1701 Boone Avenue Rezoning
Bronx Community District 3
July 2026

1. Introduction

1701 Boone Realty LLC (the "Applicant"), the owner of Block 3010, Lot 29 (the "Development Site"), requests approval of the following land use actions in the Crotona Park East neighborhood of Bronx Community District 3:

1. A zoning map amendment to change existing R6A and R6A/C2-4 zoning districts to R8A and R8A/C2-4 districts in an area generally bounded by East 174th Street to the north, East 173rd Street to the south, Longfellow Avenue to the west, and Boone Avenue to the east (the "Project Area"); and

2. A zoning text amendment modifying Zoning Resolution ("ZR") Appendix F: Mandatory Inclusionary Housing Areas and former Inclusionary Housing Designated Areas for Bronx Community District 3 to establish the Project Area as an Mandatory Inclusionary Housing ("MIH") Area.

The proposed actions would facilitate the redevelopment of the Development Site with a new 13-story residential building with approximately 106 dwelling units, including approximately 26 permanently affordable units pursuant to MIH Option 1, approximately 72,000 square feet of residential floor area, and approximately 53 bicycle parking spaces.

2. Background

The Project Area was designated as an M1-1 zoning district with the enactment of the Zoning Resolution in 1961. A portion of the Project Area was rezoned from M1-1 to R6A/C2-4 zoning district during the Crotona Park East/West Farms Rezoning adopted in 2011 [C100310ZMX] (the "2011 Rezoning"), which replaced the original M1-1 zoning district mapped along the east side of Boone Avenue between East 174th Street and East 173rd Street. The 2011 Rezoning rezoned portions of 11 blocks located in the Crotona Park East and West Farms neighborhoods from M1-1, R7-1, and R7-1/C2-4 zoning districts to R6A, R6A/C2-4, R7A, R7A/C2-4, R7X, R7X/C2-4, R8X, and R8X/C2-4 districts and established an Inclusionary Housing Designated Area. The 2011 Rezoning intended to promote and facilitate moderate residential growth along key corridors, in an area that had lacked substantial new investment since the 1950s. One block to the south of the Project Area, along Boone Avenue and West Farms Road, a series of 14-to 16-story residential buildings known as the Compass Residences was completed as of 2020, as a result of the 2011 Rezoning.

A 16-to 20-story residential building immediately across Boone Avenue, at 1680 Boone Avenue, was recently approved in March 2026 by the NYC Board of Standards and Appeals pursuant to a variance application [BSA Cal. No. 2025-30-BZ].

3. Description of the Surrounding Area

The Project Area is located in the Borough of the Bronx in Community District 3 in the Crotona Park East neighborhood. The surrounding area within a 600 foot radius of the Project Area is a mix of residential, light industrial, commercial, park, and mixed-uses and reflects its transition from light industrial to residential and mixed-use development. The Project Area is in close proximity to existing and proposed higher-density residential development which demonstrate the evolving character of the Boone Avenue corridor. The existing R6A zoning district, however, particularly former industrial parcels, has had limited new ground-up development since the 2011 Rezoning, despite the strong need for new and income-restricted housing.[1]

[1] Based on American Community Survey 2014-2018 5-Year Estimates for PUMA 4009, which is an approximation of Bronx Community District 3, approximately 48.0 percent of Bronx Community District 3 households are rent burdened. Source: https://communityprofiles.planning.nyc.gov/bronx/3.

Commercial uses are generally concentrated along East 174th Street. East 174th Street is considered a wide street at approximately 80 feet.[2] There is a mix of industrial and commercial uses, including a barbershop, auto-repair, restaurants, and a shopping mall (New Horizons Shopping Center). The Project Area is within walking distance of several community facilities, including public elementary schools, public middle schools and churches. Open space resources include Starlight Park, a 13-acre public park located east of the Project Area along Bronx River Greenway, which includes tennis courts, recreational facilities, and pedestrian greenway connections and its Bronx River waterfront amenities, including the Bronx River House, a boathouse facility used for boating and river recreation. Crotona Park, a 127.5 acre public park is located approximately 0.5 miles west of the Project Area, which includes tennis courts, baseball fields, basketball courts, soccer fields, recreational facilities and the largest outdoor public swimming pool in the Bronx. Bronx Park, a 718 acre public park is located approximately 0.8 miles north of the Project Area and contains large regional destinations such as the Bronx Zoo and the New York Botanical Garden.

The Project Area and surrounding area are within the Greater Transit Zone, in the Outer Transit Zone, where special lower accessory parking requirements apply for housing. The Project Area is well served with access to mass transit options in the surrounding area, including the 174th Street (2,5) subway station, which is located approximately 0.3 miles west from the Project Area and the Whitlock Avenue (6) subway station, which is located approximately 0.6 miles south from the Project Area. Several bus lines operate along East 174th Street and Southern Boulevard, including the Bx11 (George Washington Bridge – Parkchester), Bx19 (NY Botanical Garden – Riverbank State Park), and Bx21 (Westchester Square – Lincoln Hospital). Immediately east of the Project Area is the Bronx Metro-North rail corridor, with the proposed new Parkchester/Van Nest and Hunts Point Metro North stations each approximately 1.3 miles away from the Project Area.

Land uses and built context within the surrounding area generally vary by use. R6A, R7A, R7-1, R7X, and R8X residential districts and a C4-2 zoning district further north are the primary zoning districts mapped in the surrounding area. North and south of the Project Area are characterized by low-rise industrial buildings along Boone Avenue, with the exception of a 6-story multifamily building located on the corner of Boone Avenue and 174th Street. West of the Project Area are low- to mid-rise buildings along East 174th Street and adjacent side streets, characterized by a mix of commercial, mixed-use, medium-density residential and open-space uses, most notably Rock Garden Park, a public park with playgrounds and open green space that serves nearby residents. East of the Project Area is characterized by low-rise industrial buildings, medium-density mixed-use buildings along East 174th Street, and substantial open-space uses.

There are no MIH Areas within the surrounding area. An Inclusionary Housing Designated Areas is mapped, as part of the 2011 Rezoning, in an area generally bounded Boston Post Road to the north, Freeman Street to the south, West Farms Road to the east, and the centerline between Longfellow and Boone Avenue to the west. The surrounding area to the east of the centerline of Boone Avenue is located within the New York City coastal zone boundary and is subject to the Waterfront Revitalization Program. The surrounding area is also located within a FRESH zone where zoning and discretionary tax incentives are available under the FRESH program.

Zoning Districts

R6A zoning is mapped on the blocks immediately to the north and south of the Project Area. R6A is a medium-density contextual residential zoning district that generally allows all housing types at a maximum FAR of 3.9 with qualifying affordable housing and a maximum FAR of up to 3.0 for buildings containing certain community facility uses. Commercial and industrial/manufacturing uses are not permitted. R6A districts allow a 95 foot building height for eligible sites above a base height of 65 feet. Within the Outer Transit Zone, off-street accessory parking is required at a rate of 50 percent for standard (market-rate) units, with a waiver if 5 or fewer spaces are required, and parking is not required for qualifying affordable housing.

[2] ZR § 12-10 defines a wide street as any street 75 feet or more in width.

To the north of the Project Area is a C4-2 zoning district that is mapped along portions of East 174th Street and Vyse Avenue to the north of Longfellow Avenue. C4-2 (R6 equivalent) is a medium-density commercial district that permits a wide range of commercial, residential, and community facility uses. Typical uses include retail, service, office, and entertainment uses. Residential uses are permitted independently and as part of mixed-use buildings. When mapped in mixed-use contexts, C4-2 districts allow residential development at a density equivalent to R6 districts, with a maximum residential FAR up to 2.43 with qualifying affordable housing and a maximum community facility FAR of 4.0. Accessory parking requirements vary by use.

To the south of the Project Area is an R8X zoning district mapped generally along a portion of West Farms Road to the south of East 173rd Street. R8X is a high-density contextual residential district that generally allows all housing types at a maximum residential FAR of 7.2 with qualifying affordable housing and a maximum FAR of up to 6.0 for buildings containing certain community facility uses. It does not permit commercial or industrial/manufacturing. R8X districts allow a 175 foot building height for eligible sites above a base height of 105 feet. Within the Outer Transit Zone, off-street accessory parking is required at a rate of 12 percent for standard (market-rate) units, with a waiver if 30 or fewer spaces are required, and parking is not required for qualifying affordable housing.

R7-1 zoning is mapped on the blocks immediately west of the Project Area along East 174th Street and within the adjacent residential areas to the south of the corridor. R7-1 is a medium-density contextual residential district that generally allows all housing types at a maximum residential FAR of 5.01 with qualifying affordable housing and a maximum FAR of up to 4.8 for buildings containing certain community facility uses. It does not permit commercial or industrial/manufacturing. R7-1 zoning districts allow a 115-foot building height for eligible sites above a base height of 85 feet. Within the Outer Transit Zone, off-street accessory parking is required at a rate of 15 percent for (market-rate) units, with a waiver if 15 or fewer spaces are required, and parking is not required for qualifying affordable housing.

To the east of the Project Area is an R7A zoning district mapped generally along Boone Avenue, between East 172nd Street and the Cross Bronx Expressway. R7A is a medium-density contextual residential district that generally allows all housing types at a maximum residential FAR of 5.01 with qualifying affordable housing and a maximum FAR of up to 4.0 for buildings containing certain community facility uses. It does not permit commercial or industrial/manufacturing. R7A zoning districts allow a 115-foot building height for eligible sites above a base height of 85 feet. Within the Outer Transit Zone, off-street accessory parking is required at a rate of 15 percent for (market-rate) units, with a waiver if 15 or fewer spaces are required, and parking is not required for qualifying affordable housing.

An R7X zoning district is mapped along a portion of West Farms Road farther east of the Project Area and east of Boone Avenue. R7X is a medium-density contextual residential district that generally allows all housing types at a maximum residential FAR of 6.0 with qualifying affordable housing and a maximum FAR of up to 5.0 for buildings containing certain community facility uses. It does not permit commercial or industrial/manufacturing. R7X zoning districts allow a 145-foot building height for eligible sites above a base height of 105 feet. Within the Outer Transit Zone, off-street accessory parking is required at a rate of 25 percent for (market-rate) units, with a waiver if 15 or fewer spaces are required, and parking is not required for qualifying affordable housing.

C2-4 overlays are mapped along East 174th Street, Boone Avenue, and East 173rd Street to the west of West Farms Road. C2-4 districts are commercial overlay districts mapped within residence districts along streets that serve local retail needs. Typical retail uses include neighborhood grocery stores, restaurants, and beauty parlors. When commercial overlays are mapped with R6A, R7-1, R7X and R8X, residential districts, the maximum commercial FAR is 2.0.

4. Description of the Project Area

The Project Area is an approximately 20,000 square foot rectangular area comprised of 3 tax lots on Block 3010 including Lots 25, 26, and 29. The Project Area is generally bounded by East 174th Street to the north, East 173rd Street to the south, Longfellow Avenue to the west, and Boone Avenue to the east. The Project Area has approximately 200 feet of frontage on Boone

Avenue to the east and 75 feet of frontage on East 174th Street to the north. The Development Site (Block 3010, Lot 29) is described below. The non-applicant controlled property within the Project Area includes the following (all areas are approximate):

- Block 3010, Lot 25 is a 7,500 square foot interior lot improved with a 5-story, 33,000 square foot residential apartment building with 36 dwelling units.
- Block 3010, Lot 26 is a 2,500 square foot corner lot improved with a 1-story, 2,500 square foot mixed-use building occupied by an auto repair shop, a hair salon, and a convenience store.

5. Description of the Proposed Development Site

The Applicant-owned Development Site consists of Block 3010, Lot 29. It is an approximately 10,000 square foot interior lot, improved with a two-story industrial building that is currently occupied by a non-conforming cabinet making shop and warehouse.

6. Description of the Proposed Development

The proposed actions would facilitate the development of a new 13-story, residential building at the Development Site with approximately 72,000 square feet of floor area (7.2 FAR). The proposed development would have approximately 72,000 square feet of residential floor area with approximately 106 dwelling units. Pursuant to the MIH program (Option 1), approximately 26 units would be permanently affordable. The proposed development would rise to a height of 130 feet (13-stories) after setting back 15 feet along Boone Avenue above a 10-story, 100 foot base height. Open space for building residents would be provided on building rooftops. Accessory off-street parking is not required and would not be provided.

7. Actions Necessary to Facilitate the Project

The actions necessary to facilitate the proposed development are: (1) a zoning map amendment to change existing R6A and R6A/C2-4 zoning districts to R8A and R8A/C2-4 zoning districts within the Project Area; and (2) a zoning text amendment to ZR Appendix F to establish the Project Area as an MIH Area.

<u>Zoning Map Amendment</u>
The proposed zoning map amendment would map the Project Area with an R8A zoning district while maintaining the existing C2-4 commercial overlay.

R8A is a high-density contextual residential zoning district that generally allows all housing types at a maximum residential FAR of 7.2 with qualifying affordable housing and a maximum FAR of up to 6.5 for buildings containing certain community facility uses. It does not permit commercial or industrial/manufacturing. R8A zoning districts allow for a 145 foot building height for eligible sites above a base height of 105 feet. Within the Outer Transit Zone, off-street accessory parking is required at a standard rate of 12 percent, with a waiver if 30 or fewer spaces are required, and parking is not required for qualifying affordable housing.

The existing C2-4 commercial overlay district allows local retail and service uses with a maximum commercial FAR of 2.0 when mapped with an R8A zoning district. The C2-4 overlay generally requires one accessory off-street parking space per 1,000 square feet of floor area for retail or service uses. A waiver is available for up to 40 required commercial accessory off-street parking spaces.

The proposed zoning map amendment would allow for the production of new multi-family housing in Bronx Community District 3 on an underutilized site. While the Project Area's existing R6A and R6A/C2-4 zoning designation permits multi-family housing, the maximum residential FAR of 3.9 significantly limits the potential for new housing development and contributes to the underutilization of the Rezoning Area. This limitation is evidenced by the fact that, nearly fifteen years after the largest rezoning in Bronx history (the 2011 Rezoning), the intended redevelopment along Boone Avenue has not materialized under existing zoning except in the higher density districts. The proposed R8A and R8A/C2-4 district would allow for new residential development consistent with the evolving character of the surrounding area. The proposed zoning change would align the Project Area with recently proposed projects and built

context, the historic multi-family residential neighborhood character, and area-wide planning goals.

The proposed R8A district is consistent with City policy to position higher-density developments near transit and along wide streets that can support such development. The proposed zoning is appropriate because of the proximity of the Project Area to public transportation and the location of the Project Area on a wide street. Diverse retail uses, vast open spaces, regional destinations and community facility uses all within walking distance further compliment increased density. The Project Area is within the Outer Transit Zone and located near existing and proposed public transportation which provides access to Bronx neighborhoods and major transit hubs in Manhattan, Queens, and Brooklyn. The proposed zoning map amendment would facilitate new residential development, with the provision of permanently affordable housing, and continue to establish Boone Avenue's identity as a significant residential corridor.

Zoning Text Amendment

The proposed zoning text amendment would establish an MIH Area contiguous with the Project Area. Within MIH Areas, all housing developments, enlargements, and conversions that meet the criteria set forth in the MIH program must comply with the requirements of MIH Option 1, Option 2, or Option 3 described below.

- Option 1: 25 percent of the residential floor area shall be provided as housing affordable to households at an average of 60 percent of the Income Index (AMI), with no unit targeted at a level exceeding 130 percent of AMI.
- Option 2: 30 percent of the residential floor area shall be provided as housing affordable to households at an average of 80 percent of the Income Index (AMI), with no unit targeted at a level exceeding 130 percent of AMI.
- Option 3: 20 percent of the total residential floor area must be for housing units for residents with incomes averaging 40 percent of AMI and no direct subsidies could be used for these units except where needed to support more affordable housing.

In addition to options above, the City Council may elect to map Option 4 (except in Manhattan Community Districts 1-8), which requires that 30 percent of the total residential floor area must be for housing units for residents with incomes averaging 115 percent of AMI, with no units above 135 percent AMI; and no direct subsidies.

The Applicant proposes to map the Project Area pursuant to Option 1. As such, a minimum of 25 percent of residential floor area (approximately 26 units) would be designated as permanently affordable pursuant to MIH.

The proposed zoning text amendment to designate the Project Area as an MIH Area is consistent with the policy goals of the *Housing Our Neighbors: A Blueprint for Housing and Homelessness* and *Where We Live NYC 2025*. There are only limited provisions near the Project Area to promote the development of income-restricted housing. The proposed residential development would provide much-needed income-restricted residential units in an area in with a growing population and corresponding increase in demand for housing. According to the Department of City Planning's 2017 report *New York City Population Projections by Age/Sex & Borough*, the population of the Bronx is anticipated to increase by an estimated 12.0 percent in the 30-year projection period. The population will increase from 1.47 million in 2020 to 1.65 million in 2055.[3] As population in the Bronx is expected to experience substantial and steady growth, additional housing is necessary to ensure adequate supply.

Moreover, according to the U.S. Census Bureau, 48 percent of households in Bronx Community District 3 are rent burdened, spending 35 percent or more of their income on rent.[4] In addition, 31.4 percent of residents in Bronx Community District 3 have incomes below the NYC.gov Poverty Measure. The proposed actions would facilitate the creation of approximately 106

[3] *New York City Population Projects by Age/Sex & Borough, 2030-2055*, NYC Department of City Planning, 2017. Source: https://www.nyc.gov/assets/planning/downloads/pdf/our-work/reports/nycpopulationprojections2035to2055.pdf.

[4] Based on American Community Survey 2014-2018 5-Year Estimates for PUMA 4009, which is an approximation of Bronx Community District 3, approximately 48.0 percent of Bronx Community District 3 households are rent burdened. Source: https://communityprofiles.planning.nyc.gov/bronx/3.

dwelling units including approximately 26 permanently income restricted units pursuant to MIH Option 1 on an underutilized property in an area of the Bronx with high demand.

8. Conclusion

The proposed zoning map amendment and zoning text amendment are consistent with existing land uses and built context within the area surrounding the Project Area, and further the objectives of the City's *Housing New York: A Five-Borough, Ten-Year Plan*, *Where We Live NYC 2025*. The existing R6 and R6A/C2-4 zoning designations within the Project Area make the development of new multi-family housing infeasible due to floor area limitations. The proposed zoning map and text amendments reflect sound planning principles by replacing R6 and R6A/C2-4 districts with R8A/C2-4 and R8A districts to permit residential development at an increased density while mandating affordable housing in an appropriate, underdeveloped area located on a wide street with excellent access to mass transit, open space, retail and services.