1460-1480 Sheridan Boulevard Rezoning
March 2023

I. Introduction

1480 Sheridan Realty LLC and West Farms Realty LLC, collectively, Simone Companies "**(the "Applicant**") is proposing certain land use actions (the "**Proposed Actions**" described herein) to rezone approximately 194,394 sq. ft. of an underutilized, waterfront area located between Sheridan Boulevard and the Bronx River in the Hunts Point neighborhood within Bronx Community District 9 ("**Proposed Project Area**").

The Proposed Project Area is comprised entirely of existing waterfront blocks (Block 3017, Lots 74, 68, 65, 60, 29 and portions of 6 and 28) and is generally bounded by the prolongation of East 172nd Street to the north (or the northern boundary of Lot 74), Sheridan Boulevard to the west, the southern boundary of Lot 29 to the south, and the Bronx River to the east.

The Applicant is the owner of two properties located in the Proposed Project Area: 1460 Sheridan Boulevard, Lot 74 ("**Proposed Development Site 1**") and 1480 Sheridan Boulevard, lot 29 ("**Proposed Development Site 2**"), (collectively, the "**Proposed Development**").

The Proposed Actions for this Application include (1) a zoning map to rezone the Proposed Project Area from an existing M1-1 zoning district to and R7-3 zoning district with a C2-4 commercial overlay and (2) a zoning text amendment to modify Appendix F of the Zoning Resolution ("**ZR**") to include a map with a new Mandatory Inclusionary Housing Area. In conjunction with the Proposed Actions, Development Site 1 will be seeking a waterfront public access area ("**WPAA**") certification and Development Site 2 will be seeking a WPAA certification and a waterfront authorization to modify the location of the required visual corridors (the ("**WPAA Actions**").[1]

The Proposed Development is expected to result in the development of 866,017 sq. ft. of floor area and 970 affordable dwelling units within three buildings across the two development sites. The Proposed Development will be 100 percent affordable housing. The Proposed Actions would also trigger the requirement of the sites within the Rezoning Area to meet ZR waterfront regulations and provide new public access to the Bronx River's shoreline through shore public walkways, upland connections, and a connection to Starlight Park.

II. Background

[1] The WPAA Actions are filed under the following ULURP Nos.: N230301LDX, N230302LDX, N230298ZAX, N230299ZCX, N230300ZCX.

The Proposed Project Area is included in the Southern Boulevard Neighborhood Study, a Department of City Planning ("**DCP**") led initiative to identify opportunities to protect and increase affordable housing, strengthen retail and local businesses, increase pedestrian safety and walkability, and improve community resources. The Southern Boulevard Neighborhood Study has engaged community residents and stakeholders in a ground-up comprehensive neighborhood study around Southern Boulevard since 2016. The Proposed Development incorporates community input for the Proposed Project Area through coordination with DCP.

The Proposed Project Area is connected to Starlight Park, a 17.06-acre City park operated by NYC Parks that was upgraded under a recent New York City Department of Parks and Recreation ("**DPR**") capital improvement project. This capital project installed a turf field, playgrounds, picnic area, basketball courts, kayak launch, and the Bronx River House, an environmental learning center and boathouse that serves as the headquarters for the Bronx River Alliance. In 2000, pursuant to an amendment to a city map action (C920043MMX) the prolongation of E. 172nd Street was demapped and transferred to NYC Parks jurisdiction for the public use of the space.

To the east of the Proposed Project Area is the Bronx River; New York City's only freshwater river. Community efforts, starting in the 1970s, have led to restoration of the river, improvement in water quality, and the creation of a system of waterfront parks. The Bronx River Greenway is an effort led by the Bronx River Alliance in coordination with DPR to develop open spaces, restore existing parks, and integrate them into a continuous series of parks and trails along the river.

Sheridan Boulevard was the subject of a recent capital improvement project completed by New York State Department of Transportation in December 2022. This project transformed the former Sheridan Expressway into a pedestrian-friendly boulevard with improved pedestrian connections to the Bronx River waterfront and Starlight Park from upland areas. The improvements resulted in signalized intersections and pedestrian crosswalks at Sheridan Boulevard's intersections with East 172nd Street (near Proposed Development Site 1) and Jennings Street (near Proposed Development Site 2). Improvements were also made to the Sheridan Boulevard service road (Edgewater Road), which installed a dedicated bicycle lane, a landscaped median, reconfigured traffic lanes, and normalized the geometry of the intersections between this service road and Sheridan Boulevard.

The Compass Residences are a six-building development that was the subject of a Large-Scale General Development (LSGD) Special Permit approved in October 2011 (Land Use Application C100312 ZSX). The LSGD modified the underlying zoning requirements for residential lot coverage, street wall location, height, and setbacks and rezoning the lots from an M1-1 to an R8X/C2-4. The Compass Residences, with an address at 1490 Boone Ave, The Bronx, NY 10460, is located across Sheridan Boulevard from Proposed Development Site 1.

III. Description of Surrounding Area

The area within 400 feet of the Proposed Project Area (the "**Surrounding Area**") is located within Bronx Community District 9, 3, and 2. The neighborhoods can be identified at Crotona Park East and Hunts Points. The Surrounding Area is comprised of a mix of uses. Manufacturing uses generally occupy areas east and west of the Bronx River and east of Sheridan Boulevard. Residential multi-family buildings occupy a majority of the area with commercial uses densely

lining Southern Boulevard and Westchester Avenue. Institutional, utilities and open spaces also occupy the surrounding area.

The Surrounding Area's zoning districts include medium-density residential districts (R6, R6A, R7-1, R7A, R7X and R8X), commercial overlay districts, a general service C8 district, and an M1-1 light manufacturing district. Directly across Sheridan Boulevard are newly developed, multi-family buildings at 16-stories in height known as the Compass Residences.

The remainder of the residential zoned areas contain a mix of one and two-family homes and low rise multi-family buildings. The M1-1 district is occupied with light manufacturing uses or utilities. Portions of the surrounding area are also located within a Transit Zone, a Coastal Zone, and a FRESH Zone.

Starlight Park is located north of the Proposed Project Area, Concrete Plant Park is located south of the Proposed Project Area and Daniel Boone Playground is located west of the Proposed Project Area. Soundview Park and Crotona Park, both large open spaces, are located beyond the Surrounding Area. NYC railroad utilities are located adjacent to the south of the Proposed Project Area. On the opposite side of the Bronx River, it is largely occupied with residential uses in an R6 zoning district.

To the west of Sheridan Boulevard, directly across from the Proposed Project Area, is Daniel Boone Playground and two public schools. Public School (P.S.) X811 is a 650-seat elementary school on the south side of Jennings Street between Sheridan Boulevard and Longfellow Avenue. To the north of P.S. X811 and across Sheridan Boulevard from the Proposed Project Area is the 478-seat Fannie Lou Hamer Freedom High School (X682).

The Proposed Project Area is approximately 0.3 miles from the No. 6 subway line at the Whitlock Avenue station, which is south of Westchester Avenue and west of Sheridan Boulevard. The No. 2 and No. 5 subway lines also serve the area at the Freeman Street Station, which is located approximately 0.4-miles from the Proposed Project Area at the intersection of Freeman Street and Southern Boulevard. MTA Bus lines service the South Bronx with numerous bus stop locations and proximate bus routes along Westchester Avenue, East 174th Street, and West Farms Road. The Bx35 stops at the intersection of West Farms Road and Jennings Street approximately 0.03-miles from the Proposed Rezoning Area. The Bx4, Bx4A, and the Bx27 stop at the intersection of Westchester Avenue and Whitlock Avenue 0.05-miles from the Proposed Rezoning Area. Outside of the 400-foot Study Area, the Bx11 stops at the intersection of East 174th Street and Longfellow Avenue 0.26-miles from the Proposed Rezoning Area.

IV. Description of the Proposed Project Area

The Proposed Project Area is located within an M1-1 zoning district, within Bronx Community District 9, within a Coastal Zone, Flood Zone, Transit Zone and FRESH Zone. The five lots located within the Proposed Project Area are all waterfront blocks but are not subject to waterfront bulk regulations because of the nature of the manufacturing uses. The preliminary Flood Insurance Rate Map (pFIRM) published by the Federal Emergency Management Agency (FEMA) shows the

majority of the Proposed Rezoning Area is within the 100-year floodplain (Zone AE), with portions in the 500-year floodplain and other portions in an area of minimal flood hazard chance.

The Proposed Project Area includes three additional lots not included in the Proposed Development. The Proposed Project Area is located in an M1-1 zoning district and is comprised of Block 3017, Lots 74, 68, 65, 60, and 29. The Proposed Project Area is bounded by Starlight Park to the north (or the northern boundary of Lot 74), Sheridan Boulevard to the west, southern boundary of Lot 29 to the south, and the Bronx River to the east, with approximately 1,011 feet on frontage on Sheridan Boulevard, 134 feet of frontage on 172nd Street prolongation, and 782 feet of frontage on the Bronx River. The Proposed Project Area has a total lot area of 194,394 sq. ft.

The Proposed Project Area is currently an M1-1 zoning district. M1-1 zoning districts are light manufacturing districts that allow light industrial uses and certain commercial and community facility uses. Residential uses are not permitted as-of-right. Commercial and industrial uses are allowed up to a floor area ratio ("**FAR**") of 1.0, and community facilities are allowed up to an FAR of 2.4. The Proposed Project Area is in a Transit Zone, a FRESH Zone, and the NYC Coastal Zone Boundary.

From north to south the existing uses are the following: Lot 74, 1460 Sheridan Boulevard, is occupied with a one-story automobile mechanic training facility manufacturing building; Lot 68, 1458 Sheridan Boulevard, is occupied with truck parking; Lot 65, 1440 Sheridan Boulevard, is occupied with a three-story hotel; Lot 60, 1428 Sheridan Boulevard, is occupied with a one-story manufacturing building; and Lot 29 is occupied with truck parking and accessory office buildings. All existing uses are permitted as-of-right. The hotel on lot 65 was constructed in 2007, prior to the establishment of Manufacturing Designated Areas in 2018, which made hotels not permitted as-of-right in certain M1 districts.

Directly north to the Proposed Project Area is Starlight Park and directly south of the Proposed Project Area is an active auto repair facility on Lot 28 and an active Amtrak rail line on Lot 6. Lot 6 is an approximately 97,985 sq. ft. lot that is used as right-of-way for the Amtrak rail line and fronts on Westchester Ave. Lot 28 is approximately 8,500 sq. ft. and fronts on Sheridan Boulevard. Lot 28 is a small irregularly shaped lot that is proposed to remain mostly within an M1-1 zoning district. The irregular configuration and M1-1 zoning limits its development potential, and this lot is not expected to be substantively affected by the Proposed Actions (the split lot provisions of Article VII, Chapter 7 of the ZR would allow the use, bulk, and parking provisions of the M1-1 district to apply across the zoning lot).

V. Description of the Proposed Development Sites

The Proposed Development is comprised of Proposed Development Site 1 (1460 Sheridan Boulevard, Block 3017, Lot 74) and Proposed Development Site 2 (1480 Sheridan Boulevard, Block 3017, Lot 29). The Proposed Development sites bound the Proposed Project Area with Development Site 1 at the north and Development Site 2 at the south. Development Site 1 is bounded by Starlight Park to the north and Lot 68 to the south. Development Site 2 is bounded by Lot 60 to the north and to the south is bounded by an active auto repair facility on Lot 28 and an

active Amtrak rail line on Lot 6. The Proposed Development is currently located within a M1-1 zoning district, permitting light manufacturing uses.

The two Development Sites are owned by the Applicant. Proposed Development Site 1 is a 41,508 sq. ft. interior lot adjacent to Starlight Park that contains a one-story (approximately 25 feet in height), approximately 14,000 sq. ft. automobile mechanic training facility manufacturing building built in approximately 1965.

Proposed Development Site 2 is a 97,892 sq. ft. irregular-shaped, interior lot containing an open parking facility and four one-story accessory office buildings (varying in height from 13 feet to approximately 24 feet) and one garage totaling approximately 25,197 sq. ft. of building area built in approximately 1924. The buildings on Proposed Development Site 2 are accessory to the parking facility. Proposed Development Site 1 has three existing curb cuts with widths of 27 feet, 68 feet and 31 feet. Proposed Development Site 2 has one existing curb cut at the northern end of the property with a width of 55 feet. The existing buildings do not have any waterfront space, connection to the waterfront, or connection to public space.

VI. Description of the Proposed Developments

The Applicant proposes to demolish the existing buildings on Proposed Development Sites 1 and 2 to allow development of one mixed-use building on Proposed Development Site 1 ("Building 1"), and two mixed-use buildings ("Building 2" and "Building 3") on Proposed Development Site 2. The buildings would contain ground floor and cellar commercial uses and a fully affordable residential component. Pursuant to the WPAA Actions, the Applicant will also undertake waterfront and open space improvements on Proposed Development Sites 1 and 2 by constructing 56,123 square feet (1.29 acres) of new publicly accessible open space comprising shore public walkways (at a minimum of 40-feet-wide), upland connections the modified visual corridors, and additional open spaces. The Proposed Development would provide up to 970 dwelling units, all of which would be affordable.

Proposed Development Site 1 (1460 Sheridan Boulevard)

Proposed Development Site 1 would be developed with an approximately 24-story, 240-foot-tall (225 feet plus a 15-foot-tall mechanical bulkhead), 234,684 zoning sq. ft. building containing approximately 304 affordable dwelling units. Of the total floor area 229,684 sq. ft. will be residential and 5,000 sq. ft. will be commercial. The 5,000 sq. ft. of commercial use will be located on the ground floor.

Proposed Development Site 1 would have an 17-story tower above a 7-story base. The base would rise seven stories to a maximum height of 65 feet; the ground floor will have 11-foot ceiling heights and floors 2-7 will have 9-foot ceiling heights. The total building height would be 240 feet (225 feet plus 15-foot-tall mechanical bulkhead). The building would be setback at least 15 feet from Starlight Park, at least 40 feet from the Bronx River, and at least 35 feet from the site's southern boundary along Lot 68. The L-shaped base of the building would have an interior courtyard that opens towards the Bronx River. Above this height, the building's tower would be set back at least 30 feet from the shore public walkway (70 feet from the Bronx River). The building's tower would be located in the southwest corner of the building's footprint near Sheridan Boulevard, away from

Starlight Park and the Bronx River. The tower component would rise above the base for 13 stories to a maximum height of 185 feet. Above this height, the building would be set back an additional five feet before rising an additional 40 feet for the tower's four-story penthouse portion. Along Sheridan Boulevard, the building would have dormers on floors 8-10.

Proposed Development Site 1 would include amenities, as required by the Quality Housing Program. These could include laundry facilities, refuse storage and disposal, windows in corridors, recreation space, and planting areas. Bicycle parking is required by the underlying zoning (144 bicycle parking spaces are required) and would be provided near the resident amenity space. Residents could access Development Site 1 from Sheridan Boulevard or the shore public walkway, and commercial access would be provided along Sheridan Boulevard, the north end of building adjacent to Starlight Park, and the shore public walkway. No curb cuts are proposed at Development Site 1.

The WPAA at Proposed Development Site 1 will be comprised of a total of 17,998 sq. ft.,[2] of which 13,292 sq. ft. is the shore public walkway and 4,760 sq. ft. is the upland connection. A minimum 40-foot-wide shore public walkway would be developed along the site's waterfront, and a 35-foot-wide upland connection would be provided along the site's southern boundary between Sheridan Boulevard and the shore public walkway. These publicly accessible areas would contain walking paths, vegetation (native and non-invasive species of both conifer and deciduous trees, shrubs, perennials, and grasses), lighting, seating and tables, benches, bicycle racks, and waste bins. The shore public walkway on Proposed Development Site 1 would connect to Starlight Park, extending public waterfront access from Starlight Park into the Proposed Rezoning Area. Up to 5,000 square feet of retail would be developed at ground floor along the shore public walkway and near Starlight Park.

Proposed Development Site 2 (1480 Sheridan Boulevard)

Proposed Development Site 2 would be developed with two buildings, Building 2 and Building 3, each being approximately 24-stories, 240-foot-tall (225 feet plus 15-foot-tall mechanical bulkhead) totaling 509,043 zoning sq. ft. and containing 666 affordable dwelling units.

Building 2:

Building 2 would contain a total floor area of 268,952 sq. ft., of which 263,952 sq. ft. will be residential and 5,000 sq. ft. will be commercial. Building 2 would contain 345 dwelling units.

Building 2 would have an 17-story tower above a 7-story base. The base would rise seven stories to a maximum height of 65 feet; the ground floor will have 11-foot ceiling heights and floors 2-7 will have 9-foot ceiling heights. The total building height would be 240 feet (225 feet plus 15-foot-tall mechanical bulkhead). Building 2 would be an L-shaped building, and its tower would be sited on the north side of the building near Sheridan Boulevard, 70 feet from the site's northern lot line

[2] The proposed WPAA area is beyond the 20% of the lot area requirement. At a lot area is 41,508 sq. ft., 8,301 sq. ft. of WPAA is required and 17,998 sq. ft. is proposed.

along Lot 60 and at least 30 feet from the proposed shore public walkway (70 feet from the Bronx River).

Building 2 would include amenities, as required by the Quality Housing Program. These could include laundry facilities, refuse storage and disposal, windows in corridors, recreation space, and planting areas. Bicycle parking is required by the underlying zoning (164 bicycle parking spaces are required) and would be provided in the combined cellar with Building 3. Access to the parking garage in the cellar would be via a 22-foot wide curb cut in Building 2.

Residents and commercial patrons would access Building 2 at its north end along Sheridan Boulevard. Commercial patrons would also have access along the upland connection and shore public walkway. The garage entrance to the cellar would be located on the southern portion of Building 2 along Sheridan Boulevard.

Building 3:

Building 3 would contain a total floor area of 240,091 sq. ft., of which 237,091 sq. ft. will be residential and 3,000 sq. ft. will be commercial. Building 2 would contain 321 dwelling units.

Building 3 would have an 17-story tower above a 7-story base. The base would rise seven stories to a maximum height of 65 feet; the ground floor will have 11-foot ceiling heights and floors 2-7 will have 9-foot ceiling heights. The total building height would be 240 feet (225 feet plus 15-foot-tall mechanical bulkhead). The tower would also be set back at least 15 feet from the proposed open space and visual corridor between Buildings 2 and 3, and 30 feet from the proposed shore public walkway, compliant with waterfront height and setback regulations. Building 3 would be also be setback 30 feet from the lot's eastern lot line along Lot 6. It would also front along Sheridan Boulevard. The proposed siting of the buildings on Proposed Development Site 2 would create a minimum 60-foot-wide open area between the two buildings. This open area would be a publicly accessible open space that provides visual and physical access between Sheridan Boulevard and the proposed shore public walkway. This space would serve as a new visual corridor between Sheridan Boulevard and the Bronx River.

Building 3 would include amenities, as required by the Quality Housing Program. These could include laundry facilities, refuse storage and disposal, windows in corridors, recreation space, and planting areas. Bicycle parking is required by the underlying zoning (157 bicycle parking spaces are required) and would be provided in the cellar.

Building 3 would allow for residential access along the visual corridor between Buildings 2 and 3 and Sheridan Boulevard, and commercial access would be provided along the visual corridor. Access to the parking garage would be through Building 2 and available for residential of Building 3.

Building 2 and 3

Combined, the two buildings on Proposed Development Site 2 would contain up to 8,000 sq. ft. of commercial retail and 666 affordable dwelling units (509,043 residential sq. ft.). A combined cellar would expand under both Development Site 2 and 3 and contain 100 accessory parking spaces and

321 bicycle parking spaces (approximately 20,000 gross sq.ft. in the cellar level) with access to the cellar via a garage entrance in Building 2.

The WPAA at Development Site 2 will be comprised of a total of 20,317 sq. ft.,[3] of which 10,754 sq. ft. is the shore public walkway and 9,563 sq. ft. is the upland connection. A minimum 40-foot-wide shore public walkway would be developed along Proposed Development Site 2's waterfront. An upland connection and a visual corridor (Visual Corridor 1) would be developed along Proposed Development Site 2's northern lot line between Sheridan Boulevard and the Bronx River. A second visual corridor will split the site and be located between Building 2 and 3 (Visual Corridor 2). The proposed CPC authorization pursuant to ZR 62-822 and filed under application No. N230298ZAX would allow the flexibility to align the required 50-foot-wide Visual Corridor 1 to be located along the northern lot line instead of along the prolongation of Jennings Street and to modify Visual Corridor 2 location due to the bend of the Bronx River. The proposed publicly accessible open space and visual corridor between Buildings 2 and 3 would be improved with an amphitheater, vegetation, lighting, and other passive recreational uses.

All dwelling units on the Applicant-owned sites would be affordable to low-income households. Preliminary discussions and studies allows the Applicant to propose 100 percent affordable housing under HPD's mix and match program. The 970 dwelling units across the Proposed Development Sites will range from studios to three-bedrooms. The proposed breakdown in units based on Area Median Income ("**AMI**") is the following: 146 units at 0-30% AMI, 242 units at 31-50% AMI, 195 units at 51-80% AMI, 385 units at 81-120% AMI and 0 units at 121-165% AMI.[4] Proposed Development would be funded in part by discretionary affordable housing financing from HPD.

VII. Actions Necessary to Facilitate the Project

It is the restrictions on the existing zoning, such as not permitting residential use, not requiring waterfront access, etc, that make the proposed actions necessary to permit a mixed-use residential-commercial development with a WPAA. The Proposed Project Area is currently an M1-1 zoning district. M1-1 zoning districts are light manufacturing districts that allow light industrial uses and certain commercial and community facility uses. Residential uses are not permitted as-of-right. Waterfront access is not required for the existing uses under the current M1-1 zoning district.

The proposed zoning district for the Proposed Project Area is an R7-3 with a C2-4 overlay. The proposed R7-3/C2-4 zoning district permits a maximum commercial FAR of 2.0 and a maximum residential FAR of 6.0 (with MIH). The rezoning and proposed mix-use developments also triggers compliance with waterfront regulations under ZR Section 62-00.

The Proposed Actions are as follows:

1. **Zoning Map Amendment to rezone from an M1-1 district to an R7-3 district with a C2-4 commercial overlay**

[3] The proposed WPAA area is beyond the 20% of the lot area requirement. At a lot area is 97,892 sq. ft., 19,578 sq. ft. of WPAA is required and 20,317 sq. ft. is proposed.

[4] Affordability breakdowns are preliminary estimates and are subject to change and require approval by HPD.

2. **2. Zoning Text Amendment to modify Appendix F to include map of proposed Mandatory Inclusionary Housing Area**

Applicant proposes to amend zoning map 3d to rezone the existing M1-1 manufacturing district to allow for a mixed-use residential and commercial development at an appropriate scale for the existing neighborhood conditions and needs. Applicant proposes to establish the Proposed Project Area as a Mandatory Inclusionary Housing Area ("**MIH**") under Options 1 and 2. The Proposed Actions would introduce approximately 970 new affordable residential units in the Proposed Project Area. The proposed rezoning and proposed mixed-use residential-commercial buildings would require compliance with waterfront regulations and a new waterfront public access area.

With the Proposed Actions, the Proposed Development allows for a residential and commercial development at a similar scale to recent development in the area such as the Compass Residences affordable housing complex, which was previously an M1-1 district and rezoned with a special permit to R8X/C2-4. The proposed R7-3/C2-4 zoning district is consistent with the bulk, density and uses within the surrounding area, which consists of R8X, R7A and C2-3 zoning districts.

In addition to the affordable housing, the Proposed Action will result in the development of approximately 1.29 acres of new publicly accessible open space comprising of shore public walkways, upland connections the modified visual corridors, and additional open spaces. Commercial spaces are also proposed on the ground floor of the three buildings, drawing pedestrians to the development and the public open space.

The Proposed Actions would help achieve a larger vision for the neighborhood, since the dramatic change of converting Sheridan Expressway to Sheridan Boulevard with the addition of stop lights, crosswalks, bikes lanes, and planted mediums, by revitalizing these waterfront blocks adjacent to Sheridan Boulevard and creating a waterfront residential community with public open space and access and a variety of commercial uses. Moreover, the Proposed Project Area will unify both sides of Sheridan Boulevard and connect Starlight Park and Concrete Plant Park by providing public access to the Bronx River.

The Proposed Development finalizes the intensions for the neighborhood. It is the last piece of the puzzle; to complete the eastern side of Sheridan Boulevard with a resident and public friendly development. The rezoning to permit the Compass Buildings, the new Sheridan Boulevard, and the Starlight Park/Concrete Park/Bronx Greenway improvements set the stage for the need for the Proposed Development. The Proposed Development will not only provide much needed affordable housing but it adds open space for the residents and the public to improve walkability and quality of life with direct access to commercial uses, bike racks and access to the Greenway connection, educational programing of the waterfront and much more. Moreover, compared to the existing, desolate manufacturing buildings that exist today, the Proposed Development will improve safety concerns and improve environmental conditions.

Concurrently with these Proposed Actions, Development Site 1 has submitted a certification application for the development of the WPAA and Development Site 2 has submitted a certification for the development of the WPAA and an authorization to modify the location of its required visual corridors.

VIII. Conclusion

The proposed R7-3 zoning district with a C2-4 overlay district is consistent with the bulk, density and uses within the surrounding area. The design and location of the buildings on the Proposed Development Sites take into consideration the Sheridan Boulevard connections, visual and pedestrian connections with the Compass Residences, heights of the surrounding buildings, and located of uses within the buildings to draw the public to the waterfront all while producing approximately 970 affordable housing units, 13,000 sq. ft. of commercial space and a new WPAA. The Proposed Development will develop the WPAA in compliance with ZR 62-00 with an authorization on Proposed Development Site 2 to slightly modify the visual corridor locations all while meeting the intent by providing views to the waterfront and clear access to welcome the public to the Development Site and WPAA.

The Proposed Actions would help achieve a larger vision for the neighborhood established in DCP's 2016 *Southern Boulevard Neighborhood Study*, which sought to "explore zoning to promote affordable housing" and "improve waterfront connections". The Proposed Actions would also fulfill goals of other local initiatives such as the Bronx River Alliance's *Bronx River Greenway Plan*, and the *Sheridan Expressway-Hunts Point Land Use and Transportation Study,* by revitalizing a section of the Bronx River waterfront with mixed-use development comprising affordable residential, retail, and open space uses. Additional policy goals would further be achieved by reconnecting upland areas to existing waterfront spaces – including Starlight Park and Concrete Plant Park – and by providing project-generated waterfront open space through a series of public access areas.