LR Item 3
Project Description

1. INTRODUCTION

Metro-North regional rail service is being planned for the East Bronx. By 2027 (estimated), Metro-North will bring four new stations to the borough at Hunts Point, Parkchester/Van Nest, Morris Park, and Co-Op City. The new stations are part of the Metropolitan Transportation Authority's (MTA) Penn Station Access (PSA) project, which will connect the East Bronx directly to Manhattan's Penn Station and points north in Westchester County and Connecticut. While the MTA will construct the stations and deliver train service, the MTA has looked to the New York City Department of City Planning (DCP) to convene City agencies and community members to plan for improvements around each of the four stations and to ensure the stations bring maximum benefits to the Bronx. That study, known as the Bronx Metro-North Station Area Study (BMNS), officially launched in July 2018. The study has evaluated the investments necessary to facilitate safe access to the stations, schools, parks, and more. Implementing the station-area plan will support investment in much-needed amenities and services in the Bronx and support New York City's recovery from the impacts of COVID-19. Additionally, the Parkchester/Van Nest and Morris Park station areas offer unique opportunities to grow housing and jobs through land use changes that the community initially prioritized in 2014 as part of the *Sustainable Communities in the Bronx* study and that have subsequently been refined over the last five and a half years of community and stakeholder engagement as part of the BMNS planning work.

The New York City Department of City Planning is proposing a series of land use actions, including zoning map amendments, zoning text amendments (including mapping a special purpose district and designating a Mandatory Inclusionary Housing (MIH) area to ensure affordable housing is part of any future development), and changes to the City Map (collectively, the "Proposed Actions"), that would facilitate the implementation of the multi-year planning process conducted in the Parkchester, Van Nest, and Morris Park neighborhoods in the Bronx in partnership with local stakeholders, City agencies, and the MTA.

The Proposed Actions would affect an approximately 46-block area primarily along major corridors — East Tremont Avenue, White Plains Road, Bronxdale Avenue, Eastchester Road, and Stillwell Avenue — near the future Parkchester/Van Nest and Morris Park Metro-North stations in Bronx Community Districts 9, 10 and 11 (the "Project Area"). The approximately 28-block area closest to the future Parkchester/Van Nest station is generally bounded by Baker Avenue and Van Nest Avenue to the north, Silver Street to the east, East Tremont Avenue to the south, and St. Lawrence Avenue to the west. The approximately 18-block area closest to the future Morris Park station is generally bounded by Pelham Parkway to the north, Marconi Street to the east, Williamsbridge Road to the south, and Tenbroeck Avenue to the west.

The Proposed Actions are intended to leverage new planned Metro-North service to promote economic growth, facilitate the development of housing, including affordable housing, as well as guide investment in the public realm around stations to improve pedestrian safety and comfort. The Proposed Actions seek to accomplish the following land-use objectives:

- Allow for housing growth with permanently affordable housing and retail in appropriate locations near new Metro-North stations.

- Allow for neighborhood and commuter-serving retail opportunities, where appropriate.
- Increase the number of job-generating uses in commercial districts at the Morris Park station area by allowing for commercial office, medical office, healthcare, and life sciences growth, where appropriate.
- Focus development to promote active streetscapes along key corridors and near planned stations, including along the length of East Tremont Avenue, White Plains Road, Bronxdale Avenue, Eastchester Road, and Stillwell Avenue.
- Promote development continuity between the Parkchester/Van Nest and Morris Park station areas.
- Promote higher density mixed-use development with affordable and mixed-income housing, retail, and community facilities on larger opportunity sites.
- Encourage a mix of uses on underutilized manufacturing-zoned sites to best respond to the need for jobs, new (affordable) housing, and general retail growth to activate commercial corridors.
- Create opportunities for the creation of a new public plaza at the future Morris Park station and facilitate improved connectivity to the planned Parkchester/Van Nest station.
- Establish special zoning rules to accommodate unique development conditions and guide development on large opportunity sites.
- Establish special zoning rules to promote and incentivize the provision of public realm improvements, focused on creating a network of open space amenities and pedestrian circulation improvements, in proximity to the future Morris Park and Parkchester/Van Nest stations.

2. BACKGROUND TO THE PROPOSED ACTIONS

Study Area History

The BMNS includes the neighborhoods of Parkchester, Van Nest, and Morris Park located in the East Bronx.

Parkchester and nearby neighborhoods

The collection of neighborhoods colloquially referred to simply as “Parkchester” take their name from the Parkchester planned community. Developed between 1938 and 1941 by the Metropolitan Life Insurance Company (commonly known as MetLife) – the same developer that would go on to develop Stuyvesant Town in Manhattan – the Parkchester development is today home to some 30,000 residents spread across a total of 168 buildings interspersed with ample open space and winding, tree-lined boulevards. The name Parkchester itself was originally a portmanteau of the two adjacent communities to the east and west of the development, known as Westchester Square and Park Versailles, respectively. By 1943, all 12,271 of the development’s new apartments were occupied, forever transforming an area that had been home to a large Catholic protectorate. Shortly after construction, the development was sold to real-estate developer Harry Helmsley, after which ensued a period of decline and poor maintenance. In the mid-1970s, the Helmsleys began converting portions of Parkchester from rental to condominiums. Ultimately about half of Parkchester’s units would be converted to condominiums. Following the creation of the Parkchester Preservation Company in the late 1990s, an effort led by the Community Preservation

Corporation, shares for some 6,300 apartments and 80 stores were removed from the Helmsleys' control. This was followed by hundreds of millions of dollars in repairs to the community.

Westchester Square itself was originally founded by English settlers in 1654 on land originally occupied by Wampage and other Native Americans. The settlement took its name from Westchester Creek. Until 1895, the village was the town seat of the Town of Westchester, after which point it was incorporated into New York City. Like much of the Bronx, this annexation preceded the City's larger, much more feted consolidation in 1898. In 1920, the new Interborough Rapid Transit Company connected Westchester Square to the larger city, with a stop on its new elevated line opening at Westchester Square-East Tremont Avenue.

Park Versailles, for its part, was originally known as the Mapes Farm. To render the property more attractive as part of an auction for future development, one of Mapes' sons christened the property "Park Versailles." By 1920, all of the lots making up the former farm had been sold.

Morris Park

Named after John Albert Morris, whose eponymous 360-acre racecourse existed over much of the extent of the current neighborhood from 1889 to 1910, development in Morris Park greatly accelerated following a fire at the former track and the division of its property into for-sale lots. In the 1940s, the neighborhood was marketed by prospective developers as "Westchester Heights". Elements of the city's civic history are still evident today in the names of several streets that crisscross the old racecourse, such as Colden and Paulding Avenues, which harken back to mayors from the 19th century.

The neighborhood includes a diverse array of communities, including a long-established Italian American community – reflected in the various Italian flag motifs that line Morris Park Avenue – as well as more recent Hispanic, Albanian, and Yemeni communities, among many others. In 2019, the growing Yemeni community held its first Yemeni Day Parade in the neighborhood, thus establishing a new tradition and another chapter in Morris Park's tradition of welcoming various immigrant communities to the City of New York.

At the far eastern end of the Morris Park neighborhood lies the Hutchinson Metro Center and a number of important medical and educational employment centers, including Montefiore Hospital, the Albert Einstein College of Medicine, and Jacobi Hospital. Formerly home to industrial uses associated with the adjacent rail line, the Hutchinson Metro Center has over time developed as a series of isolated campuses with a variety of uses. The name "Hutchinson Metro Center" is commonly used by many in the community to refer to the area demarcated by the existing Amtrak rail line to the west, Pelham Parkway to the north, the Hutchinson River Parkway to the east, and Waters Place to the south, but itself comes from the name of a private development contained within those boundaries. In 1970, as part of a plan for the development of the Bronx Developmental Center, acclaimed architect Richard Meier designed an award-winning campus, "total-care residential facility" to accommodate 750 children with disabilities. New York Times architecture critic Ada Louis Huxtable once referred to the project as "the cynosure of the architectural world," a testament to the attention paid to the original design. In 2001, a private developer purchased the property from the State of New York. This was followed by significant modifications to the existing buildings, and significant new construction.

In the mid-2010s, Marconi Street was formally mapped within the Hutchinson Metro Center to ensure a public right-of-way up to the northern portion of the center, where a 911 emergency call center – known as the Public Safety Answering Center II (PSAC II) – was completed in 2016. The majority of development within the center, including the private medical office development known as the Hutchinson Metro Center, was developed using state overrides and as such the built form here largely exists irrespective of the existing zoning districts. An exception to this is the development known as the Metro Center Atrium, which is today home to a mixed-use development including hotel space, class-A office space, and various retail and gym uses. While the development was also built using state overrides, in 2017 a private application adjusted the zoning on the site to reflect the current built form and to facilitate the addition of non-profit hospital staff dwelling units designated for staff at Montefiore Hospital.

On the other side of the tracks, the Albert Einstein College of Medicine – formerly owned by Yeshiva University but under Montefiore Hospital since 2015 – was the first medical school built in New York City since 1897, one year before consolidation, when it opened in 1955. It was also the first private medical school in the city to establish an academic department of family medicine and the first to create an internal medicine program with an emphasis on women's health. To the north Jacobi Hospital, part of the City's Health + Hospitals system, can be found. In 1964 the City of New York purchased approximately 64 acres formerly belonging to the Morris Park racecourse in order to establish a hospital and teaching campus away from the city's denser urban core. On the southern end of the campus is the Van Etten building. Opened in 1955, the Van Etten building was originally intended to be used for the treatment of tuberculosis, but never saw use as such. Today the building is physically located on the Jacobi Health + Hospitals campus but is leased to Montefiore Hospital.

Van Nest

The Van Nest neighborhood is located on the north side of East Tremont Avenue and the Amtrak Hell Gate rail line. About one square mile in size, the neighborhood is bounded by Bronxdale Avenue to the northeast, the Amtrak train line to the southeast, and the eastern edge of Bronx Park to the west. The Van Nest neighborhood's history has close links to the nearby railroad that forms the southern boundary of the neighborhood. The neighborhood is named after the former Van Nest train station, that was established before the presence of settlements in the area. The train station was named in honor of Reynier Van Nest, a successful saddle maker and the father of Abraham Reynier Van Nest, the director of the New York, New Haven, and Hartford Railroad, commonly known as the Consolidated. The Van Nest family came from the Netherlands in 1647 to settle in the young Dutch colony.

Before 1870, this area of the Bronx was farmland, comprising the Neill farm, Round Meadow, and the Hunt Estate. In 1888, the Morris Park Racetrack was built as the premier racetrack of the region. The Van Nest Railroad Station served as the main depot for visitors to the racetrack. In 1892, the Van Nest Land and Improvement Company surveyed and divided the farmland surrounding the racetrack into 1,700 lots for development and gave the real estate project the name "Van Nest Park." In part because the Van Nest name was so well known and in part because the area was accessible by rail, the area was settled rapidly, and the growing community adopted the Van Nest name.

The Van Nest neighborhood spread out over the rippling terrain of an old glacial moraine. Its many low-lying spots were great for collecting rainwater, prompting bespattered travelers to dub the place "Mud West." After Van Nest became part of New York City in 1895, the City built embankments across the low spots to bring all the local streets up to an even grade. This left many houses below street level, and so

Mud West now became known as “the Sunken City.” To this day you can still see many old houses with retrofitted front entrances cut into what originally were their second floors. The neighborhood, developed as a family community, is dominated by single-family homes of various architectural styles. Much of its architecture is in the Queen Anne, Italianate, and Art Deco styles and includes brick construction from the 1950s, and a few tenements scattered across the Van Nest neighborhood.

An important neighborhood landmark is Van Nest Park, which began as a triangle with a monument honoring World War I soldiers who hailed from the Van Nest neighborhood and who gave their lives in service of their country. The granite monument, which still stands in the center of the original park, was erected by the Van Nest Citizens’ Patriotic League. The City of New York had acquired this parcel of land, bounded by White Plains Road, Unionport Road, and Mead Street in August 1913, and the land was placed under Parks’ jurisdiction in 1922. In addition to the monument in honor of fallen soldiers, the park also contains playground equipment, installed after a parcel of land was added in 1938 to expand the park for the Van Nest community. Tributes to fallen soldiers of World War II, and the Korean and Vietnam wars, were added to the facade of the monument.

Previous Planning Efforts and Past Actions

Over the last ten years, local Community Boards, various City agencies including DCP and NYCDOT, and Empire State Development Corporation, in collaboration with the community, have developed plans and studies geared toward the improvement and development of the station areas and surrounding residential neighborhoods and employment centers. These studies include *Sustainable Communities in the Bronx: Leveraging Regional Rail for Access, Growth and Opportunity* (2014) and *Penn Station Access* (2021). Further, several past land use actions have been taken by DCP and other agencies within the Study Area and its immediate surroundings.

Public Safety Answering Center II (PSAC II) (2009)

PSAC II was an application (C 090070 PCX) by the New York City Police Department (NYPD), New York City Fire Department (FDNY), Department of Citywide Administrative Services (DCAS) and Department of Information Technology and Telecommunications (DOITT) to construct a second emergency communications 911 center on an approximately 8.75-acre site at 350 Marconi Street, immediately east of the Project Area. PSAC II was proposed as a parallel operation to the existing PSAC I in Downtown Brooklyn to augment and provide redundancy to the emergency 911 response services in the city. Construction of PSAC II was completed in 2012 and the facility consists of a single office building and accessory parking garage. The facility serves as a streamlined emergency call intake and dispatch center for all of the City’s first responders and also houses command control center operations for the FDNY and the NYPD to coordinate emergency response throughout the entire city.

Sustainable Communities in the Bronx (2014)

In the fall of 2011, DCP’s Bronx Office initiated the Sustainable Communities Metro-North Corridor Transit-Oriented Development Study. This study made recommendations to foster sustainable growth in the borough by expanding transit-oriented development opportunities to create housing affordable at a range of incomes, improve job access for residents, and grow the overall economy of the Bronx, strengthening its position within the city and region. Eight study areas surrounding six existing and two planned Metro-

North rail stations—Morris Park and Parkchester/Van Nest—were selected for evaluation to determine strategic land use, transportation, and pedestrian realm actions to accomplish these objectives.

To achieve its goals, DCP undertook an extensive community outreach process focused on education, visioning, and implementation. As part of this process, DCP held more than 40 community/stakeholder meetings in a variety of formats. DCP's extensive site-specific analyses combined with input gathered through partners and general outreach provided the groundwork for recommendations around each station area. The study included individual area studies for each station, including Morris Park and Parkchester/Van Nest. It focused on challenges and opportunities to strengthen these areas through targeted regulatory changes and physical improvement, and ~~it~~ offers a set of recommendations for each area developed in concert with stakeholders. Concretely, challenges and opportunities to strengthen these station areas were identified and recommendations were made in the study:

- Parkchester/Van Nest: The proposed station will help establish a new center for these neighborhoods, but currently it is characterized by inactive uses, difficult crossings, and general lack of pedestrian amenities.
    - Recommendation: Re-examine zoning along both sides of East Tremont Avenue to encourage the development of a mixed-use retail corridor and pedestrian activity, and to re-orient the community towards the corridor and proposed station area.
    - Recommendation: Implement comprehensive streetscape improvements to both sides of East Tremont Avenue which include activating rail adjacent lots and revisiting the street alignment to allow for wider sidewalks and pedestrian safety.
- Morris Park: As the home to a number of large professional institutions and planned development, Morris Park is a regional center for employment and education. The proposed station currently lacks pedestrian infrastructure and commercial uses to support the institutions' needs. The new station would help bolster the area's status as a regional employment center and be an asset to the community.
    - Recommendation: Re-examine zoning to permit retail and a range of housing options on both sides of the rail line.
    - Identify long-term improvements to pedestrian and vehicular access to improve circulation.
    - Explore opportunities to brand the area through increased partnerships between institutions.

The implementation of the above recommendations culminated in the Bronx Metro-North Station Area Plan and the Proposed Actions.

1776 Eastchester Road (2017)

1776 Eastchester Road (C 170445 ZMX) was an application by 1776 Eastchester Realty LLC, Hutch 34 Industrial Street, LLC, and Hutch 35 LLC to rezone a single block—immediately east and north of the Project Area—located near the Hutchinson Metro Center west of Marconi Street from a M1-1 district to R5, C4-2, and C4-2A districts. The applicants also sought a zoning text amendment and special permit to allow for the construction and subsequent use of non-profit hospital staff dwellings and designate an MIH area. The application facilitated the development of approximately 182 units of non-profit hospital staff housing on top of an existing parking garage.

Blondell Commons (2019)

Blondell Commons (C 170438 ZMX) was an application by Blondell Equities, LLC to rezone four blocks at the southern end of Blondell Avenue in Bronx Community District 11 from the existing R6/C1-2 and M1-1 districts to an R7A district and establish a C2-4 district on a portion of the site. The application facilitated the development of a nine-story mixed-use building with approximately 228 units of affordable housing. The application was approved by the NYC City Council on April 18, 2019.

Bronx Psychiatric Center (BPC) Land Use Improvement Project (2019)

The BPC Land Use Improvement Project is a project led by Empire State Development to redevelop a 34-acre portion of the New York State Office of Mental Health's BPC campus in the eastern portion of the Morris Park neighborhood. The campus is located between Marconi Street to the west and the Hutchinson River Parkway to the east. The BPC campus would be redeveloped with approximately 1.1 to 1.9 million gross square feet of commercial office space for business, professional, or medical facilities, as well as biotech and research space, educational facilities, and a hotel. Phase I of the development (1.1 million square feet) is expected to be completed in 2030. No build year has yet been identified for Phase II.

Penn Station Access (PSA) (2021)

The PSA project will bring direct Metro-North service from the Bronx, Westchester, and Connecticut to Penn Station and Manhattan's west side using Amtrak's existing Hell Gate Line, four new ADA-accessible passenger rail stations in the East Bronx, and significant improvements to rail infrastructure. The four proposed new Metro-North Stations are Hunts Point, Parkchester/Van Nest, Morris Park, and Co-op City.

In the mid-1990s, a precursor to PSA was conceived as an element of then-New York State Governor Pataki's comprehensive, regional transportation initiative. In 1999, Metro-North initiated the PSA Major Investment Study/DEIS to evaluate options for improving access between Penn Station and the Harlem, Hudson, and New Haven Lines. As part of the study, over 20 potential new station locations were considered and screened. In 2002, MTA recommended an alternative for further consideration; this decision was published in the PSA Comparative Screening Results Report (2002) and included New Haven Line service via Amtrak's Hell Gate Line with three new Metro-North stations in the East Bronx. Between 2002 and 2009, Metro-North continued PSA project planning and environmental review. In 2007, Metro-North held meetings with various project stakeholders.

As part of the continued environmental review effort, Metro-North conducted outreach in 2012 to the local communities that would potentially be affected by the PSA project, with special attention paid to those communities in the East Bronx where new stations were being proposed. Metro-North conducted some of the meetings jointly with DCP, which identified potential opportunities for transit-oriented development near the proposed stations. Based on input received from the local communities, Metro-North proposed a new station at Morris Park in 2012 (bringing the total number of stations to four).

In 2015, Amtrak, MTA, Metro-North, and Long Island Rail Road executed a Planning Phase Agreement that committed them to working cooperatively in order to progress the conceptual planning of the PSA project.

The Environmental Assessment for PSA was concluded in 2021. Construction of the PSA project is expected to take approximately five years and the anticipated completion date for the project is 2027.

Community Engagement and Interagency Participation

The BMNS publicly launched in July 2018 and first convened a Working Group to begin planning around the four planned Metro-North stations. The group was convened by then Bronx Borough President, Rubén Díaz Jr., the DCP, the NYC Economic Development Corporation (EDC), and the NYC Department of Transportation (NYCDOT). Working Group members included a mix of local and state elected officials, Community Boards, community institutions and organizations that represent a large variety of community interests in the areas around each station and who understood the importance of adding new Metro-North service to the East Bronx and the need to plan for its arrival.

Starting in Fall 2018, the study team worked station-by-station to hold public workshops and small group conversations for participants to share their local expertise, hear from their neighbors, and contribute their ideas to improve the station areas. Following the workshops, the study team sponsored station-specific open houses to reflect what had been heard and solicit further feedback. Recommendations were developed based on input, ideas, and priorities gathered through a series of in-person and remote workshops, open houses, surveys, and small-group discussions from 2018 through 2022. In 2021, the study team sponsored a remote open house with online small-group sessions to share draft recommendations for each station area and continue engagement during COVID.

Over the course of the study team's conversations with the community some major themes have become clear, including the need to improve access to jobs and facilitate the creation of new jobs; balanced growth that supports existing residents with new housing, shopping, and services; and ensuring the stations are connected to their communities. To highlight these themes the recommendations are organized under three categories:

- *Working Communities,* with a focus on growing jobs centers in the Bronx and helping to connect Bronxites to jobs in the borough, the city, and the region.
- *Vibrant Communities,* with a focus on facilitating affordable and mixed-rate housing around the station areas, addressing needed improvements to parks and open space, and ensuring that City services are prepared to address both longstanding and future growth needs, among other items.
- *Connected Communities*, with a focus on improving connections to and from the future stations, including via roadway, transit, and pedestrian and bike network improvements, among other items.

The planning process provided an opportunity for further feedback to shape the final Bronx Metro-North plan, which will memorialize the multi-year community process and serve as a roadmap for bringing the study goals and objectives to life.

3. DESCRIPTION OF THE PROPOSED PROJECT AREA

Project Area

The Affected Area is an approximately 46-block area primarily along the main corridors—East Tremont Avenue, White Plains Road, Bronxdale Avenue, Eastchester Road, and Stillwell Avenue—near the future Parkchester/Van Nest and Morris Park Metro-North stations in Bronx Community Districts 9, 10 and 11 that would be affected by the Proposed Area. The approximately 28-block area closest to the future Parkchester/Van Nest station is generally bounded by Baker Avenue and Van Nest Avenue to the north, Silver Street to the east, East Tremont Avenue to the south, and St. Lawrence Avenue to the west. The approximately 18-block area closest to the future Morris Park station is generally bounded by Pelham Parkway to the north, Marconi Street to the east, Williamsbridge Road to the south, and Tenbroeck Avenue to the west.

East Tremont Avenue

East Tremont Avenue is a key corridor in the Bronx – one of the few that traverses the borough from east to west – and will be the primary point of access to the Parkchester/Van Nest station. The stretch of East Tremont Avenue located between St. Lawrence Street and Silver Street consists of a mix of industrial, retail, community facility, and residential uses, with industrial and retail uses predominantly to the west and a mix of retail and residential uses predominantly to the east. The area located closest to the future station, between Unionport Road and Bronxdale Avenue, consists principally of automotive and retail uses to the north, and residential and commercial uses to the south, most notably the large Parkchester community.

White Plains Road

White Plains Road runs roughly north-south between Mount Vernon, a city in Westchester County, and the Bronx neighborhood of Soundview. This approximately seven-mile-long corridor intersects East Tremont Avenue immediately west of the future Parkchester/Van Nest station. The stretch of White Plains Road between Baker Avenue and Guerlain Street is developed with a mix of public service facilities, residential uses, automotive uses, and retail. The area located south of the railroad right-of-way consists primarily of a large vacant site and residential uses with automotive uses and retail located at the intersection with East Tremont Avenue. The area north of the railroad is dominated by a public utility facility, the ConEdison Van Nest Service Center, and residential uses.

Bronxdale Avenue

Bronxdale Avenue is a corridor in the East Bronx that runs roughly northwest-southeast between Bronx Park and East Tremont Avenue. The stretch that runs between Van Nest Avenue and East Tremont Avenue is characterized by predominantly automotive and industrial uses mixed with community facility and commercial uses. The western frontage of this section of Bronxdale Avenue is dominated by two large sites, the abovementioned ConEdison Van Nest Service Center and a sizeable industrial building. The eastern frontage has several community facilities to the north and becomes gradually dominated by automotive uses as one moves toward East Tremont Avenue.

Eastchester Road

Together with East Tremont Avenue, Eastchester Road forms the spine of the Project Area, connecting both station areas at Parkchester/Van Nest and Morris Park. Eastchester Road runs approximately north-south between Pelham Parkway South and Silver Street. The western frontage of Eastchester Road is

dominated by Montefiore and NYC Health + Hospitals health care campuses. The eastern frontage is developed with a mix of predominantly commercial, automotive, and light industrial uses.

Stillwell Avenue
Stillwell Avenue runs for a length of about a mile between Eastchester Road and Hutchinson River Parkway. The stretch of Stillwell Avenue located between Eastchester Road and Pelham Parkway South is dominated by automotive, commercial, and light industrial uses. The area located closest to Pelham Parkway South and east of Stillwell Avenue is different in character and has a mix of large vehicle storage sites and a residential building fronting on Pelham Parkway South.

4. EXISTING ZONING

The Affected Area includes the southeast portion of Community District 11, a northern portion of Community District 9, and a small, northwestern portion of Community District 10. Much of the area's zoning has not been modified since 1961, however, there have been a few private rezonings in the area since then as outlined in the previous section.

Located immediately south of the future Parkchester/Van-Nest Metro-North station, the 129-acre Parkchester Special Planned Community Preservation District protects the unique character of a community that has been planned and developed as a unit. This community characteristically has large landscaped open spaces and a superior relationship of buildings, open spaces, commercial uses, and pedestrian and vehicular circulation. Parkchester is a master planned community consisting of 168 buildings ranging from eight to 14 stories in height spread out over 129 acres. Parkchester was built as a self-contained apartment community and, as a result, the predominantly residential buildings generally face inward and away from the perimeter of the Parkchester development and, especially East Tremont Avenue as a major thoroughfare. Instead, the buildings are generally oriented around Parkchester's main arterial roads, Unionport Road and Metropolitan Avenue, that radiate outward from Metropolitan Oval. No demolition, new development, enlargement or alteration of landscaping or topography is permitted within the district, except by special permit of the City Planning Commission.

The Affected Area is currently mapped with M1-1, C8-1, C8-4, R4, R5, R6, and R6A zoning districts and C1-1, C1-2, C2-2, and C2-4 commercial overlays (see Figure 3). The existing zoning is discussed below.

M1-1

M1-1 zoning districts are mapped in two portions of the Rezoning Area. One is generally bounded by Van Nest Avenue to the north, Bronxdale Avenue to the east, East Tremont Avenue to the south, and White Plains Road to west. The other consists of approximately six full blocks and seven partial blocks with frontages on Eastchester Road and Stillwell Avenue.

M1-1 zoning districts permit commercial and manufacturing uses with a floor area ratio (FAR) of 1.0. In addition to those uses listed in Use Group 17, manufacturing uses listed in Use Group 18 are permitted if they comply with the M1 performance standards. M1-1 districts also permit certain community facility uses (Use Groups 3 and 4) to a maximum FAR of 2.40. New residential uses are not permitted. M1-1 districts have a low-density envelope, and maximum building height is determined by the Sky Exposure

Plane, which begins at a height of 30 feet, or two stories, whichever is less, above the street line. One parking space for every 300 square feet of floor area is typically required for retail and office uses.

Existing uses include a mix of warehouses, light manufacturing, community facility uses such as medical office, and automotive and retail uses.

C8-1 and C8-4

C8-1 zoning districts are mapped in two areas of the Affected Area: both frontages of East Tremont Avenue west of White Plains Road, and the eastern frontage of Bronxdale Avenue between approximately Poplar Street and Van Nest Avenue to the north. A portion of the Parkchester planned community located, approximately mid-block along East Tremont Avenue, is zoned C8-4.

C8-1 and C8-4 districts allow a range of intensive commercial uses to a maximum FAR of 1.0 and 5.0, respectively. Both districts permit auto-oriented uses, including auto repair shops, gas stations, and car washes as well as wholesale, warehousing, and light industrial uses, in addition to most of the retail and service uses permitted in other commercial zoning districts. No new residential uses are allowed. Height and setback regulations in C8 districts are governed by a Sky Exposure Plane behind which the building must be located. In C8-1 districts, the Sky Exposure Plane begins at a height of 30 feet above the street line, and in C8-4 districts it begins 60 feet above the street line. A limited set of community facility uses is allowed at a maximum FAR of 2.4 for C8-1 districts and 6.5 for C8-4 districts. For typical retail or service uses, one parking space is required for every 300 square feet of floor area in C8-1 districts. No parking is required in C8-4 districts.

Existing uses include a mix of automotive uses such as gas stations and auto repair shops, parking structures, retail uses, and several community facility uses.

R4

Approximately 18 full and partial blocks within the Affected Area are zoned R4: several blocks bounded by Stillwell Avenue and Eastchester Road, several blocks on either side of Morris Park Avenue, as well as the area north of East Tremont Avenue and Silver Street, generally bounded by Jarrett Place and Bronxdale Avenue.

R4 districts are low-density non-contextual residence districts that allow residential uses of all types and community facility uses. Residential uses are allowed a maximum FAR of 0.75, which may be increased to 0.90 pursuant to the attic bonus, and community facility uses are permitted a maximum FAR of 2.0. All types of residences are permitted in R4 Districts, including detached, semi-detached, and multi-family buildings. The maximum residential building height is 35 feet. A minimum 10-foot front yard is required. Side yards up to eight feet are required, depending on the building type. Off-street parking is required for 100 percent of dwelling units (50 percent for income-restricted housing units (IRHU)), but no parking is required inside the Transit Zone.

Existing uses include residential uses, mostly two-family homes and small multifamily apartment homes, and a variety of commercial and community facility uses in either one-story buildings or mixed-use residential buildings along streets where commercial overlays are mapped.

R5

An R5 district is mapped on one partial block within the Affected Area. This block is generally bounded by Baker Avenue to the north, White Plains Road to the east, the railroad right-of-way to the south, and Garfield Street to the south.

R5 is a non-contextual residence district, that allows residential and community facility uses, often mapped as a transition between medium- and lower-density areas. R5 districts are general residence districts that allow a variety of housing types, including low-rise attached houses, small multifamily apartment houses, and detached and semi-detached one- and two-family residences. The maximum residential FAR is 1.25 with a maximum street wall height of 30 feet and the maximum building height of 40 feet. Above a height of 30 feet, a setback of 15 feet is required from the street wall; in addition, any portion of the building that exceeds a height of 33 feet must be set back from a rear or side yard line. Detached houses must have two side yards that total at least 13 feet, each with a minimum width of five feet. Semi-detached houses require one eight-foot-wide side yard. Apartment houses require two side yards, each at least eight feet wide. Front yards must be at least ten feet deep. If the depth of a front yard exceeds ten feet, the depth of the front yard must be at least 18 feet to prevent cars parked on-site from protruding onto the sidewalk. Community facility uses are permitted at a maximum FAR of 2.0. Cars may park in the side or rear yard, in the garage or in the front yard within the side lot ribbon; parking is also allowed within the front yard when the lot is wider than 35 feet. Off-street parking is required for 85 percent of the dwelling units (42.5 percent for IRHU), but no parking is required inside the Transit Zone.

Existing uses include two-family detached homes, small multifamily apartment houses, and vacant land.

R6

Approximately 15 full and partial blocks within the Affected Area are zoned R6, most of which are located between St. Lawrence Avenue and Benson Street, along the southern frontage of East Tremont Avenue. The southeastern portion of the health care campus along the western frontage of Eastchester Road is also zoned R6.

R6 districts are medium-density non-contextual residence districts that allow residential uses of all types and community facility uses. Residential uses include single- and two-family buildings and larger multi-family apartment buildings. Community facility uses are generally permitted at a maximum FAR of 4.8. R6 has two sets of bulk regulations to choose from: height factor regulations and Quality Housing regulations.

Height factor regulations promote slender, tall buildings set far back from the street and surrounded by open space, while Quality Housing regulations promote the types of high-lot-coverage buildings found in many neighborhoods prior to the 1961 Zoning Resolution. Under height factor regulations, residential uses are allowed a maximum FAR of 2.43, with height regulated by the relationship between the FAR and the open space ratio (OSR), the percentage of total floor area that should be provided as open space. The FAR and OSR are calibrated on a sliding scale, and maximum FAR is only achievable if considerable open space is provided. Under Quality Housing regulations, the sliding scale of FAR and OSR in the height factor system is replaced by fixed maximum FARs and maximum lot coverages. On narrow streets (defined as less than 75 feet wide), residential uses are allowed a maximum of 2.2 FAR with a maximum street wall height of 45 feet, above which the building must be set back, and may rise to a maximum height of 55 feet. Under the Quality Housing option, on wide streets (defined as greater than 75 feet wide) residential

uses are allowed a maximum of 3.0 FAR with a maximum street wall height of 65, above which the building must be set back, and may rise to a maximum height of 75 feet.

Off-street parking is required for 70 percent of the dwelling units (Height Factor). This requirement is lowered to 50 percent of the units if the lot area is less than 10,000 square feet or if Quality Housing provisions are used. Parking requirements are lowered for IRHU and are further modified within the Transit Zone. If five spaces or fewer are required, the off-street parking requirement is waived.

Existing uses include residential uses, mostly multifamily apartment homes and mixed-use residential buildings, large hospital buildings, and vacant land. A variety of commercial and community facility uses in either one-story buildings or mixed-use residential buildings can be found along streets where commercial overlays are mapped.

R6A

An R6A district is mapped on one partial block within the Affected Area. This block is generally bounded by Pelham Parkway South to the north, Stillwell Avenue to the east, Rhinelander Avenue to the south, and Eastchester Road to the west.

R6A is a medium-density contextual district often mapped along wide streets, designed to produce Quality Housing buildings that are seven or eight stories tall. The district's bulk regulations are designed to ensure that new buildings match the scale of older buildings in medium-density residence districts. R6A districts allow residential and community facility uses up to a maximum FAR of 3.0. Bulk regulations require a street wall between 40 and 60 feet, a setback above the maximum base height of 60 feet, a maximum building height of 70 feet, and a maximum of seven stories. Off-street parking is required for 50 percent of the dwelling units in the building (25 percent for IRHU), but no parking is required inside the Transit Zone.

Existing uses include six-story multifamily elevator buildings.

C1-1, C1-2, C2-2, and C2-4 Commercial Overlays

Commercial overlays are mapped along streets in residential districts that serve local retail and service needs. C1-1 commercial overlays are mapped across a portion of a block bounded between Tenbroeck Avenue and Seminole Avenue, along the northern frontage of Morris Park Avenue. A C1-2 commercial overlay is mapped across the entire block, except its northwestern portion, bounded by East Tremont Avenue to the north, Unionport Road to the east, Guerlain Street to the south, and White Plains Road to the west. C2-2 and C2-4 commercial overlays are mapped along portions of East Tremont Avenue, Silver Street, and Williamsbridge Road. Within the Project Area, C1-1 commercial overlays are mapped within an R4 district, while C1-2 commercial overlays are mapped an R6 residence district. The C2-2 and C2-4 commercial overlays are mapped in R4 and R6 districts within the Project Area.

C1-1, C1-2, C2-2, and C2-4 commercial overlays allow residential, community facility, and commercial uses. C1 commercial overlays generally permit commercial uses listed in Use Groups 5 and 6, while C2 commercial overlays also permit uses listed in Use Groups 7 through 9 and 14. When mapped within R4 and R5 districts, these commercial overlays allow local retail uses and commercial uses up to an FAR of 1.0. In R6 districts, commercial uses are permitted to a maximum FAR of 2.0. In mixed-use buildings, commercial uses are limited to one or two floors and must always be located below the residential use.

Parking requirements vary by the commercial overlay's numeric suffix. As the suffix increases, the parking requirement decreases. For example, one off-street parking space is required for every 1,000 square feet for general commercial uses, as listed in (PRC-B, in C2-4 commercial overlays, while a C1-1 commercial overlay generally requires one space for every 150 square feet of floor area.

Existing uses include office space, medical offices, educational facilities, neighborhood grocery stores, restaurants, and beauty parlors.

5. PROPOSED ACTIONS

The Proposed Actions would facilitate development consistent with the goals of the BMNS by allowing for housing growth with permanently affordable housing, creating neighborhood and commuter-serving retail opportunities, allowing the number of job-generating uses to grow at the Morris Park station area, and focusing development in a manner that promotes active streetscapes along key corridors and near the planned Metro-North stations at Parkchester/Van Nest and Morris Park. To accomplish these goals, DCP is proposing zoning text amendments, zoning map amendments and City Map changes.

The Proposed Actions would affect an approximately 46-block area primarily along the main corridors—East Tremont Avenue, White Plains Road, Bronxdale Avenue, Eastchester Road, and Stillwell Avenue—near the future Parkchester/Van Nest and Morris Park Metro-North stations in Bronx Community Districts 9, 10, and 11, referred to as the "Affected Area". The approximately 28-block area closest to the future Parkchester/Van Nest station is generally bounded by Baker Avenue and Van Nest Avenue to the north, Silver Street to the east, East Tremont Avenue to the south, and St. Lawrence Avenue to the west. The approximately 18-block area closest to the future Morris Park station is generally bounded by Pelham Parkway to the north, Marconi Street to the east, Williamsbridge Road to the south, and Eastchester Road to the west.

As discussed in detail below, the Proposed Actions consist of:

- Zoning map amendments to:
    - Rezone portions of existing M1-1, C8-1, C8-4, R4, R5, R6 and R6A districts and C1-1, C1-2, and C2-2 commercial overlays to R4, R6A, R6-1, R7-2, M1-1A/R7-3, R8X, C8-2, C4-3 and C4-4 districts and a C2-4 commercial overlay.
    - Modify the boundaries of the existing Parkchester Special Planned Community Preservation District to facilitate development and active uses that better connect the wider community to the existing special district.
    - Map the Special Eastchester – East Tremont Corridor District, largely coterminous with the Affected Area.
- Zoning text amendments to:
    - Establish the Special Eastchester – East Tremont Corridor District largely coterminous with the Affected Area. The proposed special purpose district would include modifications to underlying use, bulk, parking and loading, and streetscape regulations, and establish special provisions for the proposed M1-1A/R7-3 district. The special purpose district would also provide flexibility for large opportunity sites to facilitate public realm improvements around the future Metro-North stations.

    - Remove language that exclusively applies to C8-4 districts mapped within Special Planned Community Preservation District Areas.
    - Establish the proposed R6-1 non-contextual medium-density district.
    - Establish a new M1-1A district, which would facilitate loft building envelopes similar to contextual buildings in residence districts.
    - Modify Appendix F for the purpose of designating proposed R6A, R6-1, R7-2, R7-3, R8X, C4-3 and C4-4 districts as MIH areas, applying the MIH program to require a share of new housing to be permanently affordable where significant new housing capacity would be created.
    - Modify Appendix I to extend Transit Zone 2, Borough of the Bronx, Community District 11.
- City Map changes to:
    - Map Block 4209, Lots 10 and 70 as street to facilitate the creation of a new public plaza at the Morris Park station.
    - Map portions of Block 4042, Lot 200 as street to facilitate the creation of a street network and improved circulation for future development of this site and access to an anticipated new Metro-North station entrance.
    - Map Block 4226, Lots 1 (portions of) and 11 as street to facilitate the proposed widening of Marconi Street to reduce traffic congestion and enhance pedestrian and vehicular safety and circulation, and map Block 4226, Lot 50 (portions of) as street to facilitate the proposed widening of Marconi Street to add a new right-turn lane to the future BPC campus.
    - Map portions of Block 4226, Lots 1, 5 and 75 and Block 4411, Lot 75 as street to accommodate the proposed extension of Marconi Street to connect with Pelham Parkway.
    - De-map a portion of Unionport Road to facilitate the development of adjacent Block 3952.

Proposed Zoning Map Changes

Proposed R4 *(Existing C8-1)*

An R4 district is proposed for one partial block:

- *A triangular portion of a block bounded by Pierce Avenue to the north, Bogart Avenue to the east, Sacket Avenue to the south, and Bronxdale Avenue to the west, that is within 100 feet of Bronxdale Avenue.*

The proposed R4 non-contextual district is a low-density residence district that would allow residential uses of all types and community facility uses. Residential uses are allowed a maximum floor area ratio (FAR) of 0.75, which may be increased to 0.90 pursuant to the attic bonus, and community facility uses are permitted a maximum FAR of 2.0. All types of residences are permitted in R4 Districts, including detached, semi-detached, and multi-family buildings. The maximum residential building height is 35 feet. A minimum 10-foot front yard is required. Side yards between zero and eight feet are required, depending on the building type. Off-street parking is required for 100 percent of dwelling units (50 percent for IRHU), but no parking would be required inside the Transit Zone.

Proposed R6-1 *(Existing R4, R5, R6, C8-1, and M1-1)*

An R6-1 district is proposed for approximately 21 full and partial blocks:

- *An area with frontage on either Eastchester Road to the west or Stillwell Avenue to the east on those blocks generally bounded by Pelham Parkway South to the north and Seminole Street to the south.*
- *The area generally bounded by Eastchester Road to the north-west, Chesbrough Avenue to the south-east, and Williamsbridge Road to the south-west, along both frontages of Blondell Avenue.*
- *The area generally bounded by Williamsbridge Road to the north-east, the railroad right-of-way to the north-west, and Silver Street to the south-east.*
- *Two full and four partial blocks generally bounded to the northern frontage of East Tremont Avenue, located between Silver Street to the east and Bronxdale Avenue to the west, and located to the south of the railroad right-of-way.*
- *Four partial blocks generally roughly located between the railroad right-of-way to the south and Van Nest Avenue to the north, along the eastern frontage~~s~~ of Bronxdale Avenue.*
- *The portion of the block bounded by Baker Avenue to the north, Williamsbridge Road to the east, the railroad right-of-way to the south, and Garfield Street to the west, that is beyond 100 feet of a narrow street.*

The proposed R6-1 non-contextual district is a new medium-density residence district proposed as a part of the text amendment that would allow residential uses of all types and community facility uses. The proposed R6-1 district is designed to produce Quality Housing buildings and has bulk regulations similar to what is allowed in an R6 district on wide streets under the MIH program. For areas mapped with MIH, R6-1 districts would permit a maximum FAR of 3.6 with a maximum base height of 65 feet, above which the building must be set back, and a maximum building height of 115 feet or 11 stories. A different building setback is required on wide and narrow streets. Above the maximum base height, the required building setbacks are ten feet and 15 feet, respectively. Like other residence districts, R6-1 districts would require a 30-foot rear yard for residential portions of any building. Off-street parking would be required for 50 percent of the dwelling (25 percent for IRHU), but no parking would be required inside the Transit Zone.

Proposed R6A *(Existing R5)*

An R6A district is proposed for one partial block:

- *The portion of the block bounded by Baker Avenue to the north, Williamsbridge Road to the east, the railroad right-of-way to the south, and Garfield Street to the west, that is within 100 feet of a narrow street.*

R6A is a medium-density contextual residence district that would allow residential uses of all types and community facility uses and is designed to produce Quality Housing buildings. R6A districts permit a maximum residential FAR of 3.6, when mapped with inclusionary housing, and community facility uses to a maximum FAR of 3.0. Where inclusionary housing is mapped and on narrow streets, R6A districts permit a maximum street wall height of 65 feet, above which the building must be set back, may rise to a maximum height of 80 feet, and have a maximum of eight stories. A building setback of ten feet is required on wide streets and 15 feet on narrow streets. Like other residence districts, the R6A district requires a

30-foot rear yard for residential portions of any building. Off-street parking is required for 50 percent of the dwelling units (25 percent for IRHU), but no parking is required inside the Transit Zone.

Proposed R7-2 *(Existing R4, C8-1, and M1-1)*

An R7-2 district is proposed for one full block and three partial blocks in two areas:

- *An area roughly bounded by East Tremont Avenue to the north, Beach Avenue to the east, St. Lawrence Avenue to the west, and Guerlain Street to the south, and generally with frontage on East Tremont Avenue.*
- *An area roughly bounded by the railroad right-of-way to the north, Bronxdale Avenue to the east, East Tremont Avenue to the south, and to the west approximately at a point where Elm Drive intersects with East Tremont Avenue.*
- *An area roughly bounded by Williamsbridge Road to the south-west, the railroad right-of-way to the north-west, Eastchester Road to the south-east, and Jarrett Place to the north-east.*

R7-2 is a medium-density non-contextual residence district that would allow residential uses of all types and community facility uses. R7-2 districts permit a maximum residential FAR of 4.6 when mapped with inclusionary housing and community facility uses to a maximum FAR of 6.5. Where inclusionary housing is mapped, R7-2 districts permit a maximum street wall height of 75 feet, above which the building must be set back, may rise to a maximum height of 135 feet, and have a maximum of 13 stories. A building setback of ten feet on wide streets and of 15 feet on narrow streets is required. Like other residence districts, R7-2 districts require a 30-foot rear yard for residential portions of any building. Off-street parking is required for 50 percent of the dwelling units (15 percent for IRHU), but no parking is required inside the Transit Zone.

Proposed M1-1A/R7-3 *(Existing M1-1)*

A paired M1-1A/R7-3 district is proposed for one partial block:

- *The partial block roughly located between the railroad right-of-way to the south and Van Nest Avenue to the north, along the western frontage of Bronxdale Avenue.*

The proposed M1-1A/R7-3 district would permit residential uses of all types up to a maximum floor area ratio (FAR) of 6.0, and community facility uses up to a maximum FAR of 5.0. Under such paired district, a maximum base height of 85 feet and total building height of 185 feet would be permitted. Off-street parking would be required for 50 percent of dwelling units in the building.

Other use and bulk regulations for commercial or manufacturing uses would follow the provisions of the proposed M1-1A district, which would be established in the special purpose district.

Proposed R8X *(Existing C8-1, C8-4, and R6)*
An R8X district is proposed for one full block and five partial blocks:

- *The block bounded by East Tremont Avenue to the north, Unionport Road to the east, Guerlain Street to the south, and White Plains Road to the west.*
- *An area roughly coterminous with the existing properties fronting on East Tremont Avenue to the north and located mid-block on the block roughly bounded by Purdy Street to the east, Metropolitan Avenue to the south, and Unionport Road to the west.*

- *An area roughly bounded by East Tremont Avenue to the north, Beach Avenue to the west, Williamsbridge Road to the east, and Guerlain Street to the south, and generally with frontage on East Tremont Avenue.*

R8X is a high-density contextual residence district that would allow residential uses of all types and community facility uses. R8X districts permit a maximum residential FAR of 7.20 on both narrow and wide streets when mapped in MIH areas and a maximum community facility FAR of 6.0. R8X districts permit a maximum street wall height of 105 feet, above which the building must be set back, may rise to a maximum height of 175 feet, and have maximum of 17 stories. A building setback of 10 feet on wide streets and of 15 feet on narrow streets is required. Like other residence districts, R8X districts require a 30-foot rear yard for residential portions of any building. Off-street parking is required for 40 percent of the dwelling units (12 percent for IRHU), but no parking is required inside the Transit Zone.

Proposed C4-3 *(Existing M1-1 and R4)*
A C4-3 district is proposed for approximately four partial blocks:

- *The southern portion of the triangular block bounded by Seminole Street to the north, Stillwell Avenue to the east, and Eastchester Road to the west.*
- *An area roughly bounded by Pelham Parkway South to the north, Eastchester Road to the east, the fence shared with the NYPD Bronx 49 Precinct to the south, and an internal access road running north-south between Pelham Parkway South and Seminole Avenue to the west.*
- *An area roughly coterminous with the property lines of Block 4205, Lot 40 that fronts on Eastchester Road to the east.*
- *A partial block north of Morris Park Avenue located between Seminole Avenue to the east and Tenbroeck Avenue to the west.*

C4-3 is a medium-density commercial district that allows a range of commercial uses as well as residential and community facility uses. C4-3 districts permit a maximum commercial FAR of 3.40 and a community facility FAR of 4.80. For C4-3 districts, the residence district equivalent is R6. As a result, any residences within a C4-3 district must comply with the bulk regulations of this residence district and, where inclusionary housing is mapped, with the requirements of the MIH program. Height and setback regulations for non-residential buildings in C4-3 districts are governed by a Sky Exposure Plane behind which the building must be located. In C4-3 districts, the Sky Exposure Plane begins at a height of 60 feet above the street line. C4-3 districts permit, as-of-right, a wide range of retail and commercial uses, including offices, business services, larger retail establishments such as department stores, and some entertainment uses. For general commercial uses, as listed in PRC-B, off-street parking is required for every 400 square feet of floor area.

Proposed C4-4 *(Existing M1-1)*
An C4-4 district is proposed for five full blocks and two partial blocks:

- *An area roughly bounded by McDonald Street to the north, Bassett Avenue to the east, Eastchester Road to the south where it intersects with the railroad right-of-way, and Eastchester Road to the west.*
- *An area roughly bounded by the Metro Center Atrium complex to the north, Marconi Street to the east, Waters Place to the south, and Eastchester Road as well as Bassett Avenue to the west.*

- *An area roughly bounded by the railroad right-of-way to the north, Eastchester Road to the east and south, and Williamsbridge Road the west, generally except for those properties fronting on Williamsbridge Road.*

C4-4 is a medium-density commercial district that allows a range of commercial uses as well as residential and community facility uses. C4-4 districts permit a maximum commercial FAR of 3.40 and a community facility FAR of 6.50. For C4-4 districts, the residence district equivalent is R7-2. As a result, any residences within the C4-4 district must comply with the R7-2 bulk regulations and, where MIH is mapped, with the affordability requirements of the MIH program. Height and setback regulations for non-residential buildings in C4-4 districts are governed by a Sky Exposure Plane behind which the building must be located. In C4-4 districts, the Sky Exposure Plane begins at a height of 60 feet above the street line. C4-4 districts permit, as-of-right, a wide range of retail and commercial including offices, business services, larger retail establishments such as department stores, and some entertainment uses. For general commercial uses, as listed in PRC-B, off-street parking is required for every 1,000 square feet of floor area.

Proposed C8-2 *(Existing C8-1 and M1-1)*
An C8-2 district is proposed for three full blocks and one partial block:

- *The block bounded by the railroad right-of-way in the north, Unionport Road in the east, East Tremont Avenue in the south, and White Plains Road in the west.*
- *The triangular block bounded by Unionport Road to the north and east, the railroad right-of-way in the south, and White Plains Road in the west.*
- *The block roughly bounded by the railroad right-of-way in the north, White Plains Road in the east, and East Tremont Avenue in the south.*
- *An area roughly bounded by the railroad right-of-way to the north, East Tremont Avenue to the south, and Unionport Road the west, and to the east approximately at a point where Elm Drive intersects with East Tremont Avenue.*

C8-2 is a commercial district generally mapped along major traffic arteries that provides for general commercial uses, including automotive and other heavy commercial services, and community facility uses. New residential uses are not permitted. C8-2 districts permit a maximum commercial FAR of 2.00 and a maximum community facility FAR of 4.80. Height and setback regulations in C8-2 districts are governed by a Sky Exposure Plane behind which the building must be located. In C8-2 districts, the Sky Exposure Plane begins at a height of 60 feet above the street line. For general commercial uses, as listed in PRC-B, one off-street parking space is required for every 400 square feet of floor area.

Proposed C2-4 Commercial Overlays

C2-4 commercial overlays would be mapped along portions of East Tremont Avenue, White Plains Road, Bronxdale Avenue, Eastchester Road, Williamsbridge Road, Morris Park Avenue, and Stillwell Avenue, within portions of the proposed R6-1, R7-2, and R8X districts as detailed below. The proposed rezoning would also replace existing C1-2 and C2-2~~,~~ overlays in certain locations and with new C2-4 overlays. Where a proposed C2-4 commercial overlay would replace existing C1-2 and C2-2 commercial overlays and C8-1 and C8-4 districts, the extent of the proposed C2-4 commercial overlay would be mapped to match the extent of those existing districts. The affected area is as follows:

- Five blocks generally bounded between St. Lawrence and White Plains Road, along the southern frontage of East Tremont Avenue.
- The block generally bounded by East Tremont Avenue to the north, Unionport Road to the east, Guerlain Street to the south, and White Plains Road to the west.
- The block generally bounded between the railroad right-of-way and Baker Avenue, along the western frontage of White Plains Road.
- Six blocks generally bounded between Unionport Road and Silver Street, along the northern frontage of East Tremont Avenue.
- Four blocks generally bounded between Van Nest Avenue and Poplar Street, along the eastern frontage of Bronxdale Avenue.
- The block generally bounded between Seddon Street and St. Peters Avenue, along the southern frontage of East Tremont Avenue.
- The block generally bounded between the railroad right-of-way and Van Nest Avenue, along the western frontage of Bronxdale Avenue.
- Two blocks generally bounded between the railroad right-of way and Silver Street, along the western frontage of Williamsbridge Road.
- Two block generally bounded between the railroad right-of-way and Eastchester Road, along the eastern frontage of Williamsbridge Road.
- The block generally bounded between Unionport Road and Purdy Street, along approximately 850 feet of the southern frontage of East Tremont Avenue.
- The block generally bounded by Eastchester Road to the north, Blondell Avenue to the east, Chesbrough Avenue to the south, and Williamsbridge to the west.
- The block generally bounded between Eastchester Road and Chesbrough Avenue, along the eastern frontage of Blondell Avenue.
- Three blocks generally bounded between Pelham Parkway South and Seminole Street, along the eastern frontage of Eastchester Road.
- Three blocks generally bounded between Pelham Parkway South and Seminole Street, along the western frontage of Stillwell Avenue.
- The triangular block generally bounded by Seminole Street, Eastchester Road and Stillwell Avenue, along the western frontage of Stillwell Avenue and the eastern frontage of Eastchester Road.
- The block generally bounded by Pelham Parkway to the north, Eastchester Road to the east, Morris Park Avenue to the south, and Seminole Avenue to west, along the frontage at the corner of Morris Park Avenue and Eastchester Road.

C2-4 commercial overlays allow local retail uses in stand-alone commercial buildings or on the ground-floor of mixed-use buildings to a maximum FAR of 2.0. C2-4 overlays allow uses, including conventional retail and services, along with some repair and entertainment uses. For general commercial uses, as listed in PRC-B, one off-street parking space is required for every 1,000 square feet of floor area.

Special Eastchester – East Tremont Corridor District

A special purpose district known as the Special Eastchester – East Tremont Corridor District would be mapped largely coterminous with the Project Area. The proposed special purpose district is described in

more detail below as part of the related action to amend the zoning text and establish the proposed special purpose district.

Zoning Map Amendment for Parkchester Special Planned Community Preservation District
The Proposed Actions include a zoning map amendment to modify the boundaries of the Parkchester Special Planned Community Preservation District. The modification would remove a portion from the existing Parkchester Special Planned Community Preservation District to facilitate development and active uses that provide opportunities for new housing, including affordable housing, near the future Parkchester/Van Nest station and better connect the wider community to the existing special district. This community characteristically has large landscaped open spaces and a superior relationship of buildings, open spaces, commercial uses, and pedestrian and vehicular circulation. No demolition, new development, enlargement or alteration of landscaping or topography is permitted within the district. This zoning map amendment would be confined to that portion of the Parkchester Special Planned Community Preservation District zoned C8-4. The affected area is mapped with a C8-4 district for a length of approximately 850 feet along the southern frontage of East Tremont Avenue between Unionport Road and Purdy Street.

The existing use, zoning, and built form of the affected area are distinct from that of the Parkchester Special Planned Community Preservation District as a whole. The area affected by this zoning map amendment has no residential or neighborhood retail uses. Instead, the area is currently developed with a high-pressure steam plant that supplies Parkchester with heat and hot water, two parking structures, surface parking, and small ground-floor storefronts that are mostly vacant. While the Parkchester planned community is zoned R6 except for its shopping district on Metropolitan Avenue, the affected area is zoned C8-4. This zoning district bridges commercial and manufacturing uses and provides for automotive and other heavy commercial services along major traffic arteries. Reflective of their zoning and use, the buildings within the affected area are notably different in terms of height, building massing, and their orientation toward East Tremont Avenue as a busy thoroughfare. Therefore, the affected area's built form is notably different from the ensemble of buildings that is central to the Parkchester Special Planned Community's character which the preservation district seeks to preserve. The Special Eastchester – East Tremont Corridor District would be mapped across the affected area zoned C8-4 that would be removed from the Parkchester Special Planned Community Preservation District by the proposed zoning map amendment.

Proposed Zoning Text Amendments
The Department of City Planning proposes a series of text amendments to facilitate the land use objectives and the Bronx Metro-North Plan. The following is a list and description of the proposed text amendments:

Special Eastchester – East Tremont Corridor District
A special purpose district known as the Special Eastchester – East Tremont Corridor District would be mapped largely coterminous with the Project Area. The proposed special purpose district would establish a framework around the future Morris Park and Parkchester/Van Nest stations, to

- promote the growth of housing and employment centers around transit and foster an adequate range of services and amenities for residents, workers and visitors;
- ensure a lively and attractive urban streetscape around such stations and along major corridors; and

- create a cohesive pedestrian and public realm network that would better connect future developments with future station areas and surrounding neighborhoods.

To achieve this, a series of modifications to a range of underlying zoning provisions are proposed, as follows:

Use Regulations

To create an attractive pedestrian environment and enhance commercial activity in the special purpose district, the special purpose district provisions would allow commercial uses to be located on the second floor of mixed-use developments within residence districts mapped with a commercial overlay. Absent this modification, commercial uses would be limited to one floor in a mixed-use development in such districts.

The special purpose district would also establish use regulations for the proposed M1-1A district. The proposed district, within the special purpose district, would permit community facility uses and commercial uses, including retail and service establishments without any size restrictions, and all recreation, entertainment and assembly space uses. The district would also permit light industrial or manufacturing uses subject to performance standards.

Bulk Regulations

To harmonize residential and commercial growth across the special purpose district, the bulk provisions of certain districts would be adjusted to provide more flexibility for affordable and mixed-use developments. As such, floor area, height and setback, and yard regulations would be adjusted or established as follows:

- The maximum permitted FARs and building heights would be modified in the following residence districts within MIH areas:
    - In R6A Districts, the maximum FAR would be increased from 3.6 to 3.9, and the maximum permitted building height would be increased from 85 feet to 95 feet.
    - In R6-1 Districts, the maximum FAR would be increased from 3.6 to 3.9, and the maximum permitted building height would be increased from 115 feet to 125 feet.
    - In R7-2 Districts, the maximum FAR would be increased from 4.6 to 5.0. The maximum base height would be increased from 75 feet to 85 feet, and the maximum permitted building height would be increased from 135 feet to 155 feet.
- Within the proposed C4-3 and C4-4 districts, the maximum permitted FARs would be modified as follows:
    - The residential equivalent in C4-3 districts would be modified from R6 to the proposed R6-1 district. Within a MIH area, this would increase the maximum permitted residential FAR beyond 100 feet of a wide street from 2.42 to 3.9.
    - For development sites near the future Morris Park station within a C4-4 district and located northwest of the rail line, the residential equivalent district would be modified from R7-2 to R8. As such, for the residential portion of developments in this area, the maximum FAR would be increased from 4.6 to 7.2, the maximum base height would be increased from 85 feet to 105 feet, and the maximum permitted building height would be increased from 155 feet to 215 feet.

- For C4-3 and C4-4 districts, the maximum permitted commercial FAR would be increased from 3.4 to 4.0 to support the growth of existing and new employment centers within Morris Park.

The special purpose district would also establish bulk provisions for the proposed M1-1A District, and modify provisions for the paired M1-1A/R7-3 district:

- For M1-1A districts, the special purpose district would establish a maximum FAR of 2.0 for all permitted uses. The special purpose district would also establish loft building envelopes similar to those for contextual buildings in residence districts. For all permitted uses, the district would have a maximum base height of 45 feet and maximum building height of 65 feet. The special purpose district would also establish a minimum rear yard of ten feet below a building height of 65 feet, 15 feet, between a building height of 65 and 125 feet, and 20 feet above a height of 125 feet for commercial or manufacturing uses. For general commercial uses, off-street parking would be required for every 300 square feet of floor area.
- Within the paired M1-1A/R7-3 district, a maximum base height of 85 feet, pursuant to underlying regulations, would be increased to 95 feet, and a total building height of 185 feet would be permitted. The maximum residential FAR would be 6.0, in accordance with the provisions of R7-3 districts and the maximum permitted FAR for community facility uses would be increased from 5.0, pursuant to underlying regulations, to 6.5 in the special purpose district. For commercial and manufacturing uses, the FAR provisions of M1-1A would apply.

In addition to district-specific modifications, the special purpose district proposes the following:

- Within the special purpose district, residential growth would necessitate the provision of more services such as schools and other educational facilities. To create a more livable community and facilitate the construction of schools, a floor area exemption would be provided for such uses on large development sites.
- The special purpose district also seeks to facilitate new job centers by making commercial and research space easier to develop. To simplify and rationalize controls on the height and massing of such buildings, the special purpose district would apply the same contextual height and setback provisions for residential developments, as modified in the special district, to non-residential developments outside of C8-2 districts. Absent such modification, non-residential developments would be subject to Sky Exposure Plane regulations, which could yield unpredictable building envelopes. Such modification would not only result in a more predictable building envelope, it would also create a more practical building footprint to meet the needs of modern-day medium-scale offices and labs. Additionally, the special purpose district would require contextual bulk envelopes for portions of the Affected Area south of East Tremont Avenue, that lie within the existing R6 district.
- To facilitate development on shallow lots along the rail line, the special purpose district would waive rear yard requirements where buildings abut the rail line within a C8-2 district. Absent this modification, rear yards would need to be provided on the portion of such properties abutting the rail. Such a rule, which was intended to provide sufficient separation between buildings on the same block, would unnecessarily burden development on these sites, which would not otherwise abut other buildings on the same block.

Parking and Loading Requirements

With the establishment of new transit service in previously auto-oriented areas, the special purpose district would provide a consistent framework for accessory parking for most non-residential uses, requiring one parking space per 1,000 square feet of floor area across most of the Project Area.

Further, the special purpose district would eliminate minimum parking requirements for new housing developments. While it is expected that developers would continue to provide parking as part of new housing development in response to market needs and as parking requirements for existing housing will remain, the special purpose district would reduce existing conflicts between housing and parking on development sites.

Existing parking requirements require developers to provide parking based on the amount of proposed housing units in a development. This can result in developers building fewer housing units to save on the cost of and space devoted to parking. The elimination of parking requirements would make land and floor space that is currently required to be used for parking available for housing and would reduce the cost of building housing.

Existing parking requirements also do not reflect current trends in car ownership and public transit access. The addition of the new Metro-North stations will provide the special purpose district with greater transit access. Eliminating parking requirements would allow the market to determine the right amount of parking for new developments and allow for opportunities to create affordable housing.

Additionally, to promote the efficient use of existing parking, the special purpose district would allow permitted accessory off-street parking spaces to be made available for public use.

Through the special purpose district, loading requirements would also be made consistent across all commercial districts. The proposed modification would adjust loading requirements for all commercial districts to the requirements of a C4-4 district. As such, no loading berths would be required for most commercial uses with a floor area of 25,000 sf or less or, for office use, with a floor area of 100,000 sf or less.

Streetscape Regulations

To foster desirable architectural outcomes and establish continuity between building facades, the special purpose district would apply active ground-floor and transparency requirements along key commercial corridors. Additionally, the provisions would create street wall requirements along such corridors. Within the special purpose district, a majority of the proposed zoning districts, with the exception of the R6A district, would be non-contextual. As such, absent any special rules, no street wall regulations would apply.

Additional Provisions

For certain large sites next to the future Parkchester/Van Nest and Morris Park stations, the Proposed Actions would create future actions to facilitate the provision of public realm improvements. A mechanism would be created to allow for a floor area bonus where a network of open space amenities and pedestrian circulation improvements are provided. A separate authorization would also allow for additional bulk modifications to facilitate developable floor space, including additional floor area generated under the bonus, to be accommodated within the permitted building envelope.

Additionally, to accommodate the creation of a station plaza for the future Morris Park station, a transfer of floor area mechanism would be created to allow the distribution of floor area across development sites proximate to this future station.

Parkchester Special Planned Community Preservation District

The proposed zoning text amendment to modify Section 103-10 of the Zoning Resolution seeks to remove language that exclusively applies to C8-4 districts mapped within Special Planned Community Preservation District areas.

Section 103-10 of the Zoning Resolution contains a provision that exclusively applies to C8-4 districts mapped within Special Planned Community Preservation District areas. This provision provides an exemption to the generally prohibited demolition of buildings within Special Planned Community Preservation District areas. The exemption only applies within a C8-4 district and allows for the demolition of any building that is less than 10,000 square feet and was constructed after December 31, 1955, but prior to July 18, 1974.

Four Special Planned Community Preservation District areas are established in New York City: Parkchester in the Bronx, Harlem River Houses in Manhattan, and Fresh Meadows and Sunnyside Gardens in Queens. Only the Parkchester Special Planned Community Preservation District is mapped with a C8-4 district.

As described above, zoning map amendments are proposed to both rezone the currently C8-4 zoned portion of the Parkchester area to a R8X district, and to remove the affected area from the Parkchester Special Planned Community Preservation District. The removed area would be included within the Special Eastchester – East Tremont Corridor District boundaries.

Therefore, the provision of Zoning Resolution Section 103-10 that specifically relates to C8-4 districts would no longer serve a purpose.

R6-1 District

The proposed R6-1 non-contextual district is a medium-density residence district that would allow residential uses of all types and community facility uses. The proposed R6-1 district is designed to produce Quality Housing buildings that have bulk regulations similar to what is allowed in an R6 district on wide streets under the MIH program. For areas mapped with MIH and under Quality Housing, R6-1 districts would permit a maximum of 3.6 FAR (MIH) and a lot coverage of 65 percent. The district would permit a maximum base height of 65 feet, above which the building must be set back, and a maximum building height of 115 feet or 11 stories. A different building setback would be required on wide and narrow streets. Above the maximum base height, the required building setbacks would be ten feet and 15 feet, respectively. Like other residence districts, R6-1 districts would require a 30-foot rear yard for residential portions of any building. Off-street parking would be required for 50 percent of the dwelling units in the building (25 percent requirement for IRHU), but no parking would be required inside the Transit Zone.

M1-1A District

The proposed zoning text amendment would establish a new M1-1A district, which would permit loft building envelopes similar to contextual buildings in residence districts. The proposed district would permit community facility uses and commercial uses, including retail and service establishments without any size restrictions, and all recreation, entertainment and assembly space uses. The district would also

permit light-industrial or manufacturing uses subject to performance standards. All permitted uses would have a maximum FAR of 2.0. The district would establish a maximum base height of 45 feet and maximum building height of 65 feet. The district would also have a rear yard requirement of ten feet below a building height of 65 feet, 15 feet, for buildings with a height between 65 and 125 feet, and 20 feet above a height of 125 feet for commercial or manufacturing uses. For general commercial uses, off-street parking would be required for every 300 square feet of floor area. Such use, bulk and parking provisions would be established in the Special Eastchester – East Tremont Corridor District.

Mandatory Inclusionary Housing (MIH)

Amendment to Appendix F designating the proposed R6A, R6-1, R7-2, R7-3, R8X, C4-3 and C4-4 districts as MIH areas.

The proposed R6A, R6-1, R7-2, M1-1A/R7-3, R8X, C4-3 and C4-4 zoning districts would be mapped as MIH areas, requiring a share of new housing to be permanently affordable.

The MIH program requires permanently affordable housing within new residential developments, enlargements, and conversions from non-residential to residential use within the designated MIH areas. The program requires permanently affordable housing set-asides for all developments over ten units or 12,500 zoning square feet within the MIH areas or, as an additional option for developments below 25 units and 25,000 sf, a payment into an Affordable Housing Fund.

The MIH program includes two primary options that pair set-aside percentages with different affordability levels to reach a range of low and moderate incomes while accounting for the financial feasibility trade-off inherent between income levels and size of the affordable set-aside. Option 1 requires 25 percent of residential floor area to be for affordable housing units for households with incomes averaging 60 percent of the Area Median Income (AMI). Option 1 also includes a requirement that 10 percent of residential floor area be affordable at 40 percent of AMI. Option 2 requires 30 percent of residential floor area to be for affordable to households with an average of 80 percent of AMI. An Option 3 can also be applied in conjunction with Options 1 or 2. Option 3, also known as the "Deep Affordability" option, requires that 20 percent of the residential floor area be affordable to households at 40 percent of AMI. The City Council and CPC could apply an additional Option 4, known as the "Workforce" option, for markets where moderate- or middle-income development is marginally financially feasible without subsidy. This requires a 30 percent set-aside at AMIs averaging 115 percent and does not allow public funding.

Transit Zone Extension

The Proposed Actions include an amendment to Appendix I, extending Transit Zone 2, Borough of the Bronx, Community District 11 and adding to the maps of the Transit Zone. The affected areas are as follows:

- One block generally bounded by Paulding Avenue and Bronxdale Avenue to the east and west, respectively, and along the northern frontage of Poplar Street.
- One partial block generally bounded Sackett Avenue to the north and the railroad right-of-way to the south.
- One partial block generally bounded by Bronxdale Avenue to the west and Pierce Avenue and Sackett Avenue to the north and south, respectively.

- One partial block generally bounded by Bronxdale Avenue to the west and Van Nest Avenue and Pierce Avenue to the north and south, respectively.
- One partial block generally bounded by Bronxdale Avenue to the east and Pierce Avenue and the railroad right-of-way to the north and south, respectively.
- One partial block generally bounded by East Tremont Avenue to the north for a length of approximately 600 feet westwardly from its intersection with Bronxdale Avenue.

Proposed City Map Changes

The proposed City Map changes are separate land use applications. The Proposed Actions include changes to the City Map to:

- Map Block 4209, Lots 10 and 70 as street to facilitate the creation of a new public plaza at the Morris Park station. For purposes of analysis, it is conservatively assumed that this specific City Map change is part of the Proposed Actions. Other means to facilitate the creation of a new publicly accessible plaza at the future Morris Park station, including the acquisition of real property by a private entity, continue to be pursued.
- Map portions of Block 4042, Lot 200 as street to facilitate the creation of a street network and improved circulation of future development of this site.
- Map Block 4226, Lots 1 and 11 as street to facilitate the proposed widening of Marconi Street to reduce traffic congestion and enhance pedestrian and vehicular safety and circulation, and map Block 4226, Lot 50 (portions of) as street to facilitate the proposed widening of Marconi Street to add a new right-turn lane to the future BPC campus.
- Map portions of Block 4226, Lots 1, 5 and 75 and Block 4411, Lot 75 as street to accommodate the proposed extension of Marconi Street to connect with Pelham Parkway.
- De-map a portion of Unionport Road to facilitate the development of adjacent Block 3952.

The proposed changes to the City Map are intended to improve neighborhood livability by facilitating public realm improvements in connection with planned private and public investments. The proposed mapping of new streets would facilitate improved circulation within a large opportunity site near the future Parkchester/Van Nest train station. The proposed mapping to extend and widen Marconi Street would provide a direct connection between the existing office campuses at Hutchinson Metro Center and the future BPC redevelopment and Pelham Parkway to the north and reduce traffic congestion and enhance traffic safety.

6. CONCLUSION

Metro-North will be opening new stations at locations that have historically developed as marginal spaces typically occupied by auto-related uses (car repair shops, auto supply, spray booths, etc.). While these areas' historic locations at the edge of communities in part explain this pattern of land uses, the future station areas at Morris Park and Parkchester/Van Nest are not suited for a future condition with projected pedestrian flows of 3,000 to 4,000 persons per day arriving at and leaving each station area, nor are the land uses in place positioned to leverage this new service for the creation of new housing units near transit

and for the strengthening of existing jobs centers and retail corridors. The establishment of new transit service in previously auto-oriented areas demands a thoughtful reorientation of permitted uses and densities to capitalize on the state's significant investment in regional rail.

The New York City Department of City Planning is proposing a series of land use actions, including zoning map amendments, zoning text amendments (including mapping a special zoning district and Mandatory Inclusionary Housing to ensure affordable housing is part of any future development), and changes to the City Map (collectively, the "Proposed Actions"), that would facilitate the implementation of a multi-year planning process conducted in the Parkchester, Van Nest, and Morris Park neighborhoods in the Bronx in partnership with local stakeholders, city agencies, and the MTA.

The Proposed Actions are intended to leverage new planned Metro-North service to promote economic growth, facilitate the development of housing, including affordable housing, as well as guide investment in the public realm around stations to improve pedestrian safety and comfort. The Proposed Actions seek to accomplish the following land-use objectives:

- Allow for housing growth with permanently affordable housing and retail in appropriate locations near new Metro-North stations.
- Allow for neighborhood and commuter-serving retail opportunities, where appropriate.
- Increase the number of job-generating uses in commercial districts at the Morris Park station area by allowing for commercial office, medical office, healthcare, and life sciences growth, where appropriate.
- Focus development to promote active streetscapes along key corridors and near planned stations, including along the length of East Tremont Avenue, White Plains Road, Bronxdale Avenue, Eastchester Road, and Stillwell Avenue.
- Promote development continuity between the Parkchester/Van Nest and Morris Park station areas.
- Promote higher density mixed-use development with affordable and mixed-income housing, retail, and community facilities on larger opportunity sites.
- Encourage a mix of uses on underutilized manufacturing-zoned sites to best respond to the need for jobs, new (affordable) housing, and general retail growth to activate commercial corridors.
- Create opportunities for the creation of a new public plaza at the future Morris Park station and facilitate improved connectivity to the planned Parkchester/Van Nest station.
- Create special zoning rules to accommodate unique development conditions and guide development on large opportunity sites.

Approval of the Proposed Actions is necessary because current land use and development patterns in Parkchester, Van Nest, and Morris Park have been shaped by zoning that has been in place since 1961 that, as noted above, favored industrial — and historically automotive-focused — uses. Preceding the planned stations by over half a century, land use patterns and the zoning that facilitated existed in a context in which passenger rail service did not exist. The existing zoning does not permit appropriate levels of density, nor the types of uses consistent with the future vision for the station areas, as identified by the previous five years of outreach with the public and area stakeholders. The existing zoning encourages uses

that are not compatible with transit-oriented development and would create conflict between area residents, workers, and riders in the future.

Without a coordinated rezoning, it is likely that some property owners would seek discretionary actions. New development and conversions would occur, but without the benefit of a coordinated, overarching plan. The Proposed Actions would update the zoning in an approximately 46-block area across the two station areas, allowing for growth and development in appropriate locations. Also, although not part of the proposed land use and zoning actions, a coordinated plan would call for strategic improvements to infrastructure and services, such as streetscape and pedestrian safety improvements along East Tremont Avenue and other commercial corridors, a new pedestrian plaza at Morris Park Avenue, and investments in affordable housing and workforce training, among other elements.

The Proposed Actions would support new housing while there has been relatively little housing development within the station areas in recent years. Within the proposed zoning area, covering both stations, there have been no new residential buildings constructed. Zoning along East Tremont Avenue and in affected areas along Bronxdale Avenue does not currently allow for housing. This also holds for Morris Park where the majority of the lots proposed for rezoning do not currently allow for housing, this despite continuing demand as expressed by area institutions and rising housing costs. The Proposed Actions would support development of new housing in the neighborhood, including new permanently affordable housing. This housing has been identified by institutions at Morris Park as critical to their continued growth as it has become a barrier to recruit both staff and students, and by residents around the future Parkchester/Van Nest station area as desirable in creating additional activity. Specifically, the Proposed Actions would create opportunities for new housing along major corridors including East Tremont Avenue, Bronxdale Avenue, Eastchester Road, as well as modest growth along portions of Stillwell Avenue. Additionally, the proposed actions would allow for residential (including affordable residential) development on underutilized land in formerly manufacturing-zoned areas. With the Proposed Actions, more new housing with permanently affordable housing would be created, which would increase the supply of housing overall and lessen the already high pressure on rents and rise in overcrowded units.

The Proposed Actions would also support new jobs in an area where economic growth has largely been centered within the large institutional campuses that border the Morris Park station area but that fall outside of the planned Rezoning Area. This includes growth of the Montefiore Einstein campus and operations, as well as completed and planned growth within the Hutchinson Metro Center (i.e., the area bound by the rail lines to the west, the Hutchinson River Parkway to the east, Pelham Parkway to the north, and Waters Place to the south).
While commercial corridors around the future Morris Park and Parkchester/Van Nest station areas do have active businesses, many of these businesses are geared towards automotive uses that lack pedestrian-oriented ground floor uses and which intrude upon limited sidewalk space making it difficult for individuals to walk. At Morris Park, the existing commercial corridor along Eastchester Road includes a mix of automotive and retail establishments. However, there are no provisions in place that require these corridors to have active ground floor uses. In appropriate areas close to the planned Metro-North stations, the Proposed Actions would allow for development of mixed-use buildings with multiple floors of commercial use, and for full-commercial buildings. The Proposed Actions would also require active

frontages in these same areas, including along the edges of the proposed plaza at Morris Park. In the case of the future Parkchester/Van Nest station area, active ground floor uses would be required along sections of East Tremont Avenue, as well as Bronxdale Avenue and White Plains Road.