Wakefield Village
Bronx Community District 12
May 2026

1. INTRODUCTION

Webster Leasing LLC (the "Applicant") proposes the following land use actions in relation to a large-scale general development ("LSGD") on an approximately 259,512 square foot triangular parcel generally situated between East 241st Street to the north and the tracks for the Metropolitan Transportation Authority's ("MTA") Metro-North Harlem line right-of-way to the west, the New Haven line right-of-way to the east, and a line approximately 1,401 feet south of East 241st Street to the south, consisting of Block 5064, part of Lots 1 and 10, Lot 78, and Lot 85 (the "Development Site") in the Wakefield neighborhood within Bronx Community District 12:

i. a zoning map amendment to change the existing M1-1 zoning district mapped on Block 5064, part of Lots 1, 10, and 72, Lot 78, and Lot 85 (the "Project Area")[1] to an R7-1/C2-4 zoning district;

ii. a zoning text amendment modifying Zoning Resolution ("ZR") Appendix F: Mandatory Inclusionary Housing ("MIH") Areas and former Inclusionary Housing Designated Areas for Community District 12, Bronx to establish the Project Area as an MIH Area;

iii. a special permit for bulk modifications per ZR § 74-743(a) to modify applicable height and setback regulations for a LSGD; and

iv. a special permit per ZR § 74-194 to permit an accessory parking garage in excess of 150 spaces.

The proposed actions would facilitate the development of Wakefield Village, a transit-oriented, approximately 1.04 million square foot mixed-use development of six buildings with approximately 1,112 affordable units, including senior, rental, and home-ownership. Wakefield Village would also provide local retail, community facility space, a parking garage, and approximately two acres of open space.

2. BACKGROUND

The Project Area was mapped with an M1-1 zoning district with the enactment of the 1961 Zoning Resolution. There are no recent land use actions affecting the Project Area. In 2001, the City Planning Commission approved a site selection application by the New York Police Department ("NYPD") and New York City Department of Citywide Administrative Services ("DCAS"). The site selection allowed NYPD to lease of a portion of the Project Area for off-site parking for its nearby Narcotics Unit facility located north of the Project Area at 500 Abbot Street (C 000569 PCX, effective July 11, 2001).

In the surrounding area, the 1995 Wakefield Rezoning (C 920585 ZMK, effective September 6, 1995) rezoned approximately 30 blocks to protect neighborhood scale and redirect development to White Plains Road, which rezoned R5, R6, and M1-1 districts to R4A, R5 and R6A districts. Similarly, the Wakefield/Eastchester Rezoning (C 070409 ZMK, effective July 25, 2007) rezoned approximately 134 blocks to protect existing neighborhood character, and to allow for new development along White Plains Road, changing the R5/C1-2, R5/C2-2, R4, R5, R6, and M1-1, Districts to R4, R4A, R4-1, R5A, and R6 Districts.

More recently, two private applications affected the surrounding area. The East 241st Street Rezoning (C 180083 ZMK effective February 13, 2019) changed an M1-1 zoning district to an R7D/C2-4 district and established an MIH Area on a block bounded by East 241st Street, Furman Avenue, East 240th Street and White Plains Road to facilitate the development of a mixed-use development with approximately 186 units of affordable housing and ground-floor

[1] While Block 5064, Lot 1 and Lot 10 are currently owned by the MTA, portions of these properties are planned for disposition to the Applicant.

retail space (5.6 FAR). Immediately to the south, the 4541 Furman Avenue Rezoning (C 200228 ZMX, effective July 14, 2022) similarly changed an M1-1 zoning district to R7D and R7D/C2-4 districts and established an MIH Area. The rezoning was intended to facilitate a new mixed-use building 150 affordable housing units, commercial and community facility uses.

In addition, the White Plains Road Neighborhood Plan is underway. It is a City-initiated long-term vision to deliver homes, jobs and neighborhood investments along White Plains Road, which began in May 2025. The Plan is focused on White Plains Road from Adee Avenue to the south and the Bronx/Mount Vernon border to the north, as well as intersecting portions of Gun Hill Road and East 233rd Street. The Plan recognizes that the area has access to a range of transit options, including the 2 and 5 trains that run along White Plains Road, nearby Metro-North stations and a variety of local and express buses. The Plan identifies the corridor as primarily characterized by one and two-story commercial buildings, as well as some mid-rise apartment buildings, mostly from before the 1960s. Several City-initiated contextual rezonings between 2005 and 2011, noted above, limited housing growth across lower-density areas, while encouraging growth along corridors. Completed before the creation of the MIH program, they do not require permanently affordable housing.

3. DESCRIPTION OF THE SURROUNDING AREA

The Project Area is located at the northwestern edge of the Wakefield neighborhood of the Bronx in Community District 12. The Project Area is adjacent to the Bronx River and the boundary of the borough with Yonkers to the west. The surrounding area within a 600-foot radius of the Project Area is mapped with M1-1, R4A R5, R5A, and R6 districts. The Project Area is located within the Outer Transit Zone but is subject to special parking provisions pursuant to ZR § 25-241(a).[2]

The tracks for the MTA's Metro-North Harlem and New Haven rail lines run along the Bronx River in an area zoned M1-1 generally from East 236th Street to the south to the northwestern tip of the borough. This M1-1 area consists of transit-related uses, including the Wakefield Metro-North station, parking and open uses, and industrial and auto-related uses in warehouse buildings. Buildings within the surrounding area in the M1-1 district are generally one story. M1 districts are designated for areas with light industries and often serve as buffers between more intensive M2 or M3 districts and adjacent residential or commercial districts. M1 is a light manufacturing district that allows manufacturing, commercial, and community facility uses. No residential uses are permitted.

The surrounding area east of Bullard Avenue generally consists of low and medium density residential neighborhoods zoned R4A, R5, and R5A. These districts which allow for buildings setback from the street line, lower density, and off-street parking. This area is characterized by one- to three-story one- and two-family homes and multi-family walkup buildings. There is an R4A zoning district mapped generally north of East 241st Street between Bullard Avenue and White Plains Road. R4A are contextual districts that are often mapped to preserve or establish the character of older neighborhoods with pitched roof homes on smaller zoning lots. The district allows for single- and two-family residences in detached homes. R4A districts allow residential and community facility uses. No commercial or industrial/manufacturing uses are permitted in R4A districts. There is an R5 zoning district mapped generally along East 241st Street and Bronx Boulevard. R5 is a widely mapped, non-contextual district that often serves as a transition district between medium and lower density areas. R5 districts are intended for neighborhoods with an assortment of housing types and allow single- or two-family homes along with multi-family buildings. The district allows residential and community facility uses. No commercial or industrial/manufacturing uses are permitted in R5 districts. There is an R5A district generally mapped along Carpenter Avenue between East 241st Street and East 239th Street. R5A is a contextual zoning district that limits new residential development to one- or two-family detached houses except on certain qualifying residential sites.

There are R6 zoning districts lining the western edge of the M1-1 zoning district along the Yonkers border, which are generally unimproved. R6 is a widely mapped, non-contextual

[2] Within the portion of Community District 12 in the Borough of the Bronx that is within the Outer Transit Zone, the parking requirements applicable to zoning lots located beyond the Greater Transit Zone apply, other than those for qualifying affordable housing or qualifying senior housing.

medium density district that allows a wide variety of building types. R6 districts generally allow residential uses and community facility uses.

White Plains Road to the east is mapped with R6 and R6A districts with C2-2 overlays and an R7D/C2-4 district generally between East 241st and East 240th Streets. Commercial and mixed-uses line this north/south corridor along with new multi-family residential development facilitated by the medium-density R7D/C2-4 zoning district.

Community facilities in the surrounding area include PS 16 Wakefield, St. Anthony Church, and the Montefiore Wakefield Annex.

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

East 241st Street generally runs east/west through the surrounding area. It is mapped to a width of 100 feet at its intersection with Bullard Avenue and narrows to a width of 50 feet adjacent to the Project Area, where it is elevated over the Metro-North rail lines approximately 30 feet above the grade of the Project Area. Bullard Avenue runs north/south and is mapped to a width of 50 feet. Baldwin Street also runs north/south and is mapped to a width of 50 feet to a point approximately midway between East 243rd Street and East 242nd Street.

4. DESCRIPTION OF THE PROPOSED PROJECT AREA

The Project Area consists of Block 5064, part of Lots 1, 10, and 72, Lot 78, and Lot 85. The Development Site, consisting of Block 5064, part of Lot 1, part of Lot 10, Lot 78, and Lot 85, is described below. The portion of Block 5064, Lot 72 included within the Project Area is owned by the MTA and contains the MTA's Metro-North Harlem line right-of way.

5. DESCRIPTION OF THE PROPOSED DEVELOPMENT SITE

The Development Site consists of Block 5064, part of Lot 1, part of Lot 10, Lot 78, and Lot 85. The Development Site has a lot area of 259,512 square feet. It is generally situated between East 241st Street to the north and the right-of-way for the MTA's Metro-North Harlem and New Haven rail lines to the southwest. The Development Site has approximately 274 feet of frontage on East 241st Street. The Development Site extends approximately 1,401 feet south from East 241st Street and narrows to a width of approximately 56 feet. The site is an unimproved, partially paved Use Group 8 public parking lot with approximately 400 unenclosed spaces that are leased by the NYPD. An unmapped portion of Baldwin Street provides vehicular access to the Development Site at grade below the elevated portion of East 241st Street.

6. DESCRIPTION OF THE PROPOSED LARGE SCALE GENERAL DEVELOPMENT

The LSGD would consist of six new buildings constructed on a raised platform aligned with the elevation of East 241st Street at the northernmost portion of the Development Site. The LSGD would include a mix of residential, community facility, commercial uses totaling approximately 1,037,889 square feet of floor area (3.99 FAR). The LSGD would include approximately 1,112 affordable dwelling units (992,621 square feet; 3.81 FAR), approximately 17,400 square feet of community facility uses (0.07 FAR), and approximately 27,868 square feet of commercial uses (0.11 FAR). The LSGD would also include 721 enclosed parking spaces and approximately two acres of open space for residents and visitors. An interior roadway with sidewalks and walking paths would provide pedestrian and vehicular access throughout the site.

Buildings A1 and A2 would be located on the northern portion of the Development Site closest to East 241st Street. Building A1 would contain approximately 217,398 square feet of floor area, including approximately 199,598 square feet of residential floor area with approximately 241 affordable dwelling units, and approximately 17,800 square feet of commercial floor area. The building would have a maximum height of approximately 181 feet (15-stories) with a step down to approximately 161 feet (13-stories) along the East 241st Street frontage. The residential lobby would be located along the interior roadway to the west and entrances to the ground-floor retail space would be provided along the East 241st Street frontage.

Building A2 would be located immediately south of Building A1 and would contain approximately 182,256 square feet of floor area, including approximately 176,946 square feet of residential floor area with approximately 190 affordable dwelling units, and approximately 5,310 square feet of commercial floor area. Building A2 would rise to a maximum height of approximately 221 feet (19-stories). The residential lobby would be located along the interior roadway to the west and entrances to the ground-floor retail space would be provided along the interior roadway to the south.

Buildings B1 and B2 would be located to the south of Buildings A1 and A2 in the center of the site. Building B1 would contain approximately 148,375 square feet of floor area, including approximately 140,576 square feet of residential floor area with approximately 167 affordable dwelling units for seniors, approximately 4,758 square feet of commercial floor area, and approximately 3,041 square feet of community facility floor area. Building B1 would rise to a maximum height of approximately 181 feet (15-stories) with a step down to approximately 161 feet (13-stories) along the interior roadway to the north. The residential lobby and community facility space would be located along the interior roadway to the west. Entrances to the ground-floor retail space would be provided along the interior roadway to the north.

Building B2 would contain approximately 237,855 square feet of floor area, including 229,387 square feet of residential floor area with approximately 246 affordable dwelling units, and approximately 8,468 square feet of community facility floor area. Building B2 would rise to a maximum height of approximately 231 feet (20-stories) with a step down to an approximately 44 feet (2-stories) cantilevered portion over the interior roadway to the west that would allow pedestrian and vehicular traffic to pass through. The residential lobby would be located beneath the cantilevered portion of the building along the western façade and the entrance to the community facility space would be located along the interior roadway to the east.

Buildings C1 and C2 would be located on the southern portion of the Development Site to the south of Buildings B1 and B2. Building C1 would contain approximately 74,691 square feet of floor area, including approximately 68,800 square feet of residential floor area with approximately 78 home ownership units, and approximately 5,891 square feet of community facility floor area. Building C1 would rise to a maximum height of approximately 101 feet (7-stories). The residential lobby and entrance to the community facility space would be located along the pedestrian pathway to the west.

Building C2 would contain approximately 177,314 square feet of residential floor area, including approximately 190 affordable dwelling units. Building C2 would rise to a maximum height of approximately 221 feet (19-stories) with a step down to an approximately 54 feet (2-story) cantilevered portion over the interior roadway to the west that would allow pedestrian and vehicular traffic to pass through. The residential lobby would be located along the pedestrian pathway to the west.

Pedestrian and vehicular access to the LSGD would be provided from East 241st Street via pedestrian walkways and an interior roadway with sidewalks. The roadway would run north-south along the western edge of the LSGD, terminating in a cul-de-sac adjacent to the open space at the southern end of the site. Along its route, the roadway would provide access to a two-story, 721-space parking facility located within the raised platform, with a ramp to the facility situated on the ground floor of Building A2 and a secondary access point provided at grade from Baldwin Street. The parking facility would serve both accessory parking for uses within the LSGD and public parking; a portion of the spaces would be leased by the NYPD to continue their long-term parking use.

Approximately two acres of open space would be distributed throughout the site but concentrated primarily to the north and east of Buildings A1 and A2 along East 241st Street and the southern end of the Development Site to the south of the cul-de-sac and Building C2. Although the design of the open space has not yet been finalized, it is expected to include a variety of amenities such as trees, landscaping, lawns, pedestrian walkways, benches, tables, and play equipment.

7. ACTIONS NECESSARY TO FACILITATE THE PROJECT

The following actions are necessary to facilitate the LSGD:

1. a zoning map amendment to change the existing M1-1 zoning district mapped within the Project Area to an R7-1/C2-4 zoning district;

2. a zoning text amendment modifying ZR Appendix F to establish the Project Area as an MIH Area;

3. a special permit per ZR § 74-743(a) to modify applicable height and setback regulations for a large-scale general development; and

4. a special permit per ZR § 74-194 to permit a public parking garage in excess of 150 spaces and floor space up to 23 feet above curb level to be exempted from floor area.

Zoning Map Amendment

The zoning map amendment would allow for the production of new housing in Bronx Community District 12, which is not currently permitted in the existing M1-1 zoning district. The rezoning would facilitate new mixed-use development with the provision of affordable housing on underutilized land adjacent to mass transit.

The Project Area is currently within an M1-1 zoning district where uses are limited to manufacturing, commercial, and certain community facility uses. The area is predominately unimproved and is used for open storage and transportation uses. The zoning map amendment to R7-1/C2-4 would facilitate the development by allowing residential and community facility uses in addition to maintaining the ability to develop commercial use. The zoning district boundary extends generally from the centerline prolongation of 241st Street; the southeasterly railroad right of way of the former New Haven and Hartford Railroad right of way; the northwesterly railroad right of way of the Harlem River Railroad; the boundary line of the City of New York; and the northwesterly railroad right of way of the Harlem River Railroad. The rezoning is appropriate given the availability of uses and promotion of residential and transit-oriented development.

The proposed actions are consistent with principles of transit-oriented development by allowing new mixed-use development on underutilized property that is immediately adjacent to public transportation. While the portion of the neighborhood beyond Bullard Avenue to the east is zoned R5 and R4A, the Project Area is separated from this lower density context by approximately 300 feet and an active Metro-North rail line. Further east in the Wakefield neighborhood, within just six blocks of the Project Area, large areas of formerly low density residential and manufacturing districts were rezoned to R6 districts (Wakefield/Eastchester Rezoning in 2007) and to R7D districts (241st Street Rezoning in 2019 and 4541 Furman Avenue Rezoning in 2022). The proposed actions would facilitate a unique opportunity for transit-oriented development with 1,112 affordable housing units, new local retail, community facility space, and parking on a site plan designed to maximize open space.

The proposed R7-1 zoning district 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. R7-1 zoning districts allow a 155-foot building height for eligible sites above a base height of 85 feet. Off-street accessory parking is not required for affordable housing units.

The proposed C2-4 commercial overlay district allows local retail and service uses with a maximum commercial FAR of 2.0 when mapped with an R7-1 zoning district. The proposed C2-4 overlay generally requires one accessory off-street parking space per 1,000 square feet of floor

area for general retail or service uses. A waiver is generally available for up to 40 accessory off-street parking spaces that would be required for commercial or community facility uses.

The increase in density and introduction of residential use is appropriate in the Project Area given the transit-oriented location at the edge of Wakefield adjacent to Yonkers, its separation from the surrounding lower-density context, the width of 241st Street, and the availability of open space adjacent to the Project Area. Currently, the Project Area is limited by the existing M1-1 zoning to industrial and commercial uses and certain community facility uses. The Proposed Rezoning would introduce residential use and a wider variety of community facility uses. For the Development Site the proposed actions would facilitate the creation of approximately 1,112 new affordable housing units in Bronx Community District 12, where, according to the U.S. Census Bureau, 51.4 percent of households are rent burdened (spending 35 percent or more of their income on rent).

Zoning Special Permit ZR § 74-743(a)

The large-scale special permit pursuant to ZR § 74-743(a) would allow a waiver of the maximum building height of 155 feet established under ZR § 23-434. The unique conditions and configuration of the Development Site necessitate this waiver to achieve the intended development potential and site design. The Development Site sits at a grade approximately 30 feet lower than the elevation of East 241st Street, requiring the construction of a raised platform to connect the site to the existing street system. In addition, the triangular configuration of the Development Site necessitates an increase in building height to accommodate a site plan that incorporates approximately two acres of public open space while minimizing building footprints, particularly in the narrower interior and southern portions of the site. As discussed further in the Statement of Findings, the proposed building configuration concentrates height in the center and southern portions of the Development Site while stepping down toward East 241st Street, with more than 60 feet separating each building group, resulting in a better relationship among buildings, open space, and adjacent streets than would be possible without the height modifications. The proposed height waiver will not unduly increase bulk or obstruct light and air, as the Development Site is isolated from nearby buildings by more than 200 feet and separated by active Metro-North rail lines, and the surrounding streets and mass transit options, including the Wakefield Metro-North station and the 2 and 5 subway lines, are adequate to handle traffic generated by the development.

Zoning Special Permit ZR § 74-194

According to ZR § 36-12, the maximum number of permitted spaces is limited to 150 in a parking facility with accessory required parking and permitted parking used for public parking. The Applicant requests a special permit pursuant to ZR § 74-194 to allow the additional spaces above 150. The special permit would facilitate the group parking facility with 721 total spaces, which exceeds the maximum number of spaces permitted. As discussed further in the Statement of Findings, the parking facility is sited to minimize traffic through local residential streets while providing adequate reservoir space and street capacity to handle anticipated traffic volumes.

Zoning Text Amendment

The zoning text amendment to designate the Project Area as an MIH Area with MIH Options 1 and 2 is consistent with the policy goals of the City's Housing Our Neighbors: A Blueprint for Housing and Homelessness. As noted above, approximately 48.8 percent of households in Bronx Community District 12 are rent burdened and there is a strong need for affordable housing that reaches a broad range of incomes.[3] The 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 one of the MIH options 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.

[3] Based on American Community Survey 2014-2018 5-Year Estimates for PUMA 3702, which is an approximation of Bronx Community District 12, available at: https://communityprofiles.planning.nyc.gov/bronx/12.

- Option 2: 30 percent of the residential floor area shall be provided as housing affordable to households at an average of 80 percent of 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.
- Option 4: Option 4 can only be made applicable in combination with Option 1, Option 2, or Option 3 and is not applicable in the Manhattan Core. It requires that 30 percent of the total residential floor area be for housing units for residents with incomes averaging 115 percent of AMI, with no units above 135 percent AMI; and no direct subsidies.

While the Applicant is proposing a 100 percent affordable development, the MIH requirement ensures that any future development within the MIH Area contains permanently affordable housing.[4] The proposed zoning text amendment to designate the Project Area as an MIH Area is consistent with land use policy goals of increasing capacity for new housing supply and promoting housing stability for renters.

In addition to the land use actions sought, the Applicant is requesting public financing from the NYC Department of Housing Preservation and Development ("HPD") to help fund construction of senior housing, low income multi-family rental units, and home-ownership units. The requested public financing would facilitate the creation of significant new affordable housing that reaches a broad range of incomes in an area where there is a strong need.

8. CONCLUSION

The proposed actions would facilitate the redevelopment of a vacant underutilized site adjacent to public transit with a new mixed-use development that would be consistent with existing land uses in the surrounding area and would further the objectives of the City's Housing Our Neighbors: A Blueprint for Housing and Homelessness. The proposed actions facilitate a transformative, mixed-use development with approximately 1,112 affordable units, local retail, community facility space, a parking garage, and approximately two acres of open space.

[4] HPD-financed projects under certain term sheets that request subsidy for the MIH units will be required to provide an additional 15 percent of permanently affordable units.