22 April 2026
DCP Project No. 2025X0283

Fordham Landing South Rezoning
320 West Fordham Road, The Bronx, NY
Block 3231, Lots 264, 265, and portion of Lot 1, and portion of the bed of West Fordham Road

1. Introduction

DS Fordham Landing 1 LLC (the "Applicant"), owner of the property located at 330 and 360 West Fordham Road (Block 3231, Lots 264 and 265) (the "Development Site") in the University Heights neighborhood in Community District 7 of The Bronx, is proposing an application for an amendment of the Zoning Map to establish a C2-4 District on properties within an existing R7-2 District, including the majority of the Development Site, a portion of an adjacent Metro-North Railroad ("Metro-North") property (Block 3231, part of Lot 1), and the southern half of West Fordham Road that abuts the Development Site.

Fordham Landing South consists of a 100 percent affordable residential, community facility, and retail development comprised of two buildings: 1) north building, consisting of three towers on a single podium; and 2) south building, consisting of one tower on a single podium (742,469 square feet), along with 33,374 square feet of waterfront public access area, 8,836 square feet of adjacent public access area, and 1,569 square feet consisting of a public stair and sidewalk, and two privately-owned, publicly accessible roadways (the "Proposed Development"). The requested zoning map amendment will facilitate the development of an approximately 10,175 gsf supermarket on the second floor of the north building along with an internally connected 4,200 gsf[1] café on the ground floor.

2. Background

The Development Site was zoned M2-1 when today's Zoning Resolution was adopted in 1961. At that time, the M2-1 District encompassed land between the Harlem River, University Heights Bridge, Major Deegan Expressway, and West 176th Street.

On September 8, 1988, the City Planning Commission ("CPC") and the NYC Board of Estimate ("BOE") approved applications C 870212(A) ZMX, C 870213(A) ZSX, filed by LVL Fordham Landing Associates (the "Prior Applicant"), and application C 880206 MMX, filed by the NYC Department of Transportation ("CDOT"), in order to facilitate the development of Fordham Landing, a large-scale residential development consisting of one 18-story and three 17-story buildings housing 469 dwelling units, a three-level accessory parking garage, a pre-K to 3 public school, and a retail convenience center. A 15-foot-wide public waterfront esplanade of approximately 10,270 square feet would have been funded by the NYC Department of Housing Preservation and Development ("HPD"), constructed by the Prior Applicant, and maintained at the Prior Applicant's expense. The Prior Applicant did not move forward with the development and the special permits and authorization lapsed but the rezoning resulting from the application for zoning map amendments (C 870212(A) ZMX) from M2-1 to R7-2 (3.44 FAR residential/6.5 FAR community facility) remains in effect.

[1] The square footages for the proposed supermarket and café are noted in gross square feet but no deductions need be taken for these spaces because the development doesn't use all of the allowed floor area so the gross square foot number is equal to the zoning square foot number.

The approval of the application (C 880206 MMX) filed by CDOT for changes to the City Map allowed for the widening of West Fordham Road to accommodate a reconfiguration of a ramp from West Fordham Road at EL. +33' down to Exterior Street, at grade level, to improve traffic circulation associated with the 1988 Fordham Landing development.

In 1999, the CPC and the BOE approved an application for additional changes to the City Map to widen the University Heights Bridge and bridge approaches between the intersection of West 207th Street and 9th Avenue in Manhattan and the intersection of West Fordham Road and Exterior Street in The Bronx, delineation of a 15-foot-wide foundation and maintenance corridor on the southern edge of CDOT property for use as a maintenance yard for its Harlem River bridge repair operations, and the establishment of grades and roadway treatment (C 861114 MMY).[2] The reconfiguration of the West Fordham Road Ramp and the widening of the bridge and bridge approaches contemplated by these applications was completed in 1992 and resulted in the elimination of a pedestrian walkway on the north side of the bridge and the relocation of bridge railings along the former pedestrian walkway to the south side of the bridge, where a pedestrian walkway is also located.

On April 11, 2024, the Chair of the City Planning Commission approved an application for a Chair's certification (N 240086 ZCX) pursuant to Section 62-811(b) of the Zoning Resolution that a site plan and all other applicable documents have been submitted, showing compliance with the provisions of Section 62-332 (Rear Yards and Waterfront Yards), 62-50 (General Requirements for Visual Corridors and Waterfront Public Access Areas), and 62-60 (Design Requirements for Waterfront Public Access Areas and a Chair's certification application (N 240087 ZCX) pursuant to Section 66-21(c) of the Zoning Resolution that a legally enforceable instrument, running with the land and setting forth the dimensions and location of a transit volume, has been executed and recorded in a form acceptable to the transit agency and the Chairperson of the City Planning Commission.

3. Description of the Surrounding Area

The surrounding area is characterized by at-grade and elevated transportation infrastructure, as well as municipal facilities and light industrial businesses. The Harlem River is to the west.

Metro-North's Hudson line tracks along with its University Heights station and the Major Deegan Expressway characterize the area to the east of the site. This land is mostly zoned R5, with small sections near West Fordham Road and along the Development Site zoned C8-3 and R7-2, respectively. The University Heights neighborhood, generally characterized by six-story walk-up buildings spanning both sides of West Fordham Road, the neighborhood's primary retail corridor, is to the east of the Major Deegan Expressway.

To the north is the University Heights Bridge, a New York City landmark structure, which is approximately 20 feet above grade. To the north of the bridge is a wide ramp leading from the bridge down to Exterior Street, a mapped public street affording access to approximately 20 acres of land zoned M1-1 (1.0 FAR), M2-1 (2.0 FAR), and M3-1 (2.0 FAR) and occupied by a CDOT Department of Bridges repair facility, a vacant site owned by Con Edison, a self-storage facility, a scrap metal dealer, a vacant concrete batching facility, and a New York City Police Department tow pound.

[2] DOT filed the application on July 29, 1985 and the Commission and BOE finalized approval after the proposed work was completed in 1992.

To the west is the Harlem River, approximately 400-feet wide at this location, and the Manhattan neighborhood of Inwood. Inwood was rezoned in August of 2018 in large part to facilitate new residential development and there are several sites along and near 207th Street that have been redeveloped with affordable and market rate housing.

Land to the south is zoned M2-1 and is occupied by Metro-North Hudson line tracks and vacant Con Edison property. The recently renovated, 25-acre Roberto Clement State Park abuts the vacant Con Edison property.

This area is well served by mass transit. The University Heights Metro-North Station entrance is located along the south side of West Fordham Road, just west of the Major Deegan Expressway, the #1 207th Street station is located at the intersection of 207th Street and Broadway in Inwood, and the #4 Fordham Road station is located at the intersection of Jerome Avenue and West Fordham Road. The #12 SBS bus line runs along West Fordham Road with stops on either side of the University Heights Bridge.

4. Description of the Proposed Project Area

The Project Area consists of the following properties, all of which are currently zoned R7-2:

1. Tax lots 264 and 265. These tax lots also comprise the Development Site. All of lot 264 is zoned R7-2; all but the southernmost 735 sq. ft. of lot 265 is zoned R7-2, the remaining portion of lot 265 is zoned M2-1. The tax lot area zoned R7-2 is proposed for the C2-4 District.

2. Approximately 75,000 square feet of property located within Block 3231, Lot 1. The property is owned by the Metropolitan Transportation Authority and it abuts all of Lot 264 and the majority of Lot 265 along the east side of the Development Site. The property consists of Metro-North's Hudson Line train tracks. All of this property is zoned R7-2 and is proposed for a C2-4 District; and

3. Approximately 16,250 square feet of property owned by the City of New York that abuts Lot 264 along the north side of the Development Site. The property consists of the southern half of West Fordham Road, a mapped city street under the jurisdiction of the NYC Department of Transportation. This property is zoned R7-2 and is proposed for a C2-4 District.

5. Description of the Proposed Development Site

The Development Site consists of Block 3231, Lots 264 and 265 and is owned by the Applicant. The Development Site is a single zoning lot, with a total lot area of 161,858 square feet (approximately 9,366 square feet are lands under water), bounded by the Harlem River on the west, the University Heights Bridge abutment on the north, and Metro-North property on the east and south. West Fordham Road provides access to the site via a ramp leading down to Exterior Street, a mapped public street that continues under the bridge where it ends at the Development Site. There is an approximate 20-foot grade differential between West Fordham Road and the site. The Development Site is vacant except for two temporary construction trailers for the Applicant.

The Development Site is a waterfront zoning lot subject to the applicable provisions of ZR Article VI, Chapter 2 (the "Waterfront Regulations"). The entire Development Site is located landward of the bulkhead line/shoreline, thus constituting an Upland Lot. The majority of the Development Site (161, 105 square feet) is zoned R7-2; 753 square feet of the southernmost end of the Development Site is

zoned M2-1. The R7-2 District allows residential and community facility uses and the M2-1 District allows manufacturing and certain commercial uses. A waterfront yard must be provided along the entire length of a waterfront zoning lot's shoreline, bulkhead, or stabilized natural shore (whichever is furthest landward), to a depth of 40 feet. The Development Site is located within an Outer Transit Zone. Portions of the Development Site are located within the one percent annual chance flood plain (i.e., the high-risk flood zone) and are subject to the provisions of ZR Article VI, Chapter 4. Because the Development Site is in the flood zone, the Proposed Project must comply with the flood resistant construction standards of the NYC Building Code and, for zoning purposes, heights must be measured from the Flood Resistant Construction Elevation ("FRCE"). In the high-risk flood zone, the reference plane may be set at up to 10 feet above the base plane.

The Development Site qualifies as a "transit-adjacent site" because it is zoned R7-2 and is within 50 feet of the University Heights Station for the Hudson Line of Metro-North Railroad. Accordingly, the Applicant filed and received approval for an application for a Chair's certification (N 240087 ZCX) identifying an approximately 3,000 square foot transit volume in in the northeast corner of the cellar through third floors of the south building for ticket vending machines, elevator, and associated mechanical space to serve as an eventual secondary access point to the adjacent Metro-North University Heights station.

6. Description of the Proposed Development

The Proposed Development will consist of two buildings containing 742,469 square feet of floor area. Vehicular, pedestrian, and bicycle access to the buildings will be afforded by West Fordham Road at EL. +33' and by Exterior Street at EL. +13'-4". Two privately owned, publicly accessible 34-foot-wide roadways, known as Upper Exterior Roadway and Lower Exterior Roadway, will connect directly to West Fordham Road and Exterior Street at EL. +33' and EL. +13'4", respectively. A 130-foot-wide traffic circle in the Upper and Lower roadways located at roughly the midpoint of the Development Site will separate the two buildings. The applicant will be responsible for maintaining the roadways as per a maintenance and operation agreement with CDOT.

The two buildings will house a combined 921 units of 100 percent affordable housing. The northernmost building, consisting of a single podium with three, 18-story towers, will contain 571 affordable housing units, two superintendent units, the proposed 10,175 gsf of supermarket and internally connected 4,200 gsf café space that are the subject of this application, and 108 accessory parking spaces. The southernmost building, consisting of a podium and one 33-story tower, will contain 350 affordable housing units, one superintendent unit, a 3,244-square-foot transit volume, 12,454 square feet of community facility space, and 74 accessory parking spaces. A small pumping station will occupy the M2-1-zoned southernmost portion of the site.

The waterfront public access area ("WPAA") abuts a shoreline consisting of approximately 186 linear feet of bulkhead in the northern third of the shoreline and approximately 595 linear feet of rip rap in the balance of the shoreline. The rip rap will be stabilized and reconfigured to allow for the proposed WPAA improvements.

The WPAA will consist of a 33,374-square-foot shore public walkway. Direct access from the street to the shore public walkway will be provided from West Fordham Road via a landscaped ramp ranging in width from approximately 24 feet at EL. +33' to approximately 54 feet at EL. + 13'-4" and from Exterior Street via a landscaped 25-foot wide path. A public stairway and elevator located just off the traffic circle will also provide access to the waterfront from Upper Exterior Roadway. The stairway would be

17 feet at its entrance along West Fordham Road and 12 feet where it lands at the shore public walkway.

The WPAA will include the following amenities:

- an ADA-accessible public walkway ranging in width between 12 and 20 feet and with a minimum clear width of 12 feet. The public walkway will be constructed of a mix of permeable pavers and crushed gravel to aid in stormwater drainage and infiltration;

- 475 linear feet of seating, comprised of fixed backed benches, fixed backless benches, and moveable seating. The WPAA will also contain approximately nine tables. At least 20 percent of the seating will be shaded;

- an overlook toward the center of the WPAA providing views out over the Harlem River; and

- 14,689 square feet of planted area, including 31 canopy trees.

Additional public open space will be provided along the University Heights Bridge abutment at EL. +13'-4" in the form of an approximately 4,270-square foot, 25-foot-wide landscaped path between Exterior Street and the shore public walkway (1,708 square feet will be provided on the applicant's property and 2,561 square feet will be provided on CDOT property).

The proposed waterfront public open space will comply with the design standards for guardrails and bollards, seating, lighting, signs, planting and trees, paving, bicycle racks, and trash receptacles, as per the provisions of ZR Section 62-65 (Public Access Design Reference Standards), as modified by ZR Section 62-931(c) (Public access design reference standards).

Other publicly accessible areas include 8,836 square feet of landscaped space between the buildings and the WPAA and 1,569 square feet of space consisting of a public stair between the WPAA and Upper Exterior Roadway located near the traffic circle and a public sidewalk along the east side of the south building that will ultimately lead to a pedestrian bridge to the adjacent University Heights Metro-North station.

7. Actions Necessary to Facilitate the Proposed Project

The Applicant is proposing an application for a Zoning Map amendment to establish a C2-4 Commercial District coincident with the existing R7-2 District and encompassing all of the lot area of the Development Site zoned R7-2. The zoning map amendment is proposed to allow an approximately 10,175 gsf supermarket along with an internally connected 4,200 gsf café in the north building because commercial uses are not allowed in the existing R7-2 District. The supermarket will be located on the second floor of the north building's east-facing frontage and the café will be located on the ground floor of the building's west-facing frontage, facing the shore public walkway. The supermarket will have one entrance along Upper Exterior Roadway, just north of the residential lobby entrance, and the café will have an entrance from the shore public walkway and from the sidewalk along Lower Exterior Roadway. The two uses will also be connected internally via an elevator. Easy access to local retail such as a supermarket is an important amenity for building residents and such uses are consistent with the NYC Department of Housing Preservation and Development's policy of ensuring convenient access to local retail uses such as supermarkets and drugstores in buildings that they finance. A Target supermarket is the closest supermarket serving the site, located at 40 West 225th Street, approximately 10 minutes

away by car, 20 minutes away by bus, or 30 minutes away on foot. Smaller, convenience grocery stores are located along West Fordham Road between the Development Site and the #4 West Fordham Road subway station, an approximate 15-to 20-minute walk. The proposed café will offer a convenient, casual food and beverage option for building residents and the public and its location along the shore public walkway is consistent with DCP's policy of creating activity along waterfront public access areas.

C2-4 Districts have a maximum FAR of 2.0 and they allow uses listed in Use Groups I – X as-of-right. The parking requirement for supermarkets and cafés in a C2-4 District is one space per 1,000 square feet of floor area but the parking requirement may be waived if the total number of required spaces is less than 40; the waiver is applicable in this case because the required number of parking spaces is 14.

The existing R7-2 District extends beyond the Development Site to include portions of West Fordham Road and Metro-North Railroad property and the C2-4 District would be established on those two properties as well to ensure that the two districts are coincident.

OTHER AGENCY PERMITS

The Applicant submitted a Joint Application requesting authorization from the U.S. Army Corps of Engineers under Nationwide Permit 3 Maintenance; and from the New York State Department of Environmental Conservation ("NYSDCE") under articles 15 and 25 of the New York Conservation Law for shoreline activities on the Development Site. The Nationwide Permit application was approved on October 15, 2025 and the NYSDEC permits were approved on October 14, 2025. The NYSDEC application requested the rehabilitation of the existing shoreline along the Development Site to improve its stability, and the construction of portions of the proposed waterfront public access area, including the shore public walkway, that are located within the NYSDEC 1974 Tidal Wetland boundary.

Additionally, the proposed shoreline rehabilitation, as well as the publicly accessible waterfront open spaces that were the subject of the Chair's Certification application approved on April 11, 2024 (N 240086 ZCX, N 240087 ZCX, and N 240081 LDX), required a Waterfront Revitalization Program ("WRP") Consistency Determination from the New York City Department of City Planning, which was approved on 29 November 2023 (WRP # 23-005), as well as consistency review and approval by the New York State Department of State, which was approved on 25 March 2024 (F-2023-0566) in accordance with the New York State Coastal Management Program. An application for consistency review was submitted for this application for a Zoning Map amendment and approved on December 30, 2025 (WRP #25-040).

Lastly, the NYS Office of Parks, Recreation and Historic Preservation reviewed the project in accordance with Section 106 of the National Historic Preservation Act of 1966 and concluded in a letter dated 21 December 2023 that no historic properties, including archaeological and/or historic resources, will be affected by the Fordham Landing South development.

8. Conclusion

The application for a zoning map amendment would allow for an approximately 10,175 gsf supermarket on the second floor of the east-facing portion of the north building of the Fordham Landing South affordable housing development along with an internally connected 4,200 gsf café located on the ground floor of the west-facing frontage of the building. The two commercial uses would benefit both building residents and employees by significantly reducing travel time for grocery shopping and casual dining and the foot traffic generated by these uses will enliven the development and the waterfront public access area. The development's other program elements are already provided for under the existing R7-2 District.