Jerome Avenue Study

Area Context

Jerome Avenue Study Context Map

Jerome Avenue Context Photos
Jerome Avenue Study

Existing Land Use

Land Use Map

Jerome Avenue Land Use Photos

- Residential
- Open Space
- Parking Facilities
- Industrial/Manufacturing
- Commercial
- Residential
- Residential
- Residential
- Vacant Land
- Vacant Land
- Vacant Land
- Vacant Land
- Vacant Land
- Vacant Land
Zoning 101

Zoning:

- Creates a framework for development on private property. Zoning governs land use and building bulk in the City. These regulations take the form of residential, commercial and manufacturing districts throughout the 5 boroughs.

Zoning is for the long term, for the future

Zoning **DOES**

- Regulate Uses (by district boundaries)
- Regulate Bulk
  - Height
  - Setbacks
  - Lot Coverage
- Incentivize Affordable Housing
- Incentivize Public Amenities
- Sets Performance Standards for Heavy Commercial & Industrial Uses

Zoning **DOES NOT**

- Tear Down Buildings
  - Zoning does not give the City authority to acquire or tear down any existing buildings on private property.
- Build New Buildings/Uses
  - Zoning determines what is permitted to be built. Zoning does not require development.
- Generate Development if...
  - Market conditions do not match its requirements. Zoning works with the market.
Nearly 50% of the zoning study area is zoned for light industrial or heavy commercial uses. These zones allow auto repair shops, sales and community facilities such as schools, but NOT residential uses.

Local & some regional commercial is also allowed in the zoning study area. Commercial overlays, as seen on 183rd, Burnside, Tremont, Mount Eden, 170th St. & 167th St. allow for local shopping, restaurants, offices, grocery stores.

A small area on 170th st. is zoned for regional commercial uses, which include department stores & larger office buildings.

R7 and R8 districts are predominantly found along the east/west streets in the study area and in the surround neighborhoods. These allow medium & high density residential uses. They do not have height limits. 6-8 story apartment buildings are common in these zones.
FAR (Floor-Area Ratio) is the measurement by which a building’s maximum size is regulated. Despite only being built out to a relatively low FAR, the Jerome Avenue Study Area is already approaching its maximum allowable FAR under current zoning.
Jerome Avenue Study

Bronx Planning : A Snapshot

Past Rezonings

Port Morris
The Port Morris rezing area is located in Community District 1, and is generally bounded by Park Avenue to the west, Willow Avenue to the east, East 134th Street to the north and the Harlem River/Harlem River Yards to the south.

2005
Community District 1
11 Blocks

New Housing Units 479
New Affordable Housing 479

161 st / River Avenue
The 161st Street/River Avenue rezing is located in Community District 4, and is generally bounded by River Avenue on the west, East 162nd Street to the north, Park Avenue to the east, and East 159th and East 153rd streets to the south.

2009
Community District 4
8 Blocks

New Housing Units 0
New Affordable Housing 0

161 st / River Avenue

Webster Avenue/Bedford Park/Norwood
The Webster Ave/Bedford Park/Norwood rezing area is located in Community District 7, generally bounded by the Metro-North Harlem Railroad to the southeast, Fordham and East Kingsbridge Road to the southwest, the Grand Concourse and Jerome Avenue to the northwest, and East Gun Hill Road to the northeast.

2011
Community District 7
80 Blocks

New Housing Units 329
New Affordable Housing 249

Third Avenue/Tremont
The Third Avenue rezing area is located in Community District 6, generally intersecting the Third Avenue corridor from Fordham Plaza in the north to the Cross-Bronx Expressway to the south, and the Tremont Avenue corridor from Webster Avenue in the west to Daly Avenue in the east.

2010
Community District 6
75 Blocks

New Housing Units 161
New Affordable Housing 152

Past Studies

Sheridan Expressway - Hunts Point Study
The Sheridan Expressway-Hunts Point Land Use and Transportation Study (SEHP), released in 2013, was a two-year intensive, interdisciplinary study of the neighborhoods and infrastructure surrounding the Sheridan Expressway. The study strikes a balance between an increasingly vibrant residential area and the need to maintain efficient routes traveling to Hunts Point Market, the economic and employment core of the area.

The agencies involved in the Sheridan Expressway - Hunts Point Study include the Department of City Planning, the Department of Transportation, and the Economic Development Corporation.

Sustainable Communities in the Bronx
The Sustainable Communities in the Bronx: Leveraging Regional Rail for Access Growth and Opportunity, released in 2014, presents a vision for a more sustainable and equitable Bronx. This report is the culmination of a two-year process examining the potential for transit-oriented development (TOD) around existing and proposed Metro-North stations in the Bronx.

The six existing and two proposed Bronx Metro-North station areas include:
- Melrose
- University Heights
- Morris Heights
- Morris Park (proposed)
- Tremont
- Williams Bridge
- Parkchester/Van Nest (proposed)

Hunts Point Vision Plan
The Hunts Point Vision Plan, released in 2005, focuses on addressing critical issues facing the Hunts Point Peninsula. Goals identified include optimizing land use, implementing workforce solution, creating connections to the waterfront, and streetscape as well as improving traffic safety and efficiency. The Hunts Point Peninsula is an area of approximately 690 acres in the South Bronx, nearly half of which is occupied by the 329-acre Food Distribution Center.

The agencies involved in the Hunts Point Vision Plan include the Economic Development Corporation, the Department of City Planning, the Department of Transportation, the Department of Small Business Services.