2 LAND USE, ZONING, AND PUBLIC POLICY

2.1 Introduction

Per 2021 *CEQR Technical Manual* guidelines, a land use assessment identifies the uses and development trends in the area that may be affected by a proposed project, and determines whether a proposed project is compatible with land use conditions or may affect development trends. Similarly, the analysis considers the project's compliance with, and effect on, the area's zoning and other applicable public policies.

The Applicant, Westfarms Realty LLC and 1480 Sheridan Realty LLC, seek approval of a series of discretionary land use actions from the City Planning Commission (CPC) that would enable the Proposed Development. Specifically, the Applicant seeks a zoning map amendment, a zoning text amendment, zoning authorization(s), and (ministerial) waterfront zoning certifications from the CPC. Discretionary financing is also being sought for affordable housing form the New York City Department of Housing Preservation and Development (HPD), as well as waterfront actions from the New York State Department of Environmental Conservation (NYSDEC) and the US Army Corps of Engineers (USACE). As such, the NYC Department of City Planning (DCP) – acting as the CEQR Lead Agency on behalf of the CPC – is conducting a coordinated review with the NYC Department of Housing Preservation and Development (HPD), NYSDEC, and USACE.

The RWCDS for this project established that the With-Action Condition would result in two projected development sites and one potential development site on Bronx Block 3017. Projected Development Site 1 (1460 Sheridan Boulevard – Lot 74) would be developed with approximately 263,862 gross square feet (gsf) of floor area, comprised of 258,862 gsf of residential space and 5,000 gsf of commercial space. Projected Development Site 2 (1480 Sheridan Boulevard – Lot 29) would total approximately 602,155 gsf of floor area, comprised of 565,926 gsf of residential space, 16,229 gsf of retail space, and 20,000 sf of accessory parking. Potential Development Site A (1440 Sheridan Boulevard, Lots 60, 65, and 68), which is not owned by the Applicant, would total

approximately 380,025 gsf, comprised of 349,422 gsf of residential space, 3,493 gsf of ground floor retail, and 27,110 gsf of accessory parking.

2.2 Principal Conclusions

Land Use and Zoning

Proposed Actions would not result in significant adverse impacts on land use or zoning. The Proposed Rezoning Area is bound by Starlight Park to the north, the Bronx River and the Amtrak right-of-way to the east, a line 300 feet north of Westchester Avenue to the south, and the centerline of Sheridan Boulevard to the west. The Proposed Actions include a series of discretionary land use actions, including a zoning map amendment, zoning text amendment, ~~a waterfront~~ zoning authorization(s), and (ministerial) waterfront zoning certifications. The Applicant is also seeking~~, and~~ discretionary financing for affordable housing from HPD. The Proposed Actions would establish a new R7-3/C2-4 zoning district in the Crotona Park East neighborhood, allowing for greater flexibility to develop residential, community facility, and commercial uses in the Proposed Rezoning Area. The Proposed Actions would require waterfront public access areas in new developments in the Proposed Rezoning Area pursuant to Section 62-50 of the New York City Zoning Resolution (ZR). The underlying visual corridor requirements of ZR Section 62-511 would be modified at Projected Development Site 2 by a CPC authorization pursuant to ZR Section 62-822. The Proposed Actions would create new public open space including a shore public walkway along the Bronx River and additional open space with waterfront access. The design, construction, and maintenance of the proposed open spaces on the Applicant's sites would be the responsibility of the Applicant. Additionally, the Proposed Actions would establish the Proposed Rezoning Area as an MIH area, which would require a minimum of 20 percent of new housing units in qualifying developments within the Proposed Rezoning Area to be permanently affordable units. The Applicant is seeking discretionary funding from HPD to enable all residential units on Projected Development Sites 1 and 2 to be affordable units.

Collectively, the Proposed Actions would facilitate additional residential and commercial floor area in the Proposed Rezoning Area, and would reduce industrial and parking uses over the No-Action Condition. The proposed land uses are already found within the Study Area, which contains R6- through R8-equivalent zoning districts. Accordingly, the Proposed Actions would not result in a significant adverse land use or zoning impact, and no further analysis is warranted.

Public Policy

The Proposed Actions would not result in a significant adverse public policy impact, and would not have the potential to conflict with citywide public policies. The actions would support the goals of: *OneNYC 2050; Housing New York 2.0; Rebuild, Renew, Reinvent: A Blueprint for New York City's Economic Recovery; Where We Live NYC*; FRESH; and the NYC Waterfront Revitalization Program (WRP). The Proposed Actions would also support localized planning policies such as the *Southern Boulevard Neighborhood Study*, and the *Sheridan Expressway-Hunts Point Land Use and Transportation Study* by facilitating new affordable housing opportunities and improving connections to the Bronx River waterfront. The Proposed Actions would not conflict with applicable public policy and would not result in a significant adverse public policy impact.

Accordingly, the Proposed Actions would not result in a significant adverse public policy impact, and no further analysis is warranted.

2.3 Methodology

The Proposed Actions are discretionary land use actions, meaning agencies may exercise discretion when considering whether to approve an action; therefore, per the *CEQR Technical Manual*, a land use and zoning assessment is warranted. A public policy assessment was also prepared to determine the potential for the Proposed Actions to alter or conflict with applicable public policies. The land use, zoning, and public policy assessment in this chapter:

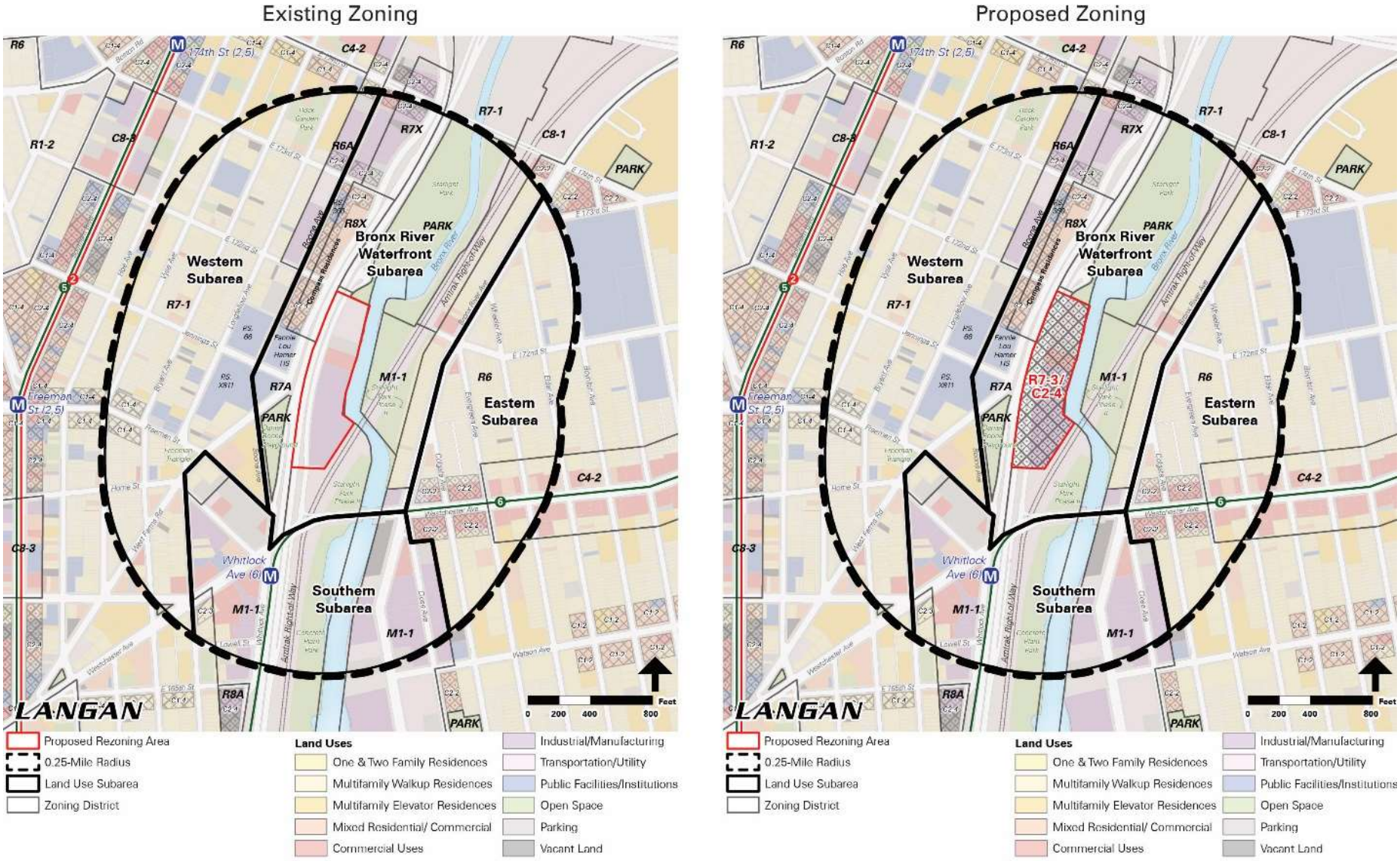
1. Describes land uses and development trends in the area that could potentially be affected by the Proposed Actions;
2. Describes zoning and public policies that guide development; and
3. Determines whether the Proposed Actions are compatible with those conditions and policies and whether the Proposed Actions have the potential to adversely affect them.

Study Area

The study area for a land use, zoning, and public policy assessment is the area in which a project would have the ability to generate land use change. The *CEQR Technical Manual* states that the appropriate study area for land use and zoning is related to the type and size of a project proposed, as well as the location and neighborhood context of the area that could be affected. Suggested study areas range from the area within 400-feet to a 0.5-mile radius of the affected area. This assessment considers the effects of the Proposed Actions on the Proposed Rezoning Area and within one-quarter mile (approximately 1,320 feet) of the Proposed Rezoning Area. As shown in Figure 2-1, the Study Area is generally bound by the Elder Avenue to the east, Concrete Plant Park and the Amtrak right-of-way to the south, Bryant Avenue to the west, and East 174th Street to the north. The Study Area is comprised of four subareas:

- The Bronx River Waterfront Subarea, which is generally bound by Starlight Park and East 174th Street to the north, Bronx River Avenue to the east, the IRT No. 6 Subway Truss Bridge and Westchester Avenue Bridge to the south, and Boone Avenue to the west. The Proposed Rezoning Area is located within the Bronx River Waterfront Subarea.
- The Western Subarea, which is generally bound by East 174th Street to the north, Boone Avenue to the east, Westchester Avenue to the south, and Bryant Avenue to the west.
- The Southern Subarea, which is generally bound by generally bound by Close Avenue to the east, Watson Avenue to the south, Whitlock Avenue to the west, and Freeman Street and Westchester Avenue to the north.
- The Eastern Subarea, which is generally bound by East 173rd Street to the north, Elder Avenue to the east, Watson Avenue to the south, and Bronx River Avenue to the west.

Figure 2-1: Land Use and Zoning Map



Data Sources

Information for this land use, zoning, and public policy assessment was obtained from the MapPLUTO dataset published by the NYC Department of City Planning (DCP), the Zoning and Land Use Application (ZoLa) maintained by DCP, the Zoning Application Portal (ZAP) maintained by DCP, and the Building Information System (BIS) maintained by the NYC Department of Buildings (DOB).

2.4 Land Use

Existing Conditions

Proposed Rezoning Area

The Proposed Rezoning Area contains three waterfront development sites (Projected Development Site 1, Projected Development Site 2, and Potential Development Site A) and portions of Lots 6 and 28.

Projected Development Site 1 comprises Block 3017, Lot 74 and contains 41,408 gross square feet (gsf) of lot area. It abuts Starlight Park to the north, Sheridan Boulevard to the west, Potential Development Site A to the south, and the Bronx River to the east. Projected Development Site 1 is improved with a one-story, approximately 14,000-gsf automobile mechanic training facility. It is across Sheridan Boulevard from the Compass Residences, a six-building mixed-use development whose tallest building is 193 feet tall.

Projected Development Site 2 – a 97,892 sf lot in the south of the Proposed Rezoning Area – is an open parking facility with four connected one-story accessory office buildings and one garage totaling approximately 25,197 gsf of building area. Projected Development Site 2 is bound by the Bronx River and the Amtrak right-of-way on Lot 6 to the east, Lot 28 to the south, Sheridan Boulevard to the west, and Potential Development Site A to the north. Projected Development Site 2 is across Sheridan Boulevard from Daniel Boone Playground and Public School (P.S.) X811.

Potential Development Site A is not Applicant-owned and there is no specific development proposal for this site, however the Reasonable Worst Case Development Scenario (RWCDS) established that in the With-Action Condition, Lots 60, 65, and 68 could reasonably be merged into one zoning lot and redeveloped. The site is bound by Projected Development Site 1 to the north, the Bronx River to the east, Projected Development Site 2 to the south, and Sheridan Boulevard to the west. Lot 68 is improved with a 14,411-sf open truck parking lot. Lot 65 is an approximately 19,070-sf lot improved with a 26,353-gsf three-story hotel that was developed in 2007. Lot 60 is an approximately 23,495-sf lot improved with a 16,398-gsf one-story vacant industrial building. Potential Development Site A is across Sheridan Boulevard from Fannie Lou Hamer Freedom High School.

The Proposed Rezoning Area also includes portions of Lots 6 and 28. Lot 6 is an active Amtrak right-of-way, and Lot 28 is improved with automobile service establishments.

Rezoning Area History

Historically, the Proposed Rezoning Area was home to industrial and transportation-related uses. Projected Development Site 1 was occupied by several railroad companies, including a powerhouse and other supportive operational facilities during the first half of the 20th century. The current building on this site was constructed in 1965, and the site was used as an iron works facility starting in the 1970s.

Projected Development Site 2 was occupied by a coal and lumberyard during the first half of the 20th century, and later used for concrete slab manufacturing, welding, and automobile repair uses. The existing buildings on Projected Development Site 2 were constructed in 1924.

Potential Development Site A has contained several uses over the last century. The industrial building on Lot 60 was constructed in 1929. It was used for steel storage and welding. Per the 1901 Sanborn Map, Lots 65 and 68 were previously used as a coal yard. The hotel on Lot 65 was constructed in 2007. In December 2018, the New York City Council adopted the M1 Hotels Text Amendment. This amendment introduced a requirement to obtain a CPC special permit before new hotels can be constructed in M1 districts. The hotel on Lot 65 was constructed before the M1 Hotel Zoning Text Amendment was approved and is a legally compliant use. In December 2021, City Council adopted the Citywide Hotels Text Amendment, which requires CPC approval for new and enlarged hotels and motels in many areas throughout the city.

The existing M1-1 district mapped over the Rezoning Area has been in place since the passage of the 1961 Zoning Resolution. The zoning lots in the Rezoning Area have not been the subject of any site-specific discretionary land use actions from the CPC or the NYC Board of Standards and Appeals.

Study Area

The Study Area is divided into four subareas for analysis of the Proposed Actions on the surrounding neighborhoods: the Bronx River Waterfront, Western, Southern, and, Eastern subareas, as described below.

Bronx River Waterfront Subarea

The Bronx River Waterfront Subarea is generally defined by the Bronx River, the Amtrak right-of-way, Starlight Park and Sheridan Boulevard, all of which are features that generally run north-south through the Study Area. The area south of East 172nd Street and between Sheridan Boulevard and the Bronx River is generally improved with industrial uses that are not waterfront dependent. Areas west of Sheridan Boulevard include mixed-use residential with some community facility and retail uses along Boone Avenue. Several industrial uses and a commercial use are in the very northern portion of the subarea.

Residential and mixed-use developments are located on the east and west boundaries of the Bronx River Waterfront Subarea. Residences vary in age, from 1925 (approximately) to as recently as 2018, and range in height from 2 to 15 stories. This area is developed with multifamily residences, including mixed-use elevator buildings with ground floor commercial space, condominiums, and one- and two-family houses. The tallest buildings – the 14 and 15-story Compass Residences[1] – are located along Sheridan Boulevard across from Projected Development Site 1. The portion of the Study Area west of Sheridan Boulevard also includes Daniel Boone Playground and two public schools. Public School (P.S.) X811 is a 650-seat elementary school on the south side of Jennings Street between Sheridan Boulevard and Longfellow Avenue. To the north of P.S. X811 and across Sheridan Boulevard from the Proposed Rezoning Area is the 478-seat Fannie Lou Hamer Freedom High School (X682).

[1] The Compass Residences are a six-building development that was the subject of a Large-Scale General Development (LSGD) Special Permit approved in October 2011 (Land Use Application C100312 ZSX). The LSGD modified the underlying zoning requirements for residential lot coverage, street wall location, height, and setbacks.

The majority of the Bronx River Waterfront Subarea is defined by Starlight Park. Starlight Park extends north from the Proposed Rezoning Area to East 174th Street, between the Amtrak right-of-way and Sheridan Boulevard. Starlight Park is a 17.06-acre neighborhood park that contains the Bronx River House, as well as active and passive recreational uses including baseball fields, soccer fields, basketball courts, a kayak/canoe launch site, dog-friendly areas, and playgrounds. The Bronx River House is an environmental learning laboratory and operations headquarters for the Bronx River Alliance that stores kayaks, and canoes for community use, and contains offices, classrooms, and meeting spaces.[2] Starlight Park was recently the subject of a capital improvement project that expanded the park on the east side of the Bronx River between Westchester Avenue and East 172nd Street. This capital improvement, known as Starlight Park Phase II, is a 2.70-acre addition to the park, with a half-mile jogging loop, wetland and shoreline restoration, and bicycle and pedestrian bridges to Bronx River Avenue that connect the east and west banks of the Bronx River.

The Bronx River Waterfront Subarea also contains manufacturing uses in the subarea's north. These uses include a self-storage warehouse, custom furnishings warehouse, paint store, and several open parking facilities.

Western Subarea

The Western Subarea is generally defined by residential and institutional uses, with some industrial uses in the subarea's north along Boone Avenue. Residential units within the subarea range in height from one to eight stories and in construction year from approximately 1910 to 2010. A majority of the western subarea is residential, with a one-and-two family brick dwelling units intermixed with taller multi-family buildings. There are also several mixed-use buildings with ground floor retail and stand-alone, one-story commercial spaces.

The subarea includes several schools, including P.S. 66, the Samara Community School (former P.S. 50, currently P.S. X458), and portions of P.S. X811. P.S. 66 is a 518-seat elementary school on the north side of Jennings Street between Longfellow and Boone Avenue. The Samara Community School (P.S. X458) is a 277-seat dual-language elementary school that fronts Vyse Avenue between East 173rd Street and 172nd Street. P.S. X811 is a 650-seat elementary school on the south side of Jennings Street between Sheridan Boulevard and Longfellow Avenue. P.S. X811 straddles both the Bronx Waterfront Subarea and the Western Subarea.

Industrial uses along the west side Boone Avenue between 172nd Street and 173rd Street include unoccupied warehouses and an auto repair shop. Moving north, the uses along Boone Avenue between 173rd Street and 174th Street include an auto repair shop, a self-storage facility, several unoccupied warehouse spaces, and a laundromat.

The Western Subarea contains one open space resource – Freeman Triangle – a 0.02-acre triangular-shaped plaza at the intersection of Freeman Street, Longfellow Avenue, and West Farms Road. The triangle contains landscaping and benches.

Southern Subarea

The Southern Subarea is generally defined by the Amtrak-right-of-way, Concrete Plant Park, the Bronx River and the Whitlock Avenue No. 6 Subway station, which all bisect the subarea into east and west portions. West of the Bronx River and the Amtrak-right-of-way

[2] https://bronxriver.org/visit-the-river/explore-the-greenway/river-house

are several blocks that contain a mix of uses. 1102 Longfellow Avenue (Block 2757, Lot 80) is a six-story New York City Housing Authority (NYCHA) residential building in the southwest portion of the subarea. On Block 2758, Lot 36 also contains a five-story NYCHA housing development.

The area west of Sheridan Boulevard includes a mix of uses and building types that rise up to a height of five stories. Standalone commercial establishments are typically one-story, while residential and mixed-use buildings, built as early 1899, rise up to a height between two and five stories. The area between Freeman Street and Home Street contains a mix of one-story commercial, light industrial, and open parking uses, such as autobody repair shops and an ambulance parking facility.

In the subarea's east beyond the Amtrak right-of-way and towards Close Avenue, the subarea contains a 39,084-sf vacant lot along the eastern edge of the Amtrak right-of-way that is currently used as a parking and storage facility. A welding supply shop, moving and storage service center, and autobody repair shop also front along the eastern edge of the Bronx River. Several one-story warehouses front Bronx River Avenue and Close Avenue, which contain a fitness center, construction management warehouse, shipping and receiving center, and an auto repair shop. A single commercial use is located on a triangular shaped lot between Close Avenue and Bronx River Avenue and contains an auto parts store.

Eastern Subarea

The Eastern Subarea centers on the elevated No. 6 subway line and commercial uses along Westchester Avenue. The subarea's street pattern is largely regular except for Bronx River Avenue, which generally runs parallel to the Bronx River.

Retail uses generally front along Westchester Avenue and the Elder Avenue No. 6 Subway station. Along the Westchester Avenue contains the Study Area's densest concentration of commercial uses with a wireless communication store, clothing stores, pharmacy, laundromat, nail salon, and several other services that front Westchester Avenue. These commercial uses range from one to two stories. This portion of the subarea also contains several mixed-use buildings with ground floor retail above residential units and rise between four and five stories.

North of Westchester Avenue, the Eastern Subarea is predominantly residential comprising one- and two-family residences built between 1915 and 1930. Several churches are intermixed with residences and rise to a height of approximately two stories. One two-story mixed-use development fronts Elder Avenue north of East 172nd Street and contains an accountant office and church on the ground floor. Three commercial uses (an upholstery shop, a medical transportation service, and a deli) front Bronx River Avenue at the intersection of Bronx River Avenue, Evergreen Avenue, and East 172nd Street. Farther north along Bronx River Avenue are several mixed-use buildings with commercial uses on the ground floor (an upholstery shop and grocery store) and residential units above.

No-Action Condition

Proposed Rezoning Area

In the No-Action Condition, existing conditions in the Proposed Rezoning Area would remain. A one-story, approximately 14,000-gsf automobile mechanic training facility would remain on Projected Development Site 1, and an open parking facility with four connected one-story accessory office buildings and one garage would remain on

Projected Development Site 2. Potential Development Site A would remain improved as a hotel, an open truck parking facility, and a vacant industrial building. Improvements along the waterfront would not occur in the No-Action Condition. Table 2-1 summarizes the No-Action Condition.

Table 2-1: No-Action Condition Gross Square Footage by Use

Development Site	Residential (gsf)	Industrial (gsf)	Commercial (gsf)	Parking (sf)	Total (gsf)
Projected Development Sites					
1	0	14,000	0	6,000	**14,000**
2	0	25,197	0	0	**25,197**
TOTAL	**0**	**39,197**	**0**	**6,000**	**39,197**
Potential Development Site					
A	0	16,398	26,353	10,000	**42,751**

Study Area

A review of active building permits and filings did not reveal any "No-Build" projects (projects that would be developed independent of the Proposed Actions by the analysis year) within 400 feet of the Proposed Rezoning Area. These developments are allowed "as-of-right," meaning that these developments that comply with all applicable zoning regulations and do not require any discretionary action by the CPC or Board of Standards and Appeals to waive underlying zoning requirements. Within the Land Use, Zoning, and Public Policy Study Area (quarter-mile radius), 21 projects – consisting of both new construction and alterations – were found to be either in the pre-construction or construction phases (see Appendix B). These 21 No-Build projects would be constructed as-of-right pursuant to existing zoning, and would result in a net increase of 253 dwelling units (DU) in the Study Area by the 2028 analysis year. The No-Build projects in the Study Area include:

- 1534 Bryant Avenue (Block 3001, Lot 10): A two-story, three-unit residential building would be renovated to include a for-profit childcare facility at the basement level of the 3,800-gsf building. No changes would be made to the existing residential units;
- 1013 Home Street (Block 2993, Lot 33): A lot that contains a 900-gsf shed would be redeveloped with a new four-story, four-unit, 69,587-gsf residential building;
- 994 Freeman Street (Block 2993, Lot 143): An existing three-story residential building would be enlarged by one additional floor, yielding one additional residential unit and attic space across 2,270-gsf of newly constructed space;
- 1120 Bryant Avenue (Block 2754, Lot 61): An existing five-story, 12,174-gsf residential building with a cellar would be altered with no changes to the building footprint and no change in the number of dwelling units;
- 1550 Bryant Avenue (Block 3001, Lot 18): An existing two-story, three-unit 4,448-gsf residential building would be converted to a nine-unit residential building;
- 1405 Vyse Avenue (Block 2987, Lot 52): A vacant lot would be developed with a six-story, 26-unit, 20,903-gsf residential building;
- 1529 Vyse Avenue (Block 2989, Lot 47): An existing three-story, 4,218-gsf residential building would be renovated to a nine-unit residential building;
- 1446 Bryant Avenue (Block 2999, Lot 22): A vacant lot would be developed with a four-story, 5,604-gsf nine-unit residential building;

- 1410 Vyse Avenue (Block 2994, Lot 105): A vacant lot would be developed with a four-story, 7,709-gsf, 15-unit residential building. Total gross square footage of the building is not yet available;
- 1084 Home Street (Block 2578, Lot 29): A 45,250-gsf mixed-use residential and commercial building would be altered to reduce the number of residential units from 64 to 56, a reduction of 8 units;
- 1429 Longfellow Avenue (Block 2999, Lots 36 and 37): A vacant lot and a lot containing a two-family residence would be redeveloped with a seven-story, 24,860-gsf, 39-unit residential building;
- 1559 Boone Avenue (Block 3009, Lot 33): A 10,000-gsf warehouse would be redeveloped with an eight-story, 47,594-gsf 66-unit residential building;
- 1280 Westchester Avenue (Block 2757, Lot 92): A20,163-gsf warehouse would be converted to an attended parking garage;
- 1745 West Farms Road (Block 3015, Lot 25): A vacant lot would be developed with an eight-story, 56,720-gsf, 35-unit residential building;
- 1525 and 1527 Bryant Avenue (Block 2996, Lot 43): A vacant lot would be developed with two seven-story, 13,179-gsf, 12-unit residential buildings;
- 1731 West Farms Road (Block 3015, Lot 31): A vacant lot would be developed with a nine-story, 48,771-gsf, 53-unit residential building;
- 1239 Evergreen Avenue (Block 3770, Lot 19): A two-story residential building with a cellar would be expanded for the addition of one dwelling unit. The site would contain an approximately 2,913-gsf building;
- 1432 Vyse Avenue (Block 2994, Lot 15): A vacant lot would be developed with a four-story plus mezzanine, 7,647-gsf, 10-unit residential building;
- 1074 Home Street (Block 2758, Lot 25): An approximately 12,000-gsf one story commercial/manufacturing building would be altered, with no change in gross floor area or change of use;
- 1274 Westchester Avenue (Block 2757, Lot 89): A 7,500-gsf supermarket would be converted to an automobile repair shop.

The existing zoning within the Study Area, including all four subareas, would remain in the No-Action Condition. Land uses in the Study Area would generally continue to reflect the permitted uses in each zoning district. Uses in the M1-1 district would continue as light manufacturing, precluding public access to the Bronx River's western edge. The residential districts in the Study Area would generally be reflective of a medium-density, mature urban neighborhood with varying types of multifamily housing. The area's housing would continue to be supported by local ground floor retail in the Study Area's commercial overlay districts as described above.

With-Action Condition

Proposed Rezoning Area

The Proposed Actions would facilitate the Applicant's proposed mixed-use residential and commercial development in the Proposed Rezoning Area. Ground floor retail uses would front along Sheridan Boulevard and the proposed waterfront open spaces.[3]

Projected Development Site 1

In the With-Action Condition, Projected Development Site 1 would be developed with an approximately 24-story, 240-foot-tall (225 feet plus a 15-foot-tall mechanical bulkhead), 263,862-gsf building. The building ("Building 1") would contain 258,862 gsf of residential space containing approximately 304 DUs, all of which would be affordable units. At least 20 percent of the units would be permanently affordable (approximately 61 units). Up to 5,000 gsf of retail uses would be developed across the ground and cellar levels.

The building on Projected Development Site 1 would rise to a streetwall height of up to 65 feet (plus dormers[4] up to three stories tall along Sheridan Boulevard) above the base plane (sidewalk level) to form the building's base. Above this 65-foot-tall base, a minimum 10-foot-deep setback from Sheridan Boulevard and a 30-foot-deep setback from the proposed shore public walkways would occur. The building's tower component would then rise above the base to a maximum height of 185 feet before a second setback at the start of the 40-foot-tall, four-story penthouse portion. In all, the building would rise to a height of 240 feet (225-foot building height plus a 15-foot-tall mechanical bulkhead).

A minimum 40-foot-wide shore public walkway would be developed along the site's waterfront, and a 35-foot-wide publicly accessible area (PAA) ~~upland connection and visual corridor~~ would be provided along the site's southern boundary between Sheridan Boulevard and the shore public walkway. The 14,705-sf shore public walkway would contain landscaped paths and seating and would extend a pedestrian connection to Starlight Park. The building would be set back 15 feet from Starlight Park to allow a public pedestrian connection between the site's shore public walkway and Starlight Park.

Public open space along the northern lot line of Projected Development Site 1– from Sheridan Boulevard to the proposed shore public walkway – would also be provided. Along this open area, a new pedestrian connection would be created along Projected Development Site 1's northern lot line to Starlight Park. This new direct connection would create an entry into the Proposed Rezoning Area's proposed open space network, allowing for continuous public access from Starlight Park to the proposed shore public walkway. Consultation with NYC Parks regarding the design of this pedestrian connection is ongoing, and final design will require approval from NYC Parks. Additional details will be provided in the Final EIS.

Projected Development Site 2

Projected Development Site 2 would be developed with two approximately 24-story, 240-foot-tall (225 feet plus 15-foot-tall mechanical bulkhead) buildings totaling 602,155 gsf. Combined, the two buildings would contain up to 16,229 gsf of ground floor retail and 666 affordable DU (565,926 residential gsf). The northern building on Projected Development Site 2 -_"Building 2" - would contain 292,920 gsf of residential space containing approximately 345 affordable DU (approximately 69 permanently affordable

[3] Specific retail uses are unknown at this time.
[4] A vertical extension of the street wall that is permitted within the required setback area, per ZR Section 23-621.

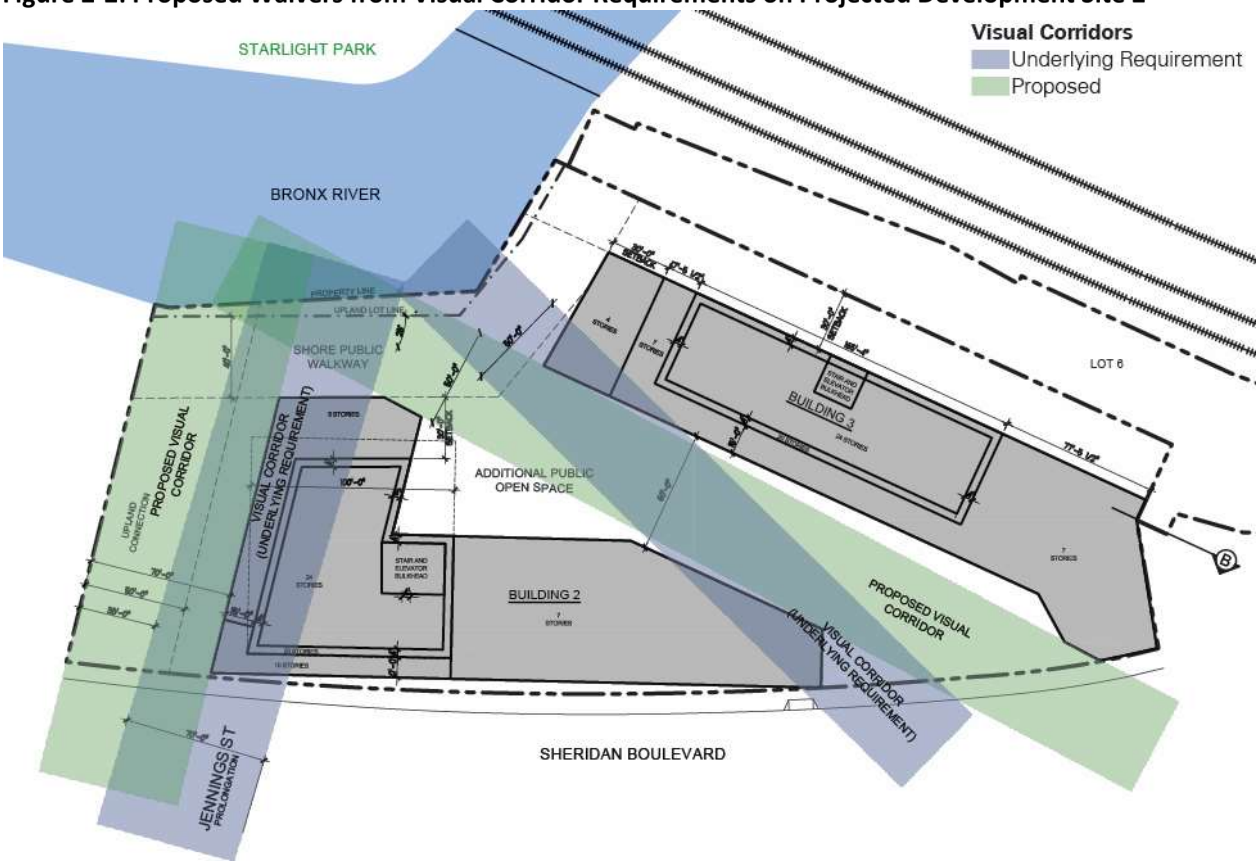
units), 9,209 gsf of ground floor retail, and 100 accessory parking spaces (approximately 20,000 gsf). The southern building - "Building 3" - would contain 273,006 gsf of residential space containing approximately 321 affordable DU (approximately 64 permanently affordable units) and 7,020 gsf of ground floor retail.

Building 2 would be an L-shaped building. Its tower would be sited on the north side of the building near Sheridan Boulevard, 70 feet from the site's northern lot line along Lot 60 and at least 30 feet from the proposed shore public walkway (70 feet from the Bronx River). Building 3 would be sited in the east of the site, up to the proposed shore public walkway and 30 feet from the lot's eastern lot line along Lot 6. It would also front along Sheridan Boulevard

The buildings on Projected Development Site 2 would rise to a streetwall height of up to 65 feet (plus dormers up to three stories tall along Sheridan Boulevard) above the base plane (sidewalk level) to form the building's base. Above this 65-foot-tall base, a minimum 10-foot-deep setback from Sheridan Boulevard and a 30-foot-deep setback from the proposed shore public walkways would occur. Both buildings' tower component would then rise above the base to a maximum height of 185 feet before a second setback at the start of the 40-foot-tall, four-story penthouse portion. In all, the building would rise to a height of 240 feet (225-foot building height plus a 15-foot-tall mechanical bulkhead).

A minimum 40-foot-wide shore public walkway would be developed along Projected Development Site 2's waterfront. The Waterfront Publicly Accessible Areas (WPAAs), as well as the location of the buildings, are not allowed as-of-right in the proposed R7-3/C2-4 zoning district. The requirement to develop a visual corridor along the prolongation of Jennings Street would be waived to allow a 70-foot-wide visual corridor and upland connection to be relocated along Projected Development Site 2's northern lot line, approximately 38 feet north of the location required by underlying zoning. For the site's second visual corridor, the requirement for a 50-foot-wide visual corridor through the middle of the site would be waived to allow the proposed visual corridor between Buildings 2 and 3. These newly established visual corridors along 172nd Street, Jennings Street, and between Buildings 2 and 3 would provide both visual and physical connection to the shore public walkway and the Bronx River. Figure 2-2 shows the visual corridor underlying requirements and proposed visual corridors.

Figure 2-2: Proposed Waivers from Visual Corridor Requirements on Projected Development Site 2



All dwelling units within Projected Development Site 2 would be affordable units, and at least 20 percent would be permanently affordable, as required by the MIH program. Sites within the Transit Zone, such as Projected Development Sites 1 and 2, are not required to provide parking for affordable housing units. However, the Applicant proposes 100 accessory parking spaces across the cellars of Buildings 2 and 3 on Projected Development Site 2. The proposed parking spaces would be accessed from a new curb cut along Edgewater Road (Sheridan Boulevard service road) at the southern end of Building 2. Vehicles would enter the building and then descend to the cellar via a ramp.

Potential Development Site A

If redeveloped, Potential Development Site A could support a 24-story, 240-foot-tall, and 380,025-gsf building in the With-Action Condition. The building would have a seven-story base, above which two towers would rise to a roof height of 225 feet (an overall height of 240 feet when including a 15-foot-tall mechanical bulkhead). The building would comprise 349,422 gsf of residential space, 3,493 gsf of ground floor retail, and 27,110 gsf of accessory parking. Assuming one dwelling unit per 1,000 gsf of residential space, the building would provide 349 DUs, between 88 and 105 of which would be permanently affordable pursuant to the requirements of the MIH program. The remaining DUs would be market rate units. Following the underlying R7-3/C2-4 zoning requirements, 140 parking spaces would be provided at the ground floor of the building.

If redeveloped, Potential Development Site A's waterfront would be improved with a minimum 40-foot-wide shore public walkway, as required by ZR Section 62-52. While the design plans are not yet fully developed, the shore public walkway would be designed and constructed pursuant to *ZR Article VI, Chapter 2: Special Regulations Applying in the*

Waterfront Area link the projected development sites. This would include a 40-foot-wide shore public walkway, as well as a connection to the proposed shore public walkways on the projected development sites.

The specifics of the design would be subject to approval by the CPC as part of the waterfront certification process. Based on the underlying waterfront area requirements in an R7-3/C2-4 district, an upland connection or visual corridor on this site to the shore public walkway would not be required. However, the shore public walkway would be required to connect to the shore public walkways proposed by the Applicant on Projected Development Site~~s 1 and~~ 2.

The Proposed Actions would enable mixed-use residential and commercial developments with the floor area program shown in Table 2-2, and the incremental change in land use established in the RWCDS is shown in Table 2-3.

Table 2-2: With-Action Condition Gross Square Footage by Use

Development Site	Residential gsf	Commercial gsf	Open Space sf	Parking gsf	Total gsf
Projected Development Sites					
1	258,862	5,000	17,769	0	**263,862**
2	565,926	16,229	42,316	20,000	**602,155**
TOTAL	**824,788**	**21,229**	**60,085**	**20,000**	**866,017**
Potential Development Sites					
A	349,422	3,493	20,254	27,110	**380,025**

Table 2-3: Project Increment Gross Square Footage by Use

	No-Action	With-Action	Increment
Projected Development Sites			
DU	0	970	970
Affordable (≤80% AMI)	*0*	*970*	*970*
Affordable (>80% AMI)	*0*	*0*	*0*
Market-Rate	*0*	*0*	*0*
Waterfront Public Open Space (sf)	0	35,178	35,178
Projected Development Site 1	*0*	*14,705*	*14,705*
Projected Development Site 2	*0*	*20,473*	*20,473*
Other Publicly Accessible Open Space (Sites 1 and 2)	0	24,907	24,907
Total Project-Generated Open Space	0	60,085	60,085
Parking Spaces	425	100	-325
Residential gsf	0	824,788	824,788
Retail gsf	0	21,229	21,229
Industrial gsf	39,197	0	-39,197
Enclosed Parking gsf	0	20,000	20,000
Open Parking sf*	6,000	0	-6,000
Total gsf – Projected Development Sites	**39,197**	**866,017**	**826,820**
Potential Development Site A			
DU	0	349	349
Parking Spaces	50	140	90
Residential gsf	0	349,422	349,422
Retail gsf	26,353	3,493	-22,860
Industrial gsf	16,398	0	-16,398
Enclosed Parking gsf	0	27,110	27,110
Open Parking sf*	10,000	0	-10,000
Total gsf – Potential Development Site A	**42,751**	**380,025**	**337,274**

* Open uses are excluded from gsf calculations.

Land Use Changes

The Proposed Actions would displace the automobile mechanic training facility located on Projected Development Site 1 and the open parking facility and four connected one-story accessory office buildings and garage on Project Development Site 2. The Proposed Actions would not prohibit the relocation of these businesses to other M1-1 zoning districts within the Study Area. Neighborhoods proximate to Crotona Park East also include various types of manufacturing uses and districts where the displaced businesses could relocate without additional discretionary land use actions, subject to market conditions. The businesses that are projected to be displaced are not dependent on their current location, and could be relocated elsewhere in the community district, borough, or city. The parking facility that would be displaced on Projected Development Site 2 would partially be offset by the No-Build parking facility at 1280 Westchester Avenue that is being developed independent of the Proposed Actions and by others.

In conformance with development patterns within the Study Area, the Proposed Actions would increase the supply of housing, and would likely introduce additional commercial uses on the development sites that are suitable to be co-located in a building with residential uses, such as eating and drinking establishments or convenience retail. Further

assessment of the displacement of businesses located on the projected development sites is located in Chapter 3, "Socioeconomics Conditions."

Study Area

The Proposed Actions would be limited to the Proposed Rezoning Area and would not have the potential to affect land use and zoning conditions elsewhere in the Study Area. Like the No-Action Condition, existing conditions would continue beyond the Proposed Rezoning Area in the With-Action Condition.

If adopted, the Proposed Actions would allow for the development of mixed-use buildings that contain residential units above non-residential uses. These new mixed-use buildings would be proximate to the recently developed Compass Residences, a multibuilding development that was the subject of a Large-Scale General Development (LSGD) Special Permit and rezoning from the CPC that was approved in October 2011 (Land Use Application C100312 ZSX). The LSGD modified the height and setback requirements of the underlying zoning and created multiple buildings with ground floor retail above residential units. The Compass Residences are located across Sheridan Boulevard from the Proposed Rezoning Area. The Proposed Actions would complement these existing residential uses and provide additional housing within the Study Area.

The "No-Build" projects in the Study Area include several new residential buildings and alterations to existing buildings. Overall, development patterns within the Study Area show an existing demand to develop additional housing within the Study Area.

The proposed zoning includes a commercial overlay to allow ground floor commercial or community facility use. These spaces would enhance the pedestrian experience along Sheridan Boulevard and complement existing ground floor commercial uses within the area. These non-residential uses would also provide current and future residents with additional access to local amenities. Additionally, the Proposed Actions would allow new public access to the Bronx River waterfront, which would not be available to local residents in the No-Action Condition.

Land Use Conclusion

The uses that would be permitted in the proposed R7-3/C2-4 zoning district would further connect residents and users to the waterfront by introducing new residential uses at the waterfront, by introducing new publicly accessible waterfront open space, and by introducing a new upland connections between Sheridan Boulevard and the Bronx River. The land uses that are anticipated to result in the With-Action Condition are already found in the Study Area and surrounding community. The Proposed Actions would be compatible with recent developments in the area such as the Compass Residences - a development that was subject to a LSGD Special Permit and rezoning from the CPC that was approved in October 2011 (Land Use Application C100312 ZSX). The Proposed Actions would allow additional floor area, roof height, and base height within the Proposed Rezoning Area over the No-Action Condition. The text amendment would establish the Proposed Rezoning Area as an MIH area, and require qualifying new developments to set aside a portion of housing as permanently affordable.

In the With-Action Condition, the Study Area would continue to be a largely residential neighborhood with community facilities, open space, and active ground floor retail uses in targeted locations. The proposed land uses would continue a development trend of infill residential development within the Study Area. The Proposed Actions would also introduce retail or community facility spaces, which would support the area's residential

population, complement existing commercial uses, and enhance the pedestrian experience within the Proposed Rezoning Area. New publicly accessible waterfront connections to the Bronx River would also be available through the projected development sites that would not be available in the No-Action Condition.

The Proposed Actions would displace existing businesses across the projected development sites; however, these businesses are not location-dependent. Accordingly, the Proposed Actions would not result in any significant adverse impacts to land use and no further analysis is warranted.

2.5 Zoning

Existing Conditions

Proposed Rezoning Area

The existing M1-1 zoning was mapped across the Proposed Rezoning Area in 1961. M1-1 zoning districts are light manufacturing districts that allow light industrial uses and some commercial and community facility uses. Residential uses are not allowed as-of-right. Commercial and industrial uses are allowed up to a floor area ratio (FAR)[5] of 1.0, and community facilities are allowed up to an FAR of 2.4. The Proposed Rezoning Area is in the Waterfront Area, the Transit Zone, a FRESH Zone, and the New York City Coastal Zone Boundary; these zoning designations are described further in Table 2-4Table 2-4. The existing uses conform to the use requirements of M1-1 districts (the existing hotel was developed prior to the adoption of the M1 Hotels Text Amendment in 2018, and therefore is a legal ("grandfathered") use).

Pursuant to the ZR Section 44-20 and ZR Section 62-41, parking requirements vary by use in the M1-1 district. Generally, one space is required per 1,000 square feet of floor area (or one per three employees, whichever requires a larger number of spaces) in M1-1 districts for manufacturing or industrial uses. For general retail uses, parking is required at a rate of one per 300 square feet of floor area.

[5] The Floor Area Ratio is the principal bulk regulation controlling the size of buildings. It is the ratio of the total building floor area to the area of its zoning lot.

Table 2-4: Existing Zoning in the Proposed Rezoning Area

District	Definition/General Use	Maximum FAR
Underlying Zoning		
M1-1	M1 districts are often buffers between M2 or M3 districts and adjacent residential or commercial districts. Light industrial uses, such as woodworking shops, repair shops, and wholesale service and storage facilities are permitted. Nearly all industrial uses are allowed in M1 districts if they meet the stringent M1 performance standards. Offices and most retail uses are also permitted as-of-right.	R: 0.0 C: 1.0 CF: 2.4 M: 1.0
Special Areas		
Waterfront Area	Waterfront zoning maximizes the public's access to, and enjoyment of, the city's waterfront resources while enabling appropriate redevelopment along the shoreline. New York City adopted special zoning regulations affecting waterfront development in 1993. Waterfront zoning (ZR Article VI, Chapter 2) addresses the form, size and location of new development, and the amount and quality of required waterfront public access areas. Special bulk and use regulations apply to new developments on waterfront blocks. Generally, new manufacturing uses are exempt from waterfront public access requirements.	N/A
Transit Zone	A Transit Zone is an area where lower accessory parking requirements apply, typically for affordable and income-restricted housing units for low-income households. These are typically in transit-accessible areas where auto ownership is low.	N/A
FRESH Zone	The Food Retail Expansion to Support Health Program (FRESH) was created in 2008 to address the shortage of grocery stores providing fresh foods in communities across New York City. The program offers several zoning incentives, including additional floor area in mixed-use buildings in select locations and lower parking requirements for food stores. The program also permits larger grocery stores in light manufacturing districts as-of-right, and tax incentives for qualifying food stores.	N/A
Coastal Zone Boundary	Development within the Coastal Zone Boundary (CZB) are subject to additional review as defined by New York City's Waterfront Revitalization Program (WRP).	N/A

Uses: R: Residential C: Commercial CF: Community Facility M: Manufacturing

Study Area

The Study Area's zoning districts include medium-density residential districts (R6, R6A, R7-1, R7A, R7X and R8X), commercial overlay districts, a general service C8 district, and an M1-1 light manufacturing district. Since 2010, there have been one rezoning within the Study Area: the Crotona Park East/West Farms Road Rezoning. The Crotona Park East/West Farms Road project rezoned several blocks generally bounded by Longfellow Avenue to the north, the Cross-Bronx Expressway to the east, Sheridan Boulevard to the south and Westchester Avenue to the west. These blocks were rezoned from an M1-1 manufacturing district to R6A, R7A, R7X, and R8X residential districts with several C2-4 commercial overlays on selected sites. The Compass Residences are within the boundaries of this rezoning, and a LSGD Special Permit from the CPC was approved concurrently with the rezoning in October 2011 (Land Use Application C100312 ZSX).

A description of each zoning district in the Study Area and the maximum FAR permitted by use is shown in Table 2-5Table 2-5.

Table 2-5: Zoning Districts in the Study Area

District	Description	Maximum FAR
R6	A medium density district that allows a range of residential and community facility buildings. Residential buildings developed pursuant to Quality Housing regulations are allowed up to 3.0 FAR and a maximum building height of 75 feet. Buildings developed pursuant to Height Factor regulations are often set back from the street and heights are governed by a sky exposure plane. The permissible FAR and open space ratio is dependent on the height factor.	R (QH): 3.00 R (HF): 2.43 C: .0 CF: 4.80 M: 0.00
R6A[1]	R6A districts are contextual residential districts that mandate Quality Housing for new residential uses. Buildings typically have high lot coverage and are set at or near the street line. The districts are designed to accommodate newer development in older neighborhoods.	R: 3.60 C: 0.0 CF: 3.00 M: 0.00
R7-1	R7-1 districts are medium-density residential districts that allow both Quality Housing and Height Factor buildings. Under height factor regulations, there are no explicit maximum building heights.	R (QH): 4.00 R (HF): 3.44 C: 0.00 CF: 4.80 M: 0.00
R7A[1]	R7A districts are contextual districts with high lot coverage apartments intended to blend with existing development in older neighborhoods. New buildings usually rise seven to nine stories.	R: 4.60 C: 0.0 CF: 4.00 M: 0.00
R7X[1]	R7X districts are contextual districts with high bulk regulations and greater maximum height allowances than R7A districts. Buildings could rise 12 to 14 stories. R7X buildings usually require parking for 50 percent of the building's dwelling units, unless they are lower income restricted housing units.	R: 5.00 C: 0.0 CF: 5.00 M: 0.00
R8X[1]	R8X districts are contextual districts with high lot coverage residential buildings. New buildings are typically set at or near the street line and usually rise 15 to 17 stories.	R: 7.20 C: 0.0 CF: 6.00 M: 0.00
C1-4[2]	C1-4 districts are commercial overlays within residential districts to serve local retail needs. These overlays are most typical with low and medium-density areas. When mapped in R6-R10 districts, commercial overlay districts allow a commercial FAR of up to 2.0.	R: N/A C: 2.00 CF: N/A M: 0.00
C2-2[2]	C2-2 districts are commercial overlays within residential districts to serve local retail needs. These overlays are most typical with low and medium-density areas. When mapped in R6-R10 districts, commercial overlay districts allow a commercial FAR of up to 2.0. C2-2 districts typically have greater requirements for parking than other overlay districts within the Study Area.	R: N/A C: 2.00 CF: N/A M: 0.00
C2-3[2]	C2~~1-3~~4 districts are commercial overlays within residential districts to serve local retail needs. These overlays are most typical with low and medium-density areas. When mapped in R6-R10 districts, commercial overlay districts allow a commercial FAR of up to 2.0.	R: N/A C: 2.00 CF: N/A M: 0.00
C2-4[2]	C2-4 districts are commercial overlays within residential districts to serve local retail needs and are most often found within low and medium density districts. When mapped in R6-R10 districts, commercial overlay districts allow a commercial FAR of up to 2.0. Except in R9 and R10 districts, commercial uses in commercial overlay districts are limited to below the second floor in mixed-use buildings.	R: N/A C: 2.00 CF: N/A M: 0.00
C4-2[2]	C4-2 districts are generally mapped in regional commercial centers located outside the Central Business District. Typically, commercial and office uses serve a larger region and generate more traffic than other districts. C4-2 districts are built in densely built areas and typically have greater parking requirements than C1 and C2 overlay districts.	R: 0.00 C: 3.40 CF: 3.00 M: 0.00
C8-1	C8-1 districts are the bridge between commercial and manufacturing districts. Uses are often heavy commercial services that require large amounts of land and can act as a buffer between heavier manufacturing. Typical uses include automotive service facilities.	R: 0.00 C: 1.00 CF: 2.40 M: 0.00

1 Within the Study Area, these districts are within an Inclusionary Housing Designated Area and the maximum FAR is reported accordingly.
2 In commercial overlay districts, the maximum FAR is dictated by the underlying residential district.

Uses:
R (QH): Residential – Quality Housing
R (HF): Residential – Height Factor
C: Commercial
CF: Community Facility
M: Manufacturing

Bronx River Waterfront Subarea

Medium-density R6, R7-1, R7A, R7X, and R8X districts are mapped in the Bronx River Waterfront subarea. R7A, R7X, and R8X are contextual districts where Quality Housing building types are mandatory; Quality Housing regulations set height limits and encourage high lot coverage buildings to be set at or near the street line. The maximum FAR ranges from 3.60 for R6A districts to 7.2 for R8X districts. There are also requirements for tenant

recreational space, interior amenities, and landscaped areas. Residential and community facility uses are allowed as-of-right.

As shown in Figure 2-1, C2-4 commercial overlay districts covers portions of R7A and R8X districts in the Bronx River Waterfront Subarea and portions of the R6-zoned areas in the Eastern Subarea. Commercial overlay districts allow commercial uses up to a 2.0 FAR in non-residential buildings when mapped in medium- and high-density residential districts. Up to 1.0 commercial FAR is allowed in mixed-use buildings. Building height and setback regulations in these commercial overlay districts are controlled by the underlying residential district.

The subarea's northeast also contains a C8-1 commercial district, which is a general service district that bridges commercial and manufacturing uses such as automotive service uses. The portion of the C8-1 district in the Study Area is occupied by the Amtrak right-of-way.

Several of the R6, R7A, R7X, and R8X districts were mapped in 2011 as part of the Crotona Park East/West Farms Road Rezoning, which upzoned these areas and concurrently mapped an Inclusionary Housing Designated Area (IHDA). IHDAs increase the maximum permitted FAR and building envelopes of the underlying district in new affordable housing developments that have received an authorization from the CPC. When paired with the IHDA and the CPC authorization, new affordable developments in R7-1, R7A, R7X, and R8X districts yield medium-density mid-rise residential buildings with maximum heights between 8 and 17 stories. The Compass Residences project included a LSGD Special Permit and rezoning from the CPC that was approved in October 2011 (Land Use Application C100312 ZSX). The LSGD modified the underlying zoning requirements for residential lot coverage, street wall location, height, and setbacks.

Western Subarea

The Western Subarea is largely within an R7-1 district, which allows residential uses up to an FAR of 4.00. Quality housing buildings are allowed to rise to a maximum height of 85 feet, while the FAR allowed for height factor buildings depends on the zoning lot's open space ratio. C1-4 commercial overlays along Freeman Street allow commercial uses, which generally require one parking space to 1,000 sf of retail space in this overlay district.

Along both sides of Boone Avenue, light manufacturing uses are located within R6A, R7A, and R7A/C2-4 districts. These residential and commercial overlay districts were mapped in 2011 as part of the Crotona Park East/West Farms Rezoning.

Eastern Subarea

The Eastern Subarea is largely in an R6 residential district. This non-contextual medium-density district allows both Quality Housing and Height Factor building types for residential uses. Within 100 feet of a wide street like Bronx River Avenue, R6 districts allow Quality Housing development up to an FAR of 3.0, and a maximum building height of 75 feet. Community facility uses are allowed up to a maximum FAR of 4.8. The maximum FAR for Height Factor buildings is 2.43, and is dependent on the open space provided on the zoning lot. At the intersection of Colgate Avenue and Westchester Avenue is an R6 residential district with a C2-2 commercial overlay.

The Eastern Subarea contains a C4-2 commercial district along Westchester Avenue east of Evergreen Avenue. These districts have a residential equivalent of R6. C4-2 district are typically mapped in regional commercial centers. Commercial uses are allowed up to an FAR of 3.40. The bulk regulations of R6 districts apply to residential uses. C2-2 commercial

overlays covers the portion of the Eastern Subarea along Westchester Avenue in areas west of Evergreen Avenue.

Southern Subarea

This western portion of the Southern Subarea is almost entirely mapped within an M1-1 light manufacturing district, but also contains an R7-1 district in the northwest and southwest portions. M1-1 light manufacturing district allow light industrial uses and some commercial and community facility uses. Residential uses are not allowed as-of-right. Commercial and industrial uses are allowed up to a floor area ratio (FAR) of 1.0, and community facilities are allowed up to an FAR of 2.4.

An R7-1 district with a C2-3 commercial overlay district covers the far southwest portion of the Southern Subarea. C2-3 districts require one space per 400 sf of retail space.

No-Action Condition

Proposed Rezoning Area

The existing uses conform to the use requirements of M1 districts (the existing hotel was developed prior to the adoption of the M1 Hotels Text Amendment in 2018, and therefore is a grandfathered use).

Study Area

A review of available sources found no pending zoning actions from the CPC in the Study Area other than the Proposed Actions. Therefore, existing zoning in the Study Area would remain as existing conditions in the No-Action Condition. The Study Area would continue to have a mix of medium-density residential (R6 through R8) districts supported by commercial (C4-2 and commercial overlay districts) and general service districts.

With-Action Condition

Proposed Rezoning Area

In the With-Action Condition, the Proposed Actions would be adopted and the Proposed Rezoning Area would be rezoned from an M1-1 district to an R7-3 district with a C2-4 commercial overlay. The Proposed Actions would include a zoning text amendment and a zoning map amendment, described below:

Zoning Text Amendment

Zoning Text Amendments are changes to the text of the New York City Zoning Resolution. These amendments do not require the Uniform Land Use Review Procedure (ULURP); however, they are referred to the Community Board and Borough President for an advisory recommendation. Coterminous with the proposed R7-3/C2-4 district, the proposed zoning text amendment would map a Mandatory Inclusionary Housing (MIH) Area in Appendix F of the NYC Zoning Resolution, which would require at least 20 percent of new residential units in the Proposed Rezoning Area to be permanently affordable. The Applicant is proposing to map MIH Options 1, 2, and 3, however, the Applicant intends to apply for HPD funding to develop all the new dwelling units on Projected Development Sites 1 and 2 as affordable units.

Zoning Map Amendment

A Zoning Map Amendment is a change in designation or a change in district boundaries for any zoning district on the New York City Zoning Map. The Applicant intends to change the zoning across the projected development sites from an M1-1 light manufacturing district to an R7-3 residential district with a C2-4 commercial overlay. The proposed rezoning would allow residential and a wider range of community facility and commercial uses in the Proposed Rezoning Area as-of-right.

New developments in the Proposed Rezoning Area would be required to provide waterfront improvements in accordance with ZR Section 62-50. The required waterfront improvements generally include publicly accessible open spaces, including a minimum 40-foot-wide shore public walkway, and upland connections and visual corridors along the prolongations of streets or at regularly spaced intervals. New or enlarged manufacturing uses would no longer be allowed as-of-right in the Proposed Rezoning Area.

New development would be allowed to rise to a roof height of up to 225 feet and a maximum FAR of 6.0. Waterfront zoning also specifies that the walls of residential towers facing the waterfront cannot exceed a maximum aggregate width of 100 feet, thereby resulting in slender towers. Table 2-6 summarizes the bulk that would be allowed by the proposed zoning.

Table 2-6: With-Action Zoning on Proposed Rezoning Area

Zoning District	Definition/General Use	Max. FAR
R7-3/ C2-4 (MIH)	R7-3 districts are residential districts and are generally mapped near the City's waterfront. Commercial overlays are mapped along streets that serve local retail needs and are found extensively throughout the city's lower- and medium-density areas. When mapped in R7-3 (MIH) districts, commercial uses are only permitted below the second story in mixed-use buildings.	R: 6.0 C: 2.0 CF: 6.0 M: 0.0

In the With-Action Condition, the maximum permissible FAR would be increased from 1.0 to 6.0 within the Proposed Rezoning Area. Per ZR Section 62-34, new developments in the Proposed Rezoning Area would be allowed a maximum base height of 65 feet before the building is required to be setback from a street or visual corridor (except for permitted dormers). A tower component could then rise to a height of 185 feet, before an additional setback is required for a tower's penthouse portion. Including this penthouse portion, new buildings may rise up to a roof height of 225 feet (plus permitted rooftop obstructions such as a mechanical bulkhead).

The Proposed Actions would create zoning non-conformance of several of the existing uses on-site. With the Proposed Actions, the Proposed Development would comply with the proposed zoning's density, bulk, and parking requirements, and a CPC authorization would modify Projected Development Site 2's visual corridor requirements. However, if the Proposed Actions are adopted, the Proposed Rezoning Area's existing manufacturing uses (including those on Potential Development Site A) would be rendered non-conforming uses. These non-conforming uses would be able to continue as legal non-conforming uses, but would be unable to expand their degree of non-compliance. Additionally, the non-conforming hotel on Lot 65 would continue to have a legal non-conforming waterfront because its current waterfront does not meet the requirements of ZR 62-50 or ZR 62-60.

Waivers from Waterfront Zoning

The underlying requirements of ZR Section 62-511 specify that a visual corridor should be located along the 70-foot-wide prolongation of Jennings Street, and that an additional visual corridor is required generally between Buildings 2 and 3. A CPC authorization pursuant to ZR Section 62-822 is proposed to waive the underlying requirements of ZR Section 62-511 to allow the proposed locations of the visual corridors on Projected Development Site 2. This authorization would modify the requirements of ZR Section 62-511 and ZR Section 62-56 to allow a visual corridor and upland connection through the Additional Open Space the Applicant proposes between proposed Buildings 2 and 3.

The proposed authorization would also allow the flexibility to align a second required 50-foot-wide visual corridor and upland connection along Proposed Development Site 2's northern lot line instead of along the prolongation of Jennings Street, a shift of approximately 38 feet north. The proposed visual corridors and upland connections between Sheridan Boulevard and the Bronx River allow efficient development of the site without the need to waive underlying bulk requirements. The approximately 20,473-sf waterfront open space on Projected Development Site 2 would contain landscaped paths and seating, and would connect to approximately ~~24,907~~21,843 sf of Additional Open Space the Applicant proposes between Buildings 2 and 3. This Additional Open Space would be ADA-accessible and gently sloped to the river, and contain a variety of passive amenities including an amphitheater.

Study Area

In the With-Action Condition, the Proposed Actions would be adopted and the Proposed Rezoning Area would be rezoned from an M1-1 district to an R7-3 district with a C2-4 overlay. This rezoning would be compatible with the surrounding zoning and would complement the previous Crotona Park East/West Farms Road rezoning, which rezoned several blocks along West Farms Road from an M1-1 district to R6, R7A, R7X, and R8X districts with C2 commercial overlays. The Proposed Actions would also be compatible with the recent development of the Compass Residences - a LSGD Special Permit and rezoning from the CPC that was approved in October 2011 (Land Use Application C100312 ZSX) located across Sheridan Boulevard.

Zoning Conclusion

The Proposed Actions would introduce the only R7-3 district to the Study Area, a zoning district with a maximum FAR of 6.0 that is intended for waterfront areas. The densest zoning district in the Study Area would continue to be an R8X district, which allows a maximum FAR of 7.2. The proposed zoning districts and configuration are intended to support the goals of both citywide and local planning initiatives by creating waterfront access and affordable housing. The proposed CPC authorization would modify underlying requirements for the locations of an upland connections and visual corridors to allow more efficient floor plates for the proposed affordable housing.

The proposed zoning would allow residential uses in the Proposed Rezoning Area, which would follow the neighborhood's development pattern of infill residential development. The Proposed Actions would complement the Crotona Park East/West Farms Road rezoning, which rezoned several blocks from an M1-1 to R6A, R7A, R7X, and R8X residential districts with commercial overlays in targeted locations. The Proposed Actions would complement this rezoning by enabling similar mixed-use developments. Additionally, if the Proposed Actions are adopted, the existing industrial uses would be

rendered legally non-conforming uses. Accordingly, the Proposed Actions would not result in any significant adverse impacts to zoning and no further analysis is warranted.

2.6 Public Policy

Per the *CEQR Technical Manual*, a proposed project within areas governed by public policies controlling land use, or that has the potential to substantially affect land use regulation or policy controlling land use, requires an analysis of public policy. A preliminary assessment of public policy identifies and describes relevant public policies, including formal plans or published reports, which pertain to the study area. If the proposed action could potentially alter or conflict with identified policies, a detailed assessment should be conducted; otherwise, no further analysis of public policy is necessary.

Public policies applicable to the Study Area include: OneNYC 2050; Housing New York 2.0; *Rebuild, Renew, Reinvent: The Blueprint to New York City's Economic Recovery;* and the FRESH Program. Additionally, a series of local planning initiatives relevant to the Study Area are included in this analysis. Because the Proposed Rezoning Area is within the Coastal Zone Boundary, a Waterfront Revitalization Plan (WRP) consistency assessment was prepared; the WRP consistency assessment provided in Appendix C.

OneNYC 2050

OneNYC 2050, originally released as PlaNYC in 2007, is a policy document designed to address New York City's long-term challenges, including accommodating a projected population of more than 9 million residents by 2050, decreasing reliance on fossil fuels, encouraging new modes of transportation, increasing neighborhood safety, better access to education, and aging infrastructure. *OneNYC 2050* builds upon PlaNYC and focuses on eight goals comprised of 30 initiatives. The eight goals consist of a vibrant democracy, an inclusive economy, thriving neighborhoods, healthy lives, equity and excellent in education, a livable climate, efficient mobility, and modern infrastructure.

Thriving Neighborhoods (Volume 4)

Initiative 9 of 30: Ensure all New Yorkers have access to safe, secure, and affordable housing.

It is critically important to capitalize on opportunities for housing wherever large, appropriately located, underutilized parcels of land present an opportunity. Sites in all five boroughs include obsolete facilities; large, low-rise commercial sites; and even infrastructure that can support overbuilds, such as rail yards and tracks.

The Proposed Actions would enable the development of approximately 970 permanently affordable dwelling units across Projected Development Sites 1 and 2. If Potential Development Site A is redeveloped, it would be required to provide affordable housing per the MIH program. These developments would create new residential spaces within underutilized and underdeveloped areas along the Bronx River waterfront. New development will also be required to comply with the modern safety and security features required by New York City Building Code. Accordingly, the Proposed Actions would expand New Yorkers' access to safe, secure, and affordable housing.

Initiative 10 of 30: Ensure all New Yorkers have access to neighborhood open spaces and cultural resources.

Parks and open spaces support the health and well-being of every New Yorker. They provide opportunities for recreation and physical activity, reduce pollution, offer habitat for flora and fauna, and help mitigate the impacts of climate change. In addition, parks are important for civic engagement, interaction with neighbors, economic development, and community revitalization.

The Proposed Actions would provide approximately 1.29 acres of new publicly accessible open space on the Projected Development Sites, with opportunities for active and passive recreation and waterfront access. This open space would not be available to residents in the No-Action Condition. The proposed landscaping would introduce new habitats for flora and fauna along the Bronx River. The Proposed Actions would also offer waterfront views of the Bronx River that would connect residents to the natural environment and provide a space for future civic engagement.

Housing New York 2.0

Housing New York 2.0 is an extended plan to the City's comprehensive housing development policy that includes a primary goal of building or preserving 200,000 units of high-quality affordable housing by 2022 and 300,000 homes by 2026. *Housing New York 2.0*, builds on the foundation laid through *Housing New York: A Five-Borough, Ten-Year Plan*, and was developed in conjunction with HPD to create housing opportunities for New Yorkers with a range of incomes, while fostering vibrant and diverse neighborhoods. Framed by the policy goals and objectives in *Housing New York*, the City Council adopted an amendment to the ZR to establish the MIH program on March 22, 2016 that requires that a percent of new housing be permanently affordable when an increase in permissible residential floor area is requested via discretionary land use action (i.e., an upzoning).

The primary components of *Housing New York 2.0* include the MIH program, which requires areas rezoned for residential growth must include 20 to 30 percent permanently affordable apartments in new developments.

The Proposed Actions would support the policies and goals of *Housing New York 2.0*. In the No-Action Condition, there would be no affordable housing units within the Proposed Rezoning Area because existing zoning precludes residential uses as-of-right. However, in the With-Action Condition, a portion of new housing in the Proposed Rezoning Area would be required to be permanently affordable. The Applicant intends to exceed the minimum requirements of the MIH program – all three proposed buildings will be developed with fully affordable residential components. The Proposed Actions would therefore provide the Crotona Park East neighborhood with new permanently affordable housing, and would support the City's effort to increase the overall supply of affordable housing.

Rebuild, Renew, Reinvent: A Blueprint for New York City's Economic Recovery

A *Blueprint for New York City's Economic Recovery* is a plan to accelerate the recovery of New York City's economy after the 2019 COVID-19 pandemic. The plan is intended to propel job creation back to pre-pandemic employment levels and create equitable economic opportunities for all. The core principles of the plan are to focus on people, build on existing strengths, tap into New York City's innovators and entrepreneurs, break

down government silos, promote equity and economic opportunity, and call New York businesses and organizations to work together. The plan includes a myriad of strategies to support economic growth and equitable opportunity for all.

The COVID-19 pandemic unveiled the inequities across New York City's neighborhoods, including unsafe and overcrowded housing, disparities in access to open space, and disproportionate commute times for many of the city's most vulnerable populations. The plan includes an initiative to "Plan and Build for an Inclusive Future," which includes equitable investment in neighborhood infrastructure. Necessary resources for neighborhood infrastructure include parks and open spaces, schools, healthcare resources, and cultural amenities, among other assets required for a thriving community.

The With-Action Condition would provide new publicly accessible open space and public access to the waterfront on privately owned sites. This access to new open space would not be available in the No-Action Condition. The design, construction, and maintenance of these open spaces would be the responsibility of the Applicant, and would generate temporary construction jobs and longer-term jobs related to commercial uses and maintenance. The With-Action Condition is estimated to produce approximately 105 jobs across the commercial, residential, and parking uses.

Where We Live NYC (Fair Housing Together)

The *Where We Live NYC* plan is the culmination of a two-year process led by HPD to identify goals, strategies, and actions that can be undertaken by the City of New York to advance fair housing through 2025. *Where We Live* was completed in collaboration with fair housing stakeholder groups, community-based organizations, and government partners. The plan was formulated through data analysis and community outreach and public participation, and seeks to understand challenges to fair housing such as segregation, discrimination, and lack of access to thriving neighborhoods in an effort to eliminate these barriers.

Where We Live NYC addresses a wide range of housing challenges including an affordability crisis, a housing shortage, unequal access between neighborhoods to resources and opportunities, and the ongoing discrimination in the housing market. As a result, the City will focus its affirmative fair housing work on six goals and complementary strategies and actions. These goals are:

1. Combat persistent, complex discrimination with expanded resources and protections;
2. Facilitate equitable housing development in New York City and the region;
3. Preserve affordable housing and prevent displacement of long-standing residents;
4. Enable more effective use of rental assistance benefits, especially in amenity-rich areas;
5. Create more independent and integrated living options for people with disabilities;
6. Make equitable investments to address the neighborhood-based legacy of discrimination, segregation, and concentrated poverty.

The Proposed Actions would support the goals and strategies of *Where We Live NYC* by facilitating three buildings with 970 affordable dwelling units on manufacturing sites that currently do not have residential units or affordable housing. The Proposed Actions would expand the supply of affordable housing opportunities.

The Proposed Actions would provide greater access to housing in an area with access to public transit and local retail options, thereby improving equity for both existing and future users in the neighborhood. With the creation of affordable housing and the Proposed Rezoning Area's proximity to transit, the Proposed Actions would support the City's fair housing plan and help relieve the City's housing challenges.

New York City Food Retail Expansion to Support Health Program (FRESH)

New York City's FRESH program promotes the establishment of grocery stores in underserved communities by lowering the costs of owning, developing, and renovating retail space. The Proposed Rezoning Area is in an area where discretionary tax incentives are available through the FRESH program. FRESH financial incentives are available to grocery store operators renovating existing retail space or developers looking to construct or renovate retail space to be leased to a full-line grocery store operator.

The FRESH program is administered by the New York City Industrial Development Agency (NYCIDA) and DCP with support from the Department of Health and Mental Hygiene (DOHMH) and the Mayor's Office of Food Policy. Facilities eligible for the program must be located in a designated FRESH area and must provide:

- A minimum of 5,000 square feet of retail space for a general line of food and nonfood grocery products intended for home preparation, consumption, and utilization;
- At least 50 percent of retail space for a general line of food products intended for home preparation, consumption, and utilization;
- At least 30 percent of retail space for perishable goods that may include dairy, fresh produce, fresh meats, poultry, fish, and frozen foods; and
- At least 500 square feet of retail space for fresh produce.

Development in the With-Action Condition would contain ground floor commercial uses. The Proposed Actions would not preclude participation in the FRESH program and would facilitate new commercial spaces that could be used by a supermarket or grocery store operator.

Waterfront Revitalization Program (WRP)

New York City's Coastal Zone management tool is the WRP, which was adopted in 1982. Proposed projects that are within the designated boundaries of New York City's Coastal Zone must be assessed with the WRP. The WRP charged the CPC to act as the City Coastal Commission and DCP to administer the WRP; it also required that local discretionary actions that occur in the Coastal Zone be subject to review.

The WRP established ten policies for the development and use of the waterfront, and each policy contains a list of related goals. Policies pertinent to the Proposed Actions include:

- Policy 1 - Support and facilitate commercial and residential redevelopment in areas well suited to such development: The Proposed Actions would transform sites with open parking, industrial, and hotel uses along the Bronx River into mixed-use buildings with publicly accessible open spaces, which would including a 40-foot-wide shore public walkway, an upland connections, visual corridors, seating, an amphitheater, waterfront overlooks, and landscaping. The Proposed Actions would complement the existing mixed-use, affordable housing developments within the Study Area (i.e. Compass

Residences) and would further activate the streetscape with retail uses at the ground floor and shore public walkway. Additionally, the development sites would be improved with permeable pavers, native bioswale plantings and vegetation (bushes, grasses, perennial flowers, and trees) along the proposed shore public walkway, upland connections, and in other landscaped areas.

- Policy 4 – Protect and restore the quality and function of the ecological systems within the New York City coastal area: The Proposed Actions would repair the existing concrete seawall on Projected Development Site 1 and replace the waterfront structures on Projected Development Site 2, which would improve the conditions of the Bronx River. Further, the proposed replacement structures on Projected Development Site 2 would be installed inboard of the existing structures, which is expected to increase the footprint and volume of the Bronx River and would result in additional aquatic habitat over existing conditions. These improvements would protect the 14 commercially or recreationally important fishes that spend one or more life stages in the adjacent section of the Bronx River.
- Policy 5 – Protect and improve water quality in the New York City coastal area: With the proposed project, stormwater generated on the shore public walkways would be discharged directly to the Bronx River in accordance with current NYSDEC and NYCDEP regulations. During construction, Best Management Practices (BMPs) would be implemented to support stormwater management. A Stormwater Pollution Prevention Program (SWPPP) would be implemented on the development sites, along with a monitoring program to document that construction is consistent with and meets the requirements of the DEC-approved SWPPP.

  The Proposed Actions would allow the removal of hazardous materials on the Applicant's sites pursuant to the NYSDEC's Brownfield Cleanup Program (BCP) or through the City's E-Designation program. On Projected Development Site 2, the waterfront structures would be replaced with a bulkhead that would prevent material from the site from entering the Bronx River. With these measures, the Proposed Actions would protect the quality of groundwater, streams, and sources of water for the Bronx River.
- Policy 6 - Minimize loss of life, structures, and natural resources caused by flooding and erosion: The Proposed Actions would be designed and constructed to minimize damage to natural resources and natural features, and to protect the Proposed Development Sites from flooding and erosion. On Projected Development Site 1, the existing concrete seawall would be repaired as warranted. On Projected Development Site 2, the existing high-level timber platform and a gravity wall would be replaced by a high-level pile supported platform and an anchored bulkhead.

  The Preliminary Flood Insurance Rate Maps published by the Federal Emergency Management Agency identifies the Proposed Rezoning Area as a Base Flood Elevation (BFE) of 13 feet, as measured in the North American Vertical Datum of 1988 (NAVD88). The Proposed Rezoning Area is within the one percent (1 in 100 year) and the 0.2 percent (1 in 500 year) annual chance floodplains. The design flood elevation (DFE) for the Proposed Development is 15 feet. At 15 feet, the DFE would be two feet above the current base flood elevation (BFE), as required by Appendix G of the New York City Building Code. Within the sites' FEMA-mapped flood zones, fixtures such as bench seating and lampposts would be designed and constructed to withstand flooding. The Proposed Actions would introduce new native vegetation along the waterfront, potentially reducing the potential for erosion along the riverfront. Mechanical space would be dry floodproofed up to at least the DFE. The proposed floodproofing to the

DFE would be achieved by a combination of waterproofed concrete walls and, where applicable, automatic flood gates at the building entrances.

The Proposed Actions would not preclude the ability to floodproof the building to a higher DFE as flood conditions change with SLR. Specifically, the waterproofed foundation and flood barriers could be increased vertically to address changing future flood levels. The Proposed Actions also would not preclude the implementation of adaptive solutions in the future, including any technological advancements not yet developed.

Policy 7 – Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutant, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety: The Proposed Actions would facilitate remediation of the development sites and minimize environmental degradation to protect public health. The Applicant plans to enter Projected Development Sites 1 and 2 into the BCP. The BCP would require remediation in accordance with a Brownfield Cleanup Agreement (BCA) that would be executed between the Applicant and NYSDEC. This would require all construction activity to adhere to the requirements of the BCP and in accordance to a Remedial Action Work Plan (RAWP) and Construction Health and Safety Plan (CHASP) approved by NYSDEC. Additionally, because NYSDEC has jurisdiction along the Bronx River waterfront, solid waste or hazardous materials generated along the waterfront would be removed per NYSDEC requirements, thereby minimizing the potential degradation of coastal resources.

- Policy 8 - Provide public access to, from, and along New York City's coastal waters: The Proposed Actions would provide new WPAAs containing an upland connections and visual corridors, and a shore public walkway where access was once prohibited. These areas would contain landscaped areas and provide new recreational opportunities, as well as benches, seating and tables, bike racks, and litter/recycling bins for public use. A visual connection from Sheridan Boulevard to the Bronx River would be established, and a publicly accessible physical connection would be opened to the river's shoreline. Overall, the proposed publicly accessible open space would provide new opportunities for unobstructed physical and visual access to the Bronx River waterfront that was previously inaccessible.
- Policy 9 - Protect scenic resources that contribute to the visual quality of the New York City coastal area: The Proposed Actions would provide scenic views of the Bronx River waterfront from areas that are currently inaccessible to the public. With the Proposed Actions, new open spaces would be developed and contain seating, tables, native and non-invasive plantings, and walking paths. The new public open space would offer both passive and active recreational uses in an area that is currently underutilized and underdeveloped.

  Along the project-generated shore public walkway, public access would be provided along the Bronx River waterfront, allowing for new publicly accessible views of the Bronx River and Starlight Park that do not currently exist. Views towards the Proposed Rezoning Area from the Bronx River and Starlight Park would be enhanced because the Proposed Rezoning Area's waterfront would be redeveloped with a shore public walkway that would contain a variety of native and non-invasive plantings and modern building materials.

A full assessment of these policies and their related goals are found in the WRP Consistency Assessment Form (WRP #20-147) provided in Appendix C. The assessment

demonstrates that the Proposed Project would be consistent with the goals and objectives of the Waterfront Revitalization Program.

Relevant Local Planning Initiatives

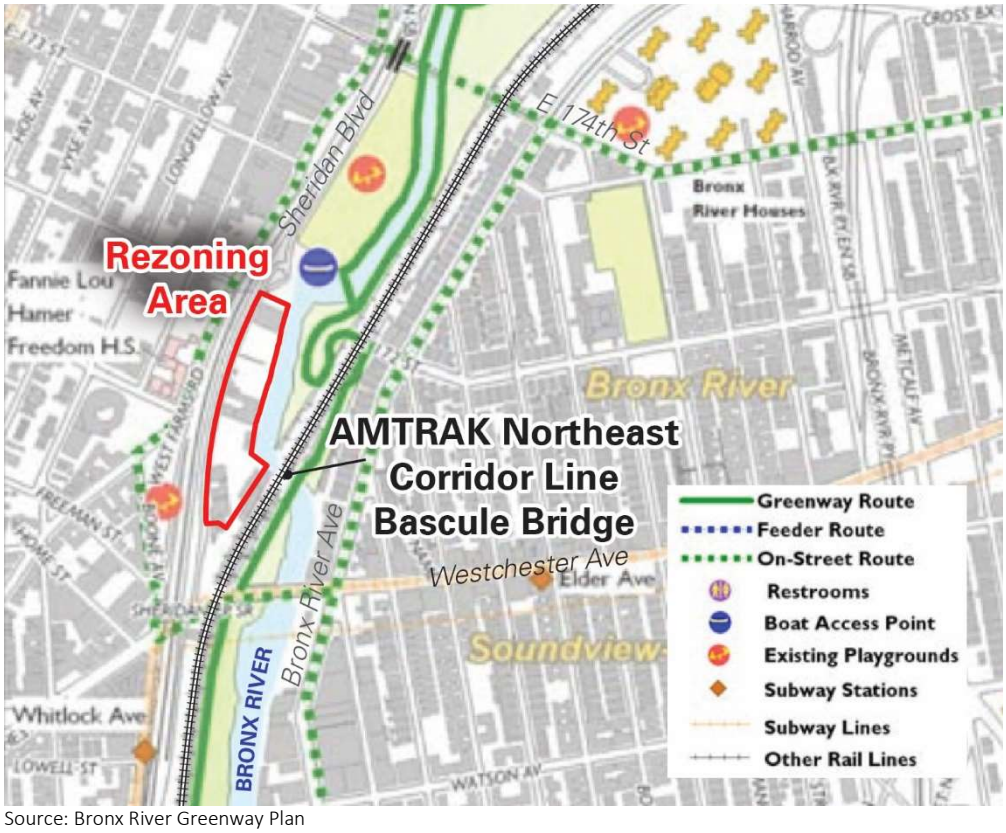
Bronx River Greenway Plan

In June 2006, the Bronx River Alliance released the *Bronx River Greenway Plan*. The plan affirmed the Alliance's collective vision for the Bronx River Greenway and provides a framework to guide its realization. The plan represents years of collaboration by the Alliance and its partners, including NYC Parks and NYSDOT.

The principal goal of the *Bronx River Greenway Plan* is to guide the development of a 23-mile continuous bike and pedestrian path that extends north from the Bronx into Westchester County. The plan also provides guidelines for maintenance, operations, programming, and the incorporation of ecological principles.

As shown in Figure 2-3 near the easternmost point of the Proposed Rezoning Area, the Bronx River Greenway Plan envisioned a greenway route crossing the river to the east of the Amtrak Bridge. The plan envisioned a second crossing north of East 172nd Street, which was recently completed with the opening for Starlight Park Phase 2. The plan did not identify the Proposed Rezoning Area as part of the greenway route or as a feeder route to the greenway.

Figure 2-3: Bronx River Greenway Plan - Bruckner Blvd to East Tremont Ave



Source: Bronx River Greenway Plan

Penn Station Access

In September 2021, the Federal Transit Administration (FTA) issued a Finding of No Significant Impact (FONSI) for the Penn Station Access project, which includes four new stations in the East Bronx with Metro-North service to Penn Station, Westchester County, and Connecticut. Other key project elements include rehabilitating the existing Amtrak Bridge over the Bronx River just east of the Proposed Rezoning Area and constructing a new single-track railroad bridge immediately north of the existing bridge to accommodate additional passenger tracks. Currently, the No. 6 subway line is the only subway line to serve the eastern Bronx. Within a half-mile radius of the proposed station locations, approximately 130,000 residents, and approximately 17 percent of employment in Bronx County, would be served by the four proposed Bronx stations.[6] The Penn Station Access project would provide necessary rail service to the underserved eastern Bronx, which includes the Proposed Rezoning Area.

Sheridan Expressway – Hunts Point Land Use and Transportation Study

The *Sheridan Expressway-Hunts Point Land Use and Transportation Study*, released in December 2013, was a joint effort of NYC Department of Transportation (NYCDOT), DCP, the NYC Economic Development Corporation (EDC), and HPD. The plan focused on rezoning to encourage a mix of uses along the waterfront, increasing pedestrian access to the Bronx River and waterfront amenities, improving pedestrian safety at dangerous intersections, and creating over 1,600 linear feet of publicly accessible waterfront along the Bronx River, including a connected greenway from Starlight Park to Concrete Plant Park. The plan also focused on reconfiguring the limited-access Sheridan Expressway, which was completed in 2018 (see "Sheridan Boulevard Improvements" below).

Southern Boulevard Neighborhood Planning Study

In 2016, DCP – in consultation with other city agencies and Councilmember Rafael Salamanca – initiated the *Southern Boulevard Neighborhood Planning Study*. The goal of the first public meeting was to present past plans, identify key stakeholders and their organizational missions, and to allow community members a forum to share ideas for a planning process for Southern Boulevard, which is located approximately six blocks west of the Proposed Rezoning Area. The study has engaged community residents and stakeholders in a ground-up comprehensive neighborhood study around Southern Boulevard since 2016. The Southern Boulevard Neighborhood Planning Study concluded public engagement in 2019 but remains ongoing. The study's goals include:

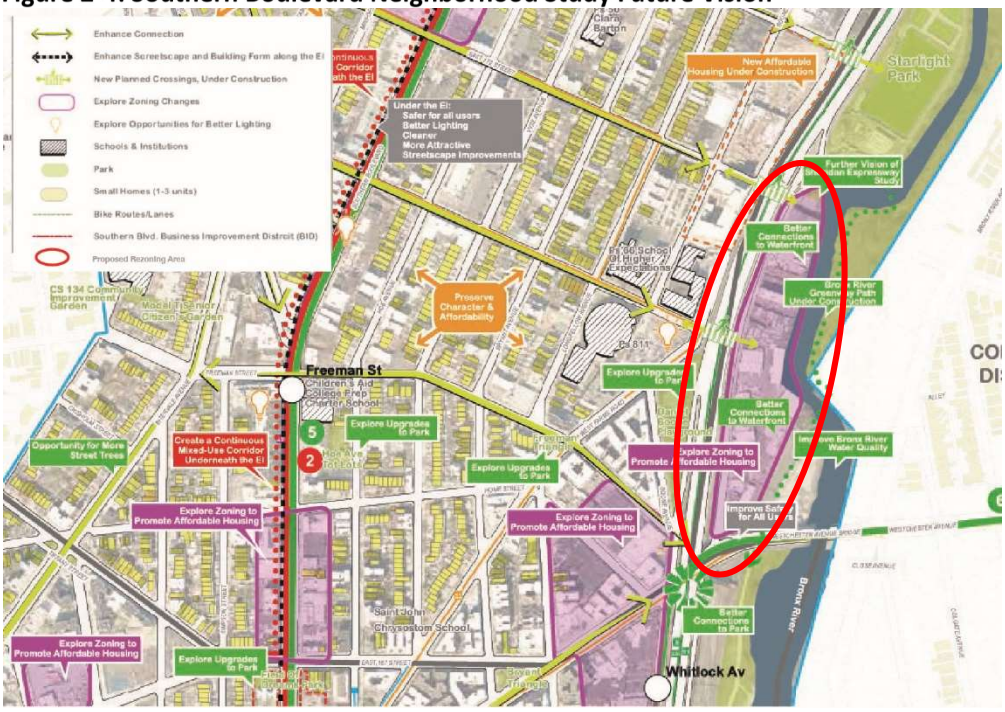
- To preserve and invest in existing community assets;
- To address longstanding health and economic inequities in the community by focusing on root causes;
- To ensure that the neighborhood is a great place for young people to grow up and for seniors to age in place; and
- To connect people to each other, resources, opportunities, and assets.[7]

[6] https://new.mta.info/document/90216

[7] Southern Boulevard One Page Study Description published by DCP. Last accessed 25 August 2021. https://www1.nyc.gov/assets/planning/download/pdf/plans-studies/southern-blvd/southern-boulevard-description.pdf?r=1

The draft vision released in 2018 and shown in Figure 2-4 indicates three strategies for the Proposed Rezoning Area: "Further Vision of Sheridan Expressway Study," "Explore Zoning to Promote Affordable Housing," and "Better Connections to Waterfront."

Figure 2-4: Southern Boulevard Neighborhood Study Future Vision



Source: Southern Boulevard Neighborhood Study

Sheridan Boulevard Improvements

In 2018, NYSDOT approved a plan to transform the Sheridan Expressway from an elevated interstate highway to a pedestrian-friendly boulevard. This transformation was intended to allow a safer direct pedestrian connection to the Bronx River waterfront and Starlight Park from upland areas. The improvements resulted in signalized intersections and pedestrian crosswalks at Sheridan Boulevard's intersections with East 172nd Street (near Projected Development Site 1) and Jennings Street (near Projected Development Site 2). Improvements were also made to the Sheridan Boulevard service road (Edgewater Road), where NYSDOT installed a dedicated bicycle lane, reconfigured traffic lanes, and normalized the geometry of the intersections between this service road and Sheridan Boulevard.

Public Policy Conclusion

The Proposed Actions would be compatible with and support a number of citywide public policies, including: *OneNYC 2050*; *Housing New York 2.0*; *Rebuild, Renew, Reinvent: A Blueprint for New York City's Economic Recovery*; and the New York City FRESH program. The Proposed Actions would create new mixed-use development on underutilized and underdeveloped areas along the Bronx River waterfront. The Proposed Actions would also provide the Crotona Park East neighborhood with new permanently affordable housing options, and would support the City's effort to increase the overall supply of affordable housing. Overall, the Proposed Actions would be in conformance with policies that

encourage the development of new affordable housing options in underdeveloped and underutilized areas.

The Proposed Actions would support several of the Waterfront Revitalization Program policies. The Proposed Actions would facilitate the redevelopment of the projected and potential development sites that currently contain open parking, industrial, and hotel uses along the Bronx River. These sites would be developed with mixed-use buildings, publicly accessible open spaces (including a 40-foot-wide shore public walkway), an upland connections, visual corridors, seating, an amphitheater, waterfront overlooks, and landscaping. The Proposed Actions would also repair and replace existing waterfront structures along the shoreline, which would improve the conditions of the Bronx River. A visual connection from Sheridan Boulevard to the Bronx River would be established and a publicly accessible physical connection would be opened along the river's shoreline. Overall, the Proposed Actions would support a number of policies of the WRP and would protect and enhance the public connection to the waterfront.

The Proposed Actions would also support local policies such as the *Bronx River Greenway Plan, Penn Station Access Plan*, *Southern Boulevard Neighborhood Study*, the recent *Sheridan Boulevard Improvements*, and the *Sheridan Expressway-Hunts Point Land Use and Transportation Study*. The Proposed Actions would further connect residents to the waterfront and introduce additional publicly accessible open space along the Bronx River Greenway. Overall, the Proposed Actions would support a number of city and local-level planning initiatives and public policies, and would not result in a significant adverse public policy impact.