Chapter 2: Land Use, Zoning, and Public Policy

2.1 Introduction

Per the *City Environmental Quality Review (CEQR) Technical Manual* guidelines, a land use analysis evaluates the uses and development trends in the areas that may be affected by (a) proposed action(s) and determines whether the proposed action(s) are compatible with those conditions or may affect them. Similarly, the analysis considers the proposed actions' compliance with, and effect on, the area's land use, zoning, and any applicable public policies.

As described in Chapter 1, "Project Description," 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 a multi-year planning study conducted in the Parkchester, Van Nest, and Morris Park neighborhoods of the Bronx in partnership with local stakeholders, City agencies, and the Metropolitan Transportation Authority (MTA). The Proposed Actions would affect an approximately 46-block area primarily along 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 (the "Affected Area"). The area affected by the zoning map amendments is referred to herein as the "Rezoning 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. 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 include:

- 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 regulations would include modifications to underlying use, bulk, parking and loading, and streetscape requirements ~~and establish special provisions for the M1-1A/R7-3 paired 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 zoning 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 Amendments to:

  - Map Block 4209, Lots 10 and 70 as street to facilitate pedestrian access to 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 the 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 Bronx Psychiatric Center (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.

2.2 Principal Conclusions

A detailed analysis was conducted based on the methodology set forth in the *CEQR Technical Manual*, and determined that the Proposed Actions would not have a significant adverse impact related to land use, zoning, or public policy. The Proposed Actions would not adversely affect land uses in the primary study area, nor would the Proposed Actions generate land uses that would be incompatible with existing zoning and land uses in the ¼-mile secondary study area. Further, the Proposed Actions would not result in development that conflicts with adopted public policies applicable to the primary or secondary study areas.

LAND USE

The new land uses allowed with the Proposed Actions would be compatible with, and supportive of, existing and planned uses in the study areas and the overall increase in residential, commercial, and community facility uses would advance important Citywide objectives related to housing and economic development. The Proposed Actions would allow a wider range of commercial uses, including retail uses and would eliminate the outdated use restrictions imposed by existing industrial zoning districts – currently, most new residential uses and many community facility uses are limited. Therefore, the Proposed Actions would not result in any adverse land use impacts in the primary or secondary study areas.

ZONING

The zoning changes introduced by the Proposed Actions would be consistent with the City's land use, zoning, and public policy objectives for the area. The Proposed Actions would support the stated goals of the Bronx Metro-North Station Area Study, creating increased capacity for permanently affordable housing, retail opportunities, and jobs.

As described in Chapter 1, "Project Description," the existing zoning in the primary study area does not permit the full range of uses to fulfill the vision of the Bronx Metro-North Station Area Study. Residential development is currently not permitted in key locations along main corridors and areas that that can accommodate growth and density, and commercial and retail development is limited in many parts of the primary study area. The proposed zoning map and zoning text amendments reflect existing land use trends in the Rezoning Area, including new transit, and would address neighborhood and Citywide planning needs, including access to housing and jobs, affordable housing development, economic development, and better connectivity for all transportation modes. They would remove the barriers to development presented by obsolete industrial zoning.

Establishing and mapping a new Special Eastchester - East Tremont Corridor District would facilitate the growth of housing and employment centers around new transit stations and encourage a broader range of services and amenities for residents, workers, and visitors; promote a lively and attractive streetscape around new transit stations and along major transportation corridors; and create a cohesive pedestrian

and public realm network to better connect future developments with the new stations and surrounding neighborhoods.

Therefore, there would be no significant adverse zoning impacts from the Proposed Actions.

PUBLIC POLICY

No changes to the applicable primary or secondary study area public policies are proposed as part of the Proposed Actions. The Proposed Actions would be consistent with: 1) the goals of Westchester Square, Morris Park, and Castle Hill Business Improvement Districts (BIDs); 2) the NYC Waterfront Revitalization Program; 3) Zoning for Coastal Flood Resiliency; 4) Housing New York; 5) Vision Zero; 6) OneNYC; 7) NYC Food Retail Expansion to Support Health (FRESH) Program; 8) New York Works; 9) NYC Local Law 97; and 10) NYC Local Laws 92 and 94.

The Proposed Actions include a zoning map amendment for the purpose of removing a portion from the Parkchester Special Planned Community Preservation District. The zoning map amendment would be confined to the portion of the Parkchester Special Planned Community Preservation District that is zoned C8-4, a district that bridges commercial and manufacturing uses and provides for automotive and other heavy commercial services along major arteries. Reflective of their zoning and use, the buildings within this area are notably different in terms of height, massing, and orientation toward East Tremont Avenue as a busy thoroughfare. The area that would be removed from the Parkchester Special Planned Community Preservation District is notably different from the ensemble of buildings that is central to the community's character which the preservation district seeks to preserve. Therefore, there would be no significant adverse public policy impacts from the Proposed Actions.

The Proposed Actions would facilitate development patterns that leverage the Penn Station Access project, which will introduce four new Metro-North stations to the East Bronx. They are also consistent with the goals of the Bronx Metro-North Station Area Study, a study recommending improvements to each of the four station areas to ensure the stations bring maximum benefits to the Borough. The Proposed Actions would change zoning designations within the primary study area in a manner intended to leverage the new planned Metro-North train service to promote economic growth; facilitate the development of housing, including affordable housing; and guide investment in the public realm around the new Metro-North train stations, encouraging safety and comfort for residents and visitors. Therefore, the Proposed Actions would not result in any significant adverse impacts related to land use, zoning, or public policy.

2.3 Methodology

REASONABLE WORST-CASE DEVELOPMENT SCENARIO (RWCDS)

As described in Chapter 1, "Project Description," in order to assess the possible effects of the Proposed Actions, a Reasonable Worst-Case Development Scenario (RWCDS) was established for both the current

zoning (No-Action condition) and proposed zoning (With-Action condition) for the 2033 analysis year. The RWCDS identified both projected and potential development sites. The incremental difference between the No-Action and With-Action conditions on the projected development sites forms the basis of the impact category analyses in this chapter. Potential development sites are not included in the land use, zoning, and public policy analysis because development is less likely on these sites within the foreseeable future.

LEVELS OF ANALYSIS

Per the guidance of the *CEQR Technical Manual*, a preliminary assessment, which includes a basic description of existing and future land uses and zoning, should be provided for all projects that would affect land use or would change the zoning on a site, regardless of the project's anticipated effects. The Proposed Actions exceed preliminary assessment thresholds because they include area-wide zoning map and text amendments as well as City Map changes. Therefore, detailed land use and zoning assessments are warranted and have been prepared for the Proposed Actions. A detailed public policy analysis has also been prepared to determine the potential for the Proposed Actions to alter or conflict with applicable public policies.

Per the guidance of the *CEQR Technical Manual*, the detailed analysis describes existing conditions and anticipated future conditions to a level of detail necessary to understand the relationship of the Proposed Actions to such conditions. The detailed analysis assesses the nature of any changes to these conditions that could occur with the Proposed Actions in the 2033 analysis year for a primary study area (conterminous with the Affected Area) and a secondary study area surrounding the primary study area (refer to Figure 2-1, "Land Use, Zoning, and Public Policy Study Areas").

Existing land uses were identified through 2022 field surveys and secondary sources, including the City's Primary Land Use Tax Lot Output (PLUTO™) data files and online Geographic Information Systems (GIS) databases such as the New York Zoning and Land Use Map (ZoLa | NYC's Zoning and Land Use Map).[1] Other publications and approved environmental review documents completed for other projects in the area were also consulted. New York City zoning maps and the Zoning Resolution of the City of New York (ZR) were consulted to describe existing zoning districts in the study areas and provided the basis for the zoning evaluation of the future No-Action and With-Action conditions. Applicable public policies, including the City's Waterfront Revitalization Program (WRP), were identified, and a public policy analysis was prepared to determine the potential for the Proposed Actions to alter or conflict with applicable policies.

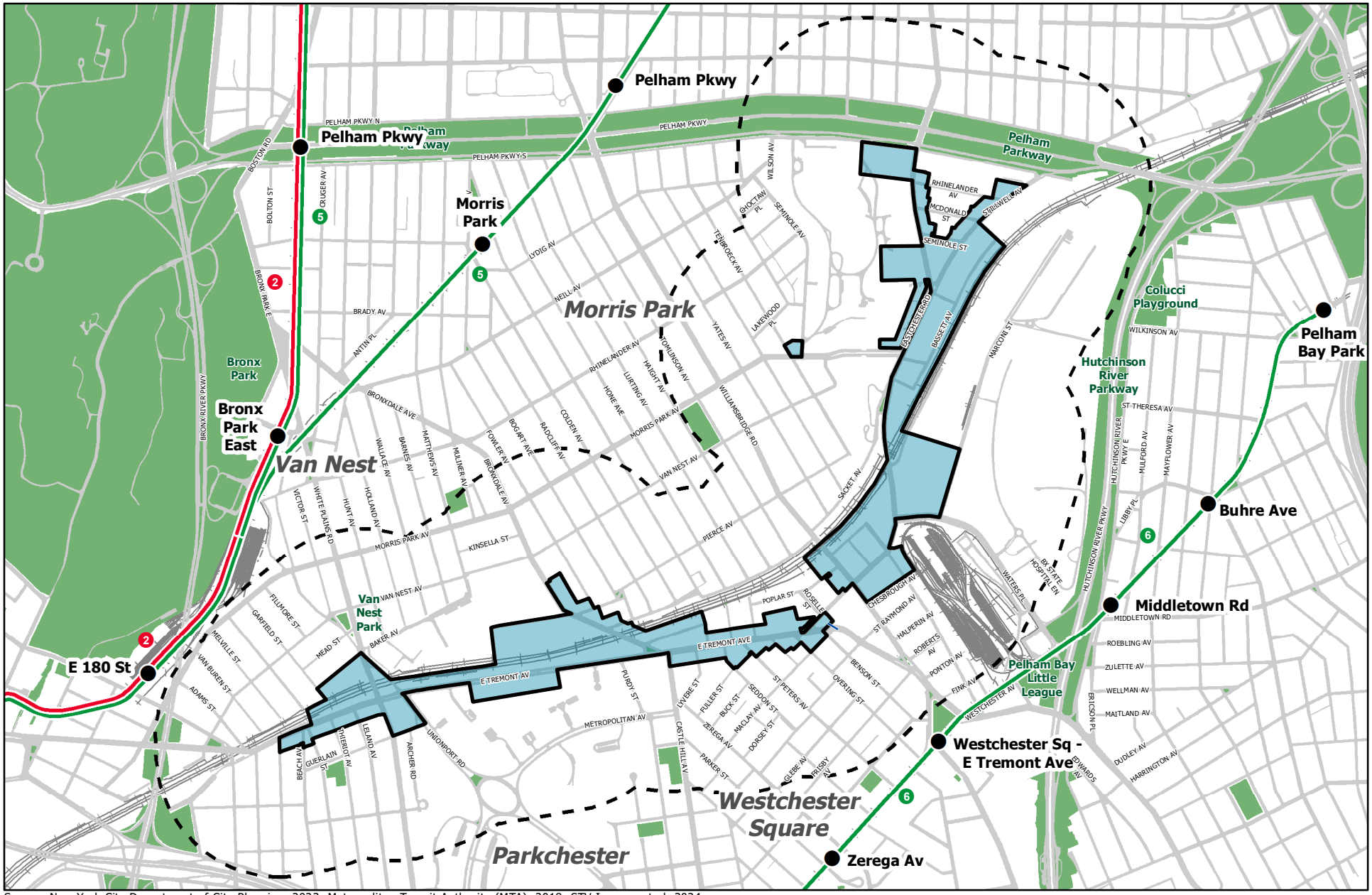
STUDY AREAS

Per the guidance of the *CEQR Technical Manual*, the appropriate study area for land use and zoning is related to the type and size of the proposed project, as well as the location and neighborhood context of

[1] https://zola.planning.nyc.gov/

the area that could be affected by the project. Per the guidance of the *CEQR Technical Manual*, land use, zoning, and public policy are analyzed for two geographic areas: (1) the primary study area, which is coterminous with the Affected Area, and (2) a secondary study area extending ¼ mile beyond that boundary, which encompasses areas that have the potential to experience indirect impacts as a result of the Proposed Actions.

As described in Chapter 1, "Project Description," the Affected Area comprises an approximately 46-block area along major corridors such as East Tremont Avenue, White Plains Road, Bronxdale Avenue, Eastchester Road, and Stillwell Avenue. The approximately 28-block area closest to the future Parkchester/Van Nest station is 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 bounded by Pelham Parkway to the north, Marconi Street to the east, Williamsbridge Road to the south, and Eastchester Road to the west. The secondary study area extends approximately ¼ mile from the boundary of the primary study area and is generally bounded by Waring Avenue and Morris Park Avenue to the north; Hutchinson River Parkway to the east; Wood Avenue, St. Raymond Avenue, and Tratman Avenue to the south; and the Bronx River Parkway to the west. The secondary study area has been established in accordance with *CEQR Technical Manual* guidelines.



Source: New York City Department of City Planning, 2023; Metropolitan Transit Authority (MTA), 2018; STV Incorporated, 2024.

N

0 0.25 0.5 Mile

Primary Study Area/Affected Area

1/4-Mile Secondary Study Area

Figure 2-1

LAND USE, ZONING, AND PUBLIC POLICY STUDY AREAS

Bronx Metro-North Station Study

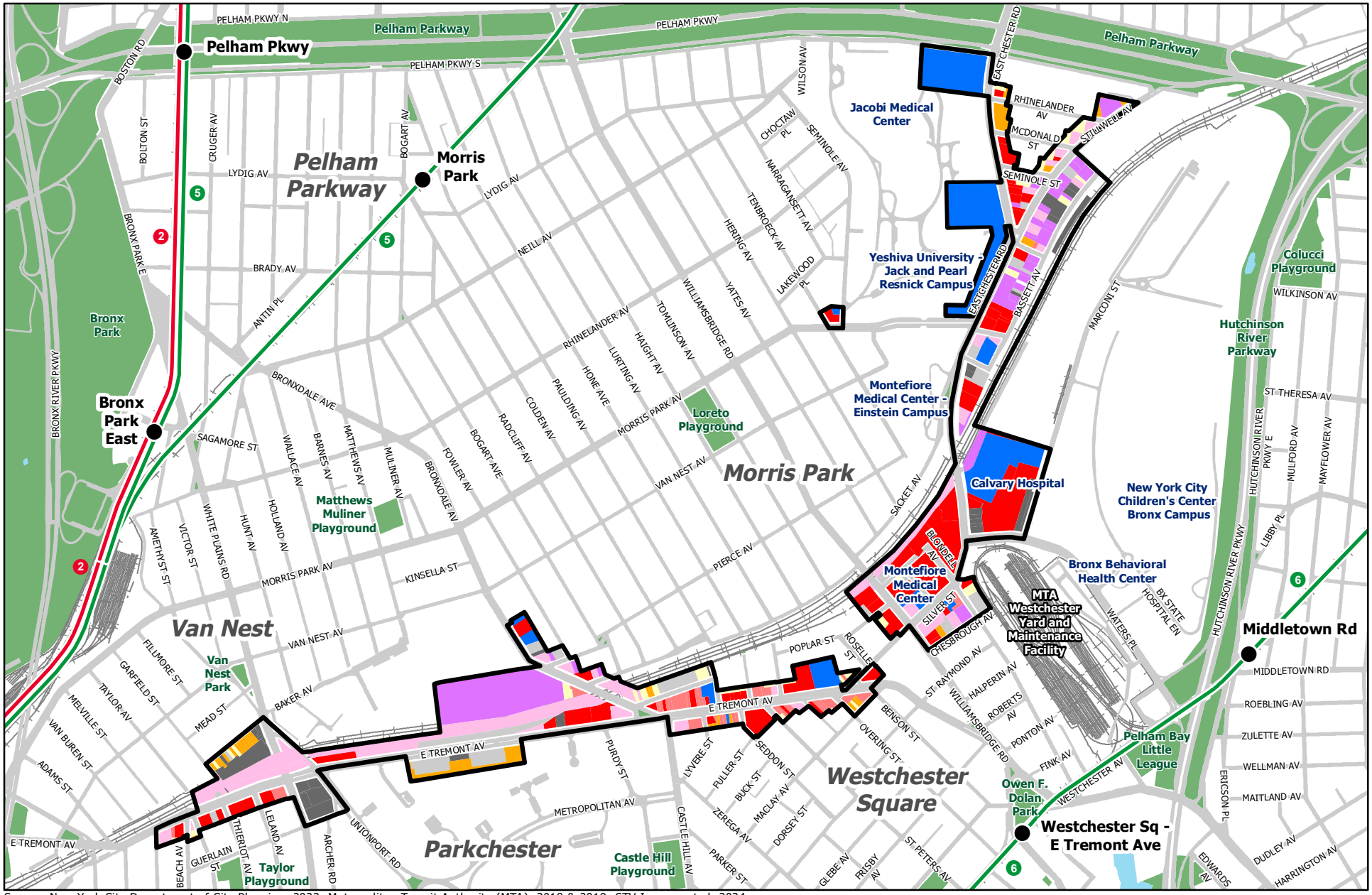
2.4 Detailed Assessment

EXISTING CONDITIONS

Land Use

Primary Study Area

As presented on Figure 2-2, "Primary Study Area Land Uses," and in Table 2-1a, "Existing Land Uses within the Primary Study Area," the primary study area is developed with a mix of land uses. Public facilities and institutions, commercial/office, and transportation/utility are the three predominant uses based on lot area. Public facilities and institutions, including two hospitals and a church, account for approximately 4.2 percent of the total number of lots, 37.0 percent of total lot area, and 40.6 percent of total building floor area. Commercial/office uses, including a mix of local food markets, local restaurants, and offices are distributed along East Tremont Avenue and Stillwell Avenue. They represent approximately 17.9 percent of total lots, 16.6 percent of total lot area, and 22.8 percent of total building floor area. Transportation/utility uses, including auto repair along East Tremont Avenue and Stillwell Avenue and the Amtrak Hell Gate rail line running through the study area's two sections – the Parkchester/Van Nest station area and the Morris Park station area – account for approximately 12.2 percent of total lots, 14.9 percent of total lot area, and 2.0 percent of total building floor area.



Source: New York City Department of City Planning, 2023; Metropolitan Transit Authority (MTA), 2018 & 2019; STV Incorporated, 2024.

N

0 0.25 0.5 Mile

Bronx Metro-North Station Study

- Primary Study Area/Affected Area

Existing Land Uses

- One & Two Family Residences
- Multi-Family Residences
- Mixed Use
- Commercial / Office
- Industrial / Manufacturing
- Transportation / Utility
- Public Facilities / Institutions
- Open Space
- Parking
- Vacant Land

Figure 2-2

PRIMARY STUDY AREA LAND USES

Table 2-1a: Existing Land Uses within the Primary Study Area

Land Use	Number of Lots	Percentage of Total Lots (%)	Lot Area in square feet (sf)	Percentage of Total Lot Area (%)	Building Area (sf)	Percentage of Total Building Area (%)
One & Two Family Residential	79	20.5%	217,854	3.0%	150,793	2.0%
Multi-Family Walkup Residential	35	9.1%	143,804	2.0%	326,824	4.4%
Multi-Family Elevator Residential	4	1.0%	241,100	3.3%	484,128	6.5%
Total Residential	**118**	**30.6%**	**602,758**	**8.2%**	**961,745**	**13.0%**
Mixed-Use	33	8.6%	151,084	2.1%	283,064	3.8%
Commercial/Office	69	17.9%	1,217,295	16.6%	1,692,597	22.8%
Industrial/Manufacturing	34	8.8%	962,279	13.1%	884,444	11.9%
Transportation/Utility	47	12.2%	1094,643	14.9%	144,860	2.0%
Public Facilities & Institutions	16	4.2%	2,713,383	37.0%	3,012,011	40.6%
Parking Facilities	26	6.8%	270,070	3.7%	442,488	6.0%
Vacant Land	42	10.9%	313,810	4.3%	0	0.00%
Total	**385**	**100.0%**	**7,325,322**	**100.0%**	**7,421,209**	**100.0%**

Notes:
As the large majority of Block 3943, Lot 7501 and Block 3944, Lot 7501 within the Parkchester Special Planned Community Preservation District falls outside of the primary study area, they were not included in the table calculations. However, Block 3943, Lots 205, 207, and 209 within the Parkchester Special Planned Community Preservation District, which are entirely within the primary study area, are included in the table calculations.

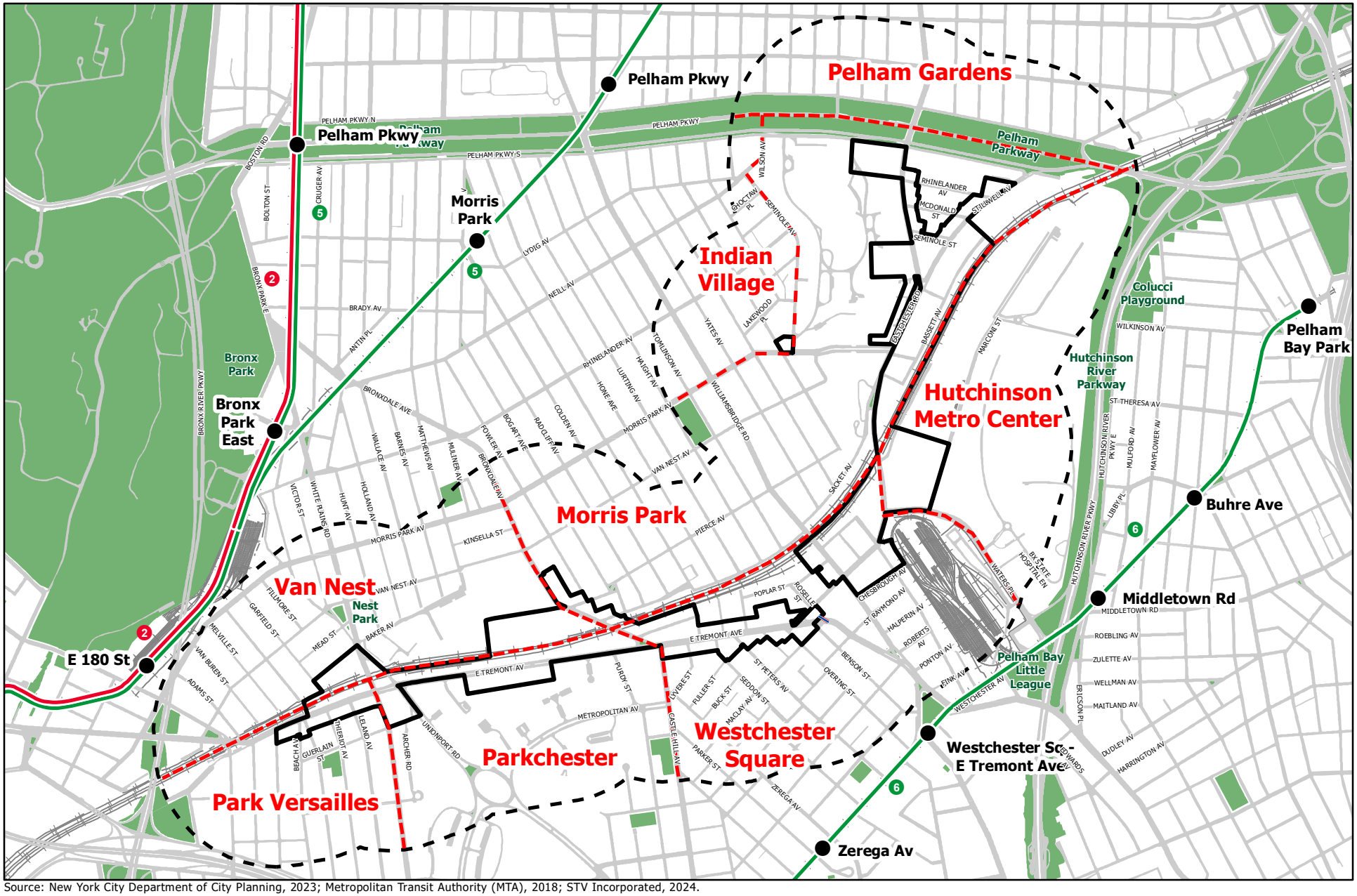
Numbers may not add up due to rounding.

Source: New York City Department of City Planning MapPLUTO 23v1.1, 2023; STV Incorporated, 2024.

Other land uses within the area include residential, industrial/manufacturing, and mixed (mostly commercial/residential). Industrial/manufacturing uses include a Con Edison facility located on White Plains Road, Baker Avenue, and Bronxdale Avenue; several plumbing and heating companies; a cemetery monument factory; an iron works; a solid waste collection company; and several auto body shops in the northern part of the study area and along portions of East Tremont Avenue. Industrial/manufacturing uses represent approximately 8.8 percent of total lots, 13.1 percent of total lot area, and 11.9 percent of the building floor area. Residential uses comprise a mix of single-family and multi-family buildings throughout the primary study area and represent approximately 30.6 percent of total lots, 8.2 percent of total lot area, and 13.0 percent of total building floor area. Mixed-use buildings are located primarily in the Parkchester/Van Nest section of the primary study area and represent approximately 8.6 percent of total lots and 2.1 percent of total lot area. Vacant land (approximately 4.3 percent of total lot area) and parking facilities (approximately 3.7 percent of total lot area) are also present in the primary study area.

The primary study area includes the locations for two proposed Metro-North stations, Parkchester/Van Nest and Morris Park, which would be located along the Amtrak Hell Gate rail line and served by Metro-North Railroad.

A further detailed description of land use in primary study area neighborhood subareas is provided following. The locations of the neighborhood subareas are illustrated on Figure 2-3, "Land Use, Zoning, and Public Policy Study Area Neighborhoods."



Source: New York City Department of City Planning, 2023; Metropolitan Transit Authority (MTA), 2018; STV Incorporated, 2024.

N

0 0.25 0.5 Mile

Primary Study Area/Affected Area

1/4-Mile Secondary Study Area

Study Area Neighborhoods

Figure 2-3

LAND USE, ZONING, AND PUBLIC POLICY
STUDY AREA NEIGHBORHOODS

Bronx Metro-North Station Study

Indian Village

As presented in Table 2-1b, "Existing Land Uses within the Primary Study Area – Indian Village," commercial/office uses are the predominant uses based on lot area in the Indian Village primary study area subarea. Commercial/office uses along Eastchester Road account for approximately 20 percent of total lots, 55.8 percent of total lot area, and 39.0 percent of total building floor area. One- and two-family residential uses are located on Seminole Avenue and Tenbroeck Avenue and account for approximately 40 percent of lots, 22.6 percent of total lot area, and 35.6 percent of total building floor area. Public facilities and institutions in this neighborhood include a medical office that accounts for approximately 20 percent of the total number of lots, 21.3 percent of total lot area, and 25.3 percent of total building floor area. A vacant lot is also present along Seminole Avenue, accounting for approximately 20 percent of the total number of lots, 0.3 percent of total lot area, and 0.0 percent of total building area.

Table 2-1b: Existing Land Uses within the Primary Study Area - Indian Village

Land Use	Number of Lots	Percentage of Total Lots (%)	Lot Area in square feet (sf)	Percentage of Total Lot Area (%)	Building Area (sf)	Percentage of Total Building Area (%)
One & Two Family Residential	2	40%	4,010	22.6%	4,007	35.6%
Total Residential	**2**	**40%**	**4,010**	**22.6%**	**4,007**	**35.6%**
Commercial/Office	1	20%	9,900	55.8%	4,391	39.0%
Public Facilities & Institutions	1	20%	3,780	21.3%	2,850	25.3%
Vacant Land	1	20%	60	0.3%	0	0.0%
Total	**5**	**100.0%**	**17,750**	**100.0%**	**11,248**	**100.0%**
Note: Numbers may not add up due to rounding.						

Source: New York City Department of City Planning MapPLUTO 23v1.1, 2023; STV Incorporated, 2024.

Morris Park

As presented in Table 2-1c, "Existing Land Uses within the Primary Study Area – Morris Park," public facilities and institutions are the predominant uses based on lot area in the Morris Park primary study area subarea. Public facilities and institutions in this neighborhood include Jacobi Medical Center and Albert Einstein College of Medicine and account for approximately 5.4 percent of the total number of lots, 72.8 percent of total lot area, and 75.1 percent of total building floor area. One- and two-family residential uses are located primarily on Eastchester Road, Stillwell Avenue, and their intersecting roads, accounting for approximately 23.7 percent of total lots, 2.9 percent of total lot area, and 1.6 percent of total building area. Multi-family residential uses are present along Eastchester Road and Stillwell Avenue, accounting for approximately 6.1 percent of lots, 6.9 percent of lot area, and 11.3 percent of total building area. Commercial/office uses along Eastchester Road account for approximately 13.5 percent of total lots, 4.7 percent of total lot area, and 4.0 percent of total building floor area. Industrial/manufacturing uses are present along Eastchester Road, Stillwell Avenue, and Bassett Avenue, accounting for approximately 20.9 percent of the total number of lots, 5.6 percent of total lot area, and 5.1 percent of total building floor area. Transportation/utility uses are present along Eastchester Road, Stillwell Avenue, and Bassett Avenue, accounting for approximately 13.5 percent of the total number of lots, 2.9 percent of total lot area, and 2.2 percent of total building floor area. Other uses, such as mixed use, parking facilities, and vacant land are present in smaller quantities within the Morris Park primary study area subarea, occupying approximately 0.0 percent, 1.8 percent, and 2.2 percent of total lot area, respectively.

Table 2-1c: Existing Land Uses within the Primary Study Area - Morris Park

Land Use	Number of Lots	Percentage of Total Lots (%)	Lot Area in square feet (sf)	Percentage of Total Lot Area (%)	Building Area (sf)	Percentage of Total Building Area (%)
One & Two Family Residential	38	25.7%	101,817	2.9%	59,362	1.6%
Multi-Family Walkup Residentials	6	4.1%	20,609	0.6%	16,005	0.4%
Multi-Family Elevator Residential	3	2.0%	221,300	6.4%	406,128	10.9%
Total Residential	**47**	**31.8%**	**343,726**	**9.9%**	**481,495**	**12.9%**
Mixed Use	1	0.7%	1,738	0.05%	2,000	0.1%
Commercial/Office	20	13.5%	164,427	4.7%	147,723	4.0%
Industrial/Manufacturing	31	20.9%	196,679	5.6%	189,618	5.1%
Transportation/Utility	20	13.5%	101,353	2.9%	83,259	2.2%
Public Facilities & Institutions	8	5.4%	2,534,948	72.8%	2,794,973	75.1%
Parking Facilities	9	6.1%	63,786	1.8%	24,240	0.7%
Vacant Land	12	8.1%	76,586	2.2%	0	0.0%
Total	**148**	**100.0%**	**3,483,243**	**100.0%**	**3,723,308**	**100.0%**
Note: Numbers may not add up due to rounding.						

Source: New York City Department of City Planning MapPLUTO 23v1.1, 2023; STV Incorporated, 2024.

Westchester Square

As presented in Table 2-1d, "Existing Land Uses within the Primary Study Area – Westchester Square," transportation/utility and commercial/office uses are the predominant uses based on lot area in the Westchester Square primary study area subarea. Transportation/utility uses account for approximately 10.3 percent of the total number of lots, 40.9 percent of total lot area, and 2.6 percent of total building floor area. Commercial/office uses account for approximately 24.0 percent of the total number of lots, 28.6 percent of total lot area, and 47.1 percent of total building floor area. Other uses, such as one- and two-family residences, multi-family residences, mixed-use buildings, and public facilities and institutions are present in smaller proportions within neighborhood, occupying approximately 5.6 percent, 4.5 percent, 8.3 percent, and 5.5 percent of total lot area, respectively.

Table 2-1d: Existing Land Uses within the Primary Study Area - Westchester Square

Land Use	Number of Lots	Percentage of Total Lots (%)	Lot Area in square feet (sf)	Percentage of Total Lot Area (%)	Building Area (sf)	Percentage of Total Building Area (%)
One & Two Family Residential	30	20.5%	87,533	5.6%	67,740	6.5%
Multi-Family Walkup Residential	14	9.6%	49,594	3.2%	73,182	7.0%
Multi-Family Elevator Residential	1	0.7%	19,800	1.3%	78,000	7.5%
Total Residential	**45**	**30.8%**	**156,927**	**10.0%**	**218,922**	**20.9%**
Mixed Use	29	19.9%	130,622	8.3%	250,249	23.9%
Commercial/Office	35	24.0%	447,292	28.6%	492,052	47.1%
Industrial/Manufacturing	1	0.7%	12,500	0.8%	14,580	1.4%
Transportation/Utility	15	10.3%	640,754	40.9%	27,597	2.6%
Public Facilities & Institutions	6	4.1%	86,234	5.5%	41,920	4.0%
Parking Facilities	11	7.5%	78,441	5.0%	100	0.01%
Vacant Land	4	2.7%	12,123	0.8%	0	0.0%
Total	**146**	**100.0%**	**1,564,893**	**100.0%**	**1,045,420**	**100.0%**
Note: Numbers may not add up due to rounding.						

Source: New York City Department of City Planning MapPLUTO 23v1.1, 2023; STV Incorporated, 2024.

Hutchinson Metro Center

As presented in Table 2-1e, "Existing Land Uses within the Primary Study Area – Hutchinson Metro Center," industrial/ manufacturing and commercial/offices uses are the predominant uses based on lot area in the Hutchinson Metro Center primary study area subarea. Industrial/ manufacturing uses account for approximately 7.7 percent of lots, 46.1 percent of total lot area, and 24.9 percent of total building floor area. Commercial/office uses account for approximately 30.8 percent of lots, 42.0 percent of total lot area, and 63.5 percent of total building floor area. Public facilities and institutions and vacant lots occupy the rest of the neighborhood within the primary study area. Public facilities and institutions occupy approximately 7.7 percent of lots, 7.8 percent of total lot area, and 11.7 percent of total building floor area. While approximately 53.8 percent of lots in this neighborhood are vacant, they only comprise 4.1 percent of the total lot area.

Table 2-1e: Existing Land Uses within the Primary Study Area - Hutchinson Metro Center

Land Use	Number of Lots	Percentage of Total Lots (%)	Lot Area in square feet (sf)	Percentage of Total Lot Area (%)	Building Area (sf)	Percentage of Total Building Area (%)
Commercial/Office	4	30.8%	477,800	42.0%	935,156	63.5%
Industrial/Manufacturing	1	7.7%	524,200	46.1%	366,375	24.9%
Public Facilities & Institutions	1	7.7%	88,421	7.8%	172,268	11.7%
Vacant Land	7	53.8%	46,985	4.1%	0	0.0%
Total	**13**	**100.0%**	**1,137,406**	**100.0%**	**1,473,799**	**100.0%**
Note: Numbers may not add up due to rounding.						

Source: New York City Department of City Planning MapPLUTO 23v1.1, 2023; STV Incorporated, 2024.

Parkchester

As presented in Table 2-1f, "Existing Land Uses within the Primary Study Area – Parkchester," transportation/utility uses occupy the vast majority of the total lot area in the Parkchester primary study area subarea. This land use type occupies approximately 26.3 percent of total lots, but approximately 53.7 percent of total lot area and 2.4 percent of total building floor area. The use with the next-highest lot coverage is parking facilities, occupying approximately 20.5 percent of total lot area. Vacant land occupies approximately 36.8 percent of total lots and 14.5 percent of total lot area. Commercial/office uses occupy approximately 21.1 percent of total lots, 11.3 percent of total lot area, and 12.0 percent of total building area.

Table 2-1f: Existing Land Uses within the Primary Study Area – Parkchester

Land Use	Number of Lots	Percentage of Total Lots (%)	Lot Area in square feet (sf)	Percentage of Total Lot Area (%)	Building Area (sf)	Percentage of Total Building Area (%)
Commercial/Office	4	21.1%	65,695	11.3%	57,759	12.0%
Transportation/Utility	5	26.3%	311,784	53.7%	11,372	2.4%
Parking Facilities	3	15.8%	119,007	20.5%	411,690	85.6%
Vacant Land	7	36.8%	84,185	14.5%	0	0.0%
Total	**19**	**100.0%**	**580,671**	**100.0%**	**480,821**	**100.0%**

Notes:
As the large majority of Block 3943, Lot 7501 and Block 3944, Lot 7501 within the Parkchester Special Planned Community Preservation District falls outside of the primary study area, they were not included in the table calculations. However, Block 3943, Lots 205, 207, and 209 within the Parkchester Special Planned Community Preservation District, which are entirely within the primary study area, are included in the table calculations.

Numbers may not add up due to rounding.

Source: New York City Department of City Planning MapPLUTO 23v1.1, 2023; STV Incorporated, 2024.

Van Nest

As presented in Table 2-1g, "Existing Land Uses within the Primary Study Area – Van Nest," industrial/manufacturing uses and vacant lots occupy a large majority of total lot area in the Van Nest primary study area subarea. Industrial/manufacturing uses occupy only one lot and approximately 3.3 percent of total lots, but approximately 61.1 percent of total lot area and 86.2 percent of total building floor area. Vacant lots occupy approximately 33.3 percent of total lots and 24.9 percent of total lot area. Other uses in the neighborhood include multi-family residences, one- and two-family residences, mixed use, transportation/utilities, and parking. Multi-family residences occupy approximately 40.0 percent of total lots, 7.6 percent of total lot area, and 9.7 percent of total building floor area. One- and two-family residences occupy approximately 13.3 percent of lots, 3.6 percent of total lot area, and 2.5 percent of total building floor area. There is one lot each of transportation/utility, parking, and mixed commercial/residential uses, each occupying less than approximately 1.4 percent of total lot area and total building floor area.

Table 2-1g: Existing Land Uses within the Primary Study Area – Van Nest

Land Use	Number of Lots	Percentage of Total Lots (%)	Lot Area in square feet (sf)	Percentage of Total Lot Area (%)	Building Area (sf)	Percentage of Total Building Area (%)
One & Two Family Residential	4	13.3%	13,475	3.6%	9,118	2.5%
Multi-Family Walkup Residential	12	40.0%	28,461	7.6%	35,387	9.7%
Total Residential	**16**	**53.3**	**41,936**	**11.2%**	**44,505**	**12.2%**
Mixed Use	1	3.3%	5,100	1.4%	3,737	1.0%
Industrial/Manufacturing	1	3.3%	228,900	61.1%	313,871	86.2%
Transportation/Utility	1	3.3%	3,367	0.9%	2,210	0.6%
Parking Facilities	1	3.3%	2,000	0.5%	0	0.0%
Vacant Land	10	33.3%	93,452	24.9%	0	0.0%
Total	**30**	**100.0%**	**374,755**	**100.0%**	**364,323**	**100.0%**
Note: Numbers may not add up due to rounding.						

Source: New York City Department of City Planning MapPLUTO 23v1.1, 2023; STV Incorporated, 2024.

Park Versailles

As presented in Table 2-1h, "Existing Land Uses within the Primary Study Area – Park Versailles," commercial/ office, transportation/utility, and mixed uses occupy the largest shares of total lot area in the Park Versailles primary study area subarea. Commercial/office uses occupy approximately 20.8 percent of lots, 31.3 percent of total lot area, and 17.2 percent of total building floor area. Transportation/utility uses occupy approximately 25.0 percent of lots, 22.4 percent of total lot area, and 6.3 percent of total building floor area. Mixed uses occupy approximately 8.3 percent of lots, 8.2 percent of total lot area, and 8.4 percent of total building floor area. Additionally, one- and two-family residences occupy approximately 20.8 percent of lots, 6.6 percent of total lot area, and 3.3 percent of total building floor area. Parking and vacant lots occupy approximately 4.1 and 0.3 percent total lot area, respectively.

Table 2-1h: Existing Land Uses within the Primary Study Area - Park Versailles

Land Use	Number of Lots	Percentage of Total Lots (%)	Lot Area in square feet (sf)	Percentage of Total Lot Area (%)	Building Area (sf)	Percentage of Total Building Area (%)
One & Two Family Residential	5	20.8%	11,019	6.6%	10,566	3.3%
Multi-Family Walkup Residential	3	12.5%	45,140	27.1%	202,250	62.8%
Total Residential	**8**	**33.3%**	**56,159**	**33.7%**	**212,816**	**66.0%**
Mixed Use	2	8.3%	13,624	8.2%	27,078	8.4%
Commercial/Office	5	20.8%	52,181	31.3%	55,516	17.2%
Transportation/Utility	6	25.0%	37,385	22.4%	20,422	6.3%
Parking Facilities	2	8.3%	6,836	4.1%	6,458	2.0%
Vacant Land	1	4.2%	419	0.3%	0	0.0%
Total	24	100.0%	166,604	100.0%	322,290	100.0%
Note: Numbers may not add up due to rounding.						

Source: New York City Department of City Planning MapPLUTO 23v1.1, 2023; STV Incorporated, 2024.

Secondary Study Area

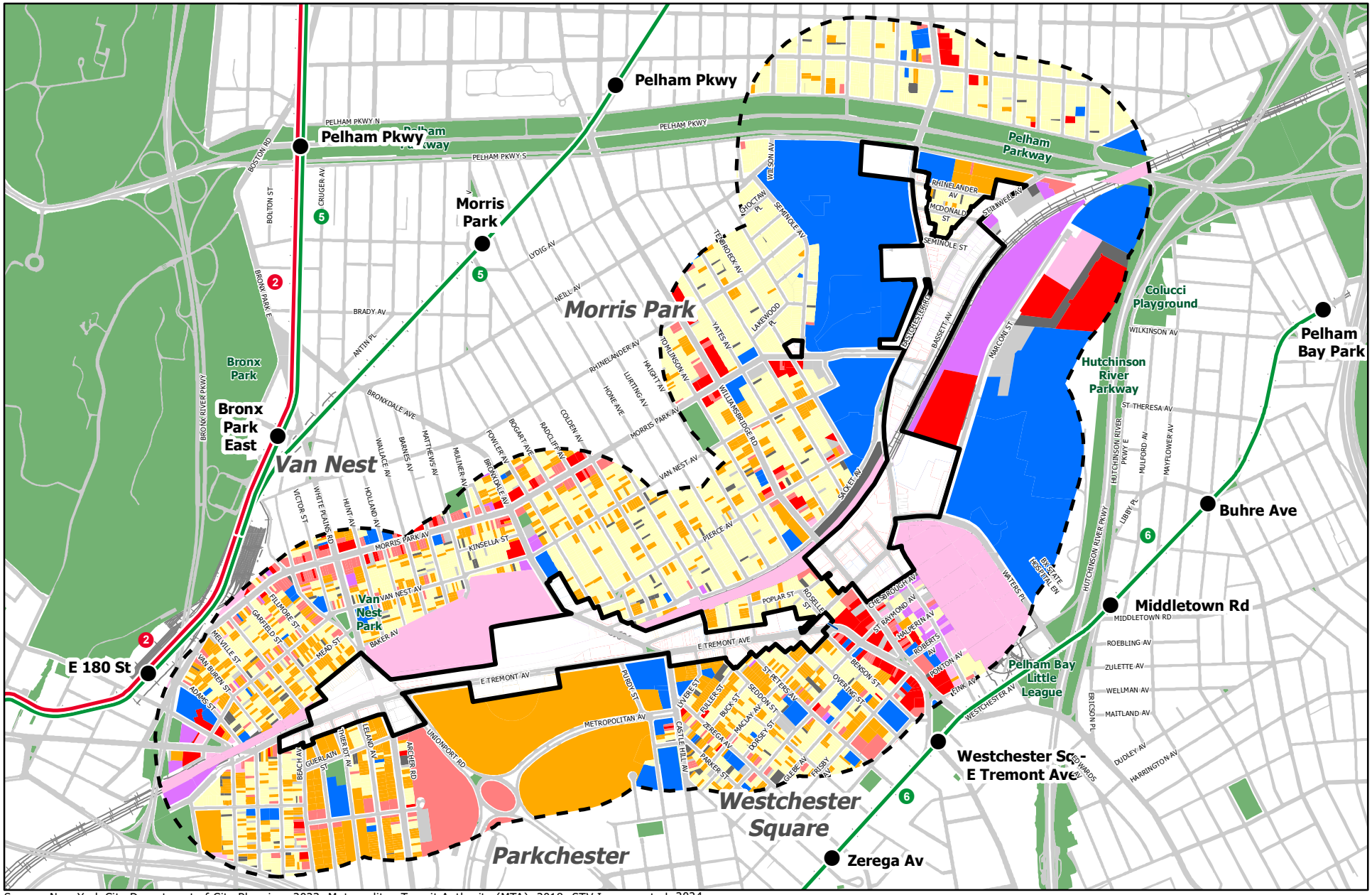
As presented in Table 2-2, "Existing Land Uses within the Secondary Study Area," and on Figure 2-4, "Secondary Study Area Land Uses," the secondary study area comprises a mix of uses, primarily residential. Residential uses represent a higher percentage of the secondary study area's total lots, lot area, and building area at approximately 83.9, 48.5, and 56.0 percent, respectively, compared to the primary study area's total lots, lot area, and building area, at approximately 30.6, 8.2, and 13.0 percent respectively. While most residential lots in the secondary study area are developed with one- and two-family buildings, multi-family residential buildings are concentrated both north and south of the primary study area at Parkchester/Van Nest – including in the Parkchester Special Planned Community Preservation District, and north of the primary study area in Morris Park, south of Pelham Parkway between Eastchester Road and Stillwell Avenue.

While public facility and institutional uses represent only about 1.7 percent of the total number of lots in the secondary study area, they account for approximately 21.4 percent of total lot area and 19.6 percent of total building area. Public facilities and institutions include various medical facilities occupying the northern part of the secondary study area, north of Waters Place and east of Tenbroeck Avenue. Among these are a hospital, two medical centers, a behavioral health center, and a New York City Children's Center.

Commercial/office uses represent a smaller percentage of total lots, lot area, and building area in the secondary study area, at 2.0, 4.4, and 6.3 percent respectively, compared to the primary study area, with 17.9, 16.6, and 22.8 percent respectively. Compared to the primary study area, mixed uses here account for a lower percentage of lots but a higher percentage of lot area and building area, at 5.2 percent of total lots, 7.4 percent of total lot area, and 14.0 percent of total building area.

While transportation/utility uses occupy only 1.0 percent of total lots and 1.1 percent of total building area in the secondary study area, they account for 9.7 percent of total lot area. Transportation/utility uses include a rail yard in the southeast part of the secondary study area and an electric utility facility in the west part of the study area. The remaining land use categories are also represented in the study area, although none comprise a significant proportion of the lots.

There are no MTA New York City Transit stations in the secondary study area, but there are four just outside its borders: the Zerega Avenue and Westchester Square – East Tremont Avenue stations, served by the 6 train; Pelham Parkway, served by the 5 train; and East 180th Street, served by the 2 and 5 trains.



Source: New York City Department of City Planning, 2023; Metropolitan Transit Authority (MTA), 2018; STV Incorporated, 2024.

N

0 0.25 0.5 Mile

Primary Study Area/Affected Area

1/4-Mile Secondary Study Area

Existing Land Uses

- One & Two Family Residences
- Multi-Family Residences
- Mixed Use
- Commercial / Office
- Industrial / Manufacturing
- Transportation / Utility
- Public Facilities / Institutions
- Open Space
- Parking
- Vacant Land

Bronx Metro-North Station Study

Figure 2-4

SECONDARY STUDY AREA LAND USES

Table 2-2: Existing Land Uses within the Secondary Study Area

Land Use	Number of Lots	Percentage of Total Lots (%)	Lot Area (sf)	Percentage of Total Lot Area (%)	Building Area (sf)	Percentage of Total Building Area (%)
One & two-family Residential	3,212	63.1%	9,079,691	23.4%	6,369,800	14.8%
Multi-Family Walkup Residential	1,027	20.2%	3,043,404	7.8%	4,833,068	11.2%
Multi-Family Elevator Residential	29	0.6%	6,731,794	17.3%	12,933,443	30.0%
Total Residential	**4,268**	**83.9%**	**18,854,889**	**48.5%**	**24,136,311**	**56.0%**
Mixed Use	265	5.2%	2,863,503	7.4%	6,045,906	14.0%
Commercial/Office	101	2.0%	1,693,726	4.4%	2,718,085	6.3%
Industrial/Manufacturing	36	0.7%	1,722,820	4.4%	709,072	1.6%
Transport/Utility	52	1.0%	3,754,930	9.7%	477,160	1.1%
Public Facilities & Institutions	84	1.7%	8,335,989	21.4%	8,432,108	19.6%
Open Space	9	0.2%	375,304	1.0%	13,700	0.03%
Parking Facilities	115	2.3%	645,741	1.7%	583,865	1.4%
Vacant Land	157	3.1%	619,494	1.6%	300	0.0%
Total	**5087**	**100.0%**	**38,866,396**	**100.0%**	**43,116,507**	**100.0%**
Note: Numbers may not add up due to rounding.						

Source: New York City Department of City Planning MapPLUTO 23v1.1, 2023; STV incorporated, 2024.

The secondary study area includes portions of eight generally defined neighborhoods: Pelham Gardens, Indian Village, Morris Park, Van Nest, Hutchinson Metro Center, Westchester Square, Parkchester, and Park Versailles (see Figure 2-3, "Land Use, Zoning, and Public Policy Study Area Neighborhoods").

Pelham Gardens

The Pelham Gardens neighborhood within the secondary study area is characterized by one- and two-family residential uses. There are community facility uses along Eastchester Road between Astor Avenue and Waring Avenue, including a nursing and rehabilitation center as well as medical offices. Commercial uses here include real estate and law offices. The Pelham Parkway greenway, a linear park that is the largest publicly accessible open space in the secondary study area, is located at the southern edge of the neighborhood.

Indian Village

The Indian Village neighborhood within the secondary study area is characterized by one-and two-family houses. Residential uses are located along the secondary study area's western border, which is developed with one- and two-family houses. Multi-family apartment buildings are scattered along Tomlinson Avenue and Rhinelander Avenue. Public facilities include a general hospital on Morris Parkway between Yates

Avenue and Hering Avenue. Commercial uses mostly include retail and restaurants clustered along Williamsbridge Road. Open spaces include a portion of the Pelham Parkway greenway, a linear park that is the largest publicly accessible open space in the secondary study area.

Morris Park

The Morris Park neighborhood within the secondary study area is predominantly developed with one- and two-family houses and public facilities. NYC Health + Hospitals/Jacobi, which borders the primary study area to the northwest, and Icahn Charter School Four are located here, as well as several churches, a rehabilitation and nursing center, a dialysis center, and a public school for grades six through 12. Commercial uses, mostly retail and restaurants, are clustered along Williamsbridge Road. The neighborhood contains Loreto Playground, a publicly accessible open space with playgrounds, handball courts, benches, a comfort station, an asphalt play yard, and basketball courts. Pelham Parkway greenway, a linear park that is the largest publicly accessible open space in the secondary study area, is also present in this neighborhood.

Westchester Square

West and south of East Tremont Avenue, the Westchester Square neighborhood within the secondary study area is characterized by a mix of one- and two-family and multi-family residences. Public facilities and institutions in the neighborhood include a medical office, a preschool, and several houses of worship. There are vacant lots along Fuller Street and Lyvere Street, as well as several others throughout the neighborhood. Along East Tremont Avenue and Williamsbridge Road is an agglomeration of restaurants, medical offices, delis, pharmacies, clothing stores, and other commercial retail establishments. East of East Tremont Avenue and Williamsbridge Road, this neighborhood contains several transportation/utility uses, most notably the MTA Westchester Yard and Maintenance Facility and railroad tracks. Manufacturing and auto-related uses are clustered along the blocks between Williamsbridge Road and the train yard.

Hutchinson Metro Center

Hutchinson Metro Center is developed primarily with medical campuses and commercial developments. Institutional uses in this neighborhood include the Bronx Behavioral Health Center campus, a children's psychiatric center, and a 911 call center known as the Public Safety Answering Center II. Commercial uses include medical and other office space, a hotel, a gym, and retail establishments. Two parking garages are located along Marconi Street. An Amazon warehouse facility is located between Marconi Street and the existing railroad tracks. Bronx Little League ballfields are located adjacent to and to the west of the Bronx Behavioral Health Campus.

Parkchester

The Parkchester neighborhood within the secondary study area is dominated by the Parkchester Special Planned Community Preservation District, which is predominantly residential but also contains mixed commercial uses to the west. These commercial uses include restaurants, grocery stores, delis, a barber shop, a liquor store, a daycare facility, a laundromat, clothing stores, and bank services, among others. Public facility/institutional uses characterize the eastern portion of the neighborhood and include a middle school, a church, a convent, a girls' academy, and an elementary school. Many private open spaces are found throughout the planned community.

Van Nest

The Van Nest neighborhood comprises a large portion of the primary study area and, in the secondary study area, is dominated by residential uses, with commercial and mixed uses concentrated at the northern edge along Morris Park Avenue. These commercial uses include local grocery stores and other local retail, beauty salons and barber shops, small office buildings, laundromats, gyms, local and destination restaurants, and pharmacies. Public facilities and institutions scattered throughout the neighborhood include a multitude of schools, churches, and the NYPD Transit Bureau District 12. Adjacent to the primary study area and the Amtrak Hell Gate rail line, along the southern border of the neighborhood, is an electric utility facility that stretches from White Plains Road to the west to Bronxdale Avenue to the east and Baker Avenue to the north.

Park Versailles

The Park Versailles neighborhood of the secondary study area, directly west of the Bronx River, is characterized by one-, two-, and multi-family homes, with mixed and commercial uses and public facilities and institutions scattered throughout. Public facilities and institutions include an elementary school and a middle school, a church and rectory, and a community services facility. Commercial uses include laundromats, local restaurants, delis, cell phone stores, and pharmacies. At the western edge of Park Versailles, adjacent to the Amtrak Hell Gate rail line, is a manufacturing and industrial use consisting of an electric installation company.

Zoning

Primary Study Area

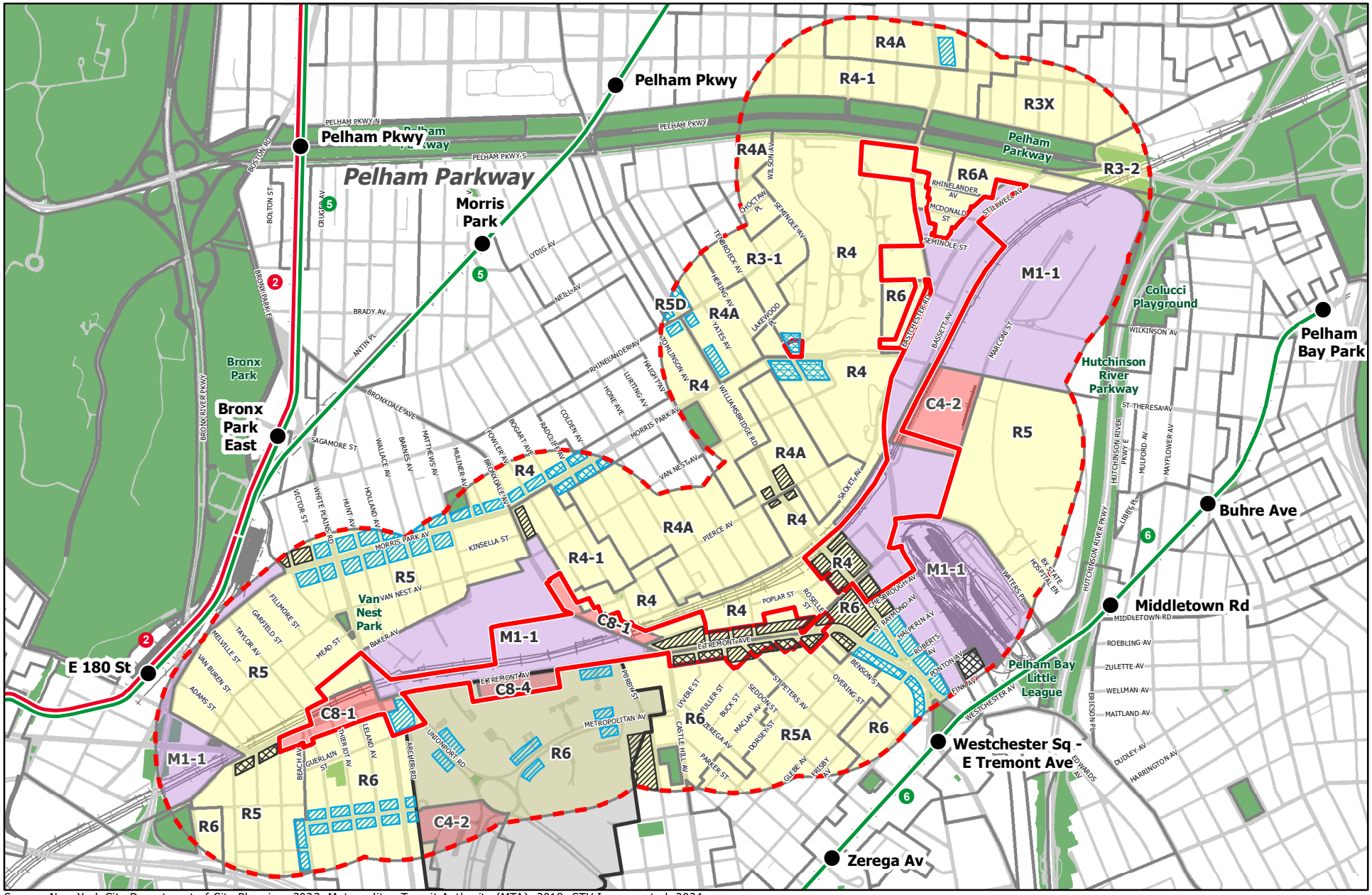
As shown on Figure 2-5, "Existing Zoning," the primary study area is largely mapped with an M1-1 manufacturing zoning district, along with a mix of commercial and residential zoning districts. All are described in greater detail below.

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 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 building 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.



Source: New York City Department of City Planning, 2023; Metropolitan Transit Authority (MTA), 2018; STV Incorporated, 2024.

Bronx Metro-North Station Study

Figure 2-5

EXISTING ZONING

C8-1 and C8-4

C8-1 zoning districts are mapped in two areas of the Rezoning 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 also 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 in C8-1 districts and 6.5 in 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 Rezoning 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 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 up to eight feet are required, depending on the building type. Off-street parking is required for 100 percent of dwelling units in the building. There is a 50 percent requirement for income-restricted housing units (IRHU), but there are no parking spaces 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 Rezoning 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 allow a variety of housing types,

including low-rise attached houses, small multi-family 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 a 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 in the building (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 Rezoning 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 to 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 Rezoning 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 along 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 Affected Area, C1-1 commercial overlays are mapped within an R4 district, while C1-2 commercial overlays are mapped within an R6 district. C2-2 and C4-4 commercial overlays are mapped in R4 and R6 districts within the Affected 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 of floor area 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.

Secondary Study Area

As shown on Figure 2-5, "Existing Zoning," zoning within the secondary study area is predominantly residential. Two small R3-1 districts are mapped near the edge of the secondary study area's northern border. An R3-2 district and an R3X district are mapped in the northeastern portion of the secondary study area. An R4 district is mapped along the northern portion of the secondary study area, directly adjacent to an R4A district. R5 and R5A districts are scattered throughout the western portion and along the southern border of the secondary study area. An R6 district is mapped along a stretch of the southern border of the secondary study area, and a small R6A district is mapped just north of the primary study area. A small R7A district is mapped on the outer edge of the study area, southeast of the northern portion of the primary study area. A small portion of an R5D district is located at the northwestern corner of the secondary study area.

Small C4-2 districts are mapped in the southern portion of the secondary study area and adjacent to the primary study area to the east of Bassett Avenue. C1-1, C1-2, C1-4, C2-2, and C2-4 commercial overlays are mapped along major roads in the secondary study area. M1-1 manufacturing districts are mapped in the northeast part of the secondary study area, in the east part of the study area, directly north of the Parkchester Special Planned Community Preservation District, and in the southwest corner of the secondary study area.

The Parkchester Special Planned Community Preservation District spans across the Parkchester community south of East Tremont Road, between Castle Hill Avenue and White Plains Road. Within the secondary study area, the special district borders the southern border of the primary study area directly south of the planned Van Nest/Parkchester station. Approximately the northern two thirds of the Parkchester community lie within the secondary study area. It comprises residential and mixed uses, with the bulk of the community zoned for R6 residential uses with small C1-2 overlays along Unionport Road, East Tremont Avenue, and Metropolitan Avenue. R6 districts are medium-density non-contextual residence districts that allow residential uses of all types and community facility uses. Residential uses are characterized by large brick "tower-in-the-park"-style apartment buildings between eight and thirteen stories high with landscaped greenspace in between. Community facility uses are generally permitted to a maximum FAR of 4.8.

The southwest corner of the Parkchester Special Planned Community Preservation District is zoned for C4-2 residential uses, with approximately the northernmost third of the district lying within the secondary study area. A variety of commercial uses occupy this area, such as department stores, grocery stores, and medical offices.

No demolition, new development, enlargement, or alteration of landscaping or topography is permitted within the district, except with a City Planning Commission Special Permit.

The Special Planned Community Preservation District is described in more detail in Table 2-3, "Existing Zoning Districts within the Secondary Study Area."

Table 2-3: Existing Zoning Districts within the Secondary Study Area

Name	Definition/General Use	Maximum FAR
Residence Districts		
R3-1	R3-1 contextual districts are the lowest density districts that allow semi-attached and one- and two-family residences, as well as detached homes.	R: 0.5, C: 0.0, CF: 1.0, M: 0.0
R3-2	R3-2 districts are general residence districts that allow a variety of housing types, including low-rise attached houses, small multi-family apartment houses, and detached and semi-detached one- and two-family residences. It is the lowest density zoning district in which multiple dwellings are permitted.	R: 0.5, C: 0.0, CF: 1.0, M: 0.0
R3X	R3X districts are contextual districts mapped extensively in lower-density neighborhoods and permit only one- and two-family detached homes on lots that much be at least 35 feet wide.	R: 0.5, C: 0.0, CF: 1.0, M: 0.0
R4	R4 districts allow single- or two-family homes along with multi-family buildings in a variety of housing types. R4 districts are intended to be neighborhoods with a mixture of low-density housing types.	R: 0.75; C: 0.0; CF: 2.0; M: 0.0
R4A	R4A districts are contextual districts that permit only one- and two-family detached residences. R4A districts are characterized by houses with two stories and an attic beneath a pitched roof and are usually mapped in older neighborhoods.	R: 0.75; C: 0.0; CF: 2.0; M: 0.0
R4-1	R4-1 contextual districts, like R3-1 districts, permit only one- and two-family detached and semi-detached houses. Despite a narrower minimum lot width for detached homes, houses in R4-1 districts tend to be larger than those in R3-1 districts because of the higher FAR and attic allowance.	R: 0.75; C: 0.0; CF: 2.0; M: 0.0
R5	R5 districts allow a variety of housing at a higher density than permitted in R3-2 and R4 districts and typically produce three- and four-story attached houses and small apartment houses. R5 districts provide a transition between lower- and higher-density neighborhoods.	R: 1.25; C: 0.0; CF: 2.0; M: 0.0
R5A	R5A districts are contextual districts that permit only one- and two-family detached residences. R5A districts are characterized by houses with two stores and an attic beneath a pitched roof.	R: 1.1; C: 0.0; CF: 2.0; M: 0.0
R5D	R5D districts are low-density contextual districts that permit all kinds of residential buildings. These districts require compliance with Quality Housing regulations.	R: 2.0; C: 0.0; CF: 0.0; M:0.0
R6	R6 districts are widely mapped in built-up medium-density areas. The character of R6 districts can range from neighborhoods with a diverse mix of building types and heights to large-scale "tower in the park" developments. Developers can choose between standard Height Factor regulations or optional Quality Housing regulations.	R: 0.78-2.43[1], 2.2[5,7], 3.0[5,8], 2.42[5,6,7], 3.60[5,6,8]; C: 0.0; CF: 4.8; M: 0.0
R6A	R6A districts are contextual districts that produce high lot coverage, six-or seven-story apartment buildings near the street line.	R: 3.0, 3.6[6]; C: 0.0; CF: 3.0; M: 0.0

Table 2-3: Existing Zoning Districts within the Secondary Study Area (cont.)

Name	Definition/General Use	Maximum FAR
Commercial Districts		
C1-1, C1-2 C1-4, C2-2, & C2-4 (overlays)	C1 and C2 commercial overlays are mapped within residence districts along streets that serve local retail needs. In mixed use buildings, commercial uses are limited to one or two floors and must always be located below the residential uses. C2 commercial overlay districts permit a slightly wider range of uses than C1 districts.	R & CF: Same as underlying R district; C: 1.0 within R1-R5 districts & 2.0 within R6-R10 districts; M: 0.0
C4-2	C4 districts permit Use Groups 5, 6, 8, 9, 10, and 12, which include most retail establishments. Uses that would interrupt the desired continuous retail frontage, such as Use Group 7, are not allowed. C4-4 districts are mapped in more densely built areas.	R: 0.78-2.43[1]; C: 3.4; CF: 4.8; M: 0.0
Manufacturing Districts		
M1-1	M1 districts are often buffers between M2 or M3 districts and adjacent residential or commercial districts. M1 districts typically include light industrial uses, which must meet the stringent M1 performance standards.	R: 0.0; C:1.0; CF: 2.4[6]; M: 1.0
Special Purpose District		
Parkchester Special Planned Community Preservation District	Special Planned Community Preservation Districts protect the unique character of communities that have been planned and developed as a unit. Those communities characteristically have large landscaped open spaces and a superior relationship of buildings, open spaces, commercial uses, and pedestrian and vehicular circulation.	

Notes:
R=Residential; C=Commercial; CF=Community Facility; M=Manufacturing
[1] FAR determined by "Height Factor" regulations
[2] FAR determined by "Height Factor with Tower Allowance" regulations
[3] FAR determined by "Standard Tower" regulations
[4] FAR determined by "Tower-on-a-Base" regulations
[5] FAR determined by "Quality Housing" regulations
[6] FAR determined by "Mandator Inclusionary Housing" regulations
[7] FAR determined by "Narrow Street" regulations
[8] FAR determined by "Wide Street" regulations

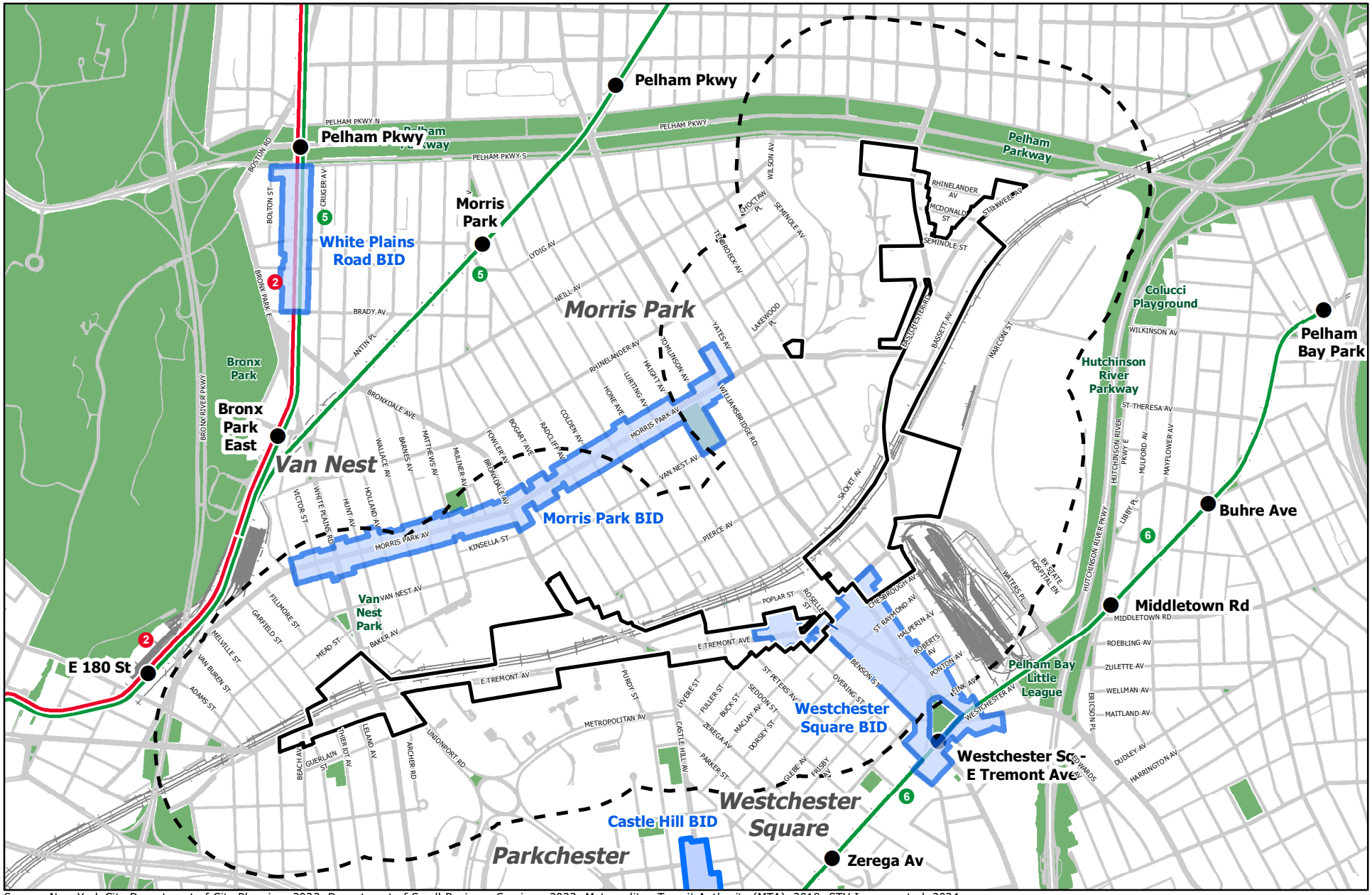
Source: Zoning Resolution of the City of New York

Public Policy

Public policies applicable to the primary and secondary study areas are discussed below. The Proposed Actions' consistency with each of these policies is assessed in "The Future with the Proposed Actions (With-Action Condition)" section of this chapter.

Business Improvement Districts

As shown on Figure 2-6, "Business Improvement Districts," portions of the primary and secondary study area are within the Westchester Square and Morris Park Business Improvement Districts (BIDs). BIDs are public/private partnerships in which property and business owners elect to make a collective contribution to the maintenance, development, and promotion of their commercial district. BIDs seek to revitalize neighborhoods and catalyze economic development, and offer supplemental services such as sanitation and maintenance, public safety and hospitality, marketing and promotions, capital improvements, beautification, and business development. The Westchester Square BID, established in 2012, covers approximately 19 blocks and is generally bounded by Silver Street to the north, Westchester Avenue to the south, Williamsbridge Road to the east, and Benson Street to the west. The Morris Park BID was established in 2018 and covers approximately 38 blocks along the north and south sides of Morris Park Avenue, between Amethyst Street to the west and Williamsbridge Road to the east. The Castle Hill BID, established in 2022, covers approximately 18 blocks located just beyond the border of the secondary study area on the east and west sides of Castle Hill Avenue, between Manning Street to the north and Haviland Avenue to the south, as well as the north and south sides of Westchester Avenue between Olmstead Avenue to the west and Glebe Avenue to the east.



Source: New York City Department of City Planning, 2023; Department of Small Business Services, 2023; Metropolitan Transit Authority (MTA), 2018; STV Incorporated, 2024.

N

0 0.25 0.5 Mile

- Primary Study Area/Affected Area
- 1/4-Mile Secondary Study Area
- Business Improvement Districts (BIDs)

Figure 2-6

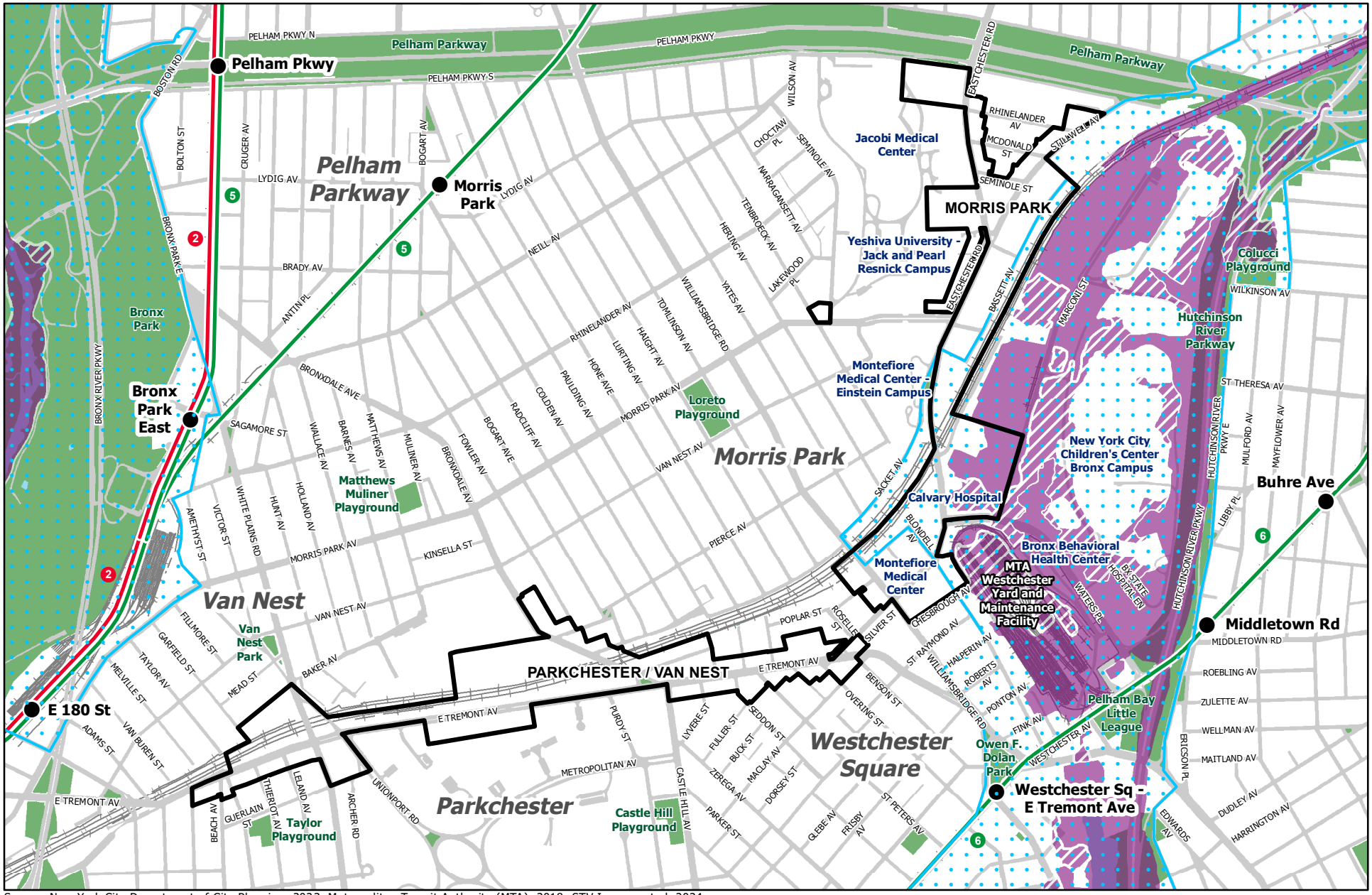
BUSINESS IMPROVEMENT DISTRICTS

Waterfront Revitalization Program

The WRP is the City's principal coastal zone management tool. Originally adopted in 1982 and revised in 2016, it establishes the City's policies for development and use of the waterfront. Revisions to the WRP were adopted by the City Council in 2013 and approved by the Secretary of State of New York in February 2016. All Proposed Actions subject to CEQR and the Uniform Land Use Review Procedure (ULURP), and other local, state, or federal agency discretionary actions that affect land within New York City's designated Coastal Zone Boundary, must be reviewed and assessed for their consistency with the WRP. Portions of the primary and secondary study areas are within the coastal zone (see Figure 2-7, "Flood Zones and Coastal Zone"). The WRP contains ten major policies, each with several objectives focused on the following: improving public access to the waterfront; reducing damage from flooding and other water-related disasters; protecting water quality, sensitive habitats (such as wetlands), and the aquatic ecosystem; reusing abandoned waterfront structures; and promoting development with appropriate land uses.

Zoning for Coastal Flood Resiliency

Zoning for Coastal Resiliency, which was adopted by the City Council on May 12, 2021, was designed to improve business owners' and homeowners' ability to withstand and recover from storms and disaster events. It was based on several years of collaboration with floodplain communities to promote long-term resiliency and to support post-disaster recovery. The project updated temporary zoning provisions adopted in 2013 as a response to Hurricane Sandy and put in place permanent zoning regulations applicable to floodplain areas. The new regulations encourage homeowners, business owners, architects, and others to design resilient buildings that reduce flood insurance costs and provide better protection against flood risk. They also protect and support public access to waterfront sites through resilient open space design. This policy applies within a small portion of the study area in the vicinity of Calvary Hospital and the Hutchinson Metro Center, as well as the northeastern portion of the secondary study area in the vicinity of MTA Westchester Yard and Maintenance Facility, Bronx Behavioral Health Center, New York City Children's Center Bronx Campus, and Hutchinson Metro Center. These areas are located within the 100-year and/or 500-year flood zone.



Source: New York City Department of City Planning, 2023; Metropolitan Transit Authority (MTA), 2018; STV Incorporated, 2024.

N

0 0.25 0.5 Mile

Primary Study Area/Affected Area

NYC Coastal Zone Boundary

100-Year Flood Zone

500-Year Flood Zone

Figure 2-7

FLOOD ZONES AND COASTAL ZONE

Housing New York

In May 2014, the City released *Housing New York: A Five-Borough, Ten Year* Plan to build and preserve affordable housing along with strategic infrastructure improvements to create more equitable and livable New York City. Its main goal, to preserve and develop 200,000 units of high-quality affordable housing by 2024, was reached two years ahead of schedule, in late 2021, and the Administration thereafter committed to completing an additional 100,000 homes over the following four years. The new goal of 300,000 homes by 2026 prompted the creation of Housing NYC 2.0, which comprises a series of new initiatives to help thousands more families and seniors afford rent, buy a first home, and stay in their neighborhoods. In alignment with *Housing New York,* the Proposed Actions were designed, in part, to respond to changes likely to follow from the two Metro-North stations proposed as part of the Penn Station Access project, which aims to enhance access to jobs and services in this underserved area of the Bronx.

Vision Zero

On February 18, 2014, the City released the *Vision Zero Action Plan*, which seeks to eliminate all deaths from traffic crashes regardless of whether on foot, bicycle, or inside a motor vehicle. Vision Zero programs combine strong enforcement and better roadway engineering with improved emergency response and high visibility behavior campaigns to discourage dangerous behavior on roads and streets. The *Vision Zero Action Plan* outlined 63 separate initiatives spread across the Mayor's Office and a number of City agencies including the New York City Department of Transportation, the New York Police Department, and the Taxi and Limousine Commission.

The *Vision Zero Borough Pedestrian Safety Action Plan* for the Bronx, one of five borough-specific plans associated with the Citywide policy, was released in 2015. Each borough plan was shaped by community input from the Vision Zero Pedestrian Safety Workshops held across the five boroughs and thousands of comments collected via an interactive, online Vision Zero Public Input Map. The *Vision Zero Borough Pedestrian Safety Action Plan* for the Bronx pinpoints the conditions and characteristics of the Bronx's pedestrian fatalities and severe injuries; it also identifies corridors, intersections, and areas that disproportionately account for the Bronx's pedestrian fatalities and severe injuries and prioritizes them for safety interventions. The plan recommends a series of measures intended to alter the physical and behavioral conditions associated with pedestrian injuries and fatalities on the Bronx's streets. Four "Priority Corridors" identified in the plan are in the primary study area – Tremont Avenue (Schurz Avenue to Sedgwick Avenue), White Plains Road (Bronx River Avenue to East 243rd Street), Castle Hill Avenue (East Tremont Avenue to Hart Street), and Morris Park Avenue (Bassett Avenue to Wyatt Street) - and one "Priority Corridor" is in the secondary study area – East 180th Street (Webster Avenue to East Tremont Avenue).

OneNYC and PlaNYC

In 2015, the City released *One New York: The Plan for a Strong and Just City*, a comprehensive plan for a sustainable and resilient city for all New Yorkers that addressed the profound social, economic, and environmental challenges ahead. *OneNYC* built on the prior long-term sustainability plans derived from the *PlaNYC* sustainability strategy and focused on equity, growth, sustainability, and resiliency. In 2019, the Mayor's Office released *OneNYC 2050: Building a Strong and Fair City,* which, in addition to the previous objectives, emphasized inequity of increasing rents, healthcare and education access, and the

need to further strengthen democracy in New York City. *OneNYC 2050* included eight goals and 30 initiatives to address a commitment to carbon neutrality by 2050; to lead by example on climate change; to reduce Manhattan traffic; and to create public spaces, healthcare, and policies supporting low-income and working citizens of New York.

Released in April 2023, *PlaNYC: Getting Sustainability Done*, builds upon *OneNYC* and provides a framework for action and implementation of measures to address and mitigate the effects of climate change and promote sustainable development. The plan has a particular focus on streamlining project delivery, promoting equity and environmental justice, taking advantage of Federal and State funding sources, and implementing a climate budgeting system to monitor the City's progress on long-term goals. *PlaNYC: Getting Sustainability Done* comprises 32 initiatives and associated actions aimed at protecting New Yorkers from the effects of climate change, improving the quality of life for New York residents, and promoting green economic development.

New York City Food Retail Expansion to Support Health Program

The New York City Food Retail Expansion to Support Health (FRESH) program was created in 2009 to promote the establishment and expansion of neighborhood grocery stores in underserved communities by providing zoning and financial incentives to eligible grocery store operators and developers. The primary and secondary study areas are both located within designated FRESH-eligible areas.

The FRESH program is a joint effort sponsored by DCP and the NYC Economic Development Corporation (EDC), which seeks to incentivize the establishment of neighborhood full-line grocery stores in low-income and underserved communities. When a full-line grocery store is included in a new building or expansion or conversion of an existing building, the program offers additional floor area in mixed-use buildings, reduces parking requirements, and allows larger stores to locate as-of-right in light manufacturing areas. Stores that benefit from the program must be located in FRESH-eligible areas and must meet the following criteria:

- Provide a minimum of 6,000 sf of retail space for a general line of food and non-food grocery products intended for home preparation, consumption, and utilization;
- Provide at least 50 percent of a general line of food products intended for home preparation, consumption, and utilization;
- Provide at least 30 percent of retail space for perishable goods that include dairy, fresh produce, fresh meats, poultry, fish, and frozen foods; and
- Provide at least 500 sf of retail space for fresh produce.

Financial incentives are available to eligible grocery store operators and developers to facilitate and encourage FRESH Food Stores in the designated area. These incentives include real estate tax reductions, sales tax exemptions, floor area bonuses, and mortgage recording tax deferrals. All of the primary study area is currently eligible for FRESH incentives.

The vast majority of the primary study area is eligible for discretionary tax incentives, and the area south of the Hell Gate Amtrak line and west of Castle Hill Avenue is eligible for both zoning and discretionary tax

incentives (except for the area south of East Tremont Avenue between Taylor Avenue and White Plains Road, which is only eligible for zoning incentives). A majority of the secondary study area is also eligible for FRESH incentives, except for the northwest portion of the secondary study area. Similar to the primary study area, discretionary tax incentives apply to most of the eligible portion, except for the area south of the Hell Gate Amtrak line and west of Castle Hill Avenue, which is eligible for both zoning and discretionary tax incentives.

Special Planned Community Preservation District

The southern portion of the study area includes the Parkchester Special Planned Community Preservation District. Special Planned Community Preservation District are established to protect the unique character of communities that have been planned and developed as a unit. Those communities characteristically have 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 except with a CPC Special Permit.

New York Works

New York City Works is a plan implemented in 2017 with the intent to create 100,000 good-paying jobs (at least $50,000/year) over the next ten years. The plan includes three main goals: to invest in the creation of middle-class jobs, ensure said jobs are accessible to New Yorkers, and prepare for the jobs of the future in Tech, Life Sciences and Healthcare, Industrial and Manufacturing, Creative and Cultural Sectors, and Space.

NYC Local Law 97

Local Law 97 was included in the Climate Mobilization Act, approved by the City Council in April 2019 as a part of the Mayor's New York City Green New Deal. The law requires most large buildings to comply with new energy efficiency and greenhouse gas emissions limits by 2024, with stricter standards expected in 2030. With some exceptions, Local Law 97 generally applies to buildings exceeding 25,000 gross sf (gsf); two or more buildings on the same tax lot that, together, exceed 50,000 sf; and two or more buildings owned by a condo association governed by the same board of managers that, together, exceed 50,000 sf.

NYC Local Law 92 and 94

Local Law 92 and 94 were approved by the City Council as part of the Climate Mobilization Act in April 2019. The laws require building owners to install sustainable roofing systems such as green roofs or solar panels on all rooftops undergoing major construction.

Get Stuff Built

Get Stuff Built: A Report of the Building and Land Use Approval Streamlining Taskforce was released in December 2022 and makes 111 recommendations to improve the CEQR, ULURP, and DOB permitting process with the goals of increasing the speed of compliant projects while decreasing costs, ensuring environmental protection and meaningful public participation, promoting an increase in affordable housing and environmental sustainability, and reducing risk for entrepreneur businesses and emerging developers by improving predictability of the development process. These recommendations are intended to reduce building timelines and costs by up to 50 percent.

City of Yes

City of Yes is a series of initiatives proposed in June 2022 by the City to modernize and update zoning regulations to advance carbon neutrality, economic opportunity, and housing opportunity.

To facilitate carbon neutrality, DCP is in close consultation with the Mayor's Office of Climate and Environmental Justice (MOCEJ) to develop a Citywide zoning text amendment to remove impediments to, and expand opportunities for, high-performance building retrofits, decarbonization retrofit projects, solar energy, electric vehicle charging, and energy storage systems, as well as other measures to help achieve the City's ambitious climate goals across four broad categories: energy, buildings, transportation and waste. To meet energy goals, the proposal will help ensure that zoning is supporting the installation of solar arrays and energy storage systems. For buildings, updates to the NYC Construction Codes include stringent requirements on energy efficiency and building performance. This means that the requirements of the 2012 Zone Green text amendment must change to ensure that they support the next generation of high-performance construction. Additionally, New York has ambitious electrification goals for its transportation sector, but recent studies show it is significantly behind other major US cities. Of the City's 1.9 million private vehicles, less than one percent (approximately 12,500) are zero-emission vehicles, and there are few public locations available to charge electric vehicles. Zoning regulation updates can contribute to this effort. Finally, improving management of the City's waste stream is key to achieving carbon neutrality. This will require a substantial reduction of organic matter sent to landfills, as well as a reduction of stormwater that needs treating.

To expand economic opportunity, DCP proposes to modernize zoning regulations to support small businesses and commercial corridors and facilitate economic recovery from the Covid-19 pandemic. The four-pronged approach would allow more businesses to locate near their customers, find space, and expand into spaces they were previously barred from using, such as loft buildings; remove barriers to growth in growing industries, such as life sciences, by simplifying and streamlining regulations; foster vibrant commercial corridors by removing deadlines for filling vacant storefronts and allowing corner stores and home businesses in more places; and give businesses more clarity and certainty by updating antiquated language in zoning regulations.

To grow housing opportunity, DCP proposes a Citywide approach to expanding and diversifying the housing supply in all neighborhoods to provide equitable access to opportunity for all New Yorkers. This would include small changes to regulation applicable in the highest-density areas to the lowest. They would allow housing types that serve everyone while fighting legacies of redlining and segregation by expanding opportunities for two-family houses, ADUs (accessory dwelling units), small- and medium-sized apartment buildings, and shared housing models; allow all types of affordable housing (senior, supportive, and families with children) to be bigger than market-rate buildings in most medium- and high-density districts; expand zoning regulations to facilitate conversions of old office and loft buildings to allow them to create supportive housing and other types of apartments; reduce parking requirements; and make it easier for homeowners and small building owners to alter and update their buildings.

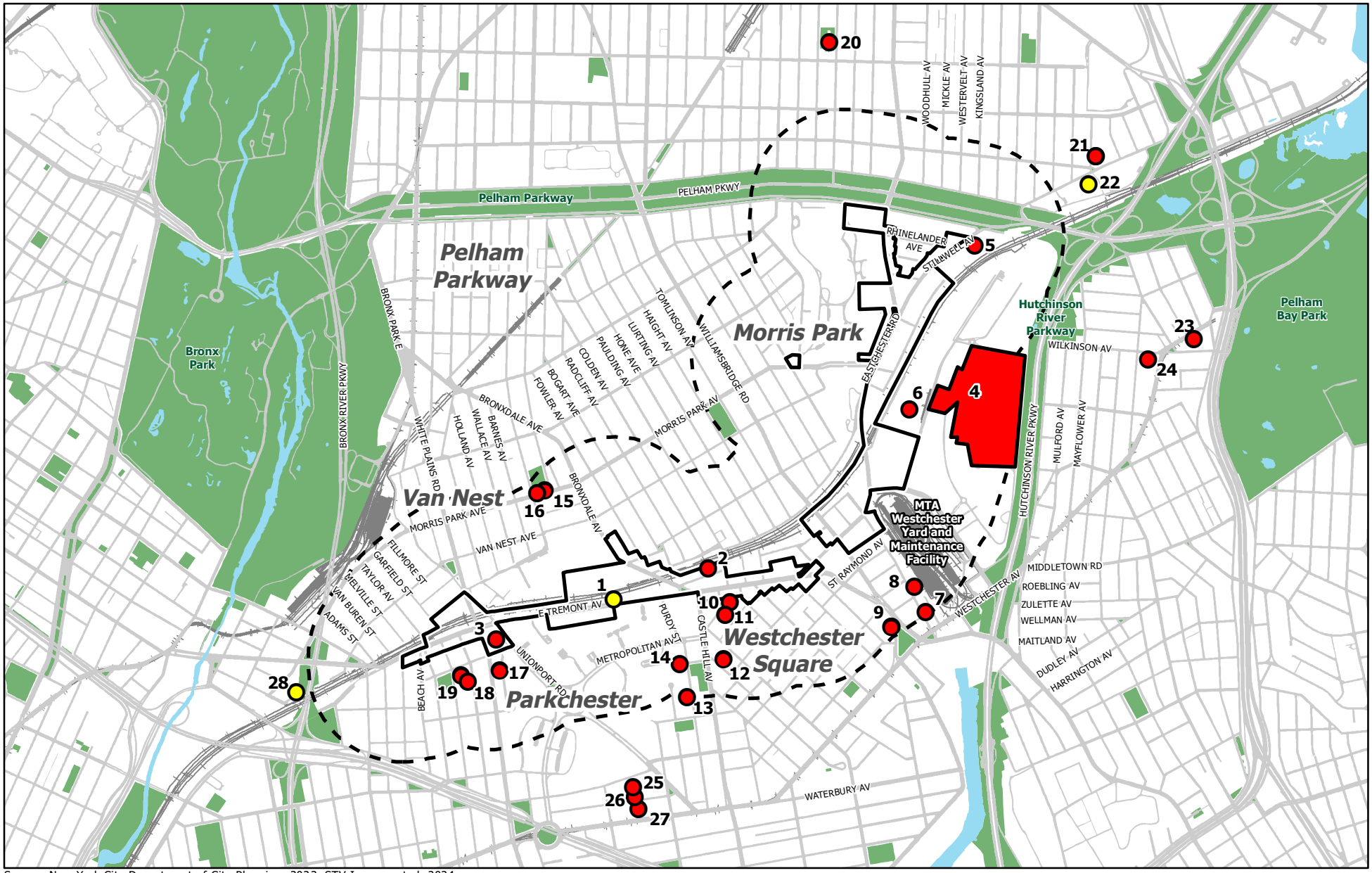
THE FUTURE WITHOUT THE PROPOSED ACTIONS (NO-ACTION CONDITION)

Land Use

Primary Study Area

In the 2033 future without the Proposed Actions, some changes to land use are expected in the primary study area as a result of MTA's Penn Station Access project. Penn Station Access will establish rail service between Penn Station and the eastern portion of the Bronx by expanding the MTA's Metro-North Railroad New Haven line via a new branch to run through the East Bronx and connecting to Penn Station. Four new stations in the East Bronx will be built to support the new service, two of which will be located within the primary study area: the Parkchester/Van Nest and Morris Park stations. Building the Parkchester/Nest station will require the MTA to pursue property acquisitions and easements in the primary study area. Current projected acquisition sites in the primary study area include 2015 East Tremont Avenue (Map ID #1 on Figure 2-8, "No-Action Development Sites," and in Table 2-4, "Development Projects in the Future Without the Proposed Actions"), a site currently used for parking, adjacent to the rail line in the north and facing Parkchester Special Planned Community Preservation District to the south. The lot is adjacent to lots with various auto-related uses, such as a truck rental agency, an auto repair shop, and other parking facilities. The Penn Station Access project has an expected completion date of 2027.

In addition to Penn Station Access and anticipated related right-of-way improvements, there are two expected developments in the primary study area (see Figure 2-8, "No-Action Development Sites," and Table 2-4, "Development Projects in the Future Without the Proposed Actions"). In the part of the primary study area closer to Parkchester, 2443 Poplar Street will be developed with a three-story supportive housing unit (Map ID #2). While no permits have been filed for 1615 Unionport Road, the site is underbuilt, with 310,000 sf of currently available development rights (Map ID #3).



Source: New York City Department of City Planning, 2023; STV Incorporated, 2024.

N

0 0.5 1 Mile

Primary Study Area/Affected Area
1/4-Mile Secondary Study Area
No-Action Development Site
MTA Acquisition

Figure 2-8

NO-ACTION DEVELOPMENT SITES

Bronx Metro-North Station Study

Table 2-4: Development Projects in the Future Without the Proposed Actions

Map ID No.	Project Name/Address	Development Proposal Program	Development Type
Primary Study Area (Affected Area)			
1	2015 East Tremont Avenue	Likely permanent acquisition by MTA, as part of Penn Station Access	Acquisition; Metro-North Railroad new station
2	2443 Poplar Street	200-beds supportive housing	New Building
3	1615 Unionport Road	310,000 sf of development rights	N/A
Secondary Study Area (1/4-mile Study Area)			
4	Bronx Psychiatric Center Land Use Improvement Project	1.2 million sf commercial; 100,000 sf biotech/research; 250,000 sf residential; 100,000 sf college/trade school; 8.7 acres open space; 2,000 sf community facility; 40,000 sf retail; 124,300 sf hotel, 8,100 sf amenity space; 4,029 sf parking	New Buildings
5	1682 Stillwell Avenue	30 supportive housing DUs	New Building
6	1776 Eastchester Road	182 DUs	New Building
7	1312 Blondell Avenue	228 DUs; 20,000 commercial sf; 2,000 sf community facility	New Building
8	1374 Blondell Avenue	New transient shelter facility: 18 DUs; 20 parking spaces; 3,100 sf community facility; 31,413 sf commercial	New Building
9	25 Westchester Square	Extension and third floor addition to existing building, 21,886 commercial sf	Addition
10	2438 Lyvere Street	46 dwelling units (DUs)	New Building
11	2422-2426 Lyvere Street	32 DUs; 25,853 sf residential	New Building
12	1644-1646 Parker Street	8 DUs; 5,759 sf residential and 2,996 sf commercial	New Building
13	1601 Purdy Street	Construction of new storage shed. 166,906 sf industrial/manufacturing	New Building
14	1701 Purdy Street	221 affordable DUs; 157,351 sf residential	New Building
15	840 Morris Park Avenue	Proposed 3 story, 11 family building, 8,833 sf	New Building

Table 2-4: Development Projects in the Future Without the Proposed Actions (cont.)

Map ID No.	Project Name/Address	Development Proposal Program	Development Type
16	841A Morris Park Avenue	8 DUs; 1 store	New Building
17	1550 White Plains Road	39 DUs; residential building	New Building
18	1547 Leland Avenue	New apartment building, 8,316 sf	New Building
19	1846 Guerlain Street	8 DUs; 5,330 sf residential; 943 sf commercial	New Building
Outside Study Area (within Map Frame)			
20	2500 Fish Avenue	Proposed new 4 story school PS 097X, 90,823 sf	New Building
21	2316 Bruner Avenue	4-story horizontal addition to existing nursing home building; 65,222 sf; 120 units	Addition
22	1770 Stillwell Avenue	likely partial acquisition by MTA, as part of Penn Station Access	Acquisition; Metro-North Railroad
23	3250 Westchester Avenue	commercial and community facility building; 83,052 sf	New Building
24	2932 Wilkinson Avenue	New medical building, 11,468 sf	New Building
25	2040 McGraw Avenue	24 DUs; 19,960 sf	New Building
26	2035 Benedict Avenue	Renovation of apartments, 28,279 sf	Addition
27	2039 Westchester Avenue	19 DUs;12923 residential; 3,138 sf commercial; 2,994 sf community facility	New Building
28	Van Nest Avenue	likely acquisition by the MTA, as part of Penn Station Access	Acquisition; Metro-North Railroad
Rezoning Actions in the Project Vicinity			
A	Blondell Commons	Rezoning M1-1 to R7A/C2-4, MIH Area; ULURP# C 170438 ZMX; 225 parking spaces	Rezoning
B	1776 Eastchester Road - Montefiore Staff Housing	Rezoning M1-1 to R5, C4-2 and C4-2A; ULURP# C 170445 ZMX; DOB Job: 220664083; Permit has been issued, but no signs of construction; may be awaiting completion of Bronx Metro-North study	Rezoning

Table 2-4: Development Projects in the Future Without the Proposed Actions (cont.)

Map ID No.	Project Name/Address	Development Proposal Program	Development Type
C	1614 Williamsbridge Road	Rezoning R4 and R4A to R4-C2-2 and R4A/C2-2; ULURP# C 160332 ZMX	Rezoning
D	Lambert Houses Redevelopment Master Plan	Assigning an Urban Development Action Area to facilitate development: 1,665 affordable DUs, 61,100 sf retail; 10 parking spaces; ULURP# C 160286 HAX	Area Designation

Source: STV Incorporated, 2024.

Secondary Study Area

There are 16 known and anticipated developments in the secondary study area in the No-Action condition. These projects include transportation, residential, industrial, commercial, and community facility uses.

The Bronx Psychiatric Center Land Use Improvement Project is ongoing in the eastern portion of the secondary study area, in an area bounded by Hutchinson Metro Center to the north, Hutchinson River Parkway to the east, the southern portion of the Bronx Psychiatric Campus to the south, and Marconi Street to the west (Map ID #4). The project entails a redevelopment of 1500 Waters Place in Morris Park with approximately 1.2 million sf of commercial space for business, medical, or professional facilities; 100,000 sf of biotech/research space; 250,000 sf of accessory housing for those working or studying at an institution within the proposed project or the Hutchinson Metro Center; and 100,000 sf of college/trade school space. The Bronx Psychiatric Center Land Use Improvement Project will also develop 8.7 acres of open space (of which approximately 4.0 acres would be publicly accessible) and supporting amenities, 2,000 sf of community facility space, 40,000 sf of retail space, 124,300 sf of hotel use, 8,100 sf accessory amenity space and approximately 4,029 sf of accessory parking. The project will be built in two phases, with completion of Phase I expected in 2030. The project, when completed, will introduce approximately 7,489 non-residential users and 290 residents within the project site.

There are 15 additional developments in the secondary study area:

- 1682 Stillwell Avenue will be developed with a 30-unit homeless shelter with a community facility use on the first floor (Map ID #5);
- 1776 Eastchester Road will be developed with a 182-unit residential building (Map ID #6);
- 1312 Blondell Avenue will be developed with a mixed-use building with 228 dwelling units, 10,000 sf of commercial uses, and 2,000 sf of community facility use (Map ID #7);
- 1374 Blondell Avenue, which will be developed with a supportive housing facility with 18 units and 9,187 sf of parking (Map ID #8);
- 25 Westchester Square, an extension and third-floor addition to an existing two-story commercial building (Map ID #9);

- 2438 Lyvere Street will be developed with an eight-story, 46-unit residential building (Map ID #10);
- 2422-2426 Lyvere Street will be developed with a five-story, 32-unit residential building (Map ID #11);
- 1644-1646 Parker Street will be developed with a four-story mixed-use building with eight residential units and 2,996 sf of commercial uses (Map ID #12);
- 1601 Purdy Street will be developed with 166,906 sf of industrial/manufacturing use (storage) (Map ID #13);
- 1701 Purdy Street will be developed with an eight-story, 221-unit residential building (Map ID #14);
- 840 Morris Park Avenue is being developed with a three-story, 8,833-sf residential building (Map ID #15);
- 841A Morris Park Avenue is being developed with a three-story, eight-unit mixed-use building (Map ID #16);
- 1550 White Plains Road is being developed with a 39-unit residential building (Map ID #17);
- 1547 Leland Avenue is being developed with a new, 8,316-sf apartment building (Map ID #18); and
- 1846 Guerlain Street is being developed with a four-story, eight-unit residential building (Map ID #19).

Other Developments Outside of the Study Area

For the purposes of other analyses that have a larger study area, such as community facilities and open space, eight new commercial and residential developments are anticipated to occur within an area between a ¼ mile to a ½ mile outside of the primary study area.

- A new four-story, 90,823 sf school has been proposed at 2500 Fish Avenue (Map ID #20);
- 2316 Bruner Avenue will add four stories and 120 units to an existing nursing home (Map ID #21);
- 1770 Stillwell Avenue, which is currently occupied by the Cerebral Palsy School for Children and Adults and the ADAPT community, is expected to be partially acquired for actions related to the Penn Station Access project (Map ID #22);
- 3250 Westchester Avenue will be developed with a new 83,052-sf mixed-use commercial and community facility building (Map ID #23);
- 2932 Wilkinson Avenue will be developed into a new 11,468 sf medical building (Map ID #24);
- 2040 McGraw Avenue is being developed with a six-story, 24-unit residential building (Map ID #25);

- 28,279 sf of apartment renovations are expected at 2035 Benedict Avenue (Map ID #26);
- At 2039 Westchester Avenue, construction has begun for a new seven-story mixed-use building that will accommodate residential, commercial, and community facility uses (Map ID #27); and
- Block 3910 Lot 36, which is currently vacant, is expected to be acquired for actions related to the Penn Station Access project (Map ID #28).

Zoning

Primary Study Area

In the No-Action condition, no known changes to existing zoning designations are planned within the primary study area.

Secondary Study Area

In the No-Action condition, no known changes to existing zoning designations are planned within the secondary study area. However, four previous rezonings, identified in Table 2-4, "Development Projects in the Future Without the Proposed Actions," have been approved in the secondary study area within the last ten years: Blondell Commons (C 170438 ZMX), adopted in February 2019 to enable a new mixed-use building with affordable housing; 1776 Eastchester Road (C 170445 ZMX), adopted in October 2017 to facilitate new hospital staff dwellings; 1614 Williamsbridge Road (C 160332 ZMX), adopted in October 2016 to enable legalization of previously non-conforming commercial properties; and Lambert Houses Redevelopment Master plan (C 160286 HAX), adopted in 2016 to facilitate the Lambert Houses Redevelopment, a large-scale mixed-use and affordable housing development.

Public Policy

There are no anticipated changes to public policies affecting the primary or secondary study area.

THE FUTURE WITH THE PROPOSED ACTIONS (WITH-ACTION CONDITION)

As described in Chapter 1, "Project Description," the Proposed Actions include zoning map amendments, zoning text amendments, and City Map changes affecting an area comprising approximately 46 blocks along East Tremont Avenue, White Plains Road, Bronxdale Avenue, Eastchester Road, and Stillwell Avenue. This section describes the land use and zoning conditions that would result from the Proposed Actions by 2033 and evaluates their potential to cause significant adverse impacts related to land use and zoning, as well as their consistency with the applicable public policies described earlier in this chapter.

In the future with the Proposed Actions (the With-Action Condition), the Rezoning Area would be rezoned to allow new residential space, including affordable housing; a wider range of commercial and community facility uses to better serve existing and future residents; and a safer and more vibrant public realm. The changes would leverage new Metro-North transit service and planned and ongoing institutional projects, encourage a lively mixed-use community, and reflect the aspirations articulated during five years of public outreach by DCP and other stakeholders.

Metro-North will be opening new stations at locations that historically developed as marginal spaces typically occupied by auto-related uses. The future station areas at Morris Park and Parkchester/Van Nest are not suited for a future condition with projected daily pedestrian flows of 3,000 to 4,000 people arriving at and leaving each station area, nor are the land uses in place positioned to leverage this new service for new housing, retail, and jobs. The existing zoning does not permit density or uses consistent with a transit hub and jobs center, nor does it require new residential developments to provide affordable units.

The Proposed Actions would permit higher density on major streets, large sites, areas adjacent to large institutions, and areas near the new transit stations. One of the Proposed Actions would designate the Rezoning Area as an MIH area, ensuring that new developments would include permanently affordable housing. They include bulk regulations requiring new developments to use Quality Housing regulations for better urban design while allowing more needed housing and commercial space.

The Proposed Actions were designed to advance 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 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 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.
- Create special zoning rules to promote and incentivize public realm improvements, focused on creating a network of open space amenities and pedestrian circulation improvements near the future Morris Park and Parkchester/Van Nest stations.

Land Use

Primary Study Area

Table 2-5, "2033 RWCDS No-Action and With-Action Land Uses," summarizes the RWCDS for the 60 projected development sites compared to the No-Action condition. As indicated in the table, the total development expected to occur on projected development sites under the With-Action condition consists of approximately 9,635,263 sf of floor area, including 6,555,793 sf of residential floor area (7,713 DUs); 1,787,125 sf of commercial uses; 1,292,344 sf of community facility uses; 5,973 parking spaces; and a net reduction of 344,332 sf of industrial uses. The difference between the total built square footage in the No-Action and With-Action conditions would be approximately 9,165,272 sf.

The With-Action condition would accommodate an additional 6,906 housing units, of which 1,902 – 2,282 units (depending on which MIH option is used for construction) would be affordable. There has been little housing development in the Rezoning Area in recent years despite rising costs and high projected demand. Both institutions in the Morris Park station area and residents in the Parkchester/Van Nest station area expressed concern during outreach about the effects of low supply and restrictions on new residential development. The Proposed Actions would create opportunities for new housing along major corridors, including East Tremont Avenue, Bronxdale Avenue, and Eastchester Road. They would encourage more productive land uses in underutilized areas where residential uses are not permitted owing to outdated industrial zoning.

The Proposed Actions would enable an expansion of commercial activity in the Rezoning Area, especially near the planned Metro-North station at Morris Park. Higher-density commercial buildings and mixed-use buildings with multiple floors of commercial use would be permitted in appropriate areas near the future stations and along main corridors such as East Tremont Avenue and Eastchester Road. They would also strengthen existing commercial corridors. Many of the existing businesses on these corridors are currently auto-oriented uses that do not attract pedestrian activity or contribute to an inviting pedestrian environment. The auto-oriented uses encouraged by current zoning often encroach on limited sidewalk space, endangering pedestrians. The Proposed Actions allow for commercial uses that attract pedestrian activity and include provisions to activate the streetscape on key commercial corridors, making the area safer and more welcoming for residents and visitors, especially pedestrians, including those getting to and from the new Metro-North stations.

The changes in use that would be permitted in the primary study area by the Proposed Actions are consistent with the Bronx Metro-North Plan's goals of increasing residential and economic development near new transit stations; making access to those stations safe for everyone, including pedestrians; improving connections to and from the new stations; and encouraging new commercial uses consistent with a vibrant streetscape that better serve the needs of existing and future residents and visitors.

A further description of the Proposed Actions by neighborhood subarea follows.

Table 2-5: 2033 RWCDS No-Action and With-Action Land Uses

Land Use	No-Action Condition	With-Action Condition	No-Action to With-Action Increment
Residential			
Total Residential ***(of which affordable units)***	***243,887 gsf*** ***239 units*** *214,147 zsf*	***7,291,654 gsf*** ***7,713 units*** ***(1,902 – 2,282)*** *6,555,793 zsf*	***7,047,767 gsf*** ***7,474 units*** ***(1,902 – 2,282)*** *6,341,646 zsf*
Commercial			
Local Retail	336,343 gsf	638,579 gsf	302,236 gsf
Office	361,715 gsf	216,019 gsf	-145,696 gsf
Life Sciences	0 gsf	1,620,625 gsf	1,620,625 gsf
Garage	415,592 gsf	0 sf	-415,592 gsf
Storage	129,600 gsf	0 sf	-129,600 gsf
Total Commercial	***1,243,250 gsf*** *1,059,827 zsf*	***2,475,223 gsf*** *1,787,125 zsf*	***1,231,973 gsf*** *727,298 zsf*
Industrial			
Warehouse	260,352 gsf	0 sf	-260,352 gsf
Auto-Related	93,633 gsf	0 sf	-93,633 gsf
Manufacturing	51,112 gsf	0 sf	-51,112 gsf
Total Industrial	***405,096 gsf*** *344,332 zsf*	***0 gsf*** *0 zsf*	***-405,096 gsf*** *-344,332 zsf*
Community Facility			
Medical Office	221,577 gsf	1,301,789 gsf	1,080,212gsf
House of Worship	8,200 sf	34,611 gsf	26,411 gsf
Total ***Community Facility***	***229,777 gsf*** *199,579 zsf*	***1,520,405 gsf*** *1,292,344 zsf*	***1,290,628 gsf*** *1,092,765 zsf*
Total Floor Area	***2,122,010 gsf*** *1,817,885 zsf*	***11,287,282 gsf*** *9,635,263 zsf*	***9,165,272 gsf*** *7,817,378 zsf*
Parking			
Parking Spaces	*2,208 spaces*	*5,973 spaces*	*3,765 spaces*
Population			
Residents	637	20,986	20,349
Workers	3,189	13,239	10,050
Note: Numbers may not add up due to rounding.			

Source: New York City Department of City Planning, 2024.

Indian Village

As presented in Table 2-6a, "No-Action to With-Action Incremental Change in Land Use – Indian Village," the Proposed Actions would permit 70,744 sf of community facilities uses, and a net decrease of 5,166 sf of commercial uses, in total 65,578 sf of development. The Proposed Actions would encourage economic development adjacent to future Metro-North stations. Therefore, the changes in use that would be permitted in Indian Village by the Proposed Actions are consistent with the Bronx Metro-North Plan's goals of increasing residential and economic development near new transit stations, and there would be no significant adverse impact related to land use in Indian Village.

Table 2-6a: No-Action to With-Action Incremental Change in Land Use – Indian Village

Land Use	Incremental Change
Total Residential	0 sf 0 units
Total Commercial	-5,166 sf
Total Industrial	0 sf
Total Community Facilities	70,744 sf
Total Floor Area	65,578 sf

Source: NYCDCP, 2023; STV Incorporated, 2024.

Morris Park

As presented in Table 2-6b, "No-Action to With-Action Incremental Change in Land Use – Morris Park," the Proposed Actions would permit an additional 2,710,756 sf of residential uses, 950,238 sf of commercial uses, 128,460 sf of community facilities uses, and a net decrease of 156,187 sf of industrial uses, in total 3,633,266 sf of new development. The Proposed Actions would encourage more productive land uses in this underutilized corridor where residential uses are not permitted owing to outdated industrial zoning, and encourage residential development adjacent to future Metro-North stations, increasing residential density near major transit centers. Therefore, the changes in use that would be permitted in Morris Park by the Proposed Actions are consistent with the Bronx Metro-North Plan's goals of increasing residential development near new transit stations, and there would be no significant adverse impact related to land use in Morris Park.

Table 2-6b: No-Action to With-Action Incremental Change in Land Use – Morris Park

Land Use	Incremental Change
Total Residential	2,710,756 sf 2,868 units (718 affordable)
Total Commercial	950,238 sf
Total Industrial	-156,187 sf
Total Community Facilities	128,460 sf
Total Floor Area	3,633,266 sf

Source: NYCDCP, 2023; STV Incorporated, 2024.

Westchester Square

As presented in Table 2-6c, "No-Action to With-Action Incremental Change in Land Use – Westchester Square," the Proposed Actions would permit an additional 750,214 sf of residential uses and 759,938 sf of community facilities and a net decrease of 95,469 sf of commercial uses and 7,706 sf of industrial uses, in total 1,406,976 sf of new development. The Proposed Actions would encourage residential and economic development adjacent to future Metro-North stations. Further, the mix of residential and commercial development would be appropriate and contextual for Westchester Square, which contains an existing mix of residential and commercial land uses. Therefore, the changes in use that would be permitted in Van Nest by the Proposed Actions are consistent with the Bronx Metro-North Plan's goals of increasing residential and economic development near new transit stations, and there would be no significant adverse impact related to land use in Van Nest.

Table 2-6c: No-Action to With-Action Incremental Change in Land Use – Westchester Square

Land Use	Incremental Change
Total Residential	750,214 sf 798 units (195 affordable)
Total Commercial	-95,469 sf
Total Industrial	-7,706 sf
Total Community Facilities	759,938 sf
Total Floor Area	1,406,976 sf

Source: NYCDCP, 2023; STV Incorporated, 2024.

Hutchinson Metro Center

As presented in Table 2-6d, "No-Action to With-Action Incremental Change in Land Use – Hutchinson Metro Center," the Proposed Actions would permit 774,087 sf of commercial uses and 201,653 sf of community facilities uses, for a total of 975,740 sf of new development. No new residential uses would be permitted. The Proposed Actions would encourage economic development adjacent to future Metro-North stations. Therefore, the changes in use that would be permitted in Hutchinson Metro Center by the Proposed Actions are consistent with the Bronx Metro-North Plan's goals of increasing economic development near new transit stations, and there would be no significant adverse impact related to land use in Hutchinson Metro Center.

Table 2-6d: No-Action to With-Action Incremental Change in Land Use – Hutchinson Metro Center

Land Use	Incremental Change
Total Residential	0 sf 0 units
Total Commercial	774,087 sf
Total Industrial	0 sf
Total Community Facilities	201,653 sf
Total Floor Area	975,740 sf

Source: NYCDCP, 2023; STV Incorporated, 2024.

Parkchester

As presented in Table 2-6e, "No-Action to With-Action Incremental Change in Land Use – Parkchester," the Proposed Actions would permit an additional 941,976 sf of residential uses, a net decrease of 387,272 sf of commercial uses, and a net decrease of 5,882 sf of industrial uses, for a potential total of 548,822 sf of new development. The Proposed Actions would encourage residential development adjacent to future Metro-North stations. Additionally, residential development would take place in the existing high-density residential neighborhood of Parkchester. Therefore, the changes in use that would be permitted in Parkchester by the Proposed Actions are consistent with the Bronx Metro-North Plan's goals of increasing residential development near new transit stations, and there would be no significant adverse impact related to land use in Parkchester.

Table 2-6e: No-Action to With-Action Incremental Change in Land Use – Parkchester

Land Use	Incremental Change
Total Residential	941,976 sf 1,001 units (275 affordable)
Total Commercial	-387,272 sf
Total Industrial	-5,882 sf
Total Community Facilities	0 sf
Total Floor Area	548,822 sf

Source: NYCDCP, 2023; STV Incorporated, 2024.

Van Nest

As presented in Table 2-6f, "No-Action to With-Action Incremental Change in Land Use – Van Nest," the Proposed Actions would permit an additional 2,337,817 sf of residential uses and 120,000 sf of community facilities, and a net decrease of 7,556 sf of commercial uses and 223,909 sf of industrial uses, in total 2,226,352 sf of new development. The Proposed Actions would encourage residential development adjacent to future Metro-North stations. Further, this residential development would be sited adjacent to the predominantly residential neighborhood of Van Nest, thereby encouraging for contextual residential development. Therefore, the changes in use that would be permitted in Van Nest by the Proposed Actions are consistent with the Bronx Metro-North Plan's goals of increasing residential development near new transit stations, and there would be no significant adverse impact related to land use in Van Nest.

Table 2-6f: No-Action to With-Action Incremental Change in Land Use – Van Nest

Land Use	Incremental Change
Total Residential	2,337,817 sf 2,481 units (632 affordable)
Total Commercial	-7,556 sf
Total Industrial	-223,909 sf
Total Community Facilities	120,000 sf
Total Floor Area	2,226,352 sf

Source: NYCDCP, 2023; STV Incorporated, 2024.

Park Versailles

As presented in Table 2-6g, "No-Action to With-Action Incremental Change in Land Use – Park Versailles," the Proposed Actions would permit an additional 307,003 sf of residential uses, 3,111 sf of commercial uses, 9,834 sf of community facilities uses, and a net decrease of 11,412 sf of industrial uses, in total 308,535 sf of new development. The Proposed Actions would encourage residential development adjacent to future Metro-North stations. New residential development would be concentrated in existing residential neighborhoods. Therefore, the changes in use that would be permitted in Park Versailles by the Proposed Actions are consistent with the Bronx Metro-North Plan's goals of increasing residential development near new transit stations, and there would be no significant adverse impact related to land use in Park Versailles.

Table 2-6g: No-Action to With-Action Incremental Change in Land Use – Park Versailles

Land Use	Incremental Change
Total Residential	307,003 sf 325 units (81 affordable)
Total Commercial	3,111 sf
Total Industrial	-11,412 sf
Total Community Facilities	9,834 sf
Total Floor Area	308,535 sf

Source: NYCDCP, 2023; STV Incorporated, 2024.

Secondary Study Area

The Proposed Actions are not expected to affect land use patterns in the secondary study area, which is mostly residential and more built-out. Expected medium-density residential uses resulting from the Proposed Actions within the primary study area are compatible with the residential uses in the secondary study area. The Proposed Actions would also encourage the development of community facility and commercial uses that would support the needs of the surrounding neighborhoods.

Conclusion

As described above, the new land uses allowed under the Proposed Actions would not result in significant adverse land use impacts in the primary or secondary study areas. The new uses would be compatible with, and supportive of, existing and planned uses in the study areas and the overall increase in residential, commercial, and community facility uses would advance important Citywide objectives related to housing and economic development. The Proposed Actions would allow a wider range of commercial uses, including retail uses such as supermarkets, and they would eliminate the outdated use restrictions imposed by existing industrial zoning districts – currently, most new residential uses and many community facility uses are limited.

Therefore, the Proposed Actions would not result in any adverse land use impacts in the primary or secondary study areas.

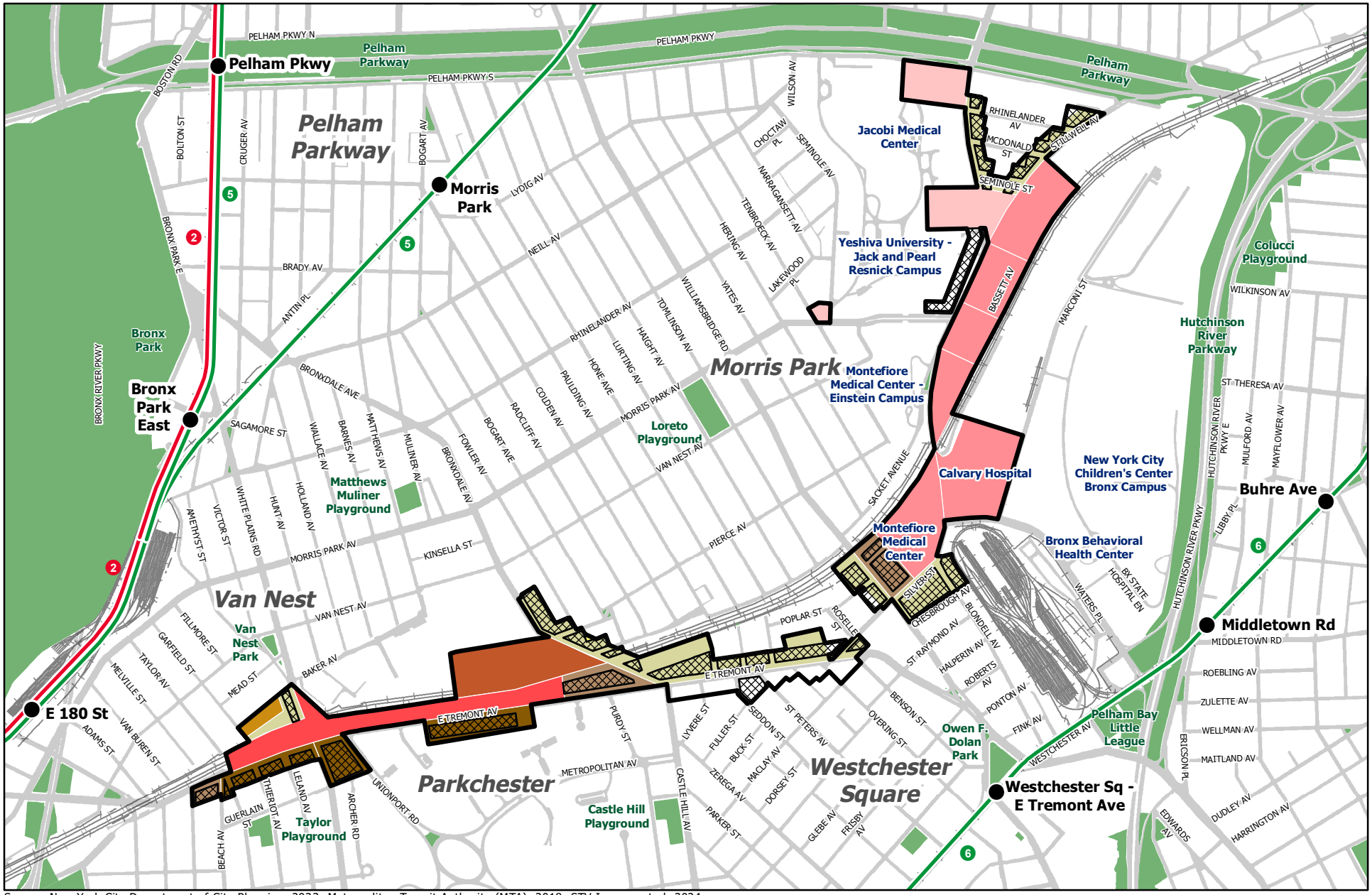
Zoning

Primary Study Area

The primary study area is largely coterminous with the Rezoning Area. Zoning changes under the Proposed Actions are presented on Figure 2-9, “Proposed Zoning,” and Figure 2-10, “Proposed Mandatory Inclusionary Housing (MIH) Area," and listed in Table 2-7, “Proposed Primary Study Area Zoning Districts.”

Proposed Zoning Map Changes

The proposed rezoning would replace 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. The proposed rezoning would also establish a new Special Eastchester - East Tremont Corridor District and modify the boundaries of the existing Parkchester Special Planned Community Preservation District.



Source: New York City Department of City Planning, 2023; Metropolitan Transit Authority (MTA), 2018; STV Incorporated, 2024.

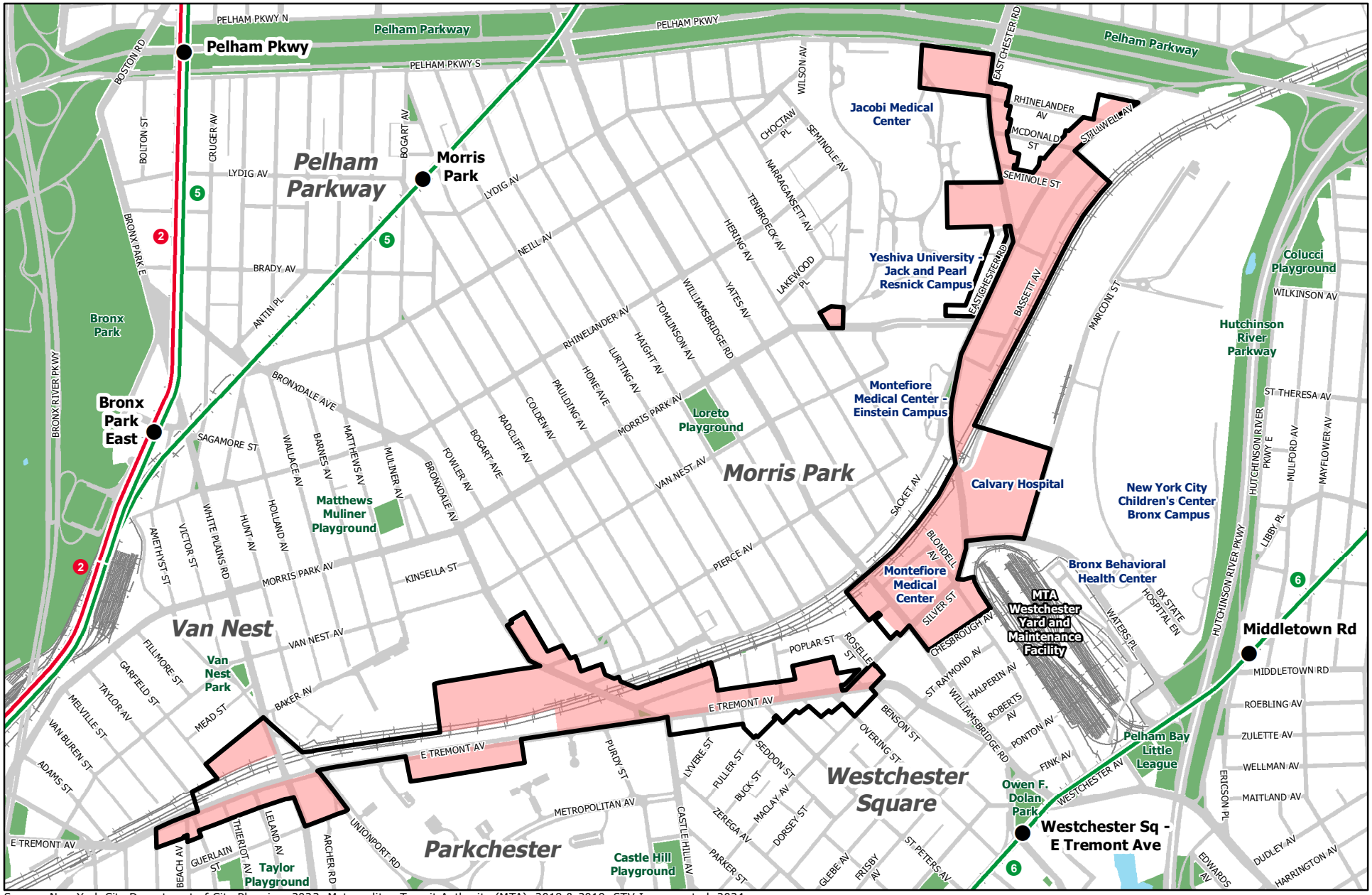
Primary Study Area/ Affected Area
C2-4 Overlay
C4-3
C4-4
C8-2
R4
R6-1
R6A
R7-2
R8X
M1-1A/R7-3

Note: A Special District, largely coterminous with the Affected Area, will be created which will modify some of the underlying zoning districts. The special district would not be mapped on Projected Development 60 (Block 4203, Lots 75, 81, and 82). The proposed R6A, R6-1, R7-2, R8X, C4-3, and C4-4 zoning districts will be mapped as Mandatory Inclusionary Housing (MIH) Areas.

Bronx Metro-North Station Study

Figure 2-9

PROPOSED ZONING



Source: New York City Department of City Planning, 2023; Metropolitan Transit Authority (MTA), 2018 & 2019; STV Incorporated, 2024.

N

0 0.25 0.5 Mile

Primary Study Area/Affected Area

Mandatory Inclusionary Housing

Figure 2-10

PROPOSED MANDATORY INCLUSIONARY HOUSING (MIH) AREA

Table 2-7: Proposed Primary Study Area Zoning Districts

Name	Definition/General Use	Maximum FAR under MIH program
Residence Districts		
R4	R4 non-contextual districts are low-density residence districts that allow residential uses of all types and community facility uses. The maximum residential building height is 35 feet. A minimum 10-foot front yard is required and side yards between zero and eight feet are required, depending on building type.	R: 0.75,0.9 C: 0.0 CF: 2.0 M: 0.0
R6-1	R6-1 districts promote Quality Housing buildings with similar regulations to other R6 districts on wide streets under the MIH program. Different building setbacks are required depending on street width, and the district requires a 30-feet rear yard for residential parts of any building.	R: 3.60 C: 0.0 CF: 4.80 M: 0.0
R6A	R6A districts are contextual districts that produce high lot coverage, six- or seven-story apartment buildings near the street line. They allow all types of residential uses and area designed to produce Quality Housing buildings.	R: 3.0, 3.60; C: 0.0; CF: 3.00; M: 0.0
R7-2	R7-2 is a medium-density district allowing community facility uses and all types of residential uses. Requires a 30-feet rear yard for residential parts of any building. There is a 15 percent requirement for income-restricted housing units.	R: 4.60 C: 0.0 CF: 6.50 M: 0.0
R8X	R8X is a high-density contextual district allowing all residential uses as well as community facility uses. Off-street parking is required for 40 percent of the dwelling units in the building and a 12 percent requirement for income-restricted housing is present.	R: 7.20 C: 0.0 CF: 6.00 M: 0.0
Commercial Districts		
C8-2	C8-2 commercial districts are generally mapped along major traffic arteries and provides for general commercial uses including automotive and other heavy commercial services and community facility uses.	R: C: 2.00 CF: 4.80 M: 0.0
C4-3	C4-3 is a medium-density district that allows a range of commercial uses as well as community facility and residential uses. C4-3 districts permit, as-of-right, retail, and commercial uses in Use Groups 6, 8, 9, 10, and 12.	R: C: 3.40 CF:4.80 M: 0.0
C4-4	C4-4 is a medium-density commercial district that allow commercial, residential, and community facility uses. C4-4 districts permit, as-of-right, retail, and commercial uses in Use Groups 5, 6, 8, 9, 10, and 12.	R: C:3.40 CF:6.50 M: 0.0
C2-4 (overlay)	C2 commercial overlays are mapped within residence districts along streets serving local retail needs. In mixed use buildings, commercial uses are limited to one or two floors and must always be located below the residential uses. C2 commercial overlay districts permit a slightly wider range of uses than C1 districts.	R and CF: Same as underlying R district C: 1.0 for R1-R5, 2.0 for R6-R10 M: 0.0

Table 2-7: Proposed Primary Study Area Zoning Districts (cont.)

Name	Definition/General Use	Maximum FAR under MIH program
Paired Districts		
M1-1A/ R7-3	The proposed M1-1A/R7-3 district would be mapped in a MIH area. The paired district would permit residential uses of all types up to a maximum FAR of 6.0, commercial and manufacturing uses up to a maximum FAR of 2.0, 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. Additional use and bulk provisions for commercial or manufacturing uses, and modifications to community facility bulk regulations, would be established by the special purpose district.	R: 6.0 CF: 5.0
Special Purpose Districts		
	Special Eastchester - East Tremont Corridor District	N/A
	Parkchester Special Planned Community Preservation District	N/A

Source: New York City Department of City Planning, 2023.

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 frontages 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 units (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 was 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 MIH 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 be mapped in a MIH area. The paired district would permit residential uses of all types up to a maximum FAR of 6.0, commercial and manufacturing uses up to maximum FAR of 2.0, and community facility uses up to a maximum FAR of 5.0. Under such a 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.

~~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 ten 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 New York City Police Department 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)*

A 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 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 1,000 square feet of floor area.

Proposed C8-2 *(Existing C8-1 and M1-1)*

A 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 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 standalone commercial buildings to a maximum FAR of 2.0 and on the ground floor of mixed-use buildings. C2-4 overlays allow uses listed in Use Groups 1-9 and 14, which include 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 Affected 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 special district to facilitate active uses, the development of new housing, including affordable housing, near the future Parkchester/Van Nest station, and better connect the wider community to the special district. Most of the existing special district is characterized by 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 area subject to this zoning map amendment 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 area subject to this zoning map amendment 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 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 area subject to this zoning map amendment 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 this area are notably different in terms of height, building massing, and their orientation toward East Tremont Avenue as a busy thoroughfare. Therefore, this area's built form is notably different from the ensemble of buildings that is central to the Parkchester Special Planned Community Preservation District's character, which the preservation district seeks to preserve. The Special Eastchester – East Tremont Corridor District would be mapped across this 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 Proposed Actions include amendments to the New York City ZR. They would establish the Special Eastchester - East Tremont Corridor District; designate a new MIH area; modify ZR 103-10 to remove language applying to C8-4 districts mapped in Special Planned Community Preservation Districts; establish a new R6-1 non-contextual medium-density zoning district~~; establish a new M1-1A district~~; and modify the boundaries of Transit Zone 2 in Bronx Community District 11.

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 Affected 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 recreational, 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 an 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 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 as follows:

- ~~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, 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 and the ~~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 but 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 Affected Area.

Furthermore, 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 number 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 regulations, 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 discretionary 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 on wide streets in an R6 district 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 maximum lot coverage of 65 percent. The proposed 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 dwelling units (25 percent 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 designated 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 designated MIH areas. The program requires permanently affordable housing set-asides for all developments over ten units or 12,500 zoning square feet within 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 ten 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 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.

Secondary Study Area

The new zoning districts that would be introduced with the Proposed Actions would be compatible with existing zoning and land use patterns in the secondary study area. The density of the proposed zoning districts account for the context of the surrounding secondary study area, allowing for gradual increases in residential density.

As shown on Figure 2-9, "Proposed Zoning," high-density R8, R7-2, and R7-2 districts are strategically mapped along East Tremont Avenue near existing M1-1, R5, and R6 districts in the secondary study area, including the Parkchester Special Planned Community Preservation District. Similarly, medium-density R6A and R6-1 zoning districts would be mapped near areas with a notable presence of R4 districts in the secondary study area. This consideration of residential context in the secondary study area would allow

for a gradual increase in permitted zoning density in areas most suited to high-density and medium-density residential development.

Similarly, proposed commercial zoning districts would be scaled to their surrounding context in the secondary study area. Medium-density C4-3 and C4-4 commercial districts would be mapped in the northern portion of the primary study area near areas with a notable presence of R4 and C4-2 districts in the secondary study area. By taking into account the surrounding densities and contexts in the secondary study area, the Proposed Actions would allow for zoning that allows for appropriate levels of commercial in the vicinity of future, highly trafficked Metro-North stations, while also working within the existing contexts of the secondary study area. A C8-2 commercial district would be mapped along a section of East Tremont Avenue, which consists of shallow lots abutting the Amtrak Hell Gate rail line, in the vicinity of existing M1-1, R5, and R6 districts.

Further, the proposed zoning changes would be compatible with the residential and institutional character of the built environment in the surrounding secondary study area. Economic growth in this part of the Bronx has mostly been associated with the large institutional campuses near the future Morris Park station but in the secondary study area. This growth was facilitated in part through zoning overrides provided to Empire State Development Corporation projects; growth expected from the Proposed Actions would be consistent with, and serve, these developments.

Given that the Proposed Actions would facilitate gradual and contextual increases in residential and commercial densities, would advance the development of main corridors in the primary study area to support the needs of the surrounding neighborhoods, and would be consistent with the general growth trends in the surrounding area, the Proposed Actions would not result in any significant adverse impacts related to zoning in the secondary study area.

Conclusion

The Proposed Actions would not result in significant adverse zoning impacts. The zoning changes introduced by the Proposed Actions would be consistent with the City's land use, zoning, and public policy objectives for the area. The Proposed Actions would support the stated goals of the Bronx Metro-North Station Area Study, creating increased capacity for permanently affordable housing, retail opportunities, and jobs.

As described previously in this chapter and in Chapter 1, "Project Description," the existing zoning in the primary study area does not permit the full range of uses to fulfill the vision of the Bronx Metro-North Station Area Study. Residential development is currently not permitted in key locations along main corridors and areas that that can accommodate growth and density, and commercial and retail development is limited in many parts of the primary study area. The zoning map and zoning text amendments reflect existing land use trends in the Rezoning Area, including new transit, and would address neighborhood and Citywide planning needs, including access to housing and jobs, affordable housing development, economic development, and better connectivity for all transportation modes. They would remove the barriers to development presented by obsolete industrial zoning.

Establishing and mapping a new Special Eastchester - East Tremont Corridor District would facilitate the growth of housing and employment centers around new transit stations and encourage a broader range

of services and amenities for residents, workers, and visitors; promote a lively and attractive streetscape around new transit stations and along major transportation corridors; and create a cohesive pedestrian and public realm network to better connect future developments with the new stations and surrounding neighborhoods.

Therefore, there would be no significant adverse zoning impacts from the Proposed Actions.

Public Policy

No changes to the applicable primary or secondary study area public policies are proposed as part of the Proposed Actions. The consistency of the Proposed Actions on the applicable primary and secondary study area public policies are discussed below.

Business Improvement Districts

The Proposed Actions would support the goals of the Westchester Square and Morris Park BIDs within the primary and secondary study area and, more broadly, the Castle Hill BID just beyond the border of the secondary study area, by expanding permitted commercial uses. This change would increase flexibility for business owners and promote active ground-floor uses, which would enhance the pedestrian experience in the primary study area.

Waterfront Revitalization Program (WRP)

Portions of the primary study area are located within the coastal zone, 100-year flood zone, and 500-year flood zone and will therefore require review by CPC, in its capacity as the City Coastal Commission, to determine whether the Proposed Actions are consistent with WRP policies (See Appendix C). As discussed in the WRP assessment, the Proposed Actions are consistent with the City's WRP policies and would promote several policies affecting the waterfront, including supporting commercial and residential development in areas well-suited to such development; minimizing loss of life, structures, infrastructure, and natural resources caused by flooding and erosion; and increasing resilience to future flood events.

Zoning for Coastal Flood Resiliency

A small portion of the study area in the vicinity of Calvary Hospital and the Hutchinson Metro Center, as well as northeastern portion of the secondary study area in the vicinity of MTA Westchester Yard and Maintenance Facility, Bronx Behavioral Health Center, and New York City Children's Center Bronx Campus are located within areas subject to Zoning for Coastal Flood Resiliency, which includes new zoning regulations meant to encourage the construction and development of more flood-resilient buildings. With new development expected in the area as a result of the project, development opportunities will be presented where these zoning regulations can be adopted, thereby increasing the resiliency and sustainability in the area. As such, the Proposed Actions would provide opportunities for new zoning regulations to be incorporated into new building design, thereby supporting the goals of Zoning for Coastal Flood Resiliency into the primary study area.

Housing New York

The Proposed Actions support the goals of *Housing New York* by facilitating affordable housing on underused sites. *Housing New York* requests that neighborhood studies be undertaken in communities across the five boroughs that offer opportunities for new affordable housing. The new development

permitted by the Proposed Actions could result in a substantial increase of dwelling units for a range of incomes, including approximately 1,700 to 2,040 affordable housing units.

Vision Zero

The Proposed Actions support the objectives of Vision Zero by encouraging a pedestrian-friendly environment, including a widening of Marconi Street and the creation of a pedestrian plaza near the anticipated Morris Park Metro-North station. The altered zoning which would permit a wider range of commercial services would also improve the pedestrian experience in the primary study area.

OneNYC and PlaNYC

The Proposed Actions would support the *OneNYC* initiative by facilitating new affordable housing and pedestrian safety and transportation access improvements for area residents. New buildings would also be required to follow sustainability-related regulations such as Local Laws 92, 94, and 97, therefore supporting the policy's goal to transition into a carbon-neutral New York City by 2050.

Similarly, the Proposed Actions would support *PlaNYC: Getting Sustainability Done* by facilitating the construction of lower-carbon affordable housing, as new housing built in the primary study area will be required to comply with Local Law 97. They will also support the policy's goal of increasing access to quality green spaces in environmental justice communities by mapping new green spaces and plazas near the future Metro-North stations. Finally, the Proposed Actions will support the policy's goal of increased public transit ridership by permitting increased residential density in the immediate vicinity of two new Metro-North stations.

New York City Food Retail Expansion to Support Health Program

The Proposed Actions would support the creation of ground-floor commercial spaces and, in conjunction with the available FRESH incentives, would provide opportunities for new local grocery stores.

Parkchester Special Planned Community Preservation District

The Proposed Actions would modify the boundaries of the Parkchester Special Planned Community Preservation District at its northern border. This part of the district would be rezoned from C8-4 to R8/C2-4 to promote new mixed-use residential development. The area that would be removed from the special preservation district is notably different from the ensemble of buildings that is central to the Parkchester Special Planned Community Preservation District's character which the preservation district seeks to preserve.

New York Works

The Proposed Actions would facilitate the redevelopment of a primarily industrial corridor with mixed-use development that would support new affordable housing and job-generating land uses. Notably, in the area surrounding the new Morris Park Metro-North station, the Proposed Actions would increase the number of permitted job-generating uses in commercial districts by encouraging commercial office, medical office, healthcare, and life sciences growth. They would allow the development of neighborhood and commuter-serving retail, as well as community facilities, on larger opportunity sites. As such, the Proposed Actions would support the goals and objectives of New York Works.

NYC Local Law 97

Although not applicable to current buildings in the area, much of the new construction enabled by the rezoning would be required to comply with this law. Because this project would promote development of large residential buildings, it is reasonable to assume these buildings would be subject to NYC Local Law 97.

NYC Local Law 92 and 94

Although current buildings are not affected by this policy (unless major construction of their rooftops is anticipated), new construction permitted by the Proposed Actions would be required to adhere to these regulations.

Get Stuff Built

The Proposed Actions would introduce approximately 7,713 new units of housing, approximately 1,902 to 2,282 units of which would be affordable. If the recommendations of *Get Stuff Built* are implemented, the potential and projected development expected with the Proposed Actions may benefit from these policy changes, thereby allowing for expedited development of affordable housing, furthering the City's overall goal.

City of Yes

The Proposed Actions would allow for housing growth with permanently affordable housing and retail in appropriate locations near new Metro-North stations. With the passage of the zoning text amendments proposed with the City of Yes, the developments generated by the Proposed Actions would be able to take advantage of expanded opportunities to move toward carbon neutrality, such as the implementation of high-performance construction and energy efficiency standards, solar panels, and/or electric vehicle charging stations. The Proposed Actions would also create new economic opportunities by fostering new and expanded commercial development, particularly by increasing 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. Lastly, the Proposed Actions would expand and diversify the City's housing supply by permitting approximately 7,713 new units of housing, approximately 1,902 to 2,282 units of which would be affordable. Therefore, the Proposed Actions would be consistent with the goals of the City of Yes.