

**NOTICE OF PUBLIC HEARING ON THE
DRAFT ENVIRONMENTAL IMPACT STATEMENT
(CEQR No. 23DCP065X)**

Bronx Metro-North Station Study

Project Identification

CEQR No. 23DCP065X
ULURP Nos. C240015ZMX; N240016ZRX;
C240159MMX; C240158MMX; C240157MMX;
C240160MMX; C240163MMX

Lead Agency

City Planning Commission
120 Broadway, 31st Floor
New York, New York

SEQRA Classification: Type I

Contact Person

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Environmental Assessment and Review Division
New York City Department of City Planning

The City Planning Commission (CPC), acting as lead agency, issued a Notice of Completion on January 19, 2024 for a Draft Environmental Impact Statement (DEIS) for the Bronx Metro-North Station Study proposal in accordance with Article 8 of the Environmental Conservation Law. **A public hearing on the DEIS will be held on Wednesday, May 15, 2024, at 10:00 AM at the City Planning Commission Hearing Room, located at 120 Broadway, Lower Concourse, New York, New York, 10271, in conjunction with the CPC's public hearing pursuant to ULURP. Comments are requested on the DEIS and will be accepted through 5:00pm, May 28, 2024. To continue to allow for broad public participation, DCP will hold the public hearing accessible both in-person and remotely via the teleconferencing application Zoom. Anyone attending the meeting in-person is encouraged to wear a mask.**

To join the meeting and comment, please visit the NYC Engage site, <https://www.nyc.gov/engage>.

If you would like to register to testify via phone, need assistance with technical issues, or have any questions about participation you may call any of the phone numbers listed below, then enter the following Meeting ID.

(877) 853-5247 (Toll-free)
(888) 788-0099 (Toll-free)
(213) 338-8477 (Toll)
(253) 215-8782 (Toll)

Then enter the following meeting ID and password when prompted.

Meeting ID: 618 237 7396

Password: 1

[The Participant ID can be skipped by pressing #]

Instructions on how to participate, as well as materials relating to the hearing, will be posted on the NYC Engage site on the day of the Public Hearing, no later than 1 hour prior to the hearing. To help the meeting host effectively manage members of the public who sign up to comment, those who do not intend to actively participate are invited to watch the livestream or the recording that

will be posted after the meeting. The Public Hearing livestream can be found in the above referenced NYC Engage site and will be made available on the day of the Public Hearing.

Comments are requested on the DEIS and will be accepted through 5:00pm, Tuesday, May 28, 2024. They can be submitted via email to 23DCP065X_DL@planning.nyc.gov or mailed to Stephanie Shellooe, AICP, Director, Environmental Assessment and Review Division, New York City Department of City Planning, 120 Broadway, 31st Floor, New York, New York 10271.

Copies of the DEIS may also be obtained by contacting the Environmental Assessment and Review Division, at the address above, by calling (212) 720-3328 or by emailing sshellooe@planning.nyc.gov.

In addition, the DEIS and Final Scope of Work are available for download on the project ZAP page: <https://zap.planning.nyc.gov/projects/2022X0431>. To view the Bronx Metro-North Station Study Final Scope of Work, DEIS Notice of Completion and full DEIS and Appendix, navigate to the Bronx Metro-North Station Study project page in ZAP and select Public Documents, then "Final Scope of Work," "DEIS_Notice of Completion" and "DEIS_23DCP065X".

Please inform the Department of City Planning if you need a reasonable accommodation, such as a sign language interpreter, in order to participate in the meeting. Requests for a reasonable accommodation or foreign language assistance during the meeting should be emailed to AccessibilityInfo@planning.nyc.gov or by calling 212-720-3508. Requests must be submitted at least five business days before the meeting.

The New York City Department of City Planning (DCP) is proposing a series of land use actions, including zoning map amendments, zoning text amendments (including mapping a special purpose district and designating a Mandatory Inclusionary Housing (MIH) area to ensure affordable housing is part of any future development), and changes to the City Map (collectively, the "Proposed Actions"), that would facilitate the implementation of the multi-year planning process conducted in the Parkchester, Van Nest, and Morris Park neighborhoods in the Bronx in partnership with local stakeholders, city agencies, and the MTA.

The Proposed Actions would affect an approximately 46-block area primarily along major corridors — East Tremont Avenue, White Plains Road, Bronxdale Avenue, Eastchester Road, and Stillwell Avenue — near the future Parkchester/Van Nest and Morris Park Metro-North stations in Bronx Community Districts 9, 10 and 11 (the "Affected Area"). The approximately 28-block area closest to the future Parkchester/Van Nest station is generally bounded by Baker Avenue and Van Nest Avenue to the north, Silver Street to the east, East Tremont Avenue to the south, and St. Lawrence Avenue to the west. The approximately 18-block area closest to the future Morris Park station is generally bounded by Pelham Parkway to the north, Marconi Street to the east, Williamsbridge Road to the south, and Tenbroeck Avenue to the west. The Proposed Actions are intended to leverage new planned Metro-North service to promote economic growth, facilitate the development of housing, including affordable housing, as well as guide investment in the public realm around stations to improve pedestrian safety and comfort.

The Proposed actions include:

- Zoning Map Amendments to:
 - Rezone portions of existing M1-1, C8-1, C8-4, R4, R5, R6, and R6A districts and C1-1, C1-2, and C2-2 commercial overlays to R4, R6A, R6-1, R7-2, M1-1A/R7-3, R8X, C8-2, C4-3, and C4-4 districts and a C2-4 commercial overlay. The Proposed Actions would also modify the boundaries of the existing Parkchester Special Planned Community Preservation District and would map the Special

Eastchester – East Tremont Corridor District, largely coterminous with the Affected Area.

- Zoning Text Amendments to:
 - Establish the Special Eastchester – East Tremont Corridor District, largely coterminous with the Affected Area. The proposed special purpose district would include modifications to underlying use, bulk, parking and loading, and streetscape regulations, and establish special provisions for the M1-1A/R7-3 paired district. The special purpose district would also provide flexibility for large opportunity sites to facilitate public realm improvements around the future Metro-North stations.
 - Remove language that exclusively applies to C8-4 districts mapped within Special Planned Community Preservation District areas.
 - Establish the proposed R6-1 non-contextual medium-density zoning district.
 - Establish a new M1-1A district, which would facilitate loft building envelopes similar to contextual buildings in residence districts.
 - Modify Appendix F for the purpose of designating proposed R6A, R6-1, R7-2, R7-3, R8X, C4-3, and C4-4 districts as MIH areas, applying the MIH program to require a share of new housing to be permanently affordable where significant new housing capacity would be created.
 - Modify Appendix I to extend Transit Zone 2, Borough of the Bronx, Community District 11.

- City Map Amendments to:
 - Map Block 4209, Lots 10 and 70 as street to facilitate pedestrian access to the Morris Park station; map portions of Block 4042, Lot 200 as street to facilitate the creation of a street network and improved circulation for future development of this site and access to the anticipated new Metro-North station entrance; map Block 4226, Lots 1 (portions of) and 11 as street to facilitate the proposed widening of Marconi Street to reduce traffic congestion and enhance pedestrian and vehicular safety and circulation, and map Block 4226, Lot 50 (portions of) as street to facilitate the proposed widening of Marconi Street to add a new right-turn lane to the future Bronx Psychiatric Center (BPC) Campus; map portions of Block 4226, Lots 1, 5, and 75 and Block 4411, Lot 75 as street to accommodate the proposed extension of Marconi Street to connect with Pelham Parkway; de-map a portion of Unionport Road to facilitate the development of adjacent Block 3952.

Overall, the Proposed Action are expected to result in a net increase of approximately 9,165,272 gross square feet (“gsf”) of residential floor area (7,474 dwelling units or DUs), 302,236 gsf of local retail space, 1,620,625 gsf of life sciences, 1,290,628 gsf of community facility space, and 3,765 accessory parking spaces, and a net decrease 405,096 gsf of industrial and automotive uses and 145,696 gsf of office space on the projected development sites. It is expected that the projected development included in the Reasonable Worst Case Development Scenario (RWCDS) would be built by 2033, following approval of the proposed actions.

The DEIS identifies potential significant adverse impacts related to community facilities (elementary schools), open space, shadows, historic and cultural resources (architectural and archaeological resources), transportation (traffic, transit, and pedestrians), and construction (traffic, noise, and architectural resources). Mitigation measures to address those impacts, where feasible and/or practical, are proposed in the DEIS. DCP, as the Lead Agency, will continue to coordinate with interested and involved agencies and further examine and refine these recommended measures

between the DEIS and FEIS. If no feasible and practicable mitigation can be identified, the impacts would remain an unavoidable significant adverse impact of the Proposed Actions.

The DEIS considered two alternatives – a No Action Alternative and a No Unmitigated Significant Adverse Impacts Alternative. The No-Action Alternative examines future conditions within the Affected Area but assumes the absence of the Proposed. In the No-Action Alternative, there would be no change to zoning, no mapping of MIH, and no City Map changes within the Affected Area. The substantial amount of affordable housing expected under the Proposed Actions would not be provided. In addition, as compared to the Proposed Actions, the benefits associated with improved economic activity, opportunities for high quality, permanent affordable housing, and enhanced pedestrian conditions and vibrant commercial corridors around two new Metro-North stations would not be realized. The No Unmitigated Significant Adverse Impacts Alternative examines a scenario in which the density and other components of the Proposed Actions are changed specifically to avoid the unmitigated significant adverse impacts associated with the Proposed Actions. This alternative considers development that would not result in any significant adverse impacts that could not be fully mitigated. However, to eliminate all unmitigated significant adverse impacts, the Proposed Actions would have to be modified to a point where the principal goals and objectives of the Proposed Actions would not be fully realized.