in Sherman Creek comprises surface parking facilities with minimal built floor area. Con Edison occupies the property on the east side of Ninth Avenue between West 203rd and West 204th streets and uses the undeveloped site for vehicle and open storage uses. Transportation/utility uses in the Sherman Creek sub-district are generally concentrated south of West 203rd Street in the portion of the Project Area that is proposed for inclusion within the SID, but located outside of the proposed rezoning area; these transportation/utility uses comprise several Con Edison buildings, including the Academy Substation and Sherman Creek Transmission Station. While no open space uses occupy the Sherman Creek sub-district's lots, street-end open space areas are located at the eastern termini of West 202nd through West 206th streets.

Commercial "U"

The Commercial "U" sub-district, as its name implies has the highest concentration of commercial and mixed residential/commercial buildings, as compared to the other proposed rezoning area sub-district. Approximately 56 percent of the sub-district's lots and 26 percent of the sub-district's building area comprise commercial uses, with an additional 30 percent of the sub-district's lots and 64 percent of the sub-districts building area comprise mixed commercial/residential buildings. Commercial uses present in the sub-district generally comprise local retailers, including banks, eating and drinking establishments, grocery stores, pharmacies, and clothing stores, among others; there are minimal office buildings in the Commercial "U" sub-district. The commercial uses present in the sub-district are consistent with the commercial overlays and commercial districts mapped in the sub-district. While residential uses are present in the sub-district, the Commercial "U" sub-districts exhibits a lower prevalence of residential uses as compared to the Project Area as a whole, with only 4 of the 84 lots in the sub-district occupied by residential buildings. Public facilities and institutional uses are also found sparingly in the sub-district and are limited to the Inwood Branch of the NYPL (at 4790 Broadway) and the W. Haywood Burns School, located one block east at 4852 Broadway; a portion of I.S. 52 is also located within the sub-district, adjacent to the NYPL's Inwood Branch. There are no industrial/warehousing/wholesale uses in the Commercial "U" sub-district. While no open space areas are located within the Commercial "U," it should be noted that the Dyckman House Museum and associated gardens, which is under the jurisdiction of NYC Parks and is designated parkland, is located at the northeast corner of Broadway and West 204th Street, directly adjacent to the sub-district.

Upland Core

The Upland Core sub-district is zoned for medium density residential uses, and is the most residential of the Project Area sub-districts, with approximately 75 percent of the sub-district's lots occupied by residential buildings; accounting for the mixed-use residential/commercial buildings present in the sub-district, residential uses comprise just under 90 percent of the sub-district's lots and over 90 percent of the sub-district's building area. The majority of the residential buildings present in the sub-district comprise five- to eight-story multi-family walk-up buildings, which represent the largest percentage of the residential lots, lot area, and building area of the sub-district. While 22 lots in the sub-district are occupied by one- and two-family residential buildings, they represent less than one percent of the sub-district's building area. Both multi-family walkup and multi-family elevator buildings, on their own, represent a greater percent of lots, lot area, and building area than any other land use present in the sub-district. Mixed-use residential/commercial buildings are scattered throughout the sub-district, several of which are existing non-conforming uses (i.e., located in residential zoning districts that do not permit commercial uses as-of-right). Public facilities and institutions, which occupy four percent of the sub-districts lots and

approximately six percent of the sub-district's building area, include several schools and houses of worship, and a U.S. Post Office. The only industrial and transportation/utility uses present in the sub-district are located along the south side of Dyckman Street, west of Seaman Avenue.

Existing Zoning

M1-1 Light Manufacturing Districts (High Performance)

M1-1 zoning districts, which permit a maximum floor area ratio (FAR) of 1.0 for manufacturing and commercial uses, are mapped within the Tip of Manhattan subdistrict in the area bounded by Ninth Avenue, West 218th Street, and Broadway, and the Sherman Creek sub-district, generally to the west of Ninth Avenue. M1-1 districts also permit a limited subset of community facility uses at a maximum FAR of 2.4. Building heights in M1-1 districts are governed by a sloping sky exposure plane, which begins at a height of 30 feet, or two stories, whichever is less, above the street line. M1 districts generally allow one- or two-story warehouses for light-industrial uses, including repair shops, wholesale service facilities, as well as self-storage facilities and hotels. These districts are intended for light industry; however, heavy industrial uses are permitted in M1 districts if they meet the highest performance standards, including maximum permitted noise levels and odor, dust, or noxious matter emissions, as set forth in the ZR. In addition, stricter noise standards apply for portions of M1-1 zoning districts that adjoin residential districts; within the Project Area, this applies in both the Sherman Creek and Tip of Manhattan sub-districts, where portions of the existing M1-1 districts adjoin existing R7-2 residential districts. No new residential uses are permitted. M1-1 districts are subject to parking requirements based on the type of use and size of an establishment.

M2-1 Medium Manufacturing Districts (Medium Performance)

M2-1 zoning districts, which permit a maximum FAR of 2.0 for manufacturing and commercial uses, are mapped along a portion of the waterfront within the Tip of Manhattan sub-district between Broadway and West 220th Street. Building heights in M2-1 districts are governed by a sloping sky exposure plane, which begins at a height of 60 feet, or four stories, whichever is less, above the street line. M2 districts occupy the middle ground between light and heavy industrial areas. Required performance standards in all M2 districts, as set forth in the ZR, are lower than in M1 districts. Except when M2 districts border on a residential district, higher levels of noise and vibration are allowed, smoke is permitted and industrial activities need not be entirely enclosed. As the M2-1 district mapped in the Tip of Manhattan sub-district adjoins a residential district (the R7-2 district mapped to its west), stricter noise and vibration performance standards apply. No new residential or community facility uses are permitted. M2-1 districts are subject to parking requirements based on the type of use and size of an establishment.

M3-1 Heavy Manufacturing Districts (Low Performance)

M3-1 zoning districts, which permit a maximum FAR of 2.0 for manufacturing and commercial uses, are mapped along portions of the waterfront within the Tip of Manhattan sub-district between West 220th Street and West 218th Street, and along the waterfront of the Sherman Creek sub-district between West 207th Street and West 202nd Street. Building heights in M3-1 districts are governed by a sloping sky exposure plane, which begins at a height of 60 feet, or four stories, whichever is less, above the street line. M3 districts are designated for areas with heavy industries that generate noise, traffic or pollutants. Typical uses include power plants, solid waste transfer facilities and recycling plants, and fuel supply depots. Even in M3 districts, uses with potential nuisance effects are required to conform to minimum performance standards as set forth in the ZR. No new residential or community facility uses are permitted. M3-1 districts are subject to parking requirements based on the type of use and size of an establishment.

C4-4 General Commercial Districts

A C4-4 district mapped along Dyckman Street between Nagle Avenue and Broadway, within the Commercial "U" sub-district. C4-4 districts are intended for larger stores serving an area wider than the immediate neighborhood. Commercial uses in C4-4 districts permit a maximum FAR of 3.4. Residential and community facility uses in C4-4 districts must comply with the R7-2 bulk requirements; the maximum residential FAR is 3.44 under the standard R7-2 height factor regulations, or 4.0 on wide streets under the Quality Housing Program. The maximum FAR for community facility uses is 6.5. One off-street parking space per 1,000 feet of commercial floor area is required; however, parking is waived if the retail use requires less than 40 parking spaces.

C8-3 & C8-4 General Service Districts

C8-3 and C8-4 districts are mapped along Tenth Avenue within the Upland Wedge sub-district; a C8-3 district is also mapped within a portion of the Upland Core sub-district (along the south side of Dyckman Street, west of Broadway). C8-3 and C8-4 districts permit commercial uses at a maximum FAR of 2.0 and 5.0, respectively. C8 districts are found mainly along major traffic arteries and allow automotive and other heavy commercial uses that often require large amounts of land. C8-3 and C8-4 districts also permit community facility uses at a maximum FAR of 6.5. Unlike most commercial districts, residential uses are not permitted in C8 districts. C8 districts also impose performance standards for certain semi-industrial uses (including Use Group 11A and 16). Building heights in C8 districts are governed by a sloping sky exposure plane. In C8-3 districts, the sky exposure plane begins at a height of 60 feet, or four stories, whichever is less, above the street line, and in C8-4 districts, the sky exposure plane begins at a height of 85 feet, or six stories, whichever is less, above the street line. C8-3 districts typically require parking at a rate of one space per 1,000 square feet of commercial floor area, while C8-4 districts typically do not require parking. Typical uses are automobile showrooms and repair shops, warehouses, gas stations, and car washes; community facilities, self-storage facilities, hotels and amusement uses, such as theatres are also permitted. No new residential uses are permitted.

R7-2 Medium Density Residential District

R7-2 districts are mapped over much of the Upland Core sub-district. R7 districts are medium-density apartment house districts that permit buildings to be constructed either pursuant to the original height factor regulations enacted with the 1961 NYC ZR, or pursuant to the Quality Housing Program. Under height factor regulations, the maximum residential FAR ranges from 0.87 to 3.44; the open space ratio (OSR) ranges from 15.5 to 25.5. These regulations encourage tall buildings on large lots set within large swathes of open space. The maximum FAR is achieved at a height factor of 14, which requires and OSR of 22. Buildings developed in R7-2 districts pursuant to height factor regulations must be set within a sky exposure plane that begins at a height of 60 feet, or six stories, whichever is less, above the street line and then slopes inward over the zoning lot. The optional Quality Housing regulations in R7 districts permit a maximum residential FAR of 4.0 on wide streets outside Manhattan Core, with a maximum base height of 40 to 65 feet and a maximum building height of 85 feet with a qualifying ground floor (a ground floor with a height of 13 feet). On narrow streets, the maximum residential FAR for buildings using the Quality Housing option is 3.44, with a maximum base height of 40 to 65 feet and a maximum building height of 75 feet. Community facilities are permitted at a maximum FAR of 6.5 in R7-2 districts, and if they are in a non-Quality Housing building, may utilize sky exposure regulations and may construct a community facility tower that penetrates the sky exposure plane. Parking is required for 50 percent of the dwelling units in R7-2 districts, which may be reduced to 30 percent on zoning lots less than 15,000 square feet and waived on lots less than 10,000 square feet. No parking is required for affordable housing units[6]. If the total amount of residential parking required is less than 15 spaces, the requirement may be waived.

Commercial Overlays (C1-3, C1-4, & C2-4)

C1 and C2 commercial overlays are mapped along portions of Broadway between West 215th Street and Dyckman Street, West 207th Street between Cooper Street and Ninth Avenue, Tenth Avenue between Post Avenue and West 203rd Street, Nagle Avenue between Academy Street and West 205th Street, and on the south side of Sherman Avenue between West 204th Street and Academy Street and to the south of Dyckman Street on Sherman Avenue. C1 and C2 commercial overlays are typically mapped in residential neighborhoods along streets that serve local retail needs. They are found extensively throughout the City's lower- and medium-density areas and occasionally in higher-density districts. Within the proposed rezoning area, C1-3, C1-4, and C2-4 commercial overlays are mapped on portions of the R7-2-zoned blocks in the Sherman Creek, Commercial "U," and Upland Core sub-districts. Typical retail uses include neighborhood grocery stores, restaurants, and beauty parlors. C2 districts permit a slightly wider range of uses, such as funeral homes and repair services. The maximum commercial FAR for C1 and C2 overlays is 1.0 when mapped in R1 through R5 districts, but 2.0 when mapped in R6 zoning districts or higher. This typically produces a commercial ground floor in an otherwise residential building.

4. PROPOSED ACTIONS

The Proposed Actions are intended to implement the goals of *Inwood NYC Action Plan* by creating opportunities for permanently affordable housing, ensuring that new buildings reflect existing neighborhood context where it is strong today, promoting economic development and local job growth

[6] Referred to as "income-restricted" units in the ZR of the City of New York.

in targeted areas of the neighborhood, and improving the public realm by encouraging non-residential ground floor uses and a consistent streetscape.

Proposed Zoning Text Amendments

In addition to a zoning text amendment to establish the Special Inwood District (SID), the Proposed Actions include amendments to the text of the ZR to apply the MIH program (see below) to the proposed rezoning area where zoning changes are promoting new housing and to establish the WAP, as described below.

Establish Special Inwood District (SID)

The proposed SID would be mapped in the Tip of Manhattan (comprising SID subareas B1, B2, B3, and B4), Upland Wedge (comprising a portion of SID sub-district D), Sherman Creek (comprising a portion of SID sub-district D, as well subareas A1, A2, A3, A4, and E), and Commercial "U" (comprising SID sub-district C) sub-districts of the proposed rezoning area, in addition to a portion of the Upland Core sub-district of the proposed rezoning area (comprising a portion of SID sub-district D). The SID would modify the underlying zoning district to establish additional requirements and modify underlying requirements, including those related to use, bulk, ground floor design, parking, and enclosures. The zoning text amendments would also require certain property owners to coordinate with the MTA to facilitate future transit improvements. Specifically:

- *Use Regulations:* In zoning districts that permit hotels, the SID would require a Special Permit for any new hotel developments within the proposed rezoning area. Within the manufacturing districts proposed for the Tip of Manhattan sub-district, additional community facility and commercial uses would be permitted as-of-right, heavy manufacturing uses would be limited and and other uses, such as retail, would be limited to the ground floor. Within the C6-2 zone in the Tip of Manhattan sub-district, commercial or utility parking would be permitted as-of-right. In R7 and R8 districts with a C2-4 commercial overlay, commercial uses will be allowed as-of-right on the second story.

- *Floor Area Regulations:* The SID would modify underlying FARs on the waterfront blocks of the Sherman Creek sub-district. In the Tip of Manhattan, the SID will limit the FAR on waterfront sites within the M-zones to 2.0 FAR, while also allowing the transfer of development rights from waterfront blocks to upland blocks within the M-zones. The SID would allow additional bulk flexibility in the Sherman Creek sub-district at the intersection of West 207th Street and Ninth Avenue by allowing lots mapped within both R8A and R9A districts to transfer residential floor area from the R8A to the R9A district. Lastly, the A-Application includes modifications to maximum allowable FARs in portions of the portions of the Upland Wedge, Commercial U, and Sherman Creek sub-districts, in order to allow for these FARs to be within scope for consideration.

- *Streetwall Location and Maximum Building Height:* Under the proposed SID, a five-foot sidewalk setback from the lot line would be required for all new developments in the C6-2 district proposed along West 218th Street, as well as along Ninth Avenue in the Tip of Manhattan sub-district. The SID would also include supplemental height and setback regulations for lots adjacent to the shoreline,[7] for lots within 100 feet of an elevated rail line, for lots within the Tip of Manhattan sub-district, and for other select portions of the neighborhood with known constraints. Specifically, lots that share a side lot line with an adjacent zoning lot containing a building(s) constructed prior to the 1961 ZR that includes residential units, with legally required windows that face and are within 15 feet of the shared lot line, would be subject to the following provision. New buildings would be allowed to break the streetwall requirement for a portion of the lot and rise an additional story (ten feet) with the provision of an open area measuring a minimum of 15 feet along the shared lot line. Non-residential buildings in certain commercial districts would be allowed additional height to accommodate the higher floor-to-floor heights associated with commercial buildings. These heights would be the same as those permitted for MIH buildings.

- *Ground Floor Design Regulations:* The proposed SID would include supplemental ground floor regulations in certain districts to generally require the ground floors of residential buildings to provide non-residential uses (i.e., commercial or community facility uses) along major thoroughfares and other important pedestrian connections throughout the proposed SID, in addition to providing transparency requirements. Furthermore, in portions of West 207th Street and Broadway in the Commercial U sub-district, the SID would require that individual local retail and local service establishments occupy at least 50 percent of ground floor building frontage. The remaining 50 percent of ground floor building frontage could be occupied by a wider range of

non-residential uses, as well as residential lobbies and entrances to accessory parking. Banks and loan offices along portions of West 207th Street and Broadway would be limited to 25 feet of ground floor frontage.

- *Rear Yards:* The proposed SID, would modify rear yard and rear yard equivalent requirements on select sites, including the proposed M-zones in the Sherman Creek sub-district and the proposed M-zoned upland sites in the Tip of Manhattan sub-district.

- *Parking Regulations*: The SID would reduce the underlying off-street accessory parking requirements for residential uses. Throughout the proposed SID, off-street accessory parking would be required for 20 percent of market-rate dwelling units. Within C2-4 overlays within the proposed SID, commercial and community facility parking requirements would be waived in mixed-use buildings. The SID will also modify requirements to allow all permitted accessory off-street parking to be made available for public use. Per underlying zoning regulations, no accessory off-street parking would be required for affordable housing units. The SID would also modify underlying curb cut regulations and would allow rooftop parking as-of-right within the Sherman Creek sub-district M-zones.

- *Enclosure Requirements:* The SID would allow for a modification to existing enclosure and screening requirements for commercial and manufacturing uses within the Sherman Creek sub-district, to ensure the continuity of critical Con Edison utilities and operations. Any new development or enlargement would still be subject to the strict performance standards for development next to a residential district; however, the uses would not be required to be enclosed.

- *Transit Improvements:* The SID would facilitate future improvements to subway stations in order to improve access for the disabled and circulation for all riders. For certain lots adjacent to the West 215th Street 1 Train station, the West 207th Street 1 Train station, and the Dyckman Street A Train station, property owners would be required to coordinate with MTA and the CPC Chairperson prior to development to determine if an easement or sidewalk widening within the lot would be needed for station improvements such as an elevator. Any floor area utilized by MTA for station circulation improvements would be exempted from FAR calculations, and any development required to provide an easement for an improvement would be allowed to rise an additional story (ten feet).[8]

- *M1-4/R9A and M1-4/R7A Districts:* Within the proposed M1-4/R9A and M1-4/R7A districts, the proposed SID would apply special use regulations similar to that of the Special Mixed-Use District (ZR Article XII, Chapter 3).

Establish a Mandatory Inclusionary Housing District

In accordance with Mayor de Blasio's *Housing New York* plan, an MIH district is proposed to cover portions of the proposed rezoning area that would be rezoned to C4-4A, C4-4D, C4-5D, C6-2, C6-2A, R7D, R8A, R8, R9A, M1-4/R7A, and M1-4/R9A, as well as some portions rezoned to R7A that would generate significant increases in residential capacity as a result of the proposed zoning changes (e.g., areas currently zoned M1-1 in Sherman Creek sub-district) in order to require the development of permanently affordable housing. The MIH program includes two primary options for set-aside percentages with different affordability levels. One option would require 25 percent of residential floor area to be for affordable housing units for residents with incomes averaging 60 percent of the area median income (AMI) (with ten percent of the floor area affordable at 40 percent AMI) and the second would require 30 percent of residential floor area to be for affordable housing units for residents with incomes averaging 80 percent AMI. In combination with these options, two other options may be made available. A "Deep Affordability Option" may be utilized under which 20 percent of residential floor area must be affordable housing units affordable to households with income at a weighted average of 40 percent of AMI. Also, a "Workforce Option" may be utilized provided that 30 percent of residential floor area contains housing units affordable to households with income at a weighted average of 115 percent, with five percent of residential floor area comprising units affordable to households at an income band of 70 percent of AMI and another five percent of residential floor area affordable to households at an income band of 90 percent of AMI. The MIH options that would be applicable within the proposed rezoning area would be chosen during ULURP.

[8] Developments allowed an additional story height for providing an open area adjacent to lot line windows or for proximity to the elevated rail would not be allowed an additional story for subway station improvements.

Establish Inwood Waterfront Access Plan (WAP)

The goal of the WAP would be to create a framework for a continuous shore public walkway over time through a mix of public and private investment. The WAP would cover the entirety of the Tip of Manhattan sub-district waterfront, as well as the entirety of the waterfront proposed to be rezoned in the Sherman Creek sub-district. Following standard WPAA guidelines, redevelopment on waterfront lots would trigger requirements to build out the shore public walkway on private sites; underlying zoning regulations would require a minimum 40-foot shore public walkway, unless modified by the proposed WAP, as well as require supplemental public access areas equal to a total amount of waterfront public access that is at least 20 percent of the total lot area.

The Tip of Manhattan sub district is an area with narrow, irregularly-shaped lots and limited potential for connections to the North due to the Broadway Bridge and the South due to infrastructure. The goal of the WAP is to ensure the development of quality open space in this area by modifying the requirements of waterfront zoning to account for specific site conditions. On the narrow irregularly-shaped northernmost sites, the developer may elect to reduce or waive the shore public walkway in exchange for an equal amount of contiguous waterfront open space on the same lot. For the rest of the sites in this sub-district, the developer may reduce the shore public walkway requirement from 40 feet to 20 feet, in exchange for an equal amount of contiguous waterfront open space on the same lot. The intention of these proposed modifications is to produce higher quality concentrated public open space, with increased potential for programming and amenities. The WAP will designate visual corridors at West 218th, West 220th and Ninth Avenue to ensure strong visual connections down to the Harlem River Waterfront. Three supplemental public access areas will also be designated in the Tip of Manhattan located generally between West 220th Street and West 218th Street. In addition, the WAP will require upland connections along West 218th and West 220th streets.

In the Sherman Creek sub-district, the proposed WAP will ensure that all sites in the proposed rezoning area build out waterfront open space connections, even when underlying zoning requirements would not typically require waterfront open space due to intervening lots. On sites that would not typically be required to build out WPAA, a minimum 14-foot wide walkway with an ten-foot clear pathway will be required to be built out within 40 feet of the shoreline. The WAP will also require the waterfront lot located between West 207th and West 208th streets to provide an easement to enlarge adjoining mapped streets, and will waive the supplemental public access area (SPAA) requirements for this site.

Proposed Zoning Map Amendments

Proposed R7A outside of the SID
(EXISTING R7-2 DISTRICTS)

The proposed R7A contextual zoning district would be mapped over much of the proposed rezoning area zoned R7-2 in the Upland Core. These areas would be located outside of the proposed special district. R7A zoning districts are proposed to be mapped on:

- The portion of the proposed rezoning area generally bounded by West 218th Street to the north, Broadway to the east, Isham Park to the south, and Inwood Hill Park to the west;
- The portion of the proposed rezoning area generally bounded by Nagle Avenue to the east and the midblocks adjacent to Broadway (to the west), Dyckman Street (to the south), and West 207th Street (to the north);
- The portion of the proposed rezoning area generally bounded by Isham Park to the north, Broadway to the east, Dyckman Street to the south, and Inwood Hill Park to the west;
- The southern portions of the blocks generally bounded by Dyckman Street to the north, Seaman Avenue to the east, Riverside Drive to the south, and Staff Street to the west;
- The southern portion of two blocks bounded by Dyckman Street to the north, Nagle Avenue to the east, Thayer Street to the south, and Broadway to the west; and
- The portions of the blocks generally bounded by Tenth Avenue to the east, West 207th Street to the south, Broadway to the west and West 213th Street to the north.

R7A is a contextual zoning district that allows for the development of medium-density housing and community facilities. R7A districts allow for residential and community facility development up to 4.0 FAR. Buildings with qualifying ground floors would be restricted to a maximum base height of 65 feet, requiring

a setback above the maximum base height, and would be limited to a maximum building height of ,85 feet.

Off-street accessory parking is required for 50 percent of the market-rate dwelling units in R7A districts. On zoning lots smaller than 10,000 sf or where the total amount of parking required is less than 15 spaces, accessory parking requirements are waived.

Proposed R7A within the SID
(EXISTING M1-1 AND R7-2 DISTRICTS)

R7A contextual zoning would be mapped within the SID on the midblock portions of three blocks bounded by West 203rd and West 206th streets and Ninth and Tenth avenues in the Sherman Creek sub-district, replacing the existing R7-2 and M1-1 zoning districts. The midblock portion of this area south of West 203rd Street would be proposed for an M1-4/R7A, described in detail below.

While MIH would not be required in all proposed R7A zoning districts (because changing the zoning from the existing R7-2 to R7A does not create a significant increase in permitted residential density), it would be mapped on the portion of the proposed R7A districts on the northern side of West 203rd Street, where existing M1-1 zoning exists today.

R7A is a contextual zoning district that allows for the development of medium-density housing and community facilities. R7A districts allow for residential and community facility development up to 4.0 FAR; under the MIH program, up to 4.6 FAR of residential floor area would be permitted. Buildings with qualifying ground floors developed pursuant to the Inclusionary Housing Program in R7A districts are restricted to a maximum base height of 75 feet, require a setback above the maximum base height, and are limited to a maximum building height of 95 feet.

Off-street accessory parking is required for 50 percent of the market-rate dwelling units in R7A districts; however, as noted above, the parking requirement would be adjusted by the SID to require only 20 percent of market-rate dwelling units to provide parking. No parking is required for affordable housing units, as per the underlying zoning. On zoning lots smaller than 10,000 sf or where the total amount of parking required is less than 15 spaces, parking requirements are waived.

Proposed R7D within the SID
(EXISTING R7-2 DISTRICT)

An R7D zoning district is proposed for the western frontage of Broadway between West 214th Street and West 218th Street in the Upland Wedge sub-district.

R7D is a contextual zoning district that allows for the development of medium-density housing and community facilities. R7D districts allow for residential and community facility development up to 4.2 FAR; under the MIH program, up to 5.6 FAR of residential floor area would be permitted in the R7D districts proposed for rezoning area. The SID would decrease the maximum allowable community facility FAR in the R7D district from 4.2 to 4.0. Buildings with qualifying ground floors developed pursuant to the Inclusionary Housing Program in R7D districts are restricted to a maximum base height of 95 feet, require a setback above the maximum base height, and are limited to a maximum building height of 110 feet.

Off-street accessory parking is required for 50 percent of the market-rate dwelling units in R7D districts; however, the parking requirement would be adjusted by the SID to require only 20 percent of market-rate dwelling units to provide parking. No accessory parking is required for affordable housing units, as per the underlying zoning. On zoning lots smaller than 10,000 sf and on zoning lots where the total amount of accessory parking required is less than 15 spaces, accessory parking requirements would be waived.

Proposed R8 within the SID
(EXISTING M1-1 AND M3-1 DISTRICTS)

An R8 zoning district with MIH is proposed on all or portions of four blocks along the Harlem River waterfront between West 204rd Street and the North Cove in the Sherman Creek sub-district.

R8 zoning districts typically allow for residential development up to 6.02 FAR and community facility development up to 6.5 FAR; under the MIH program, up to 7.2 FAR of residential floor area is typically permitted in R8 districts. However, as noted above, the proposed SID would modify the underlying R8 waterfront regulations in the Sherman Creek sub-district, establishing two different maximum allowable FARs and bulk regulations depending on whether a property has a minimum of 100 feet of frontage adjacent to the shoreline. The proposed SID would incentivize privately-owned sites to merge with City-owned waterfront lots to facilitate the creation of public waterfront open space. For waterfront lots with

a minimum of 100 feet of frontage adjacent to the shoreline, higher FAR and more flexible bulk requirements would be permitted by the proposed SID.

Specifically, for lots that are located within waterfront blocks, but do not have a minimum of 100 feet of frontage adjacent to the shoreline the maximum residential FAR would be 4.6. Buildings on these lots would be required to have a streetwall height of no less than 40 feet and no greater than 75 feet, and a maximum building height of 95 feet (with a qualifying ground floor). The density and bulk regulations for these lots would be equivalent to an R7A District mapped with MIH. For lots that have a minimum of 100 feet of frontage adjacent to the shoreline, the maximum FAR would be 7.2 (as per the underlying zoning), and the WAP would require the provision of public waterfront open space.

For waterfront lots located between West 204th and West 207th streets, with a minimum of 100 feet of frontage adjacent to the shoreline, the proposed SID would increase the maximum tower footprint size and more bulk flexibility would be allowed in order to reduce construction costs and promote good design on constrained sites. If the building does not exceed 155 feet in height, the proposed SID will require development to maintain a streetwall height of no less than 60 feet and no greater than 105 feet. If the building height exceeds 155 feet, tower rules would go into effect. When electing to build a tower, anything over 125 feet tall would be considered a tower. For lots less than 1.5 acres, only one tower would be allowed, and on lots larger than 1.5 acres, two towers would be allowed. The proposed SID would also include tower regulations that would dictate the size and orientation of each tower. The maximum height of a tower would be 245 feet, and the footprint of the tower would not be allowed to exceed 9,000 sf per floor, with a maximum total dimension of 100 feet running parallel to Ninth Avenue. For developments with a tower, streetwall heights would be required to fall on or within 60 and 85 feet. Within 30 feet of the shore public walkway, a maximum of 70 percent of frontage may rise to 85 feet, with the remaining 30 percent of frontage limited to 30 feet tall.

For lots located between West 207th and West 208th streets, with a minimum of 100 feet of frontage adjacent to the shoreline, the maximum tower footprint size and overall height would be increased to allow for more bulk flexibility in this constrained area. Along West 207th Street and Ninth Avenue frontages, buildings would be required to maintain a streetwall of no less than 60 feet and no greater than 105 feet tall, with a minimum ten-foot setback from the streetwall. Above the required setback, the portion of the building beyond 100 feet of West 207th Street would be limited to 145 feet, while the portion of the building within 100 feet of West 207th Street would be able to rise to 295 feet tall, as long as any portion above 175 feet is limited to a maximum floorplate of 10,000 sf. Within 70 feet of the shoreline, the maximum building height would not be able to rise above 85 feet and within 30 feet along the former West 208th Street, 70 percent of the frontage could rise to a maximum of 85 feet tall, with the remaining 30 percent of frontage limited to a maximum height of 30 feet tall.

For sites that would have a split zoning condition mapped within the proposed R8 and R9A districts, the proposed SID would allow the distribution of the total allowable floor area without regard for zoning district boundaries to allow greater flexibility for better site planning and building design along the waterfront. Developments in these proposed districts would have to comply with all zoning regulations for visual corridors and WPAAs.

Additionally, under waterfront zoning, development rights are typically generated by portions of waterfront lots between the upland boundary of the lot and the mapped bulkhead line. The SID would adjust waterfront zoning to limit those development rights to portions of waterfront lots between the upland boundary of the lot and the shoreline.

Under the proposed SID, off-street accessory parking would only be required for 20 percent of market-rate dwelling units (compared to 40 percent under the underlying R8 zoning regulations). No accessory parking would be required for affordable housing units, as per underlying zoning. Further, under the SID, accessory parking would be exempted from floor area below a height of 33 feet (modified from the underlying requirement of below a height of 23 feet).

On zoning lots smaller than 10,000 sf and on zoning lots where the total amount of accessory parking required is less than 15 spaces, accessory parking requirements would be waived.

Proposed R8A within the SID
(EXISTING M1-1 AND R7-2 DISTRICTS)

R8A zoning districts with MIH are proposed in two areas:

- Along the Ninth Avenue western frontage of the three blocks bounded by West 203rd and West 206th streets, as well as the northern portion of West 207th Street approximately between Ninth and Tenth avenues in the Sherman Creek sub-district; and

- On the eastern frontage of Tenth Avenue, generally between West 203rd and West 207th streets as well as the midblock portion of the block bounded by West 207th Street, Ninth Avenue, West 206th Street and Tenth Avenue in the Sherman Creek sub-district.

R8A zoning contextual districts permit residential and community facility uses at a maximum FAR of 6.02 and 6.5, respectively; under MIH, up to 7.2 FAR of residential floor area would be permitted in the R8A districts proposed for the proposed rezoning area. Buildings with qualifying ground floors developed pursuant to the Inclusionary Housing Program in R8A districts have a maximum base height of 105 feet and a maximum building height of 145 feet.

The proposed SID would also adjust the building bulk and height regulations of the proposed R8A district in select areas.

For R8A areas to be mapped along the eastern side of Tenth Avenue between West 205th and West 207th streets adjacent to the 207th Street No. 1 train elevated station the proposed SID will allow for a lower base height and a taller building to respond to the presence of the elevated rail structure. Along the elevated rail, buildings would be required to have a streetwall of at or between 25 and 105 feet tall. Above the base height, a setback would be required. The maximum building height would be 165 feet tall. For the lot on the north side of West 207th Street between Ninth and Tenth avenues, which is bounded on the north and west by the MTA Rail Yard, the proposed SID would waive the rear yard requirement along the rail yard to accommodate this irregularly shaped site; all other provisions of the R8A district would apply.

Off-street accessory parking is required for 40 percent of market-rate residential units in R8A. Under the proposed SID, market-rate off-street accessory parking requirements would be reduced to 20 percent. No accessory parking is required for affordable housing units, as per underlying zoning. On zoning lots smaller than 10,000 sf and on zoning lots where the total amount of accessory parking required is less than 15 spaces, accessory parking requirements would be waived.

Proposed R9A within the SID
(EXISTING M1-1 AND M3-1 DISTRICTS)

An R9A district with MIH is proposed on the Ninth Avenue frontages of the four blocks between West 206th and West 208th streets and Tenth Avenue and the Harlem River in the Sherman Creek sub-district.

R9A is a contextual zoning district that permits residential and community facility uses up to maximum FARs of 7.52 and 7.5, respectively; under the MIH program, up to 8.5 FAR of residential floor area would be permitted in the R9A districts for the proposed rezoning area. While buildings with qualifying ground floors developed pursuant to the Inclusionary Housing Program in R9A districts typically have a maximum base height of 125 feet and a maximum building height of 175 feet on wide streets and 165 feet on narrow streets, as discussed above, the maximum base heights and building heights would be modified in the proposed R9A zoning district under the proposed SID. Specifically, along the eastern frontage of Ninth Avenue between West 206th and West 208th streets, buildings in R9A districts would be limited to a maximum base height of 105 feet and would allow for taller overall building heights, to match the R8 waterfront districts. Specifically, the R9A portion of the waterfront block between West 207th and West 208th streets would be allowed to reach a maximum height of 295 feet and the R9A portion of the waterfront block between West 206th and West 207th streets would be allowed to reach a maximum height of 245 feet. Further, as noted above for sites that would have a split zoning condition and would be mapped within both R8 and R9A districts, the proposed SID would allow the distribution of the total allowable floor area without regard for zoning district boundaries to allow greater flexibility for better site planning and building design along the waterfront.

Under the proposed SID, accessory off-street parking would be required for 20 percent of market-rate residential units in the proposed R9A districts (compared to a 40 percent requirement pursuant to the underlying R9A district). No accessory parking would be required for affordable housing units, as per underlying zoning. Further, on all waterfront blocks, under the proposed SID, accessory parking would be exempted from floor area below a height of 33 feet (modified from the underlying requirement of 23

feet). On zoning lots smaller than 10,000 sf and on zoning lots where the total amount of parking required is less than 15 spaces, accessory parking requirements would be waived.

Proposed C4-4A within the SID
(EXISTING C8-3 DISTRICT)

A C4-4A zoning district is proposed for the area along the southern side of Dyckman Street between Seaman Avenue and Staff Street that is currently zoned C8-3. This C4-4A district would create flexibility for additional commercial development in this portion of the rezoning area, where commercial uses exist today.

C4-4A is a contextual, R7A-equivalent district that typically permits residential, commercial, and community facility development up to 4.0 FAR; under the MIH program, up to 4.6 FAR of residential floor area would be permitted. Buildings with qualifying ground floors developed pursuant to the MIH Program would be restricted to a maximum base height of 75 feet, requiring a setback above the maximum base height, and would be limited to a maximum building height of 95 feet.

No accessory parking is required for commercial or community facility use. Off-street accessory parking is required for 50 percent of the market-rate dwelling units; however, as noted above, the parking requirement would be adjusted by the SID to require only 20 percent of market-rate dwelling units. No accessory parking is required for affordable housing units. On zoning lots smaller than 10,000 sf or where the total amount of parking required is less than 15 spaces, accessory parking requirements are waived.

Proposed C4-4D within the SID
(EXISTING C4-4, R7-2, R7-2/C1-4, C8-3, AND C8-4 DISTRICTS)

C4-4D zoning districts with MIH are proposed for four blocks bounded by the intersection of Broadway and Tenth Avenue to the north, Tenth Avenue to the east, West 214th Street to the south and Broadway to the west; portions of five blocks generally forming the western frontages of Tenth Avenue between West 213th Street and West 207th Street; the northern and southern frontages of West 207th Street between Tenth and Post avenues; the northern and southern frontages of two blocks along Dyckman Street, generally between Nagle Avenue and Post Avenue; the eastern and western frontages of portions of three blocks along Broadway, generally between Dyckman Street and Cumming Street; and at the intersection of Broadway and West 207th Street.

C4-4D is an R8A-equivalent district that typically permits residential development up to 6.02, commercial uses up to 3.4 FAR, and community facilities up to 6.5 FAR; under the MIH program, up to 7.2 FAR of residential floor area would be permitted in the C4-4D district proposed for the rezoning area. For the portion of the C4-4D district proposed for the four blocks bounded by the intersection of Broadway and Tenth Avenue to the north, Tenth Avenue to the east, West 214th Street to the south and Broadway to the west; portions of five blocks generally forming the western frontages of Tenth Avenue between West 213th Street and West 207th Street; the western frontage of Broadway between Dyckman and Cummings Streets; and the southeastern corner of Broadway and Dyckman Street; the modified SID would decrease the maximum allowable community facility FAR from 6.5 to 4.2, and would increase the maximum allowable commercial FAR from 3.4 to 4.2. For the portion of the C4-4D district proposed for the intersection of West 207th Street and Broadway, the modified SID would decrease the maximum allowable community facility FAR from 6.5 to 4.2.

Buildings with qualifying ground floors developed pursuant to the Inclusionary Housing Program in C4-4D districts have a maximum base height of 105 feet and a maximum building height of 145 feet. While the proposed SID would not change the allowable FAR in this area, the proposed SID would modify the bulk requirements in specific areas. For the C4-4D district proposed in the Commercial "U" sub-district, the proposed SID would modify the underlying bulk requirements for lots that share a side lot line with an adjacent zoning lot containing a building(s) constructed prior to the 1961 Zoning Resolution, which include residential units, with legally required windows that face and are within 15 feet of the shared lot line. For lots meeting these criteria, new buildings would be allowed to break the street wall requirement for a portion of the lot and rise an additional story (ten feet) with the provision of an open area measuring a minimum of 15 feet along the shared lot line.

The proposed SID will modify the bulk regulations of the C4-4D district proposed in the Upland Wedge sub-district and at the intersection of Nagle Avenue and Dyckman Street, due to the elevated rail condition along Nagle Avenue. Specifically, in these two areas, the minimum base height would be lowered from a minimum of 60 feet to a minimum of 25 feet; the maximum underlying base height (105 feet) would not change. Above the base height, a 10-foot setback would be required on narrow streets and 15-foot setback would be required on wide streets, and the maximum building height would be increased to 165 feet.

The off-street accessory parking requirement in C4-4D districts is typically one space per 1,000 sf of commercial and health care facility uses, and is waived if fewer than 40 accessory parking spaces are required. Off-street parking is required for 40 percent of the market-rate dwelling units in C4-4D districts. Under the SID, the underlying market-rate accessory parking requirement would be reduced to 20 percent. No accessory parking would be required for affordable housing units, as per underlying zoning. On zoning lots smaller than 10,000 sf and on zoning lots where the total amount of accessory parking required is less than 15 spaces, accessory parking requirements would be waived.

Proposed C4-5D within the SID
(EXISTING C4-4 DISTRICT)

A C4-5D zoning district is proposed within the Commercial "U" sub-district along the frontages of Dyckman Street, approximately between Vermilyea Avenue and Post Avenue; Broadway approximately between West 207th Street and Cumming Street; and West 207th Street approximately between Post Avenue and Broadway.C4-5D is an R7D-equivalent contextual zoning district that allows for the development of medium-density housing, commercial, and community facility uses. C4-5D districts allow for commercial development up to 3.4 FAR, and residential and community facility development up to 4.20 FAR; under the MIH program, up to 5.6 FAR of residential floor area would be permitted in the proposed C4-5D district. Buildings with qualifying ground floors developed pursuant to the Inclusionary Housing Program in C4-5D districts have a maximum base height of 95 feet, require a 10-foot setback on wide streets and 15-foot setback on narrow streets above the maximum base height, and have a maximum building height of 115 feet.

The proposed SID would modify the underlying bulk requirements for lots that share a side lot line with an adjacent zoning lot containing a building(s) constructed prior to the 1961 Zoning Resolution, which include residential units, with legally required windows that face and are within 15 feet of the shared lot line. For lots meeting these criteria, new buildings would be allowed to break the street wall requirement for a portion of the lot and rise an additional story (ten feet) with the provision of an open area measuring a minimum of 15 feet along the shared lot line. In the proposed C4-5 district, the underlying off-street accessory parking requirements would apply for commercial and community facility uses. For residential uses the accessory off-street parking requirements is typically 50 percent of the market-rate dwelling units. However, under the SID, the underlying market-rate accessory parking requirements would be reduced to 20 percent. No accessory parking would be required for affordable housing units, as per underlying zoning. On zoning lots smaller than 10,000 sf and on zoning lots where the total amount of accessory parking required is less than 15 spaces, accessory parking requirements would be waived.

Proposed C6-2 within the SID
(EXISTING M1-1, M2-1, AND M3-1 DISTRICTS)

A C6-2 zoning district with MIH is proposed on portions of two blocks in the Tip of Manhattan sub-district:

- Along the northern frontage of West 218th Street between Broadway and Ninth Avenue, as well as the eastern frontage of the block on Ninth Avenue between West 218th Street and West 219th Street; and

- The portion of the block east of Ninth Avenue between West 218th and West 220th streets.

C6-2 is an R8-equivalent zoning district that typically permits residential development up to 6.02 FAR, commercial uses up to 6.0 FAR, and community facility development up to 6.5 FAR; under the MIH program, up to 7.2 FAR of residential floor area would be permitted in the proposed C6-2 district. However, as noted below, the proposed SID would modify the underlying permitted bulk regulations of the proposed C6-2 districts.

Along the upland portion of the district between Ninth Avenue and Broadway, buildings with qualifying ground floors developed pursuant to the Inclusionary Housing Program in C6-2 districts would be limited to a maximum base height of 120 feet and would be required to set back 10 feet on wide streets and 15 feet on narrow streets above the maximum base height. Building height would be restricted to a maximum of 210 feet, pursuant to the proposed SID provisions (compared to a maximum building height of 145 feet or governed by a sky exposure plane, pursuant to the underlying C6-2 zoning regulations), with the goal of ensuring a consistent street wall and predictable building heights.

For the portions of the district between Ninth Avenue and the Harlem River waterfront, the proposed SID would establish two different maximum allowable FARs and bulk regulations depending on whether a property had a minimum of 100 feet of frontage adjacent to the shoreline, similar to what is described above for the proposed R8 zoning district modifications. For waterfront lots with a minimum of 100 feet

of frontage adjacent to the shoreline, a higher FAR, and more flexible bulk requirements would be permitted.

Specifically, for lots that are located within waterfront blocks but do not have a minimum of 100 feet of frontage adjacent to the shoreline, the maximum FAR would be 4.6. Buildings on these lots would be required to have a streetwall height of no less than 40 feet and no greater than 65 feet and a maximum building height of 95 feet. The density and bulk regulations on these lots would be equivalent to an R7A district mapped with MIH. For lots that do have a minimum of 100 feet of frontage adjacent to the shoreline, the maximum FAR would remain at 7.2 and, per underlying zoning and the WAP, the provision of provide public waterfront open space would be required.

For lots with a minimum of 100 feet of frontage adjacent to the shoreline, the maximum tower footprint size would be increased and more bulk flexibility would be allowed to reduce construction costs and ensure good design on constrained sites. Buildings would be required to maintain a streetwall height at or between 60 and 105 feet. If the building height exceeds 155 feet, tower rules would go into effect. When electing to build a tower, anything over 125 feet is considered a tower. For lots less than 1.5 acres, only one tower would be allowed, and on lots larger than 1.5 acres, two towers would be allowed. The proposed SID would also include tower regulations that would dictate the size, location, and orientation of each tower. The maximum height of a tower height would be 265 feet, and the footprint of the tower would not be allowed to exceed 9,000 sf per floor, with a maximum total dimension of 100 feet running parallel to Ninth Avenue. Within 30 feet of the Shore Public Walkway, a maximum of 70 percent of frontage may rise to 85 feet, with the remaining 30 percent of frontage limited to 30 feet.

For the portions of the district between Ninth Avenue and the Harlem River waterfront, uses would also be modified to allow use group 16C, to facilitate the consolidation of existing vehicle storage operations, freeing up land for new mixed-use development and WPAAs.

Development in this district would have to comply with all zoning regulations for visual corridors and WPAAs; the locations of visual corridors and supplemental public access areas would be defined in the SID, as described above under the Inwood WAP. While under waterfront zoning, development rights are typically generated by portions of waterfront lots between the upland boundary of the lot and the mapped bulkhead line. Similar to the R8 districts, the SID would adjust waterfront zoning to limit those development rights to portions of waterfront lots between the upland boundary of the lot and the shoreline.

No off-street parking is required for commercial uses in C6-2 districts. Pursuant to the proposed SID, accessory off-street parking would be required for 20 percent of the market-rate dwelling units (compared to 40 percent pursuant to the underlying C6-2 zoning). No parking is required for affordable housing units, as per underlying zoning. Further, on all waterfront blocks under the SID, accessory parking would be exempted from floor area below a height of 33 feet (modified from the underlying requirement of 23 feet).

Proposed C6-2A within the SID
(EXISTING C8-4 DISTRICT)

A C6-2A zoning district is proposed for the block bounded by West 213th Street to the south, West 214th Street to the north, Tenth Avenue to the east, and Broadway to the west (Block 2231 Lot 1). This block is currently located in a separate C8-4 zoning district. The building occupies the entire block, and has a built floor area ratio (FAR) of 6.56 (exceeding the maximum permitted commercial FAR of 5.0). The building contains multiple uses, including self-storage, commercial and community facility uses. The proposed C6-2A zoning would allow for the existing building to be in compliance with zoning, and would allow for future conversion of self-storage use to office space within the existing building.

C6-2A is an R8A-equivalent contextual zoning district that typically permits residential development up to 6.02 FAR, commercial uses up to 6.0 FAR, and community facility development up to 6.5 FAR; under the MIH program, up to 7.2 FAR of residential floor area would be permitted in the proposed C6-2A district. However, as noted below, the proposed SID would modify the underlying permitted bulk regulations of the proposed C6-2A district.

The proposed SID would modify the bulk regulations of the C6-2A district, due to the elevated rail condition along Nagle Avenue. Specifically, the minimum base height would be lowered from a minimum of 60 feet to a minimum of 25 feet; the maximum underlying base height (105 feet) would not change. Above the base height, a 10-foot setback would be required on narrow streets and 15-foot setback would be required on wide streets, and the maximum building height would be increased to 165 feet.

No off-street parking is required for commercial uses in C6-2A districts. Pursuant to the proposed SID, accessory off-street parking would be required for 20 percent of the market-rate dwelling units (compared to 40 percent pursuant to the underlying C6-2 zoning). No parking is required for affordable housing units, as per underlying zoning.

Proposed M1-4/R7A within the SID
(EXISTING M1-1 DISTRICTS)

A M1-4/R7A district is proposed in the Sherman Creek sub-district on the midblock portion between West 203rd Street and West 202nd Street.

Under the M1-4/R7A district, a wide range of residential, community facility, commercial and certain light manufacturing uses would be allowed on an as-of-right basis. Most light manufacturing uses would be permitted as-of-right; others would be subject to restrictions. The proposed SID would modify the underlying M1-4 use regulations to allow additional community facility and commercial uses. All community facility uses in Use Groups 3 and 4 will be allowed as-of-right in the proposed M1-4 district, including schools, dormitories, hospital staff housing, museums, non-commercial art galleries, performing arts centers, and libraries. Further, Use Group 6A food stores, including supermarkets, grocery stores, or delicatessen stores, would not be limited in size. The SID would also limit Use Groups 6A, 6C, and 10A to the ground floor.

Residential uses would be subject to the bulk controls of the R7A district, as modified by the SID, and commercial, manufacturing and community facility uses would be subject to the M1 district bulk controls as modified by the SID, except that community facilities would be subject to residential FAR limits. Industrial uses would be subject to performance standards in M1 districts.

No off-street accessory parking is required for manufacturing and commercial uses in M1-4/R7A districts. For residential use, per the SID, parking would be required for 20 percent of market-rate dwelling units (compared to 50 percent pursuant to underlying M1-4/R7A regulations), and no parking would be required for affordable housing units, as per the underlying zoning. On zoning lots smaller than 10,000 sf or where the total amount of parking required is less than 15 spaces, parking requirements are waived.

Along West 202nd Street and a portion of west 201st Street, buildings would be required to have a streetwall between 60 and 125 feet and within 30 feet of West 201st, the maximum building height would not exceed 85 feet.

Proposed M1-4/R9A within the SID
(EXISTING M1-1 DISTRICTS)

Under the modified zoning map amendments, an M1-4/R9A district is proposed in the Sherman Creek sub-district on the eastern frontage of Tenth Avenue between West 201st and West 203rd streets.

Under the M1-4/R9A district, a wide range of residential, community facility, commercial and certain light manufacturing uses would be allowed on an as-of-right basis. Most light manufacturing uses would be permitted as-of-right; others would be subject to restrictions. The proposed SID would modify the underlying M1-4 use regulations to allow additional community facility and commercial uses. All community facility uses in Use Groups 3 and 4 will be allowed as-of-right in the proposed M1-4 district, including schools, dormitories, hospital staff housing, museums, non-commercial art galleries, performing arts centers, and libraries. Further, Use Group 6A food stores, including supermarkets, grocery stores, or delicatessen stores, would not be limited in size. The SID would also limit Use Groups 6A, 6C, and 10A to the ground floor.

Residential uses would be subject to the bulk controls of the R9A district, as modified by the SID, and commercial, manufacturing and community facility uses would be subject to the M1 district bulk controls as modified by the SID, except that community facilities would be subject to residential FAR limits. Industrial uses would be subject to performance standards in M1 districts.

In the portion of the proposed M1-4/R9A district along Tenth Avenue and the former Academy Street (between West 202nd and West 201st streets), pursuant to the proposed SID, a setback (ten feet on wide streets and 15 feet on narrow streets) would be required to facilitate a better sense of openness fronting the former Academy Street. Along West 202nd Street and the former Academy Street, buildings would be required to have a streetwall between 60 and 125 feet and within 30 feet of West 201st Street and the former Academy Street, the maximum building height would not exceed 85 feet.

No off-street accessory parking is required for manufacturing and commercial uses in M1-4/R9A district. For residential use, per the SID, parking would be required for 20 percent of market-rate dwelling units

(compared to 40 percent pursuant to the underlying M1-4/R9A zoning), and no parking would be required for affordable housing units, as per the underlying zoning. On zoning lots smaller than 10,000 sf or where the total amount of parking required is less than 15 spaces, parking requirements are waived.

Proposed M1-4 within the SID
(EXISTING M2-1 AND M3-1 DISTRICTS)

An M1-4 zoning district is proposed in the Tip of Manhattan sub-district in the area bounded by Broadway to the east and Ninth Avenue to the west, the Harlem River to the north and east, and the easterly extension of West 220th Street to the south. M1-4 districts permit commercial and light industrial uses up to 2.0 FAR; pursuant to the proposed SID, community facility uses would be permitted up to 2.0 FAR (compared to 6.5 FAR under the underlying M1-4 zoning regulations).

The proposed SID would modify the underlying M1-4 use regulations in the proposed rezoning area to allow additional community facility and commercial uses. All community facility uses in Use Groups 3 and 4 will be allowed as-of-right in the proposed M1-4 district, including schools, dormitories, hospital staff housing, museums, non-commercial art galleries, performing arts centers, and libraries. Further, Use Group 6A food stores, including supermarkets, grocery stores, or delicatessen stores, would not be limited in size. The SID would also limit Use Groups 6A, 6C, and 10A to the ground floor.

Building height and setbacks are controlled by a sky exposure plane, and commercial and community facility buildings can be constructed as towers. Development in this district would also have to comply with all zoning regulations for visual corridors and WPAAs; the locations of visual corridors and supplemental public access areas would be required in the WAP.

The SID would also include an allowance for the transfer of development rights from the area covered by the proposed M1-4 district to any lot(s) within the proposed M1-5 district mapped on the adjacent upland portion (discussed below). If more than 20,000 sf of development rights are transferred, a waterfront certification would be triggered. In the absence of a transfer, standard WPAA requirements would apply for the shallow waterfront lot.

No off-street accessory parking would be required in the proposed M1-4 zoning districts, as per underlying zoning regulations.

Proposed M1-5 within the SID
(EXISTING M1-1 AND M3-1 DISTRICTS)

M1-5 districts are proposed on one partial block on the southern frontage of West 218th Street and two full blocks bounded by Ninth Avenue to the north and east, West 218th Street to the south and, Broadway to the west, in the Tip of Manhattan sub-district. M1-5 districts typically permit commercial and light industrial uses up to 5.0 FAR, and community facility uses are permitted up to 6.5 FAR. Use requirements, similar to those described for the M1-4 district above, would also be set by the SID in the proposed M1-5 district.

The SID would modify the underlying M1-5 zoning's height, setback, and lot coverage requirements to allow buildings with large floor plates and thus encourage institutional uses that may require large floorplates. Specifically, pursuant to the proposed SID, new developments in the M1-5 district proposed in the Tip of Manhattan sub-district would have a maximum base height of 125 feet, with no minimum base height or streetwall requirements. Building height would be limited to 265 feet.

No off-street accessory parking would be required in the proposed M1-5 zoning districts, as per underlying zoning regulations.

Proposed M2-4 within the SID
(EXISTING M3-1 DISTRICTS)

An M2-4 district would be mapped on two full blocks bounded by West 204th Street to the north, the Harlem River to the east, West 202nd Street to the south and Ninth Avenue to the west in the Sherman Creek sub-district. M2-4 districts typically permit commercial and industrial uses up to 5.0 FAR. The SID would modify underlying M2-4 zoning requirements to accommodate an operational facility for Con Edison that would accommodate parking, storage uses, office space, and other accessory uses, including storing company vehicles and providing a centralized location from which Con Edison employees would be dispatched to work around the City (the "Con Edison work-out center"). Specifically, due to the sites' adjacency to narrow waterfront lots with limited development potential the proposed SID would waive the rear yard equivalent requirement to allow for better design, while still maintaining adequate light and air. The SID would also allow for a bridge to be built over a street in order to connect buildings on adjoining

zoning lots, and facilitate the construction of a more efficient facility. Lastly, the SID would allow for accessory parking to be located on the rooftop as-of-right, rather than requiring a special permit, as under the underlying M2-4 zoning regulation.

No accessory parking would be required in M2-4 zoning districts, as per underlying zoning regulations.

Proposed Commercial Overlays

The proposed zoning changes would replace or eliminate portions of existing C1-3 and C1-4 commercial overlays with C2-4 commercial overlays and would establish new C2-4 commercial overlays in the proposed R7A, R7D, R8, R8A, and R9A districts, as detailed below. In these areas, the C2-4 commercial overlays would support the development of mixed residential and commercial uses and would bring into conformance many existing nonconforming local retail and other commercial uses. Specifically, C2-4 commercial overlays would be mapped in the following locations:

- To a depth of 100 feet along the West 204th Street and West 206th Street frontages of the proposed R7A district in Sherman Creek sub-district;
- To a depth of 100 feet along the northern side of Dyckman Street between Staff Street and just west of Broadway in the Upland Core sub-district;
- To a depth of 100 feet along either side of Broadway between West 215th Street and just north of West 207th Street in the proposed R7A district in the Upland Core sub-district;
- To a depth of 100 feet along portions of Sherman Avenue between Thayer and West 207th streets and to a depth of 100 to 150 feet along portions of Sherman Avenue between West 207th and West 211th streets in the Upland Core sub-district;
- To a depth of 100 feet at the northwest, southeast, and northeast corners of Academy Street and Vermilyea Avenue in the Upland Core sub-district;
- To a depth of 100 feet at the northwest corner of Post Avenue and West 204th Street in the Upland Core sub-district;
- To depth of 100 feet at the southwest corner of Nagle Avenue and Academy Street of the proposed R7A district in the Upland Core sub-district;
- To a depth of 100 feet at the northwest corner of Nagle Avenue and Thayer Street of the proposed R7A district in the Upland Core sub-district;
- To a depth of 100 feet along the south side of West 218th Street for a distance of 150 feet east of Indian Road in the Upland Core sub-district;
- From a depth of 100 feet to 150 feet along the north side of West 207th Street between Tenth Avenue and Cooper Street in the Commercial "U" and Upland Core sub-districts;
- To a depth of 100 feet on the southwest corner of West 207th Street and Cooper Street in the Upland Core sub-district;
- To a depth of 100 feet along the northwest side of Broadway in the proposed R7D zoning district in the Upland Wedge sub-district;
- The entirety of the proposed R8 district in the Sherman Creek sub-district;
- The entirety of the three proposed R8A districts in the Sherman Creek and Commercial "U" sub-districts;
- The entirety of the proposed R9A district between West 206th and West 208th streets in the Sherman Creek sub-district; and
- To a depth of 100 feet along the Tenth Avenue frontage between West 203rd and West 207th Street in the proposed R9A district in the Sherman Creek sub-district.

C2-4 commercial overlays allow for local retail uses and commercial development (Use Groups 5 through 9, and 14) up to 2.0 FAR. The modifications to the SID would allow for a maximum of 3.5 commercial FAR

where the C2-4 overlay is proposed for the block bounded by West 207th Street to the north, West 206th Street to the south, Ninth Avenue to the east, and Tenth Avenue to the west. Off-street accessory parking requirements for community facility and commercial uses would be waived in mixed-use developments.

Proposed Property Disposition

The Proposed Actions would include the disposition of the following properties (see also UDAAP section below):

- Block 2185; part of Lot 36 (comprising 10,184 sf) bounded by West 204th Street to the north, Harlem River to the east, West 203rd Street to the south and Ninth Avenue to the west in the Sherman Creek sub-district to facilitate the creation of waterfront open space;

- Block 2197; Lot 75 (comprising 106,450 sf), in the Tip of Manhattan sub-district to facilitate the creation of property with both street and waterfront frontage;

- Block 2197, Lot 47 (comprising 62,275 sf) along the Harlem River in the Tip of Manhattan sub-district to facilitate the creation of property with both street and waterfront frontage (following its acquisition by the City, described in the following section); and

The disposition of the portion of the City-owned lot along the Harlem River waterfront is intended to facilitate the creation of future public open space. As noted above (under the description of the proposed R8 district), the proposed SID would allow for two density and bulk options along the waterfront to provide an incentive for building out new public waterfront open space.

The proposed disposition of Block 2197; Lots 75 and 47 is intended to facilitate the reconfiguration of two irregularly shaped lots, one with no street frontage (Lot 75, owned by the City) and one with no waterfront frontage (Lot 47, owned by Spectrum Communications). With the Proposed Actions, the City intends to reconfigure both lots to generally establish an east-west lot boundary, which would provide both lots with street frontage and effective waterfront frontage, facilitating the opportunity for future development and public waterfront access.[9]

Proposed Property Acquisition

The Proposed Actions would include the acquisition of the following properties:

- Block 2197; Lot 47 (comprising 62,276 sf) along the Harlem River in the Tip of Manhattan sub-district to facilitate the creation of property with both street and waterfront frontage;

- An approximately 18,000 sf condominium unit within a future development on Block 2233; Lot 13 (Inwood branch of the NYPL at 4780 Broadway) and a part of Lot 20 (a portion of the adjacent J.H.S. 52 parking lot), for use as a library; and

- Portions of Block 2183; part of Lot 1 (8,626 sf), and Block 2184; part of Lot 1 (13,628 sf) to facilitate the creation of future public open space and public waterfront access. [10]

As noted above, the proposed acquisition and disposition actions for Block 2197; Lot 47 are intended to reconfigure two adjacent City-owned and Spectrum Communications-owned lots in the Tip of Manhattan sub-district to provide both owners with properties with street and effective waterfront frontages. In the Commercial "U" sub-district, the proposed acquisition and disposition of the condominium unit would allow the City to replace the Inwood branch of the NYPL in a planned mixed-use development on the site, for which an RFP has been released. The proposed acquisition of portions of Block 2183; part of Lot 1 and Bloc 2184, part of Lot 1 are intended to establish public access easements to facilitate the creation of future public open space along the waterfront between West 202nd and Academy streets.

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[9] While the City may retain ownership of property between the private site and the shoreline, the private site would be subject to waterfront public access requirements as if it were a waterfront lot, including a Shore Public Walkway and Upland Connection at West 218th Street.

[10] These acquisitions would facilitate public access easement areas along Con Edison property in the Sherman Creek area. NYC Parks will review and sign-off on the public access easements before they are executed. The City will have no maintenance obligations with respect to the easement areas until a public esplanade is completed.

UDAA Designation, UDAAP Approval, Disposition of City-Owned Properties

The Proposed Actions would include:

- Designation as an Urban Development Action Project and Project Approval: The Development Site consists of an underutilized property that tends to impair or arrest the sound development of the surrounding community, with or without tangible physical blight. Incentives are needed in order to induce the correction of these substandard, insanitary, and blighting conditions. The project activities would protect and promote health and safety, and encourage sound growth and development. The Development Site is therefore eligible to be an Urban Development Action Area and the proposed project is therefore eligible to be an Urban Development Action Area Project pursuant to Article 16 of the General Municipal Law.

- Disposition of City-Owned Property: The Development Site (Block 2233, Lot 13 and part of Lot 20) would be conveyed to a developer to be selected by HPD for the development of affordable housing, a new library, and Universal Pre-K classrooms. Upon completion, it is anticipated that the developer would convey the library portion to the New York Public Library directly or the City would reacquire the library portion, and the developer would convey the Pre-K portion to SCA.

Other Potential Approvals

The Proposed Actions may result in the subdivision of City-owned waterfront lots, where tidal wetlands regulated by the New York State Department of Environmental Conservation (NYSDEC) are mapped. Therefore, the Proposed Actions may require a permit from NYSDEC under the Tidal Wetlands Act (Article 25 of the New York Environmental Conservation Law) to subdivide City-owned property.

Finally, in addition to financing by HPD, a future developer of the library site may seek funding from the New York City Housing Development Corporation (HDC) to facilitate that potential development.

5. CONCLUSIONS

NYCEDC is proposing the aforementioned Proposed Actions in response to the planning framework identified through the *Inwood NYC Planning Initiative*. The Proposed Actions are intended to facilitate development patterns that meet the long-term community vision for Inwood by extending the mixed-use character of Inwood east to the Harlem River and supporting the needs of the community. These actions are intended to work in unison with the comprehensive set of strategies put forth in the *Inwood NYC Action Plan*.

The current land use patterns in Inwood date back over a hundred years to when the area was first developed. The enactment of the 1961 ZR helped freeze this land use patterns in place. Today, much of this zoning does not permit the full range of development potential needed to fulfill the vision of the *Inwood NYC Action Plan*, which aims to preserve and create new affordable housing, create a comprehensive zoning framework, expand economic opportunities, and improve neighborhood livability.

Tenth Avenue is a strong dividing line in the neighborhood, with land use and zoning patterns shifting dramatically from east to west. East of Tenth Avenue along the Harlem River waterfront, residential development is currently not permitted across large areas. In addition, the streetscape in these areas is inconsistent, as it is interrupted by uses that illegally occupy the sidewalk and the street and do not promote pedestrian safety or walkability.

If rezoned as proposed, this area could accommodate growth in a manner that responds to community priorities, such as the creation of an accessible Harlem River waterfront.

In contrast, the areas west of Tenth Avenue have a strong existing neighborhood character consisting primarily of residential and mixed-use development, as well as thriving commercial corridors. However, while there is a strong existing residential context (particularly in the Upland Core sub-district), the existing R7-2 zoning does not have height limits or streetwall requirements to ensure that this existing character is preserved. In addition, within the Commercial "U", as well as areas south of Inwood Hill Park, there is an opportunity to increase density to ensure affordable housing requirements on the side streets that are in close proximity to transit. The area also contains a number of ground floor retail uses that are non-conforming, which would be brought into compliance under the rezoning proposal.

The Proposed Actions are intended to facilitate a development plan that meets the long-term community vision for Inwood by extending the mixed-use character of Inwood east, to the Harlem River, and preserving the strong existing residential fabric found in portions of the neighborhood west of Tenth Avenue. The Proposed Actions also aim to require affordable housing, promote a public waterfront and active streetscape, and encourage new commercial and community facility uses across large swaths of the neighborhood. Where there is critical infrastructure, including the MTA facilities and Con Edison sub-stations and other facilities, existing zoning would remain in place to allow these important services to continue, or would be replaced by manufacturing zones that would facilitate the consolidation of these activities on a smaller footprint. The Proposed Actions would work in unison with other components of the *Inwood NYC Action Plan* to preserve existing affordable housing and protect tenants, support small businesses and entrepreneurs, and provide targeted public realm investments and increased programming and services to enhance overall quality of life for residents.

Through the establishment of a Special Inwood District (SID), the Proposed Actions would facilitate the development of mixed-use buildings with active ground floors that promote retail continuity and a consistent streetscape, with a variety of local retail and services to support the surrounding neighborhood. In addition, the Proposed Actions would support commercial growth and jobs, with potential for institutional expansion. The Proposed Actions would encourage the creation of new open space along the Harlem River by developing a WAP and introducing a zoning mechanism that would incentivize private developments to build out public waterfront open space. The Proposed Actions would also map residential districts and mixed-use districts where no housing is currently permitted, providing new opportunities for permanently affordable housing options for current and future residents at a range of income levels.

West of Tenth Avenue, where there is a strong existing residential character, the Proposed Actions would impose height limits and require streetwalls to promote consistency with the existing built character of the neighborhood. The proposed C2-4 commercial overlays would also serve to make existing ground floor retail uses conforming and encourage ground floor commercial uses. The intent of the Proposed Actions west of Tenth Avenue is to ensure that the strong existing residential and mixed-use character of this area remains intact. Under the zoning regulations applicable to the commercial corridors today, market-rate housing may be built without any requirement for affordable units. The Proposed Actions would require that new housing include a percentage of permanently affordable units, while also establishing height limits and streetwall requirements for new buildings similar to the existing built character of the neighborhood.

The Proposed Actions seek to realize the goals of the *Inwood NYC Action Plan*, and are integral to its success. The Proposed Actions are the result of a comprehensive planning and community outreach effort, that reflects the City's ongoing commitment to the community engagement process and the important role local community boards, community residents, business owners, community-based-organizations, elected officials, and other stakeholders have in the planning process.

Inwood Rezoning Proposal
Proposed Zoning Text Amendments

ZR Section Number	Zoning Resolution Section Title
11-122	Districts established
12-10	Definition
14-44	Special Zoning Districts Where Certain Sidewalk Cafes Are Permitted
23-01	Applicability of This Chapter
23-011	Quality Housing Program
24-01	Applicability of this Chapter
33-01	Applicability of this Chapter
34-01	Applicability of this Chapter
35-01	Applicability of this Chapter
37-00	General Purpose
43-01	Applicability of this Chapter
62-13	Applicability of District Regulations
62-94	Borough of Manhattan
142-00	General Purposes
142-10	Special Use Regulations
142-20	Special Floor Area Regulations
142-30	Special Yard Regulation
142-40	Special Height and Setback Regulations
142-50	Special Off-Street Parking and Loading Regulations
142-60	Inwood Waterfront Access Plan
Appendix B	Index of Special Purpose Districts
Appendix F	Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing Areas

Inwood Rezoning Proposal
7. Related Actions by City Planning

Project	Application #	Description/Disposition/Status	Cal. No.	Date
Proposed Changes to City Map	180073 MMM	City Map changes to portions of Academy St., W. 208th St., & W. 201st St., marginal streets, and a volume above W. 203rd St.; In pre-certification review	In pre-certification review	In pre-certification review
Seaman Avenue Rezoning	N 160393 ZRM C 160392 ZZM	Zoning map amendment from R7-2 to R8A, and zoning text amendment to establish MIH Area; Withdrawn	Withdrawn	Withdrawn
252 Dyckman Enclosed Sidewalk Café	N 160073 ECM	Enclosed sidewalk café request; approved	N/A	9/30/16
Broadway Sherman Rezoning	N 160164 ZRM C 150438 ZMM	Zoning map amendment from R7-2 and R7-2/C2-4 to R9/C2-4, and zoning text amendment to establish MIH Area; approved	12	6/22/16
Allen Hospital Enlargement	N 120115 ZCM	Waterfront certification; approved	N/A	2/6/16
Campbell Sports Center/Bathhouse Marsh	N 100341 ZCM N 100340 ZAM N 100339 ZAM	Waterfront certification & waterfront authorizations; approved	N/A	7/8/11
Columbia University Baker Field	N 100254 ZCM	Waterfront certification; approved	N/A	3/19/10
HRA Dyckman Job Center	N 060232 PXM	Lease of office space for use by the HRA; approved	8	12/19/05
Shell House-Allen Pavilion/Baker Field	N 030471 ZCM	Waterfront certification; approved	N/A	8/11/03
Baker Field Tennis Facility	N 010674 ZCM	Waterfront certification; approved	N/A	3/6/02
Mirage Restaurant	N 000255 ECM	Sidewalk café renewal; approved	N/A	12/19/00
Post Ave. & W. 204th St.	I 990707 ZMM	Zoning map amendment to add a C2-4 overlay to an existing R7-2 district; approved	N/A	8/25/00
University Heights Bridge	C 860114 MMY	City Map amendment to widen the University Heights Bridge & delineate a	18	10/6/99

		foundation/maintenance corridor; approved		
Mirage Restaurant	N 950497 ECM	Sidewalk café renewal; approved	N/A	4/8/96
185 Dyckman Rest.	N 940073 ECM	Enclosed sidewalk café request; approved	N/A	11/19/93
Manhattan Bible Church	C 880704 ZSM	Special permit to convert a former roller skating rink to a church within an M1-1 district; approved	24	10/23/91
N/A	C 891011 HDM	Disposition of City-owned property; approved	35	10/4/89
Tow Pound & Redemption Center	C 890462 PLM	Renewal of a lease for continued use as a tow pound/redemption center/maintenance yard; approved	51	10/4/89
Dist No. 30-R	N 860854 MDM	Amended drainage plan for combined sewers; approved	N/A	11/2/88
Broadway Academy Elementary School	C 880447 PSM	Site selection & acquisition to construct a PS school; approved	2	10/17/88
N/A	C 870136 PPM	Disposition of City-owned Block 2241, Lot 6; approved	53	11/26/86
Tow Pound & Arterial Highway Maintance Yard	C 850605 PLM	Site selection & leas of Con Ed lots for tow pound/highway maintenance yard; approved	35	1/29/86
University Heights Bridge	N 850252 HKY	Landmark designation of the University Heights Bridge; approved	N/A	11/1/84
N/A	C 820413 PSM	Site selection for a sanitation garage; approved	N/A	5/6/82
No. Washington Heights URP	C 800347 HDM	Disposition of City-owned lots in the North Washington Heights URA; approved	83	8/13/80
N/A	C 800012 HPM	Housing plan and project and related land disposition; approved	50	4/16/80

Inwood Rezoning Proposal

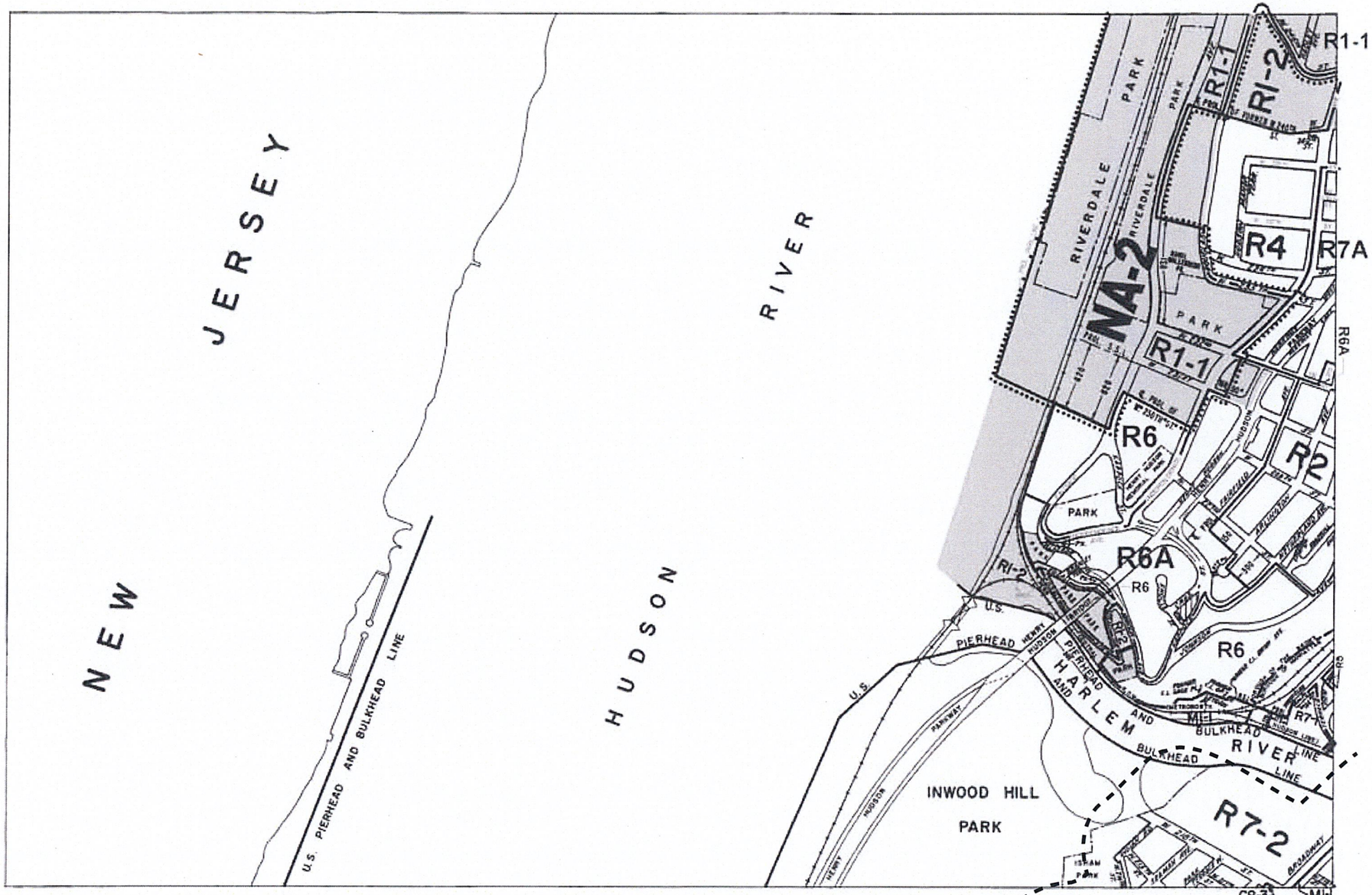
ZM Supplemental Form
Proposed Zoning Map Changes

	From/Existing	To/Proposed
Change 1	M1-1	R7A
Change 2	C8-3	R7A
Change 3	R7-2	R7A
Change 4	C4-4	R7A/C2-4
Change 5	R7-2	R7A/C2-4
Change 6	R7-2/C1-4	R7A/C2-4
Change 7	R7-2/C2-4	R7A/C2-4
Change 8	C8-3	R7D/C2-4
Change 9	M1-1	R8/C2-4
Change 10	M3-1	R8/C2-4
Change 11	M1-1	R8A/C2-4
Change 12	M3-1	R8A/C2-4
Change 13	R7-2/C1-3	R8A/C2-4
Change 14	R7-2/C2-4	R8A/C2-4
Change 15	M1-1	R9A/C2-4
Change 16	M3-1	R9A/C2-4
Change 17	C8-3	C4-4A
Change 18	C4-4	C4-4D
Change 19	C8-3	C4-4D
Change 20	R7-2/C1-4	C4-4D
Change 21	C4-4	C4-5D
Change 22	R7-2/C1-4	C4-5D
Change 23	R7-2/C2-4	C4-5D
Change 24	M1-1	C6-2
Change 25	M2-1	C6-2
Change 26	M3-1	C6-2
Change 27	C8-4	C6-2A
Change 28	M2-1	M1-4
Change 29	M3-1	M1-4
Change 30	M1-1	M1-5
Change 31	M3-1	M2-4
Change 32	M1-1	M1-4/R7A
Change 33	M1-1	M1-4/R9A
Change 34	--	Establish Special Inwood District

Existing Land Uses within the Proposed Rezoning Area

Land Use	Number of Lots	Percentage of Total Lots (%)	Lot Area (sf)	Percentage of Total Lot Area (%)	Building Area (sf)	Percentage of Total Building Area (%)
Residential	291	51.3	2,664,868	41.0	9,430,381	57.5
One- & Two-Family Buildings	*22*	*3.9*	*60,327*	*0.9*	*59,233*	*0.4*
Multi-Family Walkup Buildings	*190*	*33.5*	*1,509,021*	*23.2*	*4,731,525*	*28.9*
Multi-Family Elevator Buildings	*79*	*13.9*	*1,095,520*	*16.9*	*4,639,623*	*28.3*
Mixed Commercial/Residential Buildings	84	14.8	1,047,150	16.1	4,058,232	24.8
Commercial/Office Buildings	88	15.5	869,053	13.4	971,033	5.9
Industrial/Manufacturing/Warehouse	7	1.2	215,547	3.3	560,660	3.4
Transportation/Utility	27	4.8	466,478	7.2	187,138	1.1
Public Facilities & Institutions	26	4.6	538,441	8.3	1,066,278	6.5
Open Space	1	0.2	1,650	0.0	0	0.0
Parking Facilities	33	5.8	567,520	8.7	118,858	0.7
Vacant Land	10	1.8	128,996	2.0	0	0.0
Total	***567***	***100.0***	***6,499,703***	***100.0***	***16,392,580***	***100.0***

Source: New York City PLUTO™ data files, 2016 and 2017 field visits.



NOTE: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in Article VII, Chapter 6 (Location of District Boundaries) of the Zoning Resolution.

ZONING MAP

THE NEW YORK CITY PLANNING COMMISSION

Major Zoning Classifications:

The number(s) and/or letter(s) that follows an R, C or M District designation indicates use, bulk and other controls as described in the text of the Zoning Resolution.

R – RESIDENTIAL DISTRICT

C – COMMERCIAL DISTRICT

M – MANUFACTURING DISTRICT

SPECIAL PURPOSE DISTRICT. The letter(s) within the shaded area designates the special purpose district as described in the text of the Zoning Resolution.

AREA(S) REZONED

Effective Date(s) of Rezoning:

10-11-2005 C 050480 ZMX

Special Requirements:

For a list of lots subject to CEQR environmental requirements, see APPENDIX C.

For a list of lots subject to "D" restrictive declarations, see APPENDIX D.

For Inclusionary Housing designated areas on this map, see APPENDIX F.

MAP KEY

	1a	1c
	1b	1d
	3a	3c

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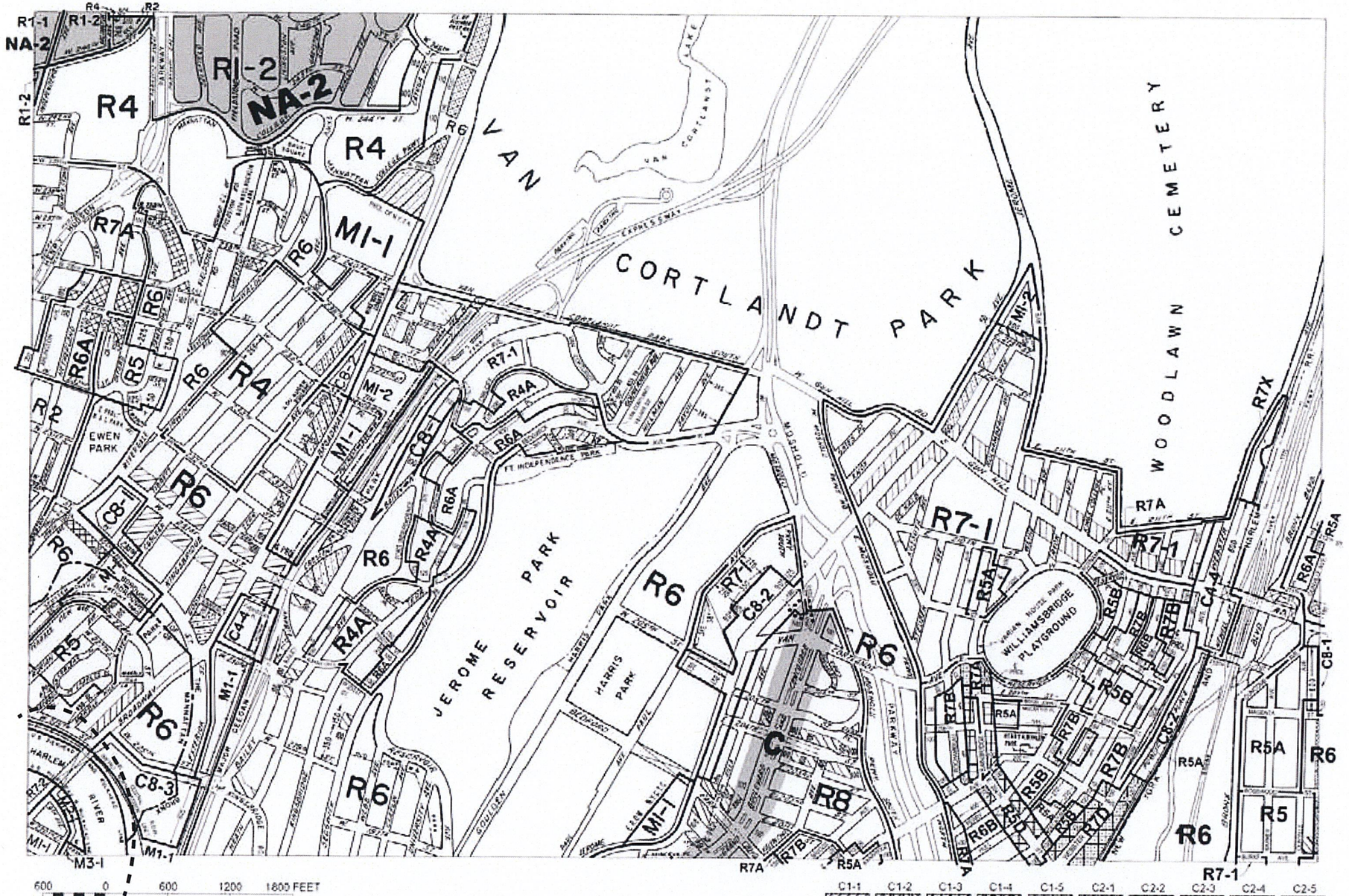
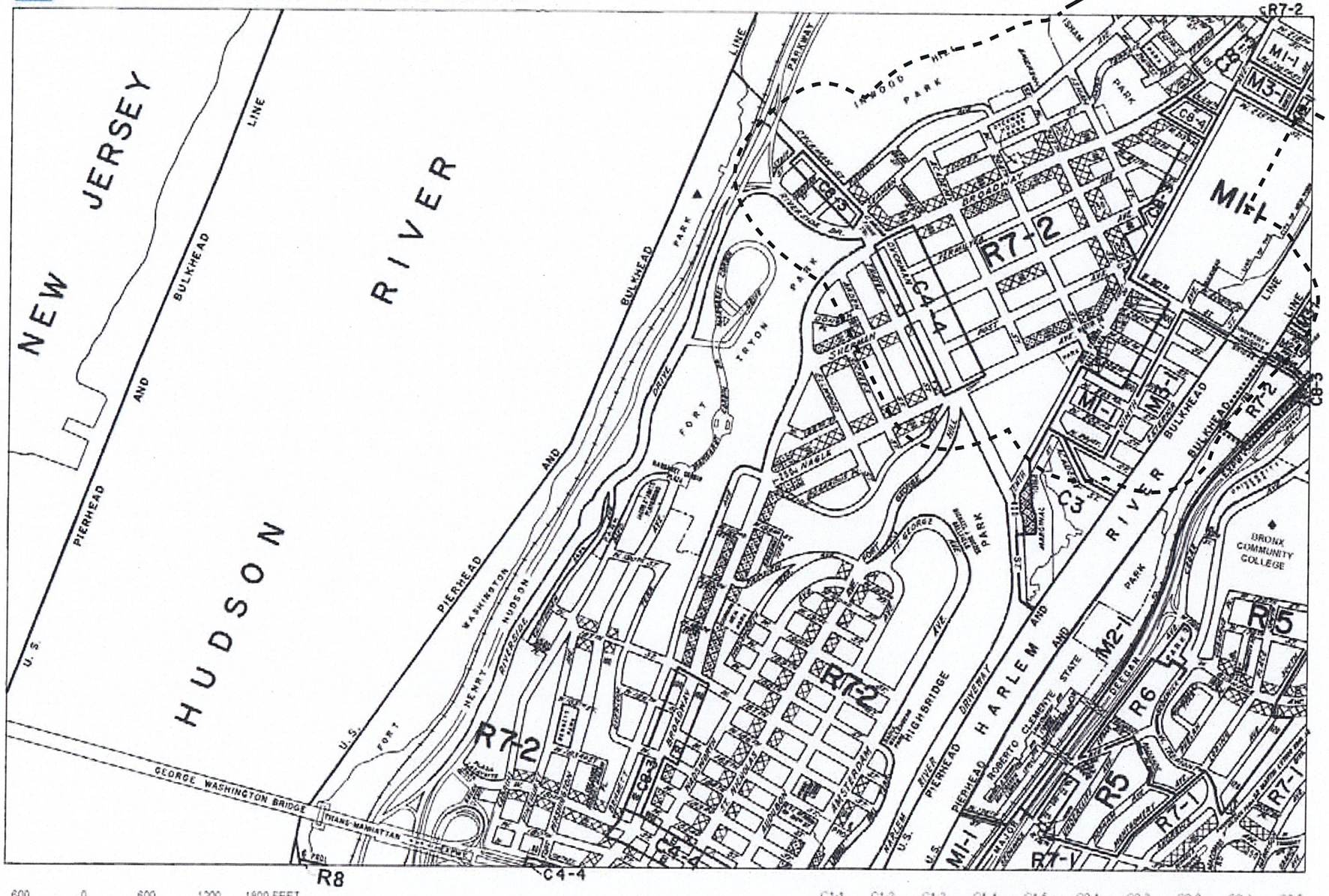
ZONING MAP **1b**

NOTE: Zoning information as shown on this map is subject to change. For the most up-to-date zoning information for this map, visit the Zoning section of the Department of City Planning website: www.nyc.gov/planning or contact the Zoning Information Desk at (212) 720-3291


R1-1
R1-2
R4
R2
NA-2
R1-2
R4
R1-2
NA-2
R4
R6
VAN CORTLANDT PARK
WOODLAWN CEMETERY
M1-1
R7A
R6
R6A
R5
R6
R4
C8-2
M1-2
M1-1
C8-1
R7-1
R4A
R6A
FT INDEPENDENCE PARK
EWEN PARK
R6
R4A
R6A
R6
R4A
C4-4
M1-1
R5
R6
C8-3
HARLEM RIVER
M3-1
M1-1
JEROME RESERVOIR PARK
HARRIS PARK
R6
R7-1
C8-2
C
R8
M1-1
R7B
R5A
R7A
R7-1
R7A
R7-1
R5A
R5B
R5B
R7B
R7B
R7B
R7B
R5B
R5B
R6B
R6B
R7D
R6B
R5B
R5B
R7D
R6B
R5B
R5B
R7D
R6B
R5B
R5

Click blue box on map to view sketch map of **proposed** map change



C1-1 C1-2 C1-3 C1-4 C1-5 C2-1 C2-2 C2-3 C2-4 C2-5

NOTE: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in Article VII, Chapter 6 (Location of District Boundaries) of the Zoning Resolution.

ZONING MAP

THE NEW YORK CITY PLANNING COMMISSION

Major Zoning Classifications:

The number(s) and/or letter(s) that follows an R, C or M District designation indicates use, bulk and other controls as described in the text of the Zoning Resolution.

R – RESIDENTIAL DISTRICT

C – COMMERCIAL DISTRICT

M – MANUFACTURING DISTRICT

SPECIAL PURPOSE DISTRICT. The letter(s) within the shaded area designates the special purpose district as described in the text of the Zoning Resolution.

AREA(S) REZONED

Effective Date(s) of Rezoning:

09-08-1988 C 870213(A) ZMX

Special Requirements:

For a list of lots subject to CEQR environmental requirements, see APPENDIX C.

For a list of lots subject to "D" restrictive declarations, see APPENDIX D.

For Inclusionary Housing designated areas on this map, see APPENDIX F.

CITY MAP CHANGE(S):

▲ 12-2-1992 CP 21188

◆ AS CORRECTED 12-01-2005

MAP KEY

	1b	1d
	3a	3c
	3b	3d

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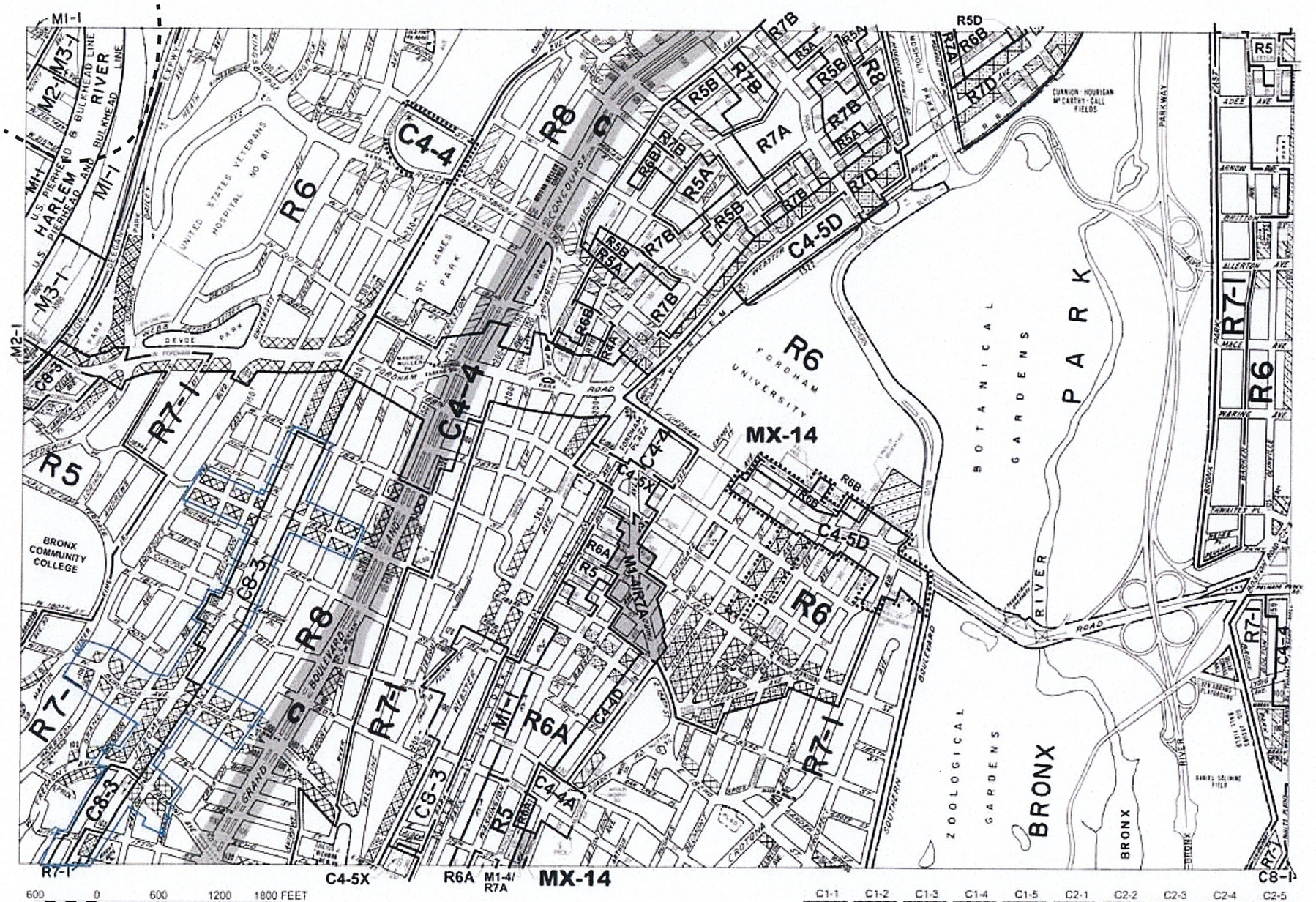
ZONING MAP **3a**

NOTE: Zoning information as shown on this map is subject to change. For the most up-to-date zoning information for this map, visit the Zoning section of the Department of City Planning website: www.nyc.gov/planning or contact the Zoning Information Desk at (212) 720-3291.

Click blue outline on map to view diagram of **proposed** zoning change



NOTE: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in Article VII, Chapter 6 (Location of District Boundaries) of the Zoning Resolution.

ZONING MAP

THE NEW YORK CITY PLANNING COMMISSION

Major Zoning Classifications:

The number(s) and/or letter(s) that follows an R, C or M District designation indicates use, bulk and other controls as described in the text of the Zoning Resolution.

R – RESIDENTIAL DISTRICT

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M – MANUFACTURING DISTRICT

SPECIAL PURPOSE DISTRICT. The letter(s) within the shaded area designates the special purpose district as described in the text of the Zoning Resolution.

AREA(S) REZONED

Effective Date(s) of Rezoning:

*12-10-2013 C 140033 ZMX
10-09-2013 C 130275 ZMX

Special Requirements:

For a list of lots subject to CEQR environmental requirements, see APPENDIX C.

For a list of lots subject to "D" restrictive declarations, see APPENDIX D.

For Inclusionary Housing designated areas on this map, see APPENDIX F.

CITY MAP CHANGE(S)

▲ 10-01-2015 C 140262 MMX

MAP KEY

1b	1d	2b
3a	**3c**	4a
3b	3d	4b

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ZONING MAP **3c**

NOTE: Zoning information as shown on this map is subject to change. For the most up-to-date zoning information for this map, visit the Zoning section of the Department of City Planning website: **www.nyc.gov/planning** or contact the Zoning Information Desk at (212) 720-3291