Appendix J: Comments Received on the DEIS

Appendix J1: Transcript of Public Hearing to Discuss the DEIS

Appendix J2: Written Comments Received on the DEIS

Appendix J1: Transcript of Public Hearing to Discuss the DEIS

WEBVTT

1
00:07:02.840 --> 00:07:11.809
TELEPHONE_USER: Good morning, everyone. I'm Dan Garodnic, chair of the City Planning Commission and director of the Department of City Planning welcome to today's public meeting

2
00:07:11.810 --> 00:07:36.030
TELEPHONE_USER: of May 15. We're going to change our order slightly, because we've got a couple of commissioners who are running behind and start with some some business on minutes and resolutions, and then we'll go on to public hearings. We'll do votes when the the rest of our crew arrives. We do have a quorum, however, and when we do take votes, we're going

3
00:07:36.030 --> 00:07:54.180
TELEPHONE_USER: to begin with votes on residential and commercial projects, starting with a mixed. Use building at 2118 avenue you in sheep, said Bay. Brooklyn. Proposal would create 10 homes, a third of them income restricted with ground floor retail near the Q train and the B. 3 and B. 49 bus stops. We will also vote at

4
00:07:54.180 --> 00:08:19.879
TELEPHONE_USER: 2724 college point Bouvard queens on a commercial overlay to facilitate a one story, commercial eating and drinking establishment with a drive through staying in queens. The next vote will be on a proposal to enlarge an existing one story warehouse into a 3 story warehouse, with an additional loading berth at 58, 75 Queens, Midtown Expressway in Mass. Beth.

5
00:08:19.990 --> 00:08:40.290
TELEPHONE_USER: The expansion would create another 10 jobs on top of the approximately 30 jobs already there, and the last vote today will concern the enlargement of an existing home in the addition of a stairway at 90 Merrick Road and Toad Hill, Staten Island, switching gears to our hearings, for today the public is invited to testify

6
00:08:40.309 --> 00:08:58.549
TELEPHONE_USER: on a proposed commercial development with nearly one acre of public waterfront open space at 500 Kent Avenue in Williamsburg, Brooklyn. The project would be located near Roberto, Clemente, Ballfield, Jacob's latter playground, the New York City Ferry, and the B. 62, and B. 67 bus land.

7
00:08:58.780 --> 00:09:10.250
TELEPHONE_USER: Last, but certainly not least, we'll hold a public hearing today on the Department of city Planning's Bronx Metro North

plan. This plan would complement new Metro north stations coming to the East Bronx

8
00:09:10.625 --> 00:09:31.080
TELEPHONE_USER: the neighborhoods of Park, Chester, Van Nest, Morris Park Hunts Point and Co-OP City, with thousands of new homes and jobs set to open in 2024. These new stations will significantly cut down on commute times and help to connect residents to tens of thousands of jobs throughout the Bronx, Manhattan, Westchester and Connecticut.

9
00:09:31.350 --> 00:09:54.590
TELEPHONE_USER: crafted with extensive community input, the Bronx Metro North Plan would create approximately 7,500 new homes, including permanently income restricted homes through mandatory inclusionary housing. It would bolster key East Bronx commercial corridors, established workforce training programs and support important community institutions and economic hubs to create 10,000 new jobs.

10
00:09:54.970 --> 00:10:05.679
TELEPHONE_USER: Mars Park and Hunts Point are already 2 of the 10 largest job centers in New York City, and this plan will make sure that that growth continues far into the future.

11
00:10:05.720 --> 00:10:19.240
TELEPHONE_USER: The Bronx Metro North Plan would also facilitate infrastructure improvements and pedestrian friendly public amenities to make it easier for residents and workers to access the new stations, foster a greater sense of community and improve the overall quality of life.

12
00:10:19.290 --> 00:10:39.186
TELEPHONE_USER: I'm happy to report that the Bronx Metro North Plan has received support from community Boards 9 and 11, the Bronx Borough Board and Bronx Borough, President Vanessa Gibson. We look forward to hearing from the public today about this transformative project for the East Bronx. So with that, let's get to it, madam Secretary, let's get started.

13
00:10:41.060 --> 00:11:00.580
TELEPHONE_USER: Good morning. This is the City Planning Commission public meeting held remotely through the Nyc. Engage portal and in person on the Cpc. Hearing Room 1, 20, Broadway. Laura. Concourse today is Wednesday, May fifteenth, 2024. I will now call the role. Check Rodney bye, Sir Knuckles, Commissioner Benjamin Commissiona, Commissioner crowd.

14
00:11:01.860 --> 00:11:03.670
TELEPHONE_USER: Sure Derek is absent.

15
00:11:05.830 --> 00:11:09.330
TELEPHONE_USER: Commissioner gold! Absent! Richard Goodridge. Here.

16
00:11:09.630 --> 00:11:11.320
TELEPHONE_USER: Commissioner Kamani, here.

17
00:11:11.490 --> 00:11:13.129
TELEPHONE_USER: Michel, Madam

18
00:11:14.200 --> 00:11:20.930
TELEPHONE_USER: Michelle will be joining us late later. Commissioner Ramishad Equorum is present.

19
00:11:21.280 --> 00:11:26.039
TELEPHONE_USER: First item is the approval of the minutes of the public meeting of Wednesday, May first, 2024.

20
00:11:26.745 --> 00:11:38.050
TELEPHONE_USER: Great on the minutes I make a motion to approve the minutes of May first, it's been seconded by the Vice chairman. All those in favor, please say aye opposed, nay, 10 min are approved.

21
00:11:39.040 --> 00:11:51.559
TELEPHONE_USER: Scheduling calendar numbers one through 3. We have resolutions for adoption, scheduling Wednesday, May 20, ninth, 2024, for a public hearing to be held in person on the Cpc. Here in Groom 1 20, Broadway, and remotely through the Nyc. Engage Portal

22
00:11:52.367 --> 00:12:01.729
TELEPHONE_USER: great on the resolutions I make a motion to approve, seconded by Commissioner Rampreshad. All those in favor, please say aye, oppose. Nay.

23
00:12:01.860 --> 00:12:03.610
TELEPHONE_USER: hey, resolutions

24
00:12:04.020 --> 00:12:05.160
TELEPHONE_USER: adopted

25
00:12:06.628 --> 00:12:12.841
TELEPHONE_USER: reports we will cover later in the meeting the next part of the calendar is the public hearing section on page 7.

26
00:12:14.080 --> 00:12:35.059
TELEPHONE_USER: Great. Thank you very much. And noting again that we're gonna we're just gonna start with some public hearings. And we we're expecting a couple of more commissioners to come in. We'll take our votes. We're gonna start with the first items on the agenda here. Noting members of the public are invited to speak for 3 min. I believe we have an applicant team. But, Madam Secretary, why don't you call the first item for us?

27
00:12:35.710 --> 00:12:57.850
TELEPHONE_USER: Burr Brooklyn Calendar numbers 9, 10, and 11500, Kent Avenue, CD. 2. Calendar, number 9, c. 2, 3, 0 2 9, 3 z. Mk, calendar, number 10, c. 2, 3, 0 2, 9, 4, zsk calendar, number 11, c. 2, 3, 0, 2, 9, 6 Zsk. Public hearing as a matter of applications for a zoning Map Amendment and special permits concerning 500 Kent Avenue Notice.

28
00:12:57.850 --> 00:13:10.269
TELEPHONE_USER: A public hearing is being held by the City Planning Commission in conjunction with the above Euler actions to receive comments related to a draft environmental impact statement. This hearing is being held pursuant to the State Environmental Quality Review Act and the City Environmental quality review.

29
00:13:10.330 --> 00:13:28.729
TELEPHONE_USER: Great. Thank you very much. We have an applicant team here to present today on this item which includes nebula ghost goks of bay. I'm sorry if I'm doing damage your name, Raymond Levin, Jeff Rubin, Rick Paisi, and Anna Baldissari. Welcome

30
00:13:28.910 --> 00:13:33.559
TELEPHONE_USER: to have you here whenever you are ready. You have 10 min, and

31
00:13:34.605 --> 00:13:35.460
TELEPHONE_USER: welcome.

32
00:13:37.160 --> 00:13:39.689
Spanish Interpreter 2: Ice ring so that microphone button.

33
00:13:40.100 --> 00:13:40.949
Spanish Interpreter 2: These are the micro.

34
00:13:44.400 --> 00:13:48.271
TELEPHONE_USER: Very technologically impaired.

35
00:13:49.300 --> 00:13:50.750
TELEPHONE_USER: good morning.

36
00:13:50.850 --> 00:13:54.213
TELEPHONE_USER: My name's Raymond Levin. I'm special counsel at Eric Feinstein

37
00:13:54.590 --> 00:14:06.049
TELEPHONE_USER: with me today is Neville Goxbay of marvel designs the architects for the project, and Anna Boldusari, of MFPF. The landscape architects.

38
00:14:06.756 --> 00:14:10.903
TELEPHONE_USER: Okay. Now, how do I do this? There we go.

39
00:14:11.776 --> 00:14:24.700
TELEPHONE_USER: The applicants are are seeking zoning zoning actions, including a map change from M. 3, one to M. 1 5 at 500 Kent Avenue in South Williamsburg.

40
00:14:25.350 --> 00:14:26.270
TELEPHONE_USER: Erm.

41
00:14:26.470 --> 00:14:35.639
TELEPHONE_USER: The site is located on Wallabout Channel, with frontage on Division and Kent avenues and abuts the Brooklyn Navy to the south.

42
00:14:36.360 --> 00:14:43.570
TELEPHONE_USER: The project site and the Navy Yard property from Division down to Clymer Street are currently occupied with open uses.

43
00:14:44.180 --> 00:14:51.610
TELEPHONE_USER: North of Division is the Naftali project 3, consisting of 3 buildings residential buildings.

44
00:14:52.005 --> 00:14:55.290
TELEPHONE_USER: The closest to our site being 23 stories

45
00:14:55.550 --> 00:14:59.100
TELEPHONE_USER: across Kent Avenue is the Roberto Clemente Ball field

46
00:14:59.190 --> 00:15:00.310

TELEPHONE_USER: and park.

47
00:15:00.600 --> 00:15:01.210
TELEPHONE_USER: Erm

48
00:15:02.880 --> 00:15:05.229
TELEPHONE_USER: proposed. But come on.

49
00:15:05.410 --> 00:15:06.167
TELEPHONE_USER: there we go.

50
00:15:06.470 --> 00:15:07.040
Spanish Interpreter 2: The proposal.

51
00:15:07.040 --> 00:15:11.569
TELEPHONE_USER: Development includes over 500,000 square feet of office space.

52
00:15:11.640 --> 00:15:17.820
TELEPHONE_USER: over 20,000 square feet of retail space over an acre of publicly accessible open space

53
00:15:17.950 --> 00:15:23.790
TELEPHONE_USER: over 200 below grade, parking spaces and a hundred bicycle parking spaces.

54
00:15:26.410 --> 00:15:30.729
TELEPHONE_USER: projects, aims beyond a positive return on investment

55
00:15:32.620 --> 00:15:43.320
TELEPHONE_USER: are to redevelop the site in a manner that links the new residential development to the north, the established South Williamsburg neighborhood to the east, and the Navy Yard to the South.

56
00:15:43.370 --> 00:15:50.159
TELEPHONE_USER: The proposed project will contribute to the neighborhood and the broader community by improving the vacant lot

57
00:15:50.500 --> 00:15:59.670
TELEPHONE_USER: currently used for school bus parking, creating a public water walkway that will ultimately connect with similar public ways, both North and South.

58
00:16:00.040 --> 00:16:04.790
TELEPHONE_USER: create additional public access points from Kent Avenue to the Wallabout Channel.

59
00:16:05.090 --> 00:16:13.160
TELEPHONE_USER: provide space for both offices and retail businesses which can provide services to and employment opportunities for local residents

60
00:16:13.310 --> 00:16:16.850
TELEPHONE_USER: and generate tax revenues for the city, including real estate sales.

61
00:16:17.175 --> 00:16:17.500
Spanish Interpreter 2: And.

62
00:16:17.500 --> 00:16:18.840
TELEPHONE_USER: Payroll taxes.

63
00:16:20.198 --> 00:16:22.891
TELEPHONE_USER: Neville and Anna will now

64
00:16:23.640 --> 00:16:26.139
TELEPHONE_USER: show the program in 3 dimensions.

65
00:16:30.230 --> 00:16:32.920
TELEPHONE_USER: Good morning, everyone. Double gotcha bye.

66
00:16:32.920 --> 00:16:33.573
Spanish Interpreter 2: Architects,

67
00:16:35.250 --> 00:16:38.099
TELEPHONE_USER: So to reiterate what's been said before the the site.

68
00:16:38.100 --> 00:16:38.710
Spanish Interpreter 2: Between.

69
00:16:38.710 --> 00:16:44.720
TELEPHONE_USER: Navy Yard and the residential developments to the north, and we've always kind of seen the site as a bridge.

70

00:16:44.720 --> 00:16:45.839
Spanish Interpreter 2: And Connector.

71
00:16:46.197 --> 00:16:55.479
TELEPHONE_USER: For that, and and the the the change in the zoning kind of allows the the waterfront esplanade to kinda be incorporated and kinda

72
00:16:55.800 --> 00:16:58.579
TELEPHONE_USER: continue from their neighborhood to the north

73
00:16:59.150 --> 00:16:59.920
TELEPHONE_USER: across our site.

74
00:16:59.920 --> 00:17:01.110
Spanish Interpreter 2: And connect to the.

75
00:17:01.110 --> 00:17:07.289
TELEPHONE_USER: Navy Yard Master plan to the south, and we think that's kind of an important piece of what the Navy Yard wants, which.

76
00:17:07.960 --> 00:17:09.300
Spanish Interpreter 2: And what the developmental.

77
00:17:09.300 --> 00:17:11.719
TELEPHONE_USER: The waterfront has has done.

78
00:17:12.291 --> 00:17:33.539
TELEPHONE_USER: You can see in this diagram. It's a little hard. But one of the observations kind of during the design process was about the the city grids. That wrap the Navy yard and the neighborhood that this site sits in which led us to kind of incorporate an additional pass through on the site to break up the street frontage, as well as kind of aligning the the.

79
00:17:33.540 --> 00:17:35.909
Spanish Interpreter 2: Bulk of the project with.

80
00:17:35.910 --> 00:17:40.160
TELEPHONE_USER: One of the street grids to the south, to.

81
00:17:40.420 --> 00:17:41.150
Spanish Interpreter 2: Kind of given.

82
00:17:41.150 --> 00:17:53.570
TELEPHONE_USER: Some basis, and also to maintain some of the kind of view corridors that existed. Specifically on division up from Bedford looking down to the water. And not kind of obscuring that with kind of a large mass.

83
00:17:54.300 --> 00:18:04.710
TELEPHONE_USER: This is the the ground floor Site plan, where you can kind of see the extent of of the waterfront improvements, the path through and the center of the site, the visual corridor to the south.

84
00:18:06.220 --> 00:18:14.619
TELEPHONE_USER: Creating these 3 3 entry points into the site which then will connect with enough tally efforts on the north and the future developments

85
00:18:14.680 --> 00:18:18.740
TELEPHONE_USER: of the Navy Yard with their esplanade on on the south.

86
00:18:19.106 --> 00:18:24.663
TELEPHONE_USER: the northern portion of the building houses. The the most of the retail in the building

87
00:18:25.195 --> 00:18:25.400
Spanish Interpreter 2: So.

88
00:18:25.400 --> 00:18:26.429
TELEPHONE_USER: Southern portion.

89
00:18:26.430 --> 00:18:27.240
Spanish Interpreter 2: Has the.

90
00:18:27.240 --> 00:18:32.858
TELEPHONE_USER: Office lobby as well as kind of the the tower portion of the project.

91
00:18:33.300 --> 00:18:36.107
TELEPHONE_USER: you know the project sits in a zone X

92
00:18:36.450 --> 00:19:01.450
TELEPHONE_USER: as far as flood zone goes. So basic waterproofing measures are taken into account for the the foundation systems minimizing the entry points. If there were ever an incident, and obviously, dry

proofing any areas that that could or would be impacted by current. Or, you know, many years in the future. Events.

93
00:19:01.580 --> 00:19:02.070
TELEPHONE_USER: Oh.

94
00:19:02.560 --> 00:19:03.887
Spanish Interpreter 2: Hit, the stop.

95
00:19:04.680 --> 00:19:10.220
TELEPHONE_USER: To the illustration just of the massing from the 2 sides of the the project, the water side, and the.

96
00:19:10.220 --> 00:19:12.800
Spanish Interpreter 2: Streetscape side to coat.

97
00:19:12.800 --> 00:19:24.109
TELEPHONE_USER: Kinda illustrate that the the massing is kind of allocated along that streetscape boundary. Allowing kind of large areas of open space on either side of the building's footprint.

98
00:19:24.290 --> 00:19:31.118
TELEPHONE_USER: And then here's a few illustrations of the project, one stepping back further up Bedford to kind of show the

99
00:19:31.750 --> 00:19:32.330
Spanish Interpreter 2: The projects.

100
00:19:32.330 --> 00:19:32.820
TELEPHONE_USER: From a far.

101
00:19:33.020 --> 00:19:33.820
Spanish Interpreter 2: You can see the.

102
00:19:33.820 --> 00:19:35.500
TELEPHONE_USER: Vision. On the right, the centre axe.

103
00:19:35.500 --> 00:19:36.760
Spanish Interpreter 2: Point in the.

104
00:19:36.760 --> 00:19:40.909

TELEPHONE_USER: Image, and then the visual corridor on the on the far left.

105
00:19:41.626 --> 00:19:52.360
TELEPHONE_USER: Closer up to kind of illustrating more kind of the the the path through effect where you could kind of break up a site with these access points

106
00:19:52.950 --> 00:20:06.159
TELEPHONE_USER: moving to the southern side of the site as you approach up Kent you have the entry to the visual corridor, as well as the the loading area and the kind of office lobby in the in the on the right side of the image.

107
00:20:07.150 --> 00:20:14.200
TELEPHONE_USER: and then moving forward up the street just outside the office lobby.

108
00:20:14.200 --> 00:20:15.229
Spanish Interpreter 2: Kind of again.

109
00:20:15.230 --> 00:20:21.510
TELEPHONE_USER: Bit of a colonnade and open space as a illustrative idea. And addressing kind of the

110
00:20:22.249 --> 00:20:25.760
TELEPHONE_USER: the drop off and and access issues that we've worked with,

111
00:20:26.490 --> 00:20:28.949
TELEPHONE_USER: with the city and and.to.

112
00:20:28.950 --> 00:20:29.910
Spanish Interpreter 2: To resolve.

113
00:20:31.010 --> 00:20:36.019
TELEPHONE_USER: So with that I'll hand it off to to Anna to discuss the the waterfront, and.

114
00:20:36.020 --> 00:20:37.240
Spanish Interpreter 2: Landscape.

115
00:20:37.480 --> 00:20:38.480

Spanish Interpreter 2: Okay, Rick.

116
00:20:38.480 --> 00:20:40.179
TELEPHONE_USER: I'm in Fernand so far.

117
00:20:40.460 --> 00:20:45.585
TELEPHONE_USER: Morning Rick. Preachy Mfp. Landscape architects. Not Anna, and it's behind me.

118
00:20:46.598 --> 00:20:58.780
TELEPHONE_USER: So I think everybody's already talked about the open space, you know, and you know, Ray, both Ray and Neville covered the open space pretty pretty clearly, and the goal here was

119
00:20:59.050 --> 00:21:28.340
TELEPHONE_USER: to make a really strong visual and physical connection to the neighborhood, and while we had an a visual corridor requirement, we didn't really have to make that visual corridor more of an upland connection, which is what we did. Working with urban design, we went back and forth, and how to make this porosity clearer, right? So we do have against the Navy to Jason and Avr. We have that a really it acts like a true upland connection, even though it isn't classified as one and it is a visual corridor, has seating.

120
00:21:28.697 --> 00:21:29.559
Spanish Interpreter 2: You know, real.

121
00:21:29.560 --> 00:21:31.679
TELEPHONE_USER: Clear connection, you know.

122
00:21:32.420 --> 00:21:53.565
TELEPHONE_USER: there is always a question whether, when the Navy yard is developed, how that would be connected. So we we have a connection to the navy hard setup. If that if that site gets developed and I think that was really important just to keep this fluid connectivity. And the center one, which is the PA,

123
00:21:53.930 --> 00:22:04.679
TELEPHONE_USER: right? Also is doing quite a bit of gymnastics. And I think when you look at the grades here. We're going from street grades up to elevation 16. And then we're actually

124
00:22:05.220 --> 00:22:06.930
TELEPHONE_USER: the shore public walkways.

125
00:22:06.930 --> 00:22:07.680
Spanish Interpreter 2: The small.

126
00:22:07.680 --> 00:22:30.489
TELEPHONE_USER: Of it that we dropped down to Elevation 7. We we would have liked that to be a full get down but we'd have to get down to 2. It's just too much to do in the in the 40 feet. But we do have a series of stepped areas and amphitheater type areas, informal raised seating areas throughout the whole open space. So you have the SPW. In blue, the Spa.

127
00:22:30.490 --> 00:22:31.299
Spanish Interpreter 2: Which is a sub.

128
00:22:31.300 --> 00:22:42.329
TELEPHONE_USER: Area in pink. Then the PA, which is PA number one, which goes under the building as you so saw in the 3D's, and then the visual corridor on the bottom.

129
00:22:43.800 --> 00:22:44.990
TELEPHONE_USER: There's

130
00:22:46.230 --> 00:22:47.820
TELEPHONE_USER: it's the rendered plan

131
00:22:51.370 --> 00:22:55.020
TELEPHONE_USER: and a 3D. So you can see the visual corridor on the right

132
00:22:56.010 --> 00:22:57.170
TELEPHONE_USER: right. There

133
00:22:57.430 --> 00:22:58.430
TELEPHONE_USER: comes down.

134
00:22:58.500 --> 00:22:59.300
Spanish Interpreter 2: This, this.

135
00:22:59.300 --> 00:23:02.029
TELEPHONE_USER: Starts to drop down. It's an Ada connection

136
00:23:02.110 --> 00:23:05.700
TELEPHONE_USER: downed Elevation 7. So we dropped the bulkhead down.

137
00:23:05.930 --> 00:23:21.759
TELEPHONE_USER: and then we come back up. And and this area. Here's the seating little seating area raised seating area, another little raised seating area here. So it's a really kind of organic system of platforms, you know, little raised rooms, and all of them Ada connected.

138
00:23:22.230 --> 00:23:24.420
TELEPHONE_USER: and then, of course, our connection.

139
00:23:24.420 --> 00:23:25.090
Spanish Interpreter 2: To it.

140
00:23:25.090 --> 00:23:26.869
TELEPHONE_USER: Street here, division there.

141
00:23:27.520 --> 00:23:32.520
TELEPHONE_USER: I think that's all we got in there. A couple of renderings of you can see

142
00:23:32.910 --> 00:23:37.240
TELEPHONE_USER: is that stepped area and the Ada connections on the other side.

143
00:23:40.660 --> 00:23:42.940
TELEPHONE_USER: and that's from the lower elevation at elevation.

144
00:23:43.275 --> 00:23:43.610
Spanish Interpreter 2: 7.

145
00:23:51.270 --> 00:23:54.330
TELEPHONE_USER: Now there was a quite a bit of talk about

146
00:23:54.873 --> 00:24:16.439
TELEPHONE_USER: this loading area here, and send my time real quick cause this this this was. We went over this with urban design quite a bit. We wanted a loading area to feel pedestrian, so it does have pavers on it. The loading is very infrequent. So this pedestrian plaza here, which is not a PA, not really part.

147
00:24:16.440 --> 00:24:18.810
Spanish Interpreter 2: Over the open space, technically is.

148
00:24:18.810 --> 00:24:22.559
TELEPHONE_USER: Connected with a walkway right here, and the same paving type.

149
00:24:24.290 --> 00:24:25.670
TELEPHONE_USER: And that's it.

150
00:24:26.830 --> 00:24:37.309
TELEPHONE_USER: Okay, great. we will have some questions for you from commissioners. Let me just start with couple, and I think you should stay at the mic because they're they're for you.

151
00:24:38.355 --> 00:24:41.184
TELEPHONE_USER: On on the on the

152
00:24:42.760 --> 00:24:54.893
TELEPHONE_USER: the special permit on with some of the waivers here. One of the waivers relates to the width of the walls along the shoreline normally a hundred feet here requested 3, 43.

153
00:24:55.280 --> 00:25:02.470
TELEPHONE_USER: Can you say a little bit more about the configuration of the buildings? And why

154
00:25:03.610 --> 00:25:04.270
Spanish Interpreter 2: That.

155
00:25:04.530 --> 00:25:08.810
TELEPHONE_USER: Would justify here, a greater waiver

156
00:25:09.430 --> 00:25:18.550
TELEPHONE_USER: than what you know, the what the norm allows. Why, we should allow for a waiver so significant as 343 feet here.

157
00:25:21.340 --> 00:25:34.796
TELEPHONE_USER: Okay. Hello, Commissioners Neville again from Marvel. So as you can kind of see the do the orientation of the or rotation of the rectangle to align with the street grid.

158
00:25:35.310 --> 00:25:36.360
Spanish Interpreter 2: It's the.

159

00:25:36.360 --> 00:25:37.300
TELEPHONE_USER: Tower

160
00:25:37.690 --> 00:26:02.240
TELEPHONE_USER: frontage is is actually less than a hundred, but because of the orientation that it's signed placement. It kind of rotates on its access, which kind of creates that broader overlay of the of the I forget what the term was, but the the waterfront facing facade so, and, as the you know, trying to keep the tower lower, we kind of

161
00:26:02.330 --> 00:26:09.250
TELEPHONE_USER: increase some of the bulk on the lower floors. So that's kind of why some of it spread so that we didn't kind of keep going up cause we felt.

162
00:26:09.250 --> 00:26:10.229
Spanish Interpreter 2: 23 was kind.

163
00:26:10.230 --> 00:26:11.605
TELEPHONE_USER: Where it wanted to be.

164
00:26:11.880 --> 00:26:12.319
Spanish Interpreter 2: From A.

165
00:26:12.320 --> 00:26:15.879
TELEPHONE_USER: Total height standpoint. Additionally, there's.

166
00:26:15.880 --> 00:26:16.620
Spanish Interpreter 2: As a.

167
00:26:16.620 --> 00:26:43.829
TELEPHONE_USER: There's a kind of on the retail piece to the north. There's a small penhouse on the top there. Which can kind of be an amenity. It can tie to some of the retail spaces to make both the the ground floor retail as well as the the roof space an amenity for the for the building and the public restaurant, or, you know, whatever it may may end up being but so those 2, those multiple pieces kind of even though they're desperate and kind of spread across

168
00:26:44.316 --> 00:26:49.309
TELEPHONE_USER: because of their orientations to the waterfront, they kind of add up to.

169
00:26:49.310 --> 00:26:51.310

Spanish Interpreter 2: This larger frontage.

170
00:26:51.690 --> 00:26:53.279
TELEPHONE_USER: Think if we oriented the building.

171
00:26:53.280 --> 00:26:53.820
Spanish Interpreter 2: Perpendic.

172
00:26:53.820 --> 00:27:04.364
TELEPHONE_USER: The facade. I mean to the to the streets gate, or to the waterfront. It would be a little bulkier to the community side.

173
00:27:05.269 --> 00:27:13.610
TELEPHONE_USER: personally. So we think this, this alignment, this openness to the waterfront, and providing these extra pass through to the site

174
00:27:14.621 --> 00:27:23.629
TELEPHONE_USER: benefits from from this configuration. Okay, thank you. And my only other question was about the connection to the Navy Yard next door.

175
00:27:23.630 --> 00:27:24.600
Spanish Interpreter 2: You.

176
00:27:24.600 --> 00:27:29.369
TELEPHONE_USER: Could you say a little bit more about what? What provisions being made to maintain

177
00:27:29.440 --> 00:27:32.420
TELEPHONE_USER: possible opportunities between these sites?

178
00:27:32.630 --> 00:27:46.051
TELEPHONE_USER: So I'll touch, and then you can add, I guess. Obviously, you know, as Rick mentioned, we're going from a very high elevation at the at the street to very low elevation at the waterfront, which you know parallels on the Navy Yard side of the project.

179
00:27:46.630 --> 00:27:51.599
TELEPHONE_USER: you know, during design. It's a you know. The visual quarter is, is a requirement was incorporated.

180
00:27:51.800 --> 00:28:03.458

TELEPHONE_USER: Whoever kind of gets there first would have to do it or incorporate it. So we've incorporated the Navy Mart may actually incorporate one in their plan. I haven't familiarized myself with it. So you actually may end up with a very

181
00:28:03.730 --> 00:28:22.159
TELEPHONE_USER: generous space between the 2 buildings that parallel each other if they choose to do that. Beyond that, at the esplanade portion of the site it's configured with, you know, demountable elements that are intended to be able to be removed so that kind of the esplanade can continue between the 2 sites.

182
00:28:23.000 --> 00:28:36.300
TELEPHONE_USER: I I also added, the Navy Yard master Plan shows a waterfront walkway along their property, so those will connect up, as will the connection to Naftali. So the continual.

183
00:28:36.300 --> 00:28:36.960
Spanish Interpreter 2: It's water from.

184
00:28:36.960 --> 00:28:37.550
TELEPHONE_USER: What way we'll.

185
00:28:38.340 --> 00:28:39.390
TELEPHONE_USER: Will happen. One of the.

186
00:28:39.390 --> 00:28:40.170
Spanish Interpreter 2: These days.

187
00:28:40.200 --> 00:28:43.960
TELEPHONE_USER: Okay, got it. It's important to maintain the.

188
00:28:43.960 --> 00:28:44.480
Spanish Interpreter 2: The possibility.

189
00:28:44.480 --> 00:28:49.180
TELEPHONE_USER: For that. So that's that's great. Okay, thank you. Let me. Let me go to Commissioner Benjamin.

190
00:28:50.110 --> 00:28:58.619
TELEPHONE_USER: Hi, I have a couple of different questions. I've been concerned about taking M. 3 land which is scarce.

191

00:28:58.890 --> 00:29:04.830
TELEPHONE_USER: and turning it into land that is less manufacturing, friendly.

192
00:29:05.040 --> 00:29:15.819
TELEPHONE_USER: And your proposal does several things. That concern me, one of which is that you don't show a lot of renderings which include the buildings across

193
00:29:16.340 --> 00:29:19.149
TELEPHONE_USER: Kent Avenue, which are all residential

194
00:29:19.200 --> 00:29:23.319
TELEPHONE_USER: at this point. Kent Avenue, with that very large bike lane.

195
00:29:23.820 --> 00:29:27.360
TELEPHONE_USER: is only really one lane from here all the way

196
00:29:27.810 --> 00:29:29.560
TELEPHONE_USER: past dominoes.

197
00:29:30.290 --> 00:29:32.839
TELEPHONE_USER: Erm. I mean. It used to be a really

198
00:29:34.040 --> 00:29:40.569
TELEPHONE_USER: nice 4 Lane road, but now it's down to one lane with that weird parking in the middle of the street.

199
00:29:40.640 --> 00:29:42.650
TELEPHONE_USER: but so

200
00:29:43.230 --> 00:29:54.129
TELEPHONE_USER: given the residential across the way all the way down to the BQE. What makes this an appropriate site for a tower? A. 23 story building.

201
00:29:54.360 --> 00:30:00.240
TELEPHONE_USER: And why would we want to increase that SAR. On the water front to allow that to happen?

202
00:30:01.510 --> 00:30:09.049

TELEPHONE_USER: Well, let's let's talk about the residential on the other side of Kent. Across from us is a park

203
00:30:09.300 --> 00:30:11.959
TELEPHONE_USER: across from the Navy Yard are the Resident.

204
00:30:11.960 --> 00:30:13.170
Spanish Interpreter 2: Buildings.

205
00:30:13.400 --> 00:30:15.790
TELEPHONE_USER: The Navy Yard is proposing.

206
00:30:15.790 --> 00:30:16.550
Spanish Interpreter 2: Closing.

207
00:30:18.509 --> 00:30:20.189
TELEPHONE_USER: buildings that are.

208
00:30:20.510 --> 00:30:20.830
Spanish Interpreter 2: Of.

209
00:30:21.550 --> 00:30:24.279
TELEPHONE_USER: Height to ours. From what we can tell from their.

210
00:30:24.280 --> 00:30:26.559
Spanish Interpreter 2: Plan? Which the.

211
00:30:26.560 --> 00:30:27.110
TELEPHONE_USER: In the proof.

212
00:30:27.110 --> 00:30:28.918
Spanish Interpreter 2: A year or 2 ago.

213
00:30:29.870 --> 00:30:35.960
TELEPHONE_USER: And Naftali is 2324 stories. The building across the street from Naftali

214
00:30:36.761 --> 00:30:43.809
TELEPHONE_USER: is an overbuilt building. Because of conversion which is FAR. 6 the building

215

00:30:43.990 --> 00:30:51.109
TELEPHONE_USER: south of us south of the park, I believe, is 11 stories. So it's not.

216
00:30:51.160 --> 00:30:58.760
TELEPHONE_USER: It's not the Central Williamsburg that we know about a 4 story walk ups there are significant

217
00:30:59.260 --> 00:31:16.999
TELEPHONE_USER: larger buildings surrounding our property and will eventually surround, whereas the navy are, develops their their property. You can see in this in this illustration. So we think that it's a appropriate rather than having more of a low.

218
00:31:17.878 --> 00:31:22.922
TELEPHONE_USER: low denser building. We spend a lot of time with

219
00:31:24.090 --> 00:31:36.610
TELEPHONE_USER: with the architects and the landscape architects in breaking up that. So when you're on the ground, when you're walking on the street you will see lots of connections to the water. And the height of the building

220
00:31:36.750 --> 00:31:45.699
TELEPHONE_USER: will not be as prominent as in renderings which are or it's not you. But you're not tied to this design, because it's a rezoning

221
00:31:45.760 --> 00:31:47.650
TELEPHONE_USER: where where we we.

222
00:31:48.115 --> 00:31:48.450
Spanish Interpreter 2: Ask.

223
00:31:48.450 --> 00:31:50.160
TELEPHONE_USER: For a whole bunch of of.

224
00:31:50.160 --> 00:31:50.820
Spanish Interpreter 2: That's.

225
00:31:50.820 --> 00:31:51.480
TELEPHONE_USER: Parking

226
00:31:52.120 --> 00:31:54.660

TELEPHONE_USER: for waivers from the waterfront regulations.

227
00:31:54.660 --> 00:31:55.340
Spanish Interpreter 2: As was mentioned.

228
00:31:55.340 --> 00:31:57.509
TELEPHONE_USER: About the 100 foot fail, you know.

229
00:31:57.510 --> 00:32:00.460
Spanish Interpreter 2: Facade facing. So yes, that's true.

230
00:32:00.600 --> 00:32:02.040
TELEPHONE_USER: We we could.

231
00:32:02.470 --> 00:32:02.900
Spanish Interpreter 2: Didn't.

232
00:32:02.900 --> 00:32:05.629
TELEPHONE_USER: Throw this all away and build an R. 5.

233
00:32:06.950 --> 00:32:08.110
Spanish Interpreter 2: Something, or

234
00:32:08.600 --> 00:32:10.040
Spanish Interpreter 2: well, the.

235
00:32:10.040 --> 00:32:11.919
TELEPHONE_USER: Community facilities are quite limited in.

236
00:32:11.920 --> 00:32:12.799
Spanish Interpreter 2: The current and the current.

237
00:32:12.800 --> 00:32:16.349
TELEPHONE_USER: Current, M. Zone, community facilities are quite limited.

238
00:32:16.970 --> 00:32:18.500
TELEPHONE_USER: Right?

239
00:32:18.500 --> 00:32:19.550
Spanish Interpreter 2: Going through.

240
00:32:19.550 --> 00:32:43.404
TELEPHONE_USER: Which will allow for M. 3, one. We'll see what happens. But also in the M. One. It it's gonna we'll make it happen. Make our case for so

241
00:32:44.150 --> 00:32:50.280
TELEPHONE_USER: facility, which could include a dorm without sleeping, with sleeping accommodations for a not for profit.

242
00:32:50.280 --> 00:32:51.240
Spanish Interpreter 2: Could be.

243
00:32:51.240 --> 00:32:51.840
TELEPHONE_USER: A religious.

244
00:32:51.840 --> 00:32:53.230
Spanish Interpreter 2: Institution.

245
00:32:53.707 --> 00:32:58.480
TELEPHONE_USER: It could be lots of things. Yes, and did you.

246
00:32:58.520 --> 00:32:59.350
Spanish Interpreter 2: It's not working.

247
00:32:59.630 --> 00:33:07.478
TELEPHONE_USER: Did you look at any of those uses? And what would likely be the design of those?

248
00:33:08.060 --> 00:33:11.489
TELEPHONE_USER: No, we we've we've been focusing on on this, the project.

249
00:33:11.490 --> 00:33:11.983
Spanish Interpreter 2: Was

250
00:33:12.970 --> 00:33:16.820
TELEPHONE_USER: Property was purchased before the pandemic and.

251
00:33:16.820 --> 00:33:17.480
Spanish Interpreter 2: Purchased.

252
00:33:17.930 --> 00:33:23.080

TELEPHONE_USER: 2019, I believe. Con. Ed put it up for auction, I think, in 2,016 or 27.

253
00:33:23.615 --> 00:33:25.220
Spanish Interpreter 2: So I was.

254
00:33:25.220 --> 00:33:25.990
TELEPHONE_USER: So?

255
00:33:28.510 --> 00:33:29.330
TELEPHONE_USER: yeah.

256
00:33:29.986 --> 00:33:38.640
TELEPHONE_USER: so that so that's what we were looking at at the at the time. And we proceeded with that the world has changed

257
00:33:38.800 --> 00:33:54.430
TELEPHONE_USER: our clients still believes that there is a market for this. There have been a number of commercial leases and domino and Dumbbo's doing pretty well. So, and you know we're several years away from

258
00:33:54.950 --> 00:34:07.080
TELEPHONE_USER: project being built. I mean, there's so much empty office space all over. Has your client really done marketing studies of office in this location, which is, aside from the bus, which is not

259
00:34:07.920 --> 00:34:08.900
TELEPHONE_USER: great.

260
00:34:10.560 --> 00:34:13.929
TELEPHONE_USER: public access to this site is somewhat limited.

261
00:34:15.810 --> 00:34:19.410
TELEPHONE_USER: Assume. That's why he wants a 200 plus car garage.

262
00:34:20.320 --> 00:34:21.810
TELEPHONE_USER: No, he wants. He wants it.

263
00:34:22.316 --> 00:34:23.090
Spanish Interpreter 2: I'm talking.

264

00:34:23.090 --> 00:34:23.600
TELEPHONE_USER: Saying he wants.

265
00:34:23.600 --> 00:34:24.130
Spanish Interpreter 2: Like 200.

266
00:34:24.130 --> 00:34:25.279
TELEPHONE_USER: Car Park garage. That's.

267
00:34:25.280 --> 00:34:26.020
Spanish Interpreter 2: But it.

268
00:34:26.020 --> 00:34:29.059
TELEPHONE_USER: The environmental says we have to have in order not to have an impact.

269
00:34:29.270 --> 00:34:31.369
TELEPHONE_USER: It was not something that was part of.

270
00:34:31.370 --> 00:34:32.120
Spanish Interpreter 2: Of any.

271
00:34:32.120 --> 00:34:33.919
TELEPHONE_USER: One's program.

272
00:34:34.360 --> 00:34:34.800
Spanish Interpreter 2: It!

273
00:34:34.800 --> 00:34:35.960
TELEPHONE_USER: Came about

274
00:34:36.210 --> 00:34:49.266
TELEPHONE_USER: from the environmental study that was done. So that's how it ended up being 200. And whatever the number of spaces are something like that. Yeah, 234

275
00:34:50.871 --> 00:35:01.318
TELEPHONE_USER: in terms of marketing studies. There haven't been any marketing studies since we're several years out and the market recently. It's been very

276
00:35:02.558 --> 00:35:12.071

TELEPHONE_USER: volatile, I guess, or maybe not so volatile. and so we haven't done that. But we have. We do know that there are a lot of

277
00:35:12.932 --> 00:35:32.817
TELEPHONE_USER: from the people who are part of the project team who are very attuned to what's going on in the Williamsburg community? That there are a lot of, you know, people working out of their living rooms and and studies who are developing things? Who would want office space? We're looking at.

278
00:35:33.779 --> 00:35:34.019
Spanish Interpreter 2: Edge.

279
00:35:34.020 --> 00:35:35.889
TELEPHONE_USER: Occasional medical other kinds of.

280
00:35:35.890 --> 00:35:36.940
Spanish Interpreter 2: Of uses.

281
00:35:36.940 --> 00:35:39.559
TELEPHONE_USER: That seem to be expanding. And.

282
00:35:39.560 --> 00:35:39.960
Spanish Interpreter 2: And for.

283
00:35:39.960 --> 00:35:43.639
TELEPHONE_USER: Better or worse. I think congestion pricing will help.

284
00:35:43.640 --> 00:35:45.500
Spanish Interpreter 2: Brooklyn to some extent.

285
00:35:46.640 --> 00:35:47.250
TELEPHONE_USER: Having people

286
00:35:48.880 --> 00:35:50.990
TELEPHONE_USER: You know, who don't want to travel in.

287
00:35:50.990 --> 00:35:52.309
Spanish Interpreter 2: To Manhattan.

288
00:35:52.635 --> 00:35:52.960
TELEPHONE_USER: Get.

289
00:35:53.157 --> 00:35:53.750
Spanish Interpreter 2: In the price.

290
00:35:53.750 --> 00:35:56.899
TELEPHONE_USER: That will cause them which is good for the

291
00:35:57.240 --> 00:36:19.240
TELEPHONE_USER: good, for the environment in Manhattan, and maybe good for the office market in Brooklyn, and we have all those new residents who are gonna occupy the Natali Buildings. The Domino building approved for the Natalie site when I was still at Naftali is under the last time I walked by, when we went to.

292
00:36:19.300 --> 00:36:37.870
TELEPHONE_USER: I went to the opening of the Refinery Building and domino that something is under construction. So it is under construction. Whether do we know how far, how far along, what it's gonna be? I'm sorry. Do we know what it's going to be constructing a residential building. Yes, yes.

293
00:36:39.160 --> 00:36:52.708
TELEPHONE_USER: So for those reasons our client believes that that there will be a market that will that he can tap into when this building is completed.

294
00:36:53.970 --> 00:37:00.460
TELEPHONE_USER: and also, I think also the navy, I mean the Navy art to some extent will help us. There!

295
00:37:02.080 --> 00:37:02.430
Spanish Interpreter 2: Both.

296
00:37:02.890 --> 00:37:04.270
TELEPHONE_USER: And having more.

297
00:37:04.610 --> 00:37:06.110
Spanish Interpreter 2: Industrial buildings.

298
00:37:06.110 --> 00:37:06.960
TELEPHONE_USER: More industrial.

299
00:37:06.960 --> 00:37:07.460

Spanish Interpreter 2: Workers.

300
00:37:07.460 --> 00:37:11.091
TELEPHONE_USER: More industrial companies. They do have.

301
00:37:11.610 --> 00:37:12.560
Spanish Interpreter 2: Office needs.

302
00:37:12.560 --> 00:37:15.149
TELEPHONE_USER: Erm, and so that they will also

303
00:37:16.275 --> 00:37:20.864
TELEPHONE_USER: find a home in in this building. So it's it's situated at a

304
00:37:21.570 --> 00:37:25.570
TELEPHONE_USER: at a a good location in terms of

305
00:37:26.030 --> 00:37:28.169
TELEPHONE_USER: workforce in terms of

306
00:37:28.330 --> 00:37:30.790
TELEPHONE_USER: nearby residents in terms of

307
00:37:31.430 --> 00:37:35.020
TELEPHONE_USER: growing businesses that would be looking for space. So

308
00:37:35.360 --> 00:37:36.919
TELEPHONE_USER: they are.

309
00:37:38.900 --> 00:37:42.346
TELEPHONE_USER: don't know what the term is. Optimistic or

310
00:37:43.780 --> 00:37:45.309
TELEPHONE_USER: why not? A

311
00:37:45.600 --> 00:37:46.720
TELEPHONE_USER: why

312
00:37:47.480 --> 00:37:50.929
TELEPHONE_USER: zone that would allow this much development? Why not.

313
00:37:50.930 --> 00:37:51.750
Spanish Interpreter 2: And M.

314
00:37:51.750 --> 00:37:52.409
TELEPHONE_USER: M. 1, 3.

315
00:37:52.742 --> 00:37:55.069
Spanish Interpreter 2: As opposed to an M. 1, 5.

316
00:37:58.790 --> 00:37:59.909
Spanish Interpreter 2: Because this is bigger.

317
00:37:59.910 --> 00:38:01.909
TELEPHONE_USER: I mean I I know it's bigger.

318
00:38:02.860 --> 00:38:03.686
Spanish Interpreter 2: Mean? That's.

319
00:38:05.750 --> 00:38:15.977
TELEPHONE_USER: Do we want? The question, of course, is, do we want that much bulk and that much height on the waterfront? I I heard your explanation, and I respect it, but I still have concerns.

320
00:38:17.550 --> 00:38:18.010
Spanish Interpreter 2: Sorry.

321
00:38:18.470 --> 00:38:26.099
TELEPHONE_USER: May disagree on, on, on, the, on, the density that's and last, but not least, given that. This is a

322
00:38:26.160 --> 00:38:29.529
TELEPHONE_USER: waterfront site, and it's subject to

323
00:38:30.080 --> 00:38:33.122
TELEPHONE_USER: all of those 100 year flood plains 20 year.

324
00:38:33.830 --> 00:38:39.149
TELEPHONE_USER: What are the measures that you were taking both in the site and in the underground parking garage

325

00:38:40.340 --> 00:38:41.770
TELEPHONE_USER: to

326
00:38:41.800 --> 00:38:45.609
TELEPHONE_USER: protect the site from surges as well as flooding.

327
00:38:46.010 --> 00:39:13.250
TELEPHONE_USER: Okay, I know there are requirements, but these people are smarter than I am about. So obviously the building isn't. It's illustrative. It's not fully designed. But there is a seller. We are in Zone X, but you know we know where the future of the city is is headed. So you know the the foundation as as a baseline would be waterproofed, as any other waterfront foundation would need to be just for the water in the in the earth, right? And breakout coming up. Would there be breakout walls and other things?

328
00:39:13.864 --> 00:39:20.209
TELEPHONE_USER: I don't know that off the top? My head? Yeah, it's right. Now. It's, you know, just.

329
00:39:20.210 --> 00:39:21.660
Spanish Interpreter 2: Is a bathtub, and the structure.

330
00:39:21.660 --> 00:39:22.250
TELEPHONE_USER: Are essentially.

331
00:39:22.250 --> 00:39:22.749
Spanish Interpreter 2: Would be designed.

332
00:39:22.750 --> 00:39:30.149
TELEPHONE_USER: To resist the hydrostatic pressure from the outside. It's not a wet design to allow water in and pass through.

333
00:39:30.910 --> 00:39:32.810
Spanish Interpreter 2: Aren't aren't? At the moment.

334
00:39:33.000 --> 00:39:57.620
TELEPHONE_USER: And because of this grading of the site, you know, we're well above at least current bfe dfe at the at the top end of the site and at the occupied entry levels and things of that nature, and the only entry point into the seller off the streetscape at the moment is the parking garage entrance, which you know is is easy enough to drive proof, and in conventional detail these days

335

00:39:58.213 --> 00:39:59.380
TELEPHONE_USER: anything that

336
00:39:59.430 --> 00:40:03.014
TELEPHONE_USER: would ever get into the building, and could get into the

337
00:40:03.350 --> 00:40:06.039
TELEPHONE_USER: garage via stairwells or or elevators.

338
00:40:06.040 --> 00:40:07.560
Spanish Interpreter 2: All those entry points are.

339
00:40:07.560 --> 00:40:08.480
TELEPHONE_USER: Also above.

340
00:40:08.480 --> 00:40:09.340
Spanish Interpreter 2: Of the bfe.

341
00:40:09.340 --> 00:40:11.649
TELEPHONE_USER: Dfe. So you know.

342
00:40:12.020 --> 00:40:18.030
TELEPHONE_USER: as a baseline solid waterproof backup. Is a starting point. On, you know.

343
00:40:18.100 --> 00:40:21.650
TELEPHONE_USER: bottom signs and top because there are plaza conditions.

344
00:40:22.076 --> 00:40:22.770
TELEPHONE_USER: and then.

345
00:40:22.770 --> 00:40:23.680
Spanish Interpreter 2: And addressing.

346
00:40:23.680 --> 00:40:24.460
TELEPHONE_USER: The, the.

347
00:40:24.950 --> 00:40:25.609
Spanish Interpreter 2: When we.

348
00:40:25.610 --> 00:40:30.719

TELEPHONE_USER: See, is a limited amount of openings that could present themselves as as an issue.

349
00:40:30.720 --> 00:40:32.079
Spanish Interpreter 2: With with dry proofing.

350
00:40:32.080 --> 00:40:33.489
TELEPHONE_USER: And last question.

351
00:40:34.080 --> 00:40:43.430
TELEPHONE_USER: it would appear from the drawings we see that you are decreasing. The amount of permeability on the site. Is that correct?

352
00:40:43.430 --> 00:40:45.050
Spanish Interpreter 2: The current site is.

353
00:40:45.050 --> 00:40:59.130
TELEPHONE_USER: Is a asphalt parking lot, right? That's been broken up over many years, and there used to be a building there that was demolished. So you know, the what's in the ground is probably a mix of the old building and earth and then repaved so

354
00:41:00.450 --> 00:41:04.720
TELEPHONE_USER: historically, we're probably increasing the permutability.

355
00:41:05.330 --> 00:41:06.370
Spanish Interpreter 2: Think based on.

356
00:41:06.370 --> 00:41:09.987
TELEPHONE_USER: Kind of the amount of green and and

357
00:41:10.450 --> 00:41:30.190
TELEPHONE_USER: soils at the water. We don't have the seller plan with us, but the the footprint of the seller is actually under the building. It's not all the way to the waterfront. It doesn't go underneath the esplanade. So I think that's an important thing to, you know, understand? And to to raise point. The parking is there to accommodate what the Eis

358
00:41:30.240 --> 00:41:35.960
TELEPHONE_USER: requires. If there's ever an opportunity to make it smaller. I think

359

00:41:35.980 --> 00:41:40.010
TELEPHONE_USER: that would be desirable. To to minimize that footprint.

360
00:41:40.650 --> 00:41:42.880
TELEPHONE_USER: Thank you. Great. Thank you, Commissioner.

361
00:41:44.880 --> 00:41:46.049
TELEPHONE_USER: Mr. Vice chairman.

362
00:41:47.762 --> 00:41:52.627
TELEPHONE_USER: Could you talk about the public access around the property?

363
00:41:54.050 --> 00:41:59.880
TELEPHONE_USER: what would be the extent of the access? When is there?

364
00:42:01.130 --> 00:42:05.514
TELEPHONE_USER: Is it? 24 h access to the waterfront. If not,

365
00:42:06.920 --> 00:42:11.699
TELEPHONE_USER: give me the length and and and breadth of the the access hours.

366
00:42:12.350 --> 00:42:13.210
Spanish Interpreter 1: Mornings.

367
00:42:17.188 --> 00:42:22.341
TELEPHONE_USER: I believe it's 24 h I'd have to look back at the

368
00:42:23.830 --> 00:42:24.850
Spanish Interpreter 1: Park, the.

369
00:42:24.850 --> 00:42:33.720
TELEPHONE_USER: I think it said in the materials it said 8 to 12, I think 6 am. To 10, I'm sorry.

370
00:42:34.060 --> 00:42:36.599
TELEPHONE_USER: 6 6 Am. To one.

371
00:42:36.600 --> 00:42:37.740
Spanish Interpreter 1: There, but.

372
00:42:41.880 --> 00:42:48.100
TELEPHONE_USER: At all at all, please. I think you know the the the street skates would be taking over the the center.

373
00:42:48.470 --> 00:42:49.250
Spanish Interpreter 1: There are no.

374
00:42:49.250 --> 00:42:51.450
TELEPHONE_USER: There are no fences and gates.

375
00:42:58.180 --> 00:42:59.520
TELEPHONE_USER: 17 h.

376
00:43:07.160 --> 00:43:18.839
TELEPHONE_USER: and and just to make sure you heard Rick's point there, there! And we had this conversation with with Staff. Was you step up to the mic so we can hear you a little better apologies if you didn't hear Rick. He was noting that there are no fences.

377
00:43:19.055 --> 00:43:19.270
Spanish Interpreter 1: Is.

378
00:43:19.270 --> 00:43:34.107
TELEPHONE_USER: Or terminations, you know, either at the barriers, either at the visual quarter division or at the center of the site. So it's, you know. Probably more of a security timeline. In in that intent.

379
00:43:34.940 --> 00:43:36.360
TELEPHONE_USER: just want to make that point clear.

380
00:43:38.740 --> 00:43:41.340
TELEPHONE_USER: Okay, thank you. Mr. Vice chairman.

381
00:43:42.640 --> 00:43:52.319
TELEPHONE_USER: 2 quick questions. There's a lot of questions I was thinking about was asked by Commissioner Benjamin and Vice chair and knuckles in terms of the

382
00:43:52.380 --> 00:43:54.810
TELEPHONE_USER: hours of operation for the parking garage.

383
00:43:55.253 --> 00:43:56.139

Spanish Interpreter 1: Be available.

384
00:43:56.680 --> 00:43:58.610
TELEPHONE_USER: During the weekends and stuff was

385
00:43:59.590 --> 00:44:04.044
TELEPHONE_USER: public parking garage would be 24, 7. Okay. And

386
00:44:04.590 --> 00:44:10.679
TELEPHONE_USER: what's the estimated timeline of construction? So you do. This does go through. What do you guys project?

387
00:44:12.482 --> 00:44:25.159
TELEPHONE_USER: Here's our construction expert. Right? Thank you. Hi, good morning, Jeff Rubin. From a planner with Philip, with even associates. As stated in the environmental impact statement.

388
00:44:25.160 --> 00:44:26.149
Spanish Interpreter 1: It's a.

389
00:44:26.150 --> 00:44:27.519
TELEPHONE_USER: 22 month.

390
00:44:27.640 --> 00:44:28.130
Spanish Interpreter 1: Erm.

391
00:44:28.620 --> 00:44:29.990
TELEPHONE_USER: Instruction, period.

392
00:44:30.435 --> 00:44:30.880
Spanish Interpreter 1: No.

393
00:44:30.880 --> 00:44:35.789
TELEPHONE_USER: There may be additional time, once the building's completed, for individual tenants to fit out their space.

394
00:44:36.105 --> 00:44:36.420
Spanish Interpreter 1: Is.

395
00:44:36.930 --> 00:44:37.950
TELEPHONE_USER: Terms of

396
00:44:37.960 --> 00:44:48.159
TELEPHONE_USER: the overall construction period 22 months, I mean, keep in mind that the site is already vacant, so there's no need for demolition of, and so existing structures.

397
00:44:48.160 --> 00:44:48.499
Spanish Interpreter 1: And that is.

398
00:44:48.500 --> 00:44:49.230
TELEPHONE_USER: Sort of thing.

399
00:44:50.300 --> 00:44:55.290
TELEPHONE_USER: and that time that timeline is after the 4 months that.

400
00:44:55.670 --> 00:44:56.160
Spanish Interpreter 1: People can.

401
00:44:56.160 --> 00:44:58.800
TELEPHONE_USER: Usually Banks will wait for that.

402
00:45:02.310 --> 00:45:03.859
TELEPHONE_USER: Okay, thank you, Commissioner.

403
00:45:04.170 --> 00:45:04.680
Spanish Interpreter 1: Just a question.

404
00:45:04.680 --> 00:45:05.820
TELEPHONE_USER: Mr. Sulu.

405
00:45:05.900 --> 00:45:22.510
TELEPHONE_USER: and just at the end of the presentation, Nick, you you sort of got cut short for a moment about the loading, Doc, and you mentioned a pedestrian walkway that was sort of it seemed adjacent to it was hard to really understand. Could you just

406
00:45:23.170 --> 00:45:25.340
TELEPHONE_USER: shared what the relationship is between.

407
00:45:25.340 --> 00:45:25.979
Spanish Interpreter 1: I mean.

408

00:45:26.470 --> 00:45:29.140
TELEPHONE_USER: Loading area and the pedestrian space.

409
00:45:29.140 --> 00:45:30.160
Spanish Interpreter 1: Is there.

410
00:45:30.160 --> 00:45:33.209
TELEPHONE_USER: How, how that conflict, if there is a conflict at all, is.

411
00:45:33.470 --> 00:45:34.550
Spanish Interpreter 1: Handled.

412
00:45:35.240 --> 00:45:45.629
TELEPHONE_USER: Okay, let me get the there we go. Okay. So we spend a lot of time with dot on how to

413
00:45:45.993 --> 00:45:46.621
TELEPHONE_USER: how to

414
00:45:47.540 --> 00:45:52.430
TELEPHONE_USER: work on the loading and the garage entrance. Originally we had a garage

415
00:45:52.460 --> 00:46:10.429
TELEPHONE_USER: exit in this location that you see on this drawing where the loading docs are and Dot felt that that would have too much traffic crossing the bike lane and the public way. There's a very heavily used bike Lane along Kent. So we

416
00:46:10.440 --> 00:46:26.739
TELEPHONE_USER: swap that out that the entrance and exit to the below ground. Public parking garage are on division and the loading. Docs are here on Kent and we modified the design so that the trucks would

417
00:46:26.760 --> 00:46:34.539
TELEPHONE_USER: come in. We'd head in and head out so that the the driver is always looking at at the bike path. He's never backing into the bike path.

418
00:46:34.965 --> 00:46:38.430
TELEPHONE_USER: The area that the that you see the truck

419

00:46:38.620 --> 00:46:54.679
TELEPHONE_USER: on now like in the yellow color. I guess. That area is, as Rick mentioned, is paved in the same way as other public walkways are. So, therefore, the entrance to the building and the sidewalk adjacent to it.

420
00:46:55.649 --> 00:46:56.599
TELEPHONE_USER: Are

421
00:46:57.110 --> 00:46:58.910
TELEPHONE_USER: to a pedestrian.

422
00:46:59.030 --> 00:46:59.710
Spanish Interpreter 1: Look like.

423
00:46:59.710 --> 00:47:02.360
TELEPHONE_USER: Should be, should walk on it. It's not

424
00:47:02.390 --> 00:47:22.579
TELEPHONE_USER: asphalt, it's not, doesn't, doesn't look like like a a driveway, but it does allow for the for the trucks to back in and out the peak hour. Truck movements are 10 trucks during the peak hour which is much, much less than currently with the with the buses that are that are parked on the site. So from the

425
00:47:22.620 --> 00:47:36.060
TELEPHONE_USER: from the pedestrian point of view from the Bike Lane point of view. We think this is the a good solution to where we have to have a loading docs and putting the loading docs

426
00:47:36.140 --> 00:47:46.519
TELEPHONE_USER: with the parking entrance, with the, with the parking and loading for the Neftali, all on division, which is a dead End street. Just didn't work, and this is what we came up with.

427
00:47:46.520 --> 00:47:47.580
Spanish Interpreter 1: With with.

428
00:47:47.580 --> 00:47:48.460
TELEPHONE_USER: Co t.

429
00:47:49.180 --> 00:47:50.460
Spanish Interpreter 1: I understand. I.

430
00:47:50.460 --> 00:47:55.750
TELEPHONE_USER: That clarification, you know just a little further explanation. So thank you.

431
00:47:57.410 --> 00:47:59.509
TELEPHONE_USER: Thank you, Commissioner.

432
00:47:59.530 --> 00:48:00.660
TELEPHONE_USER: Push your measurement

433
00:48:00.800 --> 00:48:07.399
TELEPHONE_USER: last question for me. Were there any shadow impacts on Roberto Clemente Park. From this building

434
00:48:09.010 --> 00:48:15.919
TELEPHONE_USER: the Eis found that there would be some shadows cast on the park, but not a shadows impact.

435
00:48:16.050 --> 00:48:20.359
TELEPHONE_USER: Know, meeting the criteria that we follow for the seeker guidance.

436
00:48:20.752 --> 00:48:24.520
TELEPHONE_USER: and how significant! Obviously, they weren't significant in terms of seeker.

437
00:48:24.810 --> 00:48:28.050
TELEPHONE_USER: But can you give us an idea of

438
00:48:28.450 --> 00:48:30.300
TELEPHONE_USER: sorry I don't

439
00:48:30.760 --> 00:48:42.642
TELEPHONE_USER: have the Eis in front of me so, or the notice. Oh, and and candidly, nor do I. So I if you like, if we get back to me. Yeah, we can get back to you in writing.

440
00:48:44.250 --> 00:48:46.470
TELEPHONE_USER: Great. Thank you very much.

441
00:48:46.710 --> 00:48:56.064

TELEPHONE_USER: Okay. I see no further questions for for you all the applicant team. So I will thank you all for for your time and attention here.

442
00:48:56.710 --> 00:49:18.849
TELEPHONE_USER: And I will just take a look to see if there are members of the public who wish to testify on this item. But you are free to to have a seat whenever you're ready, and and I will. Note that I do not see members of the public wishing to testify on this item, madam Secretary, is that comfort with your understanding as well. Okay, well, thank you. With that final call. Thank you. Final call for members of the public on Calendar

443
00:49:18.850 --> 00:49:20.170
TELEPHONE_USER: 9, 1011,

444
00:49:20.550 --> 00:49:50.280
TELEPHONE_USER: seeing none. We will close the hearing on calendars 9, 1011, and move on to our votes for today. Thank you all for allowing me to just change the order slightly. I just wanted to make sure that the that we had the folks who were coming in the room. Okay, madam Secretary, let's do it. Okay? So Chair, I will just note on calendar Numbers 9, 10, and 11. The record is gonna remain open through Tuesday, May 20, eighth at 5 Pm. To receive written comments on the draft. Environmental impact statement.

445
00:49:50.990 --> 00:49:52.420
TELEPHONE_USER: Great. Okay?

446
00:49:52.878 --> 00:49:55.759
TELEPHONE_USER: The next part of the calendar is the report section

447
00:49:59.250 --> 00:50:24.890
TELEPHONE_USER: for Brooklyn calendar numbers 4 and 5, 2118. Avenue U. Calendar, 15 calendar number or CD, 15, calendar, number 4, c. 2, 3, 0 3, 5, one Zmk calendar, number 5 and 2, 3, 0 3, 5, 2 Z. Rk, and the matter of applications for zoning map and zoning text amendments concerning 2118 Avenue U for favorable reports on calendar numbers 4 and 5. Cherry Rodnick. Bye bye, sure knuckles.

448
00:50:24.910 --> 00:50:27.646
TELEPHONE_USER: Yes, for sure. Benjamin.

449
00:50:29.240 --> 00:50:30.330
TELEPHONE_USER: Aye

450
00:50:30.750 --> 00:50:34.212
TELEPHONE_USER: sure Cerulea for sure. Krause yes.

451
00:50:35.640 --> 00:50:40.349
TELEPHONE_USER: Michelle Goodridge, Michelle Carmani. Yes.

452
00:50:40.680 --> 00:50:42.250
TELEPHONE_USER: Michelle Marin. Yes.

453
00:50:42.320 --> 00:50:44.590
TELEPHONE_USER: Commissioner Rumper. Shot. Yes.

454
00:50:44.620 --> 00:50:49.480
TELEPHONE_USER: bearable reports have been adopted on calendar Numbers 4 and 5 borough Queens, Calendar number 6.

455
00:50:49.860 --> 00:50:50.530
Spanish Interpreter 1: 27.

456
00:50:50.530 --> 00:51:11.557
TELEPHONE_USER: 24 college point Boulevard Commercial overlay, CD. 7 c. 2, 2 0 1 8 5 Zmq. And the matter of an application for a zoning amendment concerning 2724, college point. Boulevard Commercial Overlay. Very favorable. Report on Calendar number 6, Chuck, Rodney, Vice Chair Knuckles Commissioner Benjamin I Commission

457
00:51:12.460 --> 00:51:19.050
TELEPHONE_USER: Commissioner Goodrich. Yes, Mr. Kamani. Yes, Commissioner, madam. Yes, Mr. Rumbersad. Yes.

458
00:51:19.310 --> 00:51:22.110
TELEPHONE_USER: favorable report has been adopted on calendar number 6,

459
00:51:22.220 --> 00:51:42.299
TELEPHONE_USER: Borough Queens Calendar, number 7 58, 75 Queens. Midtown Expressway rezoning, CD. 2 c. 2, 3, 0 2, 7, 6 Zmq. In the matter of application for a zoning map amendment concerning 58, 75 Queens, Midtown Expressway, rezoning for a favorable report on calendar number 7. Check Rodney by Share Knuckles, Commissioner Benjamin.

460
00:51:42.800 --> 00:51:51.120
TELEPHONE_USER: Hi, Monsieur Cerule, yes, Monsieur Crown Commissioner Goodrich. Yes, for sure. Money? Yes, Commissioner Mendon. Yes.

461
00:51:51.200 --> 00:51:53.179
TELEPHONE_USER: sure. Rumpers shot.

462
00:51:54.700 --> 00:52:16.200
TELEPHONE_USER: A favorable report has been adopted on Calendar number 7, Brow Sadden Island calendar, number 8, 90, Merrick Avenue, CD. 2, n. 240-25-6256 VCR. In the matter of an application for the grant of a certification concerning 90 Merrick Avenue for the adoption of Calendar number 8, vice cherubic vice chair knuckles. Yes.

463
00:52:16.210 --> 00:52:19.630
TELEPHONE_USER: Mr. Benjamin aye, Commissioner Sirlo. Yes.

464
00:52:19.850 --> 00:52:22.630
TELEPHONE_USER: Commissioner Carl. Yes, Commissioner Goodridge.

465
00:52:22.890 --> 00:52:23.690
TELEPHONE_USER: Yes.

466
00:52:24.050 --> 00:52:30.660
TELEPHONE_USER: Michelle Kamani. Yes, Commissioner, Madam Michelle rumbers calendar number 8 has been adopted.

467
00:52:33.390 --> 00:52:37.470
TELEPHONE_USER: Our next public hearing. Item, go ahead and call it

468
00:52:38.800 --> 00:52:52.739
TELEPHONE_USER: borough of the Bronx Calendar, numbers 1213, 1415, 1617, and 18, Bronx, Metro, north station area, Cds. 9, 10 and 11, calendar number 12 c. 2, 4, 0 0 1 5, z. Mx.

469
00:52:52.780 --> 00:53:16.969
TELEPHONE_USER: Calendar number 13 and 2, 4, 0 0 1 6 Z Rx. Counter number 14, c. 2, 4, 0 1 5, 7, Mmx. Calendar, number 15, c. 2, 4, 0, 1, 5, 8 Mmx. Counter number 16, c. 2, 4, 0 1 5, 9, mmx. Calendar, number 17 c. 2, 4, 0 1 6 0 Mmx. Counter number 18, 2, 4, c. 2, 4, 0, 1, 6, 3 Mmx. Public hearing.

470
00:53:16.970 --> 00:53:36.689
TELEPHONE_USER: and the matter of applications for a zoning map and zoning tax amendments and city map amendments concerning Bronx Metro, North Station area. Notice. A public hearing is being held by the City Planning Commission, in conjunction with the above Euler actions, to

receive written comments related to a draft environmental impact statement this year, and is being held pursuant to the State Environmental Quality Review Act and the City Environmental Quality Review.

471
00:53:38.080 --> 00:53:43.809
TELEPHONE_USER: Great. Thank you. Madam, secretary and and chair. Please note the record. I am recused from this action.

472
00:53:44.560 --> 00:53:50.680
TELEPHONE_USER: Thank you, Commissioner. Okay, we're going to call upon the Department of City planning to.

473
00:53:50.680 --> 00:53:51.240
Spanish Interpreter 1: Make, some.

474
00:53:51.240 --> 00:53:58.400
TELEPHONE_USER: Introductory remarks and summary here on the proposal, and then we're gonna move directly into public testimony.

475
00:53:58.550 --> 00:54:15.560
TELEPHONE_USER: Welcome, Michael. Alright. Thank you. Good morning. Good morning, Commissioners. We are pleased to return for today's public hearing. Following the Community Board, Borough President and Borough Board referral period for the Bronx Metro, North Neighborhood Plan and its Associated actions, which were certified by the Commission on January 20 s of this year.

476
00:54:16.090 --> 00:54:19.210
TELEPHONE_USER: Today we'd like to recap the larger goals of planning work. Briefly.

477
00:54:19.210 --> 00:54:20.009
Spanish Interpreter 1: Is, that the proposed.

478
00:54:20.010 --> 00:54:24.349
TELEPHONE_USER: As certified and summarize the votes from all land use participants to date.

479
00:54:24.810 --> 00:54:28.419
TELEPHONE_USER: as we know today, the East Bronx Lax, Regional rail service

480
00:54:28.890 --> 00:54:37.780

TELEPHONE_USER: tomorrow new rel service will mean greater accessibility to the city and region. This means more choices where Bronxites may choose to work, live, and enjoy themselves

481
00:54:37.850 --> 00:54:44.559
TELEPHONE_USER: as well as significantly improved connections from the region to critical medical research and job institutions within the Borough.

482
00:54:46.820 --> 00:55:04.560
TELEPHONE_USER: New Service also represents a unique opportunity to plan together to thoughtfully integrate these new stations into the fabric of the communities. They'll serve. Over the past 6 years. The department of city planning has worked with the Mta. Community members and area institutions, among many others, to envision what it might mean to grow thoughtfully around this new service.

483
00:55:04.610 --> 00:55:23.870
TELEPHONE_USER: This work has included developing a joint vision for what it means to create new front doors to these Bronx communities and a world class entry point to one of the city's most important job centers. It also means strengthening job centers by allowing them to grow, while also allowing for the growth of housing and retail needed for the success and growth of our Bronx employers.

484
00:55:24.760 --> 00:55:37.289
TELEPHONE_USER: It means mending scenes between communities created by a history of inadequate public infrastructure and facilities, as well as allowing for a mix of housing and retail near new rail service in areas of the borough that have seen little such growth.

485
00:55:37.290 --> 00:55:38.279
Spanish Interpreter 1: For the years.

486
00:55:38.830 --> 00:55:39.430
Spanish Interpreter 1: the force.

487
00:55:39.430 --> 00:56:02.220
TELEPHONE_USER: Station areas, span areas that are demographically, geographically and structurally quite diverse as such planning work over the years has taken a station by station approach importantly, while planning work has and will continue to proceed around all 4 stations. The land use actions contemplated today relates specifically to facilitating a series of proposed land use changes at the Parchester, Van Nest and Morris Park station areas.

488

00:56:02.240 --> 00:56:23.729
TELEPHONE_USER: These actions span 3 Bronx community districts 9, 10 and 11, and will facilitate the development of some 7,500 units of new housing, including up to 2,000 units of new permanently income, restricted units in an area of the city that has seen little. They will support the growth of some 2.5 million square feet of commercial and community facility uses, and an estimated 10,000 jobs.

489
00:56:24.420 --> 00:56:46.559
TELEPHONE_USER: These actions consist of a series of zoning map, zoning text and city map amendments that together aim to promote the growth of housing and retail, strengthen job centers and promote industries of the future as well as create and improve public realm. The proposal under review builds on a number of principles established over the years, including leveraging new rale service for the creation of.

490
00:56:46.560 --> 00:56:47.970
Spanish Interpreter 1: Causing your transit, strengthening.

491
00:56:47.970 --> 00:56:48.590
TELEPHONE_USER: Job, centre.

492
00:56:48.590 --> 00:56:49.959
Spanish Interpreter 1: And corridors, encourage.

493
00:56:49.960 --> 00:56:50.890
TELEPHONE_USER: Uses and.

494
00:56:51.188 --> 00:56:52.679
Spanish Interpreter 1: And compatible with transit, oriented.

495
00:56:52.680 --> 00:56:54.650
TELEPHONE_USER: Development and increasing density on major.

496
00:56:54.650 --> 00:56:56.949
Spanish Interpreter 1: Streets, at large sites and at new transit.

497
00:56:56.950 --> 00:56:58.160
TELEPHONE_USER: Stations.

498
00:56:59.080 --> 00:57:04.029
TELEPHONE_USER: We'll now step through each of these actions individually, beginning with our zoning map amendments.

499
00:57:04.300 --> 00:57:05.389
TELEPHONE_USER: Here, we have structured our.

500
00:57:05.390 --> 00:57:06.579
Spanish Interpreter 1: Proposal around 7.

501
00:57:06.580 --> 00:57:20.919
TELEPHONE_USER: Distinct sub areas. We have the station adjacent sub area at Morris Park, where we propose a full commercial district, c. 4, 4, district with an R 8 residential equivalent. We have transitional residential sub areas meant to respond to the surrounding lower density neighborhoods.

502
00:57:21.140 --> 00:57:21.770
Spanish Interpreter 1: And where we.

503
00:57:21.770 --> 00:57:48.450
TELEPHONE_USER: Proposed the mapping of a mix of r, 6, a. R. 6, one and R. 7, 2 districts. We have transitional mixed use areas where we propose the mapping of full c. 43 and c. 4, 4. Commercial districts with residential equivalents, we have the high density residential sub areas near the future parts of station area where we propose the mapping of R. Eightx. Districts. We have adjacent retail where we propose the mapping of A. C. 24 commercial overlay

504
00:57:48.650 --> 00:58:04.319
TELEPHONE_USER: automotive sub areas where we propose a minor change in parking regulations from the existing Ca. One to Ca. 2 district and one large opportunity site at 160, and Bronxville, where we propose the mapping of an M. 1, one a industrial and R. 7, 3 residential district

505
00:58:06.830 --> 00:58:08.640
TELEPHONE_USER: together. We believe those changes will.

506
00:58:08.640 --> 00:58:09.100
Spanish Interpreter 1: Up, so.

507
00:58:09.100 --> 00:58:11.029
TELEPHONE_USER: Pay development of a vibrant.

508
00:58:11.220 --> 00:58:11.410
Spanish Interpreter 1: Mix.

509

00:58:11.410 --> 00:58:13.909
TELEPHONE_USER: District centered around new Transit service.

510
00:58:14.130 --> 00:58:17.080
TELEPHONE_USER: Now we'll ship to the zoning text amendments

511
00:58:17.310 --> 00:58:28.500
TELEPHONE_USER: here. The Department proposes the following zoning text amendments, the establishment and mapping of the special East Chester, East Trimont Corridor district, the establishment of Yar 6, one and M. 1 one, a districts.

512
00:58:28.570 --> 00:58:36.530
TELEPHONE_USER: the mapping of mandatory inclusionary housing areas, the extension of the transit zone, and the removal of language that exclusively applies to C. 8, 4 districts.

513
00:58:36.530 --> 00:58:37.370
Spanish Interpreter 1: Within special.

514
00:58:37.370 --> 00:58:40.240
TELEPHONE_USER: Planned community preservation district areas.

515
00:58:43.590 --> 00:58:54.730
TELEPHONE_USER: Generally speaking, the special East Chester, East Fremont Corridor district and its components seek to promote the growth of housing and employment centers around transit, foster an adequate range of services and amenities for residents, workers.

516
00:58:54.916 --> 00:58:55.289
Spanish Interpreter 1: And so.

517
00:58:55.290 --> 00:59:05.879
TELEPHONE_USER: Visitors ensure a lively and attractive urban streetscape around the stations along major corridors, and create a cohesive, pedestrian, and public realm network that would better connect future developments with future stationary.

518
00:59:05.880 --> 00:59:07.599
Spanish Interpreter 1: And the surrounding neighborhoods.

519
00:59:08.560 --> 00:59:10.710
TELEPHONE_USER: Support residential growth. Near the new station.

520
00:59:10.710 --> 00:59:11.340
Spanish Interpreter 1: The special.

521
00:59:11.340 --> 00:59:16.829
TELEPHONE_USER: District includes provisions to modify Fars and building heights in certain R districts in line with the city

522
00:59:17.230 --> 00:59:19.610
TELEPHONE_USER: housing. Opportunity, proposal, incentive.

523
00:59:19.610 --> 00:59:20.329
Spanish Interpreter 1: Is the construction.

524
00:59:20.330 --> 00:59:28.520
TELEPHONE_USER: Of schools and eliminate parking requirements for new housing developments. Also in line with the city for housing. Opportunity proposal

525
00:59:28.920 --> 00:59:31.969
TELEPHONE_USER: to encourage the creation of a live, lively, public realm.

526
00:59:31.970 --> 00:59:33.180
Spanish Interpreter 1: District proposes.

527
00:59:33.180 --> 00:59:36.730
TELEPHONE_USER: Density, bonus for public realm, improvements, authorisation for bulk.

528
00:59:36.730 --> 00:59:37.590
Spanish Interpreter 1: Possibility to.

529
00:59:37.590 --> 00:59:41.240
TELEPHONE_USER: Accommodate bonus floor area. A transfer mechanism at Morris.

530
00:59:41.596 --> 00:59:42.309
Spanish Interpreter 1: To us.

531
00:59:42.310 --> 00:59:51.750

TELEPHONE_USER: Facilitate the development of a station plaza, an allowance for commercial activity on the second floors in C. 24 districts and Streetscape regulation.

532
00:59:51.750 --> 00:59:52.700
Spanish Interpreter 1: To be updated and.

533
00:59:52.700 --> 00:59:53.300
TELEPHONE_USER: Line with his.

534
00:59:53.300 --> 00:59:54.010
Spanish Interpreter 1: For economic.

535
00:59:54.010 --> 00:59:54.970
TELEPHONE_USER: Opportunity.

536
00:59:54.970 --> 00:59:55.900
Spanish Interpreter 1: Proposal.

537
00:59:56.700 --> 00:59:58.469
TELEPHONE_USER: Grow existing job centres specifically.

538
00:59:58.470 --> 00:59:59.429
Spanish Interpreter 1: At Morse Park, but.

539
00:59:59.430 --> 01:00:00.830
TELEPHONE_USER: Special district proposes.

540
01:00:00.910 --> 01:00:01.650
Spanish Interpreter 1: Simplify.

541
01:00:01.650 --> 01:00:04.570
TELEPHONE_USER: And rationalizing bulk envelopes.

542
01:00:04.570 --> 01:00:05.800
Spanish Interpreter 1: Apologies.

543
01:00:05.800 --> 01:00:11.719
TELEPHONE_USER: Off simplifying and rationalising bulk envelopes for non residential uses, modifying Fars and C. 43.

544

01:00:11.720 --> 01:00:12.159
Spanish Interpreter 1: And C. 4.

545
01:00:12.160 --> 01:00:13.170
TELEPHONE_USER: For districts

546
01:00:13.290 --> 01:00:21.189
TELEPHONE_USER: facilitating development on shallow lots along the rail line and creating a consistent parking, loading framework for nonresidential uses.

547
01:00:21.230 --> 01:00:26.079
TELEPHONE_USER: Finally, in an area of the city that I've seen very few mandatory inclusionary housing areas.

548
01:00:26.080 --> 01:00:26.810
Spanish Interpreter 1: Since it's and.

549
01:00:26.810 --> 01:00:28.130
TELEPHONE_USER: Reception nearly a decade ago.

550
01:00:28.505 --> 01:00:28.880
Spanish Interpreter 1: And.

551
01:00:28.880 --> 01:00:29.599
TELEPHONE_USER: You affordable.

552
01:00:29.600 --> 01:00:30.719
Spanish Interpreter 1: It's produced. The bronze.

553
01:00:30.720 --> 01:00:31.540
TELEPHONE_USER: North, plan.

554
01:00:31.540 --> 01:00:31.960
Spanish Interpreter 1: Causes, the.

555
01:00:31.960 --> 01:00:33.519
TELEPHONE_USER: Largest mapping of mih.

556
01:00:33.520 --> 01:00:33.940
Spanish Interpreter 1: Since the.

557
01:00:33.940 --> 01:00:35.220
TELEPHONE_USER: Chrome Avenue, study.

558
01:00:35.220 --> 01:00:35.540
Spanish Interpreter 1: 28.

559
01:00:35.895 --> 01:00:36.250
TELEPHONE_USER: Team

560
01:00:38.080 --> 01:00:52.250
TELEPHONE_USER: to complement the Mta's work in our own proposed land use actions. Dcp. Also proposes a series of potential public realm improvements around each of the station areas, as well as 5 specific citymap actions intended to facilitate aspects of that work

561
01:00:52.930 --> 01:01:05.139
TELEPHONE_USER: at Morris Park. In addition to the wider range of proposed improvements shown here. 3 city map actions are the subject of the land use actions contemplated as part of the Euler process. They are highlighted in pink here and include.

562
01:01:05.140 --> 01:01:06.170
Spanish Interpreter 1: An action.

563
01:01:06.170 --> 01:01:12.410
TELEPHONE_USER: Facilitate a future plaza. Morris Park, an action to facilitate the widening Marconi Street, to include sidewalks on its.

564
01:01:12.410 --> 01:01:12.800
Spanish Interpreter 1: Western.

565
01:01:12.800 --> 01:01:20.239
TELEPHONE_USER: And a mapping envelope to facilitate a potential future extension of Marconi Street, to extend north to Palm Park, with

566
01:01:21.400 --> 01:01:38.709
TELEPHONE_USER: at Parchester Van Nest beyond the series of proposed improvements to the public realm. 2 mapping actions included as part of this application are intended to facilitate aspects of this work. They include a demapping action to facilitate public realm improvements and create a more regular parcel for future development shown in blue

567
01:01:38.710 --> 01:01:52.280

TELEPHONE_USER: and a mapping action to extend Pierce Avenue into the large site at 16 one Bronxdale, shown in pink, meant to provide public access into the site as well as potential third station connection and publicly accessible open space.

568
01:01:53.050 --> 01:01:58.490
TELEPHONE_USER: The Bronx metronore study is the subject of a fully Eis and racial equity report

569
01:01:58.500 --> 01:02:06.380
TELEPHONE_USER: as part of the environmental review process. The dis identified impacts in the category shown on the screen. Mitigation measures were identified as part

570
01:02:06.920 --> 01:02:09.160
TELEPHONE_USER: asks and are being further explored in.

571
01:02:09.160 --> 01:02:10.459
Spanish Interpreter 1: Advance of the final.

572
01:02:10.460 --> 01:02:11.160
TELEPHONE_USER: DEIS.

573
01:02:13.660 --> 01:02:14.410
Spanish Interpreter 1: Okay, so and.

574
01:02:14.410 --> 01:02:32.980
TELEPHONE_USER: Summary. These actions include a series of zoning maps, zoning text and city map amendments in Bronx community districts 9, 10 and 11 intended to facilitate the growth of housing and retail as well as office space near new transit. This includes up to 7,500 units of new housing, including up to 2,000 units of permanently income, restricted housing units and.

575
01:02:32.980 --> 01:02:34.170
Spanish Interpreter 1: An area of the city that has.

576
01:02:34.170 --> 01:02:39.080
TELEPHONE_USER: Little such growth, as well as up to 2.5 million square feet of commercial and community facility uses.

577
01:02:39.270 --> 01:02:40.979
Spanish Interpreter 1: 10,000 jobs in a series of.

578
01:02:40.980 --> 01:02:43.689
TELEPHONE_USER: Public realm improvements. These actions, taken together, will.

579
01:02:43.690 --> 01:02:45.129
Spanish Interpreter 1: To ensure that the future station.

580
01:02:45.130 --> 01:02:46.450
TELEPHONE_USER: Are thoughtfully integrated.

581
01:02:46.450 --> 01:02:49.210
Spanish Interpreter 1: Into the fabric of the communities. They'll serve that.

582
01:02:49.210 --> 01:02:54.570
TELEPHONE_USER: Long standing gaps in housing production, including affordable housing. Near the station areas, are addressed.

583
01:02:54.650 --> 01:02:55.430
Spanish Interpreter 1: That institute.

584
01:02:55.430 --> 01:02:57.569
TELEPHONE_USER: And employers are poised for growth and success.

585
01:02:57.710 --> 01:02:58.579
Spanish Interpreter 1: And that Bronx site.

586
01:02:58.580 --> 01:02:59.170
TELEPHONE_USER: Are well positioned.

587
01:02:59.170 --> 01:03:01.619
Spanish Interpreter 1: Take advantage of these opportunities.

588
01:03:02.950 --> 01:03:11.159
TELEPHONE_USER: In March of this year, community Boards 9, 10 and 11 held public hearings on the application. Bronx community Boards 9 and 11, voted favourably with conditions.

589
01:03:11.160 --> 01:03:11.740
Spanish Interpreter 1: Well, Branson.

590

01:03:11.740 --> 01:03:17.789
TELEPHONE_USER: Community Board, 10 voted unfavourably, also with conditions. In April and May of this year the Bronx Borough President's office.

591
01:03:17.790 --> 01:03:18.210
Spanish Interpreter 1: And the.

592
01:03:18.210 --> 01:03:20.979
TELEPHONE_USER: Board, held hearings within held hearings.

593
01:03:21.030 --> 01:03:21.800
Spanish Interpreter 1: With the.

594
01:03:21.800 --> 01:03:27.960
TELEPHONE_USER: Board issuing a favorable recommendation, and the borough President issuing a favorable recommendation with conditions.

595
01:03:28.380 --> 01:03:37.140
TELEPHONE_USER: We would just like to note that all of these materials, including votes and conditions, detailed environmental review documentation and the specifics of the land use application are available.

596
01:03:37.615 --> 01:03:38.090
Spanish Interpreter 1: Dcps.

597
01:03:38.090 --> 01:03:41.739
TELEPHONE_USER: Zap search portal by simply searching for Bronx Metro north.

598
01:03:42.740 --> 01:03:47.220
TELEPHONE_USER: And with that we've concluded our abbreviated presentation, and I'll hand it off.

599
01:03:47.320 --> 01:04:11.239
TELEPHONE_USER: Great. Thank you very much. We appreciate that you're setting the scene here for us today. Obviously we went through this in great detail on Monday in our review session. But I do wanna just thank you, Michael and the Bronx team for all of your incredible work. In getting us to this point you've done an amazing, amazing job. So thank you. And I'm really pleased that we are joined today by the borough president

600

01:04:11.250 --> 01:04:26.077
TELEPHONE_USER: of the great borough of the Bronx. Who is with us on zoom my friend Vanessa Gibson, we're going to call her up and promote her so she can be seen and heard. Madam President, thank you very much for being with us and

601
01:04:26.440 --> 01:04:28.352
TELEPHONE_USER: whenever you are ready,

602
01:04:28.830 --> 01:04:29.290
Spanish Interpreter 1: We'll look.

603
01:04:29.290 --> 01:04:30.950
TELEPHONE_USER: To hearing from you.

604
01:04:53.940 --> 01:04:58.990
xPH02 - *EO - Vanessa L. Gibson: Hello! Good morning, everyone. Good morning, chair. I couldn't hear you. Did you call me to testify yet.

605
01:04:58.990 --> 01:05:11.879
TELEPHONE_USER: Good morning week. I not only called you, I said some nice things, too, so I will just say we're very. We're very pleased to have you here, and I love to see you so thank you, and whenever you are ready you can go right ahead.

606
01:05:11.880 --> 01:05:36.469
xPH02 - *EO - Vanessa L. Gibson: Okay, thank you so much. Thank you. Chair, Dan Garodick. Good morning. Everyone. Good morning to our commissioners at the City planning commission as well as our entire Bronx City planning team. Thank you so much to Paul and Michael and the entire team at Bronx, Dcp. I come before all of you this morning to express my firm support for the transformative Metro North Expansion project

607
01:05:36.470 --> 01:05:41.939
xPH02 - *EO - Vanessa L. Gibson: in the great borough of the Bronx, particularly focusing on the crucial additional

608
01:05:41.940 --> 01:06:06.690
xPH02 - *EO - Vanessa L. Gibson: additions that are planned for our borrow through the pen access initiative. This project is not just about transportation, not just about 4 additional stations in the East Bronx, but it really represents an incredible once in a lifetime, opportunity to expand many of our communities to add additional value and to really drive smart economic growth

609

01:06:06.710 --> 01:06:08.510
xPH02 - *EO - Vanessa L. Gibson: while the Metro north study is.

610
01:06:08.510 --> 01:06:09.710
Spanish Interpreter 1: Specific to the.

611
01:06:09.710 --> 01:06:11.179
xPH02 - *EO - Vanessa L. Gibson: Areas within the rezoning.

612
01:06:11.180 --> 01:06:12.180
Spanish Interpreter 1: That was outlined.

613
01:06:12.180 --> 01:06:23.839
xPH02 - *EO - Vanessa L. Gibson: By Dcp. I will speak more broadly to all 4 of our stations in Co-OP City, in Hunts Point, in Morris Park and the Park, Chester Van Ness communities.

614
01:06:23.900 --> 01:06:25.820
xPH02 - *EO - Vanessa L. Gibson: The prospect of linking

615
01:06:25.930 --> 01:06:46.570
xPH02 - *EO - Vanessa L. Gibson: Co-OP City Hunts Point, Morris Park and Park. Chester Van Ness to regional train service is really monumental. These neighborhoods have long been in support of getting train access, transportation, equity. And this project will really help to create the transit equity for many of our existing families that live in.

616
01:06:46.570 --> 01:06:47.040
Spanish Interpreter 1: The East.

617
01:06:47.040 --> 01:06:52.560
xPH02 - *EO - Vanessa L. Gibson: Bronx today, many of whom are located in transit deserts.

618
01:06:52.830 --> 01:07:08.299
xPH02 - *EO - Vanessa L. Gibson: Imagine saving up to 60 min on trips to Penn Station and 75 min to Connecticut, returning valuable time to many of our commuters, lives fostering family bonds as well as personal wellbeing.

619
01:07:08.360 --> 01:07:24.440
xPH02 - *EO - Vanessa L. Gibson: These new stations truly promise economic vitality. As this project is projected to generate about 10,000

jobs, 7,500 residential units, with 1,900 being permanently affordable housing.

620
01:07:24.440 --> 01:07:24.930
Spanish Interpreter 1: Create.

621
01:07:24.930 --> 01:07:47.780
xPH02 - *EO - Vanessa L. Gibson: Creating opportunities for really deeply affordable housing, senior housing, veteran housing, and home ownership, opportunities which many residents will speak about, and those who know me know that I am a true advocate. I'm always talking about pathways to homeownership because it creates pathways to the middle class, and that's what families and New Yorkers truly need.

622
01:07:47.780 --> 01:07:56.609
xPH02 - *EO - Vanessa L. Gibson: So I really see this as a economic growth and pathways to economic prosperity for New Yorkers and for many of our Bronx families.

623
01:07:56.610 --> 01:07:59.890
xPH02 - *EO - Vanessa L. Gibson: This proposal will add over 1.2 million.

624
01:07:59.890 --> 01:08:01.159
Spanish Interpreter 1: Square feet of.

625
01:08:01.160 --> 01:08:24.680
xPH02 - *EO - Vanessa L. Gibson: Commercial space and nearly 1.3 million square feet of community facilities that can underscore many of our commitment to provide inclusivity and holistic growth opportunities that will support our neighborhoods to children and the families and the older adults that live and work in our communities deserve access to community spaces, recreation.

626
01:08:24.680 --> 01:08:36.949
xPH02 - *EO - Vanessa L. Gibson: educational institutions, early childcare supporting our small businesses, the commercial business districts. Truly important as we face many of the challenges here in the Bronx.

627
01:08:36.950 --> 01:08:43.839
xPH02 - *EO - Vanessa L. Gibson: so I want to address specific station considerations and broader community impacts for all of our Commissioners

628
01:08:43.960 --> 01:09:08.710

xPH02 - *EO - Vanessa L. Gibson: for Morris Park, aligning development with job centers like the Hutcheson Metro Center and Montefuor Einstein medical campus is essential. I support the strategic growth along Key corridors, such as East Chester Road and Stillwell Avenue, fostering a vibrant business hub. The one concern I do have and raised to all of your attention is in this area is to remove.

629
01:09:08.710 --> 01:09:09.390
Spanish Interpreter 1: Move, the.

630
01:09:09.390 --> 01:09:23.600
xPH02 - *EO - Vanessa L. Gibson: C. 4, 3. District by Seminole and 10 Brook Avenue. As it is not contiguous with a larger study, and it does not make sense to rezone this area without a project that is already planned.

631
01:09:23.640 --> 01:09:50.460
xPH02 - *EO - Vanessa L. Gibson: I'm incredibly supportive of the future Marconi Street to Pell and Parkway connection we're excited about that that can help to alleviate a lot of traffic from our local streets in the area, which is one of our top concerns that we have heard consistently from residents and employees that work in the Morris Park community. This connection is a game changer, and it needs to be prioritized as a real capital commitment for all of us.

632
01:09:50.510 --> 01:10:14.150
xPH02 - *EO - Vanessa L. Gibson: for the Park, Chester and Van Ness zoning changes along Eastremont Avenue, Bronxdale Avenue and White Plains Road will help to spur development that meets our local community needs. The future growth of the area through transit. Oriented development needs to be partnered with infrastructure improvements that are vital for accessibility and liveability.

633
01:10:14.150 --> 01:10:39.810
xPH02 - *EO - Vanessa L. Gibson: I will continue working with our New York City Council majority leader, Amanda Fadias, to determine if there should be added height to the Park, Chester preservation corporations, parking garages on East Trimont Avenue, and I want Dcp. And our Commissioners to know that this conversation is still fluid, as public events and public engagement is happening now on the ground specifically with the park. Chester Community

634
01:10:40.020 --> 01:10:55.339
xPH02 - *EO - Vanessa L. Gibson: Co-OP City in the northeast Bronx has unique challenges that really demand innovative solutions from parking strategies to public private partnerships with River Bay and many others in the northeast Bronx, ensuring robust

635
01:10:55.340 --> 01:11:13.660
xPH02 - *EO - Vanessa L. Gibson: bus connections and prioritizing 0 emission transportation absolutely aligns with our commitment and our blueprint to environmental justice in the Hunts Point community down in Community Board 2, we must prioritize pedestrian safety amid increased

636
01:11:13.660 --> 01:11:28.610
xPH02 - *EO - Vanessa L. Gibson: traffic that we see on the Bruckner as well as on the local Bruckner Boulevard. Investments in E-veh infrastructure will mitigate pollution benefiting this vibrant yet underserved community across all the stations.

637
01:11:28.610 --> 01:11:53.680
xPH02 - *EO - Vanessa L. Gibson: Affordable housing must be a cornerstone of development investments in our schools, our healthcare infrastructure, our libraries, our cultural institutions, the local precincts, the hospitals, public safety green spaces, like pedestrian plazas, are imperative to sustaining our residents and growing our community. The Huns Point and the Morris Park communities are 2 of the top

638
01:11:53.750 --> 01:12:16.280
xPH02 - *EO - Vanessa L. Gibson: 10 business hubs in the entire city of New York, while the Co-OP City and the Park, Chester Van Nest communities contain 2 of the largest planned communities in our city with the Park, Chester Condominiums. We need to ensure that these communities have the existing infrastructure and the investments in place so they can continue to thrive.

639
01:12:16.280 --> 01:12:28.839
xPH02 - *EO - Vanessa L. Gibson: I wanna commend the collaborative efforts that have really helped to shape this proposal from Dcp's extensive outreach on the ground. We've been working with Community Board, 2 Community Board, 9, Community Board, 10

640
01:12:28.840 --> 01:12:51.920
xPH02 - *EO - Vanessa L. Gibson: and Community Board 11 to the elected officials that we've joined with our majority Leader Council Member Kevin Riley, Council, member, former council member, Marjorie Velasquez, our new councilmember, Christy Marmarato and land use chair council member, Rafael Salamanca. We've hosted community engagements, public workshops. And we really really got a lot

641
01:12:51.920 --> 01:13:15.400
xPH02 - *EO - Vanessa L. Gibson: of buy-in from the residents, from the families, from the stakeholders on the ground. We wanted this process to be extremely inclusive. We did not want any residents to feel left out. A 3 billion dollar investment is one that is a milestone. It's historic,

it's transformative. And we don't want to turn any money down when it comes to economic development in our borough.

642
01:13:15.941 --> 01:13:21.159
xPH02 - *EO - Vanessa L. Gibson: So we have a very unique opportunity to truly envision a vision of

643
01:13:21.210 --> 01:13:43.619
xPH02 - *EO - Vanessa L. Gibson: equity, of transit oriented development that can uplift our borough. I would also be remiss if I didn't acknowledge again the incredible work on the ground by the Bronx department of city planning. Really talking to all of our community boards and making sure they fully understand what is in store making people feel connected, not feeling that this proposal takes away.

644
01:13:43.620 --> 01:13:44.819
Spanish Interpreter 2: But it adds.

645
01:13:44.820 --> 01:13:45.470
xPH02 - *EO - Vanessa L. Gibson: And so that is.

646
01:13:45.965 --> 01:13:46.460
Spanish Interpreter 2: Important.

647
01:13:46.769 --> 01:13:54.810
xPH02 - *EO - Vanessa L. Gibson: I wanted to be succinct in my testimony today, but I understand that you know, due to time limits, and you have a public hearing file.

648
01:13:54.810 --> 01:13:55.650
Spanish Interpreter 2: Following me, but.

649
01:13:55.650 --> 01:14:20.599
xPH02 - *EO - Vanessa L. Gibson: You all know that we have a much longer comprehensive breakdown of each station, and the Capitol needs to really support these neighborhoods. It's in my 19 page recommendation that you all should have, and we will make sure, if you do not have it, that you do get it. But I do look forward to the continuous work with Chair Garat Nick, as well as our Commissioners and the New York City Council to move this plan forward.

650
01:14:20.600 --> 01:14:44.709
xPH02 - *EO - Vanessa L. Gibson: particularly around the capital commitments. We need to make sure we address school seats for early childcare, for upk, for 3 K. For early education we need to protect our

local presets that serve these communities, the local hospital. We also have Mercy University. That's on the Hutchison campus. We have hotels. We have a lot that is happening in the East Bronx, and a lot of opportunities.

651
01:14:44.710 --> 01:15:08.799
xPH02 - *EO - Vanessa L. Gibson: So, in conclusion, I am asking for your consideration to support this proposal, anchored in the shared aspirations of our communities aligned with Mayor Eric Adams and the Administration's shared values of equal opportunities for all New Yorkers. I truly think it's important for us as a borough, to seize this historic moment and this opportunity to build a Bronx

652
01:15:08.800 --> 01:15:29.579
xPH02 - *EO - Vanessa L. Gibson: that is thriving, that is accessible, that is sustainable, and one that is truly inclusive for all residents and all families in the Bronx and across the city of New York. I thank you for your time this morning, and certainly encourage you to look at our 19 page recommendation. We've outlined a lot of just terms for your consideration.

653
01:15:29.580 --> 01:15:31.160
Spanish Interpreter 2: We want to be a part of.

654
01:15:31.160 --> 01:15:34.189
xPH02 - *EO - Vanessa L. Gibson: Your conversations as you deliberate, and as you.

655
01:15:34.190 --> 01:15:35.189
Spanish Interpreter 2: Also get feedback.

656
01:15:35.190 --> 01:15:36.190
xPH02 - *EO - Vanessa L. Gibson: From our local states.

657
01:15:36.190 --> 01:15:37.080
Spanish Interpreter 2: Holders. So I.

658
01:15:37.080 --> 01:15:37.960
xPH02 - *EO - Vanessa L. Gibson: Thank you so much.

659
01:15:38.150 --> 01:15:38.720
Spanish Interpreter 2: Go! Rodney, and.

660
01:15:38.720 --> 01:15:39.950

xPH02 - *EO - Vanessa L. Gibson: Thank you to all the commissioners.

661
01:15:39.950 --> 01:15:40.999
Spanish Interpreter 2: And we look forward.

662
01:15:41.000 --> 01:15:42.139
xPH02 - *EO - Vanessa L. Gibson: To building the bronze.

663
01:15:42.470 --> 01:15:44.249
Spanish Interpreter 2: And building the great city of New York.

664
01:15:44.250 --> 01:15:45.299
xPH02 - *EO - Vanessa L. Gibson: Thank you so much for your time.

665
01:15:47.320 --> 01:16:10.660
TELEPHONE_USER: Wonderful. Thank you very much, madam Borough President, we we appreciate your partnership throughout this process. And your kind words for the department of city planning Bronx office. We we certainly agree. And we we appreciate you and your staff as well, and your thoughtful 19 pages of recommendations. We also appreciate. So thank you for that. And.

666
01:16:10.660 --> 01:16:11.069
Spanish Interpreter 2: And we look.

667
01:16:11.070 --> 01:16:12.189
TELEPHONE_USER: Forward to working

668
01:16:12.983 --> 01:16:13.450
TELEPHONE_USER: with you.

669
01:16:13.450 --> 01:16:14.140
Spanish Interpreter 2: And your team.

670
01:16:14.140 --> 01:16:14.840
TELEPHONE_USER: Throughout.

671
01:16:14.840 --> 01:16:15.480
Spanish Interpreter 2: The room.

672
01:16:15.480 --> 01:16:17.300
TELEPHONE_USER: Remainder of this process. So thank you.

673
01:16:18.110 --> 01:16:30.500
TELEPHONE_USER: Let me let me move on in the agenda to the next speaker signed up who? We have a an abundance, and a great abundance of Bronx Borough Press.

674
01:16:30.500 --> 01:16:31.479
Spanish Interpreter 2: As is here. We have the.

675
01:16:31.480 --> 01:16:32.410
TELEPHONE_USER: Former Borough Press.

676
01:16:32.410 --> 01:16:32.939
Spanish Interpreter 2: Of the.

677
01:16:32.940 --> 01:16:34.668
TELEPHONE_USER: Ruben Diaz, junior.

678
01:16:36.423 --> 01:16:39.586
TELEPHONE_USER: Mr President, good to see you, too. Thank you very much, for

679
01:16:40.530 --> 01:16:42.259
TELEPHONE_USER: Good, joining us today.

680
01:16:42.260 --> 01:16:42.760
Spanish Interpreter 2: Mr.

681
01:16:42.760 --> 01:16:56.149
TELEPHONE_USER: Chairman to you and all the the commissioners here. First let me just start off by asking you for forgiveness. My horse voice. I was at the garden last night, and so great game go next.

682
01:16:57.097 --> 01:16:59.870
TELEPHONE_USER: I I appreciate the welcome I I just want to.

683
01:17:00.704 --> 01:17:14.470
TELEPHONE_USER: Say that this is a a topic and and an area that I've given over a decade worth of thought to. Not only the Morris Park Metro North station, which is the one I'm gonna be specifically speaking of.

684
01:17:14.530 --> 01:17:18.569

TELEPHONE_USER: but all of the other 3 in the in the Bronx in the Boogie down Bronx.

685
01:17:18.570 --> 01:17:19.540
Spanish Interpreter 2: A, to.

686
01:17:19.540 --> 01:17:20.019
TELEPHONE_USER: See, I see.

687
01:17:20.020 --> 01:17:20.420
Spanish Interpreter 2: And before.

688
01:17:20.420 --> 01:17:22.320
TELEPHONE_USER: A recovery politician.

689
01:17:22.410 --> 01:17:23.676
TELEPHONE_USER: and I

690
01:17:24.903 --> 01:17:29.860
TELEPHONE_USER: I am now the senior Vice President of strategic initiatives at Montefu.

691
01:17:30.726 --> 01:17:31.599
Spanish Interpreter 2: Health system.

692
01:17:31.600 --> 01:17:33.570
TELEPHONE_USER: Or monitor.

693
01:17:33.700 --> 01:17:34.210
Spanish Interpreter 2: Medical.

694
01:17:34.210 --> 01:17:45.879
TELEPHONE_USER: Center with nearly 8 million patient interactions a year and over 35,000 employees. Montafuel health system is the largest healthcare network in the Bronx.

695
01:17:46.560 --> 01:18:01.169
TELEPHONE_USER: Westchester, and Hudson Valley as one of New York. For me, academic health systems, Montefuel is a recognized leader in providing exceptional quality and personalized accountable care across its footprint.

696

01:18:01.300 --> 01:18:13.400
TELEPHONE_USER: Monterfield continues to be a prominent leader in biomedical research, and as such we have the opportunity to expand that where it enhances better health care and economic opportunities for the neighborhood.

697
01:18:13.580 --> 01:18:19.659
TELEPHONE_USER: We have a prime opportunity here to build on what I call a Wellness village.

698
01:18:20.350 --> 01:18:22.290
TELEPHONE_USER: You to think about that for a minute

699
01:18:22.650 --> 01:18:27.180
TELEPHONE_USER: would be a place where life sciences and the biotech hub

700
01:18:27.270 --> 01:18:29.079
TELEPHONE_USER: would be the model.

701
01:18:29.090 --> 01:18:35.650
TELEPHONE_USER: The paradigm, not only for New York City, not only for New York State. But I believe the nation.

702
01:18:35.880 --> 01:18:39.179
TELEPHONE_USER: To achieve this, we must, we must ask ourselves.

703
01:18:39.510 --> 01:18:40.701
TELEPHONE_USER: how do we create an.

704
01:18:41.295 --> 01:18:41.650
Spanish Interpreter 2: Yeah.

705
01:18:42.130 --> 01:18:44.900
TELEPHONE_USER: That is conducive to attracting the best.

706
01:18:44.970 --> 01:18:48.049
TELEPHONE_USER: brightest to the neighborhood and the campus.

707
01:18:48.390 --> 01:18:50.799
TELEPHONE_USER: Our vision is to have a new.

708
01:18:50.800 --> 01:18:51.630

Spanish Interpreter 2: Hospital and.

709
01:18:51.630 --> 01:18:53.049
TELEPHONE_USER: Environment. We are technology.

710
01:18:53.050 --> 01:18:54.520
Spanish Interpreter 2: Hospitality.

711
01:18:54.520 --> 01:18:56.510
TELEPHONE_USER: For our patients, and it's employed.

712
01:18:56.510 --> 01:18:57.160
Spanish Interpreter 2: Please.

713
01:18:57.620 --> 01:19:02.039
TELEPHONE_USER: We envision an environment that promotes both health

714
01:19:02.120 --> 01:19:03.500
TELEPHONE_USER: and healing.

715
01:19:04.070 --> 01:19:11.100
TELEPHONE_USER: In addition, thanks to the generosity of a billion dollars, 1 billion dollar donation from Dr. Ruth Goddessman

716
01:19:11.180 --> 01:19:14.959
TELEPHONE_USER: is the largest give made to any medical school in the country.

717
01:19:15.160 --> 01:19:20.230
TELEPHONE_USER: Einstein College of Medicine School will provide free tuition

718
01:19:20.340 --> 01:19:22.049
TELEPHONE_USER: in perpetuity.

719
01:19:22.420 --> 01:19:23.840
TELEPHONE_USER: perpetuity

720
01:19:24.320 --> 01:19:37.750
TELEPHONE_USER: which will attract students from a diverse set of backgrounds and experience, regardless of social economic status in line with our our mission and commitment to uplift the community we operate in

721
01:19:37.940 --> 01:19:45.369
TELEPHONE_USER: in turn. It is critical for minds of your that the public investment in Morris Park be inclusive.

722
01:19:45.430 --> 01:19:47.990
TELEPHONE_USER: thoughtful, and sustainable.

723
01:19:48.050 --> 01:19:50.710
TELEPHONE_USER: This includes improvements in the public realm.

724
01:19:50.850 --> 01:19:52.649
TELEPHONE_USER: Construction of affordable.

725
01:19:52.650 --> 01:19:53.340
Spanish Interpreter 2: Closing.

726
01:19:53.500 --> 01:19:54.030
Spanish Interpreter 2: read.

727
01:19:54.030 --> 01:19:55.430
TELEPHONE_USER: Till an off.

728
01:19:55.945 --> 01:19:56.459
Spanish Interpreter 2: Space.

729
01:19:56.460 --> 01:20:02.068
TELEPHONE_USER: And a recreational opportunities for both the residents and the visitors that we will be attracting to this.

730
01:20:02.720 --> 01:20:03.060
Spanish Interpreter 2: You!

731
01:20:03.760 --> 01:20:08.160
TELEPHONE_USER: We believe that the the the Morris Park Metro, North Station

732
01:20:08.430 --> 01:20:09.389
TELEPHONE_USER: am I done here?

733
01:20:09.606 --> 01:20:10.039

Spanish Interpreter 2: You're here.

734
01:20:10.040 --> 01:20:34.580
TELEPHONE_USER: Your time officially up. We'll pose a question to you, though, to give you a second here. Well, tell us, tell us a little bit, just for a minute more about about why you think this is important. Well, this is important, because not only will it create the opportunity for us to have more housing more jobs. Have you obviously have a transportation hub, but also because at Monte flow we we want to be in partnership with the city. We want to be a part

735
01:20:34.580 --> 01:20:58.859
TELEPHONE_USER: with the Metro hub, the the Metro center across on the other side of the track so that we can provide a a pavilion, a high acuity research tower. We wanna do a cancer center. And we not only need to continue to attract scientists and doctors and students. But we wanna make sure that when their families come to the Bronx or to that area

736
01:20:58.860 --> 01:21:12.490
TELEPHONE_USER: that we create the amenities that are needed. And so, therefore, in order for us to have the train station that we finally have fought so hard, for, we need a surrounding area we need. And we, we ask for this Commission.

737
01:21:13.133 --> 01:21:13.980
Spanish Interpreter 2: To vote.

738
01:21:13.980 --> 01:21:20.779
TELEPHONE_USER: On this plan on this application, so that as we move forward, we can provide the health care.

739
01:21:20.780 --> 01:21:21.840
Spanish Interpreter 2: To the people of.

740
01:21:21.840 --> 01:21:22.220
TELEPHONE_USER: The bra.

741
01:21:22.220 --> 01:21:23.279
Spanish Interpreter 2: We could provide the.

742
01:21:23.280 --> 01:21:24.490
TELEPHONE_USER: Jobs, to the people of the.

743
01:21:24.735 --> 01:21:24.980

Spanish Interpreter 2: And.

744
01:21:24.980 --> 01:21:26.410
TELEPHONE_USER: To the entire region.

745
01:21:26.410 --> 01:21:27.060
Spanish Interpreter 2: Thank you.

746
01:21:27.270 --> 01:21:47.550
TELEPHONE_USER: Great. Thank you very much. We we appreciate and we appreciate your being here. And and those words, I I will just say I share your excitement about the future of Mars Park, and connection with the great plans that Monica has for the Medical Center. In addition to the extraordinary boost that you noted in that gift for

747
01:21:48.090 --> 01:21:49.529
TELEPHONE_USER: Einstein school of medicine.

748
01:21:49.810 --> 01:21:50.619
Spanish Interpreter 2: The 23.

749
01:21:50.620 --> 01:22:12.469
TELEPHONE_USER: 1,000 jobs that exist today within a half mile of this future station, and the opportunities that we would unlock through land use actions that you were talking about today, and that are pending before this commission. So I think you know we we certainly I certainly share your your excitement, but wanted to just say that we really appreciate your being here. Let me see. Yes, Commissioner Goodridge.

750
01:22:13.440 --> 01:22:28.580
TELEPHONE_USER: thank you so much. I really appreciate you being here? I have a question. I am familiar with the bronze. I worked in the bronze for many years. Obviously you have a much deeper understanding and knowledge.

751
01:22:28.580 --> 01:22:31.139
Spanish Interpreter 2: Bronze. My specific question is.

752
01:22:31.310 --> 01:22:32.429
TELEPHONE_USER: Regarding the Transit Act.

753
01:22:32.430 --> 01:22:33.160
Spanish Interpreter 2: Sad.

754
01:22:33.881 --> 01:22:44.810
TELEPHONE_USER: The metro north is obviously more expensive. It's it's much more expensive than the subway, and we don't have any indication as of now that the prices are going to change. So

755
01:22:45.070 --> 01:22:58.809
TELEPHONE_USER: I am a bit concerned about whether it will actually be accessible to the residents of the bronze. And I'm wondering about your insight about that, because when I think about it, I think this is the main question that a lot of people bring up.

756
01:22:58.980 --> 01:23:07.230
TELEPHONE_USER: it's great to have. The more the subway stops specifically there. I'm sorry the metronor stops specifically there, but.

757
01:23:07.670 --> 01:23:08.430
Spanish Interpreter 2: If it's

758
01:23:08.740 --> 01:23:09.260
Spanish Interpreter 2: 15.

759
01:23:09.260 --> 01:23:12.899
TELEPHONE_USER: Dollars for one way or $7 extra, and it is.

760
01:23:12.900 --> 01:23:20.540
Spanish Interpreter 2: Of the subway. How will that help the resin? So I'm I'm vetting that. You have probably heard this concern as well, so I would love to hear your insight.

761
01:23:20.540 --> 01:23:30.259
TELEPHONE_USER: It's an excellent question. The fact is that this is something that we also thought of in all of our years of advocating for these Metro north stations in other boroughs. They've already.

762
01:23:30.700 --> 01:23:31.140
Spanish Interpreter 2: Implemented.

763
01:23:31.140 --> 01:23:31.740
TELEPHONE_USER: Sort of what they call.

764
01:23:31.740 --> 01:23:32.880
Spanish Interpreter 2: Ticket.

765
01:23:33.180 --> 01:24:02.909
TELEPHONE_USER: And we believe that this is something that needs to happen, not only for the existing boroughs where it's at now in the in pilot fashion, it should come to the Bronx. It should be done throughout the city of New York. Number one number 2. We also, I think, that we want folks to come back who have moved to Connecticut, who have moved to Westchester so they could continue to reexperience the Boogie down Bronx, and and I I know that while there's maybe a little bit of a bump in

766
01:24:03.973 --> 01:24:04.500
TELEPHONE_USER: we find.

767
01:24:04.500 --> 01:24:05.200
Spanish Interpreter 2: That's the case.

768
01:24:05.200 --> 01:24:09.359
TELEPHONE_USER: Now with the ferry service, and I just took the ferry service a couple of days ago.

769
01:24:09.655 --> 01:24:09.950
Spanish Interpreter 2: Go.

770
01:24:09.950 --> 01:24:11.019
TELEPHONE_USER: And it is busting.

771
01:24:11.373 --> 01:24:12.080
Spanish Interpreter 2: The scenes.

772
01:24:12.340 --> 01:24:13.120
TELEPHONE_USER: The reason being.

773
01:24:13.120 --> 01:24:13.550
Spanish Interpreter 2: Is, that.

774
01:24:13.550 --> 01:24:16.260
TELEPHONE_USER: Want the experience, but also remember that.

775
01:24:16.490 --> 01:24:16.719
Spanish Interpreter 2: If.

776
01:24:17.097 --> 01:24:37.870

TELEPHONE_USER: Many folks also believe that if taking the Metro North puts you into Midtown in under, you know, 35, 30, 35, 40 min, or if many folks in the Bronx have job opportunities in up North Westchester County, in Connecticut, they can get there 2530 min. There is a value

777
01:24:37.930 --> 01:24:40.500
TELEPHONE_USER: in the time that you save.

778
01:24:40.570 --> 01:24:45.170
TELEPHONE_USER: You know the the most right, the most valuable thing that we have is time. And so when you look at.

779
01:24:45.486 --> 01:24:46.120
Spanish Interpreter 2: Folks in.

780
01:24:46.120 --> 01:24:46.850
TELEPHONE_USER: Particularly in.

781
01:24:46.850 --> 01:24:47.330
Spanish Interpreter 2: The East.

782
01:24:47.330 --> 01:25:11.740
TELEPHONE_USER: Part of the Bronx, which is, as you, the borough president, mentioned a transportation hub to take 2 and 3 different forms of transportation to get you either to Manhattan or to Connecticut, or to be stuck in traffic. And of course, now that you have congestion pricing coming some folks will easily trade a little bump in in price, and I don't wanna speak for everybody. I think that we need to do more to make sure that we make it affordable to everyone.

783
01:25:11.740 --> 01:25:21.129
TELEPHONE_USER: but I think that you know some folks look at that as a trade off that they would do if it means having an hour, an hour, and a half, or 2 h back of their daily life, so they could be with their loved.

784
01:25:21.130 --> 01:25:21.610
Spanish Interpreter 2: One city.

785
01:25:21.610 --> 01:25:22.080
TELEPHONE_USER: To help the.

786
01:25:22.080 --> 01:25:22.490
Spanish Interpreter 2: Children, were.

787
01:25:22.490 --> 01:25:23.780
TELEPHONE_USER: Their homework, or picking.

788
01:25:24.086 --> 01:25:24.699
Spanish Interpreter 2: From school.

789
01:25:25.200 --> 01:25:25.990
Spanish Interpreter 2: Thank you so much.

790
01:25:25.990 --> 01:25:26.650
TELEPHONE_USER: Sounds very helpful.

791
01:25:28.460 --> 01:25:36.420
TELEPHONE_USER: Okay, thank you very much. We. We appreciate your money and your time. Thank you. Okay. Next, I'm gonna call up Jennifer, son.

792
01:25:44.350 --> 01:25:45.392
TELEPHONE_USER: Hello, and welcome.

793
01:25:46.420 --> 01:25:51.850
TELEPHONE_USER: Good morning, Chair Guarotic and the Commissioners. It's a pleasure to be here today. My name is Jennifer Sun.

794
01:25:51.870 --> 01:25:52.210
Spanish Interpreter 2: And I.

795
01:25:52.380 --> 01:25:53.690
TELEPHONE_USER: Serve as

796
01:25:53.730 --> 01:26:05.490
TELEPHONE_USER: Executive Vice President of planning for the New York City Economic Development Corporation. Thank you for the opportunity to testify before the Commission in support of the proposed Bronx, Metro, North Station.

797
01:26:05.490 --> 01:26:06.640
Spanish Interpreter 2: Area plan.

798
01:26:06.640 --> 01:26:13.030
TELEPHONE_USER: Edc. Worked on behalf of the city to create a vibrant, inclusive, and globally competitive economy for all new.

799
01:26:13.030 --> 01:26:14.000
Spanish Interpreter 2: Workers.

800
01:26:14.320 --> 01:26:19.259
TELEPHONE_USER: Bronx, Metro, North Station area plan is critical to advancing these aims in the Bronx.

801
01:26:19.420 --> 01:26:41.460
TELEPHONE_USER: the creation of 4 new planned Metro, North Stations and Co-OP City, Morris Park, Chester, Van Nest, and Hunts point to expand existing job centers and promote jobs of the future, while also increasing housing options in open space. One of Edc's 4 strategy pillars is to grow innovation industries with a focus on equity.

802
01:26:41.840 --> 01:26:51.109
TELEPHONE_USER: the life sciences. Industry is a critical component of the city's innovation economy. It is one of the fastest growing and top performing sectors.

803
01:26:51.110 --> 01:26:52.339
Spanish Interpreter 2: In terms of company.

804
01:26:52.340 --> 01:26:55.250
TELEPHONE_USER: Revenue and job creation.

805
01:26:55.380 --> 01:26:59.850
TELEPHONE_USER: Edc. Is focused on this industry, not only for its immense overall.

806
01:27:00.420 --> 01:27:00.990
Spanish Interpreter 2: Potential.

807
01:27:00.990 --> 01:27:07.060
TELEPHONE_USER: But also for its ability to create opportunities for good paying jobs that are accessible to New Yorkers.

808
01:27:07.060 --> 01:27:09.909
Spanish Interpreter 2: From across a broad educational.

809
01:27:09.910 --> 01:27:19.120
TELEPHONE_USER: Spectrum and the industry's focus on providing life saving therapies and cures for some of the most complex global medical challenges.

810
01:27:19.370 --> 01:27:26.420
TELEPHONE_USER: Edc. Believes in the potential for Morris Park to further support and advance the life sciences, industry in your.

811
01:27:26.420 --> 01:27:27.380
Spanish Interpreter 2: City.

812
01:27:27.690 --> 01:27:33.840
TELEPHONE_USER: Continuing to serve as a major employment center for the Bronx today. Morris Park is one of.

813
01:27:33.840 --> 01:27:35.560
Spanish Interpreter 2: 6, health, health.

814
01:27:35.560 --> 01:27:36.519
TELEPHONE_USER: And life sign.

815
01:27:36.520 --> 01:27:38.439
Spanish Interpreter 2: Industry, clusters.

816
01:27:38.440 --> 01:27:47.049
TELEPHONE_USER: It is also the largest job center in the Bronx, with over 23,000 jobs within a half mile of the new new New Metro North Station

817
01:27:47.530 --> 01:27:53.710
TELEPHONE_USER: significantly. Nearly half of all Morse Park employees are also Bronx residents.

818
01:27:54.100 --> 01:27:55.100
Spanish Interpreter 2: Park, anchors.

819
01:27:55.330 --> 01:27:55.789
TELEPHONE_USER: Budding like.

820
01:27:55.790 --> 01:27:57.099
Spanish Interpreter 2: Life, sciences, ecosystem.

821
01:27:57.100 --> 01:27:57.839
TELEPHONE_USER: Jen for New York.

822

01:27:57.840 --> 01:27:58.350
Spanish Interpreter 2: City.

823
01:27:58.860 --> 01:28:00.599
TELEPHONE_USER: The area is home to a large con-.

824
01:28:00.600 --> 01:28:02.070
Spanish Interpreter 2: Concentration of health care and.

825
01:28:02.070 --> 01:28:25.230
TELEPHONE_USER: Academic institutions, including Albert Einstein, College of Medicine, Monte Fiore Hospital, New York City, Health and Hospitals, Jacobe Medical Center, Mercy University, Calvary Hospital, and the Bronx Psychiatric Center. Last year these institutions received over 196 million dollars in combined National Institutes of Health funding.

826
01:28:25.230 --> 01:28:38.390
TELEPHONE_USER: The Albert Einstein College also supports the creation of future life sciences, businesses by housing an incubator for startup companies providing needed space for the development of new therapies and innovations, while also driving the.

827
01:28:38.390 --> 01:28:39.669
Spanish Interpreter 2: Of new jobs.

828
01:28:40.210 --> 01:28:41.820
TELEPHONE_USER: The new Metro North Station established

829
01:28:42.330 --> 01:28:42.820
TELEPHONE_USER: regional can.

830
01:28:42.820 --> 01:28:44.430
Spanish Interpreter 2: For Morris Park.

831
01:28:44.430 --> 01:28:44.990
TELEPHONE_USER: Providing.

832
01:28:44.990 --> 01:28:45.960
Spanish Interpreter 2: After access to.

833
01:28:45.960 --> 01:28:46.580
TELEPHONE_USER: Stanford.

834
01:28:46.780 --> 01:28:47.610
Spanish Interpreter 2: New Haven.

835
01:28:47.610 --> 01:28:48.560
TELEPHONE_USER: And Manhattan.

836
01:28:49.220 --> 01:28:49.810
Spanish Interpreter 2: Well also.

837
01:28:49.810 --> 01:28:52.939
TELEPHONE_USER: So allowing workers and patients to access more.

838
01:28:52.940 --> 01:28:53.979
Spanish Interpreter 2: Park, more ease.

839
01:28:53.980 --> 01:28:58.259
TELEPHONE_USER: For employment and to receive care at area medical institutions.

840
01:28:58.260 --> 01:28:59.010
Spanish Interpreter 2: Stations.

841
01:28:59.510 --> 01:29:05.820
TELEPHONE_USER: So all to say that we believe in the future of Morris Park, as well as Hunt's Point.

842
01:29:06.680 --> 01:29:08.560
TELEPHONE_USER: Continue to thrive as jobs.

843
01:29:08.560 --> 01:29:11.439
Spanish Interpreter 2: As a result of this investment.

844
01:29:11.440 --> 01:29:13.690
TELEPHONE_USER: Thank you very much, Jennifer. We appreciate your being here.

845
01:29:14.748 --> 01:29:22.270
TELEPHONE_USER: Thank you for your support. Thank you. Okay, let's let me move on. We are. We are joined by.

846
01:29:24.540 --> 01:29:25.410

TELEPHONE_USER: Okay.

847
01:29:25.910 --> 01:29:28.669
TELEPHONE_USER: Gonna call up next a Daniel Kaplan.

848
01:29:33.140 --> 01:29:35.120
TELEPHONE_USER: who is with us within the room.

849
01:29:35.220 --> 01:29:37.569
TELEPHONE_USER: Mr. Kaplan. Welcome. Okay.

850
01:29:37.610 --> 01:29:38.960
Spanish Interpreter 2: This is a good morning.

851
01:29:40.990 --> 01:29:57.029
TELEPHONE_USER: So good morning, Commissioners Dan Kaplan, senior partner at Fx. Collaborative architects. We've had the honor to work on 2 projects in the Barchester Van Nest site one is south of the tracks. One is north of the tracks together there 28.

852
01:29:57.030 --> 01:29:57.910
Spanish Interpreter 2: 100, you

853
01:29:58.400 --> 01:29:59.809
Spanish Interpreter 2: 800 units. I am going to.

854
01:29:59.810 --> 01:30:00.450
TELEPHONE_USER: Speak on the.

855
01:30:01.500 --> 01:30:05.779
TELEPHONE_USER: 1601 Union port site that's south of the tracks. I also brought a model like what.

856
01:30:05.780 --> 01:30:06.630
Spanish Interpreter 2: Like to pass it around.

857
01:30:06.630 --> 01:30:23.640
TELEPHONE_USER: Possible. David Karnowski, who's gonna follow me, will talk about the north of the track site, and I'm happy to provide testimony on that. If if you'll allow me. So we've had the honor to be working close collaboration with the Bronx office on these 2 sites and the.

858
01:30:24.035 --> 01:30:24.430
Spanish Interpreter 2: 6.

859
01:30:24.430 --> 01:30:35.489
TELEPHONE_USER: 1,001 Union port is a prominent full block site. Our proposed master plan for the block is designed to bring significant benefits to the neighborhood, it encompasses.

860
01:30:35.490 --> 01:30:36.030
Spanish Interpreter 2: Versus the.

861
01:30:36.030 --> 01:30:39.190
TELEPHONE_USER: Development of over 500 residents, 2,500,

862
01:30:39.220 --> 01:30:43.289
TELEPHONE_USER: 25,000 square feet of neighborhood, focused retail, and a community space.

863
01:30:43.320 --> 01:30:44.380
TELEPHONE_USER: and.

864
01:30:44.660 --> 01:30:47.880
TELEPHONE_USER: very importantly, 20,000 square feet of landscape public.

865
01:30:48.830 --> 01:30:49.930
Spanish Interpreter 2: Open space.

866
01:30:49.930 --> 01:30:55.169
TELEPHONE_USER: Hartchester has many, many positive qualities, but it lacks a sip.

867
01:30:55.170 --> 01:30:57.050
Spanish Interpreter 2: And commercial focus.

868
01:30:57.430 --> 01:31:05.920
TELEPHONE_USER: Located steps away from the New Park, Chester Van Ness Metro station. The proposed public space will deliver the needed focal point for neighborhood activities.

869
01:31:06.010 --> 01:31:13.550
TELEPHONE_USER: It is also worth noting that this site 601 Union port is completely clear and shovel ready

870
01:31:14.310 --> 01:31:17.920
TELEPHONE_USER: while the rezoning support tech supports many.

871
01:31:17.920 --> 01:31:18.650
Spanish Interpreter 2: If not.

872
01:31:18.650 --> 01:31:22.750
TELEPHONE_USER: Almost all aspects of the Master Plan. We worked on collaboratively.

873
01:31:22.860 --> 01:31:32.560
TELEPHONE_USER: We believe that the current 17 story height limit poses, challenges to the quality of the open space and results in elongated and ungainly

874
01:31:32.590 --> 01:31:46.689
TELEPHONE_USER: building forms. We are submitting exhibits that illustrate the benefits allowing the northern portion of the site to reach 21 stories. I have also brought a model, if you would allow I could pass it around.

875
01:31:48.764 --> 01:31:53.440
TELEPHONE_USER: But in general we wholeheartedly endorse

876
01:31:53.590 --> 01:32:10.120
TELEPHONE_USER: and champion the rezoning plan, recognizing its potential to catalyze positive transformation in the partster neighborhood and beyond, we respectfully urge the Commission to consider the minor modifications we have outlined to enhance the overall quality of the development

877
01:32:10.670 --> 01:32:23.719
TELEPHONE_USER: I just wanna add on the site to the north, that David will talk about in in a minute. My conclusion is, you know, my me and my firm work on many large projects, and I firmly believe that the DC.

878
01:32:23.720 --> 01:32:24.640
Spanish Interpreter 2: Zoning Frame.

879
01:32:24.640 --> 01:32:33.979
TELEPHONE_USER: Work establishes the conditions for an architecturally distinguish and environmentally responsible development that reflects sound urban design principles and will create more.

880
01:32:33.980 --> 01:32:35.470
Spanish Interpreter 2: Much needed housing, build.

881
01:32:35.470 --> 01:32:36.230
TELEPHONE_USER: Community.

882
01:32:36.240 --> 01:32:37.100
Spanish Interpreter 2: Enhance the.

883
01:32:37.100 --> 01:32:37.570
TELEPHONE_USER: Quality, of what?

884
01:32:37.570 --> 01:32:39.479
Spanish Interpreter 2: For residents and neighbors alike.

885
01:32:39.730 --> 01:32:40.389
TELEPHONE_USER: Thank you.

886
01:32:40.550 --> 01:32:42.645
TELEPHONE_USER: Great, thank you. Let me let me just

887
01:32:43.230 --> 01:32:45.849
TELEPHONE_USER: paint a little bit of a picture for us, as it relates.

888
01:32:45.850 --> 01:32:47.289
Spanish Interpreter 2: It's to Park Chester.

889
01:32:47.290 --> 01:32:49.022
TELEPHONE_USER: Obviously we have

890
01:32:49.850 --> 01:33:00.980
TELEPHONE_USER: private sites at Union Port and Bronxville Avenue that are anticipated to be developed. Tell us how you think that fits into the broader neighborhood, and.

891
01:33:00.980 --> 01:33:02.179
Spanish Interpreter 2: Future neighbour, and the future.

892
01:33:02.180 --> 01:33:03.859
TELEPHONE_USER: Metro North Station.

893
01:33:04.220 --> 01:33:06.820
Spanish Interpreter 2: And paint a picture for us as to what.

894
01:33:06.820 --> 01:33:12.490
TELEPHONE_USER: We should think of as that neighbourhood on an ongoing basis, and how it serves existing residents.

895
01:33:12.490 --> 01:33:13.050
Spanish Interpreter 2: And future.

896
01:33:13.050 --> 01:33:14.720
TELEPHONE_USER: And what we would picture there.

897
01:33:15.100 --> 01:33:15.580
Spanish Interpreter 2: Thank you.

898
01:33:15.580 --> 01:33:17.107
TELEPHONE_USER: For your question. So

899
01:33:18.650 --> 01:33:21.109
TELEPHONE_USER: what I just

900
01:33:21.390 --> 01:33:24.550
TELEPHONE_USER: so applaud about this

901
01:33:24.680 --> 01:33:29.050
TELEPHONE_USER: proposal is that it is building housing where

902
01:33:29.220 --> 01:33:35.589
TELEPHONE_USER: it most belongs near transit near other civic infrastructure.

903
01:33:35.800 --> 01:33:38.806
TELEPHONE_USER: What's nice about the

904
01:33:40.380 --> 01:33:44.429
TELEPHONE_USER: text? And and the scale of these sites is that they bring

905
01:33:44.850 --> 01:33:53.090

TELEPHONE_USER: scale that allows for other civic infrastructure and support to come with it.

906
01:33:53.310 --> 01:33:55.069
TELEPHONE_USER: 1601

907
01:33:55.130 --> 01:34:21.779
TELEPHONE_USER: wrong still, it's confusion. About 61. But the the north of the track site has site for 100,000 square foot school site, and an large extent 5 public privately owned public spaces. A beautiful boulevard connection, potential connection over and above to the to the to the station. The the site south of the track brings with it this idea of

908
01:34:21.810 --> 01:34:25.170
TELEPHONE_USER: of a civic space. So I think, what

909
01:34:25.280 --> 01:34:28.500
TELEPHONE_USER: what's great about this, and what we've tried to embrace and.

910
01:34:28.860 --> 01:34:29.760
Spanish Interpreter 2: We've.

911
01:34:30.300 --> 01:34:33.039
TELEPHONE_USER: Had fruitful dialogue with

912
01:34:33.390 --> 01:34:34.860
TELEPHONE_USER: the department on.

913
01:34:35.230 --> 01:34:35.600
Spanish Interpreter 2: Is.

914
01:34:36.530 --> 01:34:38.509
TELEPHONE_USER: You know, incentivizing the.

915
01:34:38.510 --> 01:34:41.539
Spanish Interpreter 2: Civic infrastructures that come along with the.

916
01:34:41.540 --> 01:34:47.490
TELEPHONE_USER: The other thing, I would say is, is the tailoring of massing to

917
01:34:48.560 --> 01:35:02.420
TELEPHONE_USER: Basically, these are taller buildings than generally what's around the neighborhood and the ability to tear the massing and step it down so that yes, they're taller than the context, but that there are transition zones.

918
01:35:02.870 --> 01:35:05.910
TELEPHONE_USER: Hope that addressed your good. Thank you very much.

919
01:35:06.130 --> 01:35:15.937
TELEPHONE_USER: Okay, thank you. W. Would you like me to pass them all around so they can see the contrast? Or would you prefer that we.

920
01:35:16.330 --> 01:35:17.623
Spanish Interpreter 2: Attention to.

921
01:35:18.736 --> 01:35:20.200
Spanish Interpreter 2: So they're 2 skis.

922
01:35:20.650 --> 01:35:37.030
TELEPHONE_USER: One lower and one forward. Thank you. Perfect. Thank you. I now, I'm really pleased to welcome. We have another elected official local council member Christy Marmarato is with us. Council member. Thank you for joining us today.

923
01:35:37.790 --> 01:35:41.190
TELEPHONE_USER: Whenever you are ready. You can go right.

924
01:35:41.190 --> 01:35:41.890
Spanish Interpreter 2: Go ahead!

925
01:35:45.450 --> 01:35:46.430
xPH02 - *EO - Kristy Marmorato: Hi!

926
01:35:48.540 --> 01:35:49.869
xPH02 - *EO - Kristy Marmorato: Thank you so much for.

927
01:35:49.870 --> 01:35:50.440
Spanish Interpreter 2: Me, your.

928
01:35:50.440 --> 01:35:51.729
xPH02 - *EO - Kristy Marmorato: Today I'd like to pay.

929
01:35:51.730 --> 01:35:52.460
Spanish Interpreter 2: And it's the.

930
01:35:52.460 --> 01:35:58.269
xPH02 - *EO - Kristy Marmorato: Mission for allowing us to provide important and honest feedback on the Bronx Metro North plan

931
01:35:58.890 --> 01:36:18.279
xPH02 - *EO - Kristy Marmorato: to the residents of District 13 present and watching online. I've come here as your council woman, to stand before you today with shared vision for the progress and development of our beloved community shaped by the pro promise of the Metro north stations and the transformative opportunities that it should bring to our community.

932
01:36:18.490 --> 01:36:27.020
xPH02 - *EO - Kristy Marmorato: However, as we convene and discuss the proposal and redevelopment plans. It is essential to confront the pressing concerns that have emerged.

933
01:36:27.070 --> 01:36:40.430
xPH02 - *EO - Kristy Marmorato: Firstly, the property on Seminole and Mars Park Avenue needs to be removed from the proposal due to the fact that it does not fit within the community. It's been strongly voiced by me and my constituents alike.

934
01:36:40.510 --> 01:37:03.849
xPH02 - *EO - Kristy Marmorato: Second, the absence of parking mandate presents a significant challenge to many of our community who rely on their vehicles for daily transportation. While we wanna embrace the expansion of public transportation options, we must acknowledge that for some private vehicles remain a necessity due to the work, obligations, family responsibilities, and the accessibility needs

935
01:37:03.930 --> 01:37:13.440
xPH02 - *EO - Kristy Marmorato: without adequate parking provisions, we've risks placing an undue burden on these individuals, forcing them to choose between their mobility and livelihoods.

936
01:37:13.530 --> 01:37:23.000
xPH02 - *EO - Kristy Marmorato: From the beginning the lack of green space has been proposed, and the oversight of our sewer infrastructures are urgent concerns that are being ignored.

937

01:37:23.030 --> 01:37:26.960
xPH02 - *EO - Kristy Marmorato: I need more green space. I've been saying this from the beginning.

938
01:37:27.080 --> 01:37:30.779
xPH02 - *EO - Kristy Marmorato: Our district faces imminent threat for coastal flooding.

939
01:37:31.020 --> 01:37:38.370
xPH02 - *EO - Kristy Marmorato: and by these changes in weather and aging, infrastructure, without strategic investment in green space and infrastructure.

940
01:37:39.720 --> 01:37:44.659
xPH02 - *EO - Kristy Marmorato: storm water management systems, we must leave our community vulnerable

941
01:37:45.570 --> 01:38:05.969
xPH02 - *EO - Kristy Marmorato: to the devastating consequences of flooding, including property damage, economic losses, and threats to public health and safety. Moreover, the proposed heights for some of these developments. Recent reaching up to 25 stories raises valid concerns and apprehension about the density, congestion and community character.

942
01:38:05.970 --> 01:38:21.359
xPH02 - *EO - Kristy Marmorato: While we recognize the need for increased housing supply and economic development. We must approach the vertical expansion with caution and sensitivity to the existing fabric of our neighborhoods. Excessive heights have the potential to overshadow.

943
01:38:21.360 --> 01:38:21.810
Spanish Interpreter 2: Surround.

944
01:38:21.810 --> 01:38:23.639
xPH02 - *EO - Kristy Marmorato: Buildings diminish, sunlight.

945
01:38:23.640 --> 01:38:24.390
Spanish Interpreter 2: Like air.

946
01:38:24.390 --> 01:38:27.280
xPH02 - *EO - Kristy Marmorato: Flow and stream your already burden, infrastructure.

947

01:38:27.280 --> 01:38:27.600
Spanish Interpreter 2: Option.

948
01:38:27.600 --> 01:38:28.090
xPH02 - *EO - Kristy Marmorato: And Sir.

949
01:38:28.090 --> 01:38:29.740
Spanish Interpreter 2: My constituent.

950
01:38:29.740 --> 01:38:31.070
xPH02 - *EO - Kristy Marmorato: Do not want more.

951
01:38:31.070 --> 01:38:31.549
Spanish Interpreter 2: And 6.

952
01:38:31.550 --> 01:38:33.569
xPH02 - *EO - Kristy Marmorato: Stories, so we not, must.

953
01:38:33.570 --> 01:38:34.949
Spanish Interpreter 2: Come to some kind of a.

954
01:38:34.950 --> 01:38:37.160
xPH02 - *EO - Kristy Marmorato: Agreement that we can all walk away.

955
01:38:37.160 --> 01:38:37.590
Spanish Interpreter 2: From this.

956
01:38:37.590 --> 01:38:39.699
xPH02 - *EO - Kristy Marmorato: Happy any plans for New.

957
01:38:39.700 --> 01:38:42.699
Spanish Interpreter 2: Development must strike a balance between growth and preservation.

958
01:38:43.480 --> 01:38:45.439
Spanish Interpreter 2: And I just really hope that we can.

959
01:38:45.440 --> 01:38:46.300
xPH02 - *EO - Kristy Marmorato: Get it together.

960
01:38:46.620 --> 01:38:48.399

Spanish Interpreter 2: And I'm looking forward to continuing the.

961
01:38:48.400 --> 01:38:49.440
xPH02 - *EO - Kristy Marmorato: Conversation.

962
01:38:49.600 --> 01:38:51.609
Spanish Interpreter 2: And hopefully, everybody comes.

963
01:38:51.610 --> 01:38:53.129
xPH02 - *EO - Kristy Marmorato: Out winner. At the end of this.

964
01:38:53.180 --> 01:38:54.709
Spanish Interpreter 2: Thank you for your time.

965
01:38:57.460 --> 01:38:57.800
Spanish Interpreter 2: Okay.

966
01:38:58.510 --> 01:39:01.470
TELEPHONE_USER: Thank you very much. Council member. We appreciate you joining us today.

967
01:39:01.930 --> 01:39:02.639
xPH02 - *EO - Kristy Marmorato: Thank you.

968
01:39:02.640 --> 01:39:05.982
TELEPHONE_USER: Okay, let me move on to

969
01:39:06.570 --> 01:39:07.900
TELEPHONE_USER: David

970
01:39:07.930 --> 01:39:09.340
TELEPHONE_USER: Karnopsky.

971
01:39:15.110 --> 01:39:29.379
TELEPHONE_USER: Good morning, chairman. Good morning. And members of the Commission. I'm David Karnowski from freed Frank. We are land use council to Himal, to Himmil and Maringoff, the owners of the site at 1601 Bronxville Avenue as described by Dan. That's the northern site

972
01:39:29.610 --> 01:39:38.480

TELEPHONE_USER: I'm here to testify on behalf of the owner in support of the Metro North Rezoning, and in particular the zoning framework for 1601 Bronxville.

973
01:39:38.550 --> 01:39:45.239
TELEPHONE_USER: 1601. Bronksdale is an approximately 7.7 acre site. It's bounded by Bronksdale Avenue to the east.

974
01:39:45.280 --> 01:39:50.889
TELEPHONE_USER: Amtrak and Metro north rides away to the south and Con Edison property to the west and the north.

975
01:39:51.040 --> 01:39:59.800
TELEPHONE_USER: The site is currently zoned M. 1 one, and is occupied by a large warehouse building that houses active uses having approximately 370 employees.

976
01:40:00.100 --> 01:40:09.039
TELEPHONE_USER: City planning describes the site in its proposal as an opportunity site, meaning, I think, that the redevelopment potential of the site is over. The longer term.

977
01:40:09.050 --> 01:40:22.089
TELEPHONE_USER: in recognition of this city planning has proposed that the site be rezoned as a mixed use district pairing an M. District with a residential district. This will allow the existing uses to remain as conforming uses until development moves forward

978
01:40:22.270 --> 01:40:25.880
TELEPHONE_USER: under the zoning framework for the proposed site for the site

979
01:40:25.920 --> 01:40:41.550
TELEPHONE_USER: 1601 would be transformed, transformed over time into a new transit oriented neighborhood, with the potential for more than 2,000 dwelling units, of which more than 500 could be mih units, affordable units as well as retail and community facility.

980
01:40:41.550 --> 01:41:06.749
TELEPHONE_USER: The central spine of the neighborhood would be a new 90 foot wide mapped street that would run from Bronxdale Avenue into the interior of the site. The owner would be obligated to build the street as a condition of residential redevelopment, and the street, once completed, would be transferred to city ownership. The buildings would be lined along this boulevard with 5 open spaces interspersed along its legs. It's length 5 green spaces.

981
01:41:06.890 --> 01:41:11.020
TELEPHONE_USER: Regulations would also require that the Boulevard have landscape features.

982
01:41:11.320 --> 01:41:16.649
TELEPHONE_USER: Another feature of the regulations that Dan touched on is the fact that up to a hundred 1,000 square foot

983
01:41:16.710 --> 01:41:30.870
TELEPHONE_USER: of the of zoning floor area would be exempt from the calculation of floor area in order to accommodate a new public school. This means that if the city wants to proceed with the development of a new school at the site. There is room to do it, and it can be accommodated.

984
01:41:31.380 --> 01:41:42.039
TELEPHONE_USER: As Dan indicated, the site lends itself to a composition of buildings with the lowest building heights along Bronksdale Avenue, rising in height as you move into the site away from the local neighborhood.

985
01:41:42.110 --> 01:41:59.269
TELEPHONE_USER: for example, we've looked at one plan under which the buildings Alongsdale Avenue itself would be about a hundred 55 feet. Buildings further west, as you move into the interior, would be in the 200 range, and the tallest building would be at the corner of where the con Ed site is

986
01:41:59.330 --> 01:42:01.480
TELEPHONE_USER: far removed from the local residential.

987
01:42:01.480 --> 01:42:02.210
Spanish Interpreter 2: And that bill.

988
01:42:02.210 --> 01:42:03.549
TELEPHONE_USER: We think would be the ideal set

989
01:42:04.100 --> 01:42:13.890
TELEPHONE_USER: for a school for which there is a height allowance to accommodate that 100,000 square feet. I should know the building heights above 185 feet under this plan would require.

990
01:42:13.890 --> 01:42:15.220

Spanish Interpreter 2: City planning, commission, author.

991
01:42:15.220 --> 01:42:18.769
TELEPHONE_USER: Giving the Commission a say, and how this ensemble.

992
01:42:19.210 --> 01:42:19.950
Spanish Interpreter 2: Works, it.

993
01:42:20.690 --> 01:42:21.270
TELEPHONE_USER: Finally.

994
01:42:21.680 --> 01:42:22.200
Spanish Interpreter 1: I just want.

995
01:42:22.200 --> 01:42:23.300
TELEPHONE_USER: To note that the location of.

996
01:42:23.300 --> 01:42:24.720
Spanish Interpreter 2: Site affords us.

997
01:42:24.720 --> 01:42:27.570
TELEPHONE_USER: Extraordinary opportunity to provide a pedestal.

998
01:42:27.890 --> 01:42:30.099
Spanish Interpreter 2: To the Metro North.

999
01:42:30.100 --> 01:42:34.049
TELEPHONE_USER: Station. Thank you, Mr. Karnozi. We have. We have at least one question for you. So.

1000
01:42:34.050 --> 01:42:34.920
Spanish Interpreter 1: That, when.

1001
01:42:34.920 --> 01:42:37.698
TELEPHONE_USER: Make sure you have a shot to finish up here. Vice chair.

1002
01:42:38.490 --> 01:42:53.269
TELEPHONE_USER: Thank you, David. If if you wish, conclude your your statement. And then I I just wanted you to elaborate on the r component of the of the Mx designation. So the

1003

01:42:53.860 --> 01:43:08.300
TELEPHONE_USER: the zoning that's proposes in R. 7, 3, which has a base FR. Of 6, it would be bonusible to 7.2. With the provision of the green spaces. I described the landscape space in the street and the construction of the street as well. So that's the basic concept.

1004
01:43:08.300 --> 01:43:08.780
Spanish Interpreter 1: The sort of.

1005
01:43:08.780 --> 01:43:32.050
TELEPHONE_USER: That's analogous to an what ari, because we know it close. And the reason for the R. 7 3 here is that you have a 90 foot wide street, which has about 100,000 square feet of area to it. And that doesn't generate floor areas. So once this decision was made that by the city that they wanted, that the city wants a map street through the site the

1006
01:43:32.290 --> 01:43:46.450
TELEPHONE_USER: zoning district had to be adjusted to preserve the amount of floor area that was originally conceived of for the site, which was an R. 6, one. So the R. 7 3 is a response to the fact that about a hundred 1,000 square feet of the site doesn't generate floor area when it's mapped with street.

1007
01:43:48.070 --> 01:43:49.100
TELEPHONE_USER: I see.

1008
01:43:50.820 --> 01:44:04.450
TELEPHONE_USER: So the western edge of the of the site would be is that is that there the southern edge, the southern edge, is railroad, right of way that runs

1009
01:44:04.905 --> 01:44:25.399
TELEPHONE_USER: east, west. The western edge is a a large con ed site, right? And the northern edge is A is a large con Ed site. So as I indicated the idea about the tearing that Dan described better than I could really is that as you go further into the interior of the site, which is a very large site, building heights can rise.

1010
01:44:25.400 --> 01:44:42.240
TELEPHONE_USER: and the largest, tallest building would be at the corner of the western and the northern boundaries of the site right up against the continent site distant from Bronxville Avenue, which is where the large, the the shorter buildings would be appropriate. So the continent sites

1011

01:44:42.850 --> 01:44:49.139
TELEPHONE_USER: for the foreseeable future are are going to remain, or yes, that is our understanding that Con Ed will continue to operate.

1012
01:44:49.140 --> 01:44:49.620
Spanish Interpreter 1: At that site.

1013
01:44:49.620 --> 01:44:51.430
TELEPHONE_USER: Major facility there.

1014
01:44:54.080 --> 01:44:56.429
TELEPHONE_USER: And you mentioned approximately.

1015
01:44:56.580 --> 01:44:59.950
TELEPHONE_USER: you said 2025%. MIH,

1016
01:44:59.990 --> 01:45:15.719
TELEPHONE_USER: it would be 25% type. Yeah, which would be the minimum right? Mis, yes, it's an mih side, obviously, yes, and there would be retail component as well, and that regard the site on Bronxville Avenue, we think, is ideal for.

1017
01:45:15.933 --> 01:45:16.360
Spanish Interpreter 1: To be.

1018
01:45:16.360 --> 01:45:18.545
TELEPHONE_USER: Sized with a supermarket, for example.

1019
01:45:18.970 --> 01:45:22.940
TELEPHONE_USER: that's where the retail component would be the the largest.

1020
01:45:24.370 --> 01:45:25.096
Spanish Interpreter 1: Thank you.

1021
01:45:26.050 --> 01:45:27.310
TELEPHONE_USER: Mr. Vice, chairman.

1022
01:45:28.120 --> 01:45:28.610
Spanish Interpreter 1: Okay.

1023
01:45:28.610 --> 01:45:34.580

TELEPHONE_USER: Thank you very much. Good to see you. Okay, let's move on next. Up I have.

1024
01:45:35.190 --> 01:45:36.310
TELEPHONE_USER: Brett Bureau

1025
01:45:36.390 --> 01:45:38.220
TELEPHONE_USER: from Prochester.

1026
01:45:45.520 --> 01:46:09.489
TELEPHONE_USER: Hello, welcome. Thank you. Good afternoon. Chair. Garrodneck Commissioners my name is Brett Viewer. Representative Park, Chester Preservation Corporation. We have owned the 2 garage sites on the south side of East Tremont Avenue, at the north end of the Park Chester neighborhood, known as 1990 and 2040 East Tremont Avenue for the past 25 years.

1027
01:46:09.945 --> 01:46:10.400
Spanish Interpreter 1: These.

1028
01:46:10.400 --> 01:46:16.340
TELEPHONE_USER: Sites are occupied by a garage and office building, both of which are quite old, and whose designs fly.

1029
01:46:16.340 --> 01:46:16.860
Spanish Interpreter 1: East.

1030
01:46:16.860 --> 01:46:36.210
TELEPHONE_USER: Fremont from the Park Chester community. We believe the Bronx, Metro north rezoning is a positive step towards achieving several longstanding community and citywide goals, and we thank all the elected officials and agency staff that have helped advance the application for much needed transit oriented development

1031
01:46:36.210 --> 01:46:47.399
TELEPHONE_USER: based on the comments we have heard during the community planning process and subsequent stakeholder conversations. There is a need for the zoning text to unlock greater increases in affordable housing.

1032
01:46:47.630 --> 01:46:54.610
TELEPHONE_USER: parking, neighborhood connectivity and street activation on the park. Chester garage sites, all of which.

1033

01:46:54.630 --> 01:46:55.270
Spanish Interpreter 1: Would require.

1034
01:46:55.270 --> 01:47:14.460
TELEPHONE_USER: A text to permit a greater maximum building height. The changes we currently seek are consistent with studies conducted by the Department prior to the certification included in this application's draft scope of work which does designated these sites. R. 8, which is a significantly higher maximum building height.

1035
01:47:14.910 --> 01:47:29.370
TELEPHONE_USER: The certified text changes the zoning district to our ex our eightx limited the height to 1 75 feet, which would not allow the full complement of programming. We are we and our community envision.

1036
01:47:29.500 --> 01:47:30.189
Spanish Interpreter 1: Nor the.

1037
01:47:30.190 --> 01:47:47.119
TELEPHONE_USER: Full use of the permitted. Far our development objectives are in line with the community and include the provisions of ample parking for building residents, park Chester residents and the train station users significant amounts of affordable housing, retail and community.

1038
01:47:47.120 --> 01:47:47.580
Spanish Interpreter 1: Busy.

1039
01:47:47.580 --> 01:47:51.020
TELEPHONE_USER: Facility, space and improve connectivity between.

1040
01:47:51.020 --> 01:47:51.549
Spanish Interpreter 1: In east.

1041
01:47:51.550 --> 01:47:59.930
TELEPHONE_USER: Stream on Avenue and the Park Chester community. However, to achieve all of these objectives, the maximum permitted, building height must be higher than proposed.

1042
01:48:00.450 --> 01:48:21.839
TELEPHONE_USER: The existing heating plant located between the garage sites is approximately 265 feet in height, and is a key reference point for height within the neighborhood, keeping the proposed building height closer to this height of the heating plant, allows for the buildings to

remain in context, and will meet the communities and departments goals. While reinventing a multi-block

1043
01:48:22.830 --> 01:48:26.279
TELEPHONE_USER: Fremont Avenue that is currently dormant and unsafe.

1044
01:48:26.410 --> 01:48:33.150
TELEPHONE_USER: I want to reiterate that the Commission that increased building height has received significant support today.

1045
01:48:33.150 --> 01:48:33.930
Spanish Interpreter 1: Both the.

1046
01:48:33.930 --> 01:48:54.529
TELEPHONE_USER: Chester Condo Boards have written support for this. The Community Board nines resolution supports this additional height, and the borough President's comments and recommendations today as well support further study on this, conversations between Park Chester and the neighborhood residents have have thus far been positive, and we continue to work.

1047
01:48:54.530 --> 01:48:54.920
Spanish Interpreter 1: With the more.

1048
01:48:54.920 --> 01:49:15.180
TELEPHONE_USER: Majority leader on it on this engagement. Okay, thank you. Now I I understand your. The request is for the additional height beyond 175 feet. Is that correct? We'd like to get our the height in line with the 265, I think 260 is what we've targeted for the overall program that we're trying to do. And

1049
01:49:15.180 --> 01:49:39.890
TELEPHONE_USER: what a critical part is is that we have the parking garages that are there currently. And we need to replace the parking for the that's currently being used within. You know, the the development plan. And that's that starts with the need to do that. And then we know with this new train station and given the parking constraints that already exist in Park Chester, that there's gonna be need for additional parking, you know, to deal with the

1050
01:49:40.460 --> 01:49:47.110
TELEPHONE_USER: the activity that the station will generate. What? What are the environmental limitations? If any, that relate to the.

1051
01:49:47.110 --> 01:49:47.660

Spanish Interpreter 1: Exist.

1052
01:49:47.660 --> 01:50:02.459
TELEPHONE_USER: Smoke stack that would be in between those 2 buildings. The way that we've the way that we've designed it. We we have our plans have stepped back, so that obviously as the tower on either side.

1053
01:50:02.719 --> 01:50:02.980
Spanish Interpreter 1: That.

1054
01:50:02.980 --> 01:50:10.719
TELEPHONE_USER: Highest parts are the farthest away from the stoke of the smokestacks, and we've and we've kept our height below the height of the smoke.

1055
01:50:10.880 --> 01:50:11.460
Spanish Interpreter 1: Smoke, stuff.

1056
01:50:11.460 --> 01:50:32.519
TELEPHONE_USER: And then ultimately, you know, at some point in time, you know, the the we own. The 2 garage parcels. The Condominium Association owns the the heating plant, and you know, over time something, you know, will happen there, as we have better technologies, and how we can recreate. You know, a heating plant for Park Chester cause it is an 80 year old

1057
01:50:33.193 --> 01:50:33.726
TELEPHONE_USER: structure

1058
01:50:34.740 --> 01:50:47.049
TELEPHONE_USER: is is the Park Chester Preservation Corporation, the custodian of the decorative figures that that have lived on the Park Chester Buildings, and have

1059
01:50:47.509 --> 01:50:49.909
TELEPHONE_USER: some in some cases come down.

1060
01:50:50.040 --> 01:50:59.450
TELEPHONE_USER: The the Preservation Corporation is not the custodian. They those are owned by the Condominium Associations, and you know, to to

1061
01:51:00.030 --> 01:51:29.430
TELEPHONE_USER: when those have to be restored. I mean, this is really it's an economic decision that the condos have had to make. I serve on

both of these condominium associations and have for 25 years. You know it's $200,000, $250,000. When one of these has to be taken down, have the re, and then re replaced and put up. So what the condo, when they're forced with that decision based on all the other capital needs of 12,271 units and a hundred 75 buildings on 125 acres of land.

1062
01:51:29.700 --> 01:51:45.757
TELEPHONE_USER: You know. They they store these at this point in time, and they've maintained everyone that they've taken down, and they have them in. And they, we basically a tomb of statues. And okay, so the the cost aside of

1063
01:51:46.140 --> 01:52:03.120
TELEPHONE_USER: of of what it takes to either remove or replace. They exist somewhere, and they are preserved in the condition which they were removed. Removed. Okay, I mean, I happen to think that those are one of the really, you know.

1064
01:52:03.120 --> 01:52:27.609
TELEPHONE_USER: interesting and distinguishing features of the initial development, and somebody who grew up in Stuyvesant Town and Peter Cooper Village, which is a successor development to Park Chester. I you know I I think it's it's something which, if there's a way for us to find a path to preserve and to reintroduce. Recognizing that this is there's there's obviously

1065
01:52:27.610 --> 01:52:51.230
TELEPHONE_USER: cost issues which I recognize. But I'm glad that they are being preserved, and I'm glad that they are in a safe place, and that they are not further deteriorating, which would allow all of us to explore what what opportunities might exist out there. We we very much appreciate that. And obviously it is a very distinguishing characteristic of Park Tester. And we and we definitely appreciate that, you know, and so look forward to those discussions. Thank you.

1066
01:52:51.300 --> 01:52:55.969
TELEPHONE_USER: Okay, great, thank you very much. Next I'm gonna call up Nick Molinari.

1067
01:52:56.724 --> 01:53:00.189
TELEPHONE_USER: Chief of planning and neighborhood development of New York City. Parks.

1068
01:53:01.920 --> 01:53:03.940
TELEPHONE_USER: Welcome, Mr. Molinari.

1069

01:53:08.520 --> 01:53:14.309
TELEPHONE_USER: He's on zoom. Okay. I was welcoming him as if he was right here in front of me, but he is not.

1070
01:53:14.970 --> 01:53:16.369
TELEPHONE_USER: Whenever you're ready.

1071
01:53:24.930 --> 01:53:27.820
xPH02 - 05 - Nicholas Molinari: Good morning. Chair Grad. Nick, and members of City

1072
01:53:27.980 --> 01:53:30.459
xPH02 - 05 - Nicholas Molinari: Hi Commission. I can hear you. Okay.

1073
01:53:31.350 --> 01:53:32.918
TELEPHONE_USER: We can. Good morning.

1074
01:53:37.940 --> 01:53:38.959
TELEPHONE_USER: We can hear you, Nick.

1075
01:53:38.960 --> 01:53:39.840
xPH02 - 05 - Nicholas Molinari: You hear me? Okay.

1076
01:53:40.560 --> 01:53:41.025
TELEPHONE_USER: Best.

1077
01:53:45.400 --> 01:53:47.689
TELEPHONE_USER: It seems. Maybe you can't hear us.

1078
01:53:48.970 --> 01:53:50.442
Spanish Interpreter 1: We can hear you.

1079
01:53:57.740 --> 01:53:59.510
xPH02 - 05 - Nicholas Molinari: Can you hear me? Okay, now or no?

1080
01:53:59.890 --> 01:54:01.239
TELEPHONE_USER: We can hear you.

1081
01:54:01.590 --> 01:54:02.684
TELEPHONE_USER: You hear us.

1082

01:54:07.780 --> 01:54:09.100
xPH02 - 05 - Nicholas Molinari: Hi, can you hear me? Okay.

1083
01:54:09.670 --> 01:54:11.429
TELEPHONE_USER: We can. We can hear you.

1084
01:54:11.430 --> 01:54:17.000
xPH02 - 05 - Nicholas Molinari: Sorry I don't know what's going on. My, I think I have to keep my camera off unless you can hear me when I put the camera on.

1085
01:54:17.420 --> 01:54:19.259
TELEPHONE_USER: We can hear you both ways.

1086
01:54:19.260 --> 01:54:20.059
xPH02 - 05 - Nicholas Molinari: Busted in the.

1087
01:54:20.060 --> 01:54:22.559
TELEPHONE_USER: You can see me. I'm giving you a thumbs up. We can hear.

1088
01:54:22.560 --> 01:54:32.900
xPH02 - 05 - Nicholas Molinari: Thanks. Good morning chair Garnet, and members of City Planning Commission. My name is Nick Monaire, and I'm Chief of Planning and neighbor development at the New York City Department of Parks and Recreation.

1089
01:54:33.140 --> 01:54:38.460
xPH02 - 05 - Nicholas Molinari: I'm here to speak on the proposed rezoning of Morris Park and Park, Chester Van Nest.

1090
01:54:39.180 --> 01:54:45.880
xPH02 - 05 - Nicholas Molinari: and improvements to Hunts Point and Co-OP City as part of the Bronx. Metro North Station, study

1091
01:54:45.890 --> 01:55:08.219
xPH02 - 05 - Nicholas Molinari: New York City. Parks, recognizes the importance of our parks and open spaces and improving the quality of life for residents within these Bronx, Metro, North station communities and in supporting the goals for transit oriented to development, economic opportunity, equity, and community. Since 2,018 New York City parks has been working with our partner agencies and with local stakeholders to better understand these communities, open space priorities and opportunities.

1092

01:55:08.340 --> 01:55:08.959
Spanish Interpreter 1: We participate.

1093
01:55:08.960 --> 01:55:16.370
xPH02 - 05 - Nicholas Molinari: In the department of City Planning's community engagement process, which resulted in the Bronx, Metro, North plan and recommendations.

1094
01:55:16.580 --> 01:55:17.070
Spanish Interpreter 1: This.

1095
01:55:17.070 --> 01:55:25.629
xPH02 - 05 - Nicholas Molinari: Plan recognizes the diversity of public spaces within the various neighborhoods, transit oriented development that affects open space activation and uses

1096
01:55:25.670 --> 01:55:29.579
xPH02 - 05 - Nicholas Molinari: and opportunities for development of new open spaces within the neighborhoods.

1097
01:55:29.590 --> 01:55:34.500
xPH02 - 05 - Nicholas Molinari: These new stations will connect Bronx residents with crucial job centers and increase access.

1098
01:55:34.500 --> 01:55:34.980
Spanish Interpreter 1: To other.

1099
01:55:34.980 --> 01:55:39.490
xPH02 - 05 - Nicholas Molinari: Parts of New York City and beyond. While creating vibrant communities in the station neighborhoods.

1100
01:55:40.220 --> 01:55:47.200
xPH02 - 05 - Nicholas Molinari: new York City parks is committed to improving the public realm within these neighborhoods, and to delivering improvements that reflect community vision.

1101
01:55:47.380 --> 01:55:49.310
xPH02 - 05 - Nicholas Molinari: park supports, existing.

1102
01:55:49.390 --> 01:55:55.180
xPH02 - 05 - Nicholas Molinari: improving, existing open spaces and increasing new, publicly accessible open spaces, where possible

1103

01:55:55.310 --> 01:56:11.320
xPH02 - 05 - Nicholas Molinari: with the new Metro north stations proposed and the proposed rezoning, there would be anticipated. Population influx in and around station neighborhoods, particularly the neighborhoods which have proposed land use changes. We seek to bolster accessible quality, open spaces. To meet this demand

1104
01:56:11.320 --> 01:56:29.420
xPH02 - 05 - Nicholas Molinari: we welcome not only investment in New York City parks, but additional creative solutions, such as the proposed plaza, open spaces and potential, privately built, publicly accessible open spaces which will help alleviate demand on existing parks, and offer opportunities to bring more New Yorkers within a walk of high quality open spaces.

1105
01:56:29.590 --> 01:56:31.399
xPH02 - 05 - Nicholas Molinari: Additionally, the proposed extension.

1106
01:56:31.805 --> 01:56:32.190
Spanish Interpreter 1: Call.

1107
01:56:32.190 --> 01:56:33.320
xPH02 - 05 - Nicholas Molinari: Only.

1108
01:56:36.530 --> 01:56:37.220
Spanish Interpreter 1: Just.

1109
01:56:38.360 --> 01:56:47.040
xPH02 - 05 - Nicholas Molinari: Amenities in a parcel that's currently inaccessible to the general public. Now we look forward to continuing to work closely with our agency partners, local residents, and partners.

1110
01:56:47.040 --> 01:56:47.500
Spanish Interpreter 1: Like advocate.

1111
01:56:47.500 --> 01:56:56.259
xPH02 - 05 - Nicholas Molinari: To identify opportunities to mitigate open space impacts and improve existing open spaces in these growing metro North communities. I thank you for the opportunity to speak before you today, and I'm happy to answer.

1112
01:56:56.700 --> 01:56:57.140
Spanish Interpreter 1: Questions.

1113

01:56:59.210 --> 01:57:00.120
Spanish Interpreter 1: great.

1114
01:57:00.420 --> 01:57:02.500
TELEPHONE_USER: Thank you very much, Mr. Monaro. We appreciate it.

1115
01:57:04.210 --> 01:57:07.053
TELEPHONE_USER: Thank you. Next up we're gonna call Robert. Press

1116
01:57:09.960 --> 01:57:11.120
TELEPHONE_USER: on, zoom.

1117
01:57:20.810 --> 01:57:22.080
xPH02 - 06 - Robert Press: Okay. Can you hear me?

1118
01:57:22.930 --> 01:57:24.450
TELEPHONE_USER: Weekend weekend.

1119
01:57:24.450 --> 01:57:34.080
xPH02 - 06 - Robert Press: Thank you. My name is Robert Press, a community activist living in the Morris Park area. I am also a Bronx reporter for Muslim media and other media outlets.

1120
01:57:34.300 --> 01:57:35.450
Spanish Interpreter 1: I have been.

1121
01:57:35.730 --> 01:57:44.010
xPH02 - 06 - Robert Press: At the Metro North planning meeting since they began in 2,018, where there was no mention of any housing at all.

1122
01:57:44.040 --> 01:57:59.219
xPH02 - 06 - Robert Press: In late 2022, or early 2023, all of a sudden 6,000 units of housing was proposed. Then, recently it was up to 7,500 units. Over 90% of these units will be in Bronx Community Board 11, where I live.

1123
01:57:59.689 --> 01:58:19.740
xPH02 - 06 - Robert Press: There are 4 roads that run south to north to Pelham Parkway, in Bronx Community Board, 11 Bronxdale Avenue, White Plains Road, Williams Road, and East Chester Road. During the hours of 8 Am. To 5 Pm. Traffic is normally backed up for blocks from Pellin Parkway down on all 4 roads, which are the only access points out

1124

01:58:19.980 --> 01:58:22.540
xPH02 - 06 - Robert Press: as far as the police. The 40 ninth precinct.

1125
01:58:22.540 --> 01:58:23.189
Spanish Interpreter 1: And is in.

1126
01:58:23.190 --> 01:58:24.749
xPH02 - 06 - Robert Press: Adequate to handle the current.

1127
01:58:24.790 --> 01:58:25.490
Spanish Interpreter 1: Increase.

1128
01:58:25.490 --> 01:58:41.220
xPH02 - 06 - Robert Press: And crime that in 2,022 was 22% 2023, it was up 27, and currently, in 2,024, crime is up. 17. The manpower at the 40 ninth precinct, Pre. Covid was 120. It is now 72.

1129
01:58:41.220 --> 01:58:41.680
Spanish Interpreter 1: Offices.

1130
01:58:41.680 --> 01:58:50.070
xPH02 - 06 - Robert Press: Down 35%, and, as the council woman said, the sewers overflowed during heavy rains, flooding basements, and roads.

1131
01:58:50.160 --> 01:58:53.940
xPH02 - 06 - Robert Press: During the presentation of the Metro North Rezoning Plan.

1132
01:58:53.940 --> 01:58:54.330
Spanish Interpreter 1: And to.

1133
01:58:54.330 --> 01:59:02.500
xPH02 - 06 - Robert Press: Browns Community Board, 11 City Planning. Representative Paul, I forget his last name did not include that fact that.

1134
01:59:02.500 --> 01:59:03.029
Spanish Interpreter 1: The city of.

1135
01:59:03.030 --> 01:59:14.013
xPH02 - 06 - Robert Press: For economic development and the city of yes, for housing. Opportunity has been placed in the rezoning before the city Council has voted on either the city of yes, items

1136
01:59:14.450 --> 01:59:33.590
xPH02 - 06 - Robert Press: That information came out during a Bronx City Council delegation city planning meeting that included the city of yes, before the Council voted on either item, as said by Paul Phillips, the bronze representative, Leslie. The majority of the Bronx people cannot and will not be able to afford the.

1137
01:59:33.590 --> 01:59:34.220
Spanish Interpreter 1: Petrol, North.

1138
01:59:34.220 --> 01:59:48.260
xPH02 - 06 - Robert Press: Train this project is much too large and needs to be scaled down to less than half of its current size in Community board 11. But apparently this is a done deal from what I'm seeing and hearing. Thank you.

1139
01:59:50.200 --> 01:59:53.904
TELEPHONE_USER: Thank you very much, Mr. Press, let me move on to Bernadette Ferrara.

1140
02:00:20.690 --> 02:00:23.200
TELEPHONE_USER: Bernadette. You should be able to unmute and zoom.

1141
02:00:23.430 --> 02:00:26.569
xPH02 - 07 - Bernadette Ferrara: Okay. Great. Alright. Can everybody hear me?

1142
02:00:26.910 --> 02:00:28.016
TELEPHONE_USER: We can.

1143
02:00:28.570 --> 02:00:29.520
xPH02 - 07 - Bernadette Ferrara: Fantastic.

1144
02:00:30.490 --> 02:00:44.890
xPH02 - 07 - Bernadette Ferrara: good day to the City planning commission and members of this public hearing. My name is Bernadette Ferrara, president of the Venice neighborhood alliance, speaking today as a lifelong Bronx resident living in the neighborhood of Vaness, one of the low desert.

1145
02:00:44.890 --> 02:00:45.440
Spanish Interpreter 1: And city can.

1146
02:00:45.440 --> 02:00:47.499
xPH02 - 07 - Bernadette Ferrara: In District 13,

1147
02:00:47.580 --> 02:01:11.779
xPH02 - 07 - Bernadette Ferrara: for the record communities of Van Est and Mars Park have needed specific amenities for decades such as community centers, middle schools, high schools, senior housing, and veterans housing, with its existing number of residents, now with additional 7,500 apartments, eagling over 20,000, plus new residents to be added to this area

1148
02:01:11.930 --> 02:01:15.420
xPH02 - 07 - Bernadette Ferrara: that have to so have had so little for so long.

1149
02:01:15.450 --> 02:01:19.319
xPH02 - 07 - Bernadette Ferrara: The hope for a balance of community needs is wishful thinking.

1150
02:01:19.360 --> 02:01:29.539
xPH02 - 07 - Bernadette Ferrara: It seems that the excitement of what the 2 Metro North train stations will bring has taken a backseat to housing and over development that will forever change.

1151
02:01:29.540 --> 02:01:29.880
Spanish Interpreter 1: Age.

1152
02:01:29.920 --> 02:01:33.610
xPH02 - 07 - Bernadette Ferrara: The characteristics and landscapes of 4 neighborhoods.

1153
02:01:34.059 --> 02:01:34.510
TELEPHONE_USER: Samuel.

1154
02:01:34.510 --> 02:01:36.650
xPH02 - 07 - Bernadette Ferrara: What are the largest projects? Some.

1155
02:01:36.650 --> 02:01:37.990
Spanish Interpreter 1: It is number 4.

1156
02:01:37.990 --> 02:01:39.859
xPH02 - 07 - Bernadette Ferrara: 0 2 5. Baker.

1157
02:01:39.860 --> 02:01:40.610
Spanish Interpreter 1: Revenue.

1158
02:01:40.940 --> 02:01:43.409
xPH02 - 07 - Bernadette Ferrara: 398 residential apartments.

1159
02:01:43.410 --> 02:01:43.760
Spanish Interpreter 1: Would, for.

1160
02:01:43.760 --> 02:01:44.799
xPH02 - 07 - Bernadette Ferrara: 1,500 plus.

1161
02:01:44.800 --> 02:01:46.030
Spanish Interpreter 1: New Residents.

1162
02:01:46.030 --> 02:01:49.159
xPH02 - 07 - Bernadette Ferrara: To be built on a narrow, one-way street.

1163
02:01:49.160 --> 02:01:49.779
Spanish Interpreter 1: Across, for.

1164
02:01:49.780 --> 02:01:51.880
xPH02 - 07 - Bernadette Ferrara: 2 family homes without adequate.

1165
02:01:51.880 --> 02:01:52.230
Spanish Interpreter 1: It's.

1166
02:01:52.230 --> 02:02:05.509
xPH02 - 07 - Bernadette Ferrara: Parking with current residents. I urge everybody to take a drive to this location and seep yourself how the magnitude of this development will run will negatively impact the basic character.

1167
02:02:05.510 --> 02:02:06.129
Spanish Interpreter 1: Of the.

1168
02:02:06.130 --> 02:02:09.140
xPH02 - 07 - Bernadette Ferrara: And this neighborhood and create congestion.

1169
02:02:09.370 --> 02:02:09.760

Spanish Interpreter 1: Mr. But.

1170
02:02:09.760 --> 02:02:19.809
xPH02 - 07 - Bernadette Ferrara: Development must not be zoned more than R. 5 B or R. 6, or will have a significant adverse impact on the vanished community

1171
02:02:19.850 --> 02:02:27.129
xPH02 - 07 - Bernadette Ferrara: to even suggest a so supermarket at this location shows the unrealistic vision of this developer

1172
02:02:27.210 --> 02:02:31.259
xPH02 - 07 - Bernadette Ferrara: placing such a large amount of residents on a very small street.

1173
02:02:31.260 --> 02:02:31.800
Spanish Interpreter 1: And a so.

1174
02:02:31.800 --> 02:02:37.390
xPH02 - 07 - Bernadette Ferrara: Community close to an elementary school with one way and Dead End Street.

1175
02:02:37.390 --> 02:02:38.500
Spanish Interpreter 1: Will create.

1176
02:02:38.500 --> 02:02:39.939
xPH02 - 07 - Bernadette Ferrara: Challenges to public safety.

1177
02:02:39.940 --> 02:02:40.450
Spanish Interpreter 1: 50, try.

1178
02:02:40.450 --> 02:02:41.940
xPH02 - 07 - Bernadette Ferrara: Traffic congestion and.

1179
02:02:41.940 --> 02:02:42.500
Spanish Interpreter 1: Excessive.

1180
02:02:42.500 --> 02:02:43.450
xPH02 - 07 - Bernadette Ferrara: Noise.

1181
02:02:43.870 --> 02:02:51.159

xPH02 - 07 - Bernadette Ferrara: The proposed development of Pierce Avenue and Brockstel Avenue will create congestion and negatively impact. Vanessa Academy.

1182
02:02:51.160 --> 02:02:51.939
Spanish Interpreter 1: And I.

1183
02:02:51.940 --> 02:02:55.799
xPH02 - 07 - Bernadette Ferrara: Onto school. This is site 4, 0 4, 2.

1184
02:02:55.800 --> 02:02:57.559
Spanish Interpreter 1: The scope of which will officerate.

1185
02:02:57.560 --> 02:02:59.770
xPH02 - 07 - Bernadette Ferrara: The sight line of St. Raymond's Church.

1186
02:03:00.370 --> 02:03:18.550
xPH02 - 07 - Bernadette Ferrara: I will re give pro prep. My written for the testimony. But the one thing I wanna make important is that the Vaness and Mars communities request written agreement to assure that as projects begin, negotiation communities affected and city Council Member Marado.

1187
02:03:18.550 --> 02:03:19.250
Spanish Interpreter 1: Be.

1188
02:03:19.250 --> 02:03:41.099
xPH02 - 07 - Bernadette Ferrara: Part of the initial blueprint process to discuss community amenities and infrastructure. And one thing I do want to note that on your proposed. Brief with the Bronxdale mapping. It is located in the Van Ness neighborhood of Bronx Community District, CD. 13 Notchester neighborhood. Thank you for this opportunity.

1189
02:03:42.660 --> 02:03:51.920
TELEPHONE_USER: Great. Thank you very much. Miss Ferraro, we we appreciate your joining us. and I will note that many, if not all of us on the Commission have, in fact, been

1190
02:03:51.960 --> 02:04:13.307
TELEPHONE_USER: to the sites that you referenced? So thank you for that. Just wanna make sure. You know we have gone there. We have. We've seen Baker Avenue. We've seen exactly what you're talking about and understand. The area and understand what you're referring to, and you are correct in defining it as Van Ness on the other side, and we got you. Thank you for that. Okay,

1191
02:04:14.125 --> 02:04:17.930
TELEPHONE_USER: Let let me call up efrain Gonzalez

1192
02:04:18.610 --> 02:04:19.870
TELEPHONE_USER: on zoom.

1193
02:04:40.060 --> 02:04:42.249
Co-Host 2 : Efrain does not appear to be in the zoom.

1194
02:04:43.300 --> 02:04:47.579
TELEPHONE_USER: Okay, we will move on. Then to Tim Currier.

1195
02:05:06.380 --> 02:05:08.550
xPH02 - 11 - Tim Currier: Thank you. Chair and commissioners. Are you all able to hear me?

1196
02:05:09.120 --> 02:05:10.600
TELEPHONE_USER: We are. Yes, thank you.

1197
02:05:10.600 --> 02:05:38.320
xPH02 - 11 - Tim Currier: Great. Thank you. Again. My name is Tim Currier. I help lead industry partnerships at the Mayors office of Talent and Workforce Development, also known as Nyc. Talent. I'm here today on behalf of Nyc. Talents, executive Director Abby Joe Seagal, to express our support for the department of City Planning's Metro North station proposals that promise to unlock new opportunities for local residents and foster connectivity with important East Bronx job centers in Morris Park, Hunt's Point and beyond Nyc. Talent works as a strategic.

1198
02:05:38.320 --> 02:05:38.700
Spanish Interpreter 1: Eject, back.

1199
02:05:38.700 --> 02:05:52.019
xPH02 - 11 - Tim Currier: Partner across the city's public private talent and workforce development ecosystems to better coordinate and maximize investments, that the city of New York and its many partners make in the career success of New Yorkers. From Pre. K. To lifelong.

1200
02:05:52.020 --> 02:06:10.181
xPH02 - 11 - Tim Currier: we work to convene and align public agencies, employers, educational institutions, training providers, community based organizations and more to increase the accessibility of career services for New Yorkers to meet New Yorkers where they are create inclusive

pathways to quality employment. So every New Yorker can get the skills they need to launch a career

1201
02:06:10.500 --> 02:06:17.249
xPH02 - 11 - Tim Currier: partner with employers to develop and source the talent they need to thrive and use their insights to inform sound public investments

1202
02:06:17.450 --> 02:06:34.722
xPH02 - 11 - Tim Currier: and manage the system through smart use of consistent and transparent data as part of our work. We are also part. We also partner with economic development entities across government, including the department of city planning to help ensure that jobs and economic opportunities created through their work are made accessible to local residents and lead to good career pathways.

1203
02:06:35.110 --> 02:06:37.889
xPH02 - 11 - Tim Currier: The Pro. The proposed plan for Morris Park and the other areas.

1204
02:06:37.890 --> 02:06:38.350
Spanish Interpreter 1: As a.

1205
02:06:38.350 --> 02:06:50.279
xPH02 - 11 - Tim Currier: Immense potential to bring the gap to bridge the gap between various healthcare and educational institutions, including Montfury Medical Center, Albert Einstein, School Medicine, Mercy University and Health and Hospitals, Jacoby Medical Center.

1206
02:06:50.280 --> 02:07:15.160
xPH02 - 11 - Tim Currier: These institutions collectively form one of the city's largest job hubs and the largest in the Bronx. By facilitating connectivity between these institutions. It will not only enhance accessibility across campuses and beyond the borough, but also foster, workforce collaboration and innovation that the city is working to translate into job opportunities for Bronx residents. In November 2023, Nyc. Talent and Dcp. Co-convened a roundtable of many of these local healthcare and education

1207
02:07:15.160 --> 02:07:25.339
xPH02 - 11 - Tim Currier: stakehold stakeholders and community partners to better understand their greatest hiring needs and career opportunities, identify collaborative solutions and discuss how to plan for the future.

1208
02:07:25.520 --> 02:07:49.900

xPH02 - 11 - Tim Currier: This convenient, built upon a series of stakeholder interviews conducted by Dcp. With Bronx institutions, employers, academic institutions, and workforce service providers. In this Round Table, in an entr. In ensuing conversations we have consistently and collectively heard that there is a need for accessible pathways to develop well trained talent to meet the considerable employer demand, including from any jobs that are integral to the quality. Healthcare Service delivery in the Bronx.

1209
02:07:50.040 --> 02:08:00.670
xPH02 - 11 - Tim Currier: Dcp. And Nyc. Talent will continue to leverage this spirit of collaboration among local stakeholders who are committed to create inclusive supportive pathways that reduce barriers to good paying jobs for Bronx residents.

1210
02:08:00.670 --> 02:08:01.359
Spanish Interpreter 1: And in.

1211
02:08:01.360 --> 02:08:08.079
xPH02 - 11 - Tim Currier: Find the talent they need to concretize these relationships and catalyze the resources needed to do so. We recommend the Commission support.

1212
02:08:08.300 --> 02:08:08.520
Spanish Interpreter 1: It.

1213
02:08:08.520 --> 02:08:11.270
xPH02 - 11 - Tim Currier: Dcp's proposals. Thank you again, Luca. Chair and.

1214
02:08:11.270 --> 02:08:11.680
Spanish Interpreter 1: The commissioner.

1215
02:08:11.680 --> 02:08:12.409
xPH02 - 11 - Tim Currier: For your time.

1216
02:08:13.630 --> 02:08:14.290
Spanish Interpreter 1: Great.

1217
02:08:14.290 --> 02:08:21.850
TELEPHONE_USER: Thank you very much. We appreciate you joining us today. Thank you. Okay. Next, I'm gonna call up Roxanne Delgado on Zoom.

1218
02:08:21.850 --> 02:08:22.620

Spanish Interpreter 1: Followed by.

1219
02:08:22.620 --> 02:08:25.319
TELEPHONE_USER: Hi. Joseph O'donnell, of the Mtf.

1220
02:08:35.660 --> 02:08:36.380
Spanish Interpreter 1: Be true.

1221
02:08:37.980 --> 02:08:38.920
Spanish Interpreter 1: Los Angeles.

1222
02:08:48.210 --> 02:08:49.240
TELEPHONE_USER: To her, so.

1223
02:08:49.240 --> 02:08:52.340
Co-Host 2 : Roxanne, you should be able to turn on your microphone.

1224
02:09:14.780 --> 02:09:18.700
Co-Host 2 : It appears Roxanne may be having a technical difficulty.

1225
02:09:19.113 --> 02:09:21.860
Co-Host 2 : I would suggest we come back to her.

1226
02:09:22.560 --> 02:09:27.250
TELEPHONE_USER: Okay, will do. Thank you. Let's move on to Joseph O'donnell.

1227
02:09:27.270 --> 02:09:30.989
TELEPHONE_USER: and then we'll check back in with Roxanne in a little bit.

1228
02:09:40.420 --> 02:09:46.123
xPH02 - 13 - Joe O'Donnell: Good morning, everybody, and thank you for having me. Thank you to chair, Gerard, Nick, and

1229
02:09:46.690 --> 02:09:47.620
Spanish Interpreter 1: Commissioners this morning.

1230
02:09:47.620 --> 02:09:51.969
xPH02 - 13 - Joe O'Donnell: For having having me allow me to speak on behalf of the Mta.

1231
02:09:52.450 --> 02:09:53.010
xPH02 - 13 - Joe O'Donnell: I.

1232
02:09:53.010 --> 02:09:53.949
Spanish Interpreter 1: Everybody's time.

1233
02:09:53.950 --> 02:10:06.970
xPH02 - 13 - Joe O'Donnell: Today. My name is Joe Donnell. I am the director of Government and community relations for Mta. And specifically Mta. Construction and development. Many of you know me, and I've been before the City Planning Commission in the past

1234
02:10:07.553 --> 02:10:12.100
xPH02 - 13 - Joe O'Donnell: the department of city planning and the Mta. Have coordinated over many years to ensure

1235
02:10:12.210 --> 02:10:31.689
xPH02 - 13 - Joe O'Donnell: that the public benefits from the new Metro North Transit Service and the accessible stations at Hunts Point Park, Chester Van Nest, Morris Park and Co-OP City. In the Eastern Bronx are maximized. The Mc. Mta supports the efforts of the city to up zone. Appropriate areas in proximity to the new Metro north, then station access stations

1236
02:10:32.131 --> 02:10:58.439
xPH02 - 13 - Joe O'Donnell: the significantly increased accessibility created by the Mta's investment in new transit service for these neighborhoods will open up more convenient employment opportunities for local residents, and we'll tap into a very deep regional talent Pool, which will strengthen this part of the Bronx, especially as we've heard from many speakers already. Month fewer Medical Center, Hutchinson, Metro Center and all of the related commercial and medical activities

1237
02:10:58.470 --> 02:11:00.269
xPH02 - 13 - Joe O'Donnell: around the Morris Park station.

1238
02:11:01.064 --> 02:11:25.519
xPH02 - 13 - Joe O'Donnell: This increased activity justifies higher density, zoning that will allow for more housing, commercial and institutional buildings to be constructed. The Mta also supports the city's public realm. Proposals to create public spaces, including streets and sidewalks, around these new stations that provide pedestrian safety, comfort, and convenience, and will support the quality of new service that the Mta. Will be providing

1239

02:11:26.153 --> 02:11:29.280
xPH02 - 13 - Joe O'Donnell: with that I'd like to yield the rest of my time to any questions.

1240
02:11:29.280 --> 02:11:29.700
Spanish Interpreter 1: Can't.

1241
02:11:30.220 --> 02:11:32.880
xPH02 - 13 - Joe O'Donnell: That the chair or commissioners might have.

1242
02:11:34.520 --> 02:11:48.760
TELEPHONE_USER: Great. Thank you. I I have a question for you from the Vice Chairman and Commissioner Goodridge. Let me let me just pose. One question about the timetable 2027 is the timetable that we've been working under. Is that still the case?

1243
02:11:49.260 --> 02:11:59.250
xPH02 - 13 - Joe O'Donnell: So yeah, as of today. As I said before, you today. Yes, it is. I mean, when we launched this project, the objective was to have service up and running by 2027. Obviously we are

1244
02:11:59.530 --> 02:12:20.579
xPH02 - 13 - Joe O'Donnell: developing and constructing this project inside the existing Amtrak right away. So we're contingent or beholden to Amtrak for access. We implemented a long term outage in 2023, which help us helped us significantly advance this project. We are still in the process of working on an agreement with Amtrak for another long term outage in 2024.

1245
02:12:21.147 --> 02:12:38.340
xPH02 - 13 - Joe O'Donnell: So we are going. We're presently based re baselining the project to understand how effective that initial long term outage was and what we will be able to accomplish under this second long term outage. So there may be updates on that schedule to come. But yes, the original anticipated completion date was 2027.

1246
02:12:39.850 --> 02:12:49.510
TELEPHONE_USER: Thank you, Mr. Vice chairman. Yes, thank you. Chair. That was actually a a part of my question. All of 4 sites are being constructed simultaneously.

1247
02:12:49.880 --> 02:12:56.560
xPH02 - 13 - Joe O'Donnell: Correct. They are all in different stages of their relative life cycle, if you will. You know we're starting

1248

02:12:56.610 --> 02:13:07.199
xPH02 - 13 - Joe O'Donnell: foundations in in 2 of the station areas now peers. We're doing power. We're doing, you know, a lot of different things at the same time. But all there, there's work going on in.

1249
02:13:07.200 --> 02:13:07.900
Spanish Interpreter 2: All 4 stations.

1250
02:13:07.900 --> 02:13:09.140
xPH02 - 13 - Joe O'Donnell: And areas at the same time.

1251
02:13:09.360 --> 02:13:13.620
xPH02 - 13 - Joe O'Donnell: And I guess, just to anticipate a potential future question.

1252
02:13:14.190 --> 02:13:15.650
xPH02 - 13 - Joe O'Donnell: we will not run, survey.

1253
02:13:15.650 --> 02:13:16.090
Spanish Interpreter 2: Us, in.

1254
02:13:16.090 --> 02:13:17.970
xPH02 - 13 - Joe O'Donnell: So all 4 stations are complete.

1255
02:13:18.350 --> 02:13:28.629
xPH02 - 13 - Joe O'Donnell: So if, for instance, Hunt's point was completed in advance of the rest of the 3 stations, the other 3 stations we wouldn't run service just to Huns Point. We will only run service once all 4.

1256
02:13:35.380 --> 02:13:40.144
TELEPHONE_USER: these stations upon completion. Will there be

1257
02:13:40.920 --> 02:13:45.131
TELEPHONE_USER: job creation as a result of these, or would

1258
02:13:46.410 --> 02:13:51.790
TELEPHONE_USER: you know the the current or just the normal Mta expansion cover.

1259
02:13:51.820 --> 02:13:56.899
TELEPHONE_USER: Cover these expansions as well employee expansion. In other words, if you follow me.

1260
02:13:56.900 --> 02:14:04.359
xPH02 - 13 - Joe O'Donnell: No, I do so just a as part of the construction process and and the building of the stations. We're obviously creating jobs and job opportunities. But we.

1261
02:14:04.360 --> 02:14:05.170
Spanish Interpreter 2: Once the stations are.

1262
02:14:05.170 --> 02:14:24.670
xPH02 - 13 - Joe O'Donnell: Up and running they will be minimally staffed. Outside of maintenance and cleaning. So there won't be a host of job opportunities in the stations proper, but obviously the proximity, as I mentioned to Morris Park, and certainly hunts Point, which is another vibrant job center. It will certainly help with that creation and the fulfillment of job opportunities in those areas.

1263
02:14:24.670 --> 02:14:25.610
Spanish Interpreter 2: But specific and.

1264
02:14:25.610 --> 02:14:26.060
xPH02 - 13 - Joe O'Donnell: The age of.

1265
02:14:26.650 --> 02:14:27.489
xPH02 - 13 - Joe O'Donnell: Will be minimal.

1266
02:14:28.800 --> 02:14:29.630
Spanish Interpreter 2: Thank you.

1267
02:14:30.060 --> 02:14:32.169
TELEPHONE_USER: Thank you, Mr. Vice chairman, Commissioner.

1268
02:14:32.890 --> 02:14:34.430
TELEPHONE_USER: gonna ask that

1269
02:14:34.480 --> 02:14:39.729
TELEPHONE_USER: same question I've been asking since Mk's here. I,

1270
02:14:40.070 --> 02:14:52.399
TELEPHONE_USER: you know. So a lot of projects we we often don't have like the final details before voting on it, and this is one where a few people have said there may be a city ticket, but it's still not final

1271
02:14:52.910 --> 02:14:56.457
TELEPHONE_USER: main concern, for send some teas here. I'd love to ask.

1272
02:14:57.000 --> 02:15:02.960
TELEPHONE_USER: what are your you know? Do you think that this is going to be possible, for there to be a lower fare.

1273
02:15:03.650 --> 02:15:07.020
xPH02 - 13 - Joe O'Donnell: Absolutely it. And I was here when you.

1274
02:15:07.020 --> 02:15:07.660
Spanish Interpreter 2: The question.

1275
02:15:07.660 --> 02:15:10.770
xPH02 - 13 - Joe O'Donnell: Of former Bronxborough. President Diaz and

1276
02:15:10.780 --> 02:15:19.710
xPH02 - 13 - Joe O'Donnell: I would love to get him on our payroll, except for the fact that he was at the knicks game last night, which suggests he's probably outside of my my payroll. So but yeah.

1277
02:15:21.860 --> 02:15:23.130
xPH02 - 13 - Joe O'Donnell: did a great job.

1278
02:15:23.130 --> 02:15:24.590
Spanish Interpreter 2: Of of answering that question?

1279
02:15:24.590 --> 02:15:26.359
xPH02 - 13 - Joe O'Donnell: And I mean we we don't know what.

1280
02:15:26.360 --> 02:15:26.959
Spanish Interpreter 2: The final for.

1281
02:15:26.960 --> 02:15:29.499
xPH02 - 13 - Joe O'Donnell: Fare will be until the service is up and running.

1282
02:15:29.520 --> 02:15:30.890
Spanish Interpreter 2: Because we don't know what the.

1283
02:15:30.890 --> 02:15:53.590

xPH02 - 13 - Joe O'Donnell: Fares will be at that time. The fare will be in line with whatever the current at that time, whatever the the fare is for New Haven line service. There will be discussion around the implementation of as as the former Bro. President mentioned, city ticket. So there will be a reduced fare component to it, and any discussion.

1284
02:15:53.590 --> 02:15:57.970
TELEPHONE_USER: Oh, I'm sorry just to clarify. So this is my question. So there will be a city ticket.

1285
02:15:59.010 --> 02:16:00.119
xPH02 - 13 - Joe O'Donnell: The assumption is, there will.

1286
02:16:00.220 --> 02:16:00.760
Spanish Interpreter 2: Right.

1287
02:16:00.760 --> 02:16:02.460
xPH02 - 13 - Joe O'Donnell: We don't have the fair say yet.

1288
02:16:02.950 --> 02:16:03.830
Spanish Interpreter 2: There! This the assumption.

1289
02:16:03.830 --> 02:16:04.699
xPH02 - 13 - Joe O'Donnell: Is, there will be.

1290
02:16:04.700 --> 02:16:05.550
Spanish Interpreter 2: Yes.

1291
02:16:05.550 --> 02:16:06.030
xPH02 - 13 - Joe O'Donnell: And I just.

1292
02:16:06.030 --> 02:16:06.450
Spanish Interpreter 2: On, to.

1293
02:16:06.450 --> 02:16:07.390
xPH02 - 13 - Joe O'Donnell: Point out that any.

1294
02:16:07.390 --> 02:16:10.589
Spanish Interpreter 2: Discussion around those fares is public.

1295
02:16:10.590 --> 02:16:11.359
xPH02 - 13 - Joe O'Donnell: So it will be available.

1296
02:16:11.360 --> 02:16:12.779
Spanish Interpreter 2: For public comment, and Mta.

1297
02:16:12.780 --> 02:16:17.740
xPH02 - 13 - Joe O'Donnell: Board approval when we get to that point, so there will be an opportunity to further discuss this and.

1298
02:16:17.740 --> 02:16:19.980
Spanish Interpreter 2: Certainly take input on that.

1299
02:16:20.380 --> 02:16:24.789
TELEPHONE_USER: Okay, thank you. And and just for for my benefit here on the subject.

1300
02:16:24.790 --> 02:16:25.770
Spanish Interpreter 2: City ticket.

1301
02:16:26.840 --> 02:16:27.510
Spanish Interpreter 2: Could.

1302
02:16:27.510 --> 02:16:34.789
TELEPHONE_USER: Today. If you're travelling on Long Island railroad or Metro north within New York City ticket is

1303
02:16:35.270 --> 02:16:39.750
TELEPHONE_USER: $5 during off Peak, and $7 during peak. Is that correct?

1304
02:16:39.750 --> 02:16:40.480
xPH02 - 13 - Joe O'Donnell: Yeah, correct.

1305
02:16:41.370 --> 02:16:44.010
TELEPHONE_USER: And the discount that the Mta. Just applied.

1306
02:16:44.209 --> 02:16:45.349
Spanish Interpreter 2: In anticipation.

1307
02:16:45.350 --> 02:16:50.219
TELEPHONE_USER: Congestion pricing was on a monthly fare for city ticket. Is that also right?

1308

02:16:51.219 --> 02:16:51.624
Spanish Interpreter 2: Okay.

1309
02:16:53.480 --> 02:16:54.379
TELEPHONE_USER: Okay.

1310
02:16:54.490 --> 02:16:56.010
TELEPHONE_USER: got it. Thank you.

1311
02:16:56.219 --> 02:16:56.669
xPH02 - 13 - Joe O'Donnell: You.

1312
02:16:57.980 --> 02:16:58.670
Spanish Interpreter 2: Okay.

1313
02:16:58.670 --> 02:17:04.699
TELEPHONE_USER: Thank you very much. Let me bring this back to Roxanne Delgado, who, I believe, is now promoted in

1314
02:17:04.969 --> 02:17:07.529
TELEPHONE_USER: ready to go. Ms. Delgado. Whenever you're ready.

1315
02:17:15.490 --> 02:17:18.219
TELEPHONE_USER: you should be able to unmute and zoom.

1316
02:17:54.740 --> 02:17:56.689
Co-Host 2 : It appears that we.

1317
02:17:56.980 --> 02:18:04.760
TELEPHONE_USER: We no longer see Roxanne and the Panelists column. Okay, alright. Let's move on to Diana Finch. Please to be followed by Megan Wiley.

1318
02:18:16.340 --> 02:18:29.034
xPH02 - 14 - Diana Finch: Hello! My name's Diana Finch. I'm a resident of Community Board 11 district for over 30 years, where I work most often from home as a literary agent, and I'm a board member of my local Neighborhood Association.

1319
02:18:29.520 --> 02:18:43.489
xPH02 - 14 - Diana Finch: I'm here to speak in favor of the Metro North, rezoning because of its potential to bring much needed affordable housing

to the area, and because it will revitalize some neglected locations in the district, the largest and most significant.

1320
02:18:43.490 --> 02:18:44.979
Spanish Interpreter 2: Significant being East.

1321
02:18:44.980 --> 02:18:47.930
xPH02 - 14 - Diana Finch: Amount avenue from White Plains Road to Castle Hill.

1322
02:18:47.930 --> 02:18:48.700
Spanish Interpreter 2: Avenue.

1323
02:18:48.709 --> 02:18:59.839
xPH02 - 14 - Diana Finch: Was introduced to this stretch of a Major East Bronx thoroughfare in spring 2,019, when my newly elected Congressperson, Alexandria, Ocasio Cortez, organized in Earth day.

1324
02:19:00.130 --> 02:19:00.420
Spanish Interpreter 2: Cleanup.

1325
02:19:00.420 --> 02:19:00.760
xPH02 - 14 - Diana Finch: A long.

1326
02:19:00.760 --> 02:19:01.990
Spanish Interpreter 2: Least 3 months.

1327
02:19:02.490 --> 02:19:03.090
xPH02 - 14 - Diana Finch: Hours, we.

1328
02:19:03.090 --> 02:19:03.450
Spanish Interpreter 2: Up, this.

1329
02:19:03.450 --> 02:19:14.750
xPH02 - 14 - Diana Finch: Deserted, an extremely pedestrian, unfriendly roadway, filling bags and bags of trash, everything from disintegrated bits of plastic to heavy, abandoned car parts

1330
02:19:14.889 --> 02:19:18.909
xPH02 - 14 - Diana Finch: to see it reimagined, and as a thriving, commercial, and residential.

1331

02:19:18.910 --> 02:19:19.520
Spanish Interpreter 2: Will transfer.

1332
02:19:19.520 --> 02:19:20.009
xPH02 - 14 - Diana Finch: Case in.

1333
02:19:20.010 --> 02:19:20.680
Spanish Interpreter 2: Access is.

1334
02:19:20.680 --> 02:19:21.680
xPH02 - 14 - Diana Finch: Wonderful.

1335
02:19:22.100 --> 02:19:24.229
xPH02 - 14 - Diana Finch: Similarly, the commercial retail development.

1336
02:19:24.230 --> 02:19:26.179
Spanish Interpreter 2: Meant to come at the east end of Morris Park.

1337
02:19:26.180 --> 02:19:26.730
xPH02 - 14 - Diana Finch: Kevin, you.

1338
02:19:26.730 --> 02:19:27.830
Spanish Interpreter 2: Be greatly welcome.

1339
02:19:27.990 --> 02:19:28.870
xPH02 - 14 - Diana Finch: And I look forward.

1340
02:19:28.870 --> 02:19:30.199
Spanish Interpreter 2: It to a much greater choice.

1341
02:19:30.200 --> 02:19:35.829
xPH02 - 14 - Diana Finch: Places to meet with my Jacobi Einstein writer clients than a single Starbucks.

1342
02:19:36.230 --> 02:19:45.370
xPH02 - 14 - Diana Finch: Glad my Community Board voted in favor of the plan, but wish they had appreciated the way that designating some areas as R. 7 or our 8 is better.

1343
02:19:45.379 --> 02:19:46.359
Spanish Interpreter 2: Best, in.

1344
02:19:46.360 --> 02:19:46.829
xPH02 - 14 - Diana Finch: Instead of as.

1345
02:19:46.830 --> 02:19:47.500
Spanish Interpreter 2: Asking to capture.

1346
02:19:47.500 --> 02:19:49.210
xPH02 - 14 - Diana Finch: Everything at our 6,

1347
02:19:49.280 --> 02:19:51.939
xPH02 - 14 - Diana Finch: because the greater building height also requires.

1348
02:19:51.940 --> 02:19:52.820
Spanish Interpreter 2: The creation of.

1349
02:19:52.820 --> 02:19:53.980
xPH02 - 14 - Diana Finch: More public space.

1350
02:19:53.980 --> 02:19:54.640
Spanish Interpreter 2: And more.

1351
02:19:54.640 --> 02:19:54.990
xPH02 - 14 - Diana Finch: Greens.

1352
02:19:54.990 --> 02:19:56.180
Spanish Interpreter 2: Space, particularly.

1353
02:19:56.180 --> 02:19:59.219
xPH02 - 14 - Diana Finch: Particularly at East Tremont and Bronxdale, where currently there.

1354
02:19:59.220 --> 02:20:00.310
Spanish Interpreter 2: Is none.

1355
02:20:00.870 --> 02:20:09.870
xPH02 - 14 - Diana Finch: I do agree with the boards and residents, concerns about a couple of spots where new taller buildings might too closely impend on single and 2 family homes.

1356
02:20:09.970 --> 02:20:27.139

xPH02 - 14 - Diana Finch: The C. 4. Section at Tenbrook and Seminole on Morris Park and the C. 8 and R. 6, development by Baker Street, a small residential side street in Van Nest. But overall, I'm very much in favor, and thank the Commission for the opportunity to speak on this much needed.

1357
02:20:27.140 --> 02:20:28.840
Spanish Interpreter 2: And revitalizing plan.

1358
02:20:30.030 --> 02:20:30.580
Spanish Interpreter 2: great.

1359
02:20:30.580 --> 02:20:31.350
TELEPHONE_USER: Thank you very much.

1360
02:20:31.350 --> 02:20:32.080
Spanish Interpreter 2: Since we.

1361
02:20:32.080 --> 02:20:33.190
TELEPHONE_USER: Appreciate your your time.

1362
02:20:33.660 --> 02:20:34.130
Spanish Interpreter 2: And.

1363
02:20:34.453 --> 02:20:41.890
TELEPHONE_USER: Your service in the neighborhood, and and also for your support here. Okay, let me go to Megan Wiley, and then.

1364
02:20:41.890 --> 02:20:44.140
Spanish Interpreter 2: And Michael Case in the room here.

1365
02:20:44.330 --> 02:20:45.240
Spanish Interpreter 2: So.

1366
02:20:46.070 --> 02:20:48.160
TELEPHONE_USER: Wiley, whenever you are promoted and ready.

1367
02:20:48.550 --> 02:20:49.891
Spanish Interpreter 2: Love to hear from you.

1368
02:20:55.750 --> 02:20:56.310
Spanish Interpreter 2: Quick.

1369
02:20:56.310 --> 02:20:59.290
xPH02 - 15 - Megan Wylie, NYBC: Sorry. All good on sound.

1370
02:21:00.560 --> 02:21:01.960
TELEPHONE_USER: All good on sound.

1371
02:21:02.830 --> 02:21:03.589
xPH02 - 15 - Megan Wylie, NYBC: Hi! Everyone.

1372
02:21:03.590 --> 02:21:04.270
Spanish Interpreter 2: And good morning.

1373
02:21:04.270 --> 02:21:08.530
xPH02 - 15 - Megan Wylie, NYBC: Commissioners. My name is Megan Wiley, and I'm the director of Government Relations at the New York.

1374
02:21:08.530 --> 02:21:09.740
Spanish Interpreter 2: Open Congress.

1375
02:21:09.740 --> 02:21:25.189
xPH02 - 15 - Megan Wylie, NYBC: On behalf of the New York Building Congress. I'm proud to be here today to speak in support of the Metro north Rez area rezoning the building Congress represents over 500 constituent organizations and over 250,000 skilled tradespeople and profession to the growth and prosperity of our city.

1376
02:21:25.210 --> 02:21:35.909
xPH02 - 15 - Megan Wylie, NYBC: Today I am proud to express our support for the department of city Planning's proposal that will bring much needed transit oriented development and thousands of critical jobs to one of the most under resourced neighborhoods in New York City.

1377
02:21:35.910 --> 02:22:00.780
xPH02 - 15 - Megan Wylie, NYBC: As a long time partner of the public and private groups committed to getting New Yorkers back to work restarting our economy and building for the future. The building Congress strongly encourages the approval of the city of Yeses Bronx, Metro North plan with the development of New Metro, North Stations and Morris Park and Park, Chester, and soon Co-OP City and Hunts Point. It is imperative that we make sure the area is prepared to meet the needs of a growing community base. Not only would this plan create a livable walkable neighborhood

1378
02:22:00.780 --> 02:22:11.810

xPH02 - 15 - Megan Wylie, NYBC: with funding for improved infrastructure, an estimated 6,000 new homes and quick access to over a million jobs and under 45 min. But it would also generate 10,000 jobs and workforce training opportunities for Bronx sites.

1379
02:22:11.810 --> 02:22:35.260
xPH02 - 15 - Megan Wylie, NYBC: The Bronx Metro North plan is a once in a lifetime opportunity to support the entire borough of the Bronx by encouraging sustainable transportation options for commuters, incentivizing much needed, affordable housing, promoting neighborhood retail to help build up local economies and creating thousands of good paying job opportunities for residents to live and work in their own communities as an organization with a diverse membership, base, ready, willing, and able to build New York into an even better place to live and work.

1380
02:22:35.560 --> 02:22:44.019
xPH02 - 15 - Megan Wylie, NYBC: The building. Congress strongly stands in support of this proposal, and the positive impact will have not only for the Bronx, but for all throughout New York City as a whole. Thank you.

1381
02:22:45.210 --> 02:22:46.390
TELEPHONE_USER: Great thanks.

1382
02:22:46.720 --> 02:22:47.780
TELEPHONE_USER: Okay.

1383
02:22:48.040 --> 02:22:50.000
TELEPHONE_USER: Case welcome.

1384
02:22:50.090 --> 02:22:51.675
TELEPHONE_USER: Thank you for joining us here.

1385
02:22:57.855 --> 02:22:58.430
Spanish Interpreter 2: Hi.

1386
02:22:58.430 --> 02:23:02.530
TELEPHONE_USER: My name is Michael Cass, and I'm a resident of Morris Park. Thank you for the opportunity.

1387
02:23:02.530 --> 02:23:03.350
Spanish Interpreter 2: Need to testify and.

1388
02:23:03.350 --> 02:23:05.830

TELEPHONE_USER: The Bronx Metro north, stationary, rezoning.

1389
02:23:05.950 --> 02:23:07.070
TELEPHONE_USER: I'm proud to say that I.

1390
02:23:07.070 --> 02:23:07.520
Spanish Interpreter 2: Participate.

1391
02:23:07.520 --> 02:23:28.229
TELEPHONE_USER: Nearly every public workshop related to this proposal. Since 2,018, and after 6 years of engagement, city planning has produced a plan. That is truly a compromise, one that takes advantage of a multi 1 billion dollar transportation investment, including smart provisions, like the elimination of the residential parking mandate while limiting the scope of the rezoning to predominantly industrial areas

1392
02:23:28.290 --> 02:23:34.110
TELEPHONE_USER: that in mind the estimated 7,500 homes should be the floor. As this proposal moves through Euler.

1393
02:23:34.300 --> 02:23:47.850
TELEPHONE_USER: I admit I was happy to see Bronx Community Board 11 finally say yes to new housing. However, their recommendation to limit densities to R. 6 A is a nonstarter, and, I'd argue, is contrary to their other conditions, to maximize affordable housing and amenities.

1394
02:23:48.130 --> 02:23:57.769
TELEPHONE_USER: Instead, I would second Bronx Community Board Nine's unanimous recommendation to increase the heightened density of the rezoning, recognizing that it would enable more affordable housing and amenities.

1395
02:23:57.890 --> 02:24:21.879
TELEPHONE_USER: More recently, more majority leader, Amanda Ferri, has held a community engagement session in Parchester, between residents and the developers of the Major East Trimont Avenue sites, so folks could see what would be possible under the current proposal versus a modified proposal with additional height, and it appeared that folks preferred the taller proposals because it allowed for less bulky looking buildings with more open space, more amenities and, most importantly, more housing.

1396
02:24:21.980 --> 02:24:23.259
TELEPHONE_USER: That's a win for everyone.

1397
02:24:23.395 --> 02:24:23.800

Spanish Interpreter 2: So I have.

1398
02:24:23.800 --> 02:24:26.779
TELEPHONE_USER: An increase on those East Tremont Avenue sites.

1399
02:24:26.960 --> 02:24:35.719
TELEPHONE_USER: Now I understand that during the review session that, given the new transit access, the question of gentrification came up. So I hope to provide some context here.

1400
02:24:36.000 --> 02:24:49.370
TELEPHONE_USER: even though it won't open for several more years. The Metro North is already a selling point in our community, and you don't have to take my word for it. Council Member Marado has stated on many occasions that she bought her home in Morris Park because of the Metro North.

1401
02:24:49.660 --> 02:24:55.200
TELEPHONE_USER: For people who did not have the Council Member's foresight housing is increasingly hard to come by.

1402
02:24:55.380 --> 02:25:03.279
TELEPHONE_USER: Morris Park is a Major Job Center, and there are many folks who work in Morris Park who can't afford to live there today because of the shortage.

1403
02:25:03.500 --> 02:25:11.440
TELEPHONE_USER: During Speaker Adam's 2024 state of the city program, we saw the story of Dr. Louis Aguilar, a third-year Jacoby resident, who has to commute.

1404
02:25:11.440 --> 02:25:12.620
Spanish Interpreter 2: To queens. After.

1405
02:25:12.620 --> 02:25:13.280
TELEPHONE_USER: 12 h.

1406
02:25:13.280 --> 02:25:14.090
Spanish Interpreter 2: Because he?

1407
02:25:14.090 --> 02:25:16.089
TELEPHONE_USER: Find housing in our community.

1408

02:25:16.310 --> 02:25:26.369
TELEPHONE_USER: It's real stories like that. Why, we need every unit of housing. We can get to open the door to more families who deserve the same opportunity. To live in the community. I do

1409
02:25:26.610 --> 02:25:32.200
TELEPHONE_USER: is truly a once in a lifetime opportunity, and we must act like it. Thank you.

1410
02:25:32.740 --> 02:25:34.999
TELEPHONE_USER: Thank you very much. Mr. Keshe. Appreciate it.

1411
02:25:36.040 --> 02:25:41.620
TELEPHONE_USER: Thank you again for joining us here. Okay, let me move on to Cerie Platkin of Hpd. On zoom.

1412
02:25:43.840 --> 02:25:51.590
TELEPHONE_USER: and while while we're getting Miss Platin up and running, I will note I have Nora Martins and Camellia Tippelas

1413
02:25:51.990 --> 02:25:53.530
TELEPHONE_USER: signed up

1414
02:25:54.265 --> 02:25:56.340
TELEPHONE_USER: as our last 2 today.

1415
02:25:56.400 --> 02:26:04.299
TELEPHONE_USER: So if anyone is interested in testifying and is not tier 2 for signed up, please do. Now's the time. Thank you.

1416
02:26:05.500 --> 02:26:06.669
TELEPHONE_USER: Hello, sweet.

1417
02:26:09.730 --> 02:26:11.439
TELEPHONE_USER: You're you're muted, though.

1418
02:26:14.015 --> 02:26:27.780
xPH02 - 21 - Sarit Platkin: Good afternoon chair, Gerodnik and Commissioners. Thank you for the opportunity to speak in favor of the Bronx measure. North plan. I'm sweet. Platin, the director of Neighborhood planning at the New York City Department of Housing, Preservation and Development, Hpd.

1419

02:26:28.150 --> 02:26:35.320
xPH02 - 21 - Sarit Platkin: Hpd's mission is to promote quality and affordability in our city's housing and diversity and strength in the city's neighborhoods.

1420
02:26:35.390 --> 02:26:40.610
xPH02 - 21 - Sarit Platkin: I'm happy to be here today to share HP's perspective on the importance of the Bronx Metro North plan.

1421
02:26:40.980 --> 02:26:48.490
xPH02 - 21 - Sarit Platkin: Our city is facing an extreme housing shortage. A mere 1.4% of apartments are available for rent. The lowest rate. Since 90.

1422
02:26:48.490 --> 02:26:49.609
Spanish Interpreter 2: 1968,

1423
02:26:49.730 --> 02:26:50.770
Spanish Interpreter 2: in the Bronx. This.

1424
02:26:50.770 --> 02:26:51.399
xPH02 - 21 - Sarit Platkin: Figure, is.

1425
02:26:51.400 --> 02:26:51.770
Spanish Interpreter 2: Even more.

1426
02:26:51.770 --> 02:26:55.340
xPH02 - 21 - Sarit Platkin: Abysmal. Less than 1% of rental homes are available.

1427
02:26:55.440 --> 02:27:06.800
xPH02 - 21 - Sarit Platkin: The extreme competition for housing in our city has severe consequences. It drives up rental prices. Over 50% of New York City renters are rent, burdened, spending more than 30% of their income on rent.

1428
02:27:06.880 --> 02:27:14.479
xPH02 - 21 - Sarit Platkin: It traps New Yorkers and substandard housing. Half a million renting households are living with significant means, maintenance, deficiencies.

1429
02:27:14.570 --> 02:27:18.210
xPH02 - 21 - Sarit Platkin: and most distressingly, it pushes people into homelessness.

1430
02:27:18.350 --> 02:27:26.540
xPH02 - 21 - Sarit Platkin: Over 92,000 individuals, including 33,400 children were recorded as homeless on a given night in December 2023

1431
02:27:27.030 --> 02:27:39.830
xPH02 - 21 - Sarit Platkin: building, new housing, especially affordable housing, is absolutely critical. This is why Hpd supports the Bronx Metro North Plan's ambitious goal to facilitate 7,000 new homes near 2 brand new regional rail stations in the Bronx.

1432
02:27:40.250 --> 02:27:45.849
xPH02 - 21 - Sarit Platkin: The proposed proposed plan is especially important in light of housing trends over the last 15 years.

1433
02:27:46.270 --> 02:27:52.660
xPH02 - 21 - Sarit Platkin: New housing development in neighborhoods around the new Morris Park and Parkchester stations has fallen behind the rest of the city.

1434
02:27:52.930 --> 02:28:00.030
xPH02 - 21 - Sarit Platkin: Bronx Community District 11, where the new Morris Park Station is planned, added just 1,500 new homes in the last 15 years

1435
02:28:00.450 --> 02:28:04.010
xPH02 - 21 - Sarit Platkin: of the city's 59 community districts, that is, fifth from the bottom.

1436
02:28:04.140 --> 02:28:09.980
xPH02 - 21 - Sarit Platkin: Bronx Mini district, 9, Wherechester Station is planned, has seen more new housing, about 3,900.

1437
02:28:09.980 --> 02:28:10.600
Spanish Interpreter 2: New homes.

1438
02:28:10.600 --> 02:28:12.869
xPH02 - 21 - Sarit Platkin: But still ranks, and the bottom 20% of.

1439
02:28:12.870 --> 02:28:13.940
Spanish Interpreter 2: Community, district.

1440
02:28:14.540 --> 02:28:20.719

xPH02 - 21 - Sarit Platkin: These new metronore stations present a generational chance to foster community growth by adding over 7,000 new homes.

1441
02:28:20.810 --> 02:28:24.932
xPH02 - 21 - Sarit Platkin: The development can alleviate pressure on housing costs and provide needed services and

1442
02:28:25.250 --> 02:28:27.520
Spanish Interpreter 2: Enriching the existing community.

1443
02:28:28.120 --> 02:28:36.290
xPH02 - 21 - Sarit Platkin: Through mapping, mandatory, inclusionary housing, or mih, the plan would facilitate 1,900 permanently affordable homes. Around these transit hubs

1444
02:28:36.530 --> 02:28:46.529
xPH02 - 21 - Sarit Platkin: since 2,016 mih has been a game-changing mechanism in the city's pursuit to create affordable housing, and has generated 5,300 units, primarily serving low income households.

1445
02:28:46.830 --> 02:28:48.940
Spanish Interpreter 2: Earning 30 to 80% of the.

1446
02:28:48.940 --> 02:28:50.560
xPH02 - 21 - Sarit Platkin: Area, Median income, or a.

1447
02:28:50.560 --> 02:28:51.200
Spanish Interpreter 2: Am, I.

1448
02:28:51.860 --> 02:29:00.209
xPH02 - 21 - Sarit Platkin: Permanently affordable mih homes do not compete for housing tax credits or city financing into affordable homes and come online more quickly.

1449
02:29:00.420 --> 02:29:10.529
xPH02 - 21 - Sarit Platkin: Hb. Is proud to administer mit through creating restrictive declarations with property owners and distributing these income. Restricted rent. Stabilized homes through the housing lottery

1450
02:29:10.600 --> 02:29:20.490

xPH02 - 21 - Sarit Platkin: also of note, is that under the 4 21, a replacement program units will be capped at 100% of the area median income rather than the previous 130% ami.

1451
02:29:21.244 --> 02:29:21.820
Spanish Interpreter 2: Well.

1452
02:29:21.820 --> 02:29:30.370
xPH02 - 21 - Sarit Platkin: Creating new opportunity is crucial. Hpd. Is equally committed to supporting current New Yorkers who wish to remain in their homes for most Bronx residents.

1453
02:29:30.910 --> 02:29:31.610
Spanish Interpreter 2: In.

1454
02:29:31.610 --> 02:29:37.599
xPH02 - 21 - Sarit Platkin: Bronx community district 9 and 110, sorry, most broncos. Most residents in Bronx Community district 9 and 11 are renters.

1455
02:29:37.600 --> 02:29:38.520
TELEPHONE_USER: Time group.

1456
02:29:39.770 --> 02:29:43.549
TELEPHONE_USER: Give us those final stats before you before you close or eat. Let's let's hear those final.

1457
02:29:43.550 --> 02:30:12.559
xPH02 - 21 - Sarit Platkin: Sure. So wanted to say that you know most residents and CD. 9 and 11 are renters, and that the city has extensive, you know, legal and maintenance support for them as well as extensive support for homeowners in the area. And we have, you know, exciting kind of new programs coming online to support homeowners through down payment assistance through home repair and through one on one homeowner support, which I'm happy to talk more about. And we also support new housing.

1458
02:30:12.560 --> 02:30:13.720
Spanish Interpreter 2: New home ownership through.

1459
02:30:13.720 --> 02:30:15.250
xPH02 - 21 - Sarit Platkin: Our open door financing program.

1460
02:30:17.000 --> 02:30:18.808
Spanish Interpreter 2: Great. Thank you very much.

1461
02:30:19.481 --> 02:30:21.969
TELEPHONE_USER: I have questions for you from Commissioner Goodridge.

1462
02:30:29.060 --> 02:30:29.660
TELEPHONE_USER: Sorry

1463
02:30:31.200 --> 02:30:34.133
TELEPHONE_USER: we have snacks in the back. So sorry.

1464
02:30:35.260 --> 02:30:35.850
TELEPHONE_USER: So

1465
02:30:36.610 --> 02:30:38.760
TELEPHONE_USER: I asked before about.

1466
02:30:39.340 --> 02:30:41.999
TELEPHONE_USER: I'm glad that HPD. Is here because I'm

1467
02:30:42.170 --> 02:30:44.459
TELEPHONE_USER: I've been a bit concerned. That

1468
02:30:44.680 --> 02:30:47.939
TELEPHONE_USER: total amount of apartments out of 7,500.

1469
02:30:48.090 --> 02:30:51.660
TELEPHONE_USER: It looks like only 1,900, are going to be permanently affordable.

1470
02:30:52.870 --> 02:30:54.230
TELEPHONE_USER: Do we have

1471
02:30:55.450 --> 02:30:58.894
TELEPHONE_USER: first? I'll just say the first. My my first

1472
02:31:00.840 --> 02:31:04.070
TELEPHONE_USER: question is for such a large project. Is there going to be any

1473
02:31:04.690 --> 02:31:11.420

TELEPHONE_USER: thought to having more than just 19 a hundred out of 7,500 be permanently affordable.

1474
02:31:14.120 --> 02:31:27.244
xPH02 - 21 - Sarit Platkin: Great question, Commissioner Goodridge. So you know, mih really is our best tool to achieve affordability in this community district. Given that there is limited, affordable, limited, vacant land, for you know, affordable housing.

1475
02:31:27.990 --> 02:31:28.540
Spanish Interpreter 2: And HP.

1476
02:31:28.540 --> 02:31:29.480
xPH02 - 21 - Sarit Platkin: Does not have.

1477
02:31:29.480 --> 02:31:30.149
Spanish Interpreter 2: Any site.

1478
02:31:30.150 --> 02:31:54.989
xPH02 - 21 - Sarit Platkin: In this area. You know, we're very open to working with property owners of private developments who are interested in 100% affordable housing. We welcome them to come to conversations with us, and we actually have already been engaged by some of the property owners of private sites in the area, we look forward to continuing the conversations with them which could add significant new, affordable housing, or additional

1479
02:31:55.110 --> 02:32:01.349
xPH02 - 21 - Sarit Platkin: affordable housing in the area. But yes, we are limited by our land ownership in the area.

1480
02:32:02.260 --> 02:32:07.474
TELEPHONE_USER: Do? I had asked. Monday. And this is all asking it today. Do we know the

1481
02:32:08.640 --> 02:32:12.600
TELEPHONE_USER: Am I the ami breakdown, and also

1482
02:32:12.660 --> 02:32:14.740
TELEPHONE_USER: sense of the bedroom.

1483
02:32:14.740 --> 02:32:19.600
Spanish Interpreter 2: Breakdown like how many studios? How many will have 2 bedroom, 3 bedrooms?

1484
02:32:20.720 --> 02:32:21.490
Spanish Interpreter 2: Sure.

1485
02:32:22.210 --> 02:32:26.049
xPH02 - 21 - Sarit Platkin: So you know. Obviously, this is speculative. Given.

1486
02:32:26.930 --> 02:32:30.700
TELEPHONE_USER: The ami breakdown I asked us on. It was 23.

1487
02:32:30.880 --> 02:32:36.949
TELEPHONE_USER: It was a whole. So I'm sorry. Let me let me ask another question, because I had also asked us, asked us on Monday

1488
02:32:37.000 --> 02:32:40.810
TELEPHONE_USER: why there were so many at 130% of ami.

1489
02:32:42.230 --> 02:33:10.669
xPH02 - 21 - Sarit Platkin: Great. So actually, you know, have some updates on that. So we do not anticipate units through mih to be at a hundred 30, am I? That is at this point with the 4 21, a replacement program that caps units at 100, am I? We do not expect mih units to go beyond 100. So that is, I think, an update. Since that was submitted, or the Rer was written previously.

1490
02:33:11.930 --> 02:33:13.590
Spanish Interpreter 2: Okay, cause that's through the.

1491
02:33:13.590 --> 02:33:15.770
TELEPHONE_USER: Excuse me, it's actually.

1492
02:33:15.870 --> 02:33:17.000
Spanish Interpreter 2: Okay. Yeah.

1493
02:33:17.000 --> 02:33:21.109
xPH02 - 21 - Sarit Platkin: I think there's some policy, some policy updates that are exciting.

1494
02:33:21.110 --> 02:33:22.500
Spanish Interpreter 2: And you know.

1495

02:33:22.500 --> 02:33:24.430
xPH02 - 21 - Sarit Platkin: Really contribute to the.

1496
02:33:24.430 --> 02:33:25.299
Spanish Interpreter 2: My age. I am.

1497
02:33:25.300 --> 02:33:49.470
xPH02 - 21 - Sarit Platkin: Am. I is lowering. So I think one of them is the 421 a replacement program. Also, of course, my city planning colleagues can tell you more about the you know city of yes, for housing opportunity that is proposing mih option 3. The 40% ami as a standalone option. So that would also be a huge benefit to this rezoning.

1498
02:33:50.660 --> 02:33:52.950
TELEPHONE_USER: So. Do you know? If so, it will not.

1499
02:33:53.360 --> 02:33:55.089
Spanish Interpreter 2: Be past 100 and.

1500
02:33:55.090 --> 02:33:55.510
TELEPHONE_USER: Might.

1501
02:33:55.510 --> 02:33:58.749
Spanish Interpreter 2: Do you know? What am I? It would be, or would it just be 100.

1502
02:34:00.240 --> 02:34:01.870
xPH02 - 21 - Sarit Platkin: So with 4, 21 a

1503
02:34:03.140 --> 02:34:12.380
xPH02 - 21 - Sarit Platkin: 420, when I will not subsidize anything that goes beyond 100, am I? So we're looking at that being

1504
02:34:12.650 --> 02:34:23.750
xPH02 - 21 - Sarit Platkin: for most of these projects, assuming that they use 421 a. That would be the Max if they're not using 421 a. Then it could go beyond that. But we, now that 421 A is back

1505
02:34:24.010 --> 02:34:25.060
xPH02 - 21 - Sarit Platkin: in place, we.

1506
02:34:25.060 --> 02:34:26.350
Spanish Interpreter 2: Expect that to be

1507
02:34:26.920 --> 02:34:28.340
Spanish Interpreter 2: significantly utilize.

1508
02:34:31.330 --> 02:34:34.539
TELEPHONE_USER: I'm not sure if I asked the question. So

1509
02:34:35.000 --> 02:34:46.419
TELEPHONE_USER: do you know if the original units that were originally 1 30? But now won't go past 100. Do you know that if they will be 100, am I? Or if they will be significantly.

1510
02:34:46.420 --> 02:34:50.350
Spanish Interpreter 2: Lower than 100, am I? I know that there has to be a weighted part, but

1511
02:34:50.450 --> 02:34:51.859
Spanish Interpreter 2: my question is.

1512
02:34:52.420 --> 02:34:54.290
Spanish Interpreter 2: do you have a sense of if.

1513
02:34:54.290 --> 02:34:55.980
TELEPHONE_USER: Those replaced units will.

1514
02:34:56.240 --> 02:34:57.110
Spanish Interpreter 2: Just be at the.

1515
02:34:57.110 --> 02:34:59.780
TELEPHONE_USER: Highest that it can be, which is now 100. Am I or.

1516
02:34:59.780 --> 02:35:01.070
Spanish Interpreter 2: If it will be lower.

1517
02:35:01.070 --> 02:35:04.850
xPH02 - 21 - Sarit Platkin: We, you know we always expect mih units to.

1518
02:35:04.850 --> 02:35:07.649
Spanish Interpreter 2: Be produced at a range.

1519
02:35:07.650 --> 02:35:14.159

xPH02 - 21 - Sarit Platkin: Of incomes. So and really a variety of income levels, I think we would expect to see units, you know.

1520
02:35:15.010 --> 02:35:21.909
xPH02 - 21 - Sarit Platkin: largely between 40 to 100, am I? And just to give you a sense of what that is, you know that's a studio apartment for.

1521
02:35:21.910 --> 02:35:23.120
Spanish Interpreter 2: You know, 850.

1522
02:35:23.120 --> 02:35:23.690
xPH02 - 21 - Sarit Platkin: The lower end.

1523
02:35:23.690 --> 02:35:25.170
Spanish Interpreter 2: 2,100.

1524
02:35:25.170 --> 02:35:28.120
xPH02 - 21 - Sarit Platkin: It on the higher end. But yeah, we would expect a range of.

1525
02:35:28.120 --> 02:35:29.050
Spanish Interpreter 2: Income levels.

1526
02:35:30.300 --> 02:35:31.150
TELEPHONE_USER: Okay.

1527
02:35:31.340 --> 02:35:32.220
TELEPHONE_USER: the.

1528
02:35:33.175 --> 02:35:34.130
Spanish Interpreter 2: Bedroom

1529
02:35:34.200 --> 02:35:35.395
Spanish Interpreter 2: breakdowns

1530
02:35:36.910 --> 02:35:46.040
TELEPHONE_USER: That is something that I asked on Monday, and as of then there was no update there, I mean, not even an update. I'm sorry we just didn't have any information on

1531
02:35:46.680 --> 02:35:50.860

TELEPHONE_USER: just an idea of how many of the units would be. One bedroom studio.

1532
02:35:50.860 --> 02:35:52.129
Spanish Interpreter 2: Those, this is.

1533
02:35:52.280 --> 02:35:52.939
TELEPHONE_USER: I would say.

1534
02:35:52.940 --> 02:35:54.250
Spanish Interpreter 2: The second, most.

1535
02:35:54.730 --> 02:35:55.170
TELEPHONE_USER: Common.

1536
02:35:55.170 --> 02:35:57.320
Spanish Interpreter 2: That we get from residents.

1537
02:35:57.320 --> 02:36:01.740
TELEPHONE_USER: Up in planning hearing. So I you know, I think it's important to

1538
02:36:02.030 --> 02:36:03.879
TELEPHONE_USER: have it sent for. This project.

1539
02:36:06.130 --> 02:36:10.449
xPH02 - 21 - Sarit Platkin: Yeah, appreciate that question. I think we can.

1540
02:36:10.510 --> 02:36:17.300
xPH02 - 21 - Sarit Platkin: We can double check the racial equity report and see what was included there. But

1541
02:36:17.350 --> 02:36:19.589
xPH02 - 21 - Sarit Platkin: it may have been that we were

1542
02:36:20.080 --> 02:36:21.240
xPH02 - 21 - Sarit Platkin: was not in there.

1543
02:36:21.450 --> 02:36:22.055
xPH02 - 21 - Sarit Platkin: Yeah.

1544
02:36:22.660 --> 02:36:24.680
TELEPHONE_USER: Talk about it. Monday. Here.

1545
02:36:29.190 --> 02:36:29.530
xPH02 - 21 - Sarit Platkin: So.

1546
02:36:29.640 --> 02:36:30.530
Spanish Interpreter 2: Okay.

1547
02:36:30.530 --> 02:36:31.220
xPH02 - 21 - Sarit Platkin: I'm

1548
02:36:31.880 --> 02:36:33.090
xPH02 - 21 - Sarit Platkin: I'm happy to double check the.

1549
02:36:33.090 --> 02:36:36.619
Spanish Interpreter 2: Racial Equity Report, but it may have been too speculative.

1550
02:36:36.620 --> 02:36:36.950
xPH02 - 21 - Sarit Platkin: So.

1551
02:36:36.950 --> 02:36:38.660
Spanish Interpreter 2: Include and.

1552
02:36:38.660 --> 02:36:40.290
xPH02 - 21 - Sarit Platkin: They may, I'll double check that.

1553
02:36:42.090 --> 02:36:42.690
TELEPHONE_USER: Okay.

1554
02:36:42.900 --> 02:36:51.509
TELEPHONE_USER: okay, great. Thank you, Commissioner. Thank you, Sri. Let us move on to Nora Martins.

1555
02:36:51.720 --> 02:36:53.650
TELEPHONE_USER: followed by Camellia.

1556
02:36:53.920 --> 02:36:57.700
xRoxanne Delgado: May I speak? Please cause I have to go work in a 20 min.

1557
02:36:59.070 --> 02:37:00.534
TELEPHONE_USER: What? What's your name?

1558
02:37:00.900 --> 02:37:01.760
xRoxanne Delgado: Rock's hand. Up.

1559
02:37:01.760 --> 02:37:03.150
TELEPHONE_USER: Yes, he does that.

1560
02:37:05.730 --> 02:37:07.140
TELEPHONE_USER: Roxanne.

1561
02:37:07.670 --> 02:37:09.070
TELEPHONE_USER: Okay, you know what.

1562
02:37:09.450 --> 02:37:10.140
Spanish Interpreter 2: You've got to deal.

1563
02:37:10.140 --> 02:37:23.949
TELEPHONE_USER: We called you a couple of times. You couldn't get you on. But let's do it. You know what, Nora Martins, please hold for a moment. I I'm gonna put Roxanne ahead of you just because she's been waiting and appears to have to leave as well. So Ms. Delgado, the floor is yours. Go ahead.

1564
02:37:24.110 --> 02:37:40.060
xRoxanne Delgado: Alright. I appreciate that. I apologize. But unfortunately, Mta. Is not reliable service anymore. So many traffic signals on uptown on the downtown 2 line. So if Mta. Still, on this hearing, you really need to fix the 2 line because possibility has interfere with my work and personal life, and even my

1565
02:37:40.210 --> 02:37:44.019
xRoxanne Delgado: active activism. Alright on the sign off.

1566
02:37:44.190 --> 02:37:48.480
xRoxanne Delgado: I am disappointed to turn off for this hearing, but not surprising, because

1567
02:37:49.240 --> 02:37:56.110

xRoxanne Delgado: many people in community are very disappointed with the Commissioner having a rally with the mayor, Eric Adams surrounded the city of yes.

1568
02:37:56.650 --> 02:37:59.560
xRoxanne Delgado: because cities plans to be political.

1569
02:37:59.880 --> 02:38:05.689
xRoxanne Delgado: they should not be engaging political rallies with any elected kicking off current mayor. Ever Adams.

1570
02:38:06.150 --> 02:38:12.270
xRoxanne Delgado: the city plan, has to be a local and community and data driven. And I, I have to say, I have not seen that happen

1571
02:38:12.460 --> 02:38:14.749
xRoxanne Delgado: in previous rezoning, and even now

1572
02:38:15.520 --> 02:38:18.660
xRoxanne Delgado: I like, when people use the political jargon.

1573
02:38:18.660 --> 02:38:19.860
Spanish Interpreter 2: The desertion.

1574
02:38:19.860 --> 02:38:21.539
xRoxanne Delgado: So so that's they speak.

1575
02:38:21.830 --> 02:38:23.809
Spanish Interpreter 2: You know they speak very well here.

1576
02:38:23.810 --> 02:38:24.400
xRoxanne Delgado: They're actually

1577
02:38:25.180 --> 02:38:28.920
xRoxanne Delgado: they. They're actually, it's quite different from what they say. But.

1578
02:38:28.930 --> 02:38:30.260
Spanish Interpreter 2: Parks, agency.

1579
02:38:30.670 --> 02:38:31.970
xRoxanne Delgado: Props have been taking away.

1580
02:38:31.970 --> 02:38:33.630
Spanish Interpreter 2: Spaces from us.

1581
02:38:33.970 --> 02:38:36.250
xRoxanne Delgado: This in the Bronx city, wide with the development and purposes.

1582
02:38:36.250 --> 02:38:37.670
Spanish Interpreter 2: Of cracks from.

1583
02:38:37.670 --> 02:38:38.060
xRoxanne Delgado: Seen, our.

1584
02:38:38.060 --> 02:38:38.930
Spanish Interpreter 2: So, yeah.

1585
02:38:38.930 --> 02:38:40.640
xRoxanne Delgado: To other

1586
02:38:41.130 --> 02:38:43.229
xRoxanne Delgado: projects that we've been fighting in the.

1587
02:38:43.230 --> 02:38:44.230
Spanish Interpreter 2: Box. It would be.

1588
02:38:44.230 --> 02:38:48.260
xRoxanne Delgado: He meant a private parking spot for some kind of private school in in the South Bronx

1589
02:38:48.900 --> 02:38:50.419
xRoxanne Delgado: and Garney, Hpd.

1590
02:38:50.430 --> 02:38:50.960
Spanish Interpreter 2: Like.

1591
02:38:50.960 --> 02:38:59.139
xRoxanne Delgado: Talk about affordability. But they're constantly making arrangements with developers to make the Ami levels income levels unreasonable.

1592

02:38:59.140 --> 02:38:59.720
Spanish Interpreter 2: For the.

1593
02:38:59.720 --> 02:39:01.249
xRoxanne Delgado: For the proposed areas

1594
02:39:01.550 --> 02:39:03.340
xRoxanne Delgado: 2560 past a row.

1595
02:39:03.540 --> 02:39:08.750
xRoxanne Delgado: I've been sending emails and letters for the past 6 months, Hpd. And has been left unresponsive.

1596
02:39:09.670 --> 02:39:11.169
Spanish Interpreter 2: Regarding 2560, but.

1597
02:39:11.170 --> 02:39:21.150
xRoxanne Delgado: Role, because the slave property, who, both the former mayor and former speaker, De Blasio and Corey Johnson, refused to work with him because it's predatory nature towards tenants.

1598
02:39:21.440 --> 02:39:24.590
xRoxanne Delgado: And now he's in the Bronx in a rezoned property.

1599
02:39:24.850 --> 02:39:35.300
xRoxanne Delgado: and he's now renegotiating the Ami levels which were already high, as is when the city planning approved, and the former city council unfortunately, did not fight for this community.

1600
02:39:35.880 --> 02:39:38.590
xRoxanne Delgado: In your own data, not my opinion.

1601
02:39:38.620 --> 02:39:42.379
xRoxanne Delgado: Our tent is at the most risk of displacement

1602
02:39:42.420 --> 02:39:50.049
xRoxanne Delgado: because of the demographic and the lack of rental protection, not to mention New York Times. Highlighted that the altar is the cheapest neighborhood in the city

1603
02:39:50.120 --> 02:39:52.969
xRoxanne Delgado: average bedroom one pair was 1,500.

1604
02:39:53.520 --> 02:39:56.539
xRoxanne Delgado: So with this new proposed 2560

1605
02:39:57.050 --> 02:39:58.580
xRoxanne Delgado: development.

1606
02:39:58.660 --> 02:40:06.150
xRoxanne Delgado: I mean, you're seeking income of over of over 100,000. And people are saying, Why is the city subsidizing housing for the rich?

1607
02:40:06.220 --> 02:40:11.389
xRoxanne Delgado: You mean 30% of that? That means that person for minimum of 2,500 monthly rent.

1608
02:40:11.810 --> 02:40:18.110
xRoxanne Delgado: Your own data. The vacancy rate for apartments for over 2,500 is over 10%. But for.

1609
02:40:18.330 --> 02:40:19.360
Spanish Interpreter 2: Rentals, for.

1610
02:40:19.360 --> 02:40:19.799
xRoxanne Delgado: You, on the.

1611
02:40:19.800 --> 02:40:20.299
Spanish Interpreter 2: Let us let.

1612
02:40:20.300 --> 02:40:21.389
xRoxanne Delgado: So 1%,

1613
02:40:21.510 --> 02:40:47.429
xRoxanne Delgado: even Hpd 10 wisely said at the recent city planning for housing City of yes, for house. The opportunity said that for house to connect they get over application for rentals, 1,500 and less, but for those over 2,000 they don't have a much advocate so constantly. We have this narrative of doing things for affordability, equity inclusive, otherwise it's done the opposite. I mean, I did not prepare my speech, but I'm very, very upset with what's happening to the city.

1614
02:40:47.520 --> 02:40:49.540
xRoxanne Delgado: and thank you for your time. That's it.

1615

02:40:51.450 --> 02:40:51.839
TELEPHONE_USER: You very much.

1616
02:40:51.840 --> 02:40:54.730
Spanish Interpreter 2: Much. Okay.

1617
02:40:54.730 --> 02:40:58.899
TELEPHONE_USER: Move on to Nora Martins and I. I will just

1618
02:40:58.970 --> 02:41:00.203
TELEPHONE_USER: note that

1619
02:41:02.020 --> 02:41:09.619
TELEPHONE_USER: supporting Cbs. For housing opportunity as the director of the Department of city planning, which is the author

1620
02:41:09.640 --> 02:41:21.720
TELEPHONE_USER: of the proposal, is certainly well within bounds, and certainly standing with the mayor in support of that proposal. You know, upon its release, I think, is, I think all you know

1621
02:41:21.920 --> 02:41:32.029
TELEPHONE_USER: well, within bounds, and actually pretty important, too. So I I just wanted to correct that 1 point. But we appreciate your your being here with us. Okay, let's go to Nora Martin's.

1622
02:41:33.475 --> 02:41:34.010
TELEPHONE_USER: Hi.

1623
02:41:34.010 --> 02:41:35.400
xPH02 - 23 - Eleanore Martins: Good afternoon, Terry. Rodney can come.

1624
02:41:35.400 --> 02:41:36.100
TELEPHONE_USER: Good afternoon.

1625
02:41:37.030 --> 02:41:42.329
xPH02 - 23 - Eleanore Martins: My name is Nora Martins from Akerman, Llp. Land use council to Baker Development, Llc.

1626
02:41:42.410 --> 02:41:45.579
xPH02 - 23 - Eleanore Martins: I'm giving this testimony and support today on behalf of our Jack.

1627
02:41:45.946 --> 02:41:47.410
Spanish Interpreter 2: Juicy of Baker Avenue.

1628
02:41:47.630 --> 02:41:50.010
xPH02 - 23 - Eleanore Martins: I'll oh, sorry, Baker development. I'll see

1629
02:41:50.620 --> 02:42:00.440
xPH02 - 23 - Eleanore Martins: Baker development. Llc. Is the owner of several lots assembled into an approximately 1.7 5 acre development site within the area of the proposed Bronx Metro North Station area. Study

1630
02:42:00.660 --> 02:42:12.350
xPH02 - 23 - Eleanore Martins: our properties in the Van Nest neighborhood on the block founded by White Plains Road, Baker Avenue and the railroad tracks. Just a 5 min or so walk from the proposed park. Chester Van Nest, Metro North Station.

1631
02:42:12.490 --> 02:42:16.690
xPH02 - 23 - Eleanore Martins: We strongly support city Planning's Bronx Metro, North Station proposal.

1632
02:42:17.050 --> 02:42:22.359
xPH02 - 23 - Eleanore Martins: If this proposal is approved, we plan to redevelop our property, the majority of which has been historically vacant

1633
02:42:22.480 --> 02:42:25.509
xPH02 - 23 - Eleanore Martins: with a mixed use development that includes new housing, including

1634
02:42:25.550 --> 02:42:29.860
xPH02 - 23 - Eleanore Martins: the 25 to 30% permanently affordable housing required under the Mih program.

1635
02:42:30.020 --> 02:42:37.960
xPH02 - 23 - Eleanore Martins: as well as local, commercial and or community facility uses along White Plains Road, which is a very wide street at 100 feet wide. In this location.

1636
02:42:38.200 --> 02:42:43.469
xPH02 - 23 - Eleanore Martins: given the size of the property, we would also be able to provide green open space and parking

1637
02:42:43.680 --> 02:42:44.419
xPH02 - 23 - Eleanore Martins: off street.

1638
02:42:44.420 --> 02:42:45.000
Spanish Interpreter 1: Working, both.

1639
02:42:45.000 --> 02:42:46.830
xPH02 - 23 - Eleanore Martins: Which we know are important to the surrounding.

1640
02:42:46.830 --> 02:42:47.550
Spanish Interpreter 1: Little thing.

1641
02:42:48.480 --> 02:42:55.190
xPH02 - 23 - Eleanore Martins: While we are still early in the design process, our strategy, which is consistent with the proposed R. 6, one and R. 6. A zoning district

1642
02:42:56.120 --> 02:43:03.570
xPH02 - 23 - Eleanore Martins: is to the locate taller portions of the development along White Plains Road, with lower and less dense development. Situated along Baker Avenue and Garfield.

1643
02:43:03.570 --> 02:43:04.180
Spanish Interpreter 1: Stream.

1644
02:43:04.860 --> 02:43:16.180
xPH02 - 23 - Eleanore Martins: This approach would allow for a transition from Busy White Plains Road in the more built up areas surrounding the new Metro North Station to the lower density, one to 3 family homes that are located in the Van Ness neighborhood to the north and west.

1645
02:43:17.380 --> 02:43:18.560
xPH02 - 23 - Eleanore Martins: We believe that this initiative.

1646
02:43:18.560 --> 02:43:19.000
Spanish Interpreter 1: That holds.

1647
02:43:19.000 --> 02:43:24.479
xPH02 - 23 - Eleanore Martins: Tremendous potential to provide much needed services, new housing, including permanently affordable housing

1648

02:43:24.570 --> 02:43:28.829
xPH02 - 23 - Eleanore Martins: and economic opportunity within transit oriented developments such as ours.

1649
02:43:28.960 --> 02:43:33.330
xPH02 - 23 - Eleanore Martins: We respectfully request that you approve the proposed Bronx veteran or station study area

1650
02:43:33.500 --> 02:43:35.570
xPH02 - 23 - Eleanore Martins: area study. Thank you.

1651
02:43:36.650 --> 02:43:38.818
TELEPHONE_USER: Ms. Martin. Thank you very much. Let me

1652
02:43:39.140 --> 02:43:52.110
TELEPHONE_USER: let me just have 1 point of clarification from you. So you noted that in the development that you're proposing to do on Baker Avenue that you're going to include off street parking. Is that right?

1653
02:43:52.660 --> 02:43:54.360
xPH02 - 23 - Eleanore Martins: That is the proposal. I think there's.

1654
02:43:54.360 --> 02:43:58.480
TELEPHONE_USER: Even though it's not even though it's not even though it's not required correct.

1655
02:43:58.480 --> 02:43:58.810
xPH02 - 23 - Eleanore Martins: Thickness.

1656
02:43:58.810 --> 02:44:05.569
TELEPHONE_USER: Okay, I I just think, I I think it's important to note that because I think it's frequently misunderstood.

1657
02:44:06.140 --> 02:44:06.690
Spanish Interpreter 1: That is.

1658
02:44:06.690 --> 02:44:07.699
TELEPHONE_USER: Part of our

1659
02:44:07.880 --> 02:44:14.159
TELEPHONE_USER: of yes, for housing opportunity proposals, and also, of course, aligning those proposals with the Bronx Metro. North plan

1660
02:44:14.240 --> 02:44:27.950
TELEPHONE_USER: is a rational thing to do, because there would no be no reason why the city would propose 2 things on a parallel track that were discordant with one another, that a private applicant would still not only

1661
02:44:28.070 --> 02:44:30.159
TELEPHONE_USER: be able to provide

1662
02:44:30.320 --> 02:44:50.270
TELEPHONE_USER: parking as needed, but is, in fact, saying at a public hearing that they will provide parking as needed even though it is not mandated under the rules. So I I appreciate that, Miss Martins. I think you you allow you allow me to make a really important point here, which is on one of the most obvious developments.

1663
02:44:50.270 --> 02:44:51.340
Spanish Interpreter 1: Government sites.

1664
02:44:52.523 --> 02:45:04.190
TELEPHONE_USER: In the Van Nest neighborhood and near the Park, Chester Van Nest. future Metro North Station. That.

1665
02:45:04.330 --> 02:45:12.610
TELEPHONE_USER: there's still an interest in providing parking, and there is nothing about this proposal that limits your ability to do that.

1666
02:45:14.000 --> 02:45:20.719
TELEPHONE_USER: So thank you for that. Let me ask you the question, though I wanna follow up. We did hear from one neighbor of the

1667
02:45:21.680 --> 02:45:23.420
TELEPHONE_USER: Baker site

1668
02:45:24.530 --> 02:45:27.800
TELEPHONE_USER: who suggested that the narrowness of the site.

1669
02:45:27.870 --> 02:45:37.709
TELEPHONE_USER: the proximity to lower density neighbors potential for grocery store, etc, was impractical. Can you just address that and give some reaction to that? Here.

1670
02:45:38.710 --> 02:45:53.640

xPH02 - 23 - Eleanore Martins: Sure, of course. I mean the site as I mentioned, has frontage along 3 different streets. It's, you know, backs onto the railroad tracks, but on Garfield Street and Baker Street, which are narrower streets within the neighborhood. But then one of those

1671
02:45:54.070 --> 02:45:57.339
xPH02 - 23 - Eleanore Martins: widest parts of its frontage is on White Plains Road.

1672
02:45:57.675 --> 02:45:59.880
xPH02 - 23 - Eleanore Martins: The idea would be to locate any commercial.

1673
02:45:59.880 --> 02:46:00.880
Spanish Interpreter 1: Uses, including for.

1674
02:46:00.880 --> 02:46:05.989
xPH02 - 23 - Eleanore Martins: For example, a supermarket on White Plains Road. Not on the narrower streets.

1675
02:46:06.715 --> 02:46:08.019
xPH02 - 23 - Eleanore Martins: We did hear.

1676
02:46:08.380 --> 02:46:13.380
xPH02 - 23 - Eleanore Martins: There was a need for a supermarket in this neighborhood, as we've been attending various

1677
02:46:13.390 --> 02:46:16.069
xPH02 - 23 - Eleanore Martins: public meetings and hearings on this project.

1678
02:46:16.792 --> 02:46:28.280
xPH02 - 23 - Eleanore Martins: And Baker Avenue is a narrow street. It does have parking on both sides. Currently. We would definitely look to work with Dot and with the Council member

1679
02:46:28.320 --> 02:46:40.110
xPH02 - 23 - Eleanore Martins: to see how we could address existing concerns on that street based on the narrowness, and also, we think, providing accessory off street parking on our site, does help to to address that.

1680
02:46:40.800 --> 02:46:41.450
Spanish Interpreter 1: But its it's up.

1681
02:46:41.717 --> 02:46:46.260
xPH02 - 23 - Eleanore Martins: It's something that we recognize and we'll work to address in our development as we move forward.

1682
02:46:47.640 --> 02:46:48.320
TELEPHONE_USER: Okay.

1683
02:46:48.320 --> 02:46:48.880
Spanish Interpreter 1: Thank you.

1684
02:46:49.880 --> 02:46:54.489
TELEPHONE_USER: Okay, thank you very much. We're now gonna turn to Amelia Tipilas.

1685
02:46:54.580 --> 02:47:04.390
TELEPHONE_USER: and I will note that Mr. Pillas is the last person that I have signed up. So this is your chance. If you are interested. Okay, whenever you're ready.

1686
02:47:04.930 --> 02:47:06.330
TELEPHONE_USER: we'd love to hear from you.

1687
02:47:08.030 --> 02:47:12.310
xPH02 - 24 - Camelia Tepelus: Good afternoon sound. Okay on your end. Chair gardening.

1688
02:47:13.060 --> 02:47:15.379
TELEPHONE_USER: Hello! I can hear you just fine.

1689
02:47:15.380 --> 02:47:32.339
xPH02 - 24 - Camelia Tepelus: Excellent. Thank you. Good afternoon. My name is Camelia Tapellus, and I, testifying support of this project as executive director of the Morris Park business Improvement District, operating for the past 5 years 7 blocks away from the site of the future metronome.

1690
02:47:32.340 --> 02:47:32.810
Spanish Interpreter 1: Horse.

1691
02:47:32.940 --> 02:47:42.660

xPH02 - 24 - Camelia Tepelus: Morris Park station and ideas and plaza. The forthcoming 4 new Metronore stations represent a long overdue opportunity to remove.

1692
02:47:42.660 --> 02:47:43.110
Spanish Interpreter 1: Immediate.

1693
02:47:43.110 --> 02:48:01.479
xPH02 - 24 - Camelia Tepelus: An unfair and inequitable status quo of trains passing through the East Bronx for decades without actually stopping to serve our neighborhoods. The new stations will not only allow Bronxites access to much wider pool of job opportunities, but will also serve to attract top talent to the East Bronx.

1694
02:48:01.480 --> 02:48:02.000
Spanish Interpreter 1: Switch that.

1695
02:48:02.000 --> 02:48:18.829
xPH02 - 24 - Camelia Tepelus: Bronx needs, and while the more inspired bit strongly welcomes this transformative development, it is crucial that the new stations integrate smoothly and positively within their surrounding neighborhoods, and the future management needs of all stations and the public space.

1696
02:48:18.830 --> 02:48:19.170
Spanish Interpreter 1: Is, a.

1697
02:48:19.170 --> 02:48:31.080
xPH02 - 24 - Camelia Tepelus: Them is being addressed early on a specific relevance to us is the management of the future. Morris Park Plaza ads into the new station which will see hundreds of commuters passing through to access local job.

1698
02:48:31.080 --> 02:48:31.540
Spanish Interpreter 1: Of a.

1699
02:48:31.540 --> 02:48:58.699
xPH02 - 24 - Camelia Tepelus: The large healthcare facilities nearby. Who will be responsible for the management and cleanliness of this new public space? Who will sweep the sidewalks, empty, the thrash receptacles, install and maintain planters who will take responsibility. That this plaza is indeed a welcoming new entrance gateway into the beautiful Morris Park. Community. The future. Morris Park Plaza maintenance needs must be funded. Plaza sanitation and beautification costs

1700

02:48:58.700 --> 02:49:27.399
xPH02 - 24 - Camelia Tepelus: needs to be included in the budget of a large institutional share, stakeholder or consortium of stakeholders upon the opening of the Metro North Station, and year after year thereafter, large private shareholders, Montefi or Simone Development Hutchinson as well as the city on Jacobi Hospital, will benefit tremendously from the rezoning associated to the new Metro north Axis and we urge all of them and all entities surrounding the station.

1701
02:49:27.400 --> 02:49:27.819
Spanish Interpreter 1: And to take.

1702
02:49:27.820 --> 02:49:52.170
xPH02 - 24 - Camelia Tepelus: Ownership in ensuring that the future metrono Mori Spark Plaza is a welcoming care for point of access into Maurice Park. Finally, we would like to urge elected officials and all city agencies involved in the planning process to take the opportunity of the metronors. Expansion to East Bronx for a deeper look at the needs of the surrounding communities, and in the case of Morris Park, ask for additional capital investment.

1703
02:49:52.170 --> 02:50:12.750
xPH02 - 24 - Camelia Tepelus: such as undergrounding of the electric lines on the east side of Morris Park Avenue by replacing wood and poles with modern metallic impulse for a less cluttered, more clean streiscape and a better experience for the local residents and upgrading the capacity of Dp. Water drainage on Morris Park Avenue. We thank all agencies.

1704
02:50:12.750 --> 02:50:13.450
Spanish Interpreter 1: But we think.

1705
02:50:13.450 --> 02:50:20.399
xPH02 - 24 - Camelia Tepelus: Michael Cavallar in the Dcp. Team, and really appreciate your care and attention to this project. Thank you very much.

1706
02:50:21.136 --> 02:50:24.809
TELEPHONE_USER: Great. Thank you. Thank you very much. Thank you for joining us.

1707
02:50:25.308 --> 02:50:29.969
TELEPHONE_USER: Okay, thank you. Ms, to fill us. With that.

1708
02:50:30.523 --> 02:50:37.959

TELEPHONE_USER: I see no other members of the public wishing to testify today. So going once, going twice.

1709
02:50:38.270 --> 02:50:46.469
TELEPHONE_USER: Okay, so I'll close the hearing on calendar. 12 to 18, madam Secretary, talk to us about

1710
02:50:46.520 --> 02:50:48.680
TELEPHONE_USER: next steps and other business.

1711
02:50:48.870 --> 02:50:49.510
Spanish Interpreter 1: I'll just note that.

1712
02:50:49.861 --> 02:50:55.140
TELEPHONE_USER: The record will remain open to receive written comments on calendar numbers 12 through 18

1713
02:50:55.495 --> 02:51:22.670
TELEPHONE_USER: through Tuesday, May 20, eighth, at 5 Pm, to receive ring comments on the draft environmental impact statement. Great with that again, I wanna thank everybody who joined us today expressing their views on this important project, actually, on all on both important projects that we saw today. To commissioners. Thank you for your attention and patience, and of course, to the staff of the Department. A lot of praise for you today and well deserved and with that

1714
02:51:23.060 --> 02:51:24.384
TELEPHONE_USER: we are adjourned. Thank you.

1715
02:51:24.770 --> 02:51:27.359
TELEPHONE_USER: The time is 1248 Pm.

Appendix J2: Written Comments Received on the DEIS

Fried Frank

[redacted]

May 28, 2024

Stephanie Shellooe, AICP
New York City Department of City Planning
Environmental Assessment and Review Division
120 Broadway
31st Floor
New York, New York 10271

Re: Parkchester Preservation Company, L.P. - Comments on the Draft Environmental Impact Statement for the Bronx Metro-North Station Study

Dear Ms. Shellooe:

This firm represents Parkchester Preservation Company, L.P. ("PPC") as counsel with respect to the New York City Department of City Planning's ("DCP") proposed Bronx Metro-North Station Study (the "Rezoning"). PPC is the owner of 2000 - 2040 East Tremont Avenue (Bronx Block 3943, Lots 205, 207 and 209) ("Projected Site 8"), which is located within the 46-block area that would be affected by the Rezoning.

DCP, on behalf of the New York City Planning Commission ("CPC") as lead agency under the New York State Environmental Quality Review Act (SEQRA) and New York City Environmental Quality Review (CEQR), determined that a Draft Environmental Impact Statement ("DEIS") is required for the Rezoning (CEQR No. 23DCP065X).

On May 15, 2024, CPC held a public hearing on the DEIS and the Rezoning, at which a representative from PPC provided testimony regarding the future development of Projected Site 8 and suggested modifications to the maximum building height proposed by DCP for Projected Site 8 (the "Public Hearing"). This letter serves as PPC's written comments on the DEIS.

PPC supports DCP's goals to "[p]romote higher density mixed-use development with affordable and mixed-income housing, retail and community facilities on larger opportunity sites" and to "[a]llow for housing growth with permanently affordable housing and retail in appropriate locations near new Metro-North stations". The Rezoning is a positive step toward achieving these long-standing community and city-wide goals. PPC has been in conversation with the local community, in coordination with local elected officials and DCP staff, with respect to development considerations for Projected Site 8 in an effort to ensure future development of this site in a manner consistent with the goals of the Rezoning.

Based on studies of Projected Site 8 and comments received during the ongoing stakeholder engagement, an increase in the proposed maximum building height for Projected Site 8 continues to garner support and would facilitate a development with affordable housing, retail and community facility spaces, parking, neighborhood connectivity and street activation. In the absence of this increased building height, the feasibility of developing Projected Site 8 in accordance with the goals of the community and the Rezoning, is uncertain.

The Rezoning's Draft Scope of Work ("DSOW") studied a maximum building height of 215 feet and the DEIS studied a maximum height of 175 feet. As noted in PPC's testimony during the CPC hearing, the development study shared with community stakeholders, elected officials and DCP staff has a height of 260 feet - a height that has been shown in a 3D physical model, renderings, and massing diagrams. At a maximum building height of 260 feet, development on Projected Site 8 would be below (and stepped back from) the existing heating plant stack height -- a key reference point for height in the neighborhood -- thereby keeping development within context, and facilitating a development with varied architecture, additional parking spaces, affordable housing and visual/pedestrian connections that align with DCP and community objectives.

A maximum building height of 260 feet is consistent with studies conducted by DCP prior to the DEIS and has been reviewed by the Parkchester community. Both Parkchester condominium boards (North and South) have expressed support for this increase. Bronx Community Board 9 also specifically noted the need for such a modification in its Resolution of support of the Rezoning (w/ conditions).

Accordingly, we respectfully request that DCP analyze -- as an alternative scenario in its Final Environmental Impact Statement -- a maximum permitted building height of 260 feet for the proposed development on Projected Site 8, so that the City

Council is fully informed as to potential environmental impact at the time of its consideration of the Rezoning. Attached are diagrams of the scenario discussed above.

Respectfully Submitted,

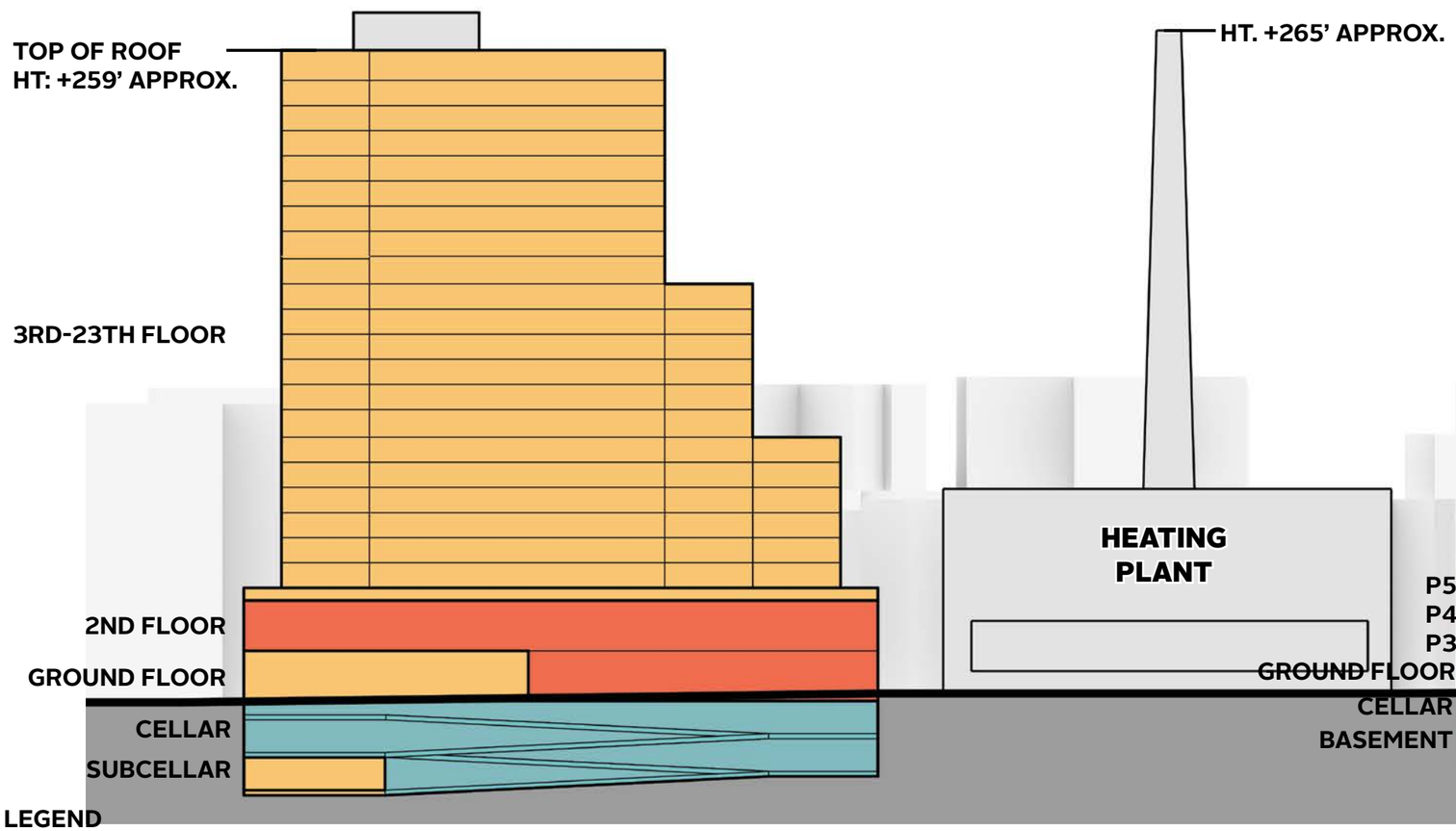


_____
Zachary Bernstein, Esq.

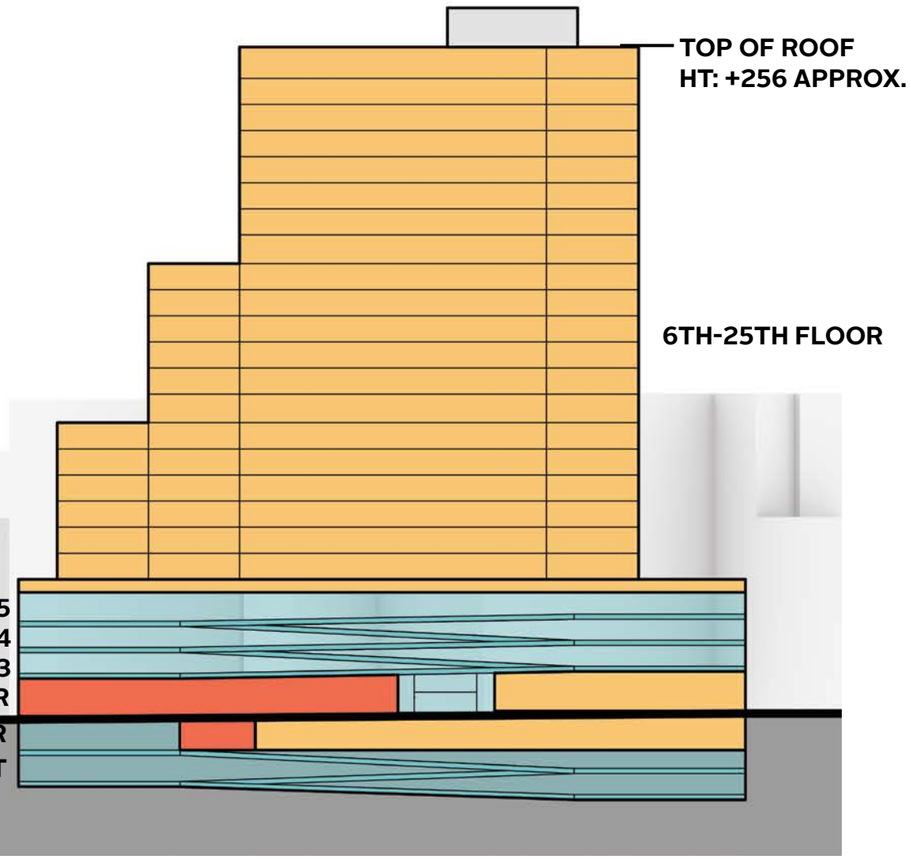
PROGRAM

- **690 Total Units (estimated)**
- **Parking Garage**

EAST BUILDING (LOT 209)



WEST BUILDING (LOT 205)

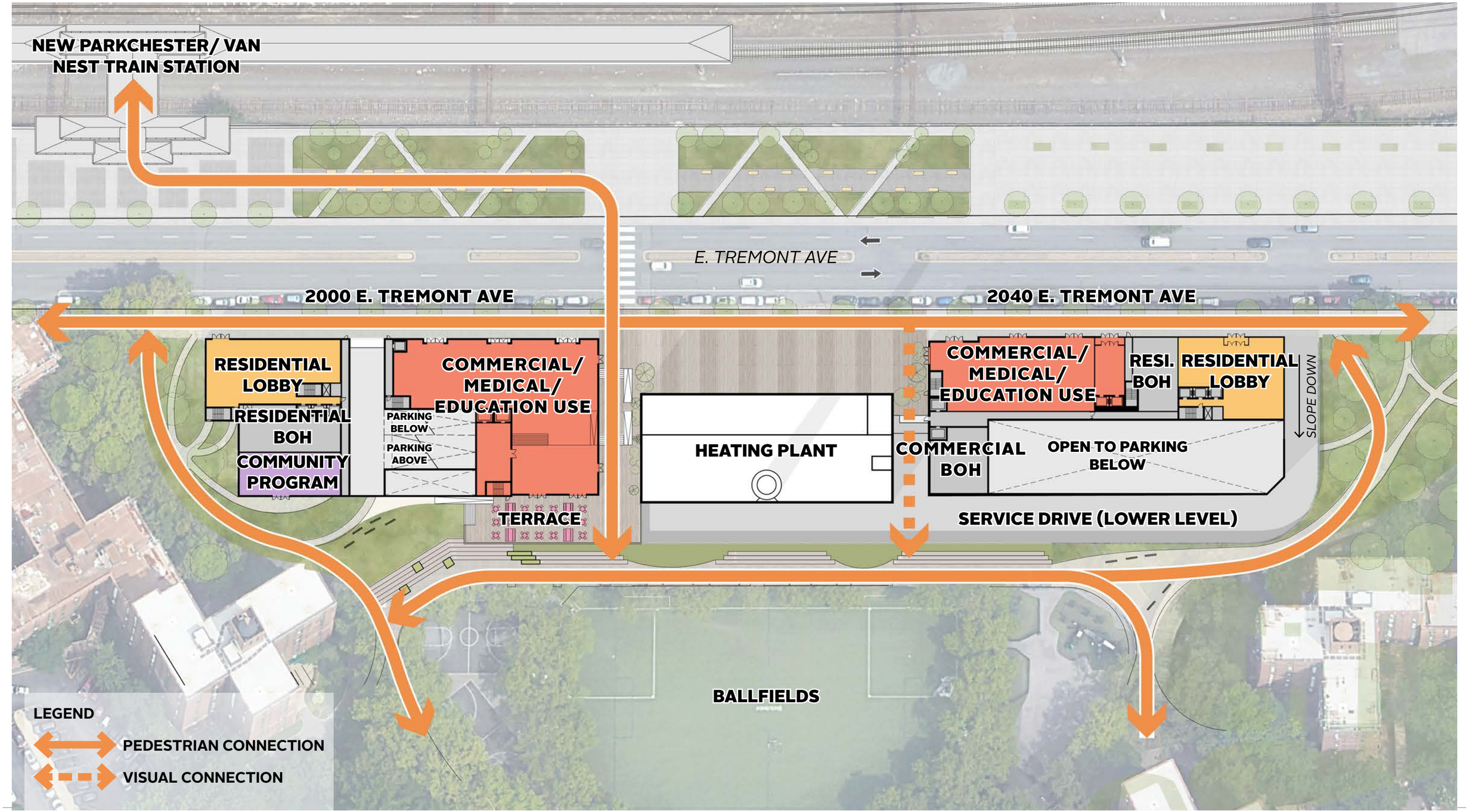


LEGEND

- COMMERCIAL/ MEDICAL/ EDUCATION
- RESIDENTIAL
- PARKING

NOTES:
ALL DRAWINGS ARE PRELIMINARY CONCEPT DRAWINGS BASED ON DISCUSSIONS WITH DEPARTMENT OF CITY PLANNING OF POTENTIAL ZONING CONTROLS. ALL AREAS AND DIMENSIONS ARE APPROXIMATIONS.

GROUND FLOOR PLAN



BEYER BLINDER BELLE

PARKCHESTER/VAN NEST
BRONX, NY

04.19.2024

NOTES:
ALL DRAWINGS ARE PRELIMINARY CONCEPT DRAWINGS BASED ON DISCUSSIONS WITH DEPARTMENT OF CITY PLANNING OF POTENTIAL ZONING CONTROLS. ALL AREAS AND DIMENSIONS ARE APPROXIMATIONS.



VIEW 1-2 | FROM TRAIN STATION LOOKING EAST

BEYER
BLINDER
BELLE

PARKCHESTER/VAN NEST
BRONX, NY

04.19.2024

NOTES:
ALL DRAWINGS ARE PRELIMINARY CONCEPT DRAWINGS BASED ON DISCUSSIONS WITH DEPARTMENT OF CITY PLANNING OF POTENTIAL ZONING CONTROLS. ALL AREAS AND DIMENSIONS ARE APPROXIMATIONS.





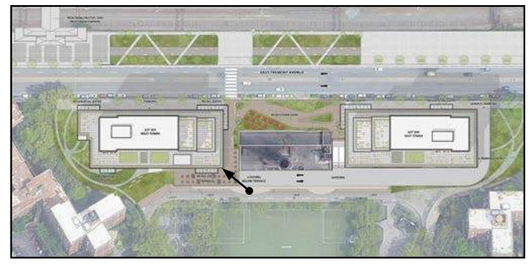
VIEW 5-3 | OUTDOOR PATIO LOOKING EAST

BEYER
BLINDER
BELLE

PARKCHESTER/VAN NEST
BRONX, NY | 04.19.2024

NOTES:
ALL DRAWINGS ARE PRELIMINARY CONCEPT DRAWINGS BASED ON DISCUSSIONS WITH DEPARTMENT OF CITY PLANNING OF POTENTIAL ZONING CONTROLS. ALL AREAS AND DIMENSIONS ARE APPROXIMATIONS.





STREET VIEW 6 | OUTDOOR PATIO LOOKING NORTH

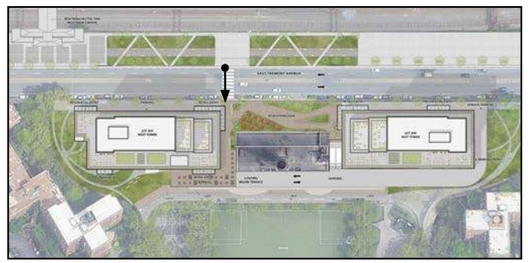
BEYER
BLINDER
BELLE

PARKCHESTER/VAN NEST
BRONX, NY

04.19.2024

NOTES:
ALL DRAWINGS ARE PRELIMINARY CONCEPT DRAWINGS BASED ON DISCUSSIONS WITH DEPARTMENT OF CITY PLANNING OF POTENTIAL ZONING CONTROLS. ALL AREAS AND DIMENSIONS ARE APPROXIMATIONS.





VIEW 3-2 | EAST TREMONT AVE LOOKING SOUTH

BEYER
BLINDER
BELLE

PARKCHESTER/VAN NEST
BRONX, NY

04.19.2024

NOTES:
ALL DRAWINGS ARE PRELIMINARY CONCEPT DRAWINGS BASED ON DISCUSSIONS WITH DEPARTMENT OF CITY PLANNING OF POTENTIAL ZONING CONTROLS. ALL AREAS AND DIMENSIONS ARE APPROXIMATIONS.



OVERALL VIEW | FROM SOUTH WEST

BEYER
BLINDER
BELLE

PARKCHESTER/VAN NEST
BRONX, NY

04.19.2024

NOTES:
ALL DRAWINGS ARE PRELIMINARY CONCEPT DRAWINGS BASED ON DISCUSSIONS WITH DEPARTMENT OF CITY PLANNING OF POTENTIAL ZONING CONTROLS. ALL AREAS AND DIMENSIONS ARE APPROXIMATIONS.

May 15, 2024

Dear members of the commission:

With nearly 8 million patient interactions a year and over 35,000 employees, Montefiore Health System is the largest healthcare network in the Bronx, Westchester, and the Hudson Valley. As one of New York's premier academic health systems, Montefiore is a recognized leader in providing exceptional quality and personalized, accountable care across its footprint.

Montefiore continues to be a prominent leader in biomedical research and as such we have an opportunity to expand that where it enhances better healthcare and economic opportunity for the neighborhood. We have a prime opportunity to build a "wellness hub" ---a life sciences and biotech hub that will be a model and example for the nation. To achieve this, we must ask ourselves, how do we create an area that is conducive to attracting the best and brightest to the neighborhood and campus. Our vision is to have a new hospital environment where technology meets hospitality for our patients and employees. We envision an environment that promotes both health and healing.

In addition, through a $1 billion donation from Dr. Ruth Gottesman—the largest gift made to any medical school in the country-- Einstein Medical School will provide free tuition in perpetuity which will attract students from a diverse set of backgrounds and experiences regardless of socioeconomic status---in line with our mission and commitment to uplifting the community we operate in. In turn, it is critical for Montefiore, that the public investment in Morris Park be inclusive, thoughtful and sustainable---this includes improvements to the public realm, the

construction of affordable housing, retail and office space, and recreational opportunities for both residents and visitors.

Overview

For far too long, the Bronx and its residents have not received the attention they deserve. Years of disinvestment and discriminatory urban planning have led to lost economic opportunity and lower health outcomes for Bronx residents. Now is the time to reverse these historical wrongs. We believe The Metro-North Station Area plan is a once in a generation opportunity to create meaningful change and overall progress in the Bronx through economic development. Therefore, it is critical that we maximize the benefits that come with the Metro North station.

A New Transit Hub

This will be a transit hub in a much-needed public transportation desert. The proposed station will create easy access between Connecticut, Westchester and Manhattan, opening economic opportunity for the region at large with jobs, housing, office space, and economic development all concentrated around a transit hub. The new Morris Park Metro-North Station, with its exciting opportunities for new public transit accessibility to the Einstein/East Campus and surrounding institutions, businesses, and residences, will be a catalyst for transformational development within the wider region, particularly in concert with City Planning's proposed zoning changes for the area.

We at Montefiore Einstein strongly support up-zoning adjacent to the new Morris Park Metro-North station. These proposed zoning changes are intended to spur growth and services through mixed-use development near the new station. The new

train station will be a tremendous asset to Montefiore, connecting more employees, students, and patients to the health system and expanding the reach of our potential patient base. The station will also help position the Morris Park neighborhood as a desirable and convenient place to live.

Public realm improvements

Additionally, an area of critical importance to the Einstein/East Campus is the walkway along Morris Avenue leading to the future train station, and the extension of that walkway as open space from Eastchester to Bassett Avenue. This area provides access and visibility from the Campus to the new station from those areas east of Eastchester Road. We anticipate strengthening this walkway as a major accessway to the station. The entrance to the station and the adjacent plaza should be inviting and attractive to riders, residents and visitors of Montefiore's campus. Retail and commercial uses along Morris Park Avenue and Eastchester Road, leading to the station, and surrounding this plaza are needed for keeping it public and active.

Creating a Health Hub

As mentioned earlier, the Morris Park Metro North Station and area plan is an opportunity to bring transformational change to the Bronx for generations to come. With this comes an opportunity to build a life sciences hub, a so called "Wellness Village", that attracts the best and the brightest from our region and beyond. We can achieve this through the construction of facilities on our campus that are focused on life sciences and biomedical research coupled with the expansion of the Hutchinson Metro Center.

We at Montefiore want to build on our reputation as a leader in healthcare and biomedical research. We have been actively working on a system-wide vision to meet the growing demand for providing state-of-the-art healthcare services for the population we serve.

Strategically, we look to prioritize Montefiore's Einstein & Jack and Pearl Resnick Campuses (the Einstein/East Campus) for the provision of quaternary care, i.e., care that is highly specialized, consisting of advanced diagnostic procedures and cutting-edge surgeries for complex conditions. To support our vision for the Einstein/East Campus, much of which is currently designated as a Large-Scale Community Facility Development, we are advancing the design and development of a new high-acuity hospital pavilion with expanded emergency room services. We are also exploring the addition of expanded medical research facilities, an expanded nursing school, additional medical office space, housing for students, and much more.

These facilities will work in concert to best capitalize on the partnership between researchers and practitioners, allowing Montefiore to continue to provide high quality health care for people with complex needs. But we will not stop there--- we want to create a pipeline for Bronx residents through a STEAM school, so that the generation of tomorrow can benefit from the growth and concentration of research facilities in the life sciences on our campus.

In the short-term, Montefiore's proposed new high-acuity hospital pavilion is expected to require an expansion of the existing Large-Scale Community Facility Development and related land use actions. It has recently come to our attention that the C4-3 zoning district proposed by the Morris Park Metro-North area plan creates an inconsistency with the Zoning Resolution's

definition of "Large-Scale Community Facility Development." We therefore ask that the proposed text amendment be modified to incorporate language that addresses this recently discovered issue.

We encourage the development of a sustainable community that benefits all Bronx residents. We believe The Metro-North station plan coupled with our new facilities will achieve this goal. On behalf of our patients, faculty, medical students and neighbors, who have provided significant input into this project's vision, we encourage you to vote in favor of the Morris Park Metro-North area plan. Thank you

Ruben Diaz, Jr
Senior Vice President, Strategic Initiatives
Montefiore Medical Center

CITY PLANNING COMMISSION PUBLIC HEARING

120 BROADWAY, NEW YORK, NY 10271
IN-PERSON AND ONLINE TESTIMONIES
Wednesday – May 15, 2024 – 10:00 A.M.

Online Testimony prepared by Bernadette Ferrara **Wednesday, May 15, 2024**
Life-long Bronx resident of Van Nest,
President of Van Nest Neighborhood Alliance (VNNA)

Good Day to the City Planning Commissioners and members of this Public Hearing,

My name is Bernadette Ferrara, President of the Van Nest Neighborhood Alliance, speaking today as a life-long Bronx resident living in the neighborhood of Van Nest, one of the low-density communities in District 13.

For the record, the communities of Van Nest and Morris Park have needed specific amenities for decades such as community centers, middle schools, high schools, senior housing and veteran housing with its existing number of residents. Now with additional 7,500 apartments equaling over 20,000+ residents to be added to areas that have had so little for so long, the hope for a balance of community needs is wishful thinking. It seems that the excitement of what the two Metro-North train stations will bring has taken a back seat to housing and over-development that will forever change the characteristics and landscape of four neighborhoods.

One of the largest projected sites is **#4025 – Baker Avenue**. 398 residential apartments with 1,500+ new residents to be built on a narrow one-way street across from two-family homes. I urge you to take a drive to this location at 7:30am or 3:00pm on any given day to see for yourself how the magnitude of this development will negatively impact the basic character of the Van Nest neighborhood and create chaos. This development must not be zoned more than R5B/R6 or it will have a significant adverse impact on the Van Nest community. To even suggest a supermarket with its entrance on White Plains Road where there's traffic congestion in early morning and 3pm each day by the new traffic light on White Plains Road and Baker at this location shows the unrealistic vision of this developer. With 1,500+ new residents, their proposed 151 parking spacings will not ease the parking problem. Placing such a large amount of residents on a very small street in a small community, close to an elementary school with one-way and dead-end streets will create challenges to public safety, traffic, congestion and excessive noise. We request this developent to be reduced to stay R5 or maximum R5B/R6 to keep inline with the character of the Van Nest community.

The proposed developments for Pierce Avenue and Bronxdale Avenue will create congestion and negatively impact Van Nest Academy and Icahn 2 School. **Site #4042's** scope of work will eviscerate the sight line of St. Raymond's Church from Bronxdale Avenue. East Tremont Avenue, Bronxdale Avenue, Castle Hill Avenue and Poplar Street are the point of convergence of four historic neighborhoods (Westchester Square, Van Nest, Morris Park and Parkchester). The former Laconia Hotel during the days of the Morris Park Racetrack (1889-1904) served as a historic entryway to the aforementioned four neighborhoods. This site would best serve the community as a museum location that may be used to educate new residents and students about the history and value of our communities. The museum would dovetail nicely with a much-needed youth community center which should be located at 1601 Bronxdale Avenue.

With regards to 1601 Unionport development site #3952 on Unionport Road and East Tremont Avenue. This development should not exceed the height of the rest of Parkchester which is 12 stories. To build a 17 story, or 23 story in this location would be out of character and unnecessary with adjacent developments right next to this between White Plains Road and St. Lawrence – #3927, #3926, #3925 and #3919 developents.

The Van Nest and Morris Park communities **request written agreement** to assure that as projects begin negotiations, communities affected and City Council Member Marmorato be part of the initial blueprint process to discuss community amenities and infrastructure as a means to move forward.

Just as a note: There is an error in your online Project Brief with the Bronxdale Mapping. It is located in the **Van Nest neighborhood** of Bronx Community District (CD) 11, not the Parkchester neighborhood.

Thank you for today's opportunity to speak.

Chair Garodnick and Members of the Commission,

We are land use counsel for ZP Realty LLP, the owner of 1880 East Tremont Avenue (the "Site"), a full city block (Bronx Block 3952) bordered by East Tremont Avenue, Unionport Road, White Plains Road and Guerlain Street (which is proposed for demapping and improvement as public open space). The site is diagonally across from the proposed Metro North Parkchester station. Ownership strongly supports the Bronx Metro-North rezoning initiative, with a request for a modification of the height limit applicable to the Site from 175 feet to 215 feet, for the reasons discussed below which supplement the testimony of owner's architect, Dan Kaplan of FX Collaborative, at the May 15, 2024 public hearing.

Simply put, our design concept responds to the fact that the Parkchester neighborhood lacks a town center. It offers the opportunity to stage buildings around an inviting, open public space that allows for circulation between the new Metro North station and the existing community to its south, while creating an opportunity for much-needed neighborhood retail. Our proposed design concept would create a sense of place benefiting the existing community and the new residents and visitors that improved transit will attract.

Our request is informed by the very positive feedback received at a well-attended community visioning event on May 2 to which we were invited by Majority Leader Farias, in whose district the Site is located. Participants at the event were shown physical models of potential development of the Site with both a 175-foot and a 215-foot height limit. Many members of the public appreciated that a modest increase in height from 175 feet to 215 feet would result in superior urban design by creating additional distance between two of the proposed buildings above the first floor, providing for a more open public space with more access to light and air. The additional height also allows us to break down what would otherwise be a block-long street wall along White Plains Road and creates flexibility to address participating residents' requests for more shopping options and community facility space at the Site.

Attached please find a brief presentation that illustrates the significance of the Site's location, the design philosophy, and, most importantly, a comparison of the schemes differentiated only by the modest change in the maximum permitted building height. You may recall that Mr. Kaplan shared the models with the Commission at the public hearing. The modification we are seeking would result in the same number of units, the same number of parking spaces and the same courtyard.

We appreciate the thoughtful plan developed by DCP staff and the willingness of the Bronx office to work with us regarding the Site's potential.

Respectfully submitted,

Ken Fisher

Cozen O'Connor

PARKCHESTER DEVELOPMENT

DESIGN VISION

&

PROPOSED DEVELOPMENT SCENARIOS

MAY 2024

fxcollaborative

SITE LOCATION AT INTERSECTION OF NEIGHBORHOODS

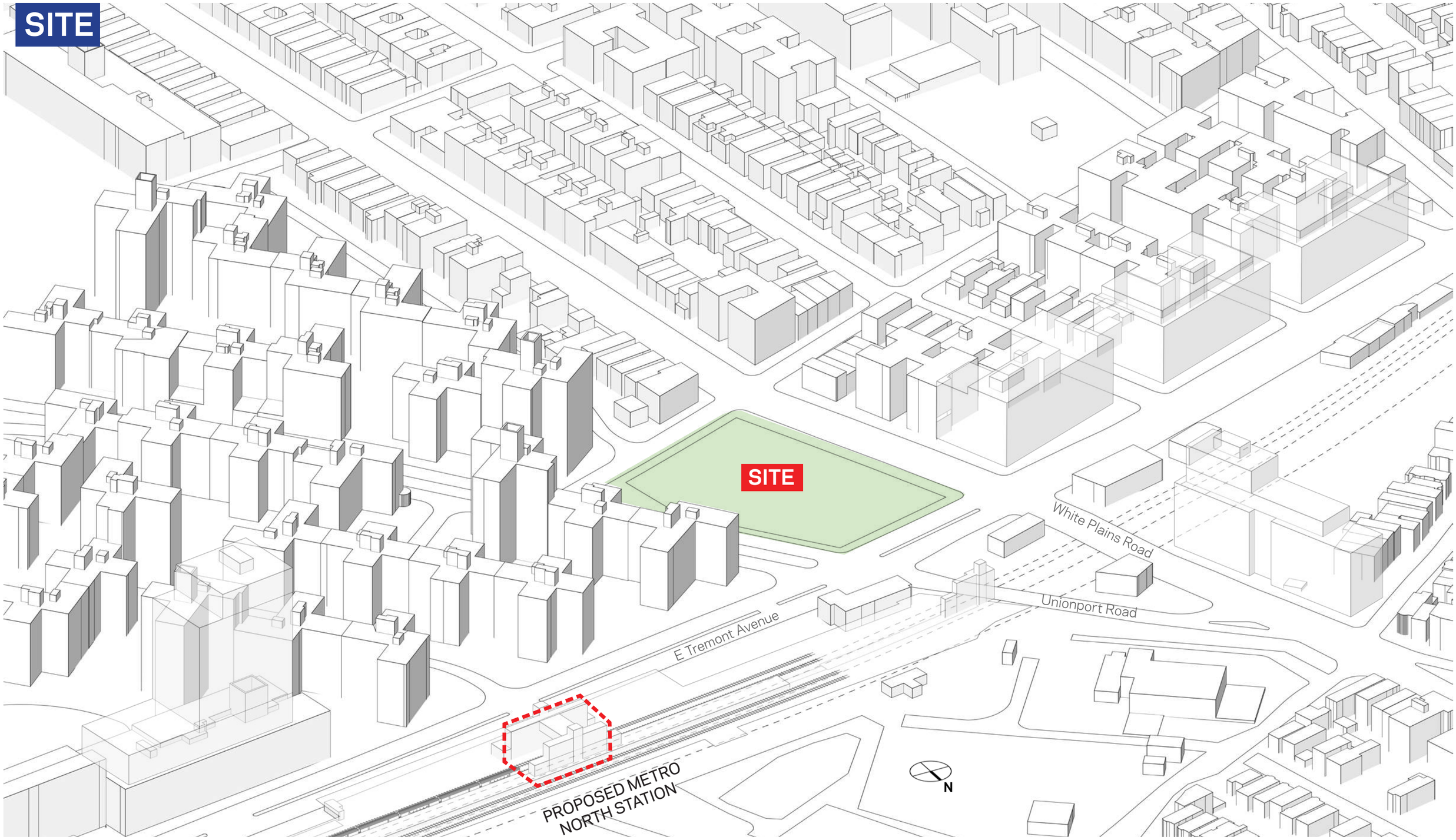


Rezoning enables the creation of:

- over **500 units** of modern housing
- a minimum of **125 affordable units**
- **25,000 SF** of neighborhood-oriented retail
- a new **20,000 SF** open space

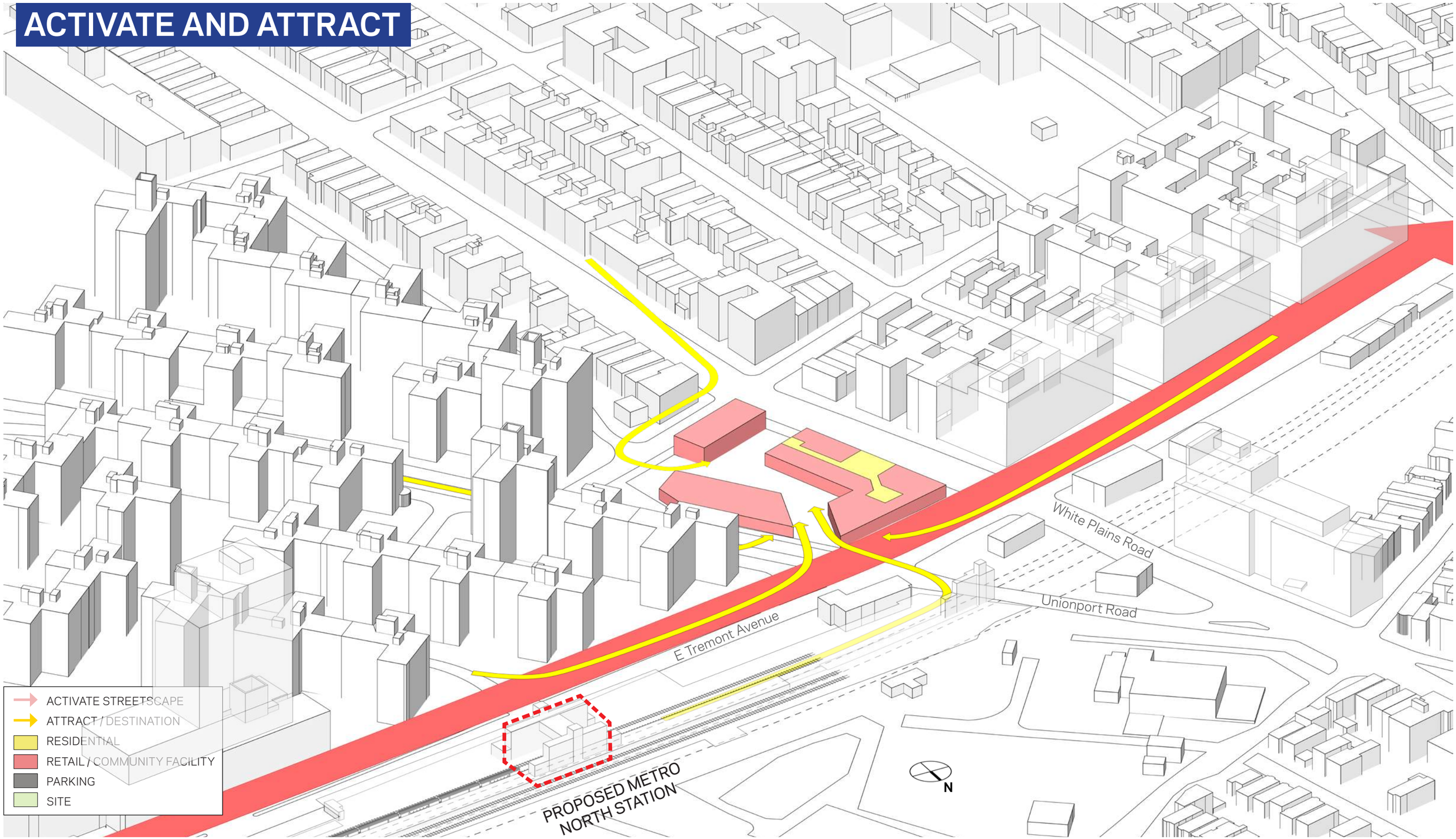
18057.L00 | ©2024 FXCollaborative Architects LLP | All Rights Reserved

fxcollaborative



18057.L00 | ©2024 FXCollaborative Architects LLP | All Rights Reserved

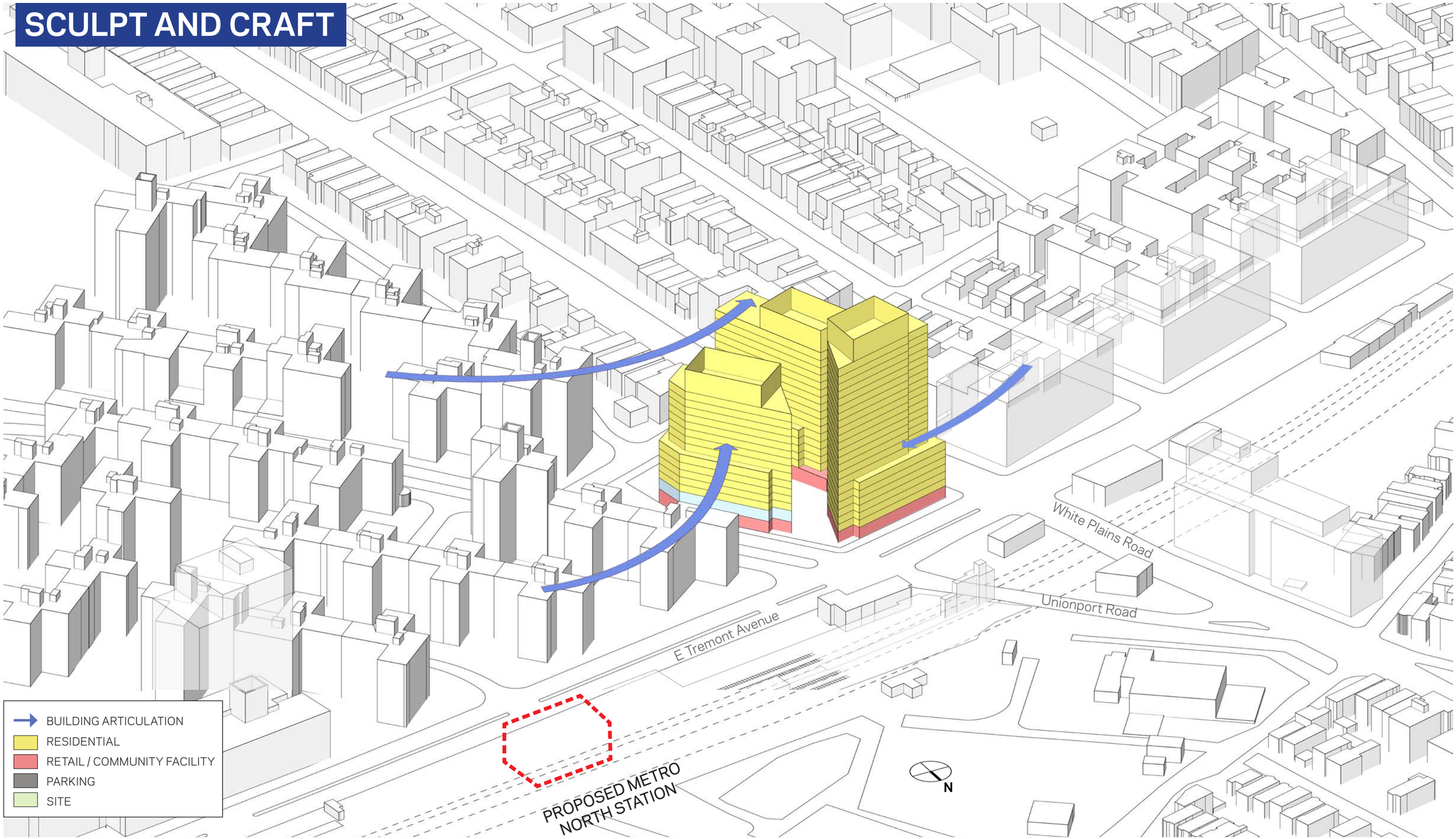
ACTIVATE AND ATTRACT



18057.L00 | ©2024 FXCollaborative Architects LLP | All Rights Reserved

fxcollaborative

SCULPT AND CRAFT



18057.L00 | ©2024 FXCollaborative Architects LLP | All Rights Reserved

fxcollaborative

VIEW FROM NEW STATION



18057.L00 | ©2024 FXCollaborative Architects LLP | All Rights Reserved

VIEW OF RETAIL COURT



18057.L00 | ©2024 FXCollaborative Architects LLP | All Rights Reserved



17 FLOORS (AS OF RIGHT)

WITH OPEN SPACE



21 FLOORS

WITH OPEN SPACE

18057.L00 | ©2024 FXCollaborative Architects LLP | All Rights Reserved

fxcollaborative



17 FLOORS (AS OF RIGHT)
WITH OPEN SPACE



21 FLOORS
WITH OPEN SPACE

18057.L00 | ©2024 FXCollaborative Architects LLP | All Rights Reserved

fxcollaborative

Baker Avenue Development LLC
C/O Gjushi Construction Co. LLC
P.O. Box 622479
Bronx, NY 10462

May 16, 2024

City Planning Commission
New York City Department of City Planning
120 Broadway, 31st Floor
New York, NY 10271

Re: Bronx Metro-North Station Area Study
Application Nos. C240015ZMX and N240016ZRX

Dear Chair Garodnick and Commissioners:

I am writing on behalf of Baker Avenue Development LLC, the owner of several lots (Bronx Block 4025, Lots 1-3, 5, 9, 10, 14-19, 21-26, 28) within the area of the proposed Bronx Metro-North Station Area Study. Our assemblage, located in the Van Nest neighborhood on the block bounded by White Plains Road, Baker Avenue and the railroad tracks, currently comprises approximately 1.75 acres of development potential within a 5-minute walk of the proposed Parkchester-Van Nest Metro North station.

We wish to express our strong support for the Bronx Metro-North Station Area Study proposal. If approved, we intend to redevelop our property, a significant portion of which has historically remained vacant, with a mixed-use development. Our redevelopment plans include the construction of new housing, with a commitment to allocate 25-30% of these units as permanently affordable housing under the Mandatory Inclusionary Housing Program. Additionally, our proposal will incorporate local commercial and/or community facility uses along White Plains Road, a prominent thoroughfare with a width of 100 feet. To address community needs we are very familiar with, we will provide open space as well as off-street parking.

While still early in the design process, our development would be consistent with the R6-1 and R6A zoning districts proposed by the subject land use application. We intend to locate taller portions of the development along White Plains Road, gradually transitioning to lower-density development along Baker Avenue and Garfield Street. This approach would integrate our development proposal with the existing built environment and neighboring lower density residential areas to the north and west.

We firmly believe that the subject land use application holds immense potential to incentivize transit-oriented development that can provide critically-needed services, housing (including permanently affordable housing), and economic opportunities. As such, we respectfully request your approval of the proposed Bronx Metro-North Station Area Study.

Sincerely,

Arjan Gjushi
Baker Avenue Development LLC

76417188;1

Comments re: C 240015 ZMX - Bronx Metro- North Station Area

PublicComments_DL <PublicComments_DL@planning.nyc.gov>

Wed 5/15/2024 10:21 AM

To:Michael Kavalar (DCP) <MKavalar@planning.nyc.gov>;Jameson Mitchell (DCP) <JMitchell@planning.nyc.gov>; BronxComments_DL <BronxComments_DL@planning.nyc.gov>

Re. Project: **C 240015 ZMX - Bronx Metro- North Station Area**

Submitted by:

Name: **Peter Hamilton**
Zip: **10462**

I represent: **A local community group or organization**

Details for "I Represent": **Parkchester Watch Group: Parkchester Watch Group which is an organization that is advocating for improving living conditions in the neighborhood and Parkchester North, and Parkchester South Condominium. In total both condos total over 12,200 units located on a total of over 100 acres with a population of about 30,000 residents.**

My Comments:

Vote: I am **opposed**

Have you previously submitted comments on this project? **No**
If yes, are you now submitting new information?

I have attended or will attend the City Planning Commission's Public hearing on this project: **No**

Additional Comments:
Parkchester Watch Groups' Concerns for proposed buildings at 1990 E Tremont Ave and 2040 E Tremont Ave Ruining the look of our historic planned community. Parkchester should be landmarked! Height: Both buildings are proposed to be only a few feet shorter than our heat plant smoke stack at about 25 floors. The condo sponsor owns our buildings and garages. If they have money to build new buildings they should make a financial commitment to improving our buildings. New elevators, wheelchair ramps, cameras in the halls, properly fix leaks and mold. We also ask for modernization of our heating system: energy efficient, and thermostat control .We want a sizable upfront financial commitment from the sponsor that will go directly towards capital improvements, as well as an annual financial commitment that will be used for capital improvement. Will the parking garages built have enough spaces? Will we be allowed to use them? Will the new buildings get priority? Blocking of lights, views and breezes: Our buildings are close and the new buildings will be almost twice the height of our taller buildings, and over three times the height of our shorter buildings. Lack of bright enough street lights and camera coverage. 1880 E Tremont Ave concerns Parking we want significantly

more than the minimum required parking spaces. We have concerns about safety and security especially with the open public space between the buildings. Lack of bright enough street lights and camera coverage. We would like a YMCA with a pool. Parkchester Watch Group's general concerns in regards to rezoning. We support the new Metro North Station and new housing units in the neighborhood but oppose the height of the new zoning. R8 zoning such as planned on the vacant lot on the corner of E Tremont and Unionport Rd has no absolut height limits from our understanding. A building significantly taller than our 13 story buildings in Parkchester could be built. We oppose zoning being changed on the current site of our two garages,heat plant and management offices to anything that would permit residential buildings being built. Preserving our current garage spaces do not go far enough. We need to protect the historic fabric of the 83 year old planned community which has historical significance. In previous meetings when we asked DCP about parking we have been told that parking is not included in the plan but not excluded in the plan. We feel DCP is sidestepping our concerns about parking and not listening to residents on this issue. Parking is one of our top concerns. School overcrowding with plans to add a total of 7500 units of housing Crime and security. E Tremont is known for cars getting broken in: lack of good street lights and no NYPD security cameras. Traffic and congestion: Street can have slow traffic during rush hours. Additional parking is needed; there is already a parking shortage; additional development will make it worse. Blocking of views, light and breezes. What Parkchester Watch Group wants to see in this plan A new elementary school NYPD security cameras on E Tremont Ave and improved street lighting. A MTA police substation in train station A plan to minimize traffic jams. A public parking structure with spaces set aside for monthly parking for all local residents. Less dense zoning for vacant lot on f E Tremont and Unionport Rd to be in scale with heights of our buildings around 13 floors. Protections to keep Parkchester Condos garages, management office and heat plant from being torn down or built upon. (Do not change the zoning to residential. Buildings of approximately 4 floor height On North side of the street of E Tremont Ave to 'step down' the height of our buildings. Real affordability Large size supermarket: Our current supermarkets get packed YMCA with a pool

AIA New York

Chair Dan Garodnick
City Planning Commission
120 Broadway
New York, NY 10271

May 15, 2024

RE: AIA New York Testimony to the City Planning Commission on the Bronx Metro-North Station Area Plan

Dear Chair Garodnick,

American Institute of Architects New York (AIANY) writes to express our support for the Bronx Metro-North Station Area Plan. Established in 1857, AIANY represents more than 5,000 architects and design professionals committed to positively impacting the physical and social qualities of our city.

The MTA's Penn Access project will create four new Metro-North Stations at Co-op City, Morris Park, Parkchester/Van Nest and Hunts Point along the existing Amtrak corridor connecting underserved sections of Eastern Bronx with Penn Station to the south and north along the Metro-North New Haven Line. To facilitate mixed-use commercial and residential development adjacent to the new Morris Park and Parkchester/Van Nest transit stations, NYC Department of City Planning initiated the Bronx Metro-North Area Plan which would rezone areas near these transit hubs.

The Hunts Point and Co-Op City station areas will receive infrastructure investments but no zoning changes under the plan. In Morris Park and Parkchester/Van Nest, the plan would create up to 7,500 new homes, including 1,900 permanently affordable units through Mandatory Inclusionary Housing in Bronx Community Districts 9, 10 and 11. Most would be in Parkchester/Van Nest, along currently existing commercial corridors by adding residential uses to those areas. AIANY strongly supports the goals and provisions of this zoning proposal.

This proposed zoning action will connect land use and mobility through transit-oriented development, which AIANY has long supported. The fine-grained zoning changes will create opportunities for higher density mixed-use residential, commercial, and retail development at Parkchester/Van Nest and strengthen the regional medical care and research hub at Morris Park with direct access to regional public transit. By providing access to jobs and housing along the underutilized Amtrak right-of-way with its mostly manufacturing/industrial uses, it will direct development in a way that protects the character of the existing neighborhoods nearby while allowing for growth around the transit stations.

While separate from the citywide City of Yes Housing Opportunity zoning proposal, this neighborhood plan shares several of its goals – increased residential density closest to transit access, Mandatory Inclusionary Housing requirements and elimination of parking mandates for new housing developments. These measures create more affordable, healthier, and sustainable communities.

AIA New York Chapter
536 LaGuardia Place
New York, NY 10012

T (212) 683-0023
F (212) 696-5022

www.aiany.org

We recognize the robust outreach and engagement that DCP has undertaken with the local communities over many years which was validated by a favorable vote by 2 of the 3 local community boards with jurisdiction as well as from the Bronx Borough Board and Bronx Borough President prior to this CPC hearing. We urge DCP to continue this community outreach.

Finally, AIANY urges DCP and other city agencies to work together to leverage the full potential of this rezoning by making public investments in critical infrastructure – including open space, streetscape improvements, schools, libraries, basic services like power/sewer/water and public safety. This coordinated land use and transportation planning approach will serve as a model for thoughtful urban planning that can be replicated in TOD planning around the 19 new transit stations along the MTA's future Interborough Express line (IBX) that will connect Sunset Park Brooklyn with Forest Hills Queens and the neighborhoods in between.

Sincerely,

Jesse Lazar
Executive Director, AIA New York

AIA New York Transportation and Infrastructure Committee

CHAIR
GREGORY A. KELLY
VICE CHAIRS
ELIZABETH CROWLEY
CHERYL MCKISSACK DANIEL
PETER DIMAGGIO
GARY LABARBERA
JOSEPH LAURO
PATRICIA ORNST
MICHAEL L. VIGGIANO
PRESIDENT & CEO
CARLO A. SCISSURA, ESQ.
TREASURER
MICHAEL SWEENEY
SECRETARY
BRENNAN GILBANE KOCH
GENERAL COUNSEL
MICHAEL S. ZETLIN
PAST CHAIR
RALPH J. ESPOSITO
DIRECTORS
FRANK R. ALVARADO
VINCENT ALVAREZ
CHARLES D. AVOLIO
ERNESTO BACALZO
ALTIN BATSKA
G. CHRISTOPHER BECK
RACHEL BIRNBOIM
MICHAEL BRAUN*
ANDREW CATAPANO
RICHARD CAVALLARO
VICTORIA J. CERAMI
JOE CHAN
LINDA CHIARELLI
EDWIN L. CHRISTIAN
EILEEN CIFONE
PATRICK J. COOPER
BANE GAISER
CARL GALIOTO
GUY GEIER
MICHAEL GIARAMITA
DAVID M. GREENBERG
MICHAEL E. HELLSTROM
JOSEPH A. IENUSO
CYRUS J. IZZO
JERRY JANNETTI
ELI R. KHOURY
MARIAN KLEIN
CHRISTOPHER LARSEN
JILL N. LERNER
GEORGE LEVENTIS
JEFFREY E. LEVINE
TONY E. MANN
ANTHONY J. MANNARINO
PETER A. MARCHETTO
NICOLE MARTIN*
VICKI MATCH SUNA
CHRIS MCCARTIN
JOSEPH G. MIZZI
JOSEPH MOSCOLA
MICHELE L. O'CONNELL
EDWARD V. PICCINICH
ELEFTHERIOS PITTAS*
RAYMOND QUARTARARO
TODD RECHLER
JONATHAN D. RESNICK
EHAB SHEHATA
MITCHEL W. SIMPLER
STEVE H. SOMMER
JENNIFER L. STONE
ELIZABETH VELEZ
ELISE WAGNER ESQ.
SEVINC G. YUKSEL
EMERITI
JOSEPH J. ALIOTTA
RICHARD T. ANDERSON
AINE M. BRAZIL
LOUIS J. COLETTI
RAYMOND P. DADDAZIO
JOHN M. DIONISIO
SUSAN L. HAYES
MAUREEN A. HENEGAN
THOMAS IOVINO
SABRINA KANNER
JEFFREY M. LEVY
WILLIAM A. MARINO
MYSORE NAGARAJA
ROBERT S. PECKAR
MILO RIVERSO
LAWRENCE P. ROMAN
THOMAS SCARANGELLO
FRANK SCIAME
DOMINICK SERVEDIO
MARILYN JORDAN TAYLOR
RICHARD L. TOMASETTI
YOUNG PROFESSIONALS LIAISON

April 16, 2024

Testimony Before the Office of Bronx Borough President Vanessa L. Gibson
Re: Support for the Bronx Metro North Station Area Study

For more than 100 years, the New York Building Congress has advocated for the growth and success of the construction industry in order to enable a stronger City for hardworking New Yorkers, which is why we strongly support the Bronx-Metro North Station Rezoning.

The Building Congress represents over 500 constituent organizations and over 250,000 skilled tradespeople and professionals dedicated to the growth and prosperity of our city. Today, I am proud to express our support for the Department of City Planning's proposal that will bring much-needed transit-oriented development and thousands of critical jobs to one of the most under resourced neighborhoods in New York City. As a longtime partner of the public and private groups committed to getting New Yorkers back to work, restarting our economy, and building for the future, the Building Congress strongly encourages the Borough President to approve the 'City of Yes' Bronx-Metro North Plan.

With the development of new Metro North stations in Morris Park and Parkchester—and soon Co-Op City and Hunts Point—it is imperative that we make sure the area is prepared to meet the needs of a growing commuter base. Not only would this plan create a livable, walkable neighborhood with funding for improved infrastructure, an estimated 6,000 new homes, and quick access to over a million jobs in under 45 minutes, but it would also generate 10,000 jobs and workforce training opportunities for Bronxites.

The Bronx-Metro North Plan is a once in a lifetime opportunity to support the entire borough of The Bronx by encouraging sustainable transportation options for computers, incentivizing much needed affordable housing, promoting neighborhood retail to help build up local economies, and creating thousands of good paying job opportunities for residents to live and work in their own communities.

As an organization with a diverse membership base ready, willing, and able to build New York into an even better place to live and work, the Building Congress strongly stands in support of this proposal and the positive impact it will have for not only The Bronx, but for all who live and work throughout New York City as a whole.

Very truly yours,



Carlo A. Scissura, Esq.
President & CEO
New York Building Congress

Comments re: C 240015 ZMX - Bronx Metro- North Station Area

PublicComments_DL <PublicComments_DL@planning.nyc.gov>

Wed 5/15/2024 11:40 AM

To:Michael Kavalar (DCP) <MKavalar@planning.nyc.gov>;Jameson Mitchell (DCP) <JMitchell@planning.nyc.gov>; BronxComments_DL <BronxComments_DL@planning.nyc.gov>

Re. Project: **C 240015 ZMX - Bronx Metro- North Station Area**

Submitted by:

Name: **Jennifer Sun**
Zip: **10006**

I represent: **A government agency**

Details for "I Represent": **New York City Economic Development Corporation**

My Comments:

Vote: I am **in favor**

Have you previously submitted comments on this project? **No**
If yes, are you now submitting new information?

I have attended or will attend the City Planning Commission's Public hearing on this project: **Yes**

Additional Comments:
Good morning commissioners, my name is Jennifer Sun and I serve as Executive Vice President of Planning for the New York City Economic Development Corporation (EDC). Thank you for the opportunity to testify before the commission in support of the proposed Bronx Metro-North Station Area Plan. EDC works on behalf of the city to create a vibrant, inclusive, and globally competitive economy for all New Yorkers. The Bronx Metro-North Station Area Plan is critical to advancing these aims in the Bronx. The creation of four new planned Metro-North stations in Co-op City, Morris Park, Parkchester/Van Nest and Hunts Point will expand existing job centers and promote jobs of the future, while also increasing housing options and open space. One of EDC's four strategy pillars is to grow innovation industries, with a focus on equity. The life sciences industry is a critical component of the city's innovation economy – it is one of the fastest growing and top-performing sectors in terms of company growth, revenue, and job creation. EDC is focused on this industry not only for its immense overall growth potential, but also for its ability to create opportunities for good-paying jobs that are accessible to New Yorkers from across a broad educational spectrum, and the industry's focus on providing life-saving therapies and cures for some of the most complex global medical challenges. EDC believes in the potential for Morris Park to further support and advance the life sciences industry in New York City, while continuing to serve as a major employment center for the Bronx. Today, Morris

Park is the largest job center in the Bronx with over 23,000 jobs within a half mile of the new Metro-North station. Significantly, nearly half of all Morris Park employees are also Bronx residents. Morris Park anchors a budding life sciences ecosystem for New York City. The area is home to a large concentration of healthcare and academic institutions including Albert Einstein College of Medicine, Montefiore Hospital, New York City Health and Hospitals Jacobi Medical Center, Mercy University, Calvary Hospital and the Bronx Psychiatric Center. Last year, these institutions received over $196 million in combined National Institutes of Health funding. Einstein also supports the creation of future life sciences businesses by housing an incubator for startup companies providing needed space for the development of new therapies and innovations while also driving the creation of new jobs. The new Metro-North station establishes a regional connection for Morris Park providing faster access to Stamford, New Haven and Manhattan while also allowing workers and patients to access Morris Park more easily for employment and to receive care at area medical institutions. Enhanced transit access will strengthen Morris Park as a job destination and support the city's workforce development for growing jobs of the future. The Bronx Metro-North Station Area Plan will support this important regional medical and education cluster by allowing for life science uses as of right, providing more affordable housing, and providing the necessary infrastructure to ensure the new stations are thoughtfully integrated into communities. The plan supports EDC's mission by connecting Bronx residents to existing and future jobs within the region while supporting neighborhood centered transit-oriented development and needed improvements in the public realm for healthy, livable communities. EDC believes the plan's emphasis on the preservation and creation of affordable housing, along with transit-oriented, housing development for a wide range of incomes will help Morris Park become a walkable urban neighborhood. EDC also has major initiatives to support economic development and improve quality of life in the Hunts Point neighborhood. The Hunts Point wholesale markets are part of a critical job center and regional food system, and the surrounding area is home to diverse communities of more than 48,000 residents. The area has an unemployment rate of 15.1% and approximately a third of area residents live below the poverty level, levels that far exceed the city average. The new Metro-North Station will be a significant investment and boost to towards increasing economic opportunities and regional transit access for residents and employers in Hunts Point and the Hunts Point Food Distribution Center, while also improving public space and pedestrian safety for neighborhood livability. We commend DCP's leadership for advancing the Bronx Metro-North Station Area Plan and urge the commission's approval of this plan. The plan's comprehensive land use changes are an essential component of the city's continued recovery and long-term economic health and will drive opportunity for the benefit of all New Yorkers.

HISTORIC DISTRICTS COUNCIL

THE ADVOCATE FOR NEW YORK CITY'S HISTORIC NEIGHBORHOODS

232 East 11th Street New York NY 10003
tel **(212) 614-9107** fax (212) 614-9127 email hdc@hdc.org

May 13, 2024

Daniel Garodnick, Chair
New York City Department of City Planning
120 Broadway, 31st Floor
New York, NY 10271

Re: Bronx Metro-North Station Area Study

Dear Chair Garodnick,

HDC supports bringing Metro-North service to the East Bronx, because public transit should be within reach of all New Yorkers, but we are concerned that demolition in the railroad right of way could strip neighborhoods of historic resources.

We believe it is essential that the Department of City Planning work closely with the Landmarks Preservation Commission to identify and safeguard historic resources in Hunts Point, Parkchester, Van Nest, Morris Park and Co-op City that may be impacted by the railroad right of way. LPC should identify and designate historic resources before, not after the rezoning takes place.

In cases where demolition of historic resources is proposed, such as in Parkchester, where the Metro-North Station Study identifies 2000 East Tremont Avenue, 2040 East Tremont Avenue and 14 Metropolitan Oval, which are all decorated with Parkchester's unique public art in the form of terra cotta ornamentation, we urge the Department of City Planning to develop a plan to safeguard the artwork and store or display it within the community.

We understand that this project requires rezoning in the railroad right of way. We ask that any rezonings related to the Bronx Metro North Station Area in fact be limited to the railroad right of way so as not to adversely impact unique zoning such as the Parkchester Special Planned Community Preservation District.

As one of just four Special Planned Community Preservation Districts in New York City, and the only one of its kind in the Bronx, Parkchester includes 51 buildings and ample open space which is home to about 30,000 people. In addition to its status as a pioneering middle-income housing development, Parkchester is also noted for the more than 1,000 Art Deco terra cotta sculptures, friezes and architectural ornaments that adorn and enliven buildings in the complex.

Parkchester is not landmarked. What has helped Parkchester maintain much of its unique architectural integrity and affordability has been its status as a Special Planned Community Preservation District. As the New York City Department of City Planning itself notes, "The Special Planned Community Preservation District (PC) designation protects the unique character of communities that have been planned and

East Bronx History Forum
1644 Hone Avenue (Administrative Office)
Bronx, New York 10461
http://www.bronxnyc.com
EastBronxHistory@gmail.com
(718) 824-8992 office
(914) 426-9401 cell

May 21, 2024

New York City Department of City Planning,

With the arrival of four Metro-North stations in the East Bronx as of 2027, it is well within our discretion based on our By-laws to advocate for the protection of all of our neighborhoods east of the Bronx River. Some important historical facts, points to consider and remediations are in response to the proposed ULURP for the Bronx Metro-North Upzoning.

Van Nest Station History

The New York to New Haven rail link was completed in 1849. The New York, New Haven and Hartford Railroad was started in 1872. Its Van Nest station was named as such by its director, Abraham Reynier Van Nest, (1810-1888) for his father Reynier Van Nest (1771-1859), a saddle maker. It is noteworthy that the railroad station was built and operational before the neighborhood of Van Nest was formed. The station's use and activity was at its peak during time of the Morris Park Racetrack from 1889 to 1903 (McNamara, p. 204). The Van Nest station along with the Williamsbridge station, which was located at the junction of Blondell Avenue and Poplar Street, were the general public stations servicing the racetrack. The New York, New Haven and Hartford Railroad had built an additional two track spur to transport many of New York's society people directly to the entrance of the racetrack (DiBrino, p. 5). One of the very first photos of the Van Nest station can be seen from as far back as 1898 [**doc. 1**]. The photo shows United States soldiers waiting to board the train to head off to the Spanish-American War (Ultan, p. 79).

During this time period in the 1890s, the Van Nest neighborhood itself was starting to take shape. According to the New York Times from November 9, 1890, *Corporations for Westchester* [**doc. 2**] the Van Nest Land Improvement Company was formed with a one-million-dollar capitalization. In 1892, the Van Nest Land Improvement Company started to divide up the farmland of Lott G. Hunt into 1,700 lots for a community to be known as Van Nest Park (McNamara, p. 204). The New York Times articles from May 23, 1893 *Van Nest Property Sold* [**doc. 3**] and October 1, 1893 *Sale of Lots at Van Nest* [**doc. 4**] captures the development of the Van Nest community. By 1896, according to another New York Times article *Building Lots at Auction*, [**doc. 5**] 300 people were present at a Decoration Day sale on May 30 for the sale of 65 lots which took place on the grounds of the Downing Estate located near to the Van Nest Station.

The New Haven Railroad in 1890 had revenues in excess of 100 million dollars, employed 4,000 people and served 12 million passengers. By 1903, J. P. Morgan gained control of the New Haven's Board of Directors and installed Charles Mellon as President. The electrification of the lines between Woodlawn and New Haven began shortly thereafter

(Swanberg). Concurrently, ten years after the sale of the former Lott G. Hunt estate to create the Van Nest community, Van Nest was a thriving neighborhood with its own commuter passenger station as seen on the map from the Brooklyn Eagle Almanac from 1903 [**doc. 6**]. Not only was the Van Nest station a transit hub along the New Haven with trains arriving every hour in 1906 according to the timetable [**doc. 7 and 8**] but the New Haven was a major employer of local Van Nest residents with the creation of the Van Nest Yards in 1907 which operated until 1959 according to the New York Times article *Con Ed buy shops of New Haven here* [**doc. 9**]. Interestingly enough, Con Edison still maintains and occupies the buildings of the former Van Nest Yards and refers to this facility as the Van Nest Service Center [**doc. 10**]. The photo in document 10 was taken at the White Plains Road entrance to the Con Edison Service Center less than two blocks from the proposed Metro-North station. Additionally, one can see the outside and inside of the former Van Nest Yards during its time as a train yard [**doc. 11 and doc. 12**] (Liljestrand and Sweetland, p. 45 and 47). An additional photo of the Van Nest station is shown in 1911 [**doc. 13**] with its two concrete platforms which are shown in the left and center and the freight line shown on the right closer to what was then Walker Avenue, now, East Tremont Avenue.

During World War I, the New Haven and all railroads around the country were under the control of the Federal government. By the 1920s the New Haven had updated its infrastructure, rebuilt its equipment and modernized its fleet of wooden box cars. The 1930s and the Depression coupled with its purchase of new light passenger cars almost brought the New Haven to bankruptcy. During World War II, it financed the purchase of new diesel locomotives. By the end of World War II, the New Haven emerged from its inevitable bankruptcy by 1947 (Swanberg). By the 1940s the Van Nest Station was used mostly for commercial activity as seen in the photo from 1941 [**doc. 14**] (NYPL.org). However, as the New Haven was emerging from bankruptcy in 1947, this was the year of the Freedom Train's arrival at the Van Nest station [**doc. 15-18**]. The Freedom Train was started by President Truman who had a passion for trains. The Freedom Train was Truman's way of expressing the meaning of United States citizenship, considering its role as a world leader after World War II. According to the New York Times article from October 1, 1947 *Bronx Welcomes Freedom Train*, [**doc. 19**] it arrived at Van Nest on September 30, 1947. People gathered at 7 am along East Tremont Avenue in advance of the 45-minute public arrival ceremony which started at 9:45 am. Eight thousand six-hundred people passed through the Van Nest station to view the contents of the Freedom Train such as the Declaration of Independence. Additionally, a second Freedom Train according to the New York Times *Freedom Train Greeted* [**doc. 20**] made its way back to Van Nest on December 18, 1948. The Freedom Train's second arrival was meet with a ceremony and a parade to the Van Nest Yards. This second train was sponsored by the American Heritage Foundation.

By the 1950s, the New Haven was seeing competition from government subsidized highways and airlines and a high rate of taxation. Additionally, the New Haven was struggling not only from competition from other sources of transportation, but from natural disasters such as hurricanes and flood damage of equipment between 1954 and 1955 (Swanberg). By 1955, according to the New York Times article by Clarence Dean, *2,500 Gleeful Children Invade City On Zoo Train*, [**doc. 21 and 22**] the New Haven was trying to stay ahead of the curve by identifying possible new revenue streams. The introduction of the "The Zoo Train"– developed to capitalize on tourists, visitors and resident interest in the nearby Bronx Zoo. The Zoo Train as shown in the postcard [**doc. 23**] which doubled as a 45 rpm record was a sellout according to the New Haven President at the time, Patrick McGinnis. The Zoo Train arrived at 10:45 am in Van Nest on April 17, 1955 and departed at 3 pm. It had 36 coaches and 2,500 children. People would take a bus the remaining distance to the zoo. The following two photos clearly demonstrates the commanding crowds disembarking in what was the Van Nest station for the

final leg to Bronx Zoo [**doc. 24 and 25**]. According to the photos, the Van Nest station, was commonly referred to as the "Grape Yard" predominately in the 1950s due to the large Italian-American population (Curtain). The fact that it was around in 1955 when Parkchester was already built clearly indicates the Van Nest station had credibility and resonance. Before September 1959, the Van Nest Shops the remnants of the station can clearly be seen along with the tunnel connection to East Tremont Ave and the last remaining concrete platform in the aerial view [**doc. 26**]. Con Edison, as mentioned had purchased the Van Nest Yards by September 24, 1959.

At present, the only remnants of the former Van Nest station can be seen here from a February 2007 photo [**doc. 27**]. The wood platform albeit a bit weathered still endured at its present location until it was demolished in May 2022 for the construction of the future Metro-North station.

Targeting-Why is it that only Van Nest and Morris Park are being considered for upzoning and not Hunt's Point and Co-Op City? Is it because both neighborhoods are organized, community minded and are traditional in nature? Most of the homes in both neighborhoods are one and two families, making the East Bronx unlike the densely populated and *Pack and Stack* style of the south and west Bronx. Rezoning both neighborhoods so drastically does a disservice to individuals who look to both neighborhoods and the east Bronx in general as a way to socially move up and out of the cluttered and dense housing which as mentioned is indicative of the south and west Bronx. It is basically stifling upward mobility of low to middle income Bronxites and communities of color who want a piece of suburbia in the city, this truly reeks of discriminatory practices. It is forcing Bronx families and individuals to leave the Bronx and New York City for literal greener pastures of Westchester and Connecticut, permanently. If you rezone for one community, there should be rezoning for all communities along the Metro-North line, advocating for rezoning for some neighborhoods and not others clearly demonstrate bias. If you do for one, you should do for all neighborhoods. And frankly, the no build option should be in place for all stations and let growth happen organically, follow vehicular and pedestrian traffic as it actually happens not based on a study, or what you may think your best educated outcomes predict, study the factual versus the hypothetical.

Growth vs. Greed-Both neighborhoods need *Growth By Need, not Growth By Greed.* Why is there a blanket rezoning of properties as opposed to rezoning by individual lots? I point to Parkchester Crossing located between East Tremont Avenue and Unionport Road and White Plains Road (block 3952), eight years with this coming October 2024 and no new development. Additionally, why is this upzoning bleeding into the neighborhoods that are adjacent to Parkchester/Van Nest. The western edge of Westchester Square, specifically from East Tremont and Castle Hill Avenues heading eastward to Silver Street and on the south side and on the north side at the southern border of Morris Park at Bronxdale between Van Nest Avenue and Sackett Avenues? The area of East Tremont Avenue east of Castle Hill Avenue and Silver Streets are designated R4-A on the south side and R4 on the north side of the street, which was designated on March 22, 2006. The residents and community groups, especially Westchester Square Zerega Improvement Organization have fought diligently to keep the quality of life in their neighborhoods stable and livable. The north side of Bronxdale Avenue going north and south of Van Nest Avenue to Sackett Avenue is designated M1-1, which was maintained in the downzoning of October 11, 2005, will seriously damage site lines of St. Raymond's Church, which will be discussed further on in this narrative.

Housing Shortage-This is an urban myth supported by Developers and the Real Estate Industry. Of course, there is a housing shortage according to the Developers and the Real Estate Industry, they are in it for the sake of monetary gain and not for genuinely building neighborhoods and community. The mindset of developers and the real estate industry is akin to the rooster saying there are not enough hens in the hen house. If there is such a housing shortage, again, why is it that Parkchester Crossing bound between East Tremont Avenue, Unionport Road, Guerlain St. and White Plains Road has not been built? The previous building has since been demolished in 2016 and all that remains is a large pit in the ground.

Population Decline-According to New York State Comptroller Thomas DiNapoli, the population of the Bronx declined by 6.3% as a result of Covid as noted in the Bronx Times Reporter here https://www.calameo.com/read/0065303634abb9e94aa30 (page 34) of January 12, 2024. According to the article the Bronx saw residents "heading for the exits" more than any other borough. The population of the Bronx in 2020 was 1,472,654 compared to 1,379,946 in 2022. Queens and Brooklyn realized a 5.3% population decline, Manhattan a 5.8% decline and Staten Island a .09% decline. We know there have been many delays with the Metro-North Access, from as far back as tragic and unfortunate events in the life of our city and nation such as 9-11 to the Covid pandemic, however, the burdensome nature of this megalithic proposal will certainly hasten the exodus of life-long residents who generationally have contributed to the development and success of each of their own communities.

Health Care Institutions-With all of the planned rezoning for housing, is Jacobi upzoning their campuses as Einstein plans on doing, considering they want to increase the number of job opportunities in the healthcare field? Of course this goes back to the initial point of targeting, or is it all about housing to weaken a stable and suburbanized East Bronx community?

Modifications and Amenities-It would be essential to keep the height of 1601 Bronxdale Avenue (block 4042 lot 200) at its present height will foster better sight lines especially as it relates to one of the many centerpieces of the Pakchester community: St. Raymond's Church, commonly known as the mother church of the Bronx. Additionally, East Tremont Avenue, Bronxdale Avenue, Castle Hill Avenue and Poplar Street remain the confluence of four historic neighborhoods: **[doc. 28-31]** Westchester Square, Van Nest, Morris Park and Parkchester. In regards to St. Raymond's Church sight lines, block 4042 lot 224 designated as G-2 should be designated as Q1 or Q2, in order a potentially have a plaza area or park much the way there will be a plaza area for the Morris Park Metro-North station. Additionally, block 4042 lot 222, designated K-1, block 4042 lot 236 designated K-1, block 4042 lot 244 designated V1, block 4042 lot 247 designate as O1, should keep their designation or be zoned with minimal upzoning (no more than three stories) at best in order to maintain the sight lines for St. Raymond's church as viewed from Bronxdale Avenue in Morris Park.

Another major request if this upzoning does take place, would be a much-needed youth community center, as suggested by the Van Nest Neighborhood Alliance. The site of 1601 Bronxdale would prove valuable, especially with it having a pool already located in the facility, which was a former gym.

Referring back to East Tremont Avenue, Bronxdale Avenue, Castle Hill Avenue and Poplar Street as the confluence of four historic neighborhoods Westchester Square, Van Nest, Morris Park and Parkchester, it would also be critical to save and preserve 1571 Bronxdale Avenue, block 4042 lot 204 the former Laconia Hotel during the days of the Morris Park Racetrack (1889-1904) as an historic entry way and landmark to these four neighborhoods. Additionally, 1583 Bronxdale Avenue has been around since the days of the Morris Park

Racetrack as well as 1571 Bronxdale Avenue and are both worthy of saving these historic structures and having them ***not*** be part of the blanket ULURP. The EBHF has been researching and writing grant proposals to possibly purchase this structure (1571 Bronxdale Avenue) which would serve well as a museum location to educate new residents and tag team well with the much-needed youth community center which should be located at 1601 Bronxdale Avenue. The notion of increasing 1601 Bronxdale to 21 stories is unthinkable. It clearly will destroy the sightlines as mentioned for St. Raymond's Chruch as viewed from Morris Park. The idea of a community center at this parcel, would be conducive especially since there are two schools located on Bronxdale Avenue: Van Nest Academy and the Ichan School, in addition to the St. Raymond's Elementary School and also the St. Raymond's Girls High School.

In regards to Parkchester, with the potential destruction of block 3943 lot 209, 207 205 (2040, 2000 and 1990 East Tremont Avenue) for housing, it is **CRITICAL** to see that this site does not get built upon https://a002-ceqraccess.nyc.gov/Handlers/ProjectFile.ashx?file=MjAyM1wyM0RDUDA2NVhcZWlzXGRyYWZ0X2Vpc1wyM0RDUDA2NVhfREVJU19Ob3RpY2Vfb2ZfQ29tcGxldGlvbl8wMTE5MjAyNC5wZGY1&signature=03988e13b6df3d627575d586c312c9c9d7fd9dfb. (see pages 28 and 62). If it does get built upon, saving of the three artworks *Lords of Industry* seen here from the Parkchester Project https://www.instagram.com/p/Co7HwxqAyto/ produced by Theodore Cotillo Barbarossa https://www.instagram.com/p/Co185Dcugr7/?img_index=1 should serve as a genuine motivation to house them and display them somewhere in the Parkchester community. Terra-cottas, once removed from the structure of a building do not have the availability of being placed back onto another building, sadly, we have witnessed the destruction of many terra-cottas in Parkchester as we have already seen with the careless mishandling and destruction of multiple pieces over the past five years here https://www.instagram.com/p/CKthDUsJ7AO/?img_index=1, in the attempt to renovate many of the buildings. We certainly can't experiment with terra-cottas considering once we do it could mean the destruction of these 84-year-old works of art. In addition, block 3952 (Parkchester Crossing) should be no higher than its counterpart 1598 Unionport Road, block 3944 lot 3 which is 8 stories, if this monolithic project does take place. These ideas should be taken into consideration especially with Parkchester being designated by the Historical Districts Council in 2022 as a Six To Celebrate https://6tocelebrate.org/neighborhoods/parkchester/

In 2012, https://apwu.org/sites/apwu/files/resource-files/amp_review-130402-bronx_ny.pdf (see page 3) the United States Postal Service (USPS) closed its sorting facility in the Bronx and transferred all its mail processing to Manhattan. The addition of a sorting facility in the Bronx as opposed to Manhattan would serve the Bronx well. Considering White Plains Road (starting at the border with Mount Vernon and ending at the East River) and East Tremont Avenue (starting at the Harlem River and ending at the East River) are two of the longest streets and ostensibly meet up in the geographical center of the Bronx, having a postal sorting center somewhere on East Tremont Avenue possibly on block 3952 would certainly add to the overall economic viability and thereby create needed permanent jobs. The Unionport Road de-mapping next to block 3952 is an outrageous proposition, which would only increase traffic flow around the station, especially if one would consider using block 3952 as a potential USPS sorting facility.

According to the Final Environmental Statement of January 19, 2024, there are 60 projected sites and within that are 132 lots, there are also 36 potential sites and within that 72 lots for buildup. If all goes according to how the city wants, that means 204 lots could be built upon from East Tremont Avenue and St. Lawerence Ave to Stillwell Avenue and Pelham Parkway South. The largest of these projected sites is number 5, block 4025 in Van Nest with a lot count of 26, the largest in the study. The development of this site will prove destructive to

the R5 density of this section of Van Nest and weaken a historically vital neighborhood as designated by the Historic Districts Council in 2022 as a Six to Celebrate community https://6tocelebrate.org/neighborhood-items/van-nest-the-bronx/

Additionally, with all of this proposed upzoning, there needs to be amenities such as Fire services particularly on a wide throughfare such as East Tremont Avenue, most likely on the north side of East Tremont Avenue. Since the construction of Parkchester in the early 1940s, there is no firehouse specifically within the confines of that neighborhood, they rely heavily upon Van Nest's engine 90 and Ladder 41 located at 1841 White Plains Road and Unionport's Engine 64 and Ladder 47 located at 1214 Castle Hill Avenue. With expected outgrowth a fire facility is essential.

Moreover, considering the Metro-North study does not consider accommodations for parking it would prove vital to keep block 4042 lot 254 as a G7 parking facility.

Finally, the issue of Metro-North is not about Metro-North any longer. The Metro-North New Haven line along the Hell Gate line is beneficial, however, the blanket ULURP, should not be considered until Metro-North has been rolled out and an in place to truly adjust to actual traffic and pedestrian patterns. The city is using Metro-North as a wedge against established communities to promote a housing agenda catering to transient, 24-hour neighborhoods, which results in less cohesion and more government control, simply put this rezoning is too big, too soon and too fast.

Respectfully

Richard F. Vitacco

Richard F. Vitacco
President

References

"Bronx Welcomes Freedom Train." New York Times 1 October 1947.
"Building Lots At Auction". New York Times 31 May 1896.
"Con Ed Buys Shops Of New Haven Here." New York Times 24 September 1959.
"Corporations For Westchester." New York Times 9 November 1890.
Curtain, Tom. "The Great Zoo Train Operation" New Haven Shoreliner 1996, Volume 27, Issue 2.
DiBrino, Nicholas. The History of the Morris Park Racecourse and the Morris Family. New York: Amdima Litho Co., 1977.
Dean, Clarence "2,500 Gleeful Children Invade City Zoo on Train" New York Times 17 April 1955.
"Freedom Train Greeted." New York Times 19 December 1948.
Liljestrand, Robert A. and Sweetland, David R. New Haven Electric Locomotives and MU Cars.
Llyod Ultan and Gary Hermalyn. The Bronx In The Innocent Years. New York: The Bronx County Historical Society, 1991.
McNamara, John. History In Asphalt: The Origin of Bronx Street And Place Names. Third Edition. New York: The Bronx County Historical Society, 1989.
"Sale Of Lots At Van Nest." New York Times 1 October 1893.
Swanberg, John William. "About the New Haven Railroad" revised (2001), 24 January 2012 < https://archives.lib.uconn.edu/islandora/object/20002:860116051>
"Van Nest Property Sold; Good Prices For Lots Opposite Morris Park Entrance." New York Times 23 May 1893



Photo Credit: Lloyd Ultan and Gary Hermalyn *The Bronx In The Innocent* Years, 1991

CORPORATIONS FOR WESTCHESTER.

ALBANY, Nov. 8.—The following certificates of incorporation have been filed in the Secretary of State's office: The New-York and Westchester Water Company, with a capital of $500,000. The company's sources of supply of water are intended to be from springs, streams, wells, and artesian wells, or other available sources of supply. The company will furnish water to inhabitants of the town of Westchester and adjacent places. The incorporators are John F. Hume of Poughkeepsie, William Gordon, Albert H. Gleason, Henry Powers, and Isaac Freese of New-York City; Joseph M. Low of Kingston, and James P. Mitchellan of Camden, N. J.

The Van Nest Land and Improvement Company, capitalized at $1,000,000, is formed for the erection of buildings, sub-division of lands into building lots and villa plots, improving the same, and for purchasing and selling materials used in the construction of buildings in the town of Westchester. The incorporators and Trustees are Alfred H. Morris, John M. Rogers, Charles E. Coddington, Alfred B. Cruikshank, and Clarence D. Cruikshank.

The New York Times
Published: November 9, 1890
Copyright © The New York Times

Lots, north side Columbus Av, beginning next to corner of Bronxdale Av, sold thus: $360, T. M. Hartnett; $315 each of two, Max Schlesinger; $305 each of two, M. Kelleher; $300, A. L. Smith; $300, Mrs. P. Walsh; $300 each of two, A. L. Smith; $295, James Bailey; $295, Frederick Kueckel; $300 each of two and $295 each of two, J. P. Cantrell; $290 each of two, F. G. Swartwout; $290 each of three, A. L. Smith; $400, Mrs. V. Harris.

Lots, south side Kinsella Av, beginning next to corner of Bronxdale Av, sold thus: Four at $500 each, Mrs. V. Harris; six at $395 each, Mrs. Mary Selferd; six at $405 each, A. L. Smith; five at $440 each, Mrs. Mary Selferd.

Lots, north side of Kinsella Av, beginning next to corner of Bronxdale Av, sold thus: Two at $330 each, A. L. Smith; four at $335 each, Mrs. Mary Selferd; four at $330 each, Mrs. V. Harris; ten at $345 each, and one, corner of Rose St, $500, Mrs. Selferd.

Lots, south side of Morris Park Av, beginning next to corner of Bronxdale Av, sold thus: $530, F. W. Elder; $500, Catharine O'Rourke; $500 and $475 respectively, A. L. Smith; four at $450 each, H. Tixtor; two at $450 each and two at $425 each, F. G. Swartwout; two at $435 each, H. P. Clary; two at $445 each, T. Williams; $420, Flora Stranskey; two at $420 each, James Twomey; $410, and corner of Rose St at $660, W. H. Duncan.

Lots, north side Morris Park Av, beginning next to corner of Bronxdale Av, sold thus: Two at $450 each, F. A. Kerker; one at $500, and northeast corner Delancey Place at $775, D. Dods, Jr.; two, including northwest corner of Delancey Place, $800 each, William N. Penney; four at $115 each, C. Gillis; $415, John H. Cook; northeast corner Graham St, $700, Mrs. V. Harris; northwest corner Graham St, $650, W. H. Duncan; two at $445 each, R. J. Kennedy; three at $350 each, John H. Cook; $460, John Degan.

Lots, east side Delancey Place, beginning next to corner Morris Park Av, sold thus: $275, D. Dods, Jr.; $275, Thomas Butler; two at $250 each, J. A. and F. Lindstein; eight at $225 each, John Dwyer.

Lots, west side of Delancey Place, beginning next to corner of Morris Park Av, sold thus: $240, Alexander Sormany; two at $245 each Otis W. Field; four at $245 each, James A. J. O'Brien; four at $225 each, R. Tixtor.

Lots, east side of Graham St, beginning next to corner of Morris Park Av, sold thus: Two at $230 each, R. J. Kennedy; four at $220 each, William N. Penney; $200, to F. G. Swartwout; two at $195 each, R. J. Kennedy; two at $175 each, J. Schaffer.

Lots, west side of Graham St, beginning next to corner of Morris Park Av, sold thus: Two at $195 each, W. H. Duncan; two at $180 each, Mrs. A. Lamour; six at $150 each, William H. Deady.

Lots, east side of Rose St, beginning next to corner of Morris Park Av, sold thus: Three at $155 each, John Mairmer; two at $145 each, Mrs. Dwyer; two at $140 each, Mrs. Forbes; three at $130 each, C. Gillis.

At the New-York Real Estate Salesroom, in the Trinity Building, Messrs. Smyth & Ryan sold, in partition, 61 7th St, north side, 275 feet east of 2d Av, 25 by 44.2 by 97.6, four-story high-stoop brick dwelling, with three-story extension, for $22,775, to L. Adler. For $5 the same firm sold a six-acre piece of quarry land at Redding, Conn., and the book accounts of Hiram F. Beebe to J. E. Van Nostrand. There was some doubt as to the title of the land.

Mr. William Kennelly sold to John F. Chambers, the plaintiff in foreclosure proceedings, 13 East 30th St, 21.5 by 85, with three-story stone-front dwelling, for $25,000, and 210 East 29th St, 12.2 by 98.9, with similar building, for $8,100.

Mr. Richard V. Harnett sold, in eight parcels, the property of the United Electric Traction Company. The total realized was $15,828.20.

$325 for each of three adjoining, Mrs. V. Harris; $900 each of two, F. G. Swartwout; $900, and for corner of The New York Times 100, Benjamin G. Bent.

Bronxdale Av, lots beginning south corner of Columbus Av, sold thus: Corner, $1,300, F. G. Swartwout; $830 each of two, Henry Schaffer; $1,250, T. Williams.

Lots, Columbus Av, south side, sold thus, beginning next to corner of Bronxdale Av: $325 each of two, Mrs. V. Harris; $295 each of two, J. P. Cantrell; $270 each of two, A. L. Smith; $185 each of two, Jeremiah Healy; $130 each of two, and $125 each of two, M. Dworzsky; $115 each of two, H. H. Van Soizen; $110 each of two, Thomas Antier; $120, W. A. Anderson; $120, Alexander Sormany.

Lots, north side Columbus Av, beginning next to corner of Bronxdale Av, sold thus: $360, T. M. Hartnett; $315 each of two, Max Schlesinger; $305 each of two, M. Kelleher; $300, A. L. Smith; $300, Mrs. P. Walsh; $300 each of two, A. L. Smith; $295, James Bailey; $295, Frederick Kueckel; $300 each of two and $295 each of two, J. P. Cantrell; $290 each of two, F. G. Swartwout; $290 each of three, A. L. Smith; $400, Mrs. V. Harris.

Lots, south side Kinsella Av, beginning next to corner of Bronxdale Av, sold thus: Four at $500 each, Mrs. V. Harris; six at $395 each, Mrs. Mary Selferd; six at $405 each, A. L. Smith; five at $440 each, Mrs. Mary Selferd.

Lots, north side of Kinsella Av, beginning next to corner of Bronxdale Av, sold thus: Two at $330 each, A. L. Smith; four at $335 each, Mrs. Mary Selferd; four at $330 each, Mrs. V. Harris; ten at $345 each, and one, corner of Rose St, $500, Mrs. Selferd.

Lots, south side of Morris Park Av, beginning next to corner of Bronxdale Av, sold thus: $530, F. W. Elder; $500, Catharine O'Rourke; $500 and $475 respectively, A. L. Smith; four at $450 each, H. Tixtor; two at $450 each and two at $425 each, F. G. Swartwout; two at $435 each, H. P. Clary; two at $445 each, T. Williams; $420, Flora Stranskey; two at $420 each, James Twomey; $410, and corner of Rose St at $660, W. H. Duncan.

Lots, north side Morris Park Av, beginning next to corner of Bronxdale Av, sold thus: Two at $450 each, F. A. Kerker; one at $500, and northeast corner Delancey Place at $775, D. Dods, Jr.; two, including northwest corner of Delancey Place, $800 each, William N. Penney; four at $115 each, C. Gillis; $415, John H. Cook; northeast corner Graham St, $700, Mrs. V. Harris; northwest corner Graham St, $650, W. H. Duncan; two at $445 each, R. J. Kennedy; three at $350 each, John H. Cook; $460, John Degan.

Lots, east side Delancey Place, beginning next to corner Morris Park Av, sold thus: $275, D. Dods, Jr.; $275, Thomas Butler; two at $250 each, J. A. and F. Lindstein; eight at $225 each, John Dwyer.

Lots, west side of Delancey Place, beginning next to corner of Morris Park Av, sold thus: $240, Alexander Sormany; two at $245 each Otis W. Field; four at $245 each, James A. J. O'Brien; four at $225 each, R. Tixtor.

Lots, east side of Graham St, beginning next to corner of Morris Park Av, sold thus: Two at $230 each, R. J. Kennedy; four at $220 each, William N. Penney; $200, to F. G. Swartwout; two at $195 each, R. J. Kennedy; two at $175 each, J. Schaffer.

Lots, west side of Graham St, beginning next to corner of Morris Park Av, sold thus: Two at $195 each, W. H. Duncan; two at $180 each, Mrs. A. Lamour; six at $150 each, William H. Deady.

Lots, east side of Rose St, beginning next to corner of Morris Park Av, sold thus: Three at $155 each, John Mairmer; two at $145 each, Mrs. Dwyer; two at $140 each, Mrs. Forbes; three at $130 each, C. Gillis.

At the New-York Real Estate Salesroom, in the Trinity Building, Messrs. Smyth & Ryan sold, in partition, 61 7th St, north side, 275 feet east of 2d Av, 25 by 44.2 by 97.6, four-story high-stoop brick dwelling, with three-story extension, for $22,775, to L. Adler. For $5 the same firm sold a six-acre piece of quarry land at Redding, Conn., and the book accounts of Hiram F. Beebe to J. E. Van Nostrand. There was some doubt as to the title of the land.

Mr. William Kennelly sold to John F. Chambers, the plaintiff in foreclosure proceedings, 13 East 30th St, 21.5 by 85, with three-story stone-front dwelling, for $25,000, and 210 East 29th St, 12.2 by 98.9, with similar building, for $8,100.

Mr. Richard V. Harnett sold, in eight parcels, the property of the United Electric Traction Company. The total realized was $15,828.20.

$325 for each of three adjoining, Mrs. V. Harris; $900 each of two, F. G. Swartwout; $900, and for corner of The New York Times 100, Benjamin G. Bent.

Bronxdale Av, lots beginning south corner of

SALE OF LOTS AT VAN NEST.

A Successful Auction of a Portion of the Hunt Estate.

More than ordinary interest attached, in the minds of real estate men, to the auction sale of lots at Van Nest, Westchester, which was held on the grounds by Mr. James L. Wells. The sale was one ordered by the Supreme Court, and was, therefore, absolute, differing in this respect from voluntary offerings. Then, again, the property was of a kind appealing especially to persons of very moderate means, and there was some curiosity to see whether the financial conditions which affect the higher-priced kinds of realty would operate in this instance. A number of gentlemen, who are interested in other suburban properties, were present at the sale, and paid close attention to the proceedings. The property belonged to the estate of the late Lott G. Hunt.

The sale was begun at 1 P. M. At that time about 200 persons were present, among them many women, who subsequently were among the best bidders and purchasers. The bidding was slow, there being present many thrifty persons, who were very careful about paying a dollar more than was necessary. Nearly all the lots were sold singly, because buyers would not avail themselves of the privilege offered them of buying several at the same bid. In consequence, only 124 of the 297 lots were disposed of before it became too dark to proceed further. The remaining lots will be disposed of at the same place on Oct. 14, at noon.

The results of the sale were very satisfactory, and all concerned, including representatives of other suburban property, pronounced it successful. The aggregate of the sale was $33,620, or an average of $271 per lot. Deducting, however, fifteen lots which brought together only $1,505, the average is almost $300 per lot, which is exceedingly good. The lowest-priced lots were on Hunt Avenue. They brought $100 each, a corner selling for $105. Four lots on Bronxdale Avenue, south side, beginning with the southwest corner of Hunt Avenue, sold for $660, (corner,) and $360 for each of the others. On Mianna Street lots went at from $175 to $505, the latter for the corner of the Bronxdale and Unionport Road. Other lots on that road sold for from $500 for a corner to $190 for a short lot, the average being over $300. Oakley Street lots went from $250 to $375 each. Brown Avenue ones sold from $200 to $315. Those on Birchall Avenue averaged $275 each. An old house on Oakley Street, with three lots, sold for $1,425.

At the close of the sale Mr. Wells was congratulated by the parties in interest.

The New York Times
Copyright © The New York Times
Originally published October 1, 1893

Decoration Day Sales near West Farms and Van Nest.

Two large auction sales of building lots in the annexed district were held yesterday.

One of these sales was by James L. Wells, on the Mapes estate, near West Farms, now in the Twenty-fourth Ward of the city. It was attended by many buyers. A lot at Classon Avenue and the West Farms Road, 111.46 by 25 feet, was sold to M. Redmond for $1,175, and one at St. Lawrence Avenue and West Farms Road, 97.68 by 25 feet, to J. J. Sullivan, for $1,000. M. A. Hodsdon bought Lots 45 and 46, on St. Lawrence Avenue, each 25 by 100 feet, for $600 each, while the adjoining lots, 47 and 48, went for $475 each, John Boyle being the buyer. Lots 49 and 50 were purchased by J. Frank Yawger for $470 and $475, respectively; No. 51 went to Francis Smith for $470. Walter Callahan bought Lots 52 and 53 for $480 each, and Nos. 54 and 55 went to J. J. Sullivan for $500 each. James J. Curran bought No. 50 for $598.

M. Redmond bought five lots on St. Lawrence Avenue, each 25 by 100 feet, paying $545 for the one at the corner of Merrill Street, and $475 for each of the others.

On the west side of St. Lawrence Avenue, north of Mansion Street, the prices for lots ranged from $445 to $550. Charles B. Fox bought Nos. 58 and 59 for $480 each, and Nos. 60 and 61 for $475 each. M. Jacobi, Thomas H. Friend, J. P. Reardon, Joseph E. Cook, and J. Bradley were also among the buyers, the latter paying $550 for Lot No. 68.

William Orr bought Lot No. 75, which fronts on St. Lawrence Avenue, for $2,075. It has a small house upon it.

On Commonwealth Avenue, J. J. O'Sullivan boughts Lots 104 and 105 for $490 each, 106 and 107 for $450 each, and 114 and 115 for $545 each. M. A. Hodson bought on the same avenue Lots 166, for $450, and 113, for $545. J. J. Cahill became the purchaser of a lot at Merrill Street and Commonwealth Avenue for $505, and the lot adjoining for $455. J. Frank Yawger bought a lot at the southeast corner of Commonwealth Avenue and Mansion Street for $620.

Lots on Classon Avenue, between Merrill and Mansion Streets, ranged in price from $320 to $485. M. Redmond got the corner lot at Morrill Street for $410, and Theodore H. Friend the corner lot at Mansion Street for $485.

The sale by George R. Read of sixty-five lots on the Downing estate, near Van Nest Station, now in the Twenty-fourth Ward, was begun just before 9 o'clock in the morning, and was continued until nearly 4 o'clock P. M. The total amount of money realized was $41,000. The corners of Kinsella Avenue and Bronxdale Avenue brought $1,500 each, and the adjoining lots brought from $650 to $1,000 each. A lot at Columbus Avenue and Bronxdale Avenue brought $1,175, and those next to it, with the same frontage, $950 and $750. Lots on the west side of Bronxdale Avenue, north of Park Avenue ranged in price from $710 to $875.

Thirty-four lots fronting on Kinsella Avenue, between Rose Street and Bronxdale Avenue, were sold at prices ranging from $400 to $780, the latter price being paid for the northwest corner of Kinsella Avenue and Rose Street.

About 300 people were present at the sale, and the bidding was lively.

Fought Desperately with the Headsman.

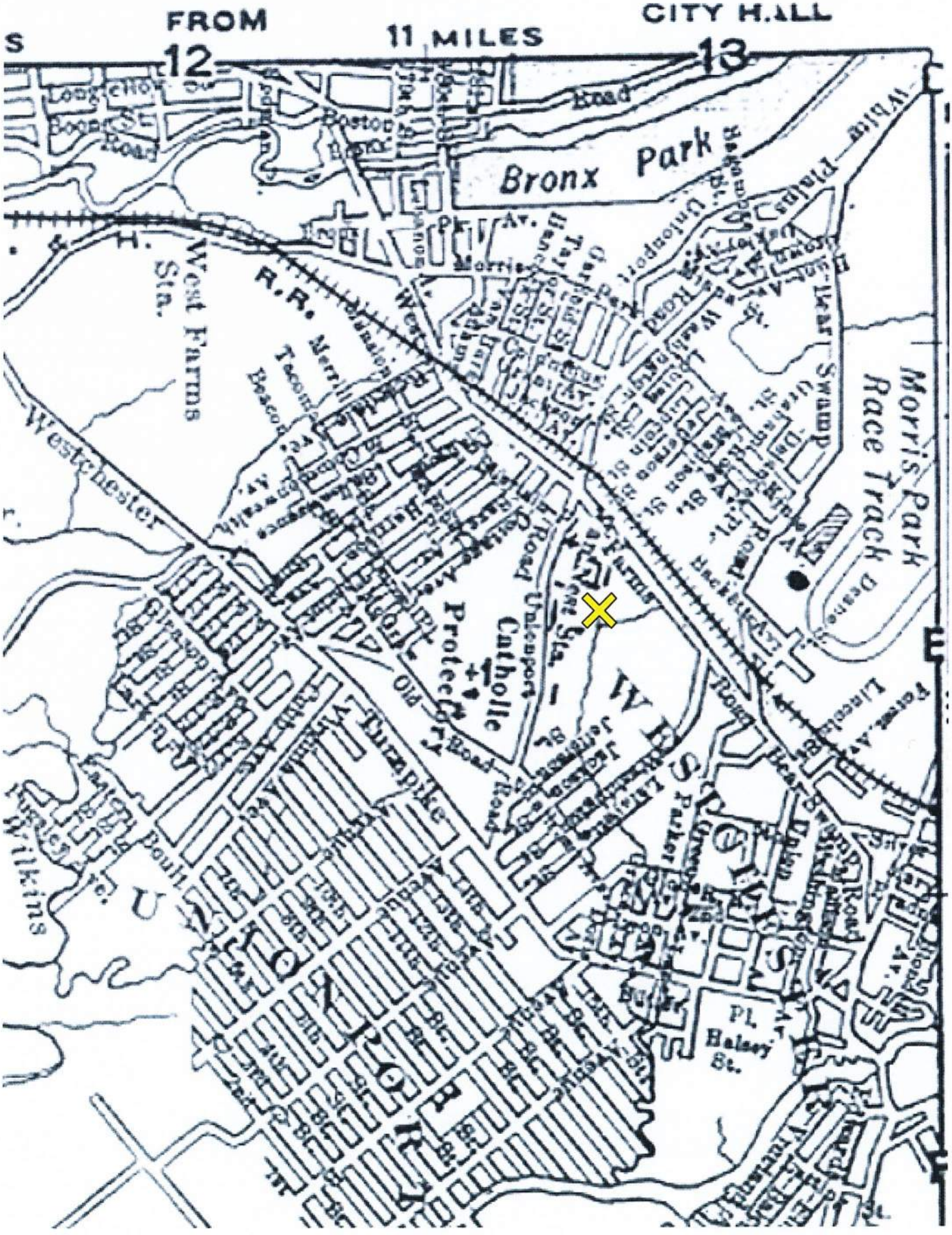
It is only on occasions extremely rare that a condemned man gives his executioners any trouble on the scaffold. Such a case, however, is reported from Mascara, a town in Algiers. A native named Embarek was recently convicted of murder there and sentenced to the guillotine. On learning that his last moment was at hand Embarek was at first overcome and speechless. Then he asked for the services of the mupht, and was left alone with him a few minutes. While the executioner was clipping his hair on the back of his head he kept talking on at great length to gain time, and protested that he had killed his victim because she refused to pay him his due.

At length the prison gates were swung wide open, and Embarek appeared before the crowd. He was pinioned, and the executioner's assistants were pushing him on by the shoulders. Within a few yards of the scaffold he caught sight of the glistening knife between the uprights, hanging, as if by a mere thread, at an awful height. Embarek was overpowered with terror. His eyes seemed to roll out of their sockets, and his lips muttered inaudible protests.

With great trouble he was pushed on to the fatal plank. He offered furious resistance, though pinioned, wriggling in the most unexpected and inconvenient positions. He knew that, once his neck was brought into the iron collar, it would be all over. The scene was a shocking one, and several people fainted. The executioner was bent on killing Embarek, but the latter was still more resolute to cling to life. It was no use arguing with him, and, of course, threats of punishment were of no avail. The executioner pulled his victim by the hair with all his might, two assistants and a couple of policemen pushed from behind, but probably interfered with each other. Embarek had his eye on the iron collar, and perversely lunged to right and left. The executioner, whose patience and forbearance were exhausted, at length took a rope, made a slip knot, slung it around the patient's neck, and, using it as a lasso, pulled the man's head into the collar. Then the knife dropped.

The New York Times
Published: May 31, 1896
Copyright © The New York Times

TO MORRIS PARK AND WESTCHESTER.



New York New Haven and Hartford RAILROAD.

FOUR SUPERB LIMITED TRAINS

BETWEEN

NEW YORK and BOSTON

VIA THE

SHORE LINE ROUTE.

The Mayflower Limited

Leaving at 8.00 A. M.
Due 1.00 P. M.

The Bay State Limited

Leaving at 10.00 A. M.
Due 3.00 P. M.

The Knickerbocker Limited

Leaving at 1.00 P. M.
Due 6.00 P. M.

The Merchants Limited

Leaving at 5.00 P. M.
Due 10.00 P. M.

Special tickets, including parlor car accommodations, will be sold for this train; rate between New York and Boston, $6.65.

The equipment on these trains is luxuriously appointed and vestibuled throughout.

Form C.

New York New Haven and Hartford RAILROAD.

LINES WEST OF NEW LONDON AND WILLIMANTIC.



Trains run Week Days only unless otherwise noted.

☞ From 1.00 A.M. to 12.59 P.M., light-faced figures; from 1.00 P.M. to 12.59 P.M., dark faced figures.

F. C. COLEY,
Ass't General Passenger Agent,
New Haven, Conn.

A. C. KENDALL,
General Passenger Agent,
Boston, Mass.

O. M. SHEPARD,
General Superintendent,
New Haven, Conn.

GEO. L. CONNOR,
Passenger Traffic Manager,
New Haven, Conn.

40c-L, 11-12-'06.

The Price, Lee & Adkins Co., Printers, New Haven.

(2) NEW YORK DIVISION. HARLEM RIVER BRANCH. — HARLEM RIVER TO NEW ROCHELLE.

STATIONS.	Miles	* 302	* 304	* 306	* 308	* 310	* 312	* 314	* 316	318	320	322	† 324	* 326	* 328	* 330	* 332	* 334	* 336	* 338	* 300
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	N'ON.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	N'HT.
HARLEM RIVER..Lv.	0	6.44	7.49	8.49	9.49	10.59	11.54	12.49	1.57	2.49	3.49	4.49	5.19	5.49	6.19	6.49	7.55	9.00	9.54	10.49	12.10
Port Morris.....	1.29	6.47	7.52	8.52	9.52	11.02	11.57	12.52	2.00	2.52	3.52	4.52	5.22	5.52	6.22	6.52	7.58	9.03	9.57	10.52	12.12
Casanova f.....	2.30	6.49	7.53	8.53	9.53	11.03	11.58	12.53	2.01	2.54	3.53	4.53	.....	5.53	6.23	6.53	7.59	9.04	9.58	10.53	12.14
Hunt's Point.....	2.83	6.51	7.55	8.55	9.55	11.05	12.00	12.55	2.03	2.56	3.55	4.55	.....	5.55	6.25	6.55					
West Farms.....	4.08	6.55	7.59	8.59	9.59	11.09	12.04	12.59	2.07	3.00	3.59	4.59	.....	5.59	6.29	6.59	8.05	9.10	10.04	10.59	12.20
Van Nest.....	5.02	6.58	8.02	9.02	10.02	11.12	12.07	1.02	2.10	3.03	4.02	5.02	5.27	6.02	6.32	7.02	8.08	9.13	10.07	11.02	12.23
Westchester.....	6.00	7.00	8.04	9.04	10.04	11.14	12.09	1.04	2.12	3.05	4.04	5.04	5.30	6.04	6.34	7.04	8.10	9.15	10.09	11.04	12.25
Baychester.....	7.43	7.06	8.09	9.08	10.08	11.18	12.13	1.08	2.16	3.11	4.08	5.08	5.33	6.08	6.38	7.08	8.14	9.19	10.13	11.08	12.29
Bartow.....	8.50	7.10	8.12	9.12	10.12	11.22	12.17	1.12	2.20	3.15	4.12	5.12	5.37	6.12	6.42	7.12	8.18	9.23	10.17	11.12	12.33
Pelham Manor...	10.04	7.13	8.15	9.15	10.15	11.25	12.20	1.15	2.23	3.18	4.15	5.15	5.40	6.15	6.45	7.15	8.21	9.26	10.20	11.15	12.36
Woodside.....	11.38	7.16	8.18	9.18	10.18	11.28	12.23	1.18	2.26	3.21	4.18	5.18	5.43	6.18	6.48	7.18	8.24	9.29	10.23	11.18	12.39
NEW ROCHELLE Due	12.13	7.18	8.20	9.20	10.20	11.30	12.25	1.20	2.28	3.23	4.20	5.20	5.45	6.20	6.50	7.20	8.26	9.31	10.25	11.21	12.41
		A. M.	A. M.	A. M.	A. M.	A. M.	N'ON.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	N'HT.

NEW ROCHELLE TO HARLEM RIVER.

STATIONS.	Miles	* 301	* 303	† 305	* 307	† 309	* 311	* 313	* 315	* 317	* 319	* 321	* 323	* 325	* 327	* 329	* 331	* 333	* 335	* 337	* 339
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	N'ON.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
NEW ROCHELLE..Lv.	0	5.55	7.00	7.35	8.02	8.32	9.00	10.10	11.05	12.00	1.10	2.05	3.00	4.00	5.00	6.00	7.08	8.10	9.10	10.00	11.00
Woodside.....	1.75	5.57	7.02	7.37	8.04	8.34	9.02	10.12	11.07	12.02	1.12	2.07	3.02	4.02	5.02	6.02	7.10	8.12	9.12	10.02	11.02
Pelham Manor...	* 2.09	5.59	7.04	7.39	8.07	8.37	9.05	10.15	11.10	12.05	1.15	2.10	3.05	4.05	5.05	6.05	7.13	8.14	9.15	10.05	11.05
Bartow.....	3.53	6.03	7.08	7.43	8.11	8.41	9.09	10.18	11.14	12.09	1.18	2.13	3.08	4.08	5.08	6.09	7.16	8.17	9.18	10.08	11.08
Baychester.....	4.70	6.07	7.12	7.47	8.14	8.44	9.12	10.21	11.17	12.12	1.22	2.17	3.12	4.12	5.12	6.12	7.20	8.21	9.22	10.12	11.12
Westchester.....	6.13	6.11	7.17	7.51	8.18	8.48	9.16	10.25	11.21	12.16	1.26	2.21	3.17	4.16	5.16	6.16	7.24	8.25	9.26	10.16	11.16
Van Nest.....	7.11	6.15	7.21	7.55	8.22	8.52	9.20	10.29	11.25	12.20	1.28	2.23	3.19	4.18	5.18	6.18	7.26	8.27	9.28	10.18	11.18
West Farms.....	8.05	6.17	7.23	7.57	8.24	8.54	9.22	10.31	11.27	12.22	1.30	2.25	3.21	4.20	5.20	6.20	7.28	8.29	9.30	10.20	11.20
Hunt's Point.....	9.30	6.20	7.26	8.00		8.57		10.34		12.25	1.33	2.29	3.25	4.24	5.24	6.24	7.32				
Casanova f.....	9.83	6.22	7.28	8.02		8.59		10.36		12.27	1.34	2.31	3.27	4.26	5.26	6.26	7.34	8.36	9.36	10.26	11.26
Port Morris.....	10.93	6.24	7.30	8.04	8.24	9.01	9.22	10.38		12.29	1.36	2.33	3.29	4.29	5.29	6.29	7.37	8.39	9.39	10.29	11.29
HARLEM RIVER Due	12.13	6.27	7.37	8.07	8.27	9.03	9.25	10.42	11.37	12.32	1.42	2.37	3.34	4.32	5.32	6.32	7.40	8.42	9.42	10.32	11.32
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	N'ON.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

(3) NEW CANAAN BRANCH. — STAMFORD TO NEW CANAAN.

WEEK DAY TRAINS.

STATIONS.	Miles	500	502	504	506	508	510	526	512	514	516	218	518	520	522	524
		A. M.	A. M.	A. M.	A. M.	A. M.	N'ON.	N'ON.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
NEW YORK, G.C.S....Lv.	.....	4†54	5†45	8†01	10*02	11*00	12†03	12‡44	2‡00	2†55	4†06	4†49	5†09	6†00	8*02	8†17
NEW HAVEN..... Lv.	.....	4 45	6.00	8.50	9†35	10†30	12 08			2.25			5.10	5 40	7.05	
STAMFORD..... Lv.	0	5.31	7.15	9.35	10*57	11*55	1.06	2.00	2.58	4.02	5.10	5.42	6.10	7.00	9.00	9*55
Glenbrook.....	2.09	5.35	7.19	9.03	11.01	11.59	1.10	2.04	3.02	4.06	5.14	5.46	6.14	7.04	9.04	9.59
Springdale.....	3.32	5.39	7.23	9.07	11.05	12.03	1.14	2.08	3.06	4.10	5.18	5.50	6.18	7.08	9.08	10.03
Springdale Cem.....	.....	f		f		f	f		f							
Talmadge Hill.....	5.47	6.45	7.32	9.13	11.11	12.09	1.20	2.14	3.12	4.16	5.24	5.55	6.23	7.14	9.14	10.09
New Canaan.....Due	7.66	8.51	7.38	9.18	11.17	12.15	1.26	2.20	3.18	4.22	5.29	6.00	6.29	7.20	9.20	10.15
		A. M.	A. M.	A. M.	A. M.	N'ON.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

SUNDAY TRAINS.

STATIONS.	530	532	506	508	534	536	538	540	542	544	546	522	524
	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
NEW YORK, G.C.S....Lv.	7‡30	.....	10*02	.....	11‡03	1‡04	.....	.....	5‡02	6‡00	.....	8*02	.....
NEW HAVEN..... Lv.		8‡55				12.00	2‡10			5.10	6‡15	7.05	
STAMFORD..... Lv.	8.59	10.00	10.57	11*55	12.50	2.25	3.25	4‡40	5.52	6.54	7.45	9.00	9*55
Glenbrook.....	9.03	10.04	11.01	11.59	12.54	2.29	3.29	4.44	5.56	6.58	7.49	9.04	9.59
Springdale.....	9.03	10.08	11.05	12.03	12.58	2.33	3.33	4.48	6.00	7.02	7.53	9.08	10.03
Springdale Cem.....	f	f	f	f	f	f	f	f	f	f	f		
Talmadge Hill.....	9.09	10.14	11.11	12.09	1.04	2.39	3.39	4.54	6.06	7.08	7.59	9.14	10.09
New Canaan.....Due	9.15	10.20	11.17	12.15	1.10	2.45	3.45	5.00	6.12	7.14	8.05	9.20	10.15
	A. M.	A. M.	A. M.	N'ON.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

NEW CANAAN TO STAMFORD.

WEEK DAY TRAINS.

STATIONS.	Miles	501	503	209	505	507	509	511	527	513	515	517	519	521	523	525
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	N'ON.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
New Canaan.....Lv.	0	6†05	6†56	7†45	8†10	9†23	11*25	12‡35	1‡35	2‡30	3‡35	4‡27	5‡41	6‡34	8*20	9*25
Talmadge Hill.....	2.19	6.09	7.00	7.49	8.15	9.28	11.30	12.40	1.40	2.35	3.40	4.32	5.45	6.38	8.25	9.30
Springdale Cem.....	.....						f	f		f	f	f				
Springdale.....	4.34	6.14	7.05	7.54	8.21	9.34	11.36	12.46	1.46	2.41	3.46	4.37	5.52	6.43	8.31	9.36
Glenbrook.....	5.66	6.17	7.08	7.57	8.25	9.38	11.40	12.50	1.50	2.45	3.50	4.41	5.57	6.47	8.35	9.40
STAMFORD..... Due	7.66	6.22	7.13	8.02	8.30	9.42	11.45	12.55	1.55	2.49	3.55	4.45	6.01	6.52	8.40	9.45
NEW HAVEN..... Due	47.41	8.30	.....	9.25	9.58	11.00	12‡50	2.15	.....	3.55	5.22	6.24	7.27	7.56	9.57	.....
NEW YORK, G.C.S...Due	41.14	7.40	8.12	8.53	9.23	10.34	1.40	2.00	.....	4.00	5.20	6.06	6.59	7.58	10.17	.....
		A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

SUNDAY TRAINS.

STATIONS.	531	533	535	509	537	539	541	543	545	547	549	523	525
	A. M.	A. M.	A. M.	A. M.	N'ON.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
New Canaan.....Lv.	8‡25	9‡30	10‡30	11*25	12‡20	1‡45	2‡50	4‡05	5‡25	6‡25	7‡18	8*20	9*25
Talmadge Hill.....	8.30	9.35	10.35	11.30	12.25	1.50	2.55	4.10	5.30	6.30	7.23	8.25	9.30
Springdale Cem.....	f	f	f	f		f	f	f	f				
Springdale.....	8.36	9.41	10.41	11.36	12.31	1.56	3.01	4.16	5.36	6.36	7.29	8.31	9.36
Glenbrook.....	8.40	9.45	10.45	11.40	12.35	2.00	3.05	4.20	5.40	6.40	7.33	8.35	9.40
STAMFORD..... Due	8.45	9.50	10.50	11.45	12.40	2.05	3.09	4.25	5.45	6.45	7.37	8.40	9.45
NEW HAVEN..... Due	10.09	.....	11.53	.....	.....	.....	.....	.....	8.50	7.56	9.15	9.57	.....
NEW YORK, G.C.S...Due	10.12	10.50	.....	1.42	2.15	3.50	4.00	5.51	6.59	.....	8.34	10.17	11‡49
	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

* Daily, Sundays included. † Daily, except Sundays. ‡ Sundays only. s Saturdays only. f Flag Station, stops only on signal.

CON ED BUYS SHOPS OF NEW HAVEN HERE
New York Times (1857-Current file); Sep 24, 1959; ProQuest Historical Newspapers The New York Times (1851 - 2002)
pg. 57

CON ED BUYS SHOPS OF NEW HAVEN HERE

The New York, New Haven and Hartford Railroad the last several years has been making ends meet largely by disposing of surplus railroad property and equipment no longer needed for train operation. Yesterday the carrier sold its Van Nest repair shops in the Bronx to the Consolidated Edison Company for $3,000,000.

Consolidated Edison plans to use the property for repair shops and garaging of vehicles serving the area. The property consists of the shops and 940,000 square feet of land along the New Haven's right-of-way on Bronxdale and Matthews Avenues. It is close to the Metropolitan Life Insurance Company's Parkchester housing development. The New Haven vacated the property on Aug. 1.

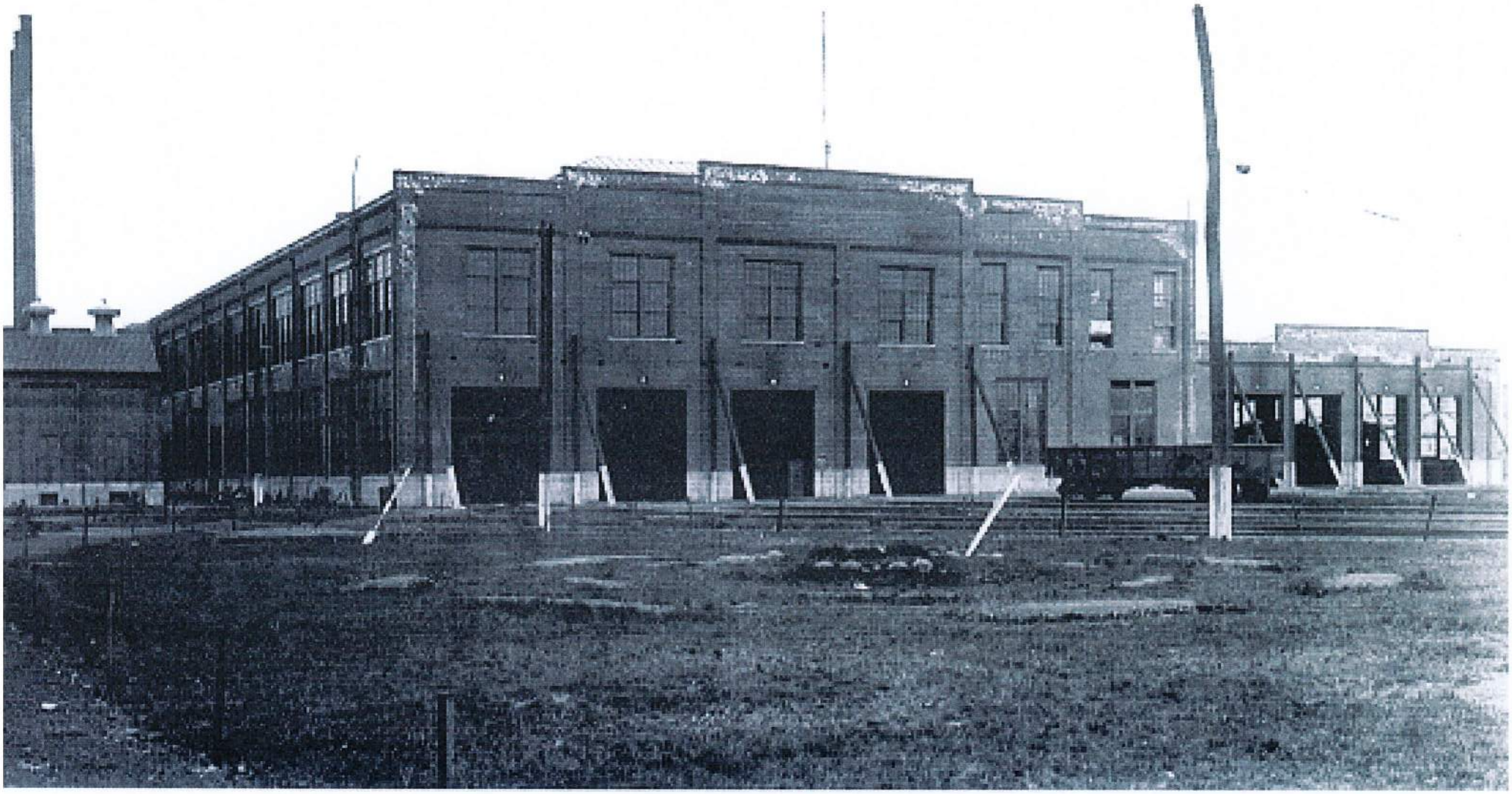
The shops were first developed in 1907 by the railroad for use in repairing its electric locomotives. That work now is being done at its New Haven, Conn., shops.

The Van Nest shop property formed part of the security behind the railroad's first mortgage bonds and proceeds from yesterday's sale, by the terms of the bond indenture, could be used for other railroad purposes only with permission of the trustee of the bond issue.

Reproduced with permission of the copyright owner. Further reproduction prohibited without permission.


conEdison
Van Nest
Service Center
1650
White Plains
Road

VAN NEST SHOPS



n early view of Van Nest Shops shows tracks 1, 2, 3 and 4 in the large building for heavy repairs and tracks 5, 6, 7 and 8 in
: Inspections Shed for running repairs. The small building to the left was employed for dipping of traction motor armatures
arry F. Brown – Bob's Photo collection)



ABOVE: An interior view of Van Nest Shops showed the wheel and traction motor shop. At the far end, several armatures are on wooden stands, and in the foreground a wheel hub was being bored for proper fix on the axle. In the heavy bay, a class EY-2 underwent wreck repairs as well as several EP-1 locomotives in for overhaul. The crane runway supported a 20-ton Niles crane to move electric components and wheel sets. (Harry F. Brown – Bob's Photo collection)



Van Nest R. R. Station, Van Nest, N. Y. 1911



Photo Credit: NYPL.org June 22, 1940

Photo Credit: R. Vitacco Collection September 30, 1947

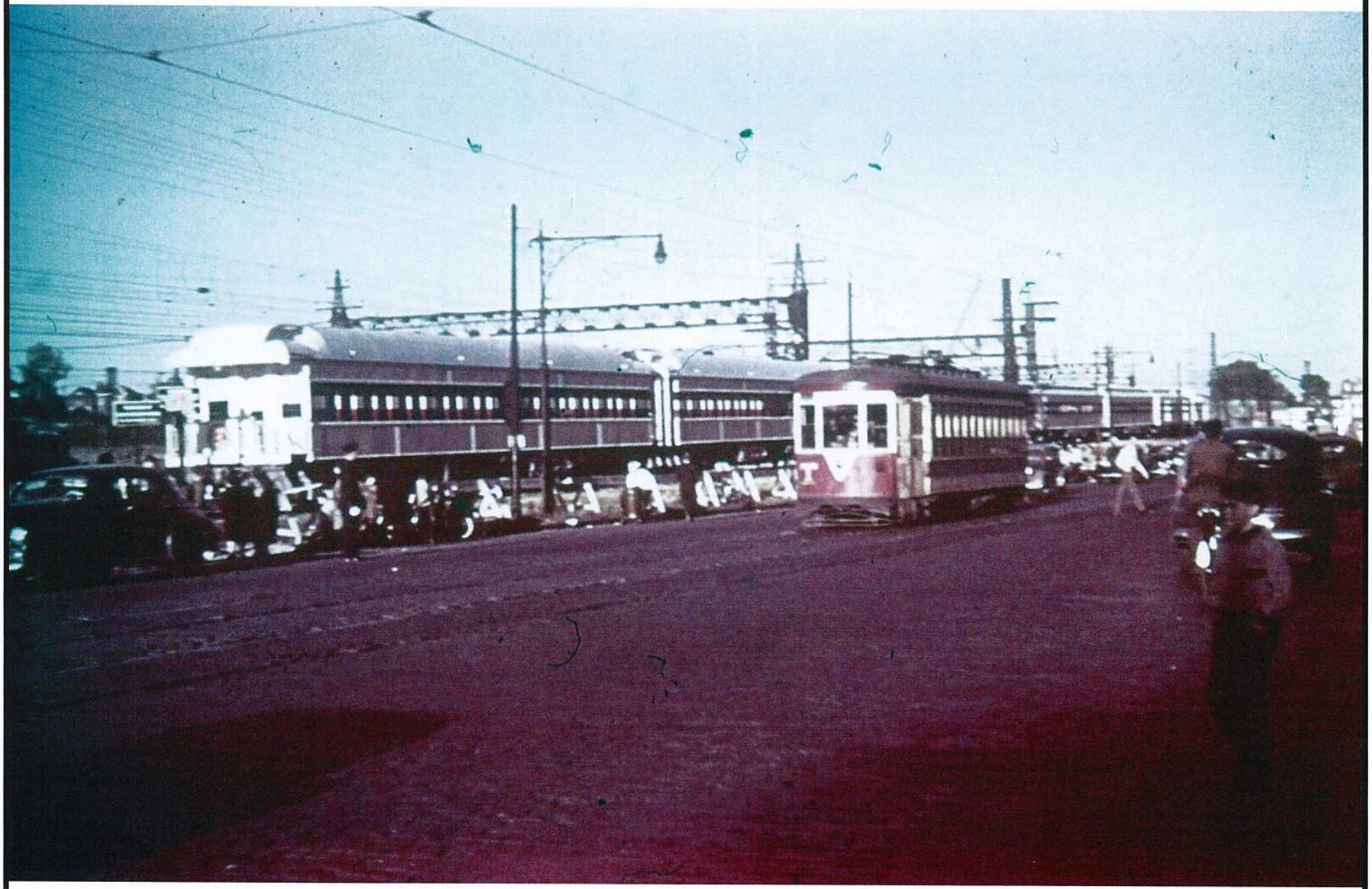
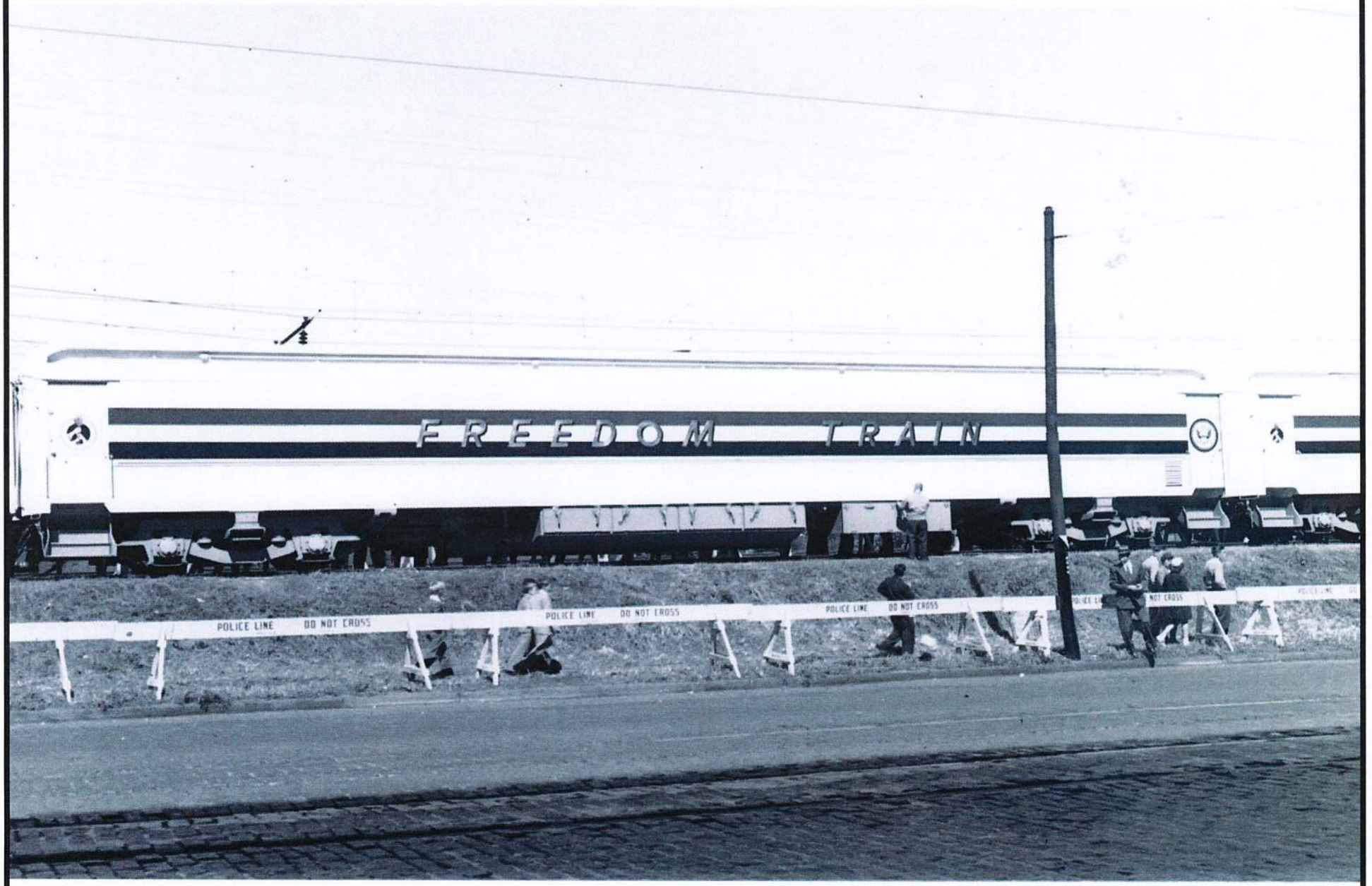


Photo Credit: R. Vitacco Collection September 30, 1947



Photo Credit: R. Vitacco Collection September 30, 1947



ough Hall by the Brooklyn Bar Association.

BROOKLYN WELCOMES

The New York Times

FREEDOM TRAIN

10,000 on Hand for Arrival Hear Lyons Cite Borough's Contributions to Heritage

The Freedom Train arrived yesterday morning at the Van Nest station of the New York, New Haven & Hartford Railroad, in the Bronx, where 10,000 persons gathered to welcome it and to hear Borough President James J. Lyons in a patriotic address.

"We are proud of the contributions made to our great heritage by early pioneers from the Bronx," Mr. Lyons said. "Lewis Morris and Gouverneur Morris are buried in the graveyard of St. Ann's Church here. One of the documents on the train calls attention to a fact little known and rarely mentioned—that the first raising of the American battle flag took place here in the Bronx on Aug. 3, 1777, at Fort Schuyler.

"Here today we come to rededicate ourselves to the principles of the great, noble and sacred American documents that we cherish so dearly."

Of the train he said: "It is much more than a historical exhibition. It depicts the genuine, living creed of the American people."

The ceremonies lasted from 9:45 to 10:30 A. M., after which the train was placed in public view until 10:30 P. M., when it left for Stamford, Conn.

Many persons arrived at 7 A. M. to await the train's arrival and a line soon extended for several blocks along Tremont Avenue. When the last group of visitors left last night, it was estimated that 8,600 persons had passed through the train.

Previously, the American Heritage Foundation, sponsors of the train, said that about 28,000 had gone through the train during the five days of its New York stay. This figure presumably did not include yesterday's attendance.

"The overwhelming attendance at the train is an inspiring testimony to the vitality of our country's traditions in the hearts of the people," said Louis A. Novins, vice president and secretary of the foundation. Besides those who lined up for hours to go aboard, perhaps 250,000 others visited the train and examined it from the outside, he said.

The last of a series of noonday rallies marking Rededication Week in Brooklyn, in connection with the Freedom Train, was held during the day on the steps of Borough Hall by the Brooklyn Bar Association.

BROOKLYN WELCOMES

The New York Times

FREEDOM TRAIN

Copyright The New York Times
Originally published October 1, 1947

FREEDOM TRAIN GREETED

d Ceremony of Week in Bronx Held at New Haven's Yard

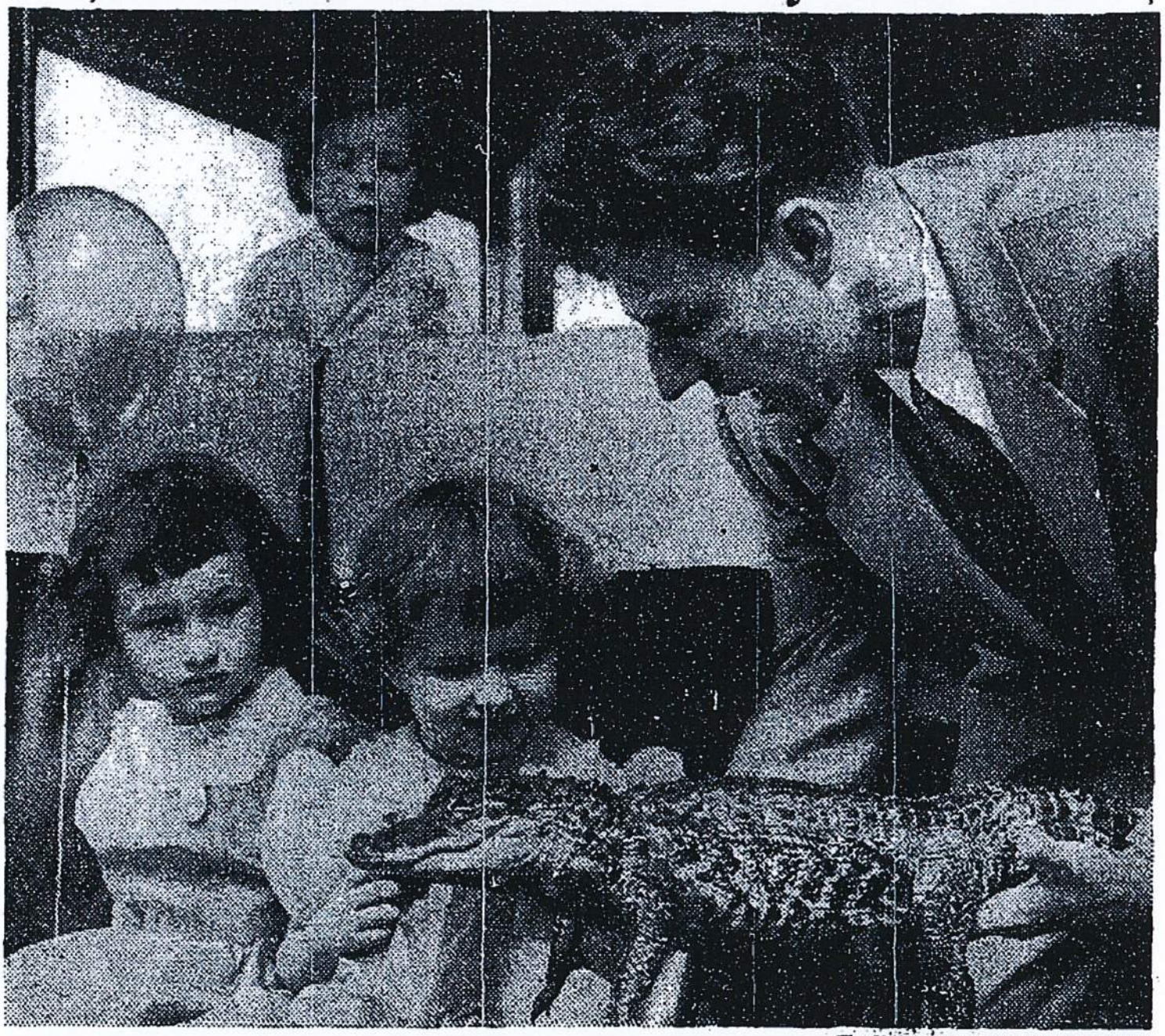
The Freedom Train was welomed to the Bronx yesterday for he second time this week with a eremony and parade to the train t the Van Nest Yards of the New ork, New Haven & Hartford ailroad, East Tremont Avenue nd Unionport Road.

The train, which was moved riday to the Van Nest Yards, ill be exhibited there for the last ime today from 9:30 A. M. to 11 P. M. It had been on display from last Tuesday through Thursday at the Mott Haven Yards of the New York Central Railroad, 156th Street and Park Avenue.

The ceremony, under the auspices of the American Heritage Foundation, sponsor of the train, was held in the auditorium of St. Helena's Roman Catholic Church, Benedict and Olmstead Avenues. The metropolitan council of B'nai B'rith presented its citizenship awards to Borough President James J. Lyons and Louis A. Novinn, the foundation's executive vice president, at the ceremony.

The New York Times
Copyright © The New York Times
Originally published December 19, 1948

2,500 Gleeful Children Invade City on Zoo Train



The New York Times (by Neal Boenzi)

Mary Olko, 4, and her sister Barbara, 3, of Thompsonville, Conn., admire alligator shown to them by Herbert Knoblock of the Bronx Zoo Education Department on the Zoo Train.

By CLARENCE DEAN

Connecticut and Massachusetts youngsters rode a train of their own to the Bronx Zoo yesterday. After stops along the New York, New Haven and Hartford Railroad from Springfield, Mass., to Norwalk, Conn., the three sections drew into the Van Nest yards in the Bronx at 10:45 A. M. The thirty-six coaches carried 2,500 children, a few stout-hearted adults, a deodorized skunk, an opossum, an alligator and a boa constrictor supplied by the zoo. Buses took the children on the final mile of the trip. After roaming about the 250 acres of the largest zoo in the country, with its collection of 2,450 ani-

Continued on Page 76, Column 3

The New York Times
Copyright © The New York Times
Originally published April 17, 1955

2,500 YOUNG VISIT CITY BY ZOO TRAIN

Continued From Page 1

mals, birds and reptiles, the children, somewhat more quietly—and the adults, near exhaustion—began the trip home at 3 P. M.

Patrick B. McGinnis, president of the railroad, was jubilant over the success of his experiment. Emerging from his private car, which had been hooked onto one of the sections in New Haven, he declared:

"It's a sellout. They told me we couldn't sell 500 tickets for a zoo train. We've sold 2,700."

Two others have been scheduled, one on April 30, the other on May 7.

The trip down was a bedlam of chatter, waving of balloons, which the railroad supplied, and an endless procession to the water coolers that quickly exhausted the water supply.

Miss Marion McCrane and Herbert Knobloch, of the zoo's education department, struggled resolutely through the aisles bearing Buttercup, the skunk; Pogo, the 'possum; Albert, the alligator; Maggie, the boa constrictor.

"Oh, let me touch him!" the children shrieked when each of the creatures appeared. "Does he bite?"

Many Group Parties

The children enjoyed a thirteen-to-one majority over the adults; most of them came in groups. There were Cub Scout dens and Brownies, Sunday School classes and grade-school classes. Adults unaccompanied by children were a rarity.

Racing off the buses at the Boston Road gate of the zoo, the youngsters, despite their eagerness to see the animals, found it hard to get past the African Terrace restaurant without at least an ice cream cone.

Then, balloon in one hand, cone in the other, they came upon the eye-popping spectacle of the lions sunning themselves on a rocky ledge across the moat. The shrieks were spontaneous.

The excitement was too much for some of the smaller fry. Many let go of their gas-filled balloons. Before the day ended balloons were drifting all over the zoo.

The wonders seemed unending. Many of the children came from small towns and had never visited a zoo. Here they found not only the tigers and lions they knew from storybooks, but such incredible beings as aoudads and elands—and even a chance to ride on a howdah atop a camel's back.

The weather helped, too. It was balmy and blue-skied. The first yellow-green of the trees was coming out. The cherry trees and the forsythia were beginning to flower.

Even the adults fell under the enchantment of the day and the place. A white-haired couple from Hazardville, Conn., sat on one of the sunny benches, their 4-year-old charge sound asleep in his grandmother's arm, with grandmother holding the bright red balloon.

The New York Times
Copyright © The New York Times
Originally published April 17, 1955

Photo Credit: R. Vitacco Collection

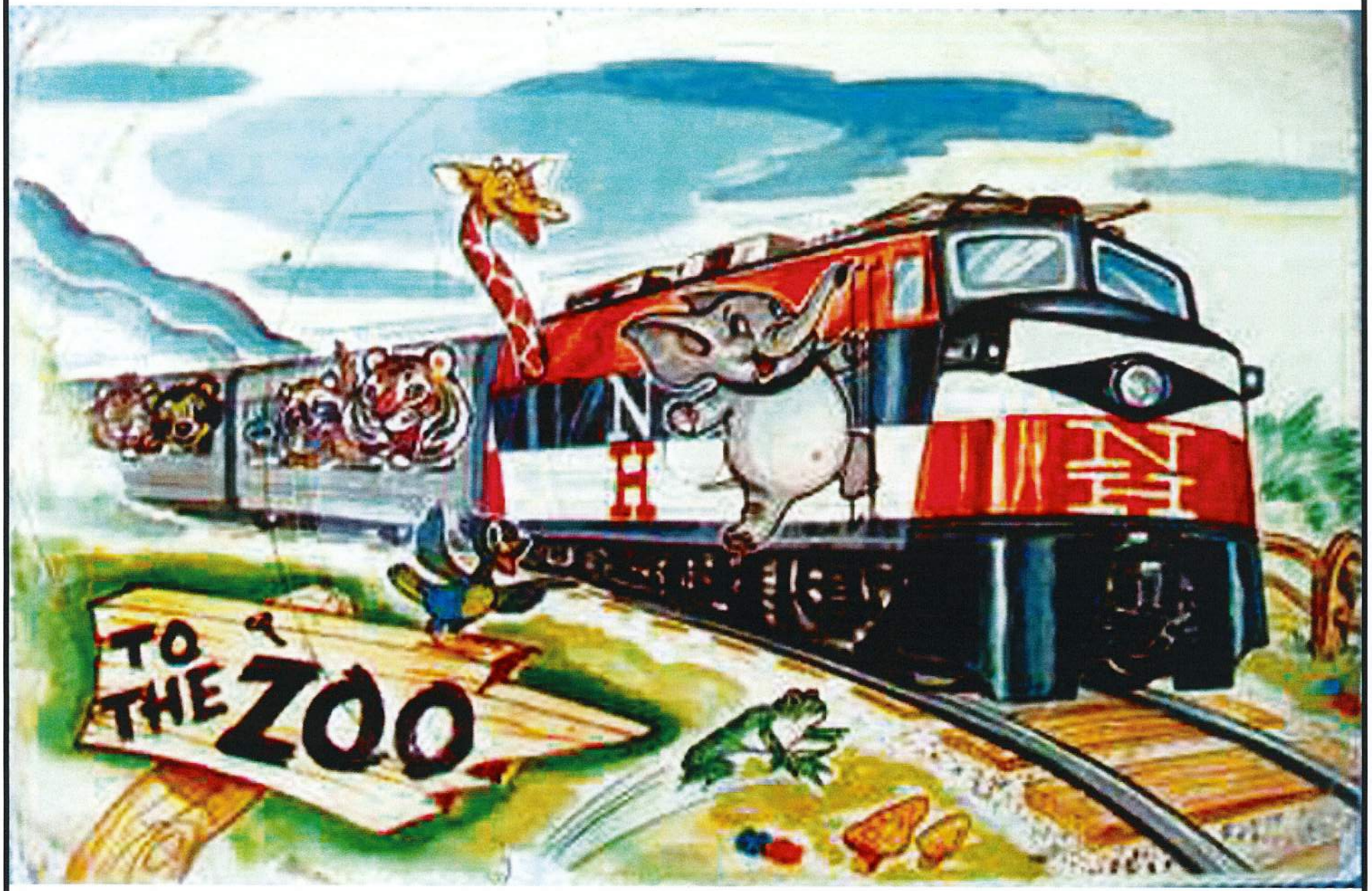


Photo Credit: New Haven Shoreliner Vol. 27 Issue 2, 1996



Above: Deep in the electric zone, many miles west of their usual haunts in the mid 1950s, a pair of PAs has delivered a 5-car Zoo Train to Van Nest. Horsepower may seem excessive, but no doubt this was done because turning the power would have been difficult if not impossible at this location. The yard shown in these photos was locally known (both on the railroad and in the community) as "Grape Yard" — so named for what was traditionally the most important commodity delivered here by the local freight from Oak Point, to fill the casks of the numerous amateur wine-makers in the heavily Italian-American east Bronx! And what do you think of all this casual attire for a family zoo outing in 1955? It's hard to find even one female of any age without a dress, or more than a couple of males of any age without ties.

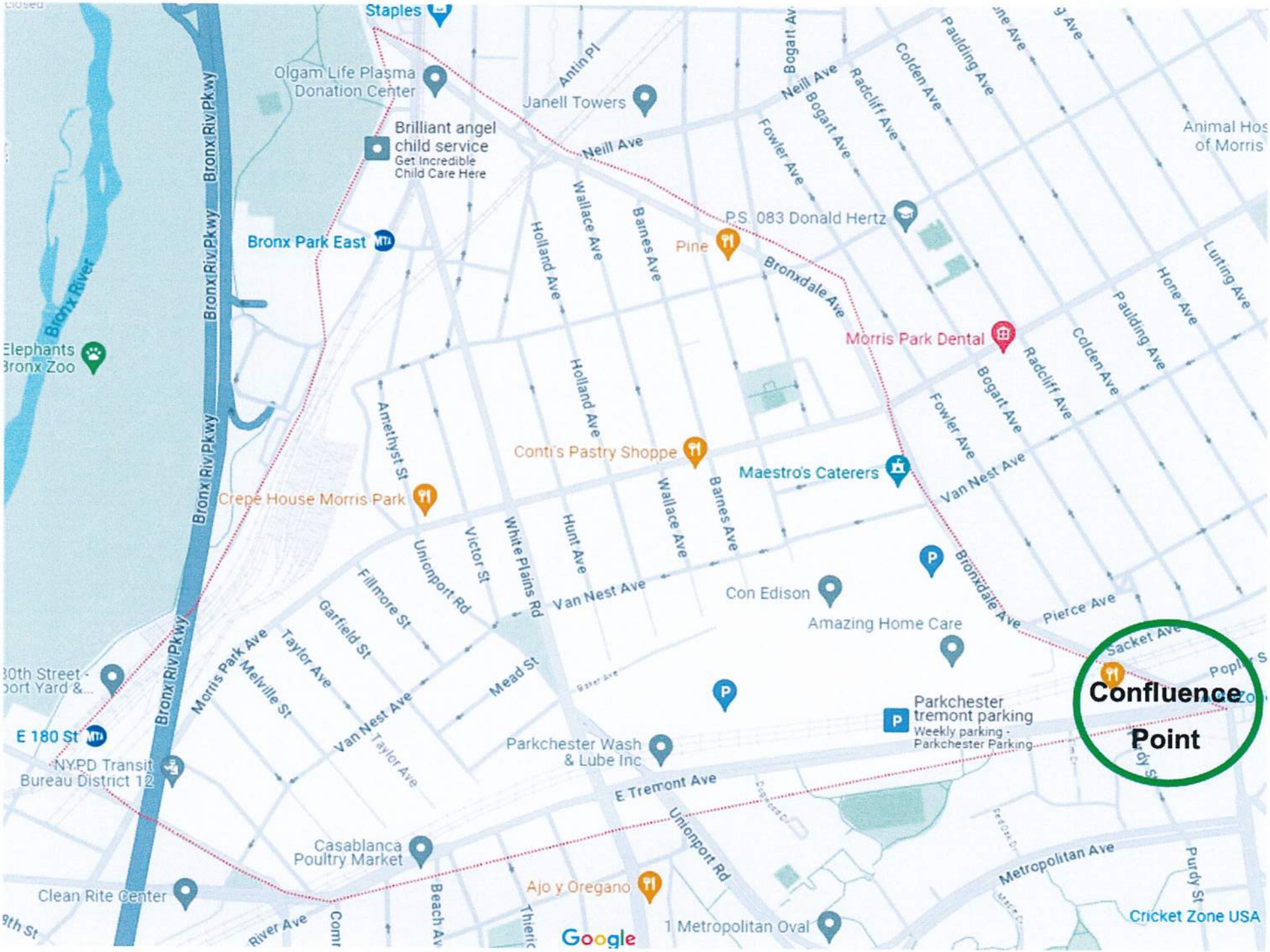
Photo Credit: New Haven Shoreliner Vol. 27 Issue 2, 1996



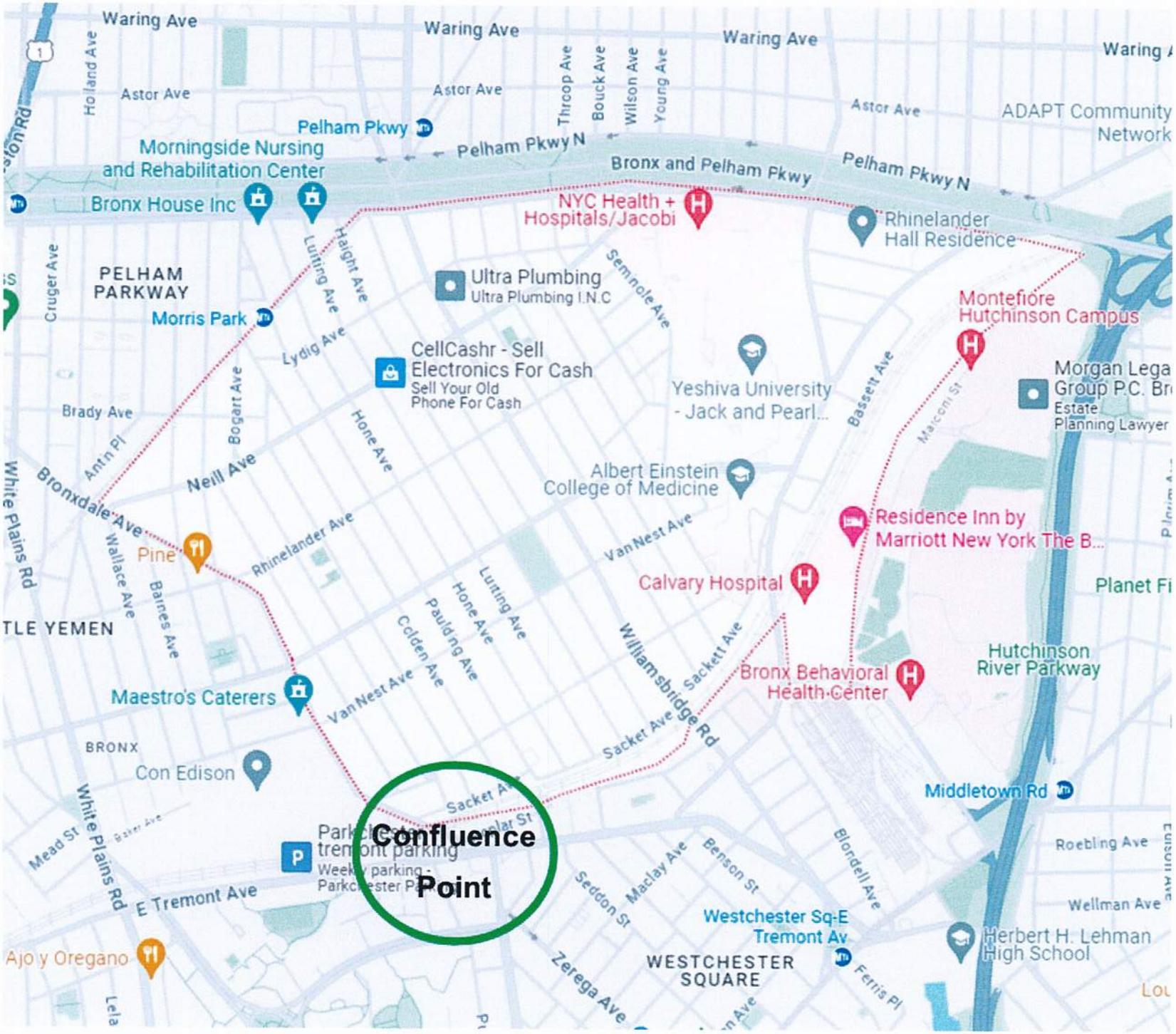
For the first Zoo Train on April 16, 1955, naturally the New Haven assembled a train of its best stainless steel coaches. Would it ever do less? In this photo looking east, the train has arrived at Van Nest on the yard track next to track 6 (eastbound freight main), having apparently run "opposing main" from S.S. 14, Pelham Bay. Excited families are transferring to the buses at right for the final short ride to the zoo gates. On the far side of the line of buses is East Tremont Avenue and the Parkchester apartment community. On the north side of the railroad, out of the picture to the left, is New Haven's Van Nest electric shop. The 8600 coaches still have their 1947 hunter green roofs and trim, but by fall McGinnis' hired designer Herbert Matter will have had them repainted in the vermilion and black.


Photo Credit: R. Vitacco Collection Van Nest Yards-Pre 1959


Confluence Point
Golden Corral Buffet & Grill
Bronx Behavioral Health Center
Hutchinson Wh
Middleto
Bronx Ignition
Dollar Tree
ABC Super Stores
Pelham Bay Littl
Westchester Square Medical Center
Westchester Sq-E Tremont Av
E Tremont Ave
Herbert H. Le High School
X320 Pelham Lab High School
WESTCHESTER SQUARE
Cricket Zone USA
Cricket Zone USA
Saint Peter's Episcopal Church and Cemetery
St Raymond High School for Boys
GVC
Halsey St
Zerega Av
US Social Security Administration
New York State DMV - Bronx License Center
Dynamic Tax and Accounting Services
Dynamic Tax & Accounting
Planet Fitness
Baitul Aman Islamic Center Inc
Castle Hill Av
Waterbury Ave
Pierce Ave
Sackett Ave
Poplar St
Eastchester Rd
Blondell Ave
Silver St
Benson St
St Peters Ave
Seddon St
Fuller St
Glebe Ave
Purdy St
Castle Hill Ave
Glover St
Zerega Ave
Frisby Ave
Tratman Ave
Parker St
Lyon Ave
Doris St
Butler Pl
Herschell St
Ferris Pl
Balcom Ave
Odell St
Hone Ave
Lurting Ave
Tomlinson Ave
Williamsbridge Rd
Colden Ave
Radcliff Ave
Marconi St
Map data ©2024 Google
United States
Terms
Privacy
Send Product Feedback
500 ft


Staples
Olgam Life Plasma Donation Center
Janell Towers
Brilliant angel child service
Get Incredible Child Care Here
Bronx Park East
P.S. 083 Donald Hertz
Pine
Morris Park Dental
Elephants Bronx Zoo
Conti's Pastry Shoppe
Maestro's Caterers
Crepe House Morris Park
Con Edison
Amazing Home Care
Parkchester tremont parking
Weekly parking · Parkchester Parking
Confluence Point
E 180 St
NYPD Transit Bureau District 12
Parkchester Wash & Lube Inc
Casablanca Poultry Market
Clean Rite Center
Ajo y Oregano
1 Metropolitan Oval
Cricket Zone USA
Google
Bronx River
Bronx Riv Pkwy
Neill Ave
Bronxdale Ave
Van Nest Ave
E Tremont Ave
Metropolitan Ave
Unionport Rd
Holland Ave
Wallace Ave
Barnes Ave
Fowler Ave
Bogart Ave
Radcliff Ave
Colden Ave
Paulding Ave
Hone Ave
Lurting Ave
Amethyst St
Victor St
White Plains Rd
Hunt Ave
Fillmore St
Garfield St
Taylor Ave
Morris Park Ave
Melville St
Mead St
Pierce Ave
Sacket Ave
Purdy St
Beach Ave
River Ave


Confluence Point
Con Edison
Amazing Home Care
Van Nest Ave
Mead St
Pierce Ave
Sacket Ave
Parkchester tremont parking
Weekly parking - Parkchester Parking
Parkchester Wash & Lube Inc
E Tremont Ave
Unionport Rd
AutoZone Auto Parts
St Peters Ave
Seddon St
Fuller St
Westchester Square Medical Center
Metropolitan Ave
Ajo y Oregano
1 Metropolitan Oval
Purdy St
Cricket Zone USA
Cricket Zone USA
PARKCHESTER
Glover St
Castle Hill Ave
Glebe Ave
Zerega Ave
Thieriot Ave
Archer St
White Plains Rd
Starling Diagnostics
Primary care and specialists
Macy's
Odell St
Lyon Ave
Parker St
Blink Fitness Parkchester
Dynamic Tax and Accounting Services
Dynamic Tax & Accounting
Taylor Ave
Virginia Ave
Doris St
McGraw Ave
Bronx Charter School for Excellence 1 (BCSE)
Planet Fitness
Benedict Ave
Castle Hill Av
Dollar Tree
Parkchester
Newbold Ave
Ellis Ave
Mike Nuñez Pl
Leland Ave
Beach Ave
Gleason Ave
Pugsley Av
Google


Waring Ave
Astor Ave
Holland Ave
Throop Ave
Bouck Ave
Wilson Ave
Young Ave
Pelham Pkwy
Pelham Pkwy N
Bronx and Pelham Pkwy
Morningside Nursing and Rehabilitation Center
Bronx House Inc
NYC Health + Hospitals/Jacobi
Rhinelander Hall Residence
ADAPT Community Network
PELHAM PARKWAY
Cruger Ave
Morris Park
Luiting Ave
Haight Ave
Ultra Plumbing
Ultra Plumbing I.N.C
Seminole Ave
Montefiore Hutchinson Campus
Lydig Ave
CellCashr - Sell Electronics For Cash
Sell Your Old Phone For Cash
Yeshiva University - Jack and Pearl...
Bassett Ave
Morgan Lega Group P.C. Br
Estate Planning Lawyer
Brady Ave
Bogart Ave
Hone Ave
Maiconi St
Antin Pl
Neill Ave
Albert Einstein College of Medicine
White Plains Rd
Bronxdale Ave
Pine
Rhinelander Ave
Van Nest Ave
Residence Inn by Marriott New York The B...
Wallace Ave
Barnes Ave
Calvary Hospital
Planet Fi
TLE YEMEN
Colden Ave
Paulding Ave
Hone Ave
Luiting Ave
Williamsbridge Rd
Sackett Ave
Hutchinson River Parkway
Bronx Behavioral Health Center
Maestro's Caterers
Van Nest Ave
Sacket Ave
BRONX
Con Edison
Middletown Rd
Sacket Ave
Mead St
White Plains Rd
Parkchester tremont parking
Weekly parking - Parkchester Pa
Confluence Point
Roebling Ave
Seddon St
Maclay Ave
Benson St
Blondell Ave
E Tremont Ave
Wellman Ave
Westchester Sq-E Tremont Av
Herbert H. Lehman High School
Ajo y Oregano
Zerega Ave
WESTCHESTER SQUARE
Ferris Pl

developed as a unit. Those communities characteristically have large landscaped open spaces and a superior relationship of buildings, open spaces, commercial uses, and pedestrian and vehicular circulation."

Parkchester is noted for being one of the first planned communities to attempt to bring such enhanced spatial relationships to middle and working class people. Though the complex was segregated when it opened, today Parkchester is a highly diverse community that remains relatively affordable. HDC believes that affordable communities deserve to be livable communities enriched by light, air and beauty. This is what Parkchester was built to provide, and what its Special District designation exists to maintain.

We recognize that the current proposal limits changes in zoning, but we remain concerned that new construction adjacent to the planned community of Parkchester may greatly impact the character of the community, including light and air, as well as noise and shadows. We encourage the City Planning Commission to change special districts only as minimally as possible.

We note that while Special Planned Community Preservation District zoning, prevents as-of-right demolition of buildings in the complex, and development that alters the buildings' relationship to their surroundings, such actions could be permissible under special permits. Currently, projects in Parkchester seeking special permits must go through the City's ULURP process. We believe that any rezoning in the railroad right of way should still maintain Special District Zoning and ULURP review for projects in Parkchester.

Thank you,



Frampton Tolbert
Executive Director

VAN NEST NEIGHBORHOOD ALLIANCE
636 VAN NEST AVENUE, BRONX, NEW YORK 10460

April 1, 2024

To: New York City Department of City Planning

From: Van Nest Neighborhood Alliance (VNNA)

Re: Bronx Metro-North Upzoning Proposal – Parkchester/Van Nest and Morris Park Train Stations

BACKGROUND STATEMENT:

In 2011, the New York City Department of City Planning and the Metropolitan Transit Authority reached out to community leaders from Van Nest and Morris Park in order to explore expansion of the Metro North New Haven Line as a part of the larger Penn Station Access Project which was designed to improve the connection between the East Bronx and Penn Station. At the time there was an initial positive response to the plan because it was billed as providing increased access to Manhattan to the South and Connecticut to the North. Community leaders welcomed the anticipated growth in businesses and employment opportunities along with modest development of residential housing and commercial real estate in the areas within close proximity to the new Metro North Stations. There was extensive communication during workshops between City Planning, community agencies and residents in order to ensure development that would improve the quality of life in our communities by providing much needed amenities such as increased senior housing, middle schools and a community center as well as easier access to Penn Station. Given the foregoing, it came as a complete surprise that City Planning presented a scope of work on December 13th and 15th of 2022 that included 6,000 new apartments with an expected increase in population of at least 20,000 individuals. As such, the current proposal is not consistent with the wishes of the community. If implemented, the current scope of work will surely compromise the quality of life in our communities.

HISTORICAL FACTORS:

Van Nest and Morris Park are sister communities with Van Nest the older of the two communities which sit between two high-density neighborhoods which include Parkchester to the South and Pelham Parkway to the North. Van Nest is one of the oldest neighborhoods in the Northeast Bronx dating back to the Morris Park Race Track from 1889 to 1903 and the Van Nest Train Station. The Parkchester/Van Nest Metro-North Train Station will be built on its original location demolished in 2022 as a part of the present Penn Station expansion project. Many current community leaders are descendants of families that were a part of building up the residential communities of Van Nest and Morris Park as well as the

commercial strip from the original dirt roads. The founders of Van Nest and Morris Park built a community with R5 zoning to continue a bit of suburbia with two-and-three-family homes and apartment buildings no higher than five stories. Newer residents of Van Nest and Morris Park are often homeowners who were motivated to buy homes in the community because of its low density, unique history and charm as well as its very strong sense of community cohesiveness.

Community leaders anticipated increased housing with the advent of the Van Nest and Morris Park Metro North Stations but the 46-block proposal of upzoning that currently includes a proposed 7,500 additional apartments with an expected addition of 20,000+ residents was experienced by residents of our community as an assault on everything we hold dear. Both communities desire ***growth by need*** but upgrades in infrastructure must be provided and sustainable before any housing development occurs. Too much housing will weaken our stable, residential communities as well as render our neighborhoods unrecognizable in a few short years. The upzoning proposals will weaken Van Nest and dismantle existing efforts to preserve our historically and culturally rich community. Van Nest has been chosen as one of ***"Six to Celebrate"*** by the Historic District Council because of its architectural and historic merit, the level of threat and the strength and willingness of local advocates to work to preserve the historical character of the community. (See *https://6tocelebrate.org/neighborhood-items/van-nest-the-bronx/*)

Please reference the letter written by Mr. Richard Vitacco, President of the East Bronx History Forum for details regarding the history of Van Nest and further information regarding efforts to preserve historically rich landmarks in the East Bronx that follow:

1. Saving the Parkchester's 84-year-old Lord of Terra-Cotta artwork (See *https://6tocelebrate.org/neighborhood-items/parkchester/*)

2. Preserving the sight line of Saint Raymond's Church from Bronxdale Avenue and East Tremont Avenue, Bronxdale Avenue, Castle Hill Avenue and Poplar Streets as the convergence of four historic neighborhoods (Westchester Square, Van Nest, Morris Park and Parkchester).

3. Preserve 1571 Bronxdale Avenue (block 4042, lot 204) which is the former Laconia Hotel which during the days of the Morris Park Racetrack (1889-1904) served as a historic entryway to the aforementioned four neighborhoods. The site is a proposed museum location that may be used to educate new residents and students about the history and value of our communities. The museum would dovetail nicely with a much-needed youth community center which should be located at 1601 Bronxdale Avenue.

REQUESTED CONDITIONS OF UPZONING PROPOSAL

HOUSING:

1. **To preserve the character of our historic community landscapes the overall project sites must not be higher than R6 zoning (No R6A, R6-1, R7-2 or R7-3 zoning).** Allowing higher than R6 zoning would be a disservice and shock to established communities in Van Nest and Morris Park, given the lack of cohesion that would result. If additional housing is needed, consider developing upzoning proposals in the surrounding areas of the Co-op City and Hunts Point Metro-North Train Stations as these communities have a history of high-density development which is in sync with the existing character of these communities. The rezoning proposed for the Parkchester/Van Nest and Morris Park Metro-north Train Stations are too large and being developed too quickly. Maintaining the character of our community by adhering to a ***maximum building height of six floors*** will still allow for economic growth and additional housing that includes affordable housing without destroying the residential nature of our community.

2. **Affordable housing should have one-two-and three-bedroom apartments with no studios. At least some of the proposed developments must offer opportunities for home ownership which provides the foundation for community stability.**

3. **Proposed Site 4025 – Baker Avenue**
   The largest of the projected sites in the study is Number 5, block 4025 in Van Nest with a lot count of 26. The development of this site will prove destructive to R5 density of this section of Van Nest and weaken our historically remarkable neighborhood. Baker Avenue is a small, narrow street of one block located diagonally across from PS481 at 1684 White Plains Road. This project will overshadow the two-family homes directly across the street on Baker Avenue. The proposed building is a massive cement structure, which will contain 398 residential apartments with 1,500 plus new residents without adequate accommodations for parking. The building is completely discordant with the many 100 plus year-old homes in and around Baker Avenue. Replacing 19 residential properties on one side of Baker Avenue with a cement “wall” will seriously undermine the quality of life for the remaining homeowners that live across the street. In addition, if the development houses 20-30% of the formerly homeless as planned, we can predict that our families and children attending nearby PS 481 will be exposed to individuals at much greater risk for substance abuse issues and/or psychiatric disorder. Placing such a large number of individuals on a very small street in a small community, close to an elementary school with many one-way or dead-end streets will create challenges to public safety, traffic, congestion and excessive

noise. The aforementioned changes will have a significant adverse impact on our neighborhood. Baker Avenue should remain an R5 zone. **(Please reference #17 and #18 of the attached document of "existing and plan with-action").**

4. **Project sites 3925, 3926, 3927**
   The above-proposed sites may serve, as much needed Senior and/or Veteran Housing with R5, R6 housing. Any building over 8 stories is too drastic of a departure from the existing historical nature of the community.

5. **Project 3952**
   This proposed project site is a crucial location for both Parkchester and Van Nest. This is a highly trafficked intersection with close proximity to the Parkchester/Van Nest Train Station. This location should house two important amenities for the aforementioned communities: 1) a much needed high-quality supermarket, i.e. Trader Joe's, Shop Rite; 2) a Youth Community Center.

6. **Project site 4042**
   The proposed development for this site is too large. The project will eviscerate the sight line of St. Raymond's Church from Bronxdale Avenue. It will cast deep shadows on the Church and St. Raymond's School. The St. Raymond School, Van Nest Academy and the Icahn 2 School will be negatively impacted by the proposed density on Bronxdale and Pierce Avenues. There must be preservation of the sight-line of Saint Raymond's Church from Bronxdale Avenue; East Tremont Avenue, Bronxdale Avenue, Castle Hill Avenue and Poplar Streets as the point of convergence of four historic neighborhoods (Westchester Square, Van Nest, Morris Park and Parkchester) and the former Laconia Hotel which during the days of Morris Park Racetrack (1889-1904) served as a historic entryway to the aforementioned four neighborhoods. The site would best serve the community as a museum location that may be used to educate new residents and students about the history and value of our communities. The museum would dovetail nicely with a much-needed youth community center which should be located at 1601 Bronxdale Avenue. **(Please reference #13 and #14 of the attached document of "existing and plan with-action").**

7. **Project Sites at Eastchester Road and Morris Park Avenue**
   The proposed density for this area will overwhelm an already well-developed location. The proposed project of a plaza with retail businesses will be a detriment to small businesses barely recuperating from the pandemic. Some retail development is acceptable but not a full-scale plaza of competing businesses. This is an extremely highly trafficked intersection with a close proximity to the Morris Park Metro-North Station and both Jacobi and Einstein Hospitals. Adding to the already heavy traffic could potentially threaten the lives of patients being

transported to area hospitals via ambulance. This area would be better served by a trade or middle school or even a bowling alley. We have recently lost two bowling alleys in the Van Nest and Morris Park communities. **(Please reference #5 and #6 of the attached document of "existing and plan with-action").**

TRANSPORTATION:

1. **City Planning must work with the MTA to have more security for evening and late-night travelers.**
   Presently the MTA will only be providing cameras as security for evening and late-night travelers with the last train at 2:00 am. Exiting trains to a deserted train station will make for an unsafe train station. A safe solution would be to allow commuters to park their car and quickly exit into the train station's parking lot, however, the MTA is adamant that no parking be provided to commuters. Additionally, security within the train station and the parking lot would help to keep the station safe for commuters. Lastly, moving the bus stop that is presently at the corner of Unionport Road and East Tremont Avenue to the front of the Parkchester/Van Nest Train Station will allow for safe and quick access to the buses. This is especially important for late-night travelers.

2. **Special Transportation Jitneys or Trolleys**
   Jitneys or trolleys to transport commuters to local subway stations or local drop off points would provide for increased safety, efficiency and reduced traffic. The community of Riverdale also has a public jitney. The use of jitneys has been successfully employed with NYU and Yeshiva students to successfully transport them to the many NYU and Yeshiva Campuses in Manhattan.

3. **Coordination between City Planning and/or the MTA partnering with local parking garages**
   City Planning and/or the MTA are encouraged to partner with local parking garages next to the train stations to vertically build up a few floors for local multi-level parking with discounted parking for commuters. Monthly permit parking for commuters using Metro-North should be made available as they are at other Metro-North Stations.

INFRASTRUCTURE:

The large amount of proposed new developments and residents require an upgrade in infrastructure that is able to preserve municipal resources and the efficiency of systems.

Sewers, water supply, storm water management, electricity and sanitation must be upgraded to meet the demand of thousands of new residents. Several of the proposed sites are scheduled developments on known flood plains.

PUBLIC SAFETY:

Thousands of new residents will necessitate an increased need for police officers and firefighters.

A significant increase in population will require an increased need for policing, firefighters and mental health care providers to service an increase in formerly homeless individuals. The need for increased policing is critical. Of concern is the fact that there is a profound shortage of police officers to meet the needs of an increasingly violent society. We have also seen an increase in major fires related to the use of electric bikes and scooters.

AMENITIES:

Please find the amenities that the Van Nest and Morris Park communities have lacked for decades:

1. **Lack of Sufficient Parking Spaces** – Most homes in Van Nest lack parking spaces because the community was built in 1893. Many residents of Parkchester park their vehicles in Van Nest thus exacerbating an already very difficult parking situation. Although the 2 and 5 trains are fairly accessible, Van Nest is home to many families, which rely upon access to private vehicles in order to adequately care for their children and elderly family members. The assumption that the availability of public transportation diminishes the use of private vehicles does not apply to a community with many multi-generational families.

2. **Lack of a Community Center to Serve Youth and Families** – The Van Nest, Morris Park and Pelham Parkway communities have never had a community center. Our young people lack an appropriate space with which they can engage in prosocial activities that will encourage optimal development and preparation for responsible adulthood. We are advocating that 1571 Bronxdale Avenue be made a community center akin to the fully equipped Kips Bay Boys and Girls Club at 1930 Randall Avenue, Bronx, New York. The community center should be designed to provide both afterschool and summer programs.

3. **Lack of an Adequate Number of Public Schools** – Van Nest and Morris Park have suffered from a dearth of public schools, especially middle and high schools for decades. The lack of school seats within the community has only been exacerbated by the recent closure of parochial schools within the communities.

4. **Lack of an Arts & Cultural Center** – Van Nest needs an Arts & Cultural Center similar to the Bronx River Art Center located at 1087 East Tremont Avenue, in order to ensure that our children and families have access to proper arts and cultural education. An Arts & Cultural Center may also provide afterschool and summer programs.

5. **Lack of Senior and Veteran Housing** – Van Nest and Morris Park have a large population of seniors who wish to age in place as well as many veterans seeking housing.

6. **Lack of a Van Nest Post Office** – Van Nest lost it local post office in 2010. The nearest post office is 1.25 miles away from Van Nest. An increase in residents will necessitate a Van Nest Post Office.

7. **Lack of Adequate Library Services** – Van Nest lost its own Library in 1998. At the time of its removal elected officials promised that it would be replaced but no Van Nest library has been forthcoming.

8. **Lack of fresh produce and vegetables** – Space for a farmer's market may be provided at a local community center.

CONCLUSION

The Van Nest and Morris Park communities request written agreement to state that when each land parcel starts negotiations between developers and City Planning, that Bronx Community Board 11 and City Council Member Kristy Marmorato be notified to discuss the community's list of amenities as part of the initial blueprint process. It is imperative that this process be agreed upon and finalized in a written document giving assurance to both Van Nest and Morris Park communities.

Best regards,

Executive Board and Members,
Van Nest Neighborhood Alliance (VNNA)

cc: Mayor Eric Adam; Bronx Borough President; Council Member Kristy Marmorato

Kramer Levin

Elise Wagner
Partner
[redacted]

1177 Avenue of the Americas
New York, NY 10036
T 212.715.9100
F 212.715.8000

May 23, 2024

City Planning Commission
Calendar Information Office
120 Broadway - 31st Floor
New York, NY 10271

Re: Bronx Metro North Station Area Plan
C 240015 ZMX, N 240016 ZRX

Dear Chair and Commissioners:

We represent Montefiore Einstein in connection with planning efforts relating to the Einstein & Jack and Pearl Resnick Campuses, also known as the Einstein/East Campus, in the Bronx. The Einstein/East Campus is proximate to the location of the proposed Morris Park Metro-North Station and to areas that are proposed to be rezoned under the Bronx Metro-North Station Area Plan.

At the City Planning Commission public hearing on May 15, 2024, Ruben Diaz, Jr., spoke on behalf of Montefiore Einstein in favor of the Bronx Metro-North Station Area Plan and described Montefiore Einstein's vision for the Einstein/East Campus, which includes a proposed high-acuity hospital pavilion with expanded emergency room services. As part of his testimony, Mr. Diaz requested a modification to the proposed zoning text amendment under the Bronx Metro-North Station Area Plan, to address an unintended impact of the proposal on Montefiore Einstein's ability to seek future land use approvals for the Campus. We are writing now to describe the requested modification in greater detail.

A significant portion of the Einstein/East Campus is designated as a large-scale community facility development ("LSCFD") pursuant to a number of City Planning Commission actions, the first of which was an authorization approved on November 29, 1993, to allow floor area and required accessory parking spaces to be distributed without regard to zoning lot lines (N 920580 ZAX). In the years since, the Commission has approved a number of other actions pursuant to the LSCFD designation to allow Montefiore Einstein to expand and update its Campus to fulfill its educational, research, and health care missions. The LSCFD consists today of the parcels designated as Block 4117, Lots 1 and 5, and Block 4205, Lots 2, 3, and 30.

The definition of "large-scale community facility development" in Section 12-10 of the Zoning Resolution states that a large-scale community facility development "shall be located entirely in a Residence District or in a C1, C2, C3 or C4-1 district." The Einstein/East Campus LSCFD satisfies this condition today. However, the proposed rezoning under the Bronx Metro-North Station Area Plan would change the zoning district

designation for a very small portion of the existing LSCFD from an R4 district to a C4-3 district. The C4-3 district would also be mapped within the proposed Special Eastchester – East Tremont Corridor District (the "Special District"). Because this zoning change would create an inconsistency with the definition of "large-scale community facility development," it may have the effect of precluding Montefiore Einstein from modifying the boundaries of the LSCFD or seeking additional LSCFD approvals that are needed to facilitate new development on the Campus. We can only assume that this was not the intended result.

We believe that this issue can be addressed through a modification to the proposed zoning text for the Special District. More specifically, a provision could be added to the proposed Special District regulations stating, in effect, that any LSCFD that is located partially within the C4-3 district and the Special District and that existed prior to the effective date of the rezoning may continue to be treated as a LSCFD, and that the boundaries of such LSCFD may be modified by future actions. Such a modification would preserve for Montefiore Einstein the ability to implement changes to its Campus through the LSCFD designation, without affecting any of the planning goals underlying the Bronx Metro-North Station Area Plan.

We would be pleased to discuss this proposed modification further with Department of City Planning staff. Please do not hesitate to contact me if you have any questions or requests for additional information.

Sincerely,

Elise Wagner

Elise Wagner
Partner

Rhodes, Wesley

From: Public Hearing Comments (Do not reply) <PublicComments_DL@planning.nyc.gov>
Sent: Thursday, May 16, 2024 2:29 PM
To: Michael Kavalar (DCP); Jameson Mitchell (DCP); BronxComments_DL
Subject: Comments re: C 240015 ZMX - Bronx Metro- North Station Area

Categories: Tracked To Dynamics 365

Re. Project: **C 240015 ZMX - Bronx Metro- North Station Area**

Submitted by:

Name: **Rose Almedina**
Zip: **10462**

I represent: **Myself**

Details for "I Represent":

My Comments:

Vote: I am **opposed**

Have you previously submitted comments on this project? **No**
If yes, are you now submitting new information?

I have attended or will attend the City Planning Commission's Public hearing on this project: **No**

Additional Comments:
The project along parkchester garages, east tremont was never consulted with residents of the condo as per the condo board rep at the meeting May 15. Also the project started at a shorter height with now aspirations of a taller height close to height of the end of the smoke stack chimney. Also the number of garages being built will favor residents and not all of the current parkchester residents now utilizing these garages. We understand that the creation of garages goes against the green vision to eliminate garages hence eliminate cars but if we already have existing garages in a private property that the residents pay for, then why are you demolishing them. Also the current owners that you have allowed to benefit from this construction money have not taken care of the current existing owners of the condos. Our units have begun to reassemble slum lord apartments, the condo owners only put money into the external areas and that is only with a purpose as to appear in order for future residents. Once these residents come in they can't wait to leave or break their leases. Does the city want business with a slum owner. Or a condo owner that will provide services to only the new structure and continue to abandon the current.

Unfortunately the resident owners can’t just leave we have to continue paying common charges and city taxes for deplorable conditions. Do not be fooled into making the mistake of giving business to a crooked owner that will bring bad media attention to our mayor.

Rhodes, Wesley

From: Public Hearing Comments (Do not reply) <PublicComments_DL@planning.nyc.gov>
Sent: Wednesday, May 15, 2024 6:55 PM
To: Michael Kavalar (DCP); Jameson Mitchell (DCP); BronxComments_DL
Subject: Comments re: C 240015 ZMX - Bronx Metro- North Station Area

Categories: Tracked To Dynamics 365

Re. Project: **C 240015 ZMX - Bronx Metro- North Station Area**

Submitted by:

Name: **Larissa Archer**
Zip: **10462**

I represent: **Myself**

Details for "I Represent": **I am a parkchester condo owner.**

My Comments:

Vote: I am **opposed**

Have you previously submitted comments on this project? **No**
If yes, are you now submitting new information? **No**

I have attended or will attend the City Planning Commission's Public hearing on this project: **No**

Additional Comments:
I simply echo what my fellow condo owners and residents have already stated: Reasons for opposing plan: Ruining the look of our historic planned community. Parkchester should be landmarked! Height: Both buildings are proposed to be only a few feet shorter than our heat plant smoke stack at about 25 floors. The condo sponsor owns our buildings and garages. If they have money to build new buildings they should make a financial commitment to improving our buildings. New elevators, wheelchair ramps, cameras in the halls, properly fix leaks and mold. We also ask for modernization of our heating system: energy efficient, and thermostat control .We want a sizable upfront financial commitment from the sponsor that will go directly towards capital improvements, as well as an annual financial commitment that will be used for capital improvement. Will the parking garages built have enough spaces? Will we be allowed to use them? Will the new buildings get priority? Blocking of lights, views and breezes: Our buildings are close and the new buildings will be almost twice the height of our taller buildings, and over three times the height of our shorter buildings. Lack of bright enough street lights and camera coverage.

1880 E Tremont Ave concerns Parking we want significantly more than the minimum required parking spaces. We have concerns about safety and security especially with the open public space between the buildings. Lack of bright enough street lights and camera coverage. We would like a YMCA with a pool. Parkchester Watch Group's general concerns in regards to rezoning. We support the new Metro North Station and new housing units in the neighborhood but oppose the height of the new zoning. R8 zoning such as planned on the vacant lot on the corner of E Tremont and Unionport Rd has no absolut height limits from our understanding. A building significantly taller than our 13 story buildings in Parkchester could be built. We oppose zoning being changed on the current site of our two garages,heat plant and management offices to anything that would permit residential buildings being built. Preserving our current garage spaces do not go far enough. We need to protect the historic fabric of the 83 year old planned community which has historical significance. In previous meetings when we asked DCP about parking we have been told that parking is not included in the plan but not excluded in the plan. We feel DCP is sidestepping our concerns about parking and not listening to residents on this issue. Parking is one of our top concerns. School overcrowding with plans to add a total of 7500 units of housing Crime and security. E Tremont is known for cars getting broken in: lack of good street lights and no NYPD security cameras. Traffic and congestion: Street can have slow traffic during rush hours. Additional parking is needed; there is already a parking shortage; additional development will make it worse. Blocking of views, light and breezes. What Parkchester Watch Group wants to see in this plan A new elementary school NYPD security cameras on E Tremont Ave and improved street lighting. A MTA police substation in train station A plan to minimize traffic jams. A public parking structure with spaces set aside for monthly parking for all local residents. Less dense zoning for vacant lot on f E Tremont and Unionport Rd to be in scale with heights of our buildings around 13 floors. Protections to keep Parkchester Condos garages, management office and heat plant from being torn down or built upon. (Do not change the zoning to residential. Buildings of approximately 4 floor height On North side of the street of E Tremont Ave to 'step down' the height of our buildings. Real affordability Large size supermarket: Our current supermarkets get packed YMCA with a pool

Comments re: C 240015 ZMX - Bronx Metro- North Station Area

PublicComments_DL <PublicComments_DL@planning.nyc.gov>

Wed 5/15/2024 12:11 PM

To:Michael Kavalar (DCP) <MKavalar@planning.nyc.gov>;Jameson Mitchell (DCP) <JMitchell@planning.nyc.gov>; BronxComments_DL <BronxComments_DL@planning.nyc.gov>

Re. Project: **C 240015 ZMX - Bronx Metro- North Station Area**

Submitted by:

Name: **Daisy Colon**
Zip: **10461**

I represent: **Myself**

Details for "I Represent": **I am a home owner**

My Comments:

Vote: I am **other**

Have you previously submitted comments on this project? **No**
If yes, are you now submitting new information?

I have attended or will attend the City Planning Commission's Public hearing on this project: **No**

Additional Comments:
The community does need the transportation described what it does not need is higher density that will cause significant impacts on our infrastructure (water & sewer), traffic congestion, further sky high rents for parking spaces and housing units. We should be promoting affordable homeownership opportunities not high density rental units. Developers benefits from rental units the local homeowners do not. It will destabilize the neighborhood.

From: PublicComments_DL <PublicComments_DL@planning.nyc.gov>
Sent: Wednesday, May 15, 2024 12:58 PM
To: Michael Kavalar (DCP); Jameson Mitchell (DCP); BronxComments_DL
Subject: Comments re: C 240015 ZMX - Bronx Metro- North Station Area

Re. Project: **C 240015 ZMX - Bronx Metro- North Station Area**

Submitted by:

Name: **Tangela Gibson**
Zip: **10462**

I represent: **Myself**

Details for "I Represent": **I am a resident of Parkchester.**

My Comments:

Vote: I am **other**

Have you previously submitted comments on this project? **No**
If yes, are you now submitting new information?

I have attended or will attend the City Planning Commission's Public hearing on this project: **No**

Additional Comments:
I'm in all favor of improving the Bronx community. I take issue with demolishing 2040 East Tremont. I use that garage. Parking is extremely difficult. My car was broken into. Since the break in I've used the garage. I am handicapped. I can not walk long distances. The garage is in a good location. If the garage is demolished where would I put my car? I've tried Parkchester parking and sometimes it can take up to an hour to get a spot. When the new building is established will there be parking for people who had cars in garage? Will we be disregarded?

From: Michael Kaess [redacted]
Sent: Tuesday, May 28, 2024 1:30 PM
To: Bronx Metro North Study (DCP) <BMNS@planning.nyc.gov>
Subject: [EXTERNAL] City Planning Commission - Written Testimony on the Bronx Metro-North Station Area Rezoning

I'm submitting this written testimony to supplement the verbal testimony I gave to the City Planning Commission on the Bronx Metro-North Station Area Rezoning.

Councilmember Marmorato's request to significantly decrease the proposed height and density of the rezoning is a non-starter. Such a change would effectively throw away six years of community engagement (and to be clear, despite comments from some members of the public - housing was always a part of the conversation), and may result in the loss of thousands of projected homes and jobs adjacent to a multi-billion dollar transportation investment. Given that this is quite literally a once-in-a-lifetime opportunity, I can't state enough how much of a blunder such a modification would be.

My fear is such a change may result in very little new affordable housing being built, and the inability to meet the increased housing demand may worsen housing affordability in the area. As I've noted in my testimony, there is already a housing shortage in our community, and professionals who work here can not afford to live here as it is. The current proposed heights and density is necessary to enable mixed uses and affordable housing development - and I would argue that it's the bare minimum - anything less may result in current uses continuing on the rezoned sites. We've seen how inadequate upzonings, such as the nearby Williamsbridge Road rezoning to R5D in 2006, fail to result in any new housing.

As I've stated in my testimony, the current proposal already represents a fair compromise, as much of the rezoning is limited to existing manufacturing areas currently populated by auto-shops and warehouses (such as between Eastchester Road and Bassett Ave). Allowing tall buildings in these locations will not negatively impact the surrounding neighborhood character, and if anything, the neighborhood character will be greatly enhanced. There is no need to compromise further on such a well-balanced plan, especially with a housing crisis which demands bold action, and this is an area that has built little new affordable housing in recent years.

Regarding the Morris Park Ave / Seminole Ave portion of the rezoning, which Councilmember Marmorato, Bronx Borough President Gibson, and Bronx Community Board 11 has requested for its removal - to provide context, this request is at the behest of a small group of folks residing on or near Seminole Ave, who have become active opposition to development since the Just Home project (a supportive housing proposal which will reuse a vacant building on Jacobi's campus) was announced in 2022.

The Morris Park Ave / Seminole Ave property is reportedly owned by Montefiore, and given that Montefiore has publicly indicated that they intend to submit a private ULURP application following the conclusion of the Bronx Metro-North Station Area Rezoning (as they did not get all the zoning changes they requested to begin with) - I believe it would be fair to remove this portion of the rezoning as a compromise on this rezoning. NYC Planning should encourage Montefiore to include it in a future private ULURP application and allow them to make a proactive case for rezoning that property. Again, it's a fair compromise because the site isn't projected to result in any new housing, and as stated, Montefiore intends to initiate a private ULURP application anyway.

Ideally, should that portion of the rezoning be removed, that zoning capacity should be transferred elsewhere in the rezoning area (so that there is no net loss in projected commercial or life sciences space in the analysis - of course such analysis would not consider any possible future ULURP application from Montefiore).

I want to emphasize that the removal of the Morris Park Ave / Seminole Ave part of the rezoning would be the only acceptable change in which zoning capacity is removed. The heights and density of other parts of the rezoning must not be decreased.

As I've stated in my testimony, the heights and density of the major E. Tremont Ave sites should be increased. Ideally, the same considerations should be made for the major Bronxdale Ave site as well.

Regarding concerns raised about flooding and stormwater management, the City Planning Commission should be aware that investments in this type of infrastructure are being made in our community. For example, DEP announced that Morris Park and Parkchester would receive one of four pilot “Cloudburst hubs” in New York City. This “Cloudburst Hub” has some overlap with the study area. If I recall correctly, this project is fully funded and is currently in the design phase.

Regarding Councilmember Marmorato’s request for additional open space - I believe she should take a page from Majority Leader Amanda Farias’s community engagement session in Parkchester. There we saw mixed-use proposals which offered more open space - which would only be viable with a height and density increase vs the current zoning proposal. We also observed that folks preferred the taller proposals given the additional amenities, including more open space. Councilmember Marmorato’s demand to significantly limit height and density comes into direct conflict with her request for additional open space. Instead, Councilmember Marmorato should be seeking height and density increases so it’s possible to provide additional open space without any loss in the amount of projected affordable housing.

Regarding Councilmember Marmorato’s demand to include a residential parking mandate - it is absolutely critical that the residential parking mandate stays removed. Should we fail to keep this provision for the Bronx Metro-North Station Area Rezoning, it would not bode well for this provision in City of Yes: Housing Opportunity. As we can see in City Planning projections, developers are expected to build parking regardless. The developers of the major E. Tremont Ave sites have also committed to include additional parking should the proposed rezoning for their sites allow for additional height and density - this commitment does not require any parking mandate to be included in the special district zoning code.

Regarding the land use actions for Marconi St - any widening of Marconi St should also consider bicycle infrastructure, to provide a safer connection between Waters Pl (which is due to receive a two-way protected bike lane) and the Bronx Psychiatric Redevelopment (which I believe is meant to include either a shared-use path or protected path for cyclists).

Thank you,
Michael Kaess



Rhodes, Wesley

From: Public Hearing Comments (Do not reply) <PublicComments_DL@planning.nyc.gov>
Sent: Thursday, May 16, 2024 11:50 PM
To: Michael Kavalar (DCP); Jameson Mitchell (DCP); BronxComments_DL
Subject: Comments re: C 240015 ZMX - Bronx Metro- North Station Area

Categories: Tracked To Dynamics 365

Re. Project: **C 240015 ZMX - Bronx Metro- North Station Area**

Submitted by:

Name: **Dan Miller**
Zip: **11103**

I represent: **Myself|A local community group or organization**

Details for "I Represent": **I'm a chapter leader for Open New York, a pro-housing group**

My Comments:

Vote: I am **in favor**

Have you previously submitted comments on this project? **No**
If yes, are you now submitting new information?

I have attended or will attend the City Planning Commission's Public hearing on this project: **No**

Additional Comments:
I urge you to support the Metro North station area rezoning plan, and ensure that it contains as much housing as possible. That means not including any mandated parking, which has been proven over and over again to increase housing costs and decrease housing production. And it means not imposing arbitrary height limits. These stations represent a once-in-a-generation opportunity for the Bronx; it would be foolish to limit their potential. Instead, we should make sure that as many people as possible can call the Bronx home.

Rhodes, Wesley

From: Public Hearing Comments (Do not reply) <PublicComments_DL@planning.nyc.gov>
Sent: Thursday, May 16, 2024 7:38 PM
To: Michael Kavalar (DCP); Jameson Mitchell (DCP); BronxComments_DL
Subject: Comments re: C 240015 ZMX - Bronx Metro- North Station Area

Categories: Tracked To Dynamics 365

Re. Project: **C 240015 ZMX - Bronx Metro- North Station Area**

Submitted by:

Name: **Kenneth Okrend**
Zip: **11372**

I represent: **Myself**

Details for "I Represent":

My Comments:

Vote: I am **in favor**

Have you previously submitted comments on this project? **No**
If yes, are you now submitting new information? **No**

I have attended or will attend the City Planning Commission's Public hearing on this project: **No**

Additional Comments:
Please do not allow this project to be neutered. Our city needs as much housing built as possible.

Comments re: C 240015 ZMX - Bronx Metro- North Station Area

P PublicComments_DL <PublicComments_DL@planning.nyc.gov>
5/28/2024 1:34 PM

To: Michael Kavalar (DCP); Jameson Mitchell (DCP); BronxComments_DL

Re. Project: C 240015 ZMX - Bronx Metro- North Station Area

Submitted by:

Name: Ruth PAPAZIAN
Zip: 10461

I represent: Myself

Details for “I Represent”:

My Comments:

Vote: I am opposed

Have you previously submitted comments on this project? No
If yes, are you now submitting new information? Yes

I have attended or will attend the City Planning Commission's Public hearing on this project: No

Additional Comments:
After nine years of city planning meetings throughout the East Bronx regarding Metro North service to Penn Station, the plans suddenly changed from pedestrian walkways and retail amenities to upzoning and 7500 “affordable” housing units, more than one thousand of which will be what City Planning euphemistically calls “permanently affordable inclusive” housing. The new renderings the community is being shown for the Metro North corridor between the Morris Park and Van Nest stations depict 12 to 14-story gleaming glass apartment buildings, but when I asked what the actual structures will look like, I was told the renderings were just an artist’s conception. And when I dug into the official government meaning of “permanently affordable inclusive housing” I found out it’s Section 9 housing—which means these apartment buildings will look like standard-issue public housing, and they will be located steps away from the award-winning world-class architecture on the campus of Einstein College of Medicine – the jewel of Morris Park. In addition, the land between the Morris Park and Van Nest stations will appreciate in value, because only at the Metro North stations can you get to Manhattan in less than 30 minutes. In other Outer Boroughs neighborhoods with a short commute to Manhattan, the appreciation in land value would create opportunities for high quality architecture and amenities—not low income housing. So why is it happening here? And I also need to ask: Who is all this new housing in Morris Park and Van Nest being built for? 1. The population of The Bronx fell by 93,000 people since the pandemic. Meaning, fewer Bronxites need housing. 2. There are hundreds of vacant NYCHA and rent stabilized apartments throughout The Bronx. 3. There's tons of vacant or underutilized office space in our borough near public transport and business corridors that can be retrofitted and repurposed for affordable housing. 4. The Bronx has the lowest average rent in New York City, which means we already have more “affordable" units than any other borough. Neighborhoods with higher average rents than those found in The Bronx should be prioritized for building new affordable housing units. 5. When the new Metro North service begins, people who work in The Bronx or Manhattan will be able to move to more affordable communities north of our borough. The long-awaited Metro North access to Manhattan has become yet another bait-and-switch pulled on our community.

Rhodes, Wesley

From: Public Hearing Comments (Do not reply) <PublicComments_DL@planning.nyc.gov>
Sent: Friday, May 17, 2024 7:10 PM
To: Michael Kavalar (DCP); Jameson Mitchell (DCP); BronxComments_DL
Subject: Comments re: C 240015 ZMX - Bronx Metro- North Station Area

Re. Project: **C 240015 ZMX - Bronx Metro- North Station Area**

Submitted by:

Name: **Wendy Salazar**
Zip: **10462**

I represent: **Myself**

Details for “I Represent”:

My Comments:

Vote: I am **other**

Have you previously submitted comments on this project? **No**
If yes, are you now submitting new information? **No**

I have attended or will attend the City Planning Commission's Public hearing on this project:

Additional Comments:
A new elementary school NYPD security cameras on E Tremont Ave and improved street lighting. A MTA police substation in train station A plan to minimize traffic jams. A public parking structure with spaces set aside for monthly parking for all local residents. Less dense zoning for vacant lot on f E Tremont and Unionport Rd to be in scale with heights of our buildings around 13 floors. Protections to keep Parkchester Condos garages, management office and heat plant from being torn down or built upon. (Do not change the zoning to residential. Buildings of approximately 4 floor height On North side of the street of E Tremont Ave to ‘step down’ the height of our buildings. Real affordability Large size supermarket: Our current supermarkets get packed YMCA with a pool

From: Luke Szabados [redacted]
Sent: Thursday, May 16, 2024 6:38 PM
To: Bronx Metro North Study (DCP) <BMNS@planning.nyc.gov>
Subject: [EXTERNAL] We need as much housing and jobs as possible

Hi my name is Luke Szabados and I am a resident of the East Bronx. I am looking forward to using the new Metro-North train stations and shopping/dining in the new rezoned areas around the stations. Please do not sacrifice thousands of units of housing and jobs because of some NIMBYs who want to see us maintain our dependence on automobiles for ages to come.
This rezoning is a perfect opportunity to build transit oriented development. If you agree to lower housing heights and introduce parking mandates, the development will guarantee traffic and reduce the effectiveness of this one in a generation action.
Be bold be brave! Build environmentally friendly, car-free housing for a future generation that will have to bear the brunt of the climate crisis!

Rhodes, Wesley

From: Public Hearing Comments (Do not reply) <PublicComments_DL@planning.nyc.gov>
Sent: Wednesday, May 15, 2024 6:20 PM
To: Michael Kavalar (DCP); Jameson Mitchell (DCP); BronxComments_DL
Subject: Comments re: C 240015 ZMX - Bronx Metro- North Station Area
Attachments: IMG_8190.jpeg; IMG_8190.jpeg

Categories: Tracked To Dynamics 365

Re. Project: **C 240015 ZMX - Bronx Metro- North Station Area**

Submitted by:

Name: **Damaris Torres**
Zip: **10462**

I represent: **Myself**

Details for "I Represent":

My Comments:

Vote: I am **opposed**

Have you previously submitted comments on this project? **No**
If yes, are you now submitting new information? **No**

I have attended or will attend the City Planning Commission's Public hearing on this project: **No**

Additional Comments:
Too tall. Will block my views and light. New building will be super close to mine. Height will be as tall as smoke stack. The condo sponsor owns condo buildings and neglects them. Parkchester should be landmarksd. Too tall The pics are from my 12 floor top floor apartment.

