

3. Land Use, Zoning, and Public Policy

This chapter evaluates the anticipated environmental consequences to land use, zoning, and public policy that would result from the Proposed Project. In addition, the chapter addresses how the Proposed Project could influence community and neighborhood character along the HGL Corridor and in the four proposed station areas. The study area for this analysis is defined as the four new community-based Metro-North stations that would be constructed as part of the Proposed Project, and the HGL Corridor that connects the four station areas, spanning from Harold Interlocking in Queens County through New York and Bronx Counties to New Rochelle in Westchester County, New York.

3.1 KEY CONCLUSIONS

MTA has determined that there would be no adverse impacts to land use, zoning, and public policy under the Proposed Project. Key conclusions from this analysis include the following:

- The majority of the Proposed Project would be in the existing railroad right-of-way and would be compatible with surrounding land uses, given existing and future continuation of rail service.
- MTA would acquire property and easements on Amtrak- and City of New York-owned and private property to implement the Proposed Project. In almost all cases, MTA would acquire only portions of the private lots, which would allow the existing uses to continue. These acquisitions would generally be adjacent to the existing railroad right-of-way, thereby avoiding any substantial changes to existing land use and land use patterns.
- The Proposed Project would not be expected to change the mix of uses governed by the underlying zoning – a mixture of residential, commercial, and manufacturing with some areas of parkland – and would be consistent with the intent of the underlying zoning.
- The Proposed Project would not adversely affect community or neighborhood character.
- The Proposed Project would be consistent with the different public policy initiatives that apply to this area and project type including the following:
 - New York State Rail Plan (2009)
 - New York State Coastal Management Plan
 - New York City Waterfront Revitalization Program
 - Vision 2020: New York City Comprehensive Waterfront Plan
 - One New York: The Plan for a Strong and Just City
 - New York City Special Initiative for Rebuilding and Resiliency
 - Sustainable Communities in the Bronx: Leveraging Regional Rail for Access Growth and Opportunity
 - Sheridan–Hunts Point Land Use and Transportation Study



3.2 METHODOLOGY

MTA divided the HGL Corridor and the four proposed station area locations into four segments and evaluated for existing and future (2025) conditions under the No Action Alternative and Proposed Project. MTA defined the four proposed stations' and HGL Corridor's study areas as ½-mile and 500-foot radii, respectively, because changes to land use and zoning as a result of the Proposed Project would most likely be limited to those areas.

MTA obtained information on existing land uses through the NYCDP MapPLUTO (version 17v1.1) tax lot and Westchester County land use and zoning data. Field surveys were referenced, as necessary. MTA used the *New York City Zoning Resolution* and Westchester County zoning districts to characterize existing zoning regulations governing development in each of the station areas and along the HGL Corridor by focusing on permitted as-of-right uses and maximum floor area ratios that the pertinent zoning districts use. MTA identified existing public policies by reviewing documentation from NYCDP's Queens, Manhattan, and Bronx borough offices and other pertinent New York City and Westchester County resources through desktop research.

The NYCDP, pertinent community boards, and selected stakeholders provided information regarding the No Action Alternative. The No Action Alternative discussion documents the inventory of transportation and development projects that are programmed and committed for implementation by 2025—the Proposed Project's future analysis year—within each proposed station's ½-mile radius study area and the HGL Corridor 500-foot-radius study area.

The inventory also includes large-scale or otherwise notable programmed and committed projects beyond the station areas and HGL Corridor study area to provide a broader view of development activity anticipated by 2025.

3.3 REGULATORY CONTEXT

Transportation projects sometimes require property acquisition and relocation of residences and businesses. A federally funded project must adhere to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, as codified in Title 42, Section 4601 et seq. of the United States Code, and the applicable implementing regulations set forth in Title 49, Part 24 of the Code of Federal Regulations (collectively, "the Uniform Act") with regard to relocation services, moving payments, replacement housing payments, and other allowable payments related to commercial and residential moving costs and displacement. The purpose of the Uniform Act follows:

- a) To ensure that owners of real property to be acquired for Federal and federally-assisted projects are treated fairly and consistently, to encourage and expedite acquisition by agreements with such owners, to minimize litigation and relieve congestion in the courts, and to promote public confidence in Federal and federally-assisted land acquisition programs;
- b) To ensure that persons displaced as a direct result of Federal or federally-assisted projects are treated fairly, consistently, and equitably so that such displaced persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole; and

- c) To ensure that Agencies implement these regulations in a manner that is efficient and cost effective.

3.4 EXISTING CONDITIONS

3.4.1 Segment 1 (Corridor)

3.4.1.1 *Land Use*

Segment 1 comprises a corridor study area (Segment 1 Corridor) that includes the railroad right-of-way that spans Queens, Manhattan, and the Bronx, and is generally bounded by Ditmars Boulevard to the north, Randall’s and Wards Islands to the east, Barnett Avenue and Harold Interlocking to the south, and the Brooklyn-Queens Expressway to the west. Figure 3-1 shows existing land uses along the Segment 1 Corridor. Land uses along this segment consist of predominantly industrial uses west of the elevated right-of-way and south of Astoria Boulevard. Single- and multifamily residential uses within established communities are found south and west of Astoria Park within the segment. Commercial uses are concentrated along 31st Street in Astoria and southwest of Northern Boulevard in Woodside.

3.4.1.2 *Zoning*

Figure B-1 in Appendix C, “Land Use, Zoning, and Public Policy,” shows existing zoning district designations along the Segment 1 Corridor. The northern portion of the Segment 1 Corridor is largely zoned residential (R5, R5B, R5D), permitting a variety of housing types, including low-rise attached houses, small multifamily apartment houses, and detached and semi-detached one- and two-family residences. The remainder of the segment from Astoria Boulevard to the north to Northern Boulevard to the south is zoned R5 to the west and M1-1 (manufacturing) to the east. Other residential districts within the segment include R4 zoning districts. Commercial districts that intersect 31st Street include C4-2A and C4-3 and are characterized as mainly regional centers where larger stores, theaters, and office uses that serve a wider region and generate more traffic than neighborhood shopping areas. Commercial overlay districts (C1-3, C2-2) are mapped over portions of the residential districts, permitting local retail north of Astoria Boulevard and south of 31st Avenue. The Segment 1 Corridor also borders a Special Mixed Use District (MX-1) northwest of Willow Street between East 134th Street and East 133rd Street.



Figure 3-1. Land Use (Existing): Segment 1 (Corridor)



Source: New York City Department of City Planning and WSP, 2019

3.4.1.3 Public Policy

The following public policies would apply to the proposed construction and associated rail infrastructure improvements required to introduce Metro-North service:

- New York State Rail Plan (2009):** The 20-year plan provides a vision for New York’s future rail transportation system and identifies strategies and initiatives aimed at achieving this vision. It is also a blueprint to guide planning and investment for the state’s passenger and freight rail system through 2030. The plan stresses the importance of providing mobility for people and goods in an energy efficient manner to improve the state’s economy and support future economic development. The Proposed Project is cited in the plan specifically as a project that would improve rail connectivity, increase Metro-North ridership, improve Metro-North service flexibility, support regional economic development, and improve quality of life in the region. Therefore, the Proposed Project is consistent with the vision of the 2009 New York State Rail Plan.
- New York State Coastal Management Plan (1982 and updated in 2017):** The New York State Coastal Management Plan comprises 44 policies that generally fall under three headings: promotion of beneficial use of coastal resources; prevention of their impairment; and management of major activities substantially affecting numerous resources. Projects that are within the designated coastal zone that require a federal discretionary action must be assessed for their consistency with the New York State Coastal Management Plan, as dictated by the U.S. Department of Commerce regulations (15 C.F.R. 930.57). Figure B-5 in Appendix C, “Land Use, Zoning, and Public Policy” provides the coastal zone boundaries for the extent of the Proposed Project.
- Waterfront Revitalization Program (2016):** The Waterfront Revitalization Program is the City of New York’s principal coastal zone management tool, the guiding principle of which is to maximize the benefits derived from economic development, environmental preservation, and public use of the waterfront while minimizing conflicts among these objects. Projects that are in the coastal zone and that require a local, state, or federal discretionary action must be assessed for their consistency with the City of New York’s local Waterfront Revitalization Program, as authorized under New York State’s Waterfront Revitalization and Coastal Resource Act of 1981, which stems from the federal Coastal Zone Management Act of 1972.

In addition to being within the coastal zone boundary, a portion of the Co-op City Station area is within the Upper East River/Long Island Sound Special Natural Waterfront Area (SNWA), which is subject to additional review under the Waterfront Revitalization Program (Figure C-7 in Appendix C). Three SNWAs were designated in the City of New York’s 1992 *Comprehensive Waterfront Plan* for its large concentration of natural resources; when a project in the coastal zone requires a discretionary permit, the review includes an assessment of the project’s potential impact on the SNWA. A part of the HGL Corridor is also within the SNWA.

- Vision 2020: New York City Comprehensive Waterfront Plan(2011):** This plan comprises one component of the City of New York’s Waterfront Vision and Enhancement Strategy, which is a multi-agency effort led by the Mayor’s Office, the NYCDCP, and the New York City Economic Development Corporation to fulfill new requirements established by the City Council for ongoing comprehensive waterfront planning and management. Vision 2020: New York City Comprehensive Waterfront Plan outlines new citywide policies and site-specific recommendations to increase public access to and expand economic opportunities along the city’s shoreline. Sections of the Proposed Project are near the New York City shoreline.

- One New York: The Plan for a Strong and Just City (OneNYC):** Originally released in 2007 under the name “PlaNYC,” OneNYC is a groundbreaking effort to address New York City’s long-term challenges: the forecast of 9 million residents by 2040, changing climate conditions, an evolving economy, and aging infrastructure. OneNYC is divided into four visions: (1) Our Growing, Thriving City; (2) Our Just and Equitable City; (3) Our Sustainable City; and (4) Our Resilient City. Under Vision 1, two goals related to the Proposed Project fall under Goal 6: “Transportation” and Goal 7: “Infrastructure Planning and Management.” Metro-North access into PSNY is listed as a priority transportation project under these goals.
- New York City Special Initiative for Rebuilding and Resiliency (2013):** Former Mayor Michael Bloomberg created the **New York City Special Initiative for Rebuilding and Resiliency** in December 2012 to develop strategies for creating a more resilient city in the wake of Superstorm Sandy, with a long-term focus on preparing for and protecting against the impacts of climate change. The **New York City Special Initiative for Rebuilding and Resiliency** report—*A Stronger, More Resilient New York* released in June 2013—features more than 250 initiatives, including a combination of citywide and community-specific resiliency strategies. One citywide initiative is to improve the flexibility of the transportation system and create redundant connections along critical corridors; the extension of Metro-North service to PSNY is cited as one of many projects in various phases of development that supports this strategy.
- Sustainable Communities in the Bronx: Leveraging Regional Rail for Access Growth and Opportunity (2014):** This report was the culmination of two years of community engagement, which examined the potential for transit-oriented development around existing and proposed Metro-North stations in the Bronx. Together with Bronx communities, NYCDOP identified the potential for growth around underutilized transit resources, while building relationships with local organizations and leaders ready to help realize a new vision for the Bronx.

The Segment 1 Corridor is affected by the above mentioned public policies. Specifically, large sections of the Segment 1 Corridor are within the coastal zone boundaries (Figure B-5 in Appendix C, “Land Use, Zoning, and Public Policy”).

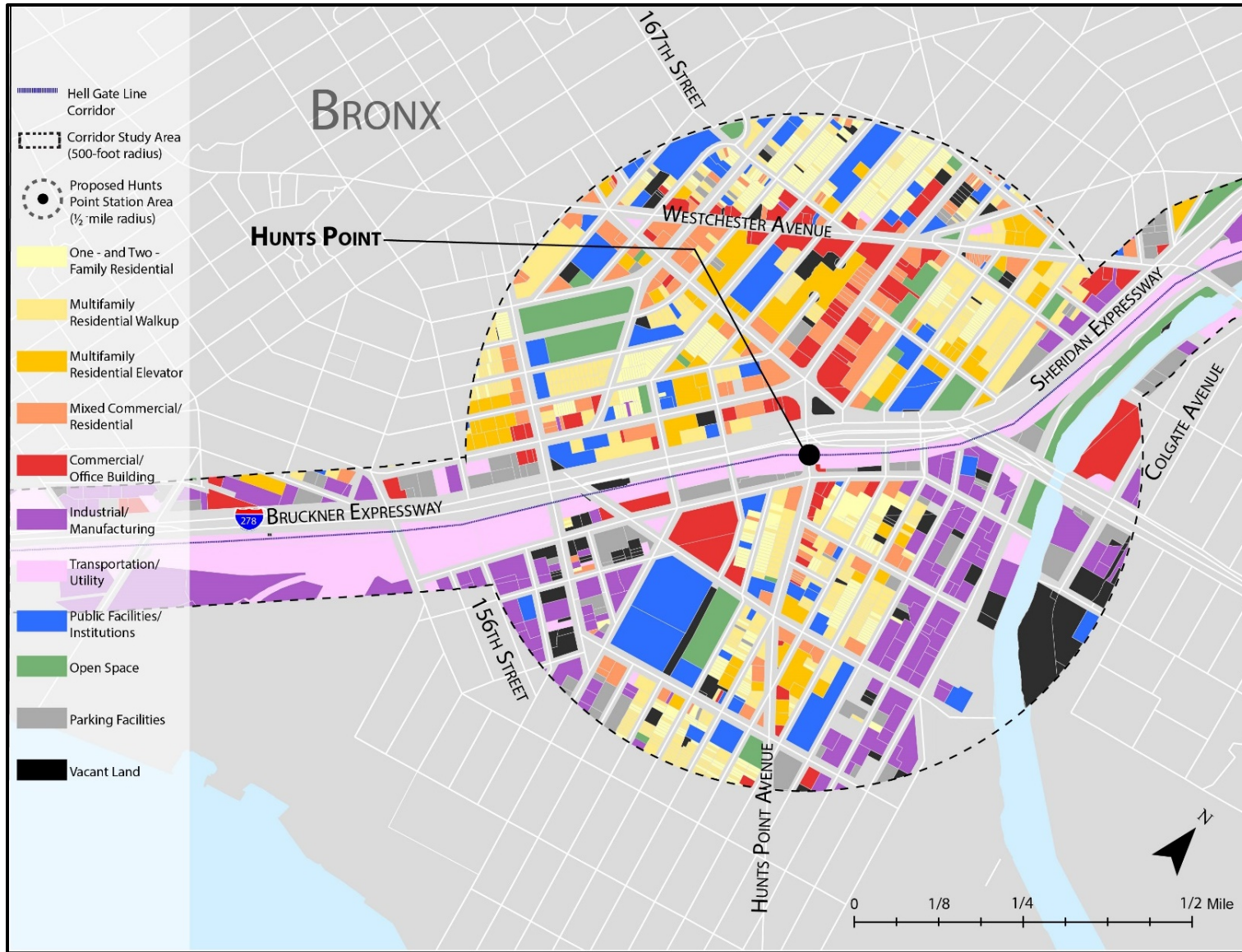
3.4.2 Segment 2 (Corridor and Hunts Point Station Area)

3.4.2.1 Land Use

Figure 3-2 shows the existing land uses along the Segment 2 Corridor and within the Hunts Point Station area. Industrial and transportation/utility uses (and a segment of open space – Concrete Plant Park – to the east) predominantly define land uses along the Segment 2 Corridor, which spans the railroad right-of-way. These uses are concentrated along the corridor with Concrete Plant Park directly adjacent to the right-of-way, in the vicinity of the Bruckner Expressway to Westchester Avenue. Some commercial uses and open space are located further to the northwest of the right-of-way.

The Hunts Point Station area is generally bounded by East 167th Street to the north, Colgate Avenue to the east, East 156th Street to the south, and Hewitt Place to the west. The proposed Hunts Point Station would be within the Amtrak HGL right-of-way, located beneath the Hunts Point Avenue Bridge near Bruckner Boulevard.

Figure 3-2. Land Use (Existing): Segment 2 (Corridor and Hunts Point Station Area)



Source: New York City Department of City Planning and WSP, 2019

The Hunts Point Station area comprises a diverse mix of land uses. In the immediate vicinity of the proposed station, auto-related uses line the north side of Garrison Avenue, including parking lots, auto repair shops, and tire shops. The former Amtrak rail station on the east side of Hunts Point Avenue, between Garrison Avenue and Bruckner Boulevard, has been converted into a commercial building and the building is slated for renovation for new commercial uses. Other uses in the ½-mile radius station area include a mix of one- and two-family residential, multifamily residential, commercial, mixed commercial/residential, public facilities/institutions, industrial, and transportation/utilities uses. Residential and mixed commercial/residential buildings dominate the southeastern and western portions of the station area with a mix of apartment buildings, town-house style multifamily residential buildings, and buildings with dwelling units above commercial spaces. There are also many commercial uses, including freestanding commercial buildings as well as ground-floor commercial uses in mixed commercial/residential buildings. Commercial uses are concentrated on Southern Boulevard, Westchester Avenue, and East 163rd Street, and on the northern end of Hunts Point Avenue. Public facilities/institutions (e.g., schools and religious institutions) and smaller parks and open space resources are also within the proposed station area's ½-mile radius.

Industrial uses are concentrated in the Hunts Point Station area's southern and eastern portions; this industrial character continues farther south along the waterfront, because the 329-acre Food Distribution Center defines the land use in the southeastern portion of the Hunts Point Peninsula. Industrial uses define the station area south of Bruckner Boulevard with the northern and western portions of the station area being predominantly residential.

3.4.2.2 Zoning

Figure B-2 in Appendix C, "Land Use, Zoning, and Public Policy," illustrates the existing zoning district designations within the Hunts Point Station area. The station area contains residential, commercial, and manufacturing zoning districts. The portion of the station area west of Bruckner Boulevard is largely zoned residential (R7-1, R7-2, R6, R8A), permitting single- and multifamily residences and community facilities; the properties along Southern Boulevard, Hoe Avenue, and parts of East 163rd Street are zoned C4-4, permitting general commercial uses such as shopping centers. Another small area between Bruckner Boulevard and East 163rd Street has contextual commercial zoning (C4-5X). The area east of Bruckner Boulevard and Hunts Point Avenue has residential zoning (R6) for single- and multifamily residences and community facilities, along with manufacturing zoning (M1-1, M1-2, M2-1), which permits light manufacturing uses such as repair shops and storage facilities along with offices, hotels, and other retail uses. Commercial overlay districts (C1-4, C2-3, C2-4) are mapped over portions of the residential districts both west and east of Bruckner Boulevard, permitting retail and personal service shops. Additionally, a C8-3 commercial district is zoned at the northern boundary of the station area.

One special zoning district is within the station area. Bruckner Avenue to the north, Edgewater Road and Halleck Street to the east, Oak Point Avenue and Ryawa Avenue to the south, and Leggett Avenue to the west bound the Hunts Point Special District (HP), mapped over the underlying M1-2 zoning district.¹ The district was established in 2008 to provide a buffer of high-performance industrial and other commercial establishments around the residential area, to encourage the development of food-related businesses and other compatible businesses, and to create a transitional area between the Hunts Point Food Market and related businesses and the adjacent neighborhood. The southern portion of the station area is within the Hunts Point Special District,

¹ The Special HP District excludes the area that is generally bounded by Garrison Avenue to the north, Longfellow Avenue to the east, Randall Avenue to the south, and Tiffany Street to the west.

which is entirely within the Residential Buffer Subdistrict and within portions of the Food Industry Subdistrict. Developments within the Hunts Point Special District are subject to additional zoning regulations that supplement the regulations of the underlying zoning districts.

3.4.2.3 Public Policy

The following public policies would apply to the proposed construction of the Segment 2 Corridor and Hunts Point Station area, and associated rail infrastructure improvements for the introduction of Metro-North service as part of the Proposed Project. Section 3.3, “Existing Conditions, Segment 1 (Corridor)” provides a description of the following public policies:

- New York State Rail Plan (2009)
- New York State Coastal Management Plan (1982-2017)
- Waterfront Revitalization Program (2016)
- Vision 2020: New York City Comprehensive Waterfront Plan (2011)
- One New York: The Plan for a Strong and Just City
- New York City Special Initiative for Rebuilding and Resiliency (2013)
- Sustainable Communities in the Bronx: Leveraging Regional Rail for Access Growth and Opportunity (2014)

An additional public policy, the Sheridan–Hunts Point Land Use and Transportation Study (SEHP Study) (2013), is specific to the Segment 2 Corridor and Hunts Point Station area. The SEHP Study—funded by a U.S. Department of Transportation grant—was a two-year intensive, interdisciplinary study of the neighborhoods and infrastructure surrounding the Sheridan Expressway. The SEHP Study looked at promoting the increasingly vibrant residential areas around the Sheridan Expressway while maintaining efficient routes traveling to Hunts Point Market.

3.4.3 Segment 3 (Corridor and Parkchester-Van Nest, Morris Park, and Co-op City Station Areas)

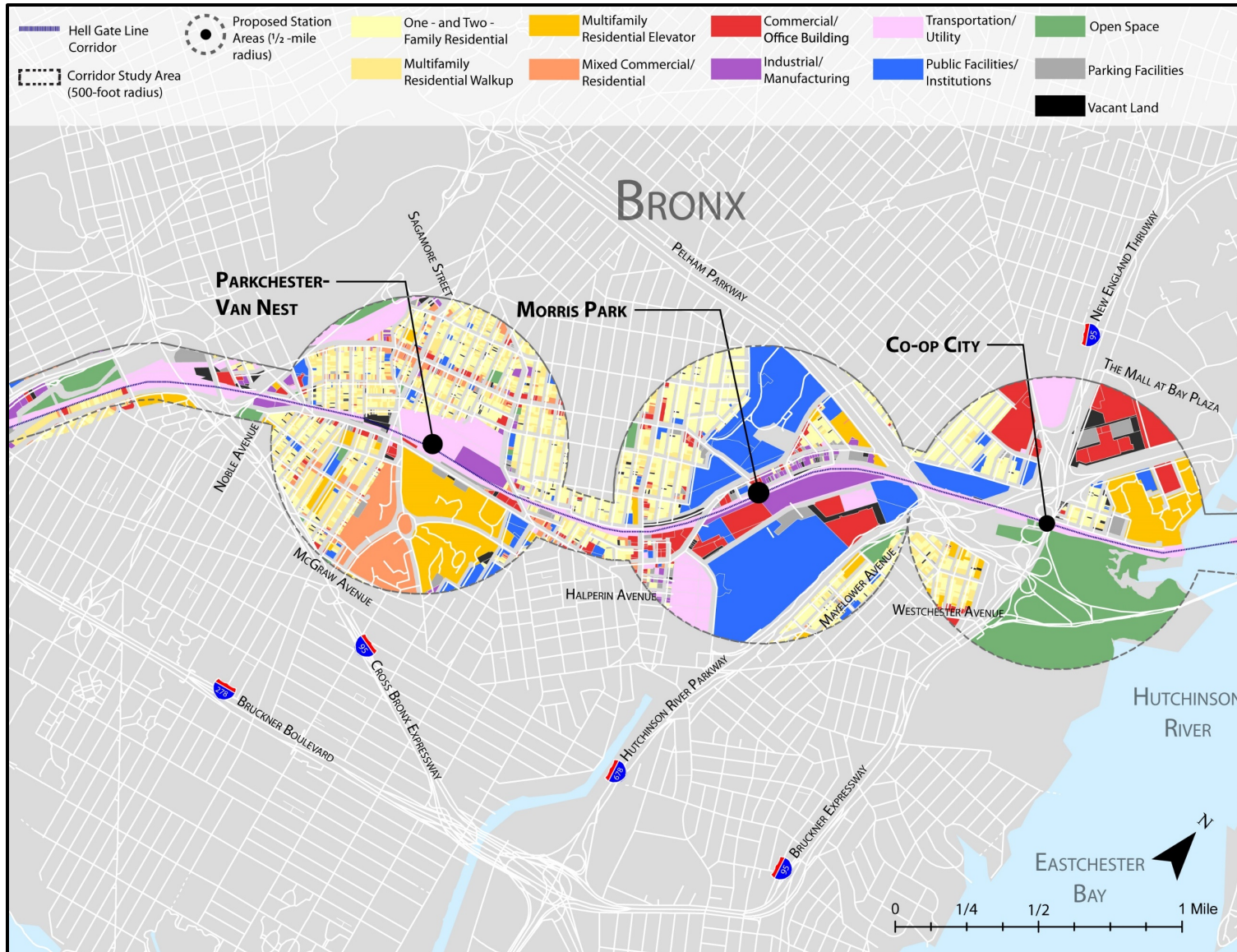
3.4.3.1 Land Use

CORRIDOR

The Segment 3 Corridor, with its 500-foot-radius study area, includes the HGL right-of-way and bisects three station area locations. The Segment 3 Corridor contains a mix of transportation/utility, single-family, open space, commercial, and industrial uses to the south and predominantly single- and multifamily residential, industrial, and institutional uses to the north (Figure 3-3). Multifamily residential uses to the south and industrial uses to the north dominate the proposed Parkchester-Van Nest Station area. Predominantly institutional uses are within the proposed Morris Park Station area. Residential uses are predominantly to the north and open space is to the south of the proposed Co-op City Station area.



Figure 3-3. Land Use (Existing): Segment 3 (Corridor and Parkchester-Van Nest, Morris Park, and Co-op City Station Areas)



Source: New York City Department of City Planning and WSP, 2019

PARKCHESTER-VAN NEST STATION AREA

Figure 3-3 shows existing land uses within the ½-mile-radius study area of the proposed Parkchester-Van Nest Station. Sagamore Street to the north, Paulding Avenue to the east, McGraw Avenue to the south, and Noble Avenue to the west bound the proposed station, which would be within the existing Amtrak HGL right-of-way just north of the intersection of East Tremont Avenue and Dogwood Drive.

South of the proposed station location, auto-oriented land uses (including a car wash, several parking lots, a scrap metal yard, and a car repair shop) dominate the north side of East Tremont Avenue within the station area. The area south of East Tremont Avenue and east of White Plains Road contains high-rise residential uses, which the Parkchester Condominium complex dominates. The area west of the Parkchester Condominium complex contains a mix of strip commercial uses, densely developed one- and two-family homes, and low-rise apartment buildings.

North of the proposed station and adjacent to the railroad tracks, the Con Edison Van Nest Maintenance Facility occupies a large tract of land containing two electrical transformers, two large structures, and a sizable parking lot. North and west of the Con Edison property, residential development represents the dominant land use type within the station area. The portion of the Van Nest neighborhood within the proposed station area includes one- and two-family homes, multifamily walkup apartment buildings, several mixed commercial/residential buildings, and the Church of St. Dominic at the corner of White Plains Road and Van Nest Avenue and across from Van Nest Park. Specific corridors have a greater variety in land use compared to the remainder of the station area. Such corridors include East Tremont and Morris Park Avenues, which run east-west, and Castle Hill and Bronxdale Avenues, which run generally north-south; each has a mix of commercial, public/institutional, and industrial uses.

MORRIS PARK STATION AREA

Figure 3-3 shows existing land uses within the ½-mile radius study area of the proposed Morris Park Station. Pelham Parkway to the north, Mayflower Avenue to the east, Halperin Avenue to the south, and Lurting Avenue to the west bound the proposed Morris Park Station, which would be within the existing HGL right-of-way, near the intersection of Basset Avenue and Morris Park Avenue.

Institutional uses largely define the land use composition of the proposed station area with two institutional uses defining the northwestern and southeastern sections of the station area. West of Eastchester Road, the campus of Yeshiva University - Albert Einstein College of Medicine includes several academic buildings, a residence complex, and the affiliated Jack D. Weiler Hospital. Large institutional uses east of Eastchester Road include Calvary Hospital, the Bronx Psychiatric Hospital complex, and New York City Children's Center Bronx Campus. To the south near the intersection of Eastchester Road and Waters Place, the Montefiore Medical Park and a rail yard owned by MTA and NYCT are the dominant uses. The northeastern section of the station area includes the existing Hutchinson Metro Center, Mercy College, and the New York City Police Department (NYPD) Call Center.

In the immediate vicinity of the proposed station location, many light industrial uses exist along Basset Avenue and the east side of Eastchester Road, as well as several commercial uses and an institutional use near the intersection of Morris Park Avenue. Across the rail tracks, the Metro Center Atrium is on the east site of Basset Road. Residential development is concentrated in the eastern section of the station area, as well as parts of the northern area and most of the western area, with the exception of segments of Morris Park Avenue and Williamsburg Road, which include commercial and institutional uses.

CO-OP CITY STATION AREA

Figure 3-3 shows existing land uses within the ½-mile study area of the proposed Co-op City Station. The Mall at Bay Plaza to the north, the Hutchinson River to the east, the pedestrian overpass near Westchester Avenue to the south, and Gunther Avenue to the west bound the proposed Co-op City Station area, which would be within the existing Amtrak HGL right-of-way near De Reimer Avenue and Erskine Place.

Within the immediate vicinity of the station location, single-family homes and multifamily residential buildings are the predominant land uses on the side streets (Boller Avenue, Hunter Avenue, Palmer Avenue, and De Reimer Avenue) along Erskine Place. In addition to the residential uses, a one-story commercial building is at the corner of De Reimer Avenue and Bassett Avenue, several vacant lots are scattered throughout the neighborhood, and limited institutional uses are north of Stillwell Avenue. A multi-level parking structure is on Erskine Place between Hunter Avenue and Earhart Lane. High-rise residential uses that are part of Co-op City (managed by the Riverbay Corporation) define the eastern boundary of the station area and continues farther east in the station area. In the southwestern portion of the station area, single-family homes and a large institutional use—the Kings Harbor Multicare Center—line the north side of Stillwell Avenue.

Other land uses include the Mall at Bay Plaza in the north; high-rise Co-op City residential buildings, a community shopping center, and a school in the northeast; Pelham Bay Park in the south; and single- and multifamily residential uses, as well as various commercial, institutional, and transportation/utility uses in the west.

3.4.3.2 Zoning

CORRIDOR

The Segment 3 Corridor 500-foot study area connects the three proposed station areas along the HGL Corridor. Zoning along this corridor is predominantly residential with residential zoning districts (R4, R5A, R6) connecting the proposed Parkchester-Van Nest Station area to the proposed Morris Park Station area and connecting the proposed Morris Park Station area to the proposed Co-op City Station area under residential zoning districts R3-2, R3A, R3X, and R6. Several commercial overlay districts (C2-2, C2-4) are mapped within these residential districts along the southern portion of the Segment 3 Corridor between Parkchester-Van Nest Station area and Morris Park Station area.

PARKCHESTER-VAN NEST STATION AREA

Figure B-3 in Appendix C, “Land Use, Zoning, and Public Policy,” shows existing zoning district designations within the Parkchester-Van Nest Station area. The portion of the station area between East Tremont and Baker Avenues (east of White Plains Road) is zoned M1-1, which permits light manufacturing uses. North of East Tremont Avenue is zoned R5, permitting single- and multifamily residences and community facilities. Small sections of the station area along East Tremont Avenue are zoned commercial (C8-1, C8-4) permitting automotive and other heavy commercial services. The residential R6 zoning district covers most of the southern portion of the station area, with C1-2 commercial overlays at certain locations allowing local retail and service uses. Additional commercial (C4-2) and residential (R4, R4-1, R4A) zoning districts, as well as additional commercial overlays (C1-4, C2-2, C2-4), are mapped within residential districts.

One special purpose district—the Special Planned Community Preservation District (PC)—is generally bounded by East Tremont Avenue to the north, Purdy Street to the east, McGraw Avenue to the south, and Archer Road to the west. The district was adopted in 1974 and mapped in Parkchester—one of four such

preservation districts in New York City—to protect the community’s character, defined in part by its existing site plan, pedestrian and vehicular circulation system, balance between buildings and open space, scale of development commercial uses, and open space arrangement. Development within this special district is allowed only by special permit from the New York City Planning Commission.

MORRIS PARK STATION AREA

Figure B-3 in Appendix C, “Land Use, Zoning, and Public Policy” shows existing zoning district designations within the Morris Park Station area. The portion of the station area west of Eastchester Road has residential zoning (R4, R4A, R6), permitting single- and multifamily residences and community facilities. Along the western boundary of the station area, a commercial overlay (C1-1) is mapped over the underlying residential district, allowing retail and personal service shops for local shopping. East of Eastchester Road, much of the Bronx Psychiatric Hospital complex has residential zoning (R5). The area north and in the immediate vicinity of the proposed station location has manufacturing zoning (M1-1), which allows light manufacturing/industrial, retail and commercial uses, along with certain community facilities. Additional zoning in the station area includes residential (R3-1, R3-2, R3X, R4-1, R5A, R5D, R6A, R7-1) districts, as well as other commercial overlays (C1-2, C2-2) mapped within residential districts.

CO-OP CITY STATION AREA

Figure B-3 in Appendix C shows existing zoning district designations within the proposed Co-op City Station area. Zoning in the station area is predominantly lower- and medium-density residential (R3-2, R3A, R3X, R6), permitting single- and multifamily residences and community facilities. The northern portion of the station area includes commercial (C4-3) and manufacturing (M1-1) zoning districts that permit most retail establishments and light industrial uses. Additional zoning districts within the station area include a C4-1 commercial zoning district and residential (R4-1, R5, R5A, R7-1) zoning districts, as well as commercial overlays (C2-1, C2-3, C2-4) mapped within residential districts.

3.4.3.3 Public Policy

The following public policies would apply to the proposed construction of the Segment 3 Corridor and three station areas, and associated rail infrastructure improvements for the introduction of Metro-North service as part of the Proposed Project. A description of the following public policies is provided under Segment 1 (Corridor), Existing Conditions section:

- New York State Rail Plan (2009)
- New York State Coastal Management Plan (1982-2017)
- Waterfront Revitalization Program (2016)
- Vision 2020: New York City Comprehensive Waterfront Plan (2011)
- One New York: The Plan for a Strong and Just City
- New York City Special Initiative for Rebuilding and Resiliency (2013)
- Sustainable Communities in the Bronx: Leveraging Regional Rail for Access Growth and Opportunity (2014)



3.4.4 Segment 4 (Corridor)

3.4.4.1 Land Use

The Segment 4 Corridor includes a 500-foot-radius study area that spans the HGL right-of-way and is generally bounded from Lispenard Avenue in New Rochelle (Westchester County, New York) to Pelham Bay Park and Split Rock Golf Courses (Bronx County, New York) to the south. Figure 3-4 shows existing land uses along the Segment 4 Corridor, which does not include a proposed station location but does include the expansion of New Rochelle Yard. Land uses along the corridor consist of a range of residential, commercial, mixed commercial/residential, open space, transportation/utility, and industrial uses. The entire southern portion of the corridor is in the Bronx and bisects the Pelham Bay Park and Split Rock Golf Courses, which is a public open space resource. The only concentration of a single land use along the remainder of the corridor can be found between Pelham Bay Park and Split Rock Golf Courses in the Bronx and Pelhamdale Avenue in Westchester, where single-family residential uses predominate.

3.4.4.2 Zoning

Figure B-4 in Appendix C, “Land Use, Zoning, and Public Policy,” shows existing zoning district designations along the Segment 4 Corridor. The corridor contains residential, commercial, and manufacturing zoning districts as well as parkland. The southern portion of the corridor is entirely zoned as parkland. The northern portion of the corridor in Westchester County is zoned for residential, commercial, and industrial uses with some parkland. Zoning designations in Westchester County differ from New York City. Residential zoning districts in Westchester County include single-family (Residence A, AAA, B), two-family, and multifamily (multifamily residence and multifamily senior citizen) residential. In addition, commercial zoning districts include neighborhood business, downtown business, downtown mixed-use, downtown mixed-use urban renewal, large-scale retail, and general commercial modified districts. The Segment 4 Corridor is also zoned for light industrial uses.

3.4.4.3 Public Policy

The following public policies would apply to the proposed construction of the Segment 4 Corridor and associated rail infrastructure improvements for the introduction of Metro-North service as part of the Proposed Project. A description of the following public policies is provided under Segment 1 (Corridor), Existing Conditions section:

- New York State Rail Plan (2009)
- New York State Coastal Management Plan (1982-2017)
- Waterfront Revitalization Program (2016)
- Vision 2020: New York City Comprehensive Waterfront Plan (2011)
- One New York: The Plan for a Strong and Just City
- New York City Special Initiative for Rebuilding and Resiliency (2013)
- Sustainable Communities in the Bronx: Leveraging Regional Rail for Access Growth and Opportunity (2014)

Figure 3-4. Land Use (Existing): Segment 4 (Corridor)



Source: New York City Department of City Planning; WSP; and Westchester County, 2020

3.5 NO ACTION ALTERNATIVE

3.5.1 Segment 1 (Corridor)

3.5.1.1 Land Use

Under the No Action Alternative, no future programmed and committed development projects would be located near the proposed Segment 1 Corridor.

3.5.1.2 Zoning

Under the No Action Alternative, MTA anticipates that no zoning changes would be near the proposed Segment 1 Corridor.

3.5.1.3 Public Policy

Under the No Action Alternative, MTA anticipates that no public policy changes would be near the proposed Segment 1 Corridor.

3.5.2 Segment 2 (Corridor and Hunts Point Station Area)

3.5.2.1 Land Use

Five programmed and committed development projects are within the Hunts Point Station area and along this Segment 2 Corridor portion (Table 3-1 and Figure 3-5). These proposed projects are mixed-use developments with residential, commercial, and community facility uses. Table 3-1 contains information about each of these planned and proposed development projects within the Hunts Point Station area.

MTA anticipates that the Hunts Point Truck Access Project, which is aimed at improving highway truck access to Hunts Point Food Distribution Center, will take place within the station area. The Bid Opening was in fall 2018 and construction began summer 2019; the project is expected to be completed in spring 2022.¹ In addition, the New York State Department of Transportation is implementing a \$1.8 billion project in the South Bronx. A part of this project will be to improve access to Hunts Point by eliminating the bottleneck at the Bruckner-Sheridan Expressway interchange by adding a third lane to the Bruckner Expressway and relocating the Sheridan Expressway ramps. The project will also implement new signage and pavement markers to direct auto, truck, and pedestrian traffic within the Hunts Point Peninsula.

In addition to these five projects, the programmed and committed buildout of the 11-block area comprising the approved Crotona Park East/West Farms rezoning north of the Hunts Point Station area is scheduled to end construction in 2022. While not a part of the No Action Alternative, this rezoning represents a broader planning context within the vicinity of the Hunts Point Station area.

3.5.2.2 Zoning

Under the No Action Alternative, MTA anticipates that no zoning changes would be near the proposed Segment 2 Corridor or Hunts Point Station area.

¹ Project schedule: https://www.dot.ny.gov/main/business-center/designbuildproject47/repository/Hunts_Point_Schedule_10-31-2018_Final.pdf

3.5.2.3 Public Policy

Under the No Action Alternative, MTA anticipates that no public policy changes would be near the proposed Segment 2 Corridor or Hunts Point Station area.

Table 3-1. Hunts Point Station Area: Programmed/Committed Development Projects

Map ID	Project Name	Developer/Sponsor	Location	Type(s) of Use	Size/Description	Anticipated Year of Completion
1	1125 Whitlock Avenue	Ader Group	1125 Whitlock Avenue, South Bronx	Residential; Commercial; Community Facility	473,000 square feet (sf) with 474 affordable dwelling units, 9,520 sf of community facilities, and 14,937 sf of retail	Two phases with full build out in 2022
2	909 Beck Street	Archcare	909 Beck Street, Longwood	Residential	69,290 sf of residential (89 dwelling units)	Under construction
3	1430 Bruckner Boulevard	Stock N' Lock/SNL Storage	1430 Bruckner Boulevard, Soundview	Commercial	49,560 sf self-storage facility	Under construction
4	1410 Story Avenue	York Studios	1410 Story Avenue, Soundview	Commercial	167,315 sf of commercial space for movie production	Under construction
5	Spofford Redevelopment Project	New York City Economic Development Corporation/ New York City Department of Housing Preservation	1221 Spofford Avenue	Commercial; Community Facility; Residential; Open Space	740 units of 100 percent affordable housing, recreational and community facilities, commercial space, and over an acre of public open space. Additionally, a portion of the site will also be preserved for early education programming.	2024
*	Hunts Point Truck Access Project	New York State Department of Transportation	Hunts Point	Transportation Study	A Planning-Environmental Link Study on nearby highway truck access to Hunts Point Food Distribution Center.	2025
*	Transforming the South Bronx: Bruckner-Sheridan Expressway Improvements Project	New York State Department of Transportation	Hunts Point	Modification of Sheridan Expressway to Boulevard; Implementation of signage and pavement marking for new routes	The project will also implement new measures such as signing and pavement marking to direct auto, truck, and pedestrian traffic within the Hunts Point Peninsula.	Under construction

Sources: Project information was found through newyorkyimby.com. (2018)
 1125 Whitlock Avenue (2017): <https://www1.nyc.gov/assets/planning/download/pdf/about/cpc/170087>
 1410 Story Avenue: Bronx Times (2017) <https://www.bxtimes.com/stories/2017/23/23-filmstudio-2017-06-09-bx.html>
 Spofford Redevelopment: <https://www.nycedc.com/project/peninsula-hunts-point>
 No Build projects confirmed with New York City Department of City Planning. (2018)

Notes: Map ID references Figure 3-5.
 780 East 135th Street has been identified as a potential project along the Segment 2 Corridor. Uses and build year are not yet determined. Potential residential and/or commercial building.

* Not included on project map.



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Figure 3-5. Programmed/Committed Development Projects: Hell Gate Line (HGL) Corridor



Source: New York City Department of City Planning and WSP, 2019



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3.5.3 Segment 3 (Corridor and Parkchester-Van Nest, Morris Park, and Co-op City Station Areas)

3.5.3.1 Land Use

CORRIDOR

Under the No Action Alternative, the New York City Department of Design and Construction and the New York City Department of Parks and Recreation are pursuing Starlight Park Phase 2, a public parkland development within the Segment 3 Corridor. This project—anticipated to be completed in 2021¹—will be done in multiple phases and will restore the Bronx River shoreline, extend Starlight Park, and will close a major gap in the Bronx River Greenway. The project will include 11 acres of parkland, three bridges, and a link to Concrete Plant Park.²

PARKCHESTER-VAN NEST STATION AREA

Five programmed and committed small development projects are within the Parkchester-Van Nest Station area (Table 3-2 and Figure 3-5). Of the five proposed projects, all have a potential residential component and two have potential commercial uses. Table 3-2 contains information about each of these planned and proposed development projects within the Parkchester-Van Nest Station area.

Table 3-2. Segment 3 Corridor and Parkchester-Van Nest Station Area: Programmed/Committed Development Projects

Map ID	Project Name	Developer/Sponsor	Location	Type(s) of Use	Size/Description	Anticipated Year of Completion
6	Starlight Park Phase 2	NYC Parks	Sheridan Expwy. bet. E. 174 St., E. 172 St. and Jennings St.	Recreational Open Space	11 acres	Under construction/ 2021
7	633 Mead Street	Imran Iqbal	633 Mead Street, Van Nest	Residential	3,489 square feet of residential	Not yet determined
8	841A Morris Park Avenue	Nissan Cohen	841A Morris Park Avenue, Van Nest	Commercial; Residential	1,336 square feet retail; 389 square feet medical offices; 8,405 square feet of residential	Not yet determined
9	1549 St. Lawrence Avenue	Sean Coyne	1549 Street Lawrence Avenue	Residential	2,673 square feet of residential	Not yet determined
10	508 Van Nest Avenue	Jonathan Sacks	508 Van Nest Avenue, Van Nest	Commercial; Community Facility; Residential	3,500 square feet of retail and community facility; 36,232 square feet of residential	Not yet determined
11	513 Van Nest Avenue	Kole Popaj	513 Van Nest Avenue, Van Nest	Residential	6,207 square feet of residential	Not yet determined

Sources: Project information was found through newyorkyimby.com. No Action Alternative project confirmed with New York City Department of City Planning (2018).

Notes: Map ID references Figure 3-5.

¹ New York City Capital Projects, <https://www1.nyc.gov/site/capitalprojects/dashboard/project.page?pid=632>, Accessed November 2019

² New York City Department of Parks and Recreation, <https://www.nycgovparks.org/parks/starlight-park/pressrelease/21415>, Accessed November 2019

MORRIS PARK STATION AREA

Two programmed and committed smaller development projects are within the Morris Park Station area (Table 3-3 and Figure 3-5). Both projects would be constructed within the Hutchinson Metro Center. Table 3-3 contains information about each of these planned and proposed development projects within the Morris Park Station area.

Table 3-3. Morris Park Station Area: Programmed/Committed Development Projects

Map ID	Project Name	Developer/Sponsor	Location	Type(s) of Use	Size/Description	Anticipated Year of Completion
12	Hutchinson Metro Center South Campus	Simone Development Companies	1500 Waters Place	Commercial	Two phases of construction totaling nearly 1.9 million square feet of new and renovated Class A commercial space	Not yet determined
13	Hutchinson Metro Center Expansion	Simone Development Companies	1776 Eastchester Avenue	Non-profit hospital staff dwellings (Community Facility)	Seven-story addition to recently completed parking garage. Will contain up to 182 units of non-profit hospital staff dwellings for medical residents at Montefiore hospital. Immediately adjacent to proposed station area.	Completed in 2019 ¹

Sources: Project information was found through [newyorkyimby.com](http://www.newyorkyimby.com). No Action Alternative projects confirmed with New York City Department of City Planning (2018).

¹ Hutchinson Metro Center Expansion: <http://www.simonehealth.com/properties/metro-center-atrium/>

Notes: Map ID references Figure 3-5.

CO-OP CITY STATION AREA

Under the No Action Alternative, no programmed and committed development projects will be near the proposed Co-op City Station area.

3.5.3.2 Zoning

Under the No Action Alternative, MTA anticipates no zoning changes near the proposed Segment 3 Corridor or the three proposed station areas.

3.5.3.3 Public Policy

Under the No Action Alternative, MTA anticipates no public policy changes near the proposed Segment 3 Corridor or the three proposed station areas.

3.5.4 Segment 4 (Corridor)

3.5.4.1 Land Use

Programmed and committed development projects within the Segment 4 Corridor are entirely residential and are allowed by the 2015 Downtown Overlay Zone and related zoning map amendments in New Rochelle.

3.5.4.2 Zoning

Under the No Action Alternative, MTA anticipates no zoning changes near the proposed Segment 4 Corridor.



3.5.4.3 *Public Policy*

Under the No Action Alternative, MTA anticipates no public policy changes near the proposed Segment 4 Corridor.

3.6 PROPOSED PROJECT

3.6.1 Property Acquisitions

While the majority of the Proposed Project would be constructed within the existing railroad right-of-way, property acquisitions and localized easements would be required, particularly in areas adjacent to sections of the right-of-way where passenger stations, bridge modifications, and other project elements are proposed. Table 3-4 includes a conservative list of the property requiring potential acquisition, including right-of-way agreement, purchase, lease, or easement to implement the Proposed Project. The affected lot size is an estimate, based on the latest design. This list of potential property acquisitions and easements would be refined as the design-builder advances design of the Proposed Project. Most of the acquisitions that could be required (up to 50 acres) would be right-of-way agreements with Amtrak within the railroad right-of-way or acquisitions/easements from the City of New York for property immediately adjacent to the right-of-way. To provide access to the stations or to the railroad (for maintenance purposes), permanent easements could be required. MTA expects permanent acquisitions of private property to be approximately 7.6 acres and easements on private property to be less than 0.2 acres. Most of the acquisitions would constitute only a small portion of each affected property. These potential property acquisitions would generally be adjacent to the existing HGL Corridor. While the Proposed Project has the potential to impact these properties, it would not result in any substantial changes to existing land use and would not alter land use patterns.

As design and property acquisition needs are finalized, MTA and the design-builder will coordinate with any affected businesses, property owners, and tenants to avoid or minimize property impacts. Property acquisitions will adhere with the Uniform Act. If full property acquisition is required, MTA will fairly compensate the owners of properties for the land acquired and will provide relocation assistance to businesses to facilitate their reestablishment elsewhere, as necessary.



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Table 3-4. Proposed Property Acquisitions, Easements and Right-of-Way Agreements

Count	Proposed Project Element	Affected Lot Size (SF)	Lot Size (SF)	Zip Code	Zoning District	Land Use	Type of Owner	Buildings on Lot	Comments
1	DC Substation - Woodside	14,080	417,376	11101	M1-1	5 - Commercial & Office Buildings	Private	1	Easement; partial taking
2	DC Substation - Woodside, retaining wall	9,884	130,466	11101	M1-1	7 - Transportation & Utility	Rail	0	Right of Way Agreement
3	DC Substation - Gate	612	612	11377	M1-1	11 - Vacant Land	Public	0	Easement
4	DC Substation - Gate (Lot 1001 & 1002)	17,724	222,462	11377	M1-1	6 - Industrial & Manufacturing	Private	0	Easement; partial taking
5	DC Substation - Gate	11,387	105,550	11377	M1-1	6 - Industrial & Manufacturing	Private	0	Easement; partial taking
6	DC Substation - Gate	972	106,560	11377	M1-1	7 - Transportation & Utility	Rail	0	Right of Way Agreement
7	DC Substation - Gate, retaining wall	4,867	63,441	11377	M1-1	n/a	Private	0	Easement; partial taking
8	DC Substation - Gate	25,397	189,500	11377	M1-1	7 - Transportation & Utility	Rail	0	Right of Way Agreement
9	DC Substation - Gate	11,975	203,489	11377	M1-1	7 - Transportation & Utility	Rail	0	Right of Way Agreement
11	AC Substation - Oak	1,200	26,319	10454	M3-1	6 - Industrial & Manufacturing	Private	0	Easement
12	AC Substation - Oak	36,813	36,813	10454	M3-1	11 - Vacant Land	Private	0	Easement; partial taking
13	AC Substation - Oak	68,669	482,288	10454	M3-1	6 - Industrial & Manufacturing	Private	0	Easement; partial taking
14	AC Substation - Oak	3,035	452,259	10455	M3-1	5 - Commercial & Office Buildings	Private	1	Easement
15	AC Substation - Oak	131,792	131,792	10454	M3-1	7 - Transportation & Utility	Rail	0	Right of Way Agreement
16	Track	37,354	62,814	10454	M3-1	7 - Transportation & Utility	Rail	0	Right of Way Agreement
17	Leggett Interlocking - Track	160,100	160,100	10455	M1-2	7 - Transportation & Utility	Rail	0	Right of Way Agreement
18	Leggett Interlocking - Track, OCS	15,073	935,164	10474	M3-1	n/a	Private	0	Easement; partial taking
19	Leggett Interlocking - Grading and Drainage	428	428	10455	M3-1	11 - Vacant Land	Public	0	Right of Way Agreement
20	Leggett Interlocking - Grading and Drainage	439	439	10455	M3-1	11 - Vacant Land	Public	0	Right of Way Agreement
21	Leggett Interlocking - Track, OCS, Grading	1,976	4,798	10455	M1-2	7 - Transportation & Utility	Rail	0	Right of Way Agreement
22	Track	2,500	192,347	10474	M1-2	7 - Transportation & Utility	Rail	0	Right of Way Agreement
23	Track	54,858	54,858	10474	M1-2	7 - Transportation & Utility	Public		Easement
24	Grading	150	6,460	10474	M1-2	7 - Transportation & Utility	Public	0	Right of Way Agreement
25	Track	53,200	53,200	10474	M1-2	7 - Transportation & Utility	Rail	0	Right of Way Agreement
26	Station - Hunts Point	9,157	90,479	10474	M1-2	7 - Transportation & Utility	Rail	0	Right of Way Agreement
27	Station - Hunts Point	26,965	78,296	10474	M1-2	7 - Transportation & Utility	Rail	0	Right of Way Agreement
28	Station - Hunts Point	6,787	6,787	10474	M1-2	10 - Parking Facilities	Private	1	Taking
29	Station - Hunts Point	3,615	27,525	10474	M1-2	7 - Transportation & Utility	Rail	0	Right of Way Agreement
30	Track	28,510	28,510	10474	M1-2	7 - Transportation & Utility	Rail	0	Right of Way Agreement
31	Track	11,590	11,590	10459	M1-1	7 - Transportation & Utility	Rail	0	Right of Way Agreement
32	Track	3,642	3,642	10459	M1-1	7 - Transportation & Utility	Rail	0	Right of Way Agreement
33	Access to Bronx River Bridge	500	8,500	10459	M1-1	7 - Transportation & Utility	Private	0	Easement
34	Access to OCS signal, grading and retaining wall	29,241	115,061	10472	n/a	9 - Open Space & Outdoor Recreation	Public	0	Easement
35	Access to OCS, signal, grading and retaining wall	3,129	24,671	10472	n/a	9 - Open Space & Outdoor Recreation	Public	0	Easement; partial taking
36	Signal, track clearance, access to Tremont interlocking	275	3,925	10460	M1-1	11 - Vacant Land	Private	0	Easement
37	OCS and grading	3,800	16,995	10460	M1-1	6 - Industrial & Manufacturing	Private	0	Easement; partial taking
38	OCS and grading	100	3,464	10460	R5	11 - Vacant Land	Private	0	Easement; partial taking
39	Track OCS drainage and grading	7,306	53,332	10460	R5	11 - Vacant Land	Private	0	Right of Way Agreement
40	OCS	150	8,425	10462	M1-1	7 - Transportation & Utility	Private	0	Easement; partial taking
41	Station - Parkchester & Bridge - Bronxdale Ave	76,598	285,307	10462	M1-1	7 - Transportation & Utility	Rail	0	Right of Way Agreement
42	AC Substation - Van Nest	53,000	53,000	10462	M1-1	10 - Parking Facilities	Private	1	Permanent taking
43	Track Clearance & Grading	200	2,500	10461	R4	1 - One & Two Family Buildings	Private	1	Easement
44	Track Clearance & Grading	200	2,500	10461	R4	7 - Transportation & Utility	Private	1	Easement
45	Track Clearance & Grading	200	2,500	10461	R4	1 - One & Two Family Buildings	Private	1	Easement
46	Track Clearance & Grading	200	2,500	10461	R4	1 - One & Two Family Buildings	Private	1	Easement
47	Track Clearance & Grading	200	2,500	10461	R4	2 - Multi-Family Walk-Up Buildings	Private	1	Easement

3. Land Use, Zoning, and Public Policy

Table 3-4. Proposed Property Acquisitions, Easements and Right-of-Way Agreements (continued)

Count	Proposed Project Element	Affected Lot Size (SF)	Lot Size (SF)	Zip Code	Zoning District	Land Use	Type of Owner	Buildings on Lot	Comments
48	Track Clearance & Grading	200	2,500	10461	R4	2 - Multi-Family Walk-Up Buildings	Private	1	Easement
49	OCS, Track Clearance & Grading	400	5,000	10461	R4	2 - Multi-Family Walk-Up Buildings	Private	2	Easement
50	Track Clearance & Grading	3,200	25,000	10461	R4	10 - Parking Facilities	Private	0	Easement
51	Track Clearance & Grading	800	4,993	10461	R4	1 - One & Two Family Buildings	Private	1	Easement
52	Track Clearance & Grading	800	4,993	10461	R4	1 - One & Two Family Buildings	Private	1	Easement
53	Track Clearance & Grading	75	1,498	10462	R4	11 - Vacant Land	Private	0	Easement
54	Track Clearance & Grading	850	4,463	10461	R4	2 - Multi-Family Walk-Up Buildings	Private	1	Easement
55	Station - Morris Park & Eastchester Rd	70,240	539,913	10461	M1-1	7 - Transportation & Utility	Rail	0	Easement; partial taking
56	Station - Morris Park	62,156	778,362	10461	M1-1	6 - Industrial & Manufacturing	Private	0	Easement; partial taking
57	Station - Morris Park	29,789	338,863	10461	C4-2	5 - Commercial & Office Buildings	Private	0	Easement; partial taking
58	Station - Co-op City (Permanent) & AC Substation (Temporary)	44,810	270,520	10475	R3-2	7 - Transportation & Utility	Rail	0	Right of Way Agreement
59	OCS Underdrain Drainage Ditch	3,170	371,250	10469	R3-2	8 - Public Facilities & Institutions	Private	0	Easement
60	OCS Underdrain Drainage Ditch	2464	2,464	10469	R3-2	11 - Vacant Land	Public	0	Taking
61	Station - Co-Op City	3,000	45,500	10475	R3-2	11 - Vacant Land	Public	0	Easement
62	Station - Co-Op City	15,000	n/a	10475	n/a	11 - Vacant Land	Public	0	Easement; partial taking
63	Access to AC Substation- Co-op City	1,545	10,236	10475	n/a	11 - Vacant Land	Public	0	Easement
64	Access to AC Substation- Co-op City	2,500	n/a	10475	n/a	11 - Vacant Land	Public	0	Easement
65	Access to AC Substation - Co-op City	5,864	550,000	10465	n/a	9 - Open Space & Outdoor Recreation	Public	0	Easement
66	Station - Co-op City (Permanent) & AC Substation (Temporary)	13,936	134,225	10475	R3-2	7 - Transportation & Utility	Rail	0	Right of Way Agreement
67	Bridge - Pelham Lane	792,000	792,000	10465	R3-2	7 - Transportation & Utility	Rail	0	Right of Way Agreement
68	Bridge - Pelham Lane	11,936	74,250,000	10464	Park	9 - Open Space & Outdoor Recreation	Public	0	Easement; partial taking
69	AC Substation - New Rochelle	128,938	128,938	10801	0	7 - Transportation & Utility	Rail	0	Right of Way Agreement
70	AC Substation - New Rochelle	182,732	182,732	10801	0	7 - Transportation & Utility	Rail	0	Right of Way Agreement
71	New Rochelle Yard	8,250	8,250	10801	0	11 - Vacant Land	Public	0	Taking
72	New Rochelle Yard	19,303	180,100	10801	0	8 - Public Facilities & Institutions or 5 - Commercial & Office Buildings	Private	4	Easement; partial taking
73	New Rochelle Yard	1,500	8,420	10801	0	10 - Parking Facilities	Private	0	Easement; partial taking
74	New Rochelle Yard	1,500	10,275	10801	0	10 - Parking Facilities	Private	0	Easement; partial taking
75	New Rochelle Yard	5,875	78,900	10801	0	7 - Transportation & Utility	Con Ed	4	Easement; partial taking
76	New Rochelle Yard	10,100	350,000	10801	0	5 - Commercial & Office Buildings	Private	2	Easement; partial taking
77	New Rochelle Yard	2,000	33,260	10801	0	5 - Commercial & Office Buildings	Private	2	Easement; partial taking
78	New Rochelle Yard	5,000	87,200	10801	0	5 - Commercial & Office Buildings	Private	1	Easement; partial taking
79	New Rochelle Yard	1,000	30,500	10801	0	7 - Transportation & Utility	Private	1	Easement; partial taking
80	New Rochelle Yard	2,000	15,185	10801	0	6 - Industrial & Manufacturing	Private	0	Easement; partial taking
81	New Rochelle Yard	100	7,400	10801	0	6 - Industrial & Manufacturing	Private	0	Easement; partial taking
82	New Rochelle Yard	100	11,600	10801	0	6 - Industrial & Manufacturing	Private	0	Easement; partial taking
83	New Rochelle Yard	2,500	322,600	10801	0	5 - Commercial & Office Buildings	Private	2	Easement; partial taking

Source: MTA, 2021

Note: Approximately 20 New York City-owned parcels are not included on the table.

3.6.2 Segment 1 (Corridor)

3.6.2.1 Land Use

The Proposed Project within the Segment 1 Corridor would be within the existing HGL right-of-way and would be compatible with surrounding land uses, given existing and future continuation of rail service. However, as described in Section 3.6.1, “Property Acquisitions,” property acquisitions and easements would be needed to implement the Proposed Project. In Segment 1, property acquisitions and/or easements would be needed for the Woodside and Gate Substations. Nonetheless, these acquisitions or easements would generally be adjacent to the existing HGL Corridor, thereby avoiding any substantial changes to existing land use and land use patterns. Finally, the mix of uses governed by the underlying zoning would not be expected to change. Under the Proposed Project, the additional train service along Segment 1 and any resulting noise increase as outlined in Chapter 16, “Noise and Vibration” would not result in an impact to community or neighborhood character.

Therefore, MTA anticipates no land use impacts in the Segment 1 Corridor under the Proposed Project.

3.6.2.2 Zoning

The proposed rail improvements within the Segment 1 Corridor would be consistent with the intent of the underlying zoning, which is predominantly residential with some manufacturing and commercial districts; therefore, no zoning change would be required.

3.6.2.3 Public Policy

The Proposed Project within the Segment 1 Corridor would be consistent with the public policy initiatives that apply to this area and project type. The New York City Special Initiative for Rebuilding and Resiliency report cites the extension of Metro-North service to PSNY as a project that supports the citywide strategy to (1) improve the flexibility of the transportation system and (2) create redundant connections along critical corridors. Furthermore, the Proposed Project would be consistent with the goal outlined in One New York: The Plan for a Strong and Just City—to improve and expand existing transportation services. Specifically, Metro-North’s access to PSNY is cited as a priority transit project for the City of New York. The Proposed Project would also be consistent with the 2009 New York State Rail Plan that cites the Proposed Project as a future transportation initiative that would improve the state’s environment and economy.

As the proposed rail improvements and service within Segment 1 would be within the existing HGL right-of-way, MTA expects no adverse impact with respect to the pertinent coastal zone management policies contained within the New York State Coastal Management Plan or the City of New York’s Waterfront Revitalization Program. Appendix C, “Land Use, Zoning, and Public Policy,” provides a full consistency assessment that responds to all policies that would be affected by the Proposed Project.

Therefore, the Proposed Project would be consistent with applicable public policies in the Segment 1 Corridor.

3.6.3 Segment 2 (Corridor and Hunts Point Station Area)

3.6.3.1 Land Use

The proposed Hunts Point Station would be within the existing Amtrak HGL right-of-way and would be compatible with surrounding land uses, given existing and future continuation of rail service. As described in Section 3.6.1, “Property Acquisitions,” MTA would permanently acquire property and easements to implement the Proposed Project. In Segment 2, potential property acquisitions would be needed to access the Hunts Point

Station and to construct the new Bronx River Bridge. Nonetheless, this would not fundamentally change the mix of uses or the underlying zoning governing them. The proposed station access would require public easements because these elements would be constructed within the Amtrak right-of-way and/or public streets, and a section of private land used for parking. In addition, localized easements may be required for continued access and maintenance. Under the Proposed Project, the additional train service along the Segment 2 Corridor and any resulting noise increase would not result in an impact to community or neighborhood character. The proposed Hunts Point Station could support existing development that is already underway in this area of the Bronx. Therefore, the proposed station location would support the existing neighborhood character and be consistent with the developmental trends in the area. Therefore, MTA anticipates no significant land use impacts in the Segment 2 Corridor or Hunts Point Station area under the Proposed Project.

3.6.3.2 Zoning

Pursuant to Section 74-62 of the *New York City Zoning Resolution*, railroad passenger stations are allowed in any zoning district in the city, provided that the New York City Planning Commission issues a special permit. Therefore, the proposed Hunts Point Station would be consistent with the intent of the underlying zoning, which is a combination of residential, commercial and manufacturing, due to the proposed station's site-specific conditions, the proposed station layout and design, and good transit accessibility to and from the proposed station; therefore, no zoning change would be required.

3.6.3.3 Public Policy

The Proposed Project would be consistent with the public policy initiatives that are applicable to this segment and project type. The Proposed Project would be consistent with the 2009 New York State Rail Plan that cites it as a future transportation initiative that would improve the state's environment and economy. The New York City Special Initiative for Rebuilding and Resiliency report cites the extension of Metro-North service to PSNY as a project that supports the citywide strategy to (1) improve the flexibility of the transportation system and (2) create redundant connections along critical corridors. The Proposed Project would be consistent with the *Hunts Point Vision Plan*, *Vision 2020: New York City Comprehensive Waterfront Plan*, and other policies that call for enhanced connections and public access along the waterfront. It would also be consistent with greenway and bicycle planning efforts in the South Bronx, as the provision of a new rail access point could indirectly promote the use of existing and potential future routes near the proposed station location. Furthermore, the Proposed Project would be consistent with the goal outlined in *One New York: The Plan for a Strong and Just City* to improve and expand existing transportation services. Specifically, Metro-North's access to PSNY is cited as a priority transit project for New York City.

Since the proposed platforms, rail improvements, and service within Segment 2 would be within the existing HGL right-of-way, no adverse impact would be expected with respect to the pertinent coastal zone management policies contained within New York State Coastal Management Plan or the City of New York's Waterfront Revitalization Program. Appendix C, "Land Use, Zoning, and Public Policy" provides a full consistency assessment that responds to all policies that would be affected by the Proposed Project.

Therefore, the Proposed Project would be consistent with applicable public policies in the Segment 2 Corridor and Hunts Point Station.

3.6.4 Segment 3 (Corridor and Parkchester-Van Nest, Morris Park, and Co-op City Station Areas)

3.6.4.1 Land Use

The proposed Segment 3 Corridor and three stations would be within the existing Amtrak HGL right-of-way and would be compatible with surrounding land uses, given existing and future continuation of rail service. As described in Section 3.6.1, “Property Acquisitions,” permanent property acquisitions and easements would be needed to implement the Proposed Project. In Segment 3, potential property acquisitions would be needed for station access and bridge maintenance as follows:

- **At the Parkchester-Van Nest Station:**
 - For access to the station, a piece of land on the south side of the HGL right-of-way adjacent to East Tremont Avenue may be required.
- **At the Morris Park Station:**
 - For access to the station, a piece of land on both sides of the HGL right-of-way fronting Basset Avenues may be required.
 - Access to the south side could be extended to the opposite side of Basset Avenue, requiring additional permanent property taking of developer-owned property.
 - A non-exclusive sidewalk easement could be needed for passengers to reach Marconi Street (currently across developer-owned property).
- **At the Co-op City Station:**
 - For access to the station, a piece of land adjacent to the north side of the HGL right-of-way along Erskine Place could be required (currently City of New York-owned property).

In addition, localized easements could be required for continued access and maintenance. The mix of uses governed by the underlying zoning would not be expected to change.

As discussed in Chapter 16, “Noise and Vibration,” the Proposed Project would result in potential severe (or “significant”) noise impacts at a number of residences that abut the rail right-of-way. Although the predicted increases exceed FTA’s criteria for severe impacts, the change in ambient noise would be barely perceptible. Moreover, from a neighborhood character perspective, the potential adverse noise impacts would be limited to one area where existing houses were constructed in close proximity to the rail right-of-way. Overall, the change in noise levels would not adversely affect overall neighborhood character. Also, as described in Chapter 16, abatement measures, including noise barriers and noise attenuating windows, are included in the Proposed Project to offset the increase in noise levels due to the new rail service. Because the net increase in noise would be barely perceptible compared to existing conditions and the No Action Alternative, community or neighborhood character would not be affected.

Each of the Segment 3 stations would be constructed in unique neighborhoods and predominantly in areas surrounded by transportation and utility uses. MTA anticipates that the Proposed Project would be consistent with existing land uses and would enhance transportation access, which would accelerate the pace of new

residential and commercial construction, resulting in the station areas capturing a larger share of real estate demand and growing the tax base over the next 25 years.

In the Parkchester-Van Nest Station area, some underutilized parcels zoned as commercial and manufacturing along the north side of East Tremont Avenue could provide an opportunity for future development, which has the potential to stimulate growth adjacent to the proposed station area. These parcels present an opportunity for the proposed Parkchester-Van Nest Station to influence revitalization and development in the surrounding station area. Therefore, the proposed station would be consistent with the surrounding existing and future land uses.

The Morris Park Station area has a few development projects underway directly nearby (as shown in Table 3-3), leaving fewer opportunities for additional development; therefore, MTA expects to have slower rates of growth and change in the surrounding areas. The Morris Park Station area is adjacent to transportation/utility, light industrial, and commercial uses. Major land uses in the station area include public and institutional uses and include the Yeshiva University - Albert Einstein College of Medicine and affiliated Jack D. Weiler Hospital, Calvary Hospital, Bronx Psychiatric Hospital, New York City Children's Center Bronx Campus, and the Montefiore Medical Park. These institutional uses could benefit from the construction of the Morris Park Station, providing additional access to these regional medical and academic resources.

The Co-op City Station area has fewer opportunities for development compared to the Parkchester-Van Nest Station and Morris Park Station areas; therefore, MTA expects to have slower rates of growth and change in the surrounding areas. Although the Co-op City Station area contains less development potential, the proposed station would provide additional access to and from the surrounding single-family and multifamily homes, the high-rise Co-op City residential buildings, the Mall at Bay Plaza, and Pelham Bay Park to the south. The Proposed Project would be consistent with the surrounding land uses.

The Proposed Project would also enhance public transit options and improve mobility, the streetscape, and the public realm, thus positively affecting the character of the surrounding neighborhoods in each of the Segment 3 station areas. Therefore, MTA anticipates no land use impacts or impacts to community and neighborhood character under the Proposed Project in this segment.

3.6.4.2 Zoning

Pursuant to Section 74-62 of the *New York City Zoning Resolution*, railroad passenger stations are allowed in any zoning district in the city, provided that the New York City Planning Commission issues a special permit. Therefore, the proposed stations within Segment 3 would be consistent with the intent of the underlying zoning, which is predominantly residential with commercial overlays at Parkchester-Van Nest, residential and manufacturing at Morris Park, and residential at Co-op City; therefore, no zoning change would be required.

3.6.4.3 Public Policy

Construction of the Parkchester-Van Nest, Morris Park, and Co-op City Stations and associated rail infrastructure improvements to introduce Metro-North service would be consistent with several applicable public policies in Segment 3. The Proposed Project would be consistent with the 2009 New York State Rail Plan, which cites it as a future transportation initiative that would improve the state's environment and economy.

All three proposed stations would be consistent with one of the goals outlined in the City of New York’s long-term sustainability plan, *One New York: The Plan for a Strong and Just City*: to improve and expand commuter rail service in New York City. Additionally, the New York City Special Initiative for Rebuilding and Resiliency report cites the extension of Metro-North service to PSNY as a project that supports the citywide strategies to (1) improve the flexibility of the transportation system and (2) create redundant connections along critical corridors. The proposed stations would also support transit-oriented development in the station areas, consistent with NYCDCP’s *Bronx Sustainable Communities Study*. The station areas would also be consistent with the City of New York’s comprehensive waterfront plan—*Vision 2020: New York City Comprehensive Waterfront Plan*—as well as other policies that call for enhanced public access along the waterfront. In addition, greenway and bicycle planning efforts could indirectly promote the use of existing and potential future routes near the proposed station sites.

Because the proposed platforms, rail improvements, and service would be within the existing HGL right-of-way, MTA expects no adverse impact with respect to the pertinent coastal zone management policies contained within New York State Coastal Management Plan or the City of New York’s Waterfront Revitalization Program. Appendix C, “Land Use, Zoning, and Public Policy” provides a consistency assessment that responds to the policies that would be affected by the Proposed Project.

The proposed Co-op City Station area and the eastern side of the Segment 3 Corridor study area from the station area north is located within the East River/Long Island Sound Special Natural Waterfront Area (see Figure C-7 in Appendix C). The Proposed Project would protect and restore the ecological quality and component habitats and resources within East River/Long Island Sound SNWA. The Proposed Project would avoid activities that may cause or cumulatively contribute to the permanent adverse changes to the ecological systems and their natural processes. The Proposed Project would be constructed on the existing HGL right-of-way and would not disturb ecological systems or natural habitats in the vicinity of the railroad. Therefore, the Proposed Project would be consistent with applicable public policies in the Segment 3 Corridor and station areas.

3.6.5 Segment 4 (Corridor)

3.6.5.1 Land Use

The Segment 4 Corridor would be within the existing Amtrak HGL right-of-way and would be compatible with surrounding land uses, given existing and future continuation of rail service. However, the Proposed Project would require easements for rehabilitating or replacing the Pelham Lane Pathway Bridge and multiple permanent easements for constructing retaining walls for the New Rochelle Yard expansion. Finally, localized easements could be required for continued access and maintenance. MTA does not expect the mix of uses governed by the underlying zoning to change. Under the Proposed Project, the additional train service along the Segment 4 Corridor and any resulting noise increase would not result in an impact to community or neighborhood character. Therefore, MTA anticipates no land use impacts in Segment 4 under the Proposed Project.

3.6.5.2 Zoning

Pursuant to Section 74-62 of the *New York City Zoning Resolution*, railroad passenger stations are allowed in any zoning district in the city, provided that the New York City Planning Commission issues a special permit. Therefore, MTA anticipates that the proposed Segment 4 Corridor would be consistent with the intent of the underlying zoning and no zoning change would be required.

3.6.5.3 Public Policy

The Proposed Project would be consistent with the different public policy initiatives that apply to this area and project type. The Proposed Project would be consistent with the 2009 New York State Rail Plan, which cites it as a future transportation initiative that would improve the state's environment and economy. The New York City Special Initiative for Rebuilding and Resiliency report cites the extension of Metro-North service to PSNY as a project that supports the citywide strategies to (1) improve the flexibility of the transportation system and (2) create redundant connections along critical corridors. Furthermore, the Proposed Project would be consistent with the goal outlined in One New York: The Plan for a Strong and Just City to improve and expand existing transportation services. Specifically, Metro-North's access to PSNY is cited as a priority transit project for the city.

Because the proposed rail improvements and service within the Segment 4 Corridor would be within the existing Amtrak HGL right-of-way, MTA expects no adverse impacts with respect to the pertinent coastal zone management policies contained within New York State Coastal Management Plan or the City of New York's Waterfront Revitalization Program. Appendix C, "Land Use, Zoning, and Public Policy," provides a consistency assessment that responds to policies affected by the Proposed Project.

The southern end of the Segment 4 Corridor through Pelham Bay Park is located within the East River/Long Island Sound SNWA (see Figure C-7 in Appendix C). The Proposed Project would protect and restore the ecological quality and component habitats and resources within East River/Long Island Sound SNWA. Although Pelham Bay Park contains some of New York City's most ecologically diverse public parkland, with habitats that include rocky seashore, salt marsh, meadows, and mature natural forest, adverse impacts to the identified species would not be anticipated with the Proposed Project, as it would be constructed and operated within an existing railroad right-of-way. The Proposed Project would avoid activities that may cause or cumulatively contribute to the permanent adverse changes to the ecological systems and their natural processes. The Proposed Project would be constructed on the existing HGL right-of-way and would not disturb ecological systems or natural habitats in the vicinity of the railroad.

Therefore, the Proposed Project would be consistent with applicable public policies in the Segment 4 Corridor.

3.7 CONCLUSION

There would be no adverse impacts to land use, zoning, and public policy under the No Action Alternative and the Proposed Project. The majority of the Proposed Project would be located in the existing railroad right-of-way and would be compatible with surrounding land uses, given existing and future continuation of rail service. Property acquisitions and easements on Amtrak and City of New York-owned and private property would be required to implement the Proposed Project. In almost all cases, only portions of the private lots would be acquired, allowing the existing uses to continue. In addition, these acquisitions would generally be adjacent to the existing HGL Corridor, thereby avoiding any substantial changes to existing land use and land use patterns. The additional rail service along the HGL Corridor and any resulting noise increase would not result in an impact to community or neighborhood character. The proposed stations would enhance public transit options and improve mobility and could accelerate the pace of ongoing residential and commercial construction adjacent to the stations, consistent with current trends; resulting in a positive impact on the community and the character of the surrounding neighborhoods. The Proposed Project would be consistent with the intent of the underlying zoning (i.e., no zoning change would be required) and would be consistent with the variety of public policy initiatives that apply to this area and project type.