

## **2.0 PROJECT DESCRIPTION**

### **INTRODUCTION**

The East 125<sup>th</sup> Street Development, proposed by New York City Economic Development Corporation (NYCEDC) in conjunction with the New York City Department of Housing, Preservation and Development (HPD), includes three parcels situated on approximately six acres in East Harlem, from East 127<sup>th</sup> Street to East 125<sup>th</sup> Street, and from Third Avenue to Second Avenue. The project, when complete, would include approximately 1.7 million square feet of new residential, retail and commercial uses. The Project Site includes a Metropolitan Transportation Authority (MTA) at-grade bus storage facility and the development would include an underground replacement facility for these operations. An off-site parcel that is on the same block as Parcel A of the East 125<sup>th</sup> Street Development, but not part of the East 125<sup>th</sup> Street Development, is included in the rezoning action, although no new development is proposed for that off-site parcel at this time.

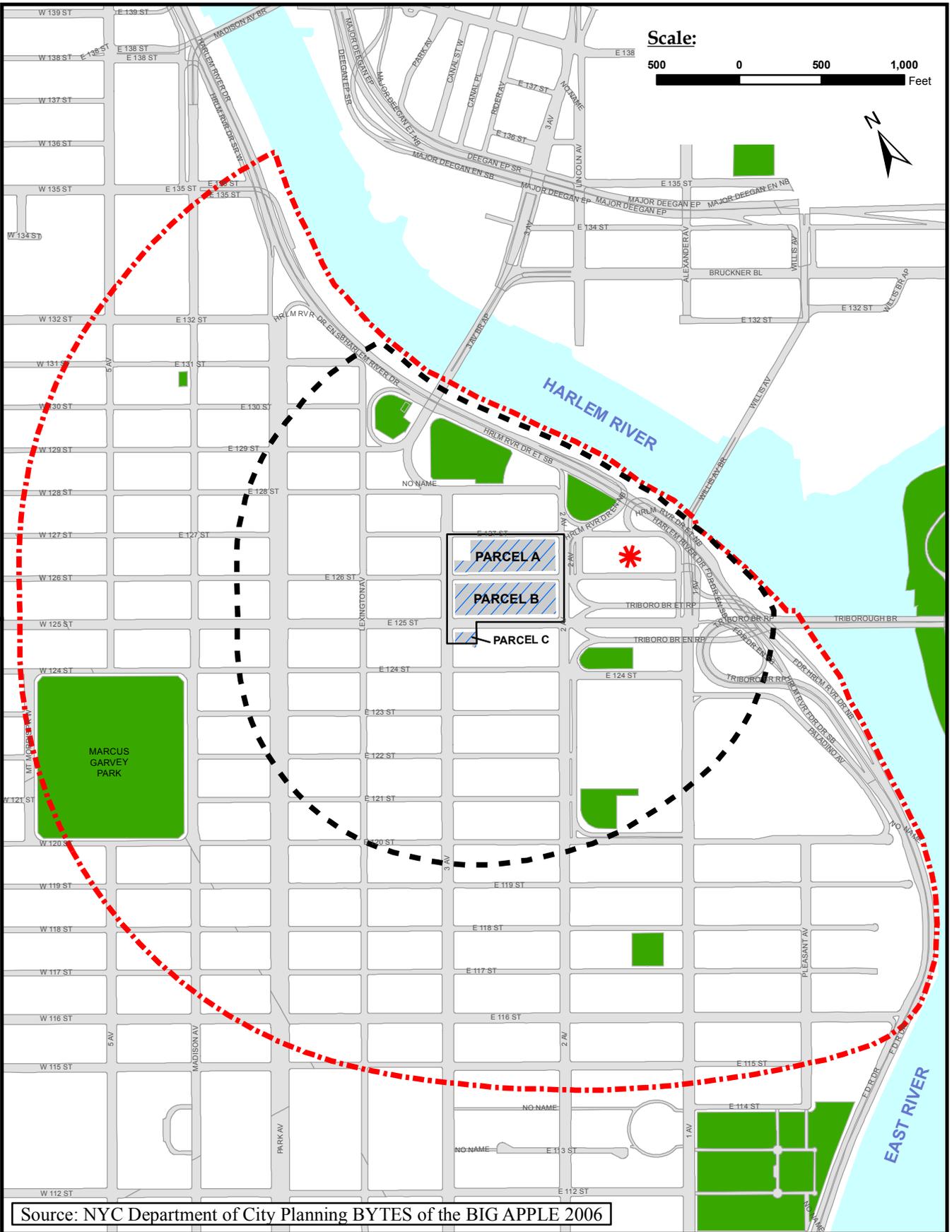
The project is intended to promote local economic growth and job creation, encourage private investment, and improve quality-of-life for East Harlem residents by facilitating the replacement of mostly vacant and underutilized land with new affordable housing; office, media and entertainment businesses; cultural space; and; retail uses. Areas of East Harlem surrounding the Project Site have some of the highest remaining concentrations of vacant land and buildings of the overall 125<sup>th</sup> Street corridor and its surrounding blocks. The proposed rezoning and its associated actions would upgrade conditions in this area and facilitate mixed-use development on mostly vacant and underutilized land that has excellent access to transit and services. As a result of the project, long-vacant City-owned land would be returned to the City's tax rolls.

~~A scope of work was prepared that outlines the issues and methodologies to be analyzed in the preparation of an Environmental Impact Statement (EIS) for the proposed East 125<sup>th</sup> Street Development ("the proposed project"). Comments received at the July 19, 2007 Public Hearing on the Draft Scoping Document and during the public comment period that was closed on July 30, 2007 have been considered and incorporated as appropriate into a Final Scoping Document.~~

City actions and approvals required include: zoning map amendments; the disposition of City-owned property; and amendment of the Harlem-East Harlem Urban Renewal Plan (HEHURP). The Project Site consists of parcels on three separate blocks located between Second Avenue and Third Avenue from approximately East 125<sup>th</sup> Street to East 127<sup>th</sup> Street. The parcels are designated as Parcel A, located between East 126<sup>th</sup> Street and East 127<sup>th</sup> Street; Parcel B, located between East 125<sup>th</sup> Street and East 126<sup>th</sup> Street; and, Parcel C, located south of East 125<sup>th</sup> Street at the corner of Third Avenue. The off-site parcel that is on the same block as Parcel A is included in the proposed action, but is not part of the East 125<sup>th</sup> Street Development. It is located at the corner of Third Avenue and East 127<sup>th</sup> Street (Block 1791, Lot 44).

The Project Site falls within Manhattan Community District #11 and is located within several blocks of the Harlem River (see Figure 2-1, Project Location). The proposed rezoning of the Project Site, urban renewal plan changes and associated actions would allow the proposed

mixed-use program subject to urban design guidelines contained in the proposed 15<sup>th</sup> Amended Harlem-East Harlem Urban Renewal Plan (see Appendix C for Urban Design Guidelines and Appendix L for the proposed 15<sup>th</sup> Amended HEHURP).



<b>Legend</b>		<b>Figure 2-1 - Project Location</b>	
	Project Site		Approximate 1/4-mile Radius
	Rezoning Area		Approximate 1/2-mile Radius
	MTA Bus Depot		

*East 125th Street Development EIS*  
 NYC Economic Development Corporation

~~This A~~ Draft EIS has been ~~be~~ prepared in accordance with Executive Order 91 of 1977, as amended, and the Rules of Procedure for City Environmental Quality Review, found at Title 62, Chapter 5 of the Rules of the City of New York (CEQR) and follows the guidelines of the *CEQR Technical Manual*. ~~Analyses~~ of the proposed action and all alternatives ~~has~~ have been performed for the expected build year, or completion of construction and occupancy; for the East 125<sup>th</sup> Street Development project, ~~site and its alternatives of 2012~~ 2016, and includes the cumulative impacts of other projects that would affect conditions in the study area, irrespective of implementation of the proposed project, including the reasonable worst case development scenario of Block 1791, Lot 44.

Subsequent to the issuance of the DEIS, the MTA Bus Depot Expansion Alternative (“Depot Alternative”) has emerged as the preferred option for the project. This alternative includes the relocation of the existing bus parking from Parcel A to the bus depot directly across Second Avenue. Under this alternative, no underground MTA bus garage would be located on Parcel A. The space that was reserved within Parcel A for bus parking would be redistributed for non-residential uses, and the building would have a ~~higher~~ shallower basement ~~depth~~, with less excavation required compared to the proposed action. This area would also accommodate a modest amount of retail use of approximately 19,000 square feet. Vehicular parking for the proposed project would continue to be located on both Parcel A (approximately 200 spaces) and Parcel B (approximately 400 spaces).

The ~~MTA Bus Depot Expansion~~ Alternative would be more compatible with the overall mixed-use program of development for the project site. Buses would not ~~be entering~~ or ~~exiting~~ the proposed buildings on East 126<sup>th</sup> Street or East 127<sup>th</sup> Street, and the bus parking would be relocated to an adjacent manufacturing district above an existing MTA Bus Depot. In order to relocate the bus parking, a two-story addition to the existing MTA Bus Depot would be required and increases in shadow and urban design effects would be expected. However, these incremental increases in shadows and additional building height would not result in significant adverse impacts. These and other topics are analyzed fully in the FEIS.

To account for project construction and relocation of the bus parking to the existing depot site, the year of completion for the project has been extended from 2012 to 2016. The Build Years of the proposed action and all alternatives have been changed to 2016 in the FEIS. The revised analyses resulting from this change in Build Year do not significantly alter the conclusions or findings of the DEIS with regard to either project impacts or proposed mitigation, which would remain the same in both 2012 and 2016. Utilization of open space, community facilities and infrastructure resulting from other planned projects and background growth would increase to a minor extent with a 2016 Build Year compared to 2012. The ~~MTA Bus Depot Expansion~~ Alternative would result in generally similar demands on services, and similar amounts of traffic, air quality and noise effects as the proposed action as described fully in the FEIS.

The ~~Office of the Deputy Mayor’s Office~~ for Economic Development, in the Office of the Mayor, is the lead agency for the project. The MTA is an involved agency ~~as~~ since it must approve the replacement of the surface bus parking facility with an underground parking facility or the construction of additional bus parking in the Depot Alternative.

## **2.1 Required Approvals and Review Procedures**

The proposed action requires City Planning Commission (CPC) and City Council approvals through the Uniform Land Use Review Procedure (ULURP), and includes the following actions:

- Zoning map amendments that would map a new zoning district;
- Disposition of City-owned property;
- an Urban Renewal Plan amendment, and UDAAP designation and project approval (a non-ULURP action) to facilitate the development of a residential project with ground floor retail on a site within the proposed rezoning area; and,
- CPC certification pursuant to the Special TA (transit land use) District

The New York City Department of Housing Preservation and Development (HPD) is the Applicant for the UDAAP and modification of Large Scale Residential Development actions and HPD and NYCEDC are the Co-Applicants for the Disposition and Zoning Map Amendment actions.

The MTA must approve the relocation of bus parking to either Parcel A in the proposed project or to the 126<sup>th</sup> Street Bus Depot in the Depot Alternative.

These actions are subject to the CEQR procedures. Based on an Environmental Assessment Statement (EAS) dated June 19, 2007, the Office of the Deputy Mayor's Office for Economic Development, as lead agency, ~~has~~ determined that the proposed action would have the potential for significant adverse impacts. ~~Therefore, this Draft EIS provides a detailed assessment and disclosure of likely effects in those areas of concern and issued a Positive Declaration on June 20, 2007.~~

The Final Scoping Document sets forth the analyses and methodologies used in ~~the~~ Draft EIS. The public, interested agencies, Manhattan Community Board 11 and elected officials were invited to comment on the scope, either in writing or orally, at a public scoping meeting held on Thursday, July 19, 2007, at 6pm at Taino Towers, 2253 Third Avenue, New York, NY 10035. Comments received during the draft scope's public meeting, and written comments received until 5 PM on July 30, 2007 after the meeting have been considered and were incorporated as appropriate into the final scope of work for ~~the~~ Draft EIS.

Once the lead agency ~~is~~ was satisfied that ~~the~~ Draft EIS ~~was~~ complete, the document ~~was~~ will be made available for public review and comment. On March 19, 2008, the Office of the Deputy Mayor for Economic Development, as lead agency, issued a Notice of Completion for the DEIS. The Draft EIS ~~will~~ accompanied the ULURP application through the public hearings for the Community Board, Borough President, and City Planning Commission (CPC). The public, interested agencies, Manhattan Community Board 11, and elected officials were invited to comment on the Draft EIS.

A public hearing ~~will~~ was held on July 23, 2008 on the Draft EIS in conjunction with the CPC hearing on the ULURP applications to afford all interested parties the opportunity to submit oral and written comments. The record ~~will~~ remained open for 10 days after the public hearing until

~~August 4, 2008, to allow additional written comments on the Draft EIS. At the close of the public review period, a this Final EIS (FEIS) will was be prepared that will incorporate all substantive comments made on the Draft EIS, along with any revisions to the technical analyses necessary to respond to those comments. This FEIS has been prepared for will ~~then be~~ used by the decision makers to evaluate CEQR findings, which address project impacts and proposed mitigation measures, before deciding whether to approve the requested discretionary actions.~~

~~As indicated in Chapter 3.10, “Hazardous Materials,” the 2007 Environmental Site Investigation (ESI) for the East 125<sup>th</sup> Street Development project site served as an initial due diligence document and additional investigation may be required, depending on development details. A Memorandum of Understanding (MOU) between the NYC Economic Development Corporation and the NYC Department of Environment Protection will be signed before issuance of the Final EIS, committing the designated developer to perform additional investigation when and if necessary.~~

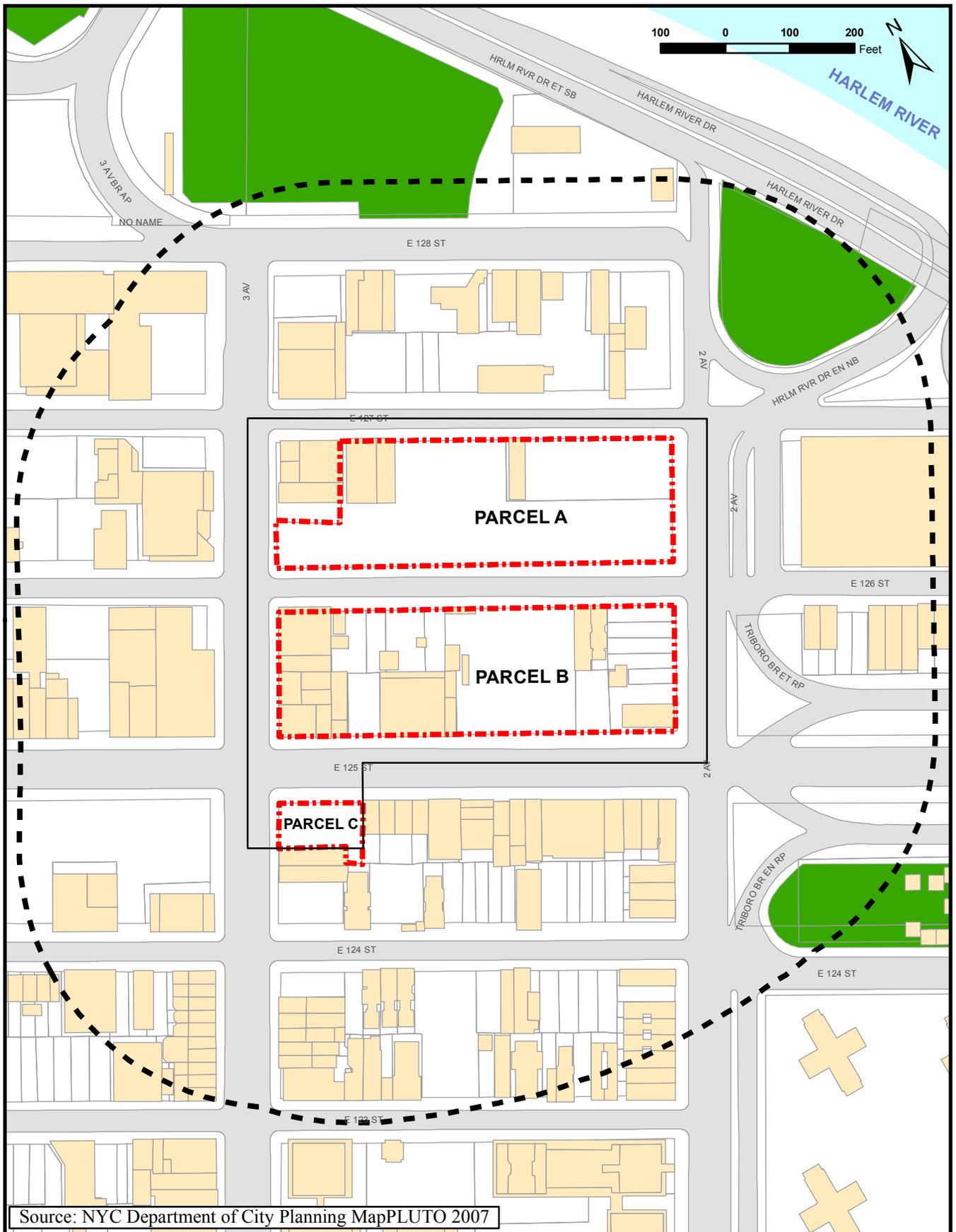
## **2.2. Description of the Proposed Action**

The ~~Office of the Deputy Mayor's Office~~ Office for Economic Development, in the Office of the Mayor, is proposing zoning map amendments that would affect one full block and portions of two blocks in East Harlem referred to herein as Parcel A, Parcel B, and Parcel C. The area proposed to be rezoned is generally bounded by 125<sup>th</sup> Street, 127<sup>th</sup> Street, Second Avenue and Third Avenue (the exact boundaries are shown in Figure 2-6). The proposed changes are part of a comprehensive City initiative to support the ongoing revitalization of 125<sup>th</sup> Street, Harlem’s Main Street. Table 2-1 below provides a list of the block and lots affected by the proposed action.

The Project Site ~~currently generally~~ contains a mix of vacant land, commercial development, and an at-grade MTA bus storage facility. The off-site parcel to be rezoned contains a church (see Figure 2-2, Project Site). Block and Lot numbers of the three subject parcels and the off-site parcel to be rezoned are identified in Table 2-1 below, and shown in Figure 2-3, Tax Map, and Figure 2-4, Sanborn Map. The Project Site is located to the east of sections of the 125<sup>th</sup> Street corridor that have experienced recent redevelopment including a Pathmark supermarket, and Gotham Plaza and Gateway Plaza, located at Lexington Avenue and 125<sup>th</sup> Street.

**Table 2-1: List of Blocks and Lots Affected by Proposed Action**

Parcel	Affected Blocks	Affected Lots
Parcel A	1791	1, 25, and 34
Parcel B	1790	1, 101, 3, 5, 6, 8, 12, 13, 20, 24-31, 40, 45, 46, 49
Parcel C	1789	46
Off-site parcel to be rezoned only	1791	44

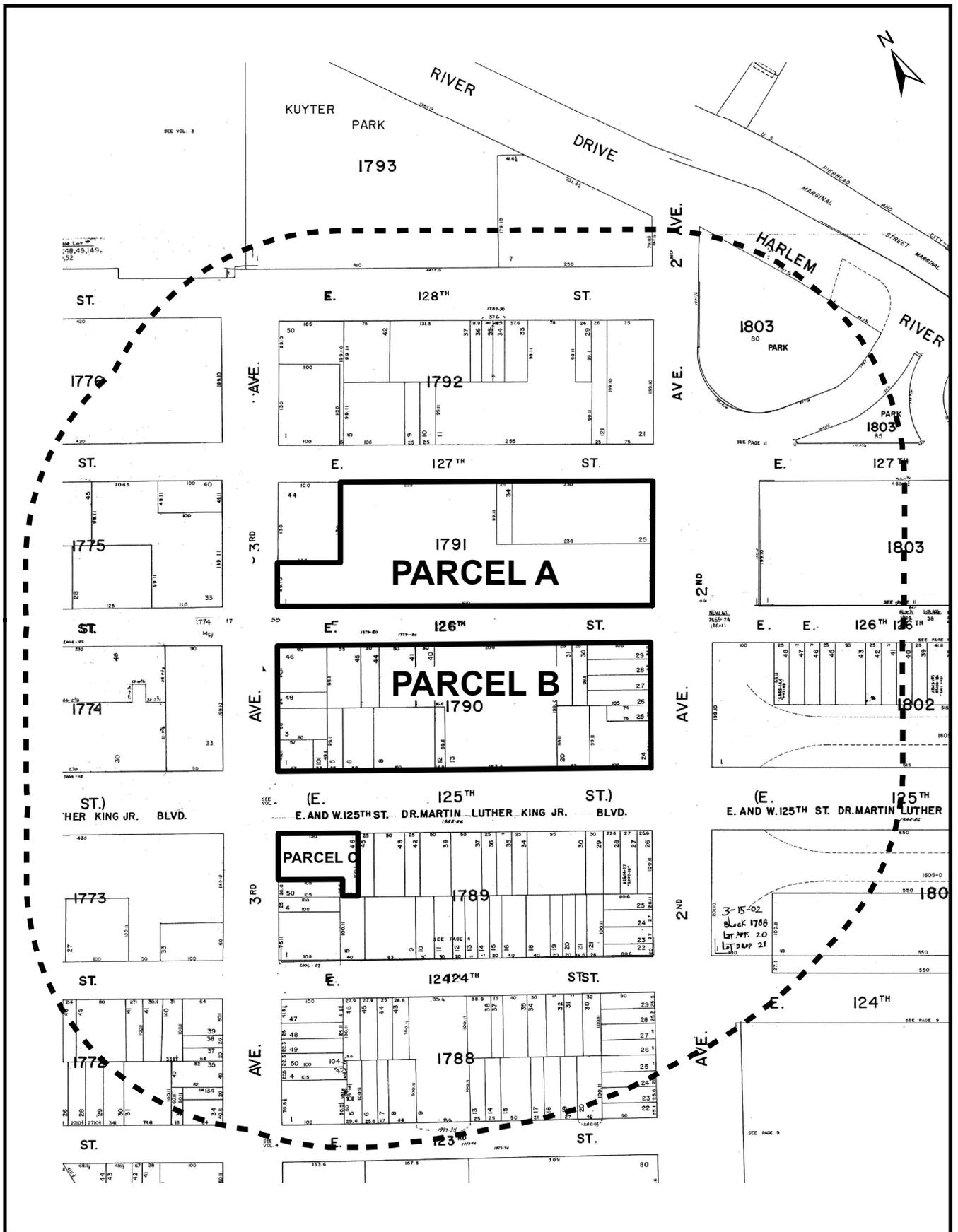


**Legend**

-  Project Site
-  Rezoning Area
-  400-Foot Radius
-  Building Footprints

*Figure 2-2 - Project Site*

*East 125th Street Development EIS  
 NYC Economic Development Corporation*



**Legend**

 Approximate 400-Foot Radius

*Figure 2-3 - Tax Map*

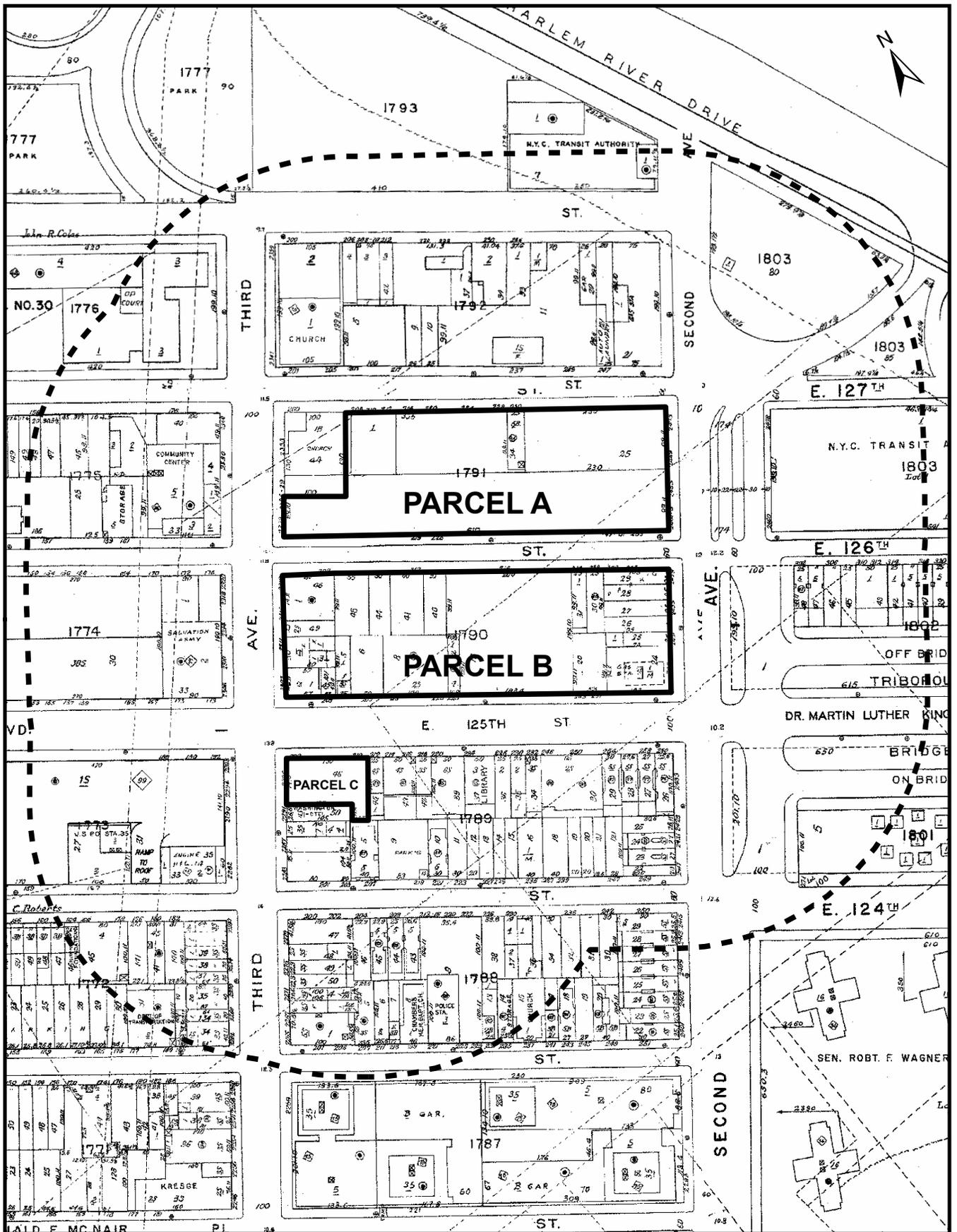


Figure 2-4 - Sanborn Map

East 125th Street Development EIS  
 NYC Economic Development Corporation

The proposed project would extend new mixed-use development on 125<sup>th</sup> Street to the east of development that has taken place recently or is otherwise expected as a result of the establishment of a new special purpose district along the 125<sup>th</sup> Street corridor - the Special 125<sup>th</sup> Street District. This special purpose district is ~~proposed as part of the City's 125<sup>th</sup> Street Corridor Rezoning and Related Actions Project. It would~~ that allows a wide range of retail, arts, entertainment and cultural uses to physically and economically activate the street, ~~would~~ allows building form controls, and ~~would~~ supports future job creation and career opportunities.

The Project Site consists of three parcels of land as described in Table 2-1 above. Parcel A, the northernmost parcel located between East 126<sup>th</sup> Street and East 127<sup>th</sup> Street, is predominantly zoned R7-2, with its northeastern portion zoned M1-2. Parcel B, occupying a full block between East 125<sup>th</sup> Street and East 126<sup>th</sup> Street, is zoned M1-2, with a C4-4 District mapped on its southwestern corner at Third Avenue and East 125<sup>th</sup> Street and a Special TA District mapped on its southeastern corner. Parcel C, a corner parcel at the intersection of Third Avenue and East 125<sup>th</sup> Street, is zoned C4-4 (see Figure 2-5, Existing Zoning).

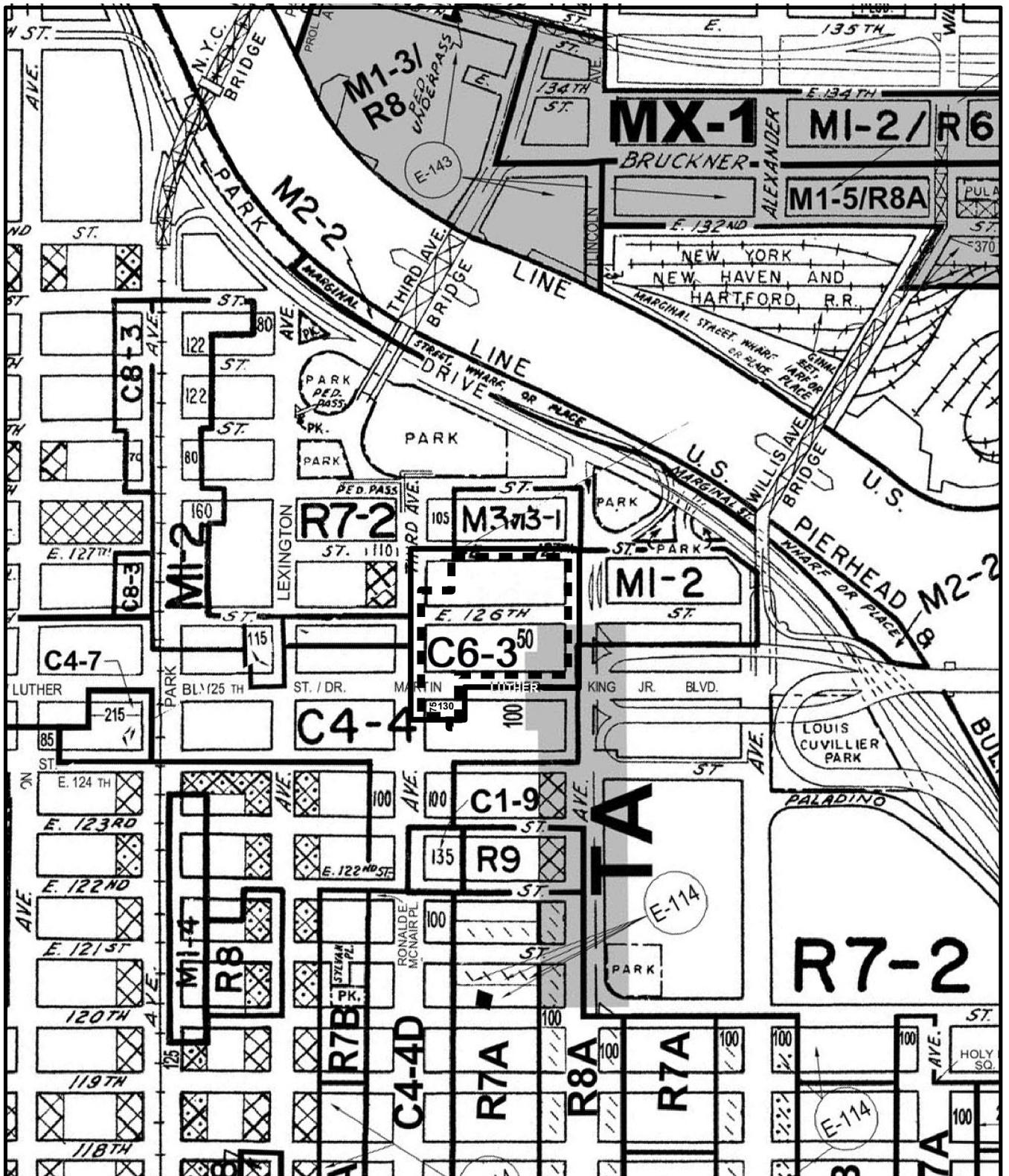
The zoning proposal includes mapping a C6-3 or similar district to allow the proposed mix of uses and amount of proposed floor area (see Figure 2-6, Proposed Zoning). The proposed rezoning and its associated actions would increase the amount of permitted floor area on the Project Site, and facilitate major commercial development to support the ongoing revitalization of 125<sup>th</sup> Street, including uses that are underrepresented in the East Harlem market and that would be unique to the area. As a result of its proposed rezoning, the off-site parcel on Block 1791, Lot 44 could potentially be developed in the future separately from the currently proposed development, and at a higher density than would otherwise currently be permitted. A small portion of Parcel C that is approximately 25-feet in depth and 26.5 feet in width would not be part of the proposed rezoning, as it would extend slightly beyond the proposed southerly zoning boundary, since following the lot line of this small portion with the proposed zoning line would create an irregular zoning boundary.

The mixed-use program for the proposed project recognizes that affordable residential development is critical to the long term vitality of East Harlem, and is needed to strengthen the surrounding neighborhood and maintain or increase its residential population. A mixed-income approach is proposed for up to 1,000 units of housing for low income households (30 percent of units), moderate income households (35 percent of units), and middle income households (35 percent of units).

The East 125<sup>th</sup> Street Development also includes approximately 470,000 square feet of retail/entertainment space (including 300,000-square feet of anchor retail, and approximately 120,000 square feet of specialty retail/entertainment space including 50,000 square feet of local retail); 300,000 square feet of commercial office space for media and production/post-production companies; 30,000 square feet of not-for-profit performing/media arts space; a 100,000-square foot hotel; and, a minimum of 12,500 square feet of public open space. A total of approximately 600 vehicular parking spaces are proposed on the site's two northerly blocks, with 200 spaces proposed for Parcel A and 400 spaces proposed for Parcel B. The vehicular parking would be accessed from East 126<sup>th</sup> Street and East 127<sup>th</sup> Street (see Figure 2-7, Illustrative Site Plan and

Figure 2-8, Illustrative Plan Isometric View). ~~A 109,000 square foot, 80 space underground bus storage facility would be located on Parcel A (see Figure 2-7, Illustrative Site Plan and Figure 2-8, Illustrative Plan Isometric View).~~





**Commercial Overlay Districts**



Source: New York City Zoning Maps 6a, 6b; STV, Inc.



**Legend**

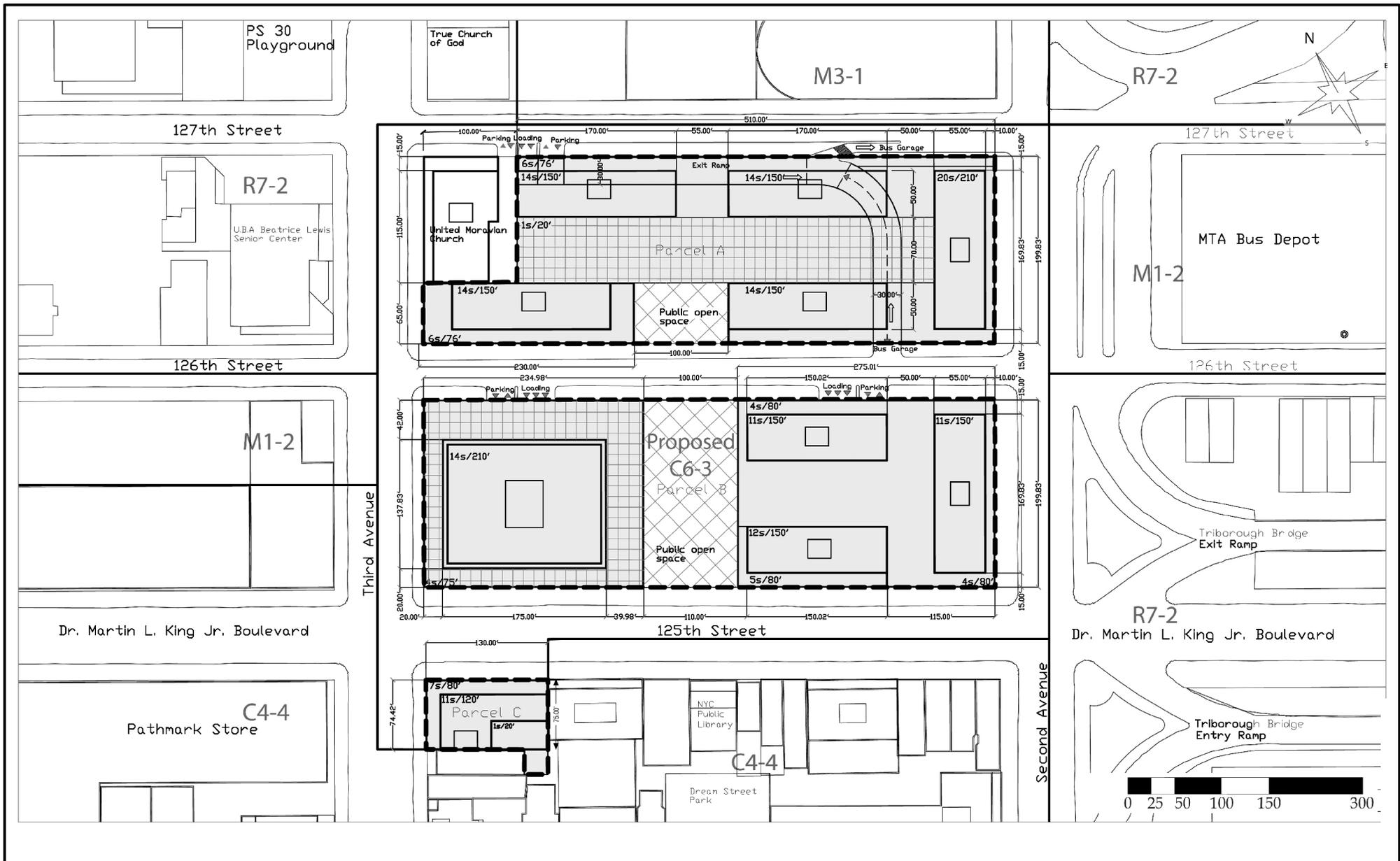
- Project Site
- Zoning District Boundary

**Major Zoning Classifications**

- R - Residential District
- C - Commercial District
- M - Manufacturing District

*Figure 2-6 - Proposed Zoning*

*East 125th Street Development EAS  
NYC Economic Development Corporation*



**Legend**

-  Project Site
-  Zoning Boundary

**\*This Site Plan is for illustrative purposes only.**

Source: Environmental Simulation Center, 2008; DCP 125th Street Rezoning & Related Actions project EIS study model, 2007; NYC Map 2004 - Bytes of Big Apple MapPluto 2006.

**Figure 2-7 - Illustrative Site Plan\***

**East 125th Street Development EIS**  
**NYC Economic Development Corporation**



A 2,000-square foot easement area in favor of the MTA is proposed on Parcel C for the purpose of providing future emergency access and ventilation related to the Second Avenue Subway project.

### Urban Renewal Plan Amendments

The Harlem-East Harlem Urban Renewal Area (HEHURA) is located in Community Districts 10 and 11 in the Borough of Manhattan and is generally bounded by West 127<sup>th</sup> Street and East 133<sup>rd</sup> Street on the north, the Harlem River on the east, West 110<sup>th</sup> Street, East 106<sup>th</sup> Street, East 107<sup>th</sup> Street and East 110<sup>th</sup> Street on the south, and Fifth Avenue, Madison Avenue, Park Avenue, Lexington Avenue and Lenox Avenue (Malcolm X Blvd.) on the west.

The HEHURP was established in 1968 to redevelop an area consisting of all or portions of 19 blocks in Harlem in a comprehensive manner, removing blight and maximizing appropriate land use. This plan and other public actions have brought new investment to Harlem, revitalized the area's housing stock, and strengthened local economic conditions with new commercial development.

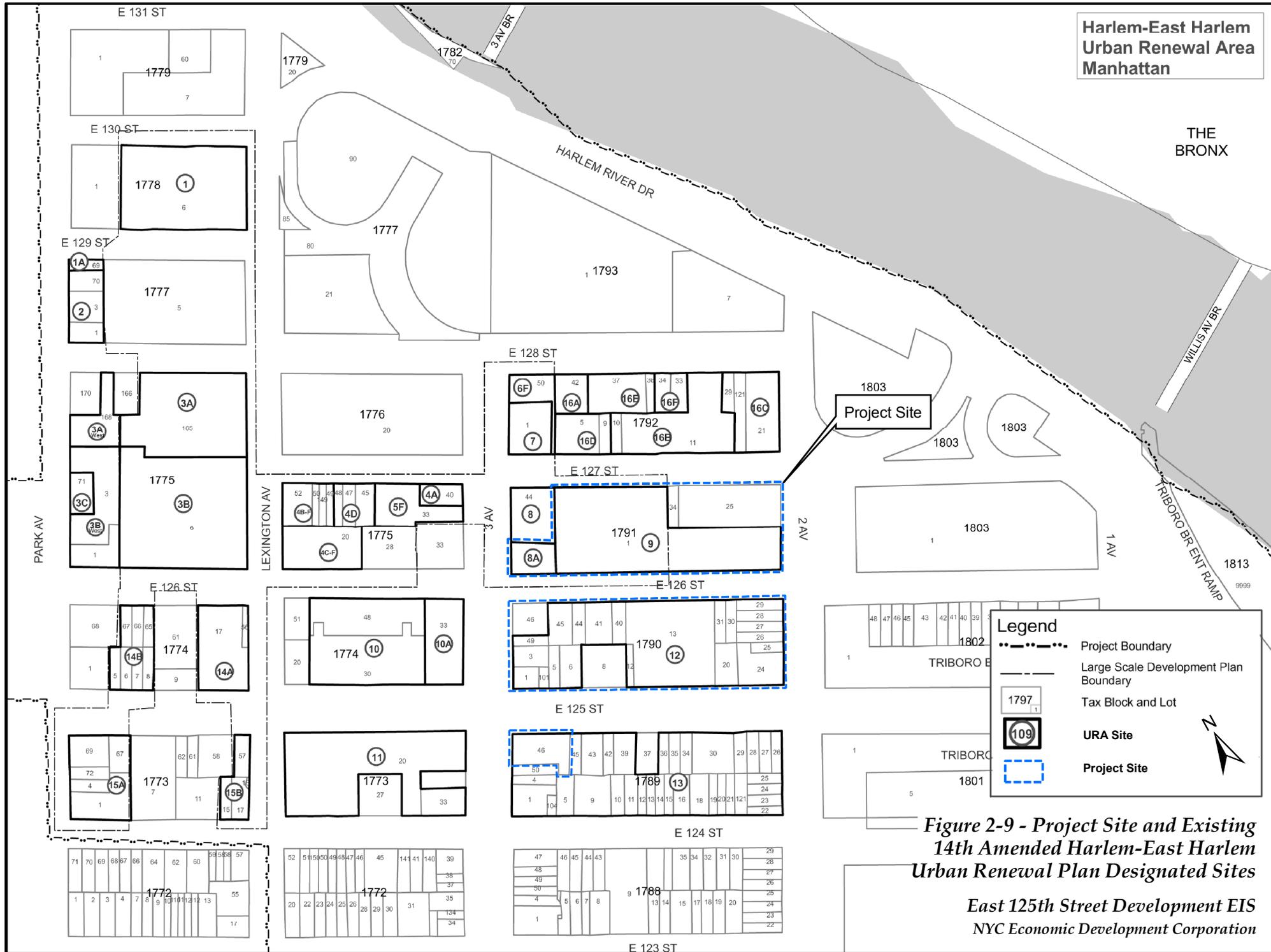
The portion of the HEHURA north of approximately East 125<sup>th</sup> Street and east of Park Avenue comprises the East Harlem Triangle Sub-Area. Within the East Harlem Triangle sub-area of the HEHURA is the approximately six-acre project site of the East 125<sup>th</sup> Street Development (see Figure 2-9, Project Site and Existing 14<sup>th</sup> Amended Harlem-East Harlem Urban Renewal Plan Designated Sites). There are four additional parcels that are part of the East 125<sup>th</sup> Street Development project site that are proposed to be newly designated in the 15<sup>th</sup> Amended HEHURP. The 15<sup>th</sup> Amended HEHURP is proposed to incorporate the additional parcels, revise HEHURP land use designations, and establish urban design controls consistent with the proposed East 125<sup>th</sup> Street Development project (see Figure 2-10, Project Site and Proposed 15<sup>th</sup> Amended Harlem-East Harlem Urban Renewal Plan Designated Sites). The urban design guidelines are included in Appendix C, and the proposed 15<sup>th</sup> Amended HEHURP is included in Appendix L.

The overall objectives of the HEHURP are to redevelop the area in a comprehensive manner, remove blight, and maximize appropriate land use. Other objectives include:

- remove or rehabilitate substandard and unsanitary structures;
- remove impediments to land assemblage and orderly development;
- strengthen the tax base of the City by encouraging development and employment opportunities in the area;
- provide new housing of high quality and/or rehabilitated housing of upgraded quality;
- provide appropriate community facilities, parks and recreational uses, retail shopping, public parking and private parking; and,
- provide a stable environment within the area that will not be a blighting influence on surrounding neighborhoods.

**Harlem-East Harlem  
Urban Renewal Area  
Manhattan**

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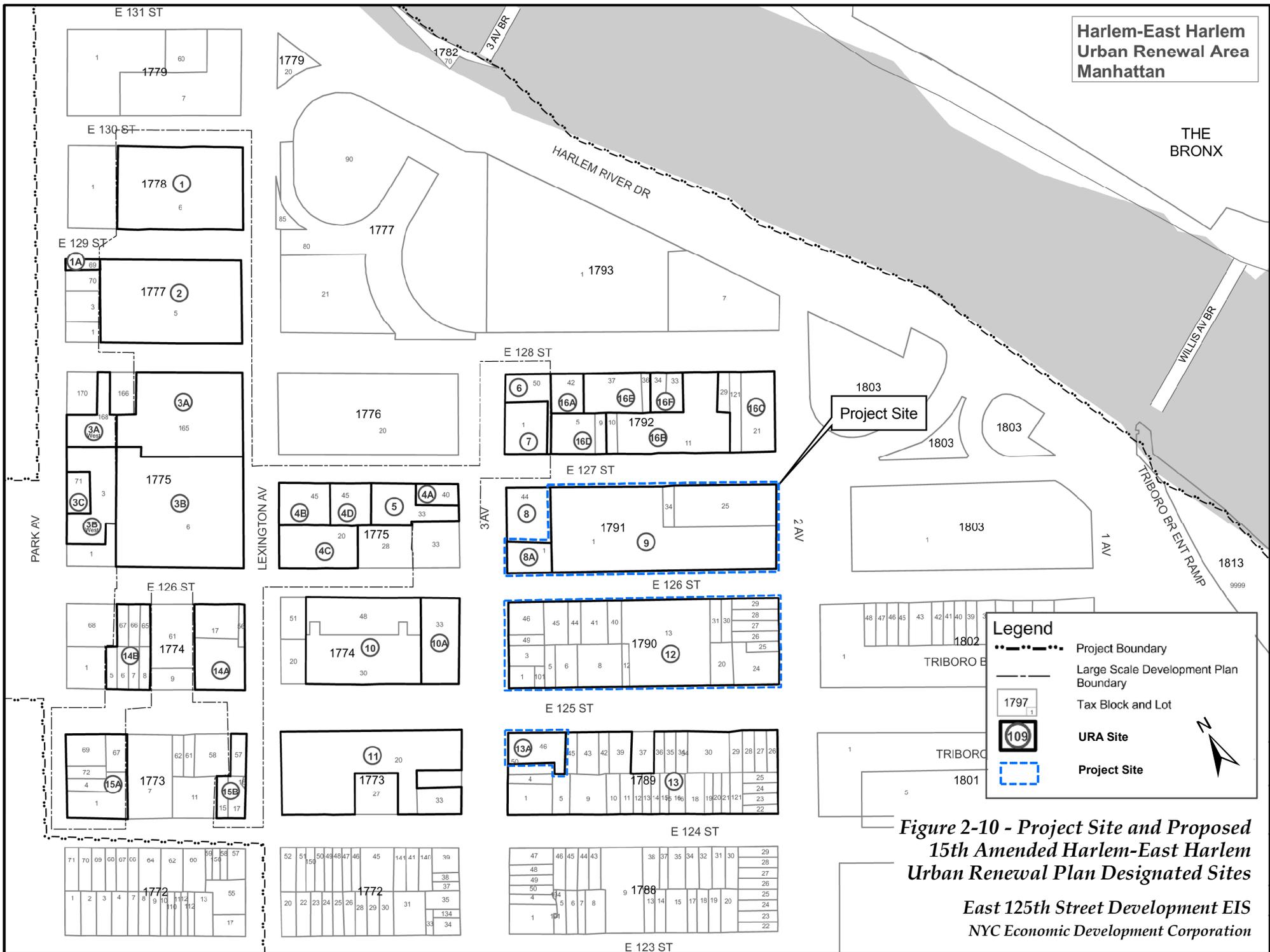


**Figure 2-9 - Project Site and Existing  
14th Amended Harlem-East Harlem  
Urban Renewal Plan Designated Sites**

**East 125th Street Development EIS  
NYC Economic Development Corporation**

Source: NYC Department of Housing Preservation & Development, 2007; NYC Department of City Planning COGIS r.04c, LION r.04d.

**Harlem-East Harlem  
Urban Renewal Area  
Manhattan**



**Figure 2-10 - Project Site and Proposed  
15th Amended Harlem-East Harlem  
Urban Renewal Plan Designated Sites**  
*East 125th Street Development EIS  
NYC Economic Development Corporation*

Source: NYC Department of Housing Preservation & Development, 2008; NYC Department of City Planning COGIS r.04c, LION r.04d.

The amendments proposed as part of the 15<sup>th</sup> Amended HEHURP, which is part of this proposed action, include extension of the plan until December 2020; removal of Sites 8, 8A, 9, 12 and 13A from density restrictions outlined in the plan; addition of specified zoning restrictions for Sites 8, 8A, 12 and 13A, and changes to the designated land uses of Sites 8, 8A, 9, 12 and 13A. Amendments to the HEHURP proposed as part of the 15<sup>th</sup> Amended HEHURP include proposed additions to designated sites consisting of the following proposed newly designated sites:

- Block 1790, Lot 8
- Block 1790, Lot 46
- Block 1791, Lot 25
- Block 1791, Lot 34

### **2.3 Purpose and Need**

The purpose of the proposed action is to promote local economic growth, encourage private investment, and improve the quality-of-life for East Harlem residents by facilitating the replacement of mostly vacant and underutilized land with new affordable housing, media and entertainment businesses, cultural space, and retail uses. Areas of East Harlem surrounding the Project Site have some of the highest remaining concentrations of vacant land and buildings of the overall 125<sup>th</sup> Street corridor and its surrounding blocks. The proposed rezoning and its associated actions would facilitate mixed-use development and upgrade conditions in this area on mostly vacant and underutilized land that has excellent access to transit, open space, and commercial services. As a result of the project, long-vacant City-owned land would be returned to the City's tax rolls.

The proposed program of development is the result of ongoing consultations with a Task Force begun in 2006 through Manhattan Community District #11 and local elected officials. The Task Force also includes representatives of the local community organizations and elected officials. A Request for Proposals (RFP) for development of the project site was released by the NYCEDC in October 2006 and the disposition is a discretionary action of the NYCEDC Board. The RFP responded directly to Task Force concerns including the need for affordable housing, economic development, and cultural uses; protection of air quality; local participation in development, employment and retail; and, avoidance of impacts on health, education, and sanitary services. The proposed program of development reflects the overall goals of the Task Force for the Project Site to create a dynamic retail, residential, entertainment and media destination for upper Manhattan. The project would sustain and enhance the ongoing revitalization of 125<sup>th</sup> Street as a unique Manhattan Main Street and destination for premier arts, culture and entertainment, and would create a critical mass of media and entertainment-related businesses at a site that comprises the eastern gateway to the 125<sup>th</sup> Street corridor.

In addition to its commercial and media/art/entertainment components, the proposed action addresses the city-wide need for affordable housing and the local need to reinforce the residential character of East Harlem and foster round-the-clock residential activity on the Project Site. Up to 1,000 units of low, moderate and middle income housing are proposed, advancing the goals of the City's New Housing Marketplace Plan that is intended to create 165,000 units of affordable

housing and build and preserve affordable housing for 500,000 New Yorkers over ten years. The proposed residential units would be split between homeownership and rental units, with approximately 30 percent targeted to low income households, 35 percent targeted to moderate income households, and 35 percent targeted to middle income households. Residents of Manhattan Community District #11 would be given preferential consideration for a minimum of 50 percent of the units.

The proposed action also advances economic development goals of the City of New York. The project site is located within the federally-designated Upper Manhattan Empowerment Zone, as well as the state-designated East Harlem Empire Zone. The proposed action would take advantage of the benefits of these programs and would bring significant new investment and employment to this part of upper Manhattan.

Construction of the East 125<sup>th</sup> Street Development would adhere to green building and sustainable design principles, and urban design guidelines to promote environmental best practices and create a streetscape that respects the existing built context and character of the 125<sup>th</sup> Street corridor and surrounding neighborhood. “Green” design elements include energy efficient site and building design, appliances, heating, ventilation and air conditioning systems, green roofs, and other measures designed to promote sustainability.

Public outdoor open space is a key component of the proposed project. This outdoor open space would be provided to ensure access to a significant space for outdoor gatherings (small scale performances and other cultural events and festivals) as well as light and air; enhance the streetscape; and, promote a pedestrian-friendly environment. Urban design guidelines are proposed as part of the Harlem-East Harlem Urban Renewal Plan to promote active uses at the ground floor level of the proposed mixed-use buildings, appropriate streetwall and building heights, and transparency and visibility of retail, entertainment and other active uses.

~~The proposed project would replace an at-grade MTA bus storage facility currently located on a portion of Parcel A with an underground storage facility, improving visual conditions of the Project Site. The replacement bus storage facility would accommodate 80 buses within approximately 109,000 square feet of bus storage area on Parcel A. Entrances would be positioned to minimize traffic congestion, and mechanical ventilation would be provided and located to minimize air quality effects.~~

### Existing Zoning

The Project Site is comprised of one full block and two block portions, with the northern parcel (Parcel A) zoned mostly R7-2, the parcel north of 125<sup>th</sup> Street (Parcel B) zoned mostly M1-2, and Parcel C and the southwestern corner of Parcel B zoned C4-4. The off-site parcel is zoned R7-2.

The C4-4 District is a general commercial district, which allows regional shopping with a wide range of commercial uses. C4-4 districts allow commercial development up to 3.4 FAR, residential development up to 3.44 FAR and community facility uses up to 6.5 FAR. On wide

streets outside the Manhattan Core (i.e., Manhattan Community Districts 9-12), residential development that complies with the Quality Housing program is allowed up to 4.0 FAR. One off-street parking space per 1,000 feet of commercial floor area for most retail uses is generally required; however, parking requirements can be waived if less than 40 parking spaces are provided. The low density M1-2 Districts allows light manufacturing and commercial uses up to 2.0 FAR and certain community facility uses up to 4.8 FAR. The R7-2 District is a medium density residential district with a maximum FAR for residential development of 3.44 FAR, and a maximum FAR for community facility uses up to 6.5 FAR. Quality Housing program residential development is allowed up to 4.0 FAR.

An existing Special TA District is mapped along portions of East 125<sup>th</sup> Street and Second Avenue. The Special TA District is mapped in the vicinity of the proposed Second Avenue subway line to provide easements to facilitate pedestrian access to the proposed subway and the access of light and air to the stations. Table 2-2 provides a summary of the existing allowed density in the rezoning area.

**Table 2-2: Summary of Existing Allowable Density**

District	Residential FAR	Commercial FAR	Community Facility
R7-2	3.44 (4.0 with Quality Housing)		6.5
C4-4	3.44 (4.0 with Quality Housing)	3.4	6.5
M1-2	NA	2.0	4.8

Source: NYC DCP

Proposed Zoning

A rezoning of the Project Site ~~is proposed~~ would map a C6-3 or similar district on nearly the entire project site (excluding only a small area on Parcel C), which would allow development on the site at an FAR of 7.2 (approximately 1.7 million square feet development capacity for the Project Site). Building form and bulk regulations for the East 125<sup>th</sup> Street Development would be defined by the proposed zoning, and through proposed urban renewal plan amendments in order to achieve the desired urban design and open space goals that were developed in conjunction with the Task Force and NYCDP and stated in NYCEDC’s 2006 RFP to developers. As indicated in Appendix C, these guidelines call for building heights of up to 210 feet on Second and Third Avenue, minimum streetwall heights on the midblocks of 60 feet, with an 85-foot maximum, a maximum slab width for any building exceeding the streetwall height of 175 feet for a commercial building or 170 feet for a residential building, minimum setbacks for building faces above the streetwall of 10 feet on wide streets, and 15 feet on narrow streets and for Parcel C. Active ground floor uses including retail and entertainment-related uses are required for 125<sup>th</sup> Street and Third Avenue lot frontage (other than building entrances), with requirements for maximum transparency, and visibility where roll-down or security gates are

proposed. Additional open space guidelines are proposed as part of the proposed action requiring, among other things, a minimum of 2,500 square feet of public open space on Parcel A, and a minimum of 10,000 square feet of public open space on Parcel B, with direct access from East 125<sup>th</sup> Street and East 126<sup>th</sup> Street.

Proposed building design and uses are expected to be compatible with the surrounding neighborhood. A 210-foot office tower above a retail base is contemplated for the Third Avenue frontage of the Project Site between East 125<sup>th</sup> Street and East 126<sup>th</sup> Street, with a 150-foot hotel tower and two 150-foot residential towers above a retail base occupying the eastern portion of Parcel B. A 10,000-square foot public open space plaza is proposed in between the office tower and the residential/hotel tower buildings on Parcel B that would connect East 125<sup>th</sup> Street and East 126<sup>th</sup> Street, with retail uses on either side. Open space is proposed north of East 126<sup>th</sup> Street with a 2,500-square foot public open space on a midblock portion of Parcel A. Parcel A would contain four 150-foot residential towers and one 210-foot residential tower on a base that includes retail along its periphery and interior ground floor public parking, with production studio facilities also located within the tower base. Parcel C would contain a 112-foot residential tower with several floors of retail. The ground floor of all proposed buildings would include retail and transparency to provide a pedestrian-oriented and active streetscape. There are elements of these urban design requirements that relate to streetwall heights, density, and the overall mix of uses of DCP's 125<sup>th</sup> Street Rezoning and Related Actions project.

Table 2.3 summarizes the regulations of the existing and proposed zoning, and the proposed urban design guidelines.

**Table 2-3: Zoning Comparison**

	Existing Zoning			Proposed	Urban Renewal Plan W/ Supplementary Design Guidelines
	R7-2	C4-4	M1-2	C6-3	C6-3 w/ Design Guidelines
<b>Permitted Zoning Use Groups</b>	Use groups 1 and 2 (residential) 3 and 4 (community facility) (ZR 22-10)	Use groups 1 and 2 (residential), 3 and 4 (community facility), 5, 6, 8, 9, 10, 12 (commercial) (ZR 22-10, 32-10)	Use Groups 3 and 4 (community facility), 5, 6, 7, 8, 9, 10, 11, 12 (commercial) 13, 14,16, 17 (manufacturing) (ZR 42-10)	Use Groups 1 and 2 (residential) 3 and 4 (community facility), 5, 6, 7, 8, 9, 10, 11, 12 (commercial) (ZR 22-10, 32-10)	Use Groups 1 and 2 (residential) 3 and 4 (community facility), 5, 6, 7, 8, 9, 10, 11, 12 (commercial)
<b>Floor Area Ratio</b>	Res. (3.44), Com Fac. (6.50) (ZR 23-142, 24-11)	Res. (3.44), Com Fac. (4.80), Com (3.40) (ZR 23-142, 24-11, 33-121)	Manu. (2.0), Com. Fac. (4.8), Commercial (2.0) (ZR 43.10)	Res. (7.52), Com Fac. (10.0), Commercial (6.0) (ZR 23-145, 24-11, 33-121)	Implied minimum FAR of 2.04 for Residential, and 0.12 for Com Fac. Commercial has an implied maximum FAR of 3.03
<b>Initial Setback</b>	Narrow St. – 20 ft. (15 ft Alternate) Wide St. – 15 ft. (10 ft. Alternate) (ZR 23-632, 23-64, 24-522)	Narrow St. – 20 ft. (15 ft Alternate) Wide St. – 15 ft. (10 ft. Alternate) (ZR 23-632, 23-64, 24-522, 33-431)	Narrow St. – 20 ft. (15 ft Alternate) Wide St. – 15 ft. (10 ft. Alternate) (ZR 43-43)	Narrow St. – 20 ft. (15 ft Alternate) Wide St. – 15 ft. (10 ft. Alternate) (ZR 23-632, 23-64, 24-522, 33-431)	Narrow St. – 15 ft. Wide St. – 10 ft.
<b>Max perimeter wall height</b>	60 ft. or 6 stories (ZR 23-632, 24-522)	Res, Com Fac.: 60 ft. or 6 stories, Commercial: 60 ft. or 4 stories (ZR 23-632, 24-522, 33-431 )	Commercial: 60 ft. or 4 stories (ZR 43-43)	Res, Com Fac.: 85 ft. or 9 stories, Commercial: 85 ft. or 6 stories (ZR 23-632, 24-522, 33-431 )	60 foot minimum and maximum of 85 feet at front wall,
<b>Sky exposure plane</b>	2.7 to 1 (narrow street), 5.6 to 1 (wide street) (ZR 23-632, 24-522)	5.6 to 1 (wide street) (ZR 23-632, 24-522, 33-432)	2.7 to 1 (narrow street), 5.6 to 1 (wide street) (ZR 43-43)	2.7 to 1 (narrow street), 5.6 to 1 (wide street) (ZR 23-632, 24-522, 33-432)	2.7 to 1 (narrow street), 5.6 to 1 (wide street)
<b>Maximum height</b>	None, governed by sky exposure plane (ZR 23-632, 24-522)	None, governed by sky exposure plane (ZR 23-632, 24-522, 33-431)	None, governed by sky exposure plane (ZR 43-43)	None, governed by sky exposure plane (ZR 23-632, 24-522, 33-431)	Parcel A: one building within 100 feet of Second Ave at 210 feet, others 150 feet. Parcel B: one building within 200 feet of Third Ave at 210 feet, others 150 feet. Parcel C 120 feet.

**Table 2-3: Zoning Comparison (continued)**

	<b>Existing Zoning</b>	<b>Proposed</b>	<b>Existing Zoning</b>	<b>Proposed</b>	<b>Urban Renewal Plan W/ Supplementary Design Guidelines</b>
	<b>R7-2</b>	<b>C4-4</b>	<b>R7-2</b>	<b>C6-3</b>	<b>C6-3 w/ Design Guidelines</b>
<b>Open space ratio</b>	15.5 to 25.5 (ZR 23-142)	15.5 to 25.5 (ZR 23-142)	N/A	1.0 to 9.0 (ZR 23-142)	1.0 to 9.0. At least 10,000 SF of open space will be provided on Parcel B and 2,500 SF of open space will be provided on Parcel A
<b>Minimum amount of residential floor area per dwelling unit</b>	At least 680 SF per DU (ZR 23-22)	At least 680 SF per DU (ZR 23-22)	N/A	At least 740 SF per DU (ZR 23-22)	At least 740 SF per DU
<b>Tower Regulations</b>	N/A	N/A	N/A	Less than 40% of lot area covered by towers. (ZR 23-65, 35-63)	Less than 40% of lot area covered by towers. Parcel C 50% because of small size
<b>Rear Yard</b>	Corner lots: None Others: 30 feet (ZR 23-47, 24-391, 24-36)	Corner lots: None Others: 30 feet - Res, Com Fac. 20 feet - Commercial (ZR 23-47, 24-391, 24-36, 33.26)	Corner lots: None Others: 20 feet (ZR 43.26)	Corner lots: None Others: 30 feet - Res, Com Fac. 20 feet - Commercial Parcel B, No rear yard required (full block development (ZR 23-28)) (ZR 23-47, 24-391, 24-36, 33.26)	Corner lots: None Others: 30 feet - Res, Com Fac. 20 feet - Commercial Parcel B, No rear yard required (full block development)
<b>Parking</b>	50% of dwelling units for standard housing. Subsidized housing ranges from 12.5% to 30% (ZR 25-, 25-31, 25-25)	50% of dwelling units for standard housing. Subsidized housing ranges from 12.5% to 30%. Other uses vary according to use (ZR 25-23, 25-31, 25-25, 36-21)	Varies according to use (ZR 46-21)	40% of dwelling units for standard housing, subsidized housing ranges from 10% to 30%, other uses vary, but are waived for most non-residential uses (ZR 25-23, 25-31, 25-25, 36-21)	40% of dwelling units for standard housing, subsidized housing ranges from 10% to 30%, other uses vary, but are waived for most non-residential uses