3.0 PROBABLE IMPACTS OF THE PROPOSED ACTION

3.1 LAND USE, ZONING, AND PUBLIC POLICY

INTRODUCTION

The proposed action would not result in significant adverse land use impacts and would be consistent with zoning and public policies in Mott Haven and adjacent areas. The proposed rezoning area is currently occupied by warehouses and manufacturing uses, commercial, institutional, residential, mixed use buildings, transportation and utility uses, and vacant lots. By 2018, with the proposed action, new residential development and higher density commercial development would be expected to occur throughout the rezoning area, along with the enhancement and upgrade of the waterfront areas adjacent to the Harlem River. The proposed zoning changes would modify existing manufacturing zoning designations to permit new residential and commercial development and address the underutilization of existing properties. The proposed action would result in significant changes to land use and zoning, but not in significant adverse impacts.

A detailed assessment of land use, zoning, and public policy is appropriate if an action would result in a significant change in land use or would substantially affect regulations or policies governing land use. While the anticipated changes are significant, they are not expected to result in significant adverse land use impacts. In recent years, the area surrounding the Lower Concourse has experienced a number of substantial investments. The Port Morris Special Mixed Use District (MX-1), located to the south and east of the proposed rezoning area, has experienced an increase in residential development, in the form of conversions and the rehabilitation of existing buildings. In addition, project currently under construction include the Gateway Center, which will bring approximately one million square feet of new retail space north of 149th Street, and new waterfront parks along the Harlem River waterfront directly north of the site.

Because of Mott Haven's manufacturing zoning, few new buildings have been constructed within the Lower Concourse. The industrial uses allowed under the current zoning have been on the decline for years, leaving vacant and underutilized land and buildings. New development has consisted primarily of automotive retail uses and self-storage facilities. This trend is expected to continue in the future without the proposed action. The new residential development and the redevelopment of waterfront areas generated by the proposed action would continue recent and ongoing investments in the South Bronx. The proposed mixed-use districts would permit the continuation of light industrial uses as well as the development of new light industrial uses.

Under *CEQR Technical Manual* guidelines, an assessment of zoning is typically performed in conjunction with a land use analysis when the action would change the zoning on the site or result in the loss of a particular use. Similar to zoning, assessment of public policy typically accompanies an assessment of land use. Under CEQR, a land

use analysis characterizes the uses and development trends in the study area, and assesses whether a proposed action is compatible with or may affect those conditions.

The proposed action is an application by the New York City Department of City Planning (DCP) for zoning map and zoning text amendments to change approximately 30 blocks at the base of the Grand Concourse. The proposed zoning text amendments include establishing the Lower Concourse Special Mixed Use District (MX), the Special Harlem River Waterfront District (SHRWD), the Harlem River Waterfront Access Plan (WAP), and other zoning text amendments related to food store regulations and inclusionary housing. The rezoning proposal includes an amendment to the City Map to establish a new 2.26-acre park located along the Harlem River waterfront.

The directly affected rezoning area, located in the Bronx Community District 1 within the Mott Haven neighborhood of the Bronx, is generally bounded by East 149th Street and East 144th Street to the north, the Major Deegan Expressway and Park Avenue to the south, Morris and Lincoln Avenues to the east, and the Harlem River to the west. The rezoning proposal involves changing the existing zoned R6, C4-4, M1-2, and M2-1 zoning districts within the rezoning area to C4-4, C6-2A, R7-2, MX (M1-4/R6A), MX (M1-4/R7A), MX (M1-4/R7X), MX (M1-4/R8A), M1-2 and M1-4 zoning districts. A new C2-4 commercial overlay would be mapped on waterfront lots zoned R7-2.

The proposed action also includes special zoning text amendments for the Lower Concourse Special Mixed Use District (MX). The Special Mixed Use District extends over all or portions of 25 blocks between Exterior Street and Walton Avenue, south of East 149th Street and north of East 138th Street, and between Park Avenue and Morris Avenue, south of East 146th Street, and north of the Major Deegan Expressway. The area within the proposed Special District is currently zoned R6, C4-4, M1-2, and M2-1.

The projected incremental (net) change in development between the future no-action and future action scenarios that would result from the proposed action at the 31 projected development sites is 3,414 housing units (including 591 affordable housing units) and a net increase of non-residential uses, including 735,447 sf of commercial space (571,162 sf of retail space and 164,285 sf of hotel space); 63,700 sf of community facility space (educational facilities), and net decreases of 598,351 sf of office space and 308,872 sf of industrial space.

The goal of the proposed action is to support the ongoing revitalization of the South Bronx through the creation of new housing and conversion of existing buildings into new residential units within the Lower Concourse area to reflect the recent investments that have been made in the area surrounding the Lower Concourse area, specifically the Port Morris Special Mixed Use District which allowed residential uses along with the existing manufacturing uses. As the proposed action includes zoning map and text amendments and is expected to result in changes to land use, an assessment of its effects on land use, zoning, and public policy is warranted.

BACKGROUND AND DEVELOPMENT HISTORY

The Lower Concourse study area is comprised of an amalgam of neighborhoods geographically located in the southwest Bronx predominantly encompassing portions of the neighborhood historically and traditionally identified as Mott Haven, and also including portions of the West Bronx and the lower Grand Concourse.[1]

Well before the 1898 creation of the Borough of The Bronx, industrial activity was occurring in the area that is now the Bronx's southernmost portion. In 1828, Jordan L. Mott, the inventor of a coal-burning iron cooking stove, opened a "modest little factory" on property he had purchased on the Harlem River near the present Third Avenue, in what was then the township of Morrisania. Mott started calling the area Mott Haven and, in 1850, seeking to attract additional industry to the area, laid out the Mott Haven Canal, an artificial inlet from the Harlem River that would ultimately extend to just south of 144th Street. The canal, however, was slow to attract industrial firms and, by 1879, only a handful of substantial factories existed nearby, including a brass and iron works, a machine shop, and a few lumber and coal yards, all of which were below 138th Street. These were joined by a marble yard, lumber yard, and hotel west of the canal, near the tracks built by the New York & Harlem Railroad to connect Manhattan with what is now The Bronx in 1841. Despite the presence of the large Harlem River & Port Chester Railroad yard, which stretched from Lincoln Avenue to Brown Place south of 132nd Street, few factories appear to have existed east of Third Avenue at the end of the 1870s.[2] The canal remained navigable until its last surviving portion located south of the Major Deegan Expressway was filled in 1965; the portion extending northward to 144th Street having been filled in during preceding decades.[3]

By 1879, Mott Haven referred to the area west of Third Avenue; the area east of Third at that time was called North New York. Although the term North New York has since faded from use, Port Morris, the historical name for the easternmost portion of this area, remains current in referring to the area east of the Bruckner Expressway. The name "South Bronx" was also applied to this area as early as about 1910. Nearly one hundred years ago, Bronx Borough President Louis F. Haffen wrote of "the territory south of 149th Street and east of Third Avenue—the section known as South Bronx" in *Borough of the*

[1] White, Norval and Willensky, Elliot, *AIA Guide to New York City, Fourth Edition* (New York: Three Rivers Press, 2000), pp. 554, 556.

[2] Estey Piano Company Factory, New York City Landmarks Preservation Commission Designation Report, Unpublished Document, 2006, p. 2. Sources utilized for the designation report, which provided substantial background for the Lower Concourse Background/History, include Stephen Jenkins, The Story of the Bronx. 1639-1912 (New York: G. P. Putnam's Sons, 1912); Harry T. Cook, Borough of the Bronx, 1639-1913 (New York: Harry T. Cook, 1913); James l. Wells et al, The Bronx and Its People, A History, 1609-1927 (New York: Lewis Historical Publishing Co. 1927); "From Suburb to City: The Development of the Bronx, 1890-1940" in Building A Borough: Architecture and Planning in the Bronx, 1890-1940 (Bronx, N.Y.: Bronx Museum of the Arts, 1986); Borough of the Bronx, A Record of Unparalleled Progress and Development (New York: 1909?) and Bronx Board of Trade, The Bronx: New York's Fastest Growing Borough (Bronx, N.Y.: Bronx Board of Trade, 1922.

[3] Estey, p. 18; Bromley's 1893 Atlas of the City of New York, 23rd and 24th Wards delineates the canal extending to just below 144th Street. By 1907, E. Belcher Hyde's 1907 Atlas of the Borough of the Bronx, City of New York illustrates the canal as terminating below 138th Street, the portion north of 138th Street having been filled in and appropriately named Canal Place. The 1942 Atlas of the City of New York Borough of the Bronx (G W, Bromley & Company) shows the canal terminating at the Major Deegan Expressway (135th Street).

Bronx: A Record of Unparalleled Progress and a 1910 *New York Times* article referred to "the South Bronx below 149th Street and between the Harlem and East Rivers." [4]
In 1874, the townships of Morrisania, West Farms, and Kingsbridge—the sections of the present Bronx borough located west of the Bronx River—became part of New York City. Officially called the 23rd and 24th Wards, they were generally referred to as the "Annexed District" or "North Side," but they remained fairly isolated. At that time, few links existed between the southern portion of the District and Manhattan; one being a cast-iron bridge at Third Avenue that, in 1860, had replaced an old wood dam-bridge built in the 1790s at that location. Soon after annexation, however, local residents, property owners, business owners, and booster groups like the North Side Association began agitating for improved infrastructure, including improved connections with Manhattan. Among the public works constructed in the 1880s was the Madison Avenue Bridge, completed in 1884, which spanned the Harlem River at 138th Street, about five blocks north of the Mott Iron Works complex. By 1885, additional industrial concerns—including a planning mill, cabinet maker, nickel works, and factories making carpets and surgical instruments—had sprung up in Mott Haven, near and below 138th Street, and close to Third Avenue. The expanded rail yard below 132nd Street, at that point operated by the New York, New Haven & Hartford Railroad, connected directly to new docks at the foot of Willis Avenue. A few factories had sprouted up in the area east of Lincoln Avenue; the Estey Piano Company Factory, then under construction at the northeast corner of Lincoln Avenue and Southern (now Bruckner) Boulevard, shared a block with the expansive works of the New York Lumber and Woodworking Company.[5]

The 1886 opening of the Second Avenue Bridge just a few blocks from the Estey Factory provided a Harlem River crossing for the trains of the new Suburban Rapid Transit Company. The Suburban's line, which would come to be known in the Bronx as the Third Avenue El, was the first to bring rapid transit service to the Annexed District. With its southern terminus on the Manhattan side of the Harlem, where it met Manhattan's east-side elevated lines, the Suburban stopped at Southern Boulevard, before continuing northward; service on the line was expanded and improved between 1887 and 1902. While the Suburban was under construction, *Real Estate Record & Builders' Guide* predicted that its completion would have an enormous impact on the North Side, calling it in 1885 "a great thing for the [Annexed District], as well as for New York City. It will furnish cheap homes for a poorer population, as well as choice rural habitations for the well-to-do. We may expect many light manufacturing industries to become naturalized on the other side of the Harlem." Completion of the line facilitated Mott Haven's late 19th century development, spurring rowhouse construction in the late 1880s and 1890s.[6] Mott Haven began to flourish as an industrial center. Known for its metal works, saw mills, and stone yards, Mott Haven's industry expanded into the fields of piano factories, lumberyards, furniture manufacturers, and food and ice producers over the course of the 19th century.[7] An 1894 drawing of the Harlem River east of Third Avenue shows a busy waterfront with docks and factories on both sides of the Harlem

[4] Estey, p 18.
[5] Estey, p. 2-3.
[6] Estey, p. 3.
[7] Graduate School of Architecture, Planning and Preservation, Columbia University, Historic Preservation Studio, "The Harlem River Preservation Plan, History and Significance of the Southern Area," 2003-2004 (see website at http://www.arch.columbia.edu/hp/studio/2003-2004/southernHistory.html).

River. In 1895, the *New York Times* noted that "that part of the 23rd Ward along the Harlem River"—that is the southernmost portion of the Annexed District, including Mott Haven—was "a very busy manufacturing place."[8] By the early 20th century, the area had one of the largest concentrations of manufacturing buildings and facilities along the Harlem River.[9]

Over the next decade, subway expansion provided an arterial connection that would forever change the Southern section, providing cheap rapid transit that drew Yugoslavians, Armenians, Italians, and especially Central and Eastern European Jews. As was the case in most industrial cities at the time, residential areas were built up nearby to house workers of factories. At the turn of the 20th century, census records indicate that workers at the various piano factories in Mott Haven lived in the area immediately adjacent to their work. In addition to the rail-based network of connections between Harlem and the Southern Bronx, six bridges were constructed in the area between 1895 and 1954: the Macomb's Dam, 125th Street, Madison Avenue, Park Avenue, Third Avenue, and Willis Avenue Bridges. [10]

Improved rapid transit connections with Manhattan aided Mott Haven's residential growth, but the area's industrial development was spurred by its Harlem River location and the expansion of its freight-rail infrastructure. By the beginning of the 20th century, the New York, New Haven & Hartford Railroad—with a freight depot located at Lincoln Avenue and 132nd Street—connected with dozens of railroads providing service throughout the eastern and Midwestern United States, and into Canada. The southern Bronx, including the study area, retained these transportation advantages into the 20th century, making the Lower Concourse study area an advantageous location for many of the industrial buildings that are still present, including those associated with the piano manufacturing industry. In experiencing strong manufacturing growth in the 19th and early 20th centuries, Mott Haven was a microcosm of The Bronx and the city as a whole: by 1920, New York City had 12 percent of the country's factory workers, and by 1927 The Bronx had 2,700 plants with more than 100,000 employees. [11] *The WPA Guide to New York City* describes the study area's waterfront during the depression era as "a jumble front of factories, coal and lumber yards and railroad yards which make an ugly setting for the Harlem River."[12] Architecturally, the majority of Mott Haven's industrial buildings were load-bearing masonry structures. Each building, or complex of buildings, was monolithic, grand in scale, and able to handle hundreds of workers along with heavy machinery. Later manufacturing facilities were of the "daylight" factory style, with reinforced concrete beam and slab construction and large bays of casement windows designed to provide workers with plenty of natural light and ventilation. [13]

By the mid-20th century, Mott Haven factories mass-produced a wide variety of products, from iron to refrigeration systems, enamel products to paper box containers,

[8] Estey, p. 3
[9] Op. Cit.
[10] Ibid
[11] Estey, p. 3
[12] WPA Guide to New York City from the clippings file of the Bronx Historical Society
[13] *Ibid 7.*

and mechanical printing presses to machine made furniture.[14] But industrial activity in The Bronx would soon begin to decline, with The Bronx and New York City rapidly losing industrial jobs by the 1950s. Between 1969 and 1999, the number of manufacturing jobs in the city fell by two thirds.[15]

The Major Deegan Expressway, completed in the 1950s, and the corresponding Harlem River Drive along the west side of the waterfront, were built under the belief that expressways were an important constituent of urban renewal and the relatively unused Harlem River waterfront was an ideal location for their construction. While these highways provided a direct connection to the region's highway network and created opportunities for adjacent parks and recreational zones, direct waterfront access to the surrounding neighborhoods was limited. Construction of the Major Deegan also contributed to the decline of neighborhood industry; between 1935 and 1939, the construction of the earliest portions of the Major Deegan through Mott Haven resulted in the displacement of manufacturing space, including the elimination of several industrial buildings on the block immediately to the north of the Estey Factory. [16]

The second half of the 20th century included the broader economic decline of the South Bronx and widespread deterioration and abandonment of its housing stock, with the term South Bronx now generally referring to parts of the Borough located south of Fordham Road. Despite substantial neighborhood revitalization achievements starting in the 1970s involving numerous local community organizations as well as government intervention, the surrounding Mott Haven community still comprises the poorest Congressional District in the nation. The community's deterioration was highlighted nationally in the mid-1970's with broadcaster Howard Cossell's apocryphal phrase "The Bronx is Burning." The image of urban blight was reinforced a decade later with the publication of the Tom Wolfe novel *The Bonfire of the Vanities* in which the neighborhood's streets symbolized the nation's urban decay. [17]

A number of factors have led to an economic resurgence within and around the study area, although many of its industrial buildings continue to be underutilized. The Port Morris area adjacent to the south has seen an influx of artists, housing rehabilitation, and the emergence of an Antique Row on Bruckner Boulevard. The Estey Piano Factory building is an example of this economic rebirth with its conversion to artists' live-work studios.

Within the rezoning area, the construction of Lincoln Hospital in the late 1960s, retail growth around the 149th Street/Third Avenue Hub retail district, and the growth of Hostos Community College have brought new activity that has revitalized the area around the Grand Concourse and 149th Street. Hostos Community College was created by an act of the Board of Higher Education on April 22, 1968, in response to the demands of Puerto Rican and other Hispanic leaders who urged the establishment of a college to meet the needs of the South Bronx. The campus now has six buildings, and

[14] *Ibid 7.*
[15] Estey, p. 3
[16] *Ibid 7.*
[17] Barnard, Anne, *No Longer the City of 'Bonfire' in Flames,* The New York Times, December 10, 2007

there are further plans for expansion outlined in the College's long range master plan. Hostos takes pride in its well-equipped science, math, writing, and computer labs; its physical education facilities; and its state-of-the-art theatres,[18] and is a major force in the culture, community and economic resurgence of the South Bronx.

LAND USE

3.1.1 EXISTING CONDITIONS

The land use assessment considers uses within the rezoning study area, where the land use effects of the proposed action are direct, and a primary study area consisting of the properties within an approximately quarter-mile radius of the boundaries of the rezoning area where land use effects are indirect. These study areas and land uses are shown on Figure 3.1-1 and 3.1-2.

The proposed rezoning would affect approximately 30 blocks in Mott Haven. The rezoning study area is generally bounded by generally bounded by East 149th Street and East 144th Street to the north, the Major Deegan Expressway and Park Avenue to the south, Morris and Lincoln Avenues to the east, and the Harlem River to the west. The primary study area covers an area that extends beyond the rezoning area boundaries to include portions of the surrounding Concourse Village neighborhood and The Hub commercial district. The primary study area is generally bounded by East 153rd Street to the north, the Harlem River to the south, Willis Avenue to the east, and the Harlem River to the west.

Rezoning Area

The assessment of existing conditions focuses on the land uses occupying the rezoning area. Land uses in the rezoning area include a mix of warehouses and manufacturing uses, commercial, institutional, residential, mixed-use buildings, transportation and utility uses, and vacant lots.

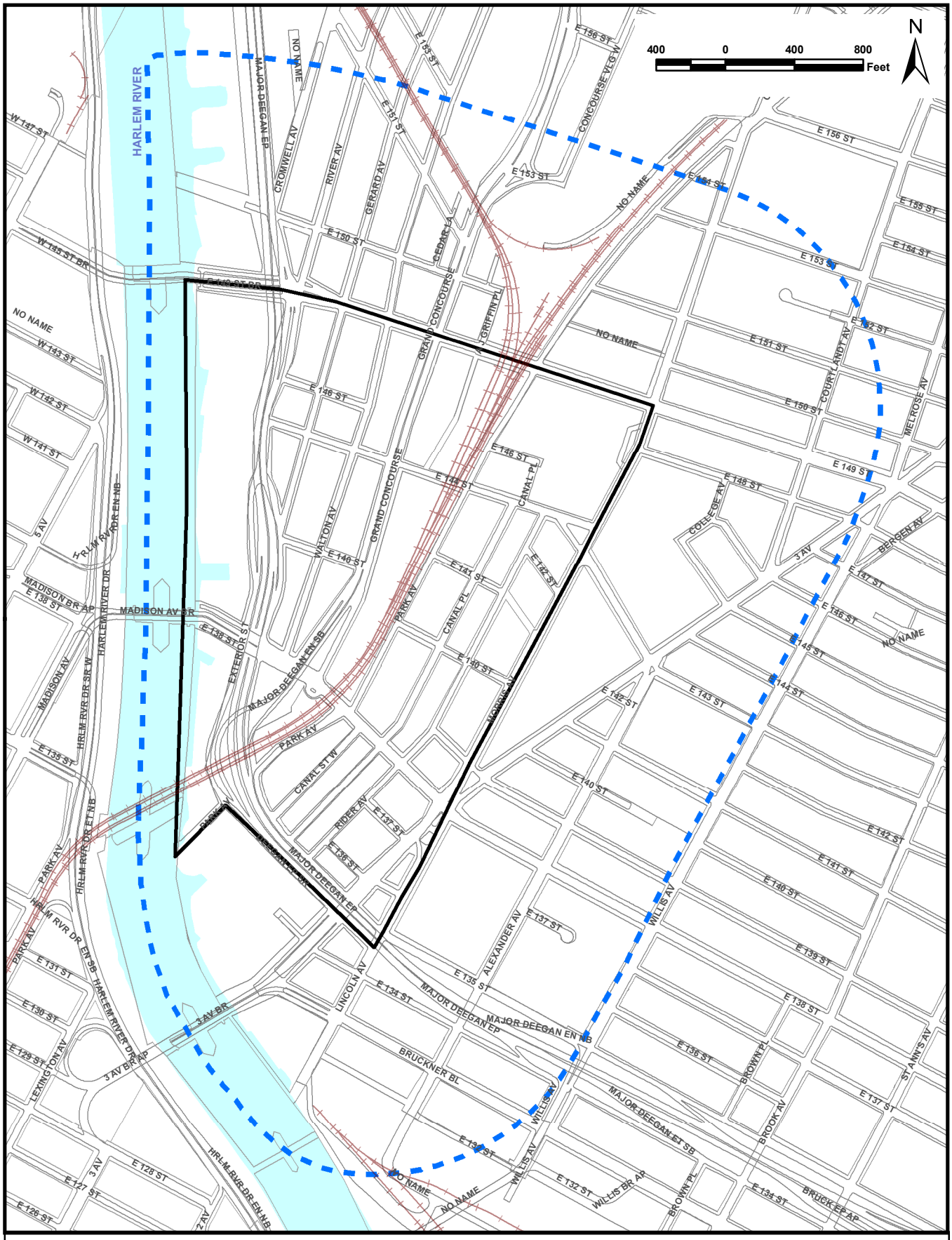
Warehouses and manufacturing uses are located throughout the rezoning area. These uses include wholesale suppliers/distributors, moving and storage companies, and industrial uses such as glass cutting, printmaking, and woodworking.

Auto-related facilities are the predominant commercial use in the rezoning area, located in predominately single-story buildings along the Grand Concourse, between East 144th and East 138th Streets, and along Third Avenue, between East 138th and East 135th Streets. Auto-related facilities include auto body repair stores, gas stations, auto sales lots, auto auctions, car washes, and retail stores specializing in auto accessories. Other commercial uses are located throughout the rezoning area and include offices, self-

[18] "History of Hostos Community College," Hostos Community College Website, 2008 (see website at http://www.hostos.cuny.edu/about/history.html).

storage facilities, a large grocery store (Western Beef), shipping and moving centers, parking facilities, restaurants, and delis.

Few residential and mixed-use buildings are found within the rezoning area. Four- and five-story apartment buildings are found on the east side of the Grand Concourse near East 144th Street. Single-family residential homes are found on Morris Avenue, East 142nd and East 143rd Streets. Mixed-use buildings within the rezoning area include small, local retail stores located on the ground level of residential buildings on the Grand Concourse and a mixed-use building on East 144th Street containing offices, a manufacturing use, and a community facility (Deeper Life Bible Church).



Legend

Proposed Rezoning Area

Primary Study Area (1/4-Mile Radius around Proposed Rezoning Area)

Source: STV Incorporated

Figure 3.1-1: Land Use Study Area

Lower Concourse Rezoning and Related Actions EIS

NYC Department of City Planning

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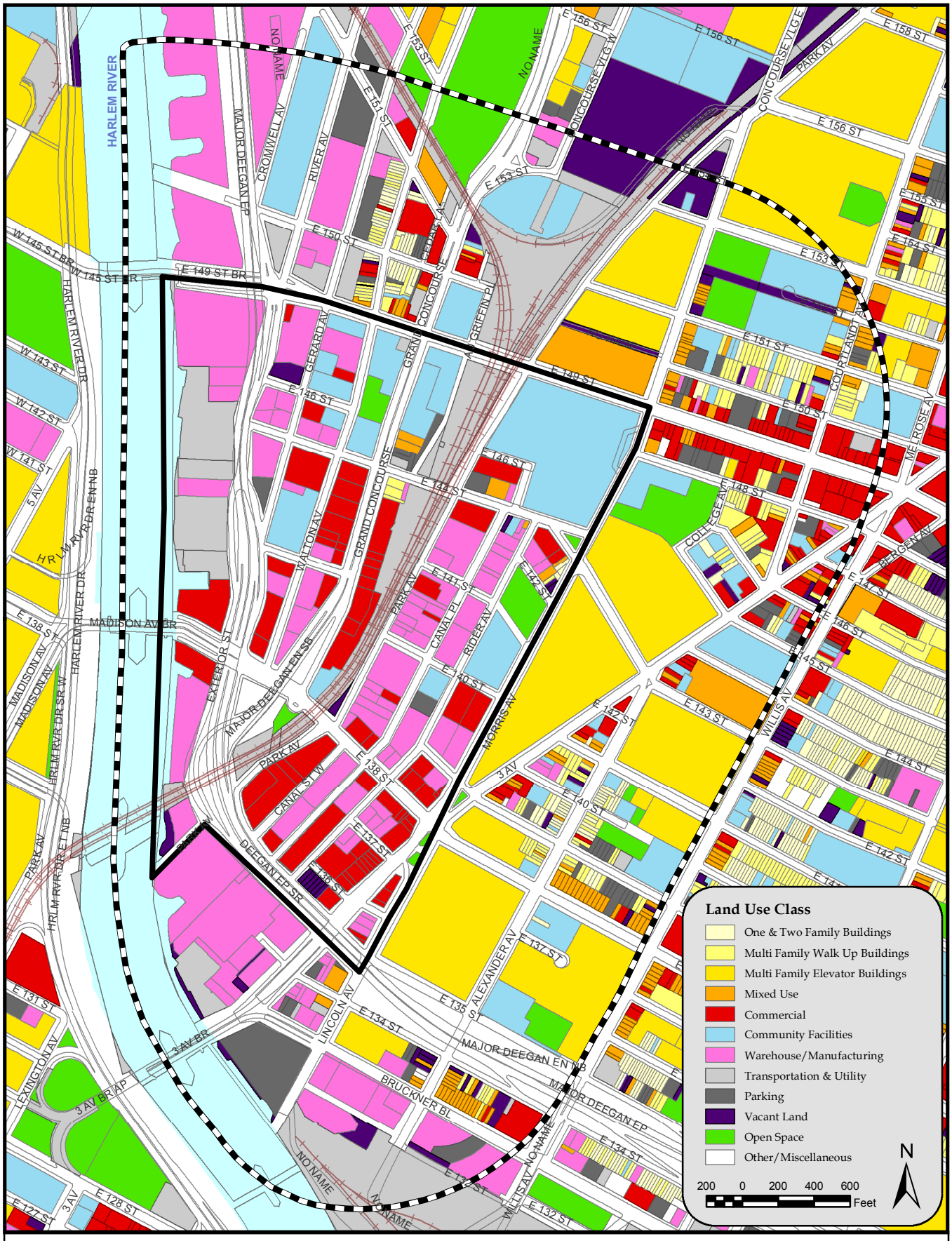

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Proposed Rezoning Area

Primary Study Area (1/4-Mile Radius around Proposed Rezoning Area)

Source: NYC Department of City Planning MapPLUTO 2006, STV Inc. Field Observations, November 2007

Figure 3.1-2: Land Uses in the Rezoning and Primary Study Areas

Lower Concourse Rezoning and Related Actions EIS

NYC Department of City Planning

Transportation and utility uses in the rezoning area include the Metro-North Railroad tracks and right-of-way, a New York City Transit substation, Atlantic Express bus parking lots, and the Verizon and ConEdison facilities located along the waterfront.

In addition to the land uses described above, the rezoning area also contains a number of community facility uses, including a house of worship, educational facilities and a medical facility. There are ten community facilities within the rezoning area. The Deeper Life Bible Church (within an existing mixed-use building) is located at 213 East 144th Street. Hostos Community College (City University of New York), located at 475 Grand Concourse, occupies buildings on both sides of the Grand Concourse and Walton Avenue (just south of East 149th Street). Educational facilities also include Health Opportunities High School, located at 350 Gerard Avenue, and M.S. 203, located at 339 Morris Avenue. The Lincoln Medical and Mental Health Center, located at 234 East 149th Street, occupies a superblock in the northeastern corner of the rezoning area. Drug treatment centers include CitiWide Harm Reduction, located at 228 East 144th Street, and Narco Freedom-Neighborhood and Family Health Center, located at 250 Grand Concourse. The Rider Job Center and Foodstamp Center, operated by the City of New York Human Resources Administration, is located at 305 Rider Avenue. Gauchos Gym, located at 478 Gerard Avenue, operates an educational and recreational basketball program which serves economically disadvantaged minority boys and girls between the ages of five and 19 from New York City. A former school building (P.S. 31) located at 425 Grand Concourse is currently closed; this historic building is city-owned and is being considered as a future adaptive re-use project.

As shown on Figure 3.1-2 and Table 3.1-1 below, the rezoning area includes a variety of land uses. Approximately half of the land area is occupied by warehouse/manufacturing and commercial uses. Specifically, warehouse/manufacturing accounts for 31.5 percent and commercial for 21.5 percent, for a total of 53 percent of the land area. Other non-residential uses include community facilities, transportation and utility, parkland/open space, and parking facilities, which comprise 21 percent, 19 percent, three percent, and two percent of the total land area, respectively. Vacant land accounts for two percent of the total land area. In addition, residential and mixed-use properties occupy one percent. All of the mixed-use lots are occupied by residential properties sharing commercial uses except for one mixed-use property occupied by a community facility (church), a manufacturing use, and offices.

Table 3.1-1:
Existing Land Use within the Rezoning Area

Primary Land Use	# of Lots	%	Lot Area (sf)	%
One & Two Family Buildings	3	1%	5,710	0.1%
Multi-Family Walk Up Buildings	4	2%	13,675	0.3%
Multi-Family Elevator Buildings	0	0%	0	0.0%
Mixed Use	6	3%	32,667	0.8%
Commercial	74	35%	879,029	21.5%
Warehouse/Manufacturing	70	33%	1,287,138	31.5%
Transportation and Utility	16	8%	775,861	19%
Community Facilities	14	7%	849,961	20.8%
Park/Open Space	6	3%	115,144	2.8%
Parking Facilities	6	3%	66,617	1.6%
Vacant Land	12	6%	64,050	1.57%
TOTAL	**211**	**100%**	**4,089,852**	**100%**

Source: NYC Department of City Planning MapPLUTO 2006 data

The proposed rezoning area has experienced little new construction in recent years. New development has consisted primarily of automotive service and personal self-storage facilities. While an industrial presence remains, industrial firms and jobs have declined in this area in the last several years. A comprehensive field survey was conducted during November 2007 to obtain the current land uses within the proposed rezoning area. The following is a block-by-block analysis of the existing land uses in the proposed rezoning area as observed during field visits.

- The block bounded by East 149th Street, East 146th Street, East 144th Street, Morris Avenue, and Canal Place (Block 2335) consists of one large community facility (Lincoln Medical and Mental Health Center buildings and one associated parking garage).

- The block bounded by East 149th Street, East 144th Street, Park Avenue, and Grand Concourse (Block 2343) consists of two community facilities, two mixed-use buildings, two parking lots, and two transportation and utility uses (one is the Metro-North Railroad right-of-way).

- The block bounded by East 149th Street, East 144th Street, Grand Concourse, and Walton Avenue (Block 2346) consists of two community facilities (one has an associated parking lot and one is a currently vacant school building), one transportation and utility use, and one playground.

- The block bounded by East 149th Street, East 146th Street, Walton Avenue, and Gerard Avenue (Block 2350) consists of three community facilities, one warehouse/manufacturing building (currently vacant), and one commercial building.

- The block bounded by East 149th Street, East 146th Street, Gerard Avenue, and Exterior Street (Block 2351) consists of one commercial building, one warehouse/manufacturing building, and one vacant lot.

- The block bounded by East 149th Street, East 138th Street, Exterior Street, and the Harlem River (Block 2349) consists of four warehouse/manufacturing buildings, four transportation and utility uses, and one commercial building.

- The block bounded by East 146th Street, East 144th Street, Canal Place, and Park Avenue (Block 2335) consists of one commercial building, one parking lot, one mixed-use building, and one warehouse/manufacturing building (currently vacant).

- The block bounded by East 146th Street, East 144th Street, Walton Avenue, and Gerard Avenue (Block 2350) consists of one commercial building, one community facility (the site consists of temporary buildings for HCC), and two warehouse/manufacturing buildings (one building is currently vacant and is a future expansion site for HCC).

- The block bounded by East 146th Street, East 144th Street, Gerard Avenue, and Exterior Street (Block 2351) consists of four warehouse/manufacturing buildings.

- The block bounded by East 143rd Street, East 142nd Street, Morris Avenue, and Rider Avenue (Block 2334) consists of four residential buildings, two vacant lots, two mixed-use buildings (one commercial portion is currently vacant), one commercial building, one commercial parking garage, and two storage/manufacturing buildings.

- The block bounded by East 144th Street, East 141st Street, Rider Avenue, and Canal Place (Block 2340) consists of eight warehouse/manufacturing buildings, one mixed-use building, one vacant lot, and one community facility.

- The block bounded by East 144th Street, East 141st Street, Canal Place, and Park Avenue (Block 2340) consists of one commercial building and two warehouse/manufacturing buildings.

- The block bounded by East 144th Street, East 138th Street, Park Avenue, and Grand Concourse (Block 2341) consists of ten commercial buildings (including one gas station), one commercial parking lot, one community facility, two residential buildings, one warehouse/manufacturing building, and one transportation and utility use (Metro-North Railroad right-of-way).

- The block bounded by East 144th Street, East 140th Street, Grand Concourse, and Walton Avenue (Block 2345) consists of one large commercial use (U-Haul buildings and associated parking garages and lots), one warehouse/manufacturing building, and two commercial buildings.

- The block bounded by East 144th Street, East 140th Street, Walton Avenue, and Gerard Avenue (Block 2344) consists of one commercial building, one warehouse/manufacturing building (currently vacant), and one community facility (and associated parking lots).

- The block bounded by East 144th Street, East 140th Street, Gerard Avenue, and Exterior Street (Block 2349) consists of one warehouse/manufacturing building and one parking lot.

- The block bounded by East 142nd Street, East 140th Street, Morris Avenue, and Rider Avenue (Blocks 2334 and 2333) consists of one ballfield and one community facility (and associated parking lot).

- The block bounded by East 141st Street, East 140th Street, Rider Avenue, and Canal Place (Block 2340) consists of two warehouse/manufacturing buildings (one has an associated parking lot).

- The block bounded by East 141st Street, East 140th Street, Canal Place, and Park Avenue (Block 2340) consists of eight warehouse/manufacturing buildings (one is an IESI waste facility with an associated enclosed yard) and two commercial buildings.

- The block bounded by East 140th Street, East 139th Street, Morris Avenue, and Rider Avenue (Block 2333) consists of one commercial building (and associated parking lot) and two warehouse/manufacturing buildings (one building is currently vacant).

- The block bounded by East 139th Street, East 138th Street, Morris Avenue, and Rider Avenue (Block 2333) consists of seven commercial buildings (two are currently vacant) and one warehouse/manufacturing building.

- The block bounded by East 140th Street, East 138th Street, Rider Avenue, and Canal Place (Block 2340) consists of one community facility, one parking lot, and three warehouse/manufacturing buildings.

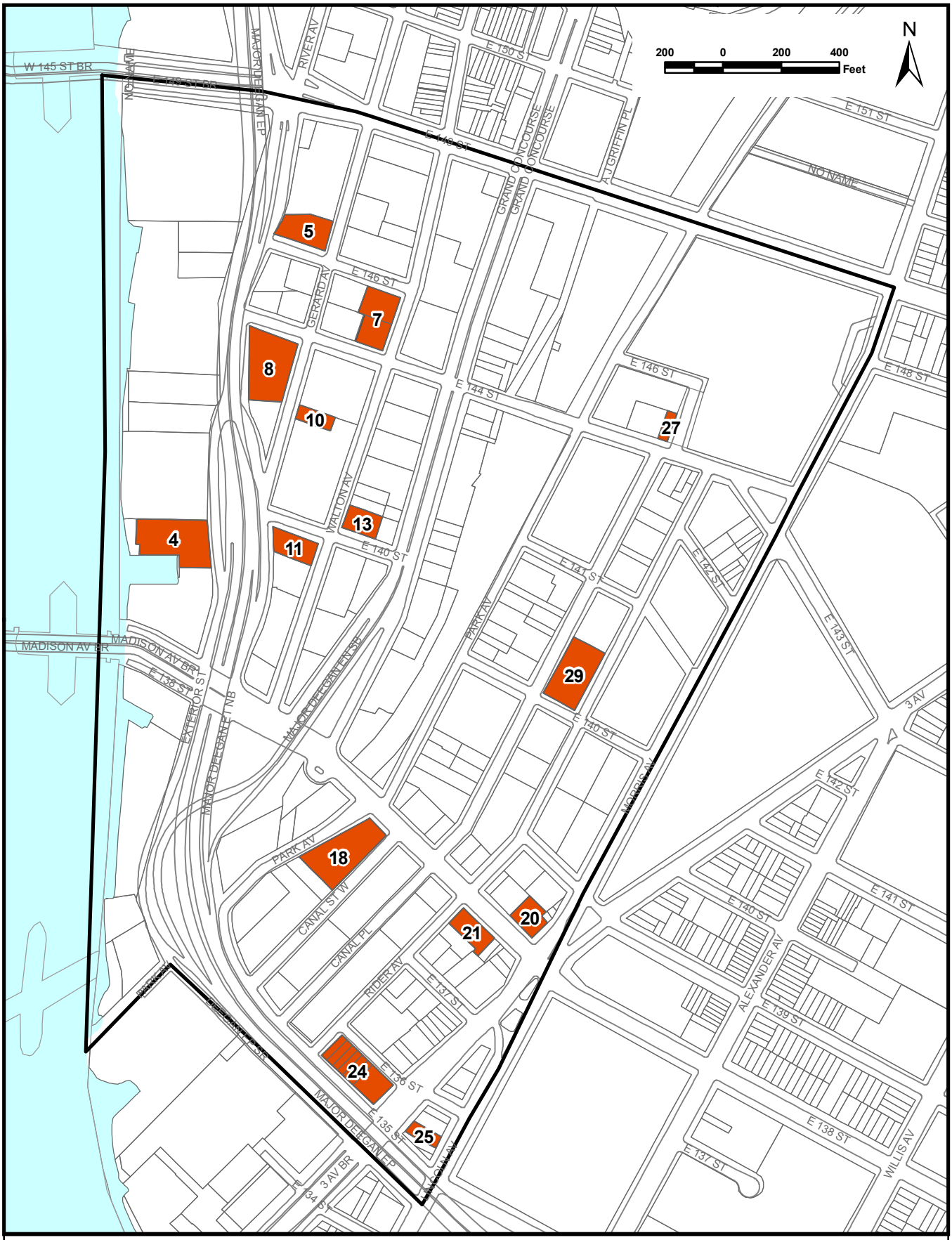
- The block bounded by East 140th Street, East 138th Street, Canal Place, and Park Avenue (Block 2340) consists of seven warehouse/manufacturing buildings and three commercial buildings.

- The block bounded by East 140th Street, East 138th Street, Grand Concourse, and Walton Avenue (Block 2344) consists of one commercial building and three warehouse/manufacturing buildings.

- The block bounded by East 140th Street, East 138th Street, Walton Avenue, and Exterior Street (Block 2344) consists of one commercial use (gas station), two

commercial buildings, and one warehouse/manufacturing building.

- The block bounded by East 138th Street, East 137th Street, Third Avenue, and Rider Avenue (Block 2320) consists of four commercial buildings, two commercial uses (one of the two gas stations is currently closed), and three warehouse/manufacturing buildings.
- The block bounded by East 138th Street, Major Deegan Expressway, Rider Avenue, and Canal Place (Block 2322) consists of two commercial buildings and one warehouse/manufacturing building.
- The block bounded by East 138th Street, Major Deegan Expressway, Canal Place, and Canal Street West (Block 2322) consists of one warehouse/manufacturing building (and associated storage yard), one warehouse/manufacturing use (materials yard), and one commercial use (auto auction sales yard).
- The block bounded by East 138th Street, Major Deegan Expressway, Canal Street West, and Park Avenue (Block 2322) consists of one commercial building (and associated storage buildings and parking lot) and two commercial uses (one auto auction sales yard and one taxi repair and parking lot).
- The block bounded by East 137th Street, East 136th Street, Lincoln Avenue, and Third Avenue (Block 2318) consists of three commercial buildings.
- The block bounded by East 137th Street, East 136th Street, Third Avenue, and Rider Avenue (Block 2320) consists of nine commercial buildings and two warehouse/manufacturing buildings.
- The block bounded by East 136th Street, Major Deegan Expressway, Lincoln Avenue, and Third Avenue (Block 2318) consists of two warehouse/manufacturing buildings (one has an associated storage yard) and one commercial building.
- The block bounded by East 136th Street, Major Deegan Expressway; Third Avenue, and Rider Avenue (Block 2322) consists of a vacant site and one commercial use (a gas station that is currently closed).
- The block bounded by East 138th Street, Park Avenue, Exterior Street, and the Harlem River (Block 2323) consists of one commercial building, two warehouse/manufacturing buildings, one transportation and utility use (Metro-North Railroad right-of-way), and one vacant lot.



Legend

- Proposed Rezoning Area
- Projected Development Site

Refer to Table 3.1-2 for key

Source: NYC Department of City Planning MapPLUTO 2006; STV Incorporated

Figure 3.1-3: Projected Development Sites in the Future without the Proposed Action

Lower Concourse Rezoning and Related Actions EIS

NYC Department of City Planning

The assessment of land uses in the rezoning area also includes a description of conditions on the 31 projected development sites (shown on Figure 3.1-3), which have been identified in the RWCDS as the sites most likely to be developed as a result of the proposed action by the analysis year of 2018. The existing conditions of these sites, described below, are also based on the field surveys conducted during November 2007. The rezoning area is a dynamic area in which land uses change over time. Therefore, the following site descriptions represent the conditions of the area at the time the survey was conducted. The existing conditions of the lots which would be affected by the proposed action are as follows:

- Site 1: This 191,000 sf site is located at 60 East 149th Street (Block 2349, Lot 112), a corner through-lot south of East 149th Street, which runs through the block from Exterior Street to the Harlem River. An existing one- to two-story, 14,759 sf warehouse/manufacturing building is currently on site with a built FAR of 0.08. It is occupied by an open-air concrete recycling center (Bronx County Recycling LLC).

- Site 2: This 147,900 sf site is located at 333 Exterior Street (Block 2349, Lot 100), a mid-block through-lot, which runs through the block from Exterior Street to the Harlem River. It is an existing parking lot for the Atlantic Express bus company.

- Site 3: This 144,890 sf site is located at 159 Major Deegan Expressway (Block 2323, Lot 28), a mid-block through-lot, which runs through the block from the Major Deegan Expressway to the Harlem River. An existing two-story, 21,700 sf warehouse/manufacturing building is currently on site with a built FAR of 0.15. It is occupied by a moving and storage company for fine arts and antiques.

- Site 4: This 54,543 sf site is located at 281 Exterior Street (Block 2349, Lot 15). An existing two-story, 3,240 sf transportation and utility building is currently on site with a built FAR of 0.06. The surrounding parking lot is occupied by Con Edison trailers.

- Site 5: This 16,182 sf site is located at 467 River Avenue (Block 2351, Lot 22), a corner through-lot north of East 146th Street, which runs through the block from Gerard Avenue to Exterior Street. An existing one-story, 2,468 sf building is currently on site with a built FAR of 0.15. The vacant lot is currently functioning as a junkyard and appears to be abandoned.

- Site 6: This site is comprised of Block 2350, Lot 1 and three tax lots (Lots 1, 12, and 20) on Block 2351. Block 2350, Lot 1 is a 12,635 sf parcel located at 121 East 144th Street. An existing one-story, 19,800 sf warehouse/manufacturing building is currently on site with a built FAR of 1.57. Block 2351, Lot 1 is a 6,480 sf parcel located at 404 Major Deegan Boulevard with a built FAR of 1.0. An existing one-story, 6,480 sf warehouse/manufacturing building is currently on site with a built FAR of 1.0. Block 2351, Lot 12 is a 10,000 sf parcel located at 445 Gerard Avenue. An existing one-story, 10,000 sf warehouse/manufacturing building is currently on site with a built FAR of 1.0. Block 2351, Lot 20 is a 9,200 sf parcel located at 417 Gerard

Avenue. An existing one-story, 8,993 sf warehouse/manufacturing building is currently on site with a built FAR of 0.98.

- Site 7: This site is comprised of two tax lots (Lots 11 and 16) on Block 2350), a corner through-lot site west of Walton Avenue, which runs through the block from East 146th Street to East 144th Street. Lot 11 is a 12,010 sf parcel located at 427 Walton Avenue. Existing one-story trailers, with 9,975 sf of temporary classroom space for Hostos Community College, are currently on site with a built FAR of 0.83. Lot 16 is a 9,800 sf parcel located at 135 Walton Avenue. It currently has a three-story, 29,640 sf building, with a built FAR of 3.02. This warehouse/manufacturing building is currently vacant and is a future expansion site for Hostos Community College. The lot is zoned M1-2, with a permitted FAR of 2.0.

- Site 8: This 33,600 sf site is located at 385 Gerard Avenue (Block 2349, Lot 90), a corner through-lot south of East 144th Street, which runs through the block from Gerard Avenue to Exterior Street. An existing eleven- to twelve-story, 395,000 sf warehouse/manufacturing building is currently on site with a built FAR of 11.76. The lot is zoned M1-2, with a permitted FAR of 2.0.

- Site 9: This 44,541 sf site is located at 120 East 144th Street (Block 2344, Lot 112), a corner through-lot south of East 144th Street, which runs through the block from Walton Avenue to Gerard Avenue. An existing one- to two-story, 82,956 sf commercial building is currently on site with a built FAR of 1.86.

- Site 10: This 6,550 sf site is located at 370 Gerard Avenue (Block 2344, Lot 110). An existing four-story, 14,400 sf warehouse/manufacturing building is currently on site with a built FAR of 2.20. The building appears to be vacant. The lot is zoned M1-2, with a permitted FAR of 2.0.

- Site 11: This 13,280 sf site is located at 301 Walton Avenue (Block 2344, Lot 75), a corner through-lot south of East 140th Street, which runs through the block from Walton Avenue to Exterior Street. An existing four- to five-story, 19,000 sf commercial building is currently on site with a built FAR of 1.43.

- Site 12: This 27,454 sf site is located at 261 Walton Avenue (Block 2344, Lot 60), a mid-block through-lot, which runs through the block from Walton Avenue to Exterior Street. An existing six-story, 43,820 sf commercial building is currently on site with a built FAR of 1.6. It is occupied by a self-storage facility.

- Site 13: This 10,053 sf site is located at 334 Walton Avenue (Block 2345, Lot 5), a corner lot at East 140th Street and Walton Avenue. An existing two-story, 14,940 sf warehouse/manufacturing building is currently on site with a built FAR of 1.49. The building appears to be vacant.

- Site 14: This site is comprised of two tax lots (Lots 37 and 40) on Block 2341. Lot 37 is a 5,050 sf parcel located at 344 Grand Concourse. An existing one-story, 1,150 sf commercial building is currently on site with a built FAR of 0.23. It is occupied by

an auto repair facility. Lot 40 is a 4,000 sf parcel located at 346 Grand Concourse. An existing one-story, 2,450 sf commercial building is currently on site with a built FAR of 0.61. It is occupied by an auto repair facility.

- Site 15: This 17,860 sf site is located at 310 Grand Concourse (Block 2341, Lot 28). An existing one-story, 1,404 sf commercial building is currently one site with a built FAR of 0.08. It is occupied by an auto repair facility.

- Site 16: This 31,900 sf site is located at 276 Grand Concourse (Block 2341, Lot 10). An existing one-story, 8,900 sf commercial building and a commercial parking lot are

  currently on site with a built FAR of 0.28. The building is occupied by an auto repair facility.

- Site 17: This site is comprised of two tax lots (Lots 208 and 209) on Block 2340, a mid-block through-lot site, which runs through the block from Rider Avenue to Canal Place. Lot 208 is a 3,125 sf parcel located at 373 Rider Avenue. An existing two-story, 6,250 sf warehouse/manufacturing building is currently on site with a built FAR of 2.0. Lot 209 is a 12,500 sf parcel located at 375 Rider Avenue. An existing one-story, 12,500 sf warehouse/manufacturing building is currently on site with a built FAR of 1.0.

- Site 18: This 33,640 sf site is located at 2522 Park Avenue (Block 2322, Lot 28), a corner through-lot south of East 138th Street, which runs through the block from Canal Street West to Park Avenue. An existing one-story, 14,100 sf commercial building is currently on site with a built FAR of 0.42. The site is occupied by a taxi repair facility and taxi storage lot.

- Site 19: This site is comprised of two tax lots (Lots 6 and 10) on Block 2333, a corner site at Rider Avenue and East 138th Street. Lot 6 is a 10,000 sf parcel located at 245 East 138th Street. An existing one-story, 1,430 sf commercial building (and associated parking lot) are currently on site with a built FAR of 0.14. The building (a former auto repair facility) is currently vacant. Lot 10 is a 2,500 sf site located at 243 East 138th Street. An existing one-story, 2,440 sf commercial building is currently on site with a built FAR of 0.98.

- Site 20: This 10,974 sf site is located at 2551 Third Avenue (Block 2333, Lot 1), a corner lot at Morris Avenue and East 138th Street. An existing one-story, 2,200 sf commercial building (and associated parking lot) are currently on site with a built FAR of 0.20. The building (a former restaurant) is currently vacant.

- Site 21: This 11,500 sf site is located at 250 East 138th Street (Block 2320, Lot 66), a corner lot at Rider Avenue and East 138th Street. An existing one-story, 948 sf commercial building is currently on site with a built FAR of 0.08. The commercial use (a former gas station) on site is currently vacant.

- Site 22: This 1,051 sf site is located at 258 East 138th Street (Block 2320, Lot 73). An

existing three-story, 2,510 sf commercial building is currently on site with a built FAR of 2.39. The lot is zoned M1-2, with a permitted FAR of 2.0. The retail (HVAC services) on the ground floor appears to be vacant; the offices on the upper floors appear to be occupied.

- Site 23: This 2,400 sf site is located at 2505 Third Avenue (Block 2320, Lot 45). An existing five-story, 10,800 sf commercial building is currently on site with a built FAR of 4.5. The lot is zoned M1-2, with a permitted FAR of 2.0.

- Site 24: This site is comprised of seven tax lots (lots 5, 6, 7, 8, 9, 10, and 11) on Block 2320, an entire block site bounded by East 136th Street, East 135th Street, Third Avenue, and Rider Avenue. Lot 5 is a 2,309 sf parcel located at 240 East 136th Street. The parcel is a vacant lot. Lot 6 is a 2,309 sf parcel located at 242 East 136th Street. The parcel is a vacant lot. Lot 7 is 2,316 sf parcel located at 244 East 136th Street. The parcel is a vacant lot. Lot 8 is a 2,318 sf parcel located at 246 East 136th Street. The parcel is a vacant lot. Lot 9 is a 2,321 sf parcel located at 248 East 136th Street. The parcel is a vacant lot. Lot 10 is a 2,324 sf parcel facing East 136th Street. The parcel is a vacant lot. Lot 11 is a 9,342 sf parcel located at 2477 Third Avenue. An existing commercial use (a former gas station) on this lot is currently vacant.

- Site 25: This 5,969 sf site is located at 2472 Third Avenue (Block 2318, Lot 5), a mid-block through-lot, which runs through the block from Lincoln Avenue to Third Avenue. An existing three-story, 17,907 sf warehouse/manufacturing building is currently on site with a built FAR of 3.0. The lot is zoned M1-2, with a permitted FAR of 2.0.

- Site 26: This 11,500 sf site is located at 213 East 144th Street (Block 2335, Lot 58). An existing five-story, 62,618 sf mixed-use building is currently on site with a built FAR of 5.45. It is occupied by the Deeper Life Bible Church, a manufacturing use, and offices on the upper levels. The lot is zoned M1-2, with a permitted FAR of 2.0.

- Site 27: This 3,500 sf site is located at 223 East 144th Street (Block 2335, Lot 57), a corner lot at Canal Place and East 144th Street. An existing three-story, 9,804 sf warehouse/manufacturing building is currently on site with a built FAR of 2.8. It is currently vacant and its windows and entrance are completely sealed. The lot is zoned M1-2, with a permitted FAR of 2.0.

- Site 28: This 12,500 sf site is located at 371 Rider Avenue (Block 2340, Lot 204), a corner through-lot north of East 141st Street, which runs through the block from Rider Avenue to Canal Place. An existing two- to five-story, 48,200 sf warehouse/manufacturing building is currently on site with a built FAR of 3.86. The lot is zoned M1-2, with a permitted FAR of 2.0.

- Site 29: This 28,125 sf site is located at 341 Rider Avenue (Block 2340, Lot 186), a corner through-lot north of East 140th Street, which runs through the block from

Rider Avenue to Canal Place. An existing five-story, 104,000 sf warehouse/manufacturing building is currently on site with a built FAR of 3.7. The lot is zoned M1-2, with a permitted FAR of 2.0.

- Site 30: This site is comprised of three tax lots (Lots 61, 62, and 63) on Block 2334, a corner site at Morris Avenue and East 143rd Street. Lot 61 is a 2,040 sf parcel located at 266 East 143rd Street. It currently has a one-story, 2,163 sf mixed-use building with a built FAR of 1.06. It is occupied by a one-story deli and an attached two-story residential building (located directly behind the deli). Lot 62 is a 1,955 sf parcel located at 268 East 143rd Street. It currently has a three-story, 2,442 sf single-family home with a built FAR of 1.25. Lot 63 is a 2,736 sf parcel located at 383 Morris Avenue. It currently has a two-story, 1,080 sf single-family home (and garage) with a built FAR of 0.39. It appears to be unoccupied.

- Site 31: This 22,150 sf site is located at 289 Morris Avenue (Block 2333, Lot 31), a corner lot at Morris Avenue and East 139th Street. It currently has a two-story, 20,350 sf warehouse/manufacturing building with a built FAR of 0.92. It is currently vacant.

Primary Study Area

As described above, the primary study area includes the area outside of the rezoning area, but within a quarter-mile radius, and includes portions of the surrounding Concourse Village neighborhood and The Hub commercial district. The primary study area is generally bounded by East 153rd Street to the north, the Harlem River to the south, Willis Avenue to the east, and the Harlem River to the west.

The primary study area contains a variety of uses; however, residential uses predominate and are generally located northeast and east of the rezoning area. Concentrations of warehouse/manufacturing uses are located along the waterfront both north and south of the rezoning area. The Metro-North Railroad tracks and right-of-way, which split north of East 149th Street and run adjacent to both East 151st Street and Park Avenue, are a significant transportation and utility presence in the area. Other land uses in the primary study area include public facilities and institutions, commercial, mixed use, open space, parking facilities, and vacant land.

Within the primary study area, to the north and northeast of the rezoning area, the area contains a mixture of uses including residential, warehouse/manufacturing, transportation and utility, institutional, mixed use, open space, and commercial. One- and two-family residential buildings and multi-family walk-up buildings are found east of Morris Avenue and directly north of the rezoning area, between Gerard Avenue and Grand Concourse. High-rise elevator buildings are located between Park Avenue and Morris Avenue. Warehouse/manufacturing building are found west of Gerard Avenue and along the waterfront. The Metro-North Railroad tracks and right-of-way splits north of East 149th Street and the tracks run adjacent to East 151st Street and Park Avenue. Institutional uses include the Bronx General Post Office and numerous public

schools present throughout this area. A concentration of mixed-use buildings is located along Morris Avenue, and commercial uses are concentrated along East 149th Street. Open spaces in the area include Franz Sigel Park, located north of the Metro-North railroad tracks, and Governor Smith Playground, a large playground located east of Morris Avenue.

To the east of the rezoning area, between East 149th Street and the Major Deegan Expressway, the predominant land use is residential, including one- and two-family dwellings, walk-up multi-family dwellings, and high-rise elevator apartment buildings. The latter includes three NYCHA (New York City Housing Authority) developments including Judge Lester Patterson Houses occupying two superblocks bounded by East 145th and East 139th Streets, and Third and Morris Avenues; Mott Haven Houses occupying one superblock and portions of two blocks bounded by East 144th and East 140th Streets, and Willis and Alexander Avenues; and John Purroy Mitchel Houses occupying two superblocks bounded by East 138th and East 135th Streets, and Willis and Lincoln Avenues. Other uses include a number of public schools and playgrounds.

Directly south of the rezoning area, which includes the Port Morris Special Mixed Use District, warehouse/manufacturing uses and transportation and utility uses predominate. Warehouse/manufacturing uses are found adjacent to the waterfront west of Lincoln Avenue, and south of Bruckner Boulevard between Willis and Lincoln Avenues. Transportation and utility uses in the area include the Major Deegan Expressway, the entrance and exit ramps to the Third Avenue Bridge, and a portion of the Harlem River Rail Yard to the south. Residential and mixed-use buildings are found east of Lincoln Avenue between East 134th Street and Bruckner Boulevard.

The Port Morris Special Mixed Use District is located directly adjacent to and south of the proposed rezoning area. The district is generally bounded by East 134th Street to the north, Harlem River/Harlem River Rail Yard to the south, Willow Avenue to the east, and Park Avenue to the west, and is located along Bruckner Boulevard. The Port Morris Special Mixed Use District allows for community facilities, light manufacturing, commercial, and residential uses.

3.1.2 FUTURE WITHOUT THE PROPOSED ACTION

In the future without the proposed action, the existing zoning controls would remain in place. It is expected that the rezoning area would experience some growth in commercial and warehouse/manufacturing uses. As discussed above in "Existing Conditions," there has been little new construction in recent years, but overall, the rezoning area would continue to contain properties with low-scale automotive retail uses, warehouses, storage facilities, light manufacturing uses, institutional buildings, and limited retail uses. The decline of industrial uses in the rezoning area is expected to continue leaving vacant and underutilized land and buildings. Development in the future without the proposed action is expected to consist of primarily automotive service, warehouse, and personal self-storage facilities. In the absence of the proposed action, new development would not include new residential and commercial

development, and the waterfront areas would not be enhanced and upgraded.

DCP has developed a scenario of as-of-right development that would reasonably be expected to occur within the rezoning area in the future without the proposed action (No-Action). In order to derive the incremental difference between the future without the proposed action scenario (No-Action) and the future with the proposed action scenario (With-Action), the Reasonable Worst Case Development Scenario (RWCDS) will be analyzed for the year 2018 – the length of time over which developers would likely act on the change in zoning and the effects of the proposed action would be felt. The RWCDS is comprised of projected and potential development sites.

The development expected in the future without the proposed action would be dictated by the use and build controls of the existing zoning regulations. The rezoning area is primarily zoned with light and medium manufacturing zoning districts. Smaller portions of the rezoning area are zoned with general commercial and medium-density residential zoning districts. The existing zoning controls that would be in effect in the future no-action scenario are outmoded and would not take full advantage of an area with so much transportation infrastructure or create opportunities for new commercial development and housing development that would be compatible with surrounding residential neighborhoods.

Rezoning Area

The proposed rezoning area is generally bounded by East 149th Street and East 144th Street to the north, the Major Deegan Expressway and Park Avenue to the south, Morris and Lincoln Avenues to the east, and the Harlem River to the west. In the future without the proposed action, it is expected that the current land use trends and general development patterns within the rezoning area would continue. To date, new development in the area has been characterized by automotive service, warehouse, and self-storage facilities. Few new buildings have been constructed within the rezoning area although there have been a number of substantial investments in the area surrounding the rezoning area including the Port Morris Special Mixed Use District located south of the rezoning area, and the Gateway Center and new waterfront parks located north of the rezoning area.

In the RWCDS, DCP has identified 31 projected development sites within the rezoning area. In the future without the proposed action, as-of-right development totaling 2,195 sf of retail space, 598,351 sf of office space, 216,653 sf of warehouse/manufacturing space, 78,065 sf of community facility space, and a total of 104 parking spaces would be expected to occur on 14 of these sites. These 14 sites are listed in Table 3.1-2 and their locations are shown on Figure 3.1-4. These projected developments are possible under the current zoning regulations, and are in no way dependent upon the proposed action. No new residential development is expected to occur within the rezoning area in the No-Action scenario.

Table 3.1-2:
Projected Developments in the Future without the Proposed Action

Projected Site #	Block / Lot	DUs	Retail FA	Office FA	Warehouse/ Manu. FA	Community Facility FA	Parking Spaces
4	2349 / 15	0	0	0	109,086	0	0
5	2351 / 22	0	0	0	16,182	0	0
7	2350 / 11, 16	0	0	29,640	0	78,065	0
8	2349 / 90	0	0	395,000	0	0	0
10	2344 / 110	0	0	0	14,400	0	0
11	2344 / 75	0	0	19,000	0	0	0
13	2345 / 5	0	0	0	20,106	0	0
18	2322 / 28	0	0	0	33,640	0	17
20	2333 / 1	0	2,195	0	0	0	10
21	2320 / 66	0	0	23,000	0	0	77
24	2320 / 5, 6, 7, 8, 9, 10, 11	0	0	0	23,239	0	0
25	2318 / 5	0	0	17,907	0	0	0
27	2335 / 57	0	0	9,804	0	0	0
29	2340 / 186	0	0	104,000	0	0	0
Total		**0**	**2,195**	**598,351**	**216,653**	**78,065**	**104**

The following conditions are expected on the projected development sites in the future without the proposed action:

- Site 4: New development consisting of a 109,086 sf self-storage facility would occur at this site.

- Site 5: New development consisting of a 16,182 sf warehouse/distribution facility would occur at this site.

- Site 7: This site is comprised of Lots 11 and 16 on Block 2350. In the future without the proposed action, Lot 11 would be developed with 78,065 sf of new classrooms for Hostos Community College, while the existing vacant warehouse/manufacturing building on Lot 16 would be converted to 29,640 sf of office space for Hostos Community College.

- Site 8: The existing warehouse/manufacturing building would be converted to 395,000 sf of office space.

- Site 10: The existing vacant warehouse/manufacturing building would be converted to a 14,400 sf self-storage facility.

- Site 11: The existing commercial building would be converted to 19,000 sf of office space.

- Site 13: New development consisting of a 20,106 sf self-storage facility would occur at this site.

- Site 18: New development consisting of a 33,640 sf warehouse facility would occur at this site.

- Site 20: New development consisting of a 2,195 sf gasoline station/convenience store would occur at this site.

- Site 21: New development including 23,000 sf of office space would occur at this site.

- Site 24: This site is comprised of seven lots on Block 2320. In the future without the proposed action, the site would be redeveloped with a newly constructed 23,239 sf warehouse facility.

- Site 25: The existing warehouse/manufacturing building would be converted to 17,907 sf of office space.

- Site 27: The existing vacant warehouse/manufacturing building would be converted to 9,804 sf of office space.

- Site 29: The existing warehouse/manufacturing building would be converted to 104,000 sf of office space.

No changes are expected to occur on the remaining projected development sites (sites 1-3, 6, 9, 12, 14-17, 19, 22-23, 26, 28, 30-31) and the 48 potential development sites in the future without the proposed action.

Primary Study Area

In addition to anticipated action in the rezoning area, absent the proposed action, there are other actions and development projects expected to be in place in the primary study area and within a ½-mile radius around the proposed rezoning area by 2018. These developments are listed in Table 3.1-3 and are illustrated on Figure 3.1-4. Table 3.1-3 shows the anticipated development in the future without the proposed action will add over 1.2 million gsf of non-residential development, over 2,600 parking spaces and 479 new dwelling units to the primary study area by 2018.

In the future without the proposed action, there are two major land use changes expected to occur in the primary study area by 2018: (1) the creation of four new schools as part of the Mott Haven School Campus and (2) a new retail development as part of the Gateway Center at Bronx Terminal Market.

Table 3.1-3:
Developments in the Future without the Proposed Action

Map No.	Name	DUs	Retail FA	Office FA	Warehouse/ Manu. FA	Community Facility FA	Parking Spaces
1	Mott Haven School Campus	0	0	0	0	280,000	0
2	Bronx Terminal Market Waterfront Park	0	0	0	0	0	0
3	River Avenue Pocket Parks	0	0	0	0	0	0
4	Heritage Field	0	0	0	0	0	0
5	Macombs Dam Park	0	0	0	0	0	0
6	Gateway Center at Bronx Terminal Market	0	1,000,000	0	0	0	2600
7	Brook Willis Apartments	123	0	0	0	0	0
8	El Jardin de Seline	84	0	0	0	0	0
9	Melrose Commons Site 5	63	0	0	0	0	17
10	Morris Avenue Apartments	209	0	0	0	0	0
11	Major Deegan Expressway Viaduct	-	-	-	-	-	-
Total		**479**	**1,000,000**	**0**	**0**	**280,000**	**2,617**

Mott Haven School Campus

The Mott Haven School Campus is located in the Bronx on a more than 8-acre site at 3001 Concord Village East, to the north and east of the intersection of Concord Village West and East 153rd Street. The site is bounded on the west by Concord Village West and on the east by the Metro-North railroad tracks, and the existing "Milk Bridge" and ramp. Directly north of the site are P.S. 156 and I.S. 151. Cardinal Hayes High School lies directly south of the intersection of Concord Village West and East 153rd Street.

The program calls for two high schools of 550 seats each, one IS/HS of 575 seats, and one Charter School of 550 seats (grades 5-8); there will also be space for approximately 100 citywide special education students. There will be a total of approximately 2,300 seats located in four separate towers with a total building area of approximately 280,000 square feet. One high school is scheduled for occupancy September 2009 and the remaining schools are scheduled for occupancy September 2010.

Bronx Terminal Market Waterfront Park

Phase 1 includes the conversion of Piers 1 through 4 to a park from Exterior Street to the Harlem River waterfront. It will include tennis courts, a waterfront esplanade, event space, a beach, a picnic area, and an outdoor classroom. By 2018, Pier 5 will also be redeveloped as part of the park.

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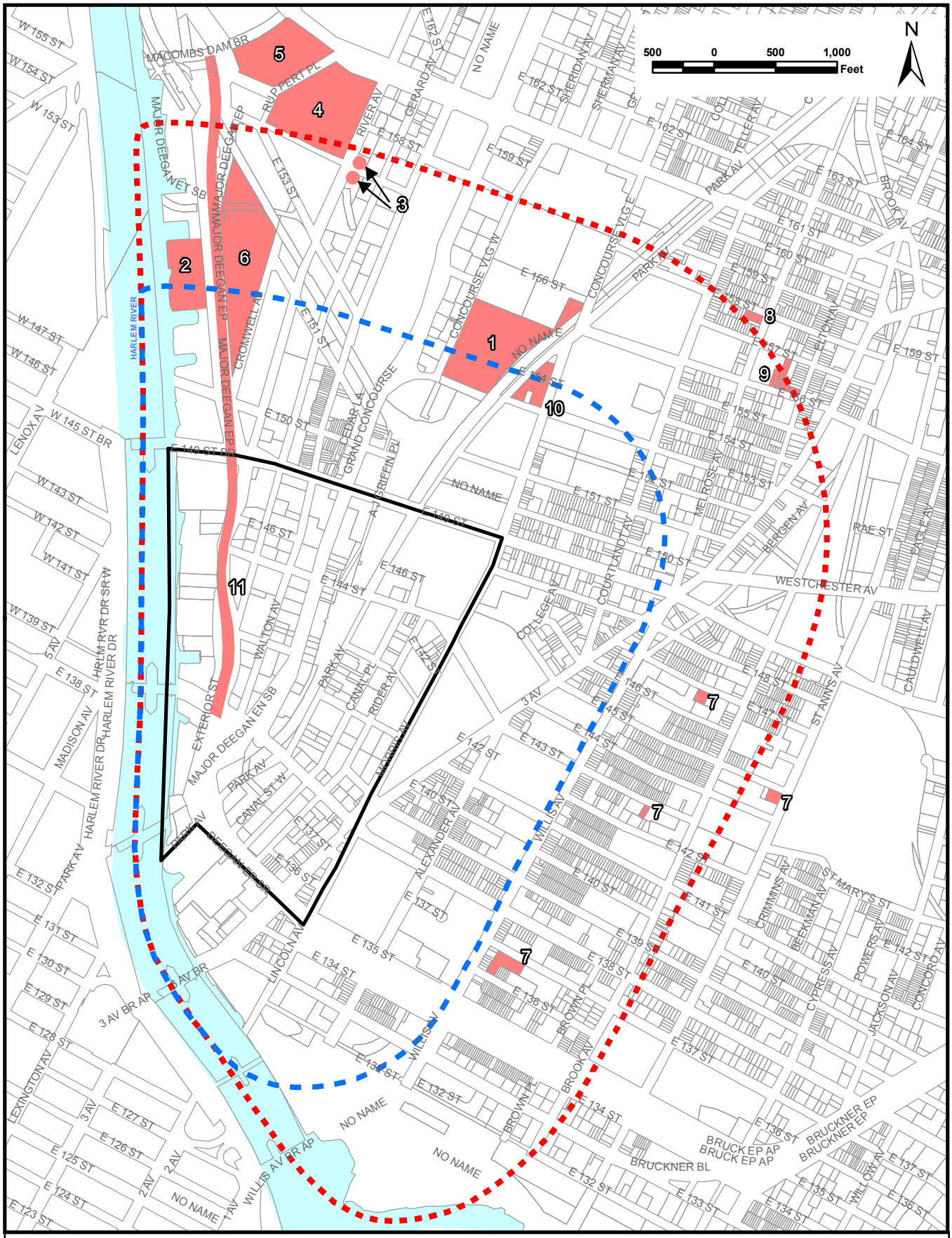


Legend

- Proposed Rezoning Area
- 1 Future Development Site
- Primary Study Area (1/4-Mile Radius around Proposed Rezoning Area)
- 1/2-Mile Radius around Proposed Rezoning Area

Refer to Table 3.1-3 for key

Source: NYC Department of City Planning MapPLUTO 2006; STV Incorporated

Figure 3.1-4: Developments in the Study Area in the Future without the Proposed Action

Lower Concourse Rezoning and Related Actions EIS

NYC Department of City Planning

River Avenue Pocket Parks
These two parks, at the northeast and southeast corners of River Avenue and East 157th Street, are part of the redevelopment of Yankee Stadium. These parks will contain benches and unique paving landscapes. The northern parcel will feature fitness equipment and the southern site a skate park.

Heritage Field
A new park with three baseball fields will be created on the site of the existing Yankee Stadium. One will be a regulation sized field; the two others will be Little League fields.

Macombs Dam Park
A new park will be constructed on top of Garage A to replace the parkland displaced by the construction of the new Yankee Stadium. It will contain passive and active recreation, including, basketball and handball courts, a 400-meter athletic track with field events, and an artificial turf soccer/football field.

Gateway Center at Bronx Terminal Market
The new Gateway Center consists of four newly constructed buildings and one restored historically-significant building which, together, will house approximately one million square feet of retail space. Four buildings will provide a mix of brand name national retailers and smaller, neighborhood-oriented establishments and street-level restaurants, while the fifth will be a 2,600-space parking garage. A new two-acre public park on the Harlem River waterfront is also part of this project (further described in the Bronx Terminal Market Waterfront Park discussion above). This new open space will connect to adjacent waterfront recreational facilities and other new open space being created as part of the new Yankee Stadium plan. The second phase of this project will be the construction of a 250-room hotel.

Brook Willis Apartments
This rehabilitation of eight vacant buildings, within the Betances Houses in Mott Haven, will provide 123 new residential units.[19]

El Jardin de Seline
This development includes the construction of an eight-story building that would provide 84 new housing units.

Melrose Commons Site 5
This five-story building, located in the Melrose Commons Urban Renewal Area on a block bounded by Melrose Avenue, East 156th Street, East 157th Street and Elton Avenue, will have 63 residential units for low- and moderate income families[20]. The site consists of six vacant parcels. In addition to the residential units, the project would include an approximately 450-square foot community room, a laundry room, and an accessory

[19] www.nyc.gov/html/nycha/html/expanding/expanding.shtml
[20] www.nyc.gov/html/dcp/pdf/cpc/070280.pdf

parking lot with 17 spaces to be located in the rear of the building and accessed from East 157th Street. An approximately 8,503-square foot landscaped open space area would also be provided in the rear of the building.

Morris Avenue Apartments
This development includes the construction of an eight-story building that would provide 209 new housing units.

Major Deegan Expressway Viaduct
NYSDOT plans to rehabilitate and widen the Major Deegan Expressway Viaduct and associated ramps, between East 138th Street and the Macombs Dam Bridge.

The concrete deck, roadway joints, and structural steel members will be rehabilitated. Other improvements proposed within the project limits address several of the non-standard and non-conforming features (i.e., cross-sectional elements, horizontal alignment, vertical profiles, stopping sight distances, and acceleration and deceleration lanes) and safety and operational issues near critical mainline-ramp junctures (i.e., East 138th, East 149th, and East 157th Streets).

The project will occur in two phases to allow for better coordination with the Gateway Center at Bronx Terminal Market and Yankee Stadium Redevelopment projects. Phase I will concentrate in the northern section of the project limits and will primarily include structural improvements between East 149th Street and the Macombs Dam Bridge; Phase II will concentrate on the southern section of the project limits and will primarily include safety and operations improvements between East 138th Street and East 149th Street.

The project is scheduled to be let in Fall 2010 with construction anticipated to be completed by the end of 2015.

3.1.3 FUTURE WITH THE PROPOSED ACTION

Rezoning Area

The proposed action would not result in significant adverse land use impacts in the rezoning area. By 2018, much of the rezoning area would be occupied by a diverse mix of commercial, industrial, institutional, and residential buildings with retail generally located on the ground floor. The elimination of the existing M2-1 district and most of the existing M1-2 district, and mapping of the proposed Lower Concourse Special Mixed-Use District (MX) and the Special Harlem River Waterfront District (SHRWD) with their new C4-4, C6-2A, R7-2, MX (M1-4/ R8A), MX (M1-4/ R7X), MX (M1-4/ R7A) MX (M1-4/ R6A) and M1-4 districts, would permit residential and commercial development on the Grand Concourse and along the waterfront, residential and mixed use development in other areas, and light industrial uses in certain areas.

Zoning changes proposed as part of the new special districts would encourage new residential construction throughout the proposed rezoning area. Hotel and office

growth is projected to occur primarily along the Grand Concourse in the proposed C6-2A zoning district. Regional retail is anticipated on large lots along lots along the Grand Concourse and on large lots along the waterfront. New local retail is projected at the base of all new residential construction. The largest increases in residential growth are expected to occur along the waterfront and along the Grand Concourse. Community facilities are expected near Hostos Community College, reflecting recent growth patterns. The change in the manufacturing uses throughout the proposed rezoning area to new commercial and residential uses would be compatible with the area surrounding the Lower Concourse. The proposed action would complement existing trends in the area including: the Port Morris Special Mixed Use District, located directly to the south of the rezoning area, that allowed residential uses along with the existing manufacturing uses; the Gateway Center, which will bring new retail space north of East 149th Street; and new waterfront parks under construction along the Harlem River waterfront, located directly north of the rezoning area.

If all of the 31 projected development sites were to be redeveloped, the following would be developed by 2018: a total of approximately 3,416 residential dwelling units, including 591 affordable dwelling units; 841,535 sf of commercial floor area (589,250 sf of local retail floor area, 88,000 sf of grocery store floor area, and 164,285 sf of hotel floor area); 95,500 sf of warehouse/manufacturing floor area; and 154,289 sf of community facility floor area.

Compared to the No-Action condition, the proposed action is expected to generate a net change in uses of approximately 3,414 residential dwelling units; 735,447 sf of commercial floor area (571,162 sf of retail floor area and 164,285 sf of hotel floor area); 63,700 community facility floor area; a decrease of 598,351 sf of office floor area; and a decrease of 308,872 sf of warehouse/manufacturing floor area.

The locations of the projected and potential development sites are shown on Figure 3.1-5. Site data are presented below for the future with the proposed action (With-Action), followed by Table 3.1-4 which shows the incremental net change in development between the No-Action and With-Action conditions.

The following development is anticipated to occur in the future with the proposed action by 2018:

- Site 1: Under existing conditions, the site has 14,759 sf of warehouse/manufacturing space. Under No-Action conditions, this site would remain unchanged. Approximately 621 dwelling units (including 124 affordable units) and 143,250 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed C4-4 zone with a maximum FAR of 4.0.
- Site 2: Under existing conditions, the site has 147,900 sf of transportation/utility space. Under No-Action conditions, this site would remain unchanged.

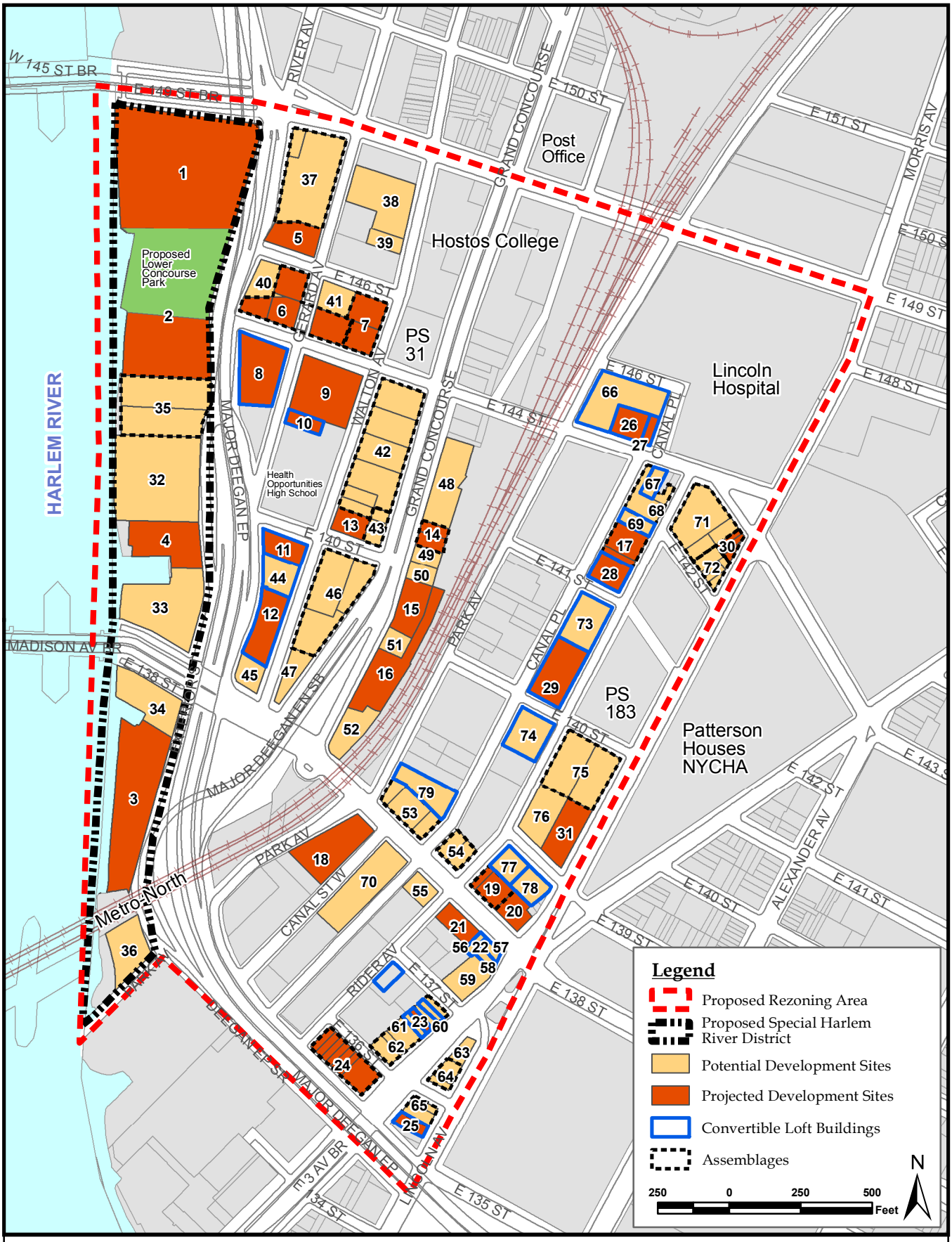


Figure 3.1-5: Projected and Potential Development Sites in the Future with the Proposed Action

Lower Concourse Rezoning and Related Actions EIS

NYC Department of City Planning

Source: NYC Department of City Planning, 2008

Approximately 260 dwelling units (including 52 affordable units) and 60,000 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed C4-4 zone with a maximum FAR of 4.0.

- Site 3: Under existing conditions, the site has 21,700 sf of warehouse/manufacturing space. Under No-Action conditions, this site would remain unchanged. Approximately 471 dwelling units (including 94 affordable units) and 108,668 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed R7-2/C2-4 zone with a maximum FAR of 4.0.

- Site 4: Under existing conditions, the 54,543 sf site has 3,240 sf of transportation/utility space in the surrounding parking lot. Under No-Action conditions, Site 4 would have 109,086 sf of self-storage space. Approximately 177 dwelling units (including 35 affordable units) and 40,907 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed R7-2/C2-4 zone with a maximum FAR of 4.0.

- Site 5: Under existing conditions, the site is a 16,182 sf vacant lot occupied with a 2,468 sf building. Under No-Action conditions, Site 5 would have 16,182 sf of warehouse/manufacturing space. Approximately 103 dwelling units (including 21 affordable units) and 13,755 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R8A zone with a maximum FAR of 7.2.

- Site 6: Under existing conditions, the site has 45,273 of warehouse/manufacturing space. Under No-Action conditions, this site would remain unchanged. Approximately 243 dwelling units (including 49 affordable units) and 32,568 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R8A zone with a maximum FAR of 7.2.

- Site 7: Under existing conditions, the site has 9,975 sf of community facility space and 29,640 sf of warehouse/manufacturing space. Under No-Action conditions, Site 7 would have 78,065 sf of community facility space and 29,640 of office space. Approximately 141,765 sf of community facility space is expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R8A zone with a maximum community facility FAR of 6.5.

- Site 8: Under existing conditions, the site has 395,000 sf of warehouse/manufacturing space. Under No-Action conditions, Site 8 would have 395,000 sf of office space. Approximately 302 dwelling units and 32,917 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R8A zone with a maximum FAR of 7.2.

- Site 9: Under existing conditions, the site has 82,956 sf of commercial space. Under No-Action conditions, this site would remain unchanged. Approximately 283 dwelling units (including 57 affordable units) and 37,860 sf of retail are expected for

this site under With-Action conditions. This site would be within the proposed M1-4/ R8A zone with a maximum FAR of 7.2.

- Site 10: Under existing conditions, the site has 14,400 sf of warehouse/manufacturing space (currently vacant). Under No-Action conditions, Site 10 would have 14,400 sf of self-storage space. Approximately eleven dwelling units and 2,600 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R6A zone with a maximum FAR of 3.6.

- Site 11: Under existing conditions, the site has 19,000 sf of commercial space. Under No-Action conditions, Site 10 would have 19,000 sf of office space. Approximately 35 dwelling units (including seven affordable units), 11,500 sf of warehouse/manufacturing space, and 1,000 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R6A zone with a maximum FAR of 3.6.

- Site 12: Under existing conditions, the site has 43,820 sf of self-storage space. Under No-Action conditions, this site would remain unchanged. Approximately 92 dwelling units (including 18 affordable units) and 7,303 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R6A zone with a maximum FAR of 3.6.

- Site 13: Under existing conditions, the site has 14,940 sf of warehouse/manufacturing space (currently vacant). Under No-Action conditions, Site 13 would have 20,106 sf of self-storage space. Approximately 64 dwelling units (including 13 affordable units) and 8,545 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed C6-2A zone with a maximum FAR of 7.2.

- Site 14: Under existing conditions, the site has 3,600 sf of commercial space. Under No-Action conditions, this site would remain unchanged. Approximately 57 dwelling units (including eleven affordable units) and 7,693 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed C6-2A zone with a maximum FAR of 7.2.

- Site 15: Under existing conditions, the site has 1,404 sf of commercial space. Under No-Action conditions, this site would remain unchanged. Approximately 113 dwelling units (including 23 affordable units) and 15,181 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed C6-2A zone with a maximum FAR of 7.2.

- Site 16: Under existing conditions, the site has 8,900 sf of commercial space and a commercial parking lot. Under No-Action conditions, this site would remain unchanged. Approximately 164,285 sf of hotel space and 27,115 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed C6-2A zone with a maximum FAR of 6.0.

- Site 17: Under existing conditions, the site has 18,750 sf of warehouse/manufacturing space. Under No-Action conditions, this site would remain unchanged. Approximately 43 dwelling units (including nine affordable units) and 13,281 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R6A zone with a maximum FAR of 3.6.
- Site 18: Under existing conditions, the site has 14,100 sf of commercial space. Under No-Action conditions, Site 18 would have 33,640 sf of warehouse/manufacturing space. Approximately 140 dwelling units (including 28 affordable units) and 28,594 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R7X zone with a maximum FAR of 5.0.

- Site 19: Under existing conditions, the site has 3,870 sf of commercial space (one building is currently vacant). Under No-Action conditions, this site would remain unchanged. Approximately 52 dwelling units (including ten affordable units) and 10,625 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R7X zone with a maximum FAR of 5.0.

- Site 20: Under existing conditions, the site has 2,200 sf of commercial space (currently vacant). Under No-Action conditions, Site 20 would have a 2,195 sf gasoline station/convenience store. Approximately 46 dwelling units (including nine affordable units) and 9,328 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R7X zone with a maximum FAR of 5.0.

- Site 21: Under existing conditions, the site has 948 sf of commercial space (currently vacant). Under No-Action conditions, Site 21 would have 23,000 sf of office space. Approximately 48 dwelling units (including ten affordable units) and 9,775 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R7X zone with a maximum FAR of 5.0.

- Site 22: Under existing conditions, the site has 2,510 sf of commercial space (ground floor retail is vacant). Under No-Action conditions, this site would remain unchanged. Approximately three dwelling units and 837 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R7X zone with a maximum FAR of 5.0.

- Site 23: Under existing conditions, the site has 10,800 sf of commercial space. Under No-Action conditions, this site would remain unchanged. Approximately eight dwelling units and 2,700 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R7A zone with a maximum FAR of 4.6.

- Site 24: Under existing conditions, the site consists of a 13,897 sf vacant lot and a 9,342 sf vacant gas station. Under No-Action conditions, Site 24 would have 23,239 sf of warehouse/manufacturing space. Approximately 18,000 sf of retail are

expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R7A zone with a maximum FAR of 4.6.

- Site 25: Under existing conditions, the site has 17,907 sf of warehouse/manufacturing space. Under No-Action conditions, Site 25 would have 17,907 sf of office space. Approximately twelve dwelling units and 5,969 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R7A zone with a maximum FAR of 4.6.

- Site 26: Under existing conditions, the site has 62,618 sf of mixed-use space. Under No-Action conditions, this site would remain unchanged. Approximately 62 dwelling units and 12,524 community facility space are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R6A zone with a maximum FAR of 3.6.

- Site 27: Under existing conditions, the site has 9,804 sf of warehouse/manufacturing space (currently vacant). Under No-Action conditions, Site 27 would have 9,804 sf of office space. Approximately seven dwelling units and 2,451 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R6A zone with a maximum FAR of 3.6.

- Site 28: Under existing conditions, the site has 48,200 sf of warehouse/manufacturing space. Under No-Action conditions, this site would remain unchanged. Approximately 36 dwelling units and 12,050 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R6A zone with a maximum FAR of 3.6.

- Site 29: Under existing conditions, the site has 104,000 sf of warehouse/manufacturing space. Under No-Action conditions, Site 29 would have 104,000 sf of office space. Approximately 20 dwelling units and 84,000 sf of warehouse/manufacturing space are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R6A zone with a maximum FAR of 3.6.

- Site 30: Under existing conditions, the site has two single-family homes and 2,163 sf of mixed-use space. Under No-Action conditions, this site would remain unchanged. Approximately 25 dwelling units (including five affordable units) and 5,721 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R7A zone with a maximum FAR of 4.6.

- Site 31: Under existing conditions, the site has 20,350 sf of warehouse/manufacturing space (currently vacant). Under No-Action conditions, this site would remain unchanged. Approximately 83 dwelling units (including 17 affordable units) and 18,828 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R7A zone with a maximum FAR of 4.6.

As shown in Table 3.1-4, the Lower Concourse rezoning area would experience a significant increase in residential development (including affordable units) as a result of the proposed action. As noted above, substantial new construction for residential and retail uses are projected to occur in the future with the proposed action, which illustrates how the proposed zoning would facilitate new residential development with new local retail at the base. Hotel and community facility uses would also increase as a result of the proposed action. Office and storage/ manufacturing uses would decrease as a result of the proposed action in comparison to the No-Action condition.

Table 3.1-4:
2018 Project Increment on Projected Development Sites

	2018 No-Action	2018 With-Action	Increment
Residential Dwelling Units	2	3,416 (incl. 591 affordable units)	3,414
Retail FA	106,358	677,520	571,162
Office FA	598,351	0	- 598,351
Hotel FA	0	164,285	164,285
Storage/Manufacturing FA	404,372	95,500	- 308,872
Community Facility FA	90,589	154,289	63,700

As discussed previously, the area surrounding the Lower Concourse has experienced recent residential development, including the conversion of several buildings into new residential units and the rehabilitation of existing residential buildings, and new retail development. Within the proposed rezoning area, manufacturing uses have declined in the last several years and commercial uses, in the form of offices, have been occupying the former warehouse/manufacturing buildings. This trend of commercial development is expected to continue in the future without the proposed action.

The proposed action would create opportunities for new higher density residential and commercial development throughout the Lower Concourse area. The proposed action includes a zoning text and map amendments to establish the Lower Concourse Special Mixed Use District (MX) that would change existing manufacturing zoning designations to allow new residential and commercial uses on the waterfront and the Grand Concourse, and residential and mixed uses in other areas, while permitting light manufacturing uses. It is also expected that the Harlem River waterfront area in the rezoning area would be developed and enhanced as part of the proposed Special Harlem River Waterfront District.

The proposed rezoning districts and the changes in land use associated with them would be compatible with the substantial investments that have been recently made in the area surrounding the Lower Concourse. In the future with the proposed action, new residential and retail uses would be developed instead of automotive services, office,

and storage/manufacturing uses. The proposed action would create opportunities for new housing development on underutilized and vacant land in the rezoning area. The proposed mixed-use districts would permit the continuation and development of light manufacturing uses. The proposed zoning would also lift restrictions on the size of food stories providing additional opportunities for new grocery stores in the rezoning area. In the future without the proposed action, 14 of the 31 projected development sites would remain unchanged whereas in the future with the proposed action, these sites would be developed with primarily residential and retail uses. The proposed Special Harlem River Waterfront District would encourage the development of the waterfront area in the rezoning area, extending waterfront access from the Gateway Center, located north of the rezoning area, to the Port Morris Special Mixed Use District, located south of the rezoning area. As the proposed rezoning action is expected to create opportunities for additional investments in the rezoning area and continue the revitalization of the South Bronx, no significant averse land use impacts are anticipated in the rezoning study area.

Primary Study Area

The proposed action is not anticipated to result in significant adverse impacts on land uses in the primary study area. In general, the residential, commercial, and open space uses expected as a result of the proposed action would be compatible with the predominantly residential uses and commercial uses found in most of the primary study area. By 2018, changes south of the proposed rezoning area are expected as a result of the recently expanded Port Morris Special Mixed Use District, which would generate a mix of existing industrial uses and renovated residential and commercial uses south of the rezoning area. To the northeast and east of the proposed action, the new residential developments would be compatible with the proposed housing development in the rezoning area. To the north of the proposed action, the new schools as part of the Mott Haven School Campus, the Gateway Center retail development, and several new parks would be compatible with the new waterfront park and commercial retail development in the rezoning area.

CONCLUSION

The proposed action would not result in significant adverse land use impacts in the rezoning or primary study areas. The proposed rezoning is expected to encourage mixed-use residential and commercial development and provide enhancement of the waterfront in this area of the South Bronx.

The proposed rezoning would foster housing (including affordable housing) and commercial development at higher densities in an area with excellent transit and highway access. The new residential and commercial development in the rezoning area would further expand investments being made in the area surrounding the Lower Concourse. The rezoning is consistent with the overall goal of providing new opportunities for redevelopment and economic growth within the South Bronx.

The new park along the Harlem River waterfront and the connecting public walkway would enhance and upgrade the waterfront area in the South Bronx. The proposed action would create an approximately 2.26 acre open space for area residents, and a 2.08 acre esplanade along the Harlem River waterfront. The proposed park would complement the Lower Concourse's new residential and commercial development with a new open space. The new public park would connect to new waterfront parks to the north and south, providing public waterfront access along the Harlem River waterfront.

The proposed action would provide increased opportunities for new housing development in an area where there is underutilized and vacant land and a need for housing. Given the proposed development's compatibility with residential and mixed use development in the surrounding neighborhoods, the land uses generated by the proposed action would not be expected to result in significant adverse land use impacts.

ZONING

3.1.4 EXISTING CONDITIONS

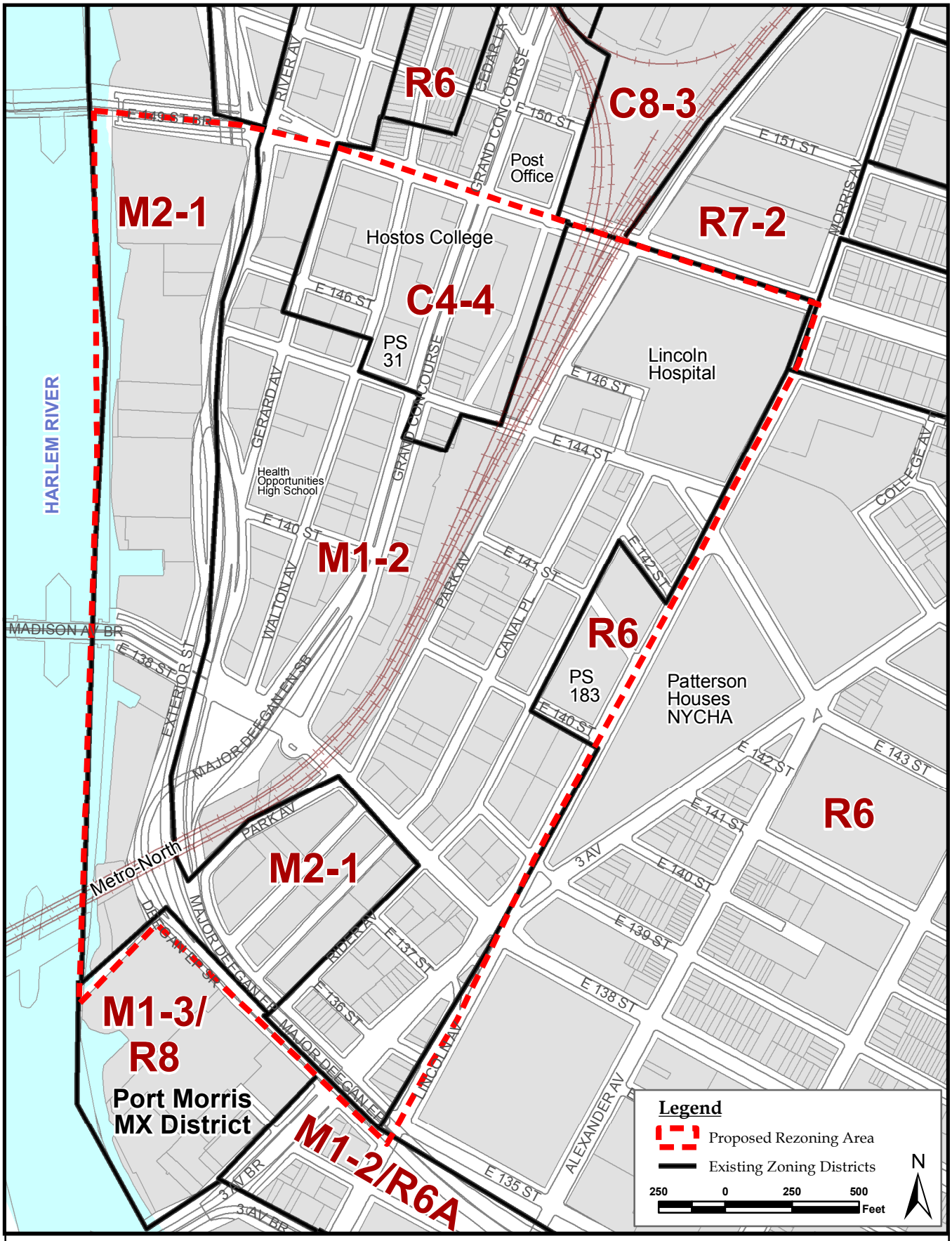
The assessment of zoning uses the same study areas as used for land use, the rezoning area, and the primary study area, an area within roughly a quarter-mile radius of the rezoning area boundary.

Rezoning Area

Most of the rezoning area (the area directly affected by the proposed action) lies within a low density M1-2 district which allows for light manufacturing uses. A significant M2-1 zoning district that allows for medium manufacturing uses is also mapped within the rezoning area. As shown on Figure 3.1-6, Existing Zoning, other zoning districts within the rezoning area include a small R6 zoning district in the eastern portion of the study area and a C4-4 zoning district in the northern portion of the rezoning area.

A M1-2 zoning district, which allow for light manufacturing uses, is mapped over the majority of the middle and eastern portions of the rezoning area, including Lincoln Hospital. M1 districts are often a buffer between M2 and M3 districts and commercial or residential districts. These districts permit a broad range of industrial uses, which are subject to strict performance standards. Retail, office, and most other commercial uses are also permitted as-of-right, while Use Group 4 community facilities are allowed by special permit. M1-2 districts allow manufacturing and commercial development up to 2.0 FAR and certain community facility uses up to 4.8 FAR. Residential development is not allowed in M1-2 zoning districts. Parking is required in M1-2 districts.

A M2-1 zoning district, which allows for medium manufacturing uses, is mapped on the western side of the rezoning area along the Harlem River waterfront area and a southern portion of the rezoning area. M2 districts allow heavier manufacturing and industrial uses than are permitted in M1 districts. Except when bordered by a residential district, more noise and vibration are allowed in M2 districts. Additionally, smoke is permitted and industrial activities need not be entirely enclosed. M2-1 districts allow manufacturing and commercial development up to 2.0 FAR. Residential development and community facilities are not allowed in M2-1 zoning districts. Parking is required in M2-1 districts.



Major Zoning Classifications

R - Residential District
C - Commercial District
M - Manufacturing District

Figure 3.1-6: Existing Zoning

Lower Concourse Rezoning and Related Actions EIS

NYC Department of City Planning

Source: NYC Department of City Planning, 2008

A C4-4 general commercial district, which allows medium-density residential and commercial development, is mapped on a northern portion of the rezoning area, including Hostos Community College. C4 districts allow specialty and department stores, theaters and other commercial and offices uses. Use Group 7, (home maintenance and repair service stores), is not allowed in this district. C4-4 districts allow commercial development up to 3.4 FAR, residential development up to 3.44 FAR, and community facility uses up to 6.5 FAR. On wide streets outside the Manhattan Core, residential development that complies with the Quality Housing program is allowed up to 4.0 FAR. One off-street parking space per 1,000 feet of commercial floor area for most retail uses is generally required; however, parking requirements can be waived if less than 40 parking spaces are generated.

A R6 general residence district, which allows medium-density residential development, is mapped on two blocks east of Rider Avenue between East 142nd Street and East 140th Street. R6 districts allow residential development up to 2.43 or 3.0 (on wide streets) if optional Quality Housing provisions are used, and community facilities are permitted an FAR of 4.8. Typical developments in this district range between three and twelve stories. Parking spaces are required for 70 percent of the dwelling units, or 50 percent if Quality Housing provisions are used.

Table 3.1-5 provides a summary of zoning regulations for each of the existing zoning districts within the proposed rezoning area, including FAR, street wall height, and building height regulations.

Table 3.1-5:
Summary of Existing Allowed Density and Building Form within the Rezoning Area

EXISTING ZONING								
Allowed Density (FAR):						**Building Form:**		
Use	**RESIDENTIAL**			**COMMERCIAL**	**COMM. FACILITY**	**Existing bulk controls**		
Zoning District	**Base FAR**	**Inclusionary Housing Bonus**	**Max. FAR**	**Max. FAR**	**Max. FAR**	**Building base (streetwall): min.**	**max.**	**Building height: max.**
R6	-	-	2.43/3.0*	-	4.8	30′ * 40′ **	45′ * 60′ **	55′ * 70′**
C4-4	-	-	3.44/4.0*	3.4	6.5	20′ * 15′ ***	60′	60′
M1-2	2.0 – Manufacturing			2.0	4.8	20′ * 15′ ***	60′	60′
M2-1	2.0 – Manufacturing			2.0	-			
	* with Quality Housing Program					* narrow street ** within 100 ft. of a wide street ***wide street		

Source: DCP, STV Incorporated

Primary Study Area

The primary study area, the properties within a quarter-mile radius of the rezoning area, consists of a variety of zoning districts. Residential zoning districts comprise the majority of the primary study area and are located to the northeast and east of the rezoning area; commercial zones are located to the north and northeast of the rezoning area; and manufacturing zones are located to the north and south of the rezoning area. The Port Morris Special Mixed Use District lies adjacent to the southern boundary of the rezoning area. Zoning classifications within the primary study area include R6, R7-1, R7-2, R8, C4-4, C8-3, M1-2, (MX-1) M1-2 / R6A, (MX-1) M1-3 / R8, (MX-1) M1-5 / R8A, M2-1, and M3-1. The R6 zone covers most of the area directly east of the rezoning area, as well as smaller areas located north and northeast of the rezoning area. R7-1, R7-2, R8, C4-4, C8-3, M1-2, and M2-1 zones comprise the area to the north and northeast. Most of the area to the south of the proposed rezoning area is included within the Port Morris Special Mixed Use District, which includes (MX-1) M1-2 / R6A, (MX-1) M1-3 / R8, and (MX-1) M1-5 / R8A districts. A M3-1 zone is located adjacent to the Harlem River to the south of the rezoning area. Below is a description of the existing zoning districts in the primary study area:

- **R6** is a medium density residential district with typical development ranging between three and twelve stories. The FAR for residences in R6 districts is 0.78 to 2.43 (3.0 if optional Quality Housing provisions are used). The community facility FAR is 4.8.

- **R7-1** is a medium density apartment house district which is widely mapped in the Bronx. The FAR for residences in R7-1 districts ranges from 0.87 to 3.44 (4.0 if optional Quality Housing provisions are used). The higher FAR typically produces 14-story buildings with low lot coverage that are set back from the street. It produces a density of 208 to 226 dwelling units per acre. For community facilities, an FAR of 4.8 is permitted.

- **R7-2** is also a medium density apartment house district which is widely mapped in the Bronx. R7-2 districts have a residential FAR ranging from 0.87 to 3.44 (4.0 if optional Quality Housing provisions are used) and the community facility FAR is 6.5.

- **R8** is the highest density district in the Bronx. The FAR for residences in R8 districts is 0.94 to 6.02 – approximately two-thirds greater than that allowed in R7. The higher FAR produces taller buildings with low lot coverage that are set back from the street. It produces a density of 295 to 387 dwelling units per acre. For community facilities, an FAR of 6.5 is permitted.

- **C4-4** district are major commercial centers located outside of the central business districts. C4-4 districts allow department stores, theaters, and other commercial uses

that serve a larger area. The commercial FAR is 3.4. Residential FAR ranges from 0.87 to 3.44. The community facility FAR is 6.5 (equivalent to R7).

- **C8-3** districts provide for automotive and other heavy commercial uses. All commercial uses and certain community facilities are permitted; housing in not permitted. C8-3 districts have a commercial FAR of 2.0 and a community facility FAR of 6.5.

- **M1-2** is a light manufacturing district with a manufacturing FAR of 2.0. M1 districts area often a buffer between M2or M3 districts and adjacent residential or commercial districts. Retail and office uses are also permitted at an FAR of 2.0. Certain community facilities, such as hospitals, are allowed in M1 districts only by special permit but houses of worship are allowed as-of-right. M1-2 districts allow certain community facility uses up to 4.8 FAR.

- **M2-1** districts allow heavier manufacturing and industrial uses than are permitted in M1 districts. Except when bordered by a residential district, more noise and vibration are allowed in M2 districts. Additionally, smoke is permitted and industrial activities need not be entirely enclosed. M2-1 districts have an FAR of 2.0 for manufacturing and commercial uses. Residential and community facility uses are not allowed in M2-1 districts.

- **M3-1** districts are for heavy industries that generate noise, traffic or pollutants. Like M2 districts, M3 districts are usually located near the waterfront and buffered from residential areas. M3-1 districts have an FAR of 2.0 for manufacturing and commercial uses. Residential and community facility uses are not allowed in M3-1 districts.

- **Port Morris Special Mixed Use District (MX-1)** is a special purpose district established to encourage investment in, and enhance the vitality of, existing mixed residential and industrial neighborhoods and to create opportunities for new mixed use communities. It combines a light industrial (M1) district with a residential district, and permits a mix of selected light industrial, commercial, residential, and community facility uses. Three different zoning districts with paired residential and manufacturing districts are included within the Port Morris Special Mixed Use District. The M1-2/ R6A (MX-1) district has a commercial and manufacturing FAR of 2.0 and a residential and community facility FAR of 3.0. The M1-3/ R8 (MX-1) district has a maximum commercial and manufacturing FAR of 5.0, a maximum residential FAR of 6.02, and a community facility FAR of 6.5. The M1-5/ R8A (MX-1) district has a maximum commercial and manufacturing FAR of 5.0, a maximum residential FAR of 6.02, and a community facility FAR of 6.5.

Parking requirements vary throughout the various zoning districts in the primary study area. Accessory parking for residential developments in the area is not to exceed 200 spaces. Accessory parking for permitted community facilities or commercial uses in residential districts is not to exceed 150 spaces (ZR-25-12). Accessory commercial

parking for commercial uses is not to exceed 150 spaces (ZR-36-12). Accessory parking for manufacturing uses is not to exceed 150 spaces (ZR-44-12). Additionally, large publicly-assisted housing developments require a minimum of 30 parking spaces, except for housing developments in R6 districts which require a minimum of 55 parking spaces (39 if Quality Housing provisions are used) and housing developments in R7-1 districts which require a minimum of 45 parking spaces (ZR-25-25).

3.1.5 FUTURE WITHOUT THE PROPOSED ACTION

Rezoning Area

In the future without the proposed action, the rezoning area would maintain its existing zoning regulations. Existing trends in land use are expected to continue within the framework of the current zoning, with continued as-of-right development of light manufacturing and commercial uses in the future without the proposed action.

The current zoning regulations would continue to be in effect in the future without the proposed action. The current zoning regulations encourage uses and densities incompatible with the surrounding neighborhoods and limit opportunities for new investment in the rezoning area. In the future without the proposed action, the current zoning regulations would continue to allow manufacturing and commercial uses and would not address the underutilization of existing properties.

Primary Study Area

In the future without the proposed action, the primary study area would maintain its existing zoning, including the recently expanded Port Morris Special Mixed Use District.

3.1.6 FUTURE WITH THE PROPOSED ACTION

Rezoning Area

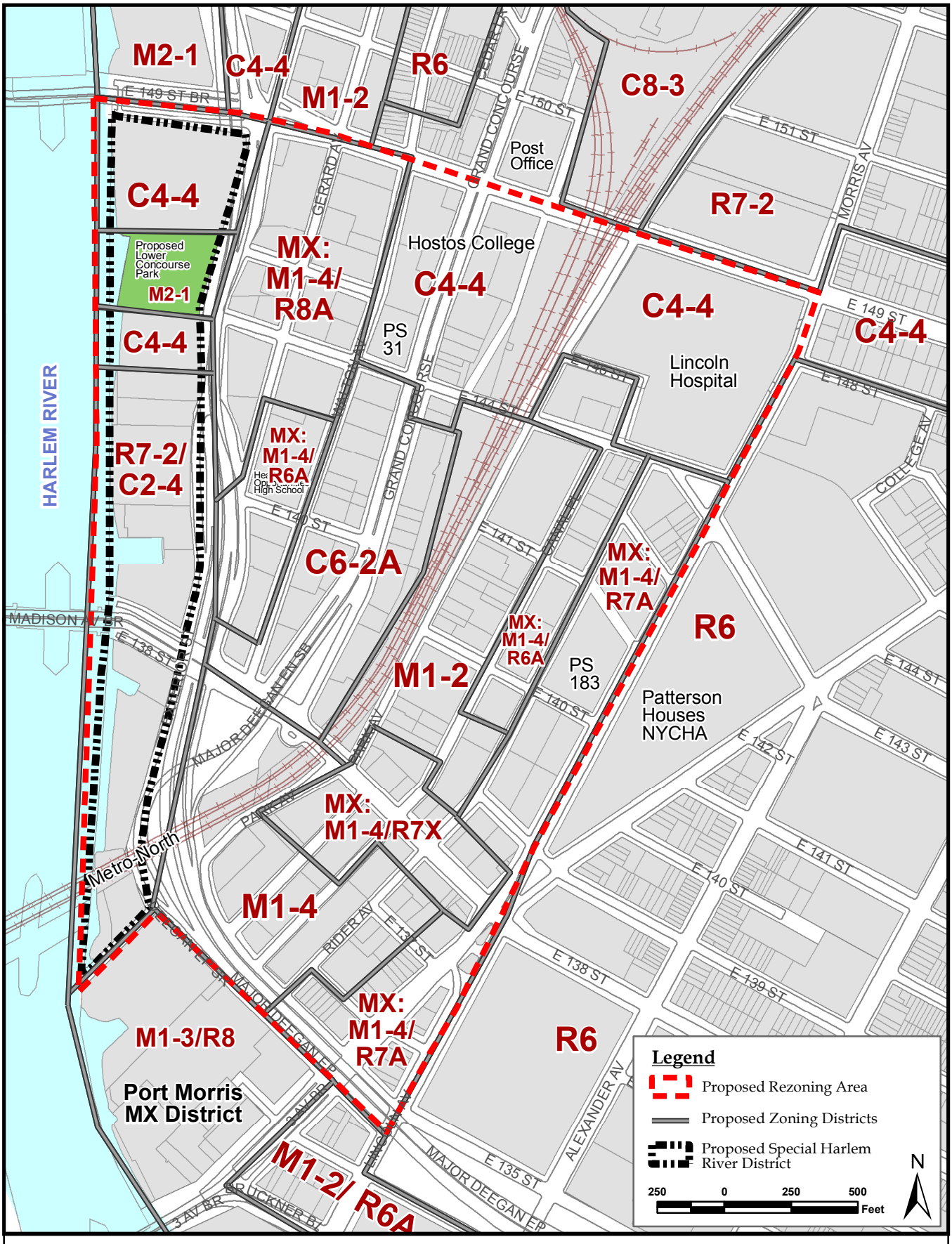
The proposed action would include zoning map and zoning text amendments to change approximately 30 blocks at the base of the Grand Concourse (see Appendix B, "Proposed Zoning Text Amendments"). The proposed action would provide opportunities for new residential and commercial development and the enhancement and upgrade of the waterfront areas in the Lower Concourse area. The proposed rezoning area is generally bounded by East 149th Street and East 144th Street to the north, the Major Deegan Expressway and Park Avenue to the south, Morris and Lincoln Avenues to the east, and the Harlem River to the west, as shown on Figure 3.1-7, Proposed Zoning. The rezoning area currently includes R6, C4-4, M1-2, and M2-1 zoning districts. Under the proposed action, zoning map amendments would change approximately 30 blocks within the rezoning area to C4-4, C6-2A, R7-2, MX (M1-4/R6A), MX (M1-4/R7A), MX (M1-4/R7X), MX (M1-4/R8A), and M1-4. A new C2-4 commercial overlay would be mapped on the waterfront blocks within the R7-2 district.

The proposed rezoning would include zoning text amendments to establish the Lower Concourse Special Mixed Use District (MX), the Special Harlem River Waterfront District (SHRWD), and the Harlem River Waterfront Access Plan (WAP). The proposed zoning text amendment would also permit food stores of any size as-of-right within M1-4 districts and apply the Inclusionary Housing Program within the rezoning area. The rezoning proposal includes an amendment to the city map to establish a new 2.26-acre park located along the Harlem River waterfront.

The proposed Lower Concourse Special Mixed Use District (MX) would extend over all or portions of 25 blocks within the rezoning area. The area within the Special District is currently zoned R6, C4-4, M1-2, and M2-1. Under the proposed action, the Special District would include four different zoning designations with paired residential and manufacturing districts in the rezoning area including MX (M1-4/R6A), MX (M1-4/R7A), MX (M1-4/R7X), and MX (M1-4/R8A). The proposed Special District would facilitate new residential development and conversions while continuing to permit existing and new light industrial uses.

The proposed Special Harlem River Waterfront District would include two blocks along the Harlem River waterfront and would be generally bounded by East 149th Street, south of the Metro-North Railroad Bridge, Exterior Street, and the Harlem River. The area within the proposed Special Harlem River Waterfront District would change from M2-1 to R7-2 and C4-4 zoning districts, which would facilitate new residential and commercial development. Within the Special Harlem River Waterfront District, a new C2-4 commercial overlay would be mapped over the R7-2 zoning district. The WAP would identify specific locations for required shore public walkways, upland connections, supplemental public access areas, and visual corridors. Within the Special Harlem River Waterfront District, a new park would be mapped on an approximately two-acre area of land generally located between the extension of East 146th Street, the extension of East 144th Street, Exterior Street, and the Harlem River. Although the site of the proposed park is located within the Special Harlem River Waterfront District, the Special District regulations would not apply and the park would remain zoned M2-1 under the proposed action.

Table 3.1-6 presents a summary of the proposed zoning changes within the special districts in the rezoning area.



Major Zoning Classifications

R - Residential District
C - Commercial District
M - Manufacturing District

Source: NYC Department of City Planning, 2008

Figure 3.1-7: Proposed Zoning

Lower Concourse Rezoning and Related Actions EIS

NYC Department of City Planning

Table 3.1-6:
Summary of the Proposed Zoning Changes in the Special Districts

Existing Zoning District	Proposed Underlying Zoning District	Proposed Special District
R6	MX (M1-4/R7A)	Lower Concourse Special Mixed Use District (MX)
C4-4	C4-4, MX (M1-4/R8A)	Lower Concourse Special Mixed Use District (MX)
M1-2	C4-4, C6-2A, M1-2, M1-4, MX (M1-4/R8A), MX (M1-4/R6A), MX (M1-4/R6A), MX (M1-4/R7A), MX (M1-4/R7X)	Lower Concourse Special Mixed Use District (MX)
M2-1 (east of the Major Deegan Expressway)	M1-4, MX (M1-4/R7X)	Lower Concourse Special Mixed Use District (MX)
M2-1 (waterfront blocks)	R7-2 (C2-4 overlay), C4-4	Special Harlem River Waterfront District (SHRWD)

Table 3.1-7 summarizes the zoning regulations for each of the proposed zoning districts within the proposed rezoning area, including FAR, street wall height, and building height regulations.

Table 3.1-7:
Summary of Proposed Allowed Density and Building Form within the Rezoning Area

PROPOSED ZONING									
Allowed Density (FAR):							**Building Form:**		
Use	**RESIDENTIAL**			**COMMERCIAL**	**COMM. FACILITY**	**MANU.**	**Bulk Controls**		
Underlying Zoning District	**Base FAR**	**Inclusionary Housing Bonus**	**Max. FAR**	**Max. FAR**	**Max. FAR**	**Max. FAR**	**Building base (streetwall): min.**	**max.**	**Building height: max.**
R7-2	3.0	1.0	4.0	-	6.5	-	40′	60′	400′ *
C2-4 overlay	-	-	-	2.0	-	-	-		-
C4-4	3.0	1.0	4.0	3.4	6.5	-	40′	60′	400′ *
C6-2A	5.4	1.8	7.2	6.0	6.5	-	-	85′	120′
MX (M1-4/R6A)	2.7	0.9	3.6	2.0	3.0	2.0	-	60′	70′
MX (M1-4/R7A)	3.45	1.15	4.6	2.0	4.0	2.0	-	65′	80′
MX (M1-4/R7X)	3.75	1.25	5.0	2.0	5.0	2.0	-	85′	125′
MX (M1-4/R8A)	5.4	1.8	7.2	2.0	6.5	2.0	-	85′	120′
M1-2	-			2.0	4.8	2.0	not required		none
M1-4	-			2.0	6.5	2.0	not required		none
							* on lots larger than 100,000 sq. ft. in the Special Harlem River Waterfront District		

Source: DCP, STV Incorporated

Zoning Map Changes

The following provides a summary of the proposed changes to existing zoning designations (also refer to Table 3.1-7). For specific changes with regard to FAR, street wall height, and building height, please refer to Tables 3.1-5 (for existing districts) and 3.1-7 (for proposed districts).

The rezoning proposal includes the following changes in the zoning districts, as modified by the proposed rezoning in the Lower Concourse:

<u>R7-2</u>
R7-2, along a portion of the Harlem River waterfront blocks south of the extension of East 144th Street and south of the Metro-North Railroad Bridge. The existing zoning

within this area is M2-1. The proposed R7-2 district would allow new residential development along the waterfront with a maximum FAR of 4.0 with bulk regulations controlled by the proposed Special Harlem River Waterfront District.

C2-4
C2-4, a commercial overlay mapped over the proposed R7-2 district described above, would allow new commercial retail and office development with a maximum FAR of 2.0.

C4-4
C4-4, on two portions of one Harlem River waterfront block located between East 149th Street and south of the extension of East 144th Street. The existing zoning within this area is M2-1. The proposed C4-4 district would allow new regional commercial retail and office development with a maximum FAR of 3.4.

C4-4, on one block generally bounded by East 149th and East 144th Streets, Morris Avenue and the Metro-North Railroad right-of-way. The existing zoning within this area is M1-2. The proposed C4-4 district would result in a change in allowed uses, bringing the existing Lincoln Hospital into use conformity.

The existing C4-4, on all or portions of three blocks generally bounded by East 145th Street, south of East 144th Street, the Metro-North Railroad right-of-way, and Walton Avenue, would remain. The C4-4 district surrounds Hostos Community College and allows commercial uses with an FAR of 3.4.

C6-2A
C6-2A, on all or portions of four blocks located along the Grand Concourse and generally bounded by East 144th and East 138th Streets, the Metro-North Railroad right-of-way, and Walton Avenue. The existing zoning within this area is M1-2. The proposed C6-2A district would result in a change in uses allowed in this important gateway to the South Bronx along the Grand Concourse, and would facilitate new residential and commercial development at a scale more appropriate to the more historic portions of the Grand Concourse to the north. The proposed C6-2A district would allow taller buildings within a contextual envelope and would reflect the width and prominence of the Grand Concourse. The proposed C6-2A district would allow new residential development with a maximum FAR of 7.2 and new commercial development with a maximum FAR of 6.0. All new development would be required to build along the street-wall within a contextual envelope with a maximum height of 120 feet.

MX (M1-4/R6A)
MX (M1-4/R6A), on all or portions of six blocks in two areas including an area generally located south of East 144th and north of East 138th Streets between Walton and Gerard Avenues, and another area generally bounded by East 146th and south of East 140th Streets between Rider Avenue and Canal Place. The existing zoning within this area is M1-2. The proposed MX (M1-4/R6A) district would result in a change in allowed uses and would facilitate new residential development and conversions while continuing to permit existing and new light industrial uses. The proposed R6A zoning district is

intended to reflect the current built context of four- to six-story multi-story loft buildings. The proposed MX (M1-4/R6A) district would allow new residential development with a maximum FAR of 3.6. New development would be required to build along the street wall within a contextual envelope with a maximum height of 70 feet. The M1-4 district would allow new commercial retail and office and light industrial development with a maximum FAR of 2.0.

MX (M1-4/R7A)

MX (M1-4/R7A), on all or portions of ten blocks located along Morris, Lincoln, and Third Avenues, and generally bounded by East 144th Street, Major Deegan Expressway, Morris Avenue/Lincoln Avenue, and Rider Avenue. The existing zoning within this area is R6 and M1-2. The proposed MX (M1-4/R7A) district would result in a change in allowed uses and would facilitate new residential development and conversions while continuing to permit existing and new light industrial uses. The proposed R7A district would allow mid-size contextual buildings and is proposed here to reflect the height of buildings within the residential areas to the east. The proposed MX (M1-4/R7A) district would allow new residential development with a maximum FAR of 4.6. New development would be required to build within a contextual envelope with a maximum height of 80 feet. The M1-4 district would allow new commercial retail and office and light industrial development with a maximum FAR of 2.0.

MX (M1-4/R7X)

MX (M1-4/R7X), on portions of seven blocks located along East 138th Street, and generally bounded by East 139th Street, East 137th Street, Third Avenue, and Park Avenue. The existing zoning within this area is M1-2 and M2-1. The proposed MX (M1-4/R7X) district would result in a change in allowed uses and would facilitate new residential development and conversions while continuing to permit existing and new light industrial uses. The proposed R7X district allows taller buildings within a contextual envelope and is proposed in this area to reflect the width of East 138th Street and the street's mixed-use character to the east. The proposed MX (M1-4/R7X) district would allow new residential development with a maximum FAR of 5.0. New development would be required to build within a contextual envelope with a maximum height of 125 feet. The M1-4 district would allow new commercial retail and office and light industrial development with a maximum FAR of 2.0.

MX (M1-4/R8A)

MX (M1-4/R8A), on all or portions of six blocks generally bounded by East 149th Street, East 140th Street, Walton Avenue, and Exterior Street. The existing zoning within this area is C4-4 and M1-2. The proposed MX (M1-4/R8A) district would result in a change in allowed uses for those areas currently zoned M1-2, and would facilitate new residential and commercial development and conversions while continuing to permit existing and new light industrial uses. The area proposed to change from C4-4 to MX (M1-4/R8A) would be allowed additional FAR for residential uses, increasing from 3.44 to 7.2 FAR. The proposed MX (M1-4/R8A) district would allow new residential development with a maximum FAR of 7.2. New development would be required to build along the street wall within a contextual envelope with a maximum height of 120 feet. The M1-4 district would allow new commercial retail and office and light

industrial development with a maximum FAR of 2.0.

M1-2
The existing M1-2, on all or portions of five blocks generally bounded by East 144th Street, East 138th Street, Rider Avenue, and the Metro-North Railroad right-of-way, would remain. The M1-2 district allows light industrial and some commercial uses with an FAR of 2.0.

M1-4
M1-4, on portions of five blocks generally bounded by East 138th Street, Major Deegan Expressway, west of Third Avenue, and Park Avenue. The existing zoning within this area is M1-2 and M2-1. The proposed M1-4 district would allow light industrial uses and some retail uses with a maximum FAR of 2.0. Zoning changes from M1-2 to M1-4 would result in different requirements for public parking for portions of two blocks located south of East 138th Street and north of East 136th Street between Third Avenue and Rider Avenue. The change from M1-2 to M1-4 would require a special permit for new public parking garages. Zoning changes from M2-1 to M1-4 would result in a change in intensity of industrial uses allowed for portions of three blocks located south of East 138th Street and north of the Major Deegan Expressway between Rider Avenue and Park Avenue.

Establish Inclusionary Housing within the Rezoning Area

As part of the City's ongoing effort to broaden and provide new housing opportunities in the South Bronx, the proposed rezoning includes an inclusionary housing bonus. The inclusionary housing bonus, which can be applied in areas being rezoned to allow medium- and high-density residential development, combines a zoning floor area bonus with a variety of housing subsidy programs to create powerful incentives for the development and preservation of affordable housing. Developments taking advantage of the full bonus must devote at least 20 percent of their total floor area (excluding ground floor non-residential floor area) for housing that will be affordable to lower-income households.

Within the rezoning area, the inclusionary housing bonus would be available in the proposed R6A, R7A, R7X, R7-2, R8A, C4-4, and C6-2A districts. The bonus would allow an increase in floor area (up to 33 percent above the base residential FAR) in exchange for the provision of permanently affordable housing. The additional floor area must be accommodated within the applicable height and setback provisions of the proposed Special District.

The amount of bonus floor area is determined by the amount of lower income housing provided. For each square foot of lower income housing provided, a development is eligible for 1.25 square feet of bonus floor area, up to the maximum floor area ratio (FAR) permitted with the bonus. However, the amount of lower income housing required to receive such bonus need not exceed 20 percent of the total floor area in the building (excluding ground floor non-residential floor area).

In order to be eligible for the bonus, lower-income units must be affordable to households at or below 80 percent of Area Median Income (AMI), and must remain affordable for the life of the development receiving the bonus. Lower-income housing units used to earn the Inclusionary Housing bonus may be new units on the same site as the development receiving the bonus, or new or preserved units in a separate building off-site. Off-site affordable units must be located within the same community district, or in an adjacent community district on a site within a half-mile of the site receiving the bonus.

Developments using the floor area bonus in the new program may also use various city, state and federal housing subsidy programs and tax incentives to finance affordable units. The Department of Housing Preservation and Development must approve a Lower Income Housing Plan for all developments in the Inclusionary Housing Program.

Modify Food Store Regulations

The proposed zoning text amendment would modify food store regulations within the rezoning area. Currently, food stores over 10,000 square feet are only allowed within M1 districts by special permit of the City Planning Commission. The South Bronx is currently underserved by grocery stores and by stores providing fresh produce. In order to provide additional opportunities for new grocery store development, food stores of any size would be allowed as-of-right within M1-4 zoning districts in the Bronx, Community District 1. For the proposed rezoning area, three parcels (projected development sites 1, 9, and 24) have been identified as potential food store sites, subject to height and bulk regulations and the proposed mixed-use zoning of the district where food stores would be allowed. The projected size of the food stores could range from approximately 18,000 gsf to 50,000 gsf, including circulation and mechanical space.

Special Harlem River Waterfront District

The proposed Special Harlem River Waterfront District (SHRWD) would apply new zoning districts and special district regulations to two Harlem River waterfront blocks bounded by East 149th Street and south of the Metro-North Railroad Bridge, between Exterior Street and the Harlem River. The Special Harlem River Waterfront District regulations would allow retail predominant development by City Planning Commission authorization if certain criteria are met. The proposed zoning changes would result in a change in uses allowed along the Harlem River waterfront, and would facilitate new residential and commercial development. New development on the waterfront would be subject to the special bulk and use requirements of the Special Harlem River Waterfront District. In addition, a new 2.26-acre park would be located along the Harlem River waterfront within the Special Harlem River Waterfront District.

The general goals of the Special Harlem River Waterfront District include:

- Maintain and reestablish physical and visual public access to and along the waterfront;

- Preserve and strengthen the pedestrian orientation of ground floor uses in appropriate locations, and thus safeguard a traditional quality of higher density areas of the City;
- To encourage well-designed new development that complements the built character of the neighborhood;
- Provide flexibility of architectural design within limits established to assure adequate access of light and air to the street, and thus to encourage more attractive and economic building forms; and
- Promote the most desirable use of land and building development in accordance with the District Plan for the Harlem River waterfront and thus conserve the value of land and buildings and thereby protect the City's tax revenues.

Bulk Regulations within the Special Harlem River Waterfront District

The proposed Special Harlem River Waterfront District would apply special bulk regulations to waterfront lots to encourage varied building heights, control tower dimensions, and appropriately frame waterfront open spaces. Within the proposed R7-2 and C4-4 districts, towers would be allowed to rise to a maximum height of 400 feet on lots larger than 100,000 square feet and 300 feet on lots smaller than 100,000 square feet. The maximum tower height is currently 135 feet. The minimum base height would be 40 feet and the maximum base height would be 60 feet. Current regulations allow a maximum base height of 60 feet; there is no minimum base height. All towers would have a maximum footprint of 8,100 square feet. Current regulations allow a maximum tower footprint of 8,100 square feet for lots larger than 1.5 acres and 7,000 square feet for lots smaller than 1.5 acres. An authorization would be available to allow narrow or shallow lots to waive out of proposed height, bulk, and waterfront open space requirements. Maximum floor area ratio regulations would not be available to this waiver. All zoning lots would have fully-landscaped side yards at least 30 feet wide; a side lot is not required where a side lot line abuts a public park boundary line. The level of the shore public walkway would be required to be raised at least to the height of the Oak Point Rail line for all waterfront properties. Screening requirements would mandate usable floor area facing all waterfront public access areas; usable floor area would be required for the ground floor facing streets; and restrictions on the location of commercial space in mixed-use buildings would be modified to allow flexibility in locating commercial areas.

Harlem River Waterfront Access Plan

The Harlem River Waterfront Access Plan (WAP) would identify specific locations for required shore public walkways, upland connections, supplemental public access areas and visual corridors to the Harlem River waterfront within the proposed Special Harlem River Waterfront District. As the proposed rezoning would facilitate new residential and commercial development along the Harlem River waterfront, the new development would be required to provide public access areas shaped by the WAP.

CONCLUSION

Rezoning Area

The proposed action would change zoning designations within the proposed rezoning area in a manner that would encourage new residential and commercial development, restrict light manufacturing uses to certain areas, and encourage the development of the Harlem River waterfront. The proposed zoning regulations would also provide opportunities for the development of new grocery stores and affordable housing.

The proposed Lower Concourse Special Mixed Use District's zoning districts, consisting of four different paired residential and manufacturing zoning designations, would facilitate new residential development and new commercial retail and office development, while continuing to permit existing and new light industrial uses. The proposed Special District includes maximum streetwall and height limits for all of the proposed new mapped districts ensuring that the scale of the new development would respond to the particular characteristics of the individual areas within the rezoning area.

The proposed Special Harlem River Waterfront District would enhance and upgrade the waterfront area by allowing new residential and commercial development. The special bulk and use requirements of the Special Harlem River Waterfront District would facilitate orderly waterfront development to fit the existing site. The proposed Special Harlem River Waterfront District, in conjunction with the WAP, would shape new development along the waterfront and the location of the new waterfront open space, including a shore public walkway, along the Harlem River.

Primary Study Area

The proposed action creates zoning that is compatible with those districts that surround the rezoning area. The proposed action would not alter zoning designations within the quarter-mile primary study area. Those portions of the surrounding Concourse Village neighborhood and The Hub commercial district adjacent to the proposed rezoning area would continue with their existing zoning designations, and the proposed action would complement existing land use trends in the primary study area. The proposed rezoning, which allows for opportunities for new residential and commercial development in mixed-use districts while permitting the continuation of light industrial uses, is consistent with the recently expanded Port Morris Special Mixed Use District located to the south of the rezoning area. As such, the proposed action would have no direct impact upon zoning in the primary study area.

PUBLIC POLICY

3.1.7 EXISTING CONDITIONS

Besides zoning, many other public policies can affect the permitted land uses within the proposed rezoning area.

The public policies applicable to the proposed rezoning area are New York City's Comprehensive Waterfront Plan, Waterfront Revitalization Program (WRP), Bronx Empowerment Zone, and the Port Morris Empire Zone. Public policies affecting land use in the primary study area are the Port Morris Special Mixed Use District and the Hub/Third Avenue Business Improvement District.

New York City's Comprehensive Waterfront Plan

The Comprehensive Waterfront Plan presented a long-range vision that balances the needs of environmentally sensitive areas along the waterfront and the working port with opportunities for waterside public access, open space, housing and commercial activity. The Comprehensive Waterfront Plan, issued in August 1992, identified numerous opportunities to connect Bronx residents to their waterfronts, particularly in those areas that presently have little, if any, waterfront access. Public open space along the waterfront is much more limited in areas with the highest population densities. Consequently, the plan places major emphasis on promoting public access in the more under-served parts of the Bronx, although new or expanded public access opportunities are proposed throughout the borough.

Waterfront Revitalization Program (WRP)/Coastal Zone Management

The federal Coastal Zone Management Act of 1972, established to support and protect the nation's coastal areas, set forth standard policies for the review of proposed projects along the coastlines. As part of the Federal Coastline Management Program, New York State has adopted a state Coastal Management Program, designed to achieve a balance between economic development and preservation that will promote waterfront revitalization and waterfront dependent uses; protect fish, wildlife, open space, scenic areas, public access to the shoreline, and farmland. The program is also designed to minimize adverse changes to the ecological systems, erosion, and flood hazards.

The state program contains provisions for local governments to develop their own local waterfront revitalization programs. New York City has adopted such a program (*New York City Waterfront Revitalization Program*, New York City Department of City Planning, revised 1999). The Local WRP establishes the City's Coastal Zone (CZ), and includes policies that address the waterfront's economic development, environmental preservation, and public use of the waterfront, while minimizing the conflicts among those objectives.

As the waterfront portions of the area affected by the proposed action fall within the City's designated coastal zone, the proposed action must be assessed for its consistency

with the policies of the City's Local Waterfront Revitalization Program (LWRP). A detailed assessment of the LWRP is provided in Chapter 3.11, "Waterfront Revitalization."

Bronx Empowerment Zone

The Bronx Empowerment Zone (EZ) is a federally designated economic development initiative which uses public funds and tax incentives to encourage private investments in the South Bronx. The Bronx EZ targets areas along the Harlem River waterfront generally south of the George Washington Bridge and extending in an eastward direction along the waterfront to Hunts Point and the Hunts Point Market. Eligible companies are selected by the Bronx Overall Economic Development Corporation (BOEDC) and include developers of commercial, industrial, and retail facilities. Available programs can be used to finance real estate purchases and improvements, equipment and machinery and working capital. Among the features of this program are below-market fixed-interest rates, long-term financing and very low fees. Companies planning major capital investments within the Bronx EZ areas may be able to finance these projects with triple tax-exempt bonds issued by the NYC Industrial Development Agency (IDA).

Port Morris Empire Zone

The Port Morris Empire Zone, managed by the South Bronx Overall Economic Development Corporation (SoBRO), is an economic development initiative which uses public funds and tax incentives to encourage private investments in the South Bronx. The Port Morris Empire Zone overlaps with part of the Bronx EZ; it is both concentrated at the waterfront south of East 149th Street and follows Bergen and Washington Avenues in a northward direction up to the Cross Bronx Expressway. The Port Morris Zone is one of eleven New York City businesses districts that participate in the New York State Empire Zone (EZ) Program. As part of the program, significant tax and financing benefits are provided to businesses relocating to and expanding within the EZ boundaries. Businesses may receive capital funding in the forms of grants (for nonprofits), loans, loan guarantees, and equity investments. The mission of the Port Morris Empire Zone is to expand the range and scope of economic activity, enhance capital opportunity of local businesses and institutions, and improve the quality of life for residents, workers, and visitors.

Port Morris Special Mixed Use District

The Port Morris Special Mixed Use District is a special district established to encourage the development of an existing mixed-use neighborhood. The Port Morris Special Mixed Use District is located directly adjacent to and south of the proposed rezoning area. The Special District is generally bounded by East 134th Street to the north, Harlem River/Harlem River Rail Yard to the south, Willow Avenue to the east, and Park Avenue to the west, and is located along Bruckner Boulevard. The Special District encourages new residential and commercial development while continuing to permit existing light manufacturing uses as well as new ones. The Special District includes

provisions to reflect the current mixed-use character of the area; bring new uses to underutilized land and buildings; enable existing residences to become conforming uses; further the city's housing initiative; focus on improved waterfront access; and create a vibrant, active neighborhood.

The Hub/Third Avenue Business Improvement District

The Hub/Third Avenue Business Improvement District (BID), a not-for-profit corporation, is an organization made up of property owners and commercial tenants who are dedicated to promoting business development and improving the Hub's quality of life. The Hub is a major local retail district located where four roads converge: East 149th Street, Willis, Melrose, and Third Avenues. BIDs typically deliver supplemental services such as sanitation and maintenance, public safety and visitor services, marketing and promotional programs, capital improvements, and beautification for the area, which are all funded by a special assessment paid by property owners within the district. The Hub/Third Avenue BID has specifically been looking to revitalize commercial activity by first improving the aesthetics of existing storefronts. Efforts to fix or create new and more attractive signage on storefronts have been made as well as the beautification of entrances and the sidewalks and streetscape outside the stores. On a larger scale, the BID has looked to retain existing successful retail in the area, while attracting new businesses that will bring additional revenue to the neighborhood and borough as a whole.

3.1.8 FUTURE WITHOUT THE PROPOSED ACTION

There are no anticipated public policy actions which would have a significant effect on conditions in the rezoning or primary study areas in the future without the proposed action. All City public policies, as described above in "Existing Conditions," are expected to remain unchanged in the future without the proposed action.

3.1.9 FUTURE WITH THE PROPOSED ACTION

Five full blocks within the rezoning area (Blocks 2323, 2349, and 2351) are located within the LWRP designated area. This area, from West 149th Street to Park Avenue between Gerard Avenue and the Harlem River, contains seven projected development sites along with seven potential development sites. As these five blocks are in the City's designated coastal zone, the proposed action must be assessed for its consistency with the policies of the City's WRP. This assessment is provided in Chapter 3.11, "Waterfront Revitalization," which includes the WRP Consistency Assessment Form.

The changes resulting in the future with the proposed action are not anticipated to create significant adverse impacts to public policy. The proposed action would be consistent with the public policy set forth to guide the development of the rezoning and primary study areas.

New York City's Comprehensive Waterfront Plan

The principal objective of this plan was to provide a framework to guide land use along the city's waterfront and present opportunities for waterfront access, open space, housing and commercial activity along the waterfront. The special urban design controls incorporated into the Special Harlem River Waterfront District (building bulk, permitted densities, building heights, and street walls) would facilitate new housing and commercial development with varied building heights, controlled tower dimensions, and appropriately framed waterfront open spaces. In addition, the WAP would enhance and shape the public access areas required by the new development, consistent with the principal objective of the Comprehensive Waterfront Plan to enhance public access to and use of the New York City waterfront. Therefore, the proposed action would be consistent with the Comprehensive Waterfront Plan.

Waterfront Revitalization Program (WRP)

Consistent with the aims of the City's Local Waterfront Revitalization Program, the proposed action would encourage the redevelopment of the waterfront for residential and commercial use, and a new waterfront park. In addition, the maintenance of physical, visual, and recreational access to the waterfront is encouraged by the WRP. The new residential and commercial development that would replace the existing warehouse/manufacturing and transportation/utility uses along the waterfront would create new public access to the waterfront. The proposed action, in accordance with the WAP, would identify specific locations for required shore public walkways, upland connections, supplemental public access areas and visual corridors to the Harlem River waterfront. The consistency of the proposed action with the WRP is discussed in greater detail in Chapter 3.11.

Bronx Empowerment Zone

As described above, the Bronx EZ is a federally designated economic development initiative which uses public funds and tax incentives to encourage private investments in the South Bronx. Eligible companies are selected by the Bronx Overall Economic Development Corporation (BOEDC) and include developers of commercial, industrial, and retail facilities. Available programs can be used to finance real estate purchases and improvements, equipment and machinery and working capital. The proposed action would create new opportunities for new commercial, retail, and light manufacturing development in the rezoning area. Therefore, the proposed action would be compatible with the goals of the Bronx EZ.

Port Morris Empire Zone

As described above, the Port Morris Empire Zone, managed by the South Bronx Overall Economic Development Corporation (SoBRO), is an economic development initiative which uses public funds and tax incentives to encourage private investments in the South Bronx. The Port Morris Zone is one of eleven New York City businesses

districts that participate in the New York State Empire Zone (EZ) Program. As part of the program, significant tax and financing benefits are provided to businesses relocating to and expanding within the EZ boundaries. Businesses may receive capital funding in the forms of grants (for nonprofits), loans, loan guarantees, and equity investments. The mission of the Port Morris Empire Zone is to expand the range and scope of economic activity, enhance capital opportunity of local businesses and institutions, and improve the quality of life for residents, workers, and visitors. The proposed action would also be compatible with the goals of the Port Morris Empire Zone.

Port Morris Special Mixed Use District

The Port Morris Special Mixed Use District is a special district established to encourage the development of an existing mixed-use neighborhood. The Special District encourages new residential and commercial development while continuing to permit existing light manufacturing uses as well as new ones. The Special District includes provisions to reflect the current mixed-use character of the area; bring new uses to underutilized land and buildings; enable existing residences to become conforming uses; further the city's housing initiative; focus on improved waterfront access; and create a vibrant, active neighborhood. The proposed action is considered compatible with the Port Morris Special Mixed Use District. Both the proposed rezoning and the Port Morris Special Mixed Use District seek to encourage new uses and densities compatible with surrounding residential neighborhoods.

The Hub/Third Avenue Business Improvement District (BID), a not-for-profit corporation, is an organization made up of property owners and commercial tenants who are dedicated to promoting business development and improving the quality of life in the Hub. BIDs typically deliver supplemental services such as sanitation and maintenance, public safety and visitor services, marketing and promotional programs, capital improvements, and beautification for the area, which are all funded by a special assessment paid by property owners within the district. The Hub/Third Avenue BID has specifically been looking to revitalize commercial activity by first improving the aesthetics of existing storefronts. Efforts to fix or create new and more attractive signage on storefronts have been made as well as the beautification of entrances and the sidewalks and streetscape outside the stores. On a larger scale, the BID has looked to retain existing successful retail in the area, while attracting new businesses that will bring additional revenue to the neighborhood and borough as a whole. The revitalization of the rezoning area and the new residential and retail development would support the development of the retail district in the Hub. New development catalyzed through the proposed rezoning would also support the creation of jobs and career opportunities. Therefore, the proposed action would be compatible with the general goals of the Hub/Third Avenue BID.