

Southern Boulevard

Brownfield Opportunity Area Study

2025



Department of State
Planning, Development
and Community Infrastructure

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EXECUTIVE SUMMARY

This report establishes a vision for neighborhood redevelopment in portions along the east and west banks of the Bronx River in the Bronx, New York, based on an analysis of the area's history, assets, challenges, and inputs from diverse stakeholders across the community. This report, which is a formal Nomination Study for the New York State Brownfield Opportunity Area (BOA) program identified sites with a potential for reuse and makes larger, area-wide recommendations that can catalyze vacant and underutilized properties.

The Southern Boulevard BOA Study Area is made up of three primary subareas located within Bronx Community Boards 2, 3, and 9 in the neighborhoods of Bronx River, Soundview, Crotona Park East, and Longwood. The report draws on economic, demographic, housing, and infrastructure trends across the South Bronx. However, the BOA Study Area and strategic sites represent the focus of the BOA nomination.

While the South Bronx continues to be a vibrant home for both long-term residents and new arrivals, it faces growing pressures related to affordability and the environmental and economic impacts of underutilized, contaminated land. As the Bronx economy continues to diversify and shift away from traditional industrial sectors, residents are raising concerns around affordability and displacement. The BOA Nomination process presents a critical opportunity to capture these concerns, needs, and the community's vision for the future of strategic sites within the Study Area.

This study reflects insights from residents, community-based organizations, and other key stakeholders in the area. The vision for the Study Area outlined in this report imagines a place where residents benefit from sustainable and affordable housing, walkable streets, community facilities, quality jobs, and access to open space and waterfront. The vision is represented through goals, strategies, and policy recommendations, and is illustrated through conceptual development scenarios on real sites within the Study Area.

Lead Project Sponsors

The Southern Boulevard BOA Nomination Study is sponsored by Youth Ministries for Peace & Justice, Inc. (YMPJ), a not-for-profit organization that is building upon thirty years of transformative work of rebuilding the neighborhoods of Bronx River and Soundview/ Bruckner Boulevard in the South Bronx through political education, spiritual formation, youth and community development and organizing.

The consultant team responsible for preparing the Study is led by Ennead Lab, a research and design advocacy entity within Ennead Architects LLP. The project team also includes HR&A Advisors, Inc. for land use and planning, Grain Collective for stakeholder engagement and landscape architecture, GEI Consultants, Inc. for environmental review, and BFJ Planning for transportation with services.

EXECUTIVE SUMMARY **Community Vision, Goals & Objectives**

Through a collaborative and community-driven process, the BOA study established a shared vision and guiding principles for the future development of the study area. Anchored in a three-phase approach—Listen, Ideate, and Synthesize—the engagement process centered community voices to shape a vision rooted in lived experience and local knowledge. Extensive conversations with residents, stakeholders, and local organizations surfaced a consistent set of priorities: the need for affordable and accessible housing for all who live in the area, commercial revitalization with support for small and local businesses, enhanced public access and activation along the waterfront, and the integration of climate adaptation and resiliency strategies. Strategic sites were identified within the study area to demonstrate place-based concepts rooted in community priorities. This study culminated in a forward-looking toolkit that provides a comprehensive development vision for the area, with concepts for equitable development, public realm and streetscape enhancements, implementation strategies, potential funding sources and recommendations for each strategic site, providing a roadmap for scalable, future development.

Vision

Through the thoughtful transformation of vacant and underutilized sites, the Southern Boulevard Study Area will become a model for equitable, sustainable neighborhood development. Bronx residents of all backgrounds will be able to access deeply affordable housing, quality jobs, and a healthy environment rooted in local history and landscape. Rooted in the area's history and shaped by its landscape, future development will strengthen connections between community life and public transit, while ensuring local services meet everyday needs.

Goals and Objectives

The future development goals and objectives of the study area are anchored in a commitment to inclusive, community-driven growth which prioritize an approach and strategy that improves quality of life, advances equity, and builds long-term resilience. Below the goals, and their associated principles and objectives, are listed the following tables.

1. Healthy, Livable Communities
2. Climate Resiliency
3. Inclusive Development

Definition of "brownfield site"/Use of 'brownfield(s)' in a BOA plan

As defined by NYS Environmental Conservation Law Section 27-1405, "a brownfield site" or "site" shall mean any real property where a contaminant is present at levels exceeding the Soil Cleanup Objectives or other health-based standards, criteria, or standards adopted by the New York State Department of Environmental Conservation (DEC) based on the reasonably anticipated uses of the property. For a description of real property excluded from this definition see NYS Environmental Conservation Law Section 27-1405 (Section 27-1405). More generally, brownfields are properties where expansion, redevelopment or reuse may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Within a BOA nomination or plan, the term "brownfield site" as defined in Section 27-1405 will be qualified by using "suspected" to include properties where evidence of contamination above threshold levels has not been confirmed. Known or suspected brownfield sites will be referred to as "brownfields" throughout this BOA plan.

Healthy, Livable Communities

GOAL 1 HEALTHY, LIVABLE COMMUNITIES

Improving the overall quality of life for residents is central to the vision for future development. This includes increasing availability of health services, enhancing public spaces to promote active, healthy lifestyles, and expanding access to fresh food and local markets. Streetscape improvements such as better lighting, safer pedestrian crossings, and improved walkability will make public spaces more usable, accessible, and safe. Strengthening transportation access, particularly for pedestrians and cyclists, and mitigating conflicts with truck traffic are also key priorities. Finally, celebrating arts and culture through civic events, cultural spaces, and programming will foster a greater sense of community identity and connection.

Objective 1.1 Improve streetscapes, open space, and provide sidewalk repair, maintenance, and improvements

Redesign high-traffic intersections near public spaces, like Westchester Avenue and Bruckner Boulevard, to enhance pedestrian safety and calm traffic. Prioritize safe, shaded, and accessible walking routes to transit, schools, and parks like Concrete Plant Park. Activate wide and underutilized sidewalks with tree plantings, benches, and community art to create more welcoming and usable public space for all ages.

Objective 1.2 Increase access to health services

Promote mobile health clinics and pop-up wellness events in partnership with local providers to reach underserved residents, especially seniors and youth. Encourage the co-location of health services, like primary care, mental health counseling, and preventative screenings, within new affordable housing or community centers to reduce barriers to access and integrate health into the fabric of everyday life.

Objective 1.3 Increase access to fresh food

Transform vacant lots and underused public spaces into hubs for healthy food access. Support permanent or seasonal greenmarkets and food cooperatives that accept SNAP and WIC, while also providing opportunities for local food entrepreneurs. Explore year-round structures or covered markets to ensure consistent access to produce and culturally relevant groceries in a neighborhood with limited options.

Objective 1.4 Improve transportation access

Expand the network of dedicated bus priority lanes along key corridors and improve pedestrian infrastructure connecting bus stops and subway stations. Make last-mile connections safer and more accessible, especially for seniors, people with disabilities, and families. Explore wayfinding signage and lighting enhancements at transit hubs to promote walkability during all hours.

Objective 1.5 Support arts and culture

Convert vacant storefronts into cultural activation hubs featuring rotating exhibits, community workshops, and youth-led programming. Support local artists through mural projects, pop-up performances, and a Westchester Avenue arts corridor that celebrates the area's rich cultural heritage. Provide space for small, grassroots cultural nonprofits that serve and reflect the community.

Climate Resiliency

GOAL 2 CLIMATE RESILIENCY

To ensure long-term sustainability, the plan emphasizes strategies that build climate resilience at both the site and neighborhood scale. Key objectives include expanding public access to the waterfront, integrating stormwater management practices, and addressing the urban heat island effect through green infrastructure. In parallel, the plan promotes a shift toward renewable energy sources and energy demand strategies implemented in partnership with community-owned infrastructure to support a low-carbon, energy-efficient future.

Objective 2.1 Improve water impacts

To reduce flooding and sewer overflows, partner with the NYC Department of Environmental Protection (DEP) to implement green infrastructure along key corridors like Southern Boulevard and Westchester Avenue. This includes bioswales, rain gardens, and permeable pavements that capture stormwater at the street level. New residential and mixed-use developments should include rooftop retention systems, green roofs, and subsurface storage tanks that lessen pressure on combined sewer systems and protect the Bronx River, improving the resilience of the neighborhood.

Objective 2.2 Reduce heat vulnerability

In response to growing concerns about extreme heat, especially in areas with limited tree canopy, invest in large-scale shade tree planting and maintenance programs, prioritizing streets with low green cover and high pedestrian activity. Install green roofs on community-serving buildings, like schools, libraries, and health centers, to reduce building temperatures and extend roof lifespans. Encourage the use of reflective roofing and building materials in new and existing construction, and engage local youth and residents in tree stewardship programs to ensure long-term care and employment opportunities.

Objective 2.3 Increase renewable energy source

Prioritize energy efficiency upgrades in older buildings, including insulation, air sealing, and high-efficiency heating/cooling systems, to lower utility bills for residents. Promote the concept of community-owned solar cooperatives and battery storage that allow renters and low-income households to benefit from renewable energy and participate in the green economy, while building local wealth and resilience to energy price volatility.

Objective 2.4 Remediate contaminated sites to reduce environmental and public health risks

Identify eligible sites to enroll in state and city cleanup programs, and coordinate environmental assessments and infrastructure upgrades. Policy actions include securing funding through the NYS Brownfield Cleanup Program, prioritizing projects with community-serving end uses, and integrating environmental education and workforce development into remediation efforts.

GOAL 3 INCLUSIVE DEVELOPMENT

Equitable development must ensure that long-term residents and small businesses can remain and thrive as the area evolves. This includes a strong focus on commercial revitalization through increased programming, job creation, workforce training, and support for local and small-scale businesses, including opportunities for retail ownership. Equally important is the promotion of truly affordable housing, achieved by reassessing AMI* thresholds and exploring a range of housing ownership and tenure models to ensure affordability and accessibility for people across all income levels. Together, these strategies aim to foster economic opportunity without compromising the community's social and cultural fabric.

**AMI- Area Median Income is a measure used to determine eligibility and rent levels for affordable housing programs, based on the midpoint of a region's income distribution. [Click here](#) for more information.*

Objective 3.1 Promote affordable housing, neighborhood-serving retail, and community facilities on underutilized M-zoned sites.

Community members voiced the importance that future development around the Southern Boulevard Nomination Study Area include housing that is affordable for residents living in the area currently. There are acute housing needs for those earning 30% and below of the area median income (AMI), which is around \$32,650 for a single-person household in the Bronx based on 2024 HUD income limits. Those with an AMI at or below 60%, sometimes referred to as the missing middle, also experience difficulties to find adequate housing earning too high of an income for deeper subsidy but too low of an income for unsubsidized options. Beyond providing affordable rental models, community members want development that provides an opportunity for homeownership through condominiums. Community land trusts and shared equity programs for homeownership are strategies that can promote and preserve affordable ownership in the community.

Objective 3.2 Support locally-owned retail and community resources on commercial corridors in the Study Area, particularly along the Westchester Avenue Commercial Corridor.

Community members emphasized the need for future development to include neighborhood-serving businesses that reflect the cultural identity and needs of local residents. Community members expressed interest in seeing small, independent retailers prioritized over large chains, helping to preserve local character and economic opportunity. While broad rezonings were not pursued across the study area, proposed zoning updates through the City of Yes for Housing Opportunity provides tools to support mixed-use development that integrates housing, retail, and community facilities on the same sites.

Objective 3.3 Prioritize small business development in green industries.

Leverage other resiliency measures, like green roofs, stormwater systems, and solar installations, for training and employment opportunities for residents. Partner with CUNY campuses, union apprenticeship programs, and community-based organizations to provide wraparound training and pathways to high-road careers within the green economy, including opportunities in energy efficiency, tree care, building retrofits, and environmental monitoring.

Objective 3.4 Encourage Community Reinvestment Act (CRA) commitments in the area to support access to housing, local business growth, and needs from financial services.

Lending institutions can play a critical role in addressing community needs by directing CRA-eligible investments toward affordable housing projects, neighborhood retail, and capacity-building for local entrepreneurs. CRA funds can support homeownership and small businesses. As development continues, there is a clear opportunity for financial institutions to collaborate with community-based organizations to ensure that CRA resources are deployed in ways that prevent displacement and strengthen economic resilience in the Southern Boulevard Nomination Study Area.

EXECUTIVE SUMMARY Public Engagement

The study's engagement methodology ensured a reciprocal line of communication between communities impacted by the BOA plan. In order to have a successful engagement process that was both inclusive and widespread, the team utilized existing relationships to build trust and create new connections. Visually appealing, informative and interactive materials were created for sharing updates on the project and to gather input. Overview materials and engagement event summary reports were also hosted on YMPJ's website, to provide valuable reference opportunities for those wanting to contribute and learn more. In the lead-up to public meetings, multi-lingual flyers were created for distribution through Steering Committee members, YMPJ's neighborhood relationships and to local schools and churches. YMPJ promoted the event on their website and social media channels. Nearly all written materials and meeting interpretations were offered in English and Spanish. Childcare and refreshments were also provided at all public events.

BOA Steering Committee

YMPJ engaged community partners to help guide the nomination plan. Steering Committee members reflected state and local government offices, community organizations, and state officials. The following public officials and organizations were represented on the Steering Committee:

Community Stakeholders	Federal, State, and Local Officials	State and Local Government Offices
WHEDco	NYS Senate District 32: State Senator Luis Sepulveda	NYC Department of Transportation, Bronx
Loving the Bronx		NYC Office of Environmental Remediation
Bronx River Alliance		NYC Economic Development Corporation
		NYC Department of City Planning
		NYC Department of Health and Mental Hygiene
		NYS Department of State

EXECUTIVE SUMMARY BOA Subareas and Strategic Sites

Identifying Priority Investment Sub-Areas

Sites within the BOA Study Area are clustered into three priority investment sub-areas to help guide the redevelopment vision and illustrate the potential synergies between adjacent sites. Each sub-area is intended to address at least one of the top community needs identified through public engagement. To do so, the Team closely analyzed current and potential uses; existing investment plans, as well as unique physical assets within each sub-area, to assign the most suitable development framework. This process resulted in the following assignments for each sub-area:

A Subarea A: Transit Oriented Housing

- Promote higher-density housing, especially affordable housing
- Activate street life through commercial uses and streetscape improvements
- Improve connectivity with green space and active streetscapes

B Subarea B: Waterfront Activation and Community Infrastructure

- Expand waterfront access with new public amenities and facilities
- Provide more housing options, especially affordable housing
- Improve pedestrian safety, especially on Bronx River Ave
- Improve the cleanliness of the area

C Subarea C: Economic Hub

- Foster new businesses and job training programs in tech, light manufacturing, food, the green economy, and other growth areas
- Connect new and connect to nearby job opportunities (e.g., Hunts Point)
- Blend housing and maker-space uses and clean industrial uses

Sub Areas

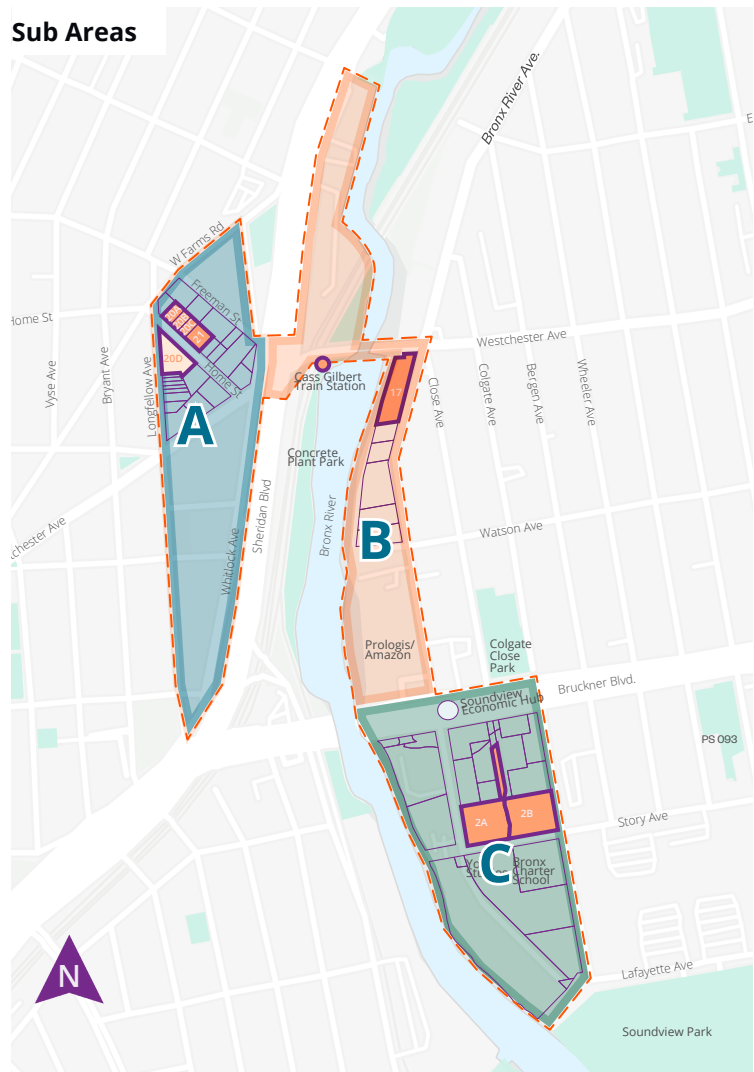


Figure1: Map of Subareas

EXECUTIVE SUMMARY BOA Subareas and Strategic Sites

Strategic Sites

After identifying clusters of sites with development potential, the Team worked with the Steering Committee to select four sites that could be used to illustrate development concepts that support the vision, goals, and objectives for the Study Area. The resulting four strategic sites are:

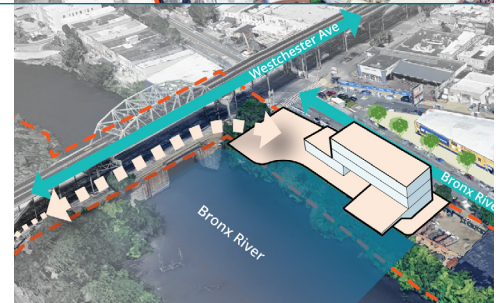
1 Site 1 (within Subarea A)

Five parcels totaling 50,500 square feet on the west side of Bronx River, primarily owned by NYCEDC, with existing plans for housing.



2.1 Site 2.1 (within Subarea B)

A 38,000-square-foot waterfront site on the east side of the Bronx River directly south of Westchester Avenue that is currently used for parking.



2.2 Site 2.2 (within Subarea B)

Cass Gilbert's Westchester Ave Station historic site built in 1908 and currently vacant and spanning over AMTRAK rail.



3 Site 3 (within Subarea C)

Two parcels totaling 100,000 square feet bounded by Bronx River Avenue on the west, Colgate Avenue on the east, and Story Avenue on the south. Owned by the same private owner who currently uses the site for warehousing and parking.



Figure2: Strategic Sites

EXECUTIVE SUMMARY **Policy Recommendations and Next Steps**

The Southern Boulevard BOA Nomination builds on extensive community visioning to offer a policy framework that advances long-term revitalization grounded in environmental justice, public health, affordability, and community-led development. The following recommendations are structured around three pillars: Healthy, Livable Communities, Climate Resiliency, and Inclusive Development.

1 Healthy, Livable Communities

- 1.1 Improve streetscape and open space through pedestrian-focused redesigns, Vision Zero investments, and tree plantings around high-traffic intersections near Bruckner Boulevard and Westchester Avenue.
- 1.2 Increase access to health services by co-locating clinics in affordable housing developments and activating underutilized sites for mobile health care delivery.
- 1.3 Increase access to fresh food by activating vacant parcels for year-round green markets, food cooperatives, and community agriculture linked with SNAP/WIC programs and local growers.
- 1.4 Improve transportation access by coordinating with NYC DOT and MTA to prioritize car-free living, integrate bike and e-scooter infrastructure, and improve east-west transit options.
- 1.5 Support arts and culture through the creation of a Southern Boulevard and Westchester Avenue arts corridor, support for youth-led mural projects, and temporary cultural activation in vacant storefronts.

2 Climate Resiliency and Environmental Justice

- 2.1 Improve water impacts through green infrastructure pilots on public land and in coordination with new developments. Partner with Department of Environmental Protection to capture runoff and reduce Combined Sewer Overflow (CSOs) into the Bronx River.
- 2.2 Reduce heat vulnerability by planting trees, installing green roofs, providing cooling centers, and improving shading along major pedestrian corridors. Prioritize New York City Housing Authority campuses and schools based on local heat vulnerability mapping.
- 2.3 Increase renewable energy resources by supporting rooftop solar for affordable housing, building battery storage, improving the transmission infrastructure, and launching community solar cooperatives. Facilitate workforce training around green jobs and building retrofits to support the transition to a green economy.
- 2.4 Remediate contaminated sites to reduce environmental and public health risks

3 Inclusive and Equitable Development

- 3.1 Develop Affordable housing on city-owned and remediated brownfields with AMI targets at 30–60%. Promote community land trusts and cooperative housing models.

EXECUTIVE SUMMARY **Policy Recommendations and Next Steps**

3.2	Explore Ownership and wealth-building through limited-equity co-ops, rent-to-own housing, and commercial cooperatives. Launch a Small Business Ownership Accelerator with local Community Development Financial Institutions (CDFIs) and Small Business Service (SBS).
3.3	Expand green job opportunities and training by establishing a green workforce hub focused on solar, water systems, and environmental remediation. Link youth and NYCHA residents to apprenticeships and anchor employers.
3.4	Support and stabilize small businesses with commercial lease support, legal assistance, and incentives for mission-aligned tenants. Promote community-serving uses in new ground-floor retail spaces.
4	Site-Specific Redevelopment Strategies
4.1	Deliver deeply affordable housing on public parcels by issuing Requests for Proposals (RFPs) in partnership with the Housing Preservation and Development (HPD) and the New York City Economic Development Corporation (NYCEDC), emphasizing local hiring, the Minority and Women-Owned Business Enterprise (MWBE) contractors, and long-term affordability.
4.2	Promote transit-oriented development by limiting private parking, ensuring indoor bicycle parking, and enhancing pedestrian links to transit and shared micromobility services.
4.3	Support inclusive ground-floor retail and community uses such as health clinics, childcare, or workforce programs by providing below-market commercial leases and technical assistance to nonprofit tenants.
4.4	Anchor development with local institutions by identifying nonprofit tenants that reflect neighborhood values, like food, cultural, workforce, or environmental justice organizations.
4.5	Remediate site and improve infrastructure using New York State Department of Environmental Conservation (NYS DEC) programs and coordinate utility upgrades to support residential construction. Ensure environmental assessments inform design and phasing.
4.6	Promote inclusive open spaces design like plazas, rooftop gardens, and community-accessible landscapes designed with local stakeholders and supported through DEP or Parks capital programs.
4.7	Foster pre-development partnerships through an advisory group of Bronx-based stakeholders who help shape design, financing, and programmatic goals of each site.

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Project Description

- 1.1 PROJECT OVERVIEW
- 1.2 BROWNFIELD OPPORTUNITY AREA
PROJECT DESCRIPTION
- 1.3 PROJECT SCOPE & LEAD PROJECT
SPONSORS
- 1.4 COMMUNITY VISION, GOALS, AND
OBJECTIVES
- 1.5 PLANNING CONTEXT

1.1 PROJECT OVERVIEW

Building upon 30 years of transformative work, Youth Ministries for Peace & Justice, Inc. (YMPJ), in partnership with The New York State Department of State (NYS DOS), intends to complete a Nomination Study for a 62-acre Brownfield Opportunity Area (BOA) with nearly 50 potential brownfields, ranging from 3,000 to 52,000 sf, located near the west and east banks of the Bronx River in South Bronx, New York City.

The South Bronx, with its storied history of disinvestment, neglect, and community-led revitalization, continues to be a vibrant home for both long-term residents and new arrivals. However, pressures around displacement, the threat of gentrification, environmentally compromised land, and the compounding impacts of global climate change create a troubling outlook for the Bronx's future. Many residents—especially in fast-growing areas like the Southern Boulevard BOA Nomination Study area—face the risk of being displaced due to affordability issues. Those who remain often continue to struggle with underutilized and contaminated land, along with the increasing severity of extreme weather events. The BOA Nomination process presents an opportunity to examine, and plan to overcome, those potential challenges, and envision a brighter, more optimistic future for the South Bronx by capturing the local community's vision and priorities for the continued growth and development of their neighborhoods.

The Southern Boulevard BOA Nomination Study will identify opportunities to:

- Create new and preserve affordable housing
- Drive economic investment
- Reduce impacts of climate change with climate resilience infrastructure
- Improve waterfront access
- Increase public open space
- Create jobs and workforce training

Most importantly, this study reflects insights from residents, community-based organizations, and other key stakeholders in the area. The vision is a place where residents benefit from sustainable and affordable housing, walkable streets, community facilities, quality jobs, and access to open space and the Bronx River waterfront. The vision is represented through goals, strategies, and policy recommendations, illustrated through conceptual development scenarios on real sites within the Study Area.

The nomination study was developed over the course of 18 months and completed **TBD** 2025.



Figure 3: Community Context Map

The Lenape people originally cared for the land and the Bronx River, which sustained them for generations. European settlers later arrived, exploiting the land and river for industrial growth, leading to environmental degradation. Today, there is a call to honor the natural world and advocate for both its protection and the well-being of the communities that rely on it. The South Bronx communities that continue to be directly impacted by the development and environmental potential around the Bronx River are also deeply connected to the Southern Boulevard Commercial Corridor, Westchester Avenue Commercial Corridor and regional infrastructures that course through the South Bronx.



Figure 4: Photo of Bronx River and Concrete Plant Park along the Bronx River Greenway, courtesy of Bronx River Alliance

1.2 BROWNFIELD OPPORTUNITY AREA PROJECT DESCRIPTION

The Southern Boulevard Brownfield Opportunity Area (BOA) Nomination Study includes strategies to address community needs for affordable housing, living wage jobs, and open space. It also aims to build a foundation for future growth by enhancing the environmental and economic performance of the area's industrial sectors and reclaiming the waterfront as a unique environmental and economic asset.

The Southern Boulevard Brownfield Opportunity Area (BOA) Nomination Study Area is a 62-acre area comprising potential brownfields located along and/or adjacent to the Bronx River in South Bronx.

In 2015, the Environmental Protection Agency (EPA) allocated funding to study several brownfield clusters along the Bronx River. However, the study lacked key elements, including a comprehensive analysis of existing conditions and meaningful community engagement specific to the Southern Boulevard area. To address these gaps, Youth Ministries for Peace & Justice (YMPJ), in partnership with the New York State Department of State, now intends to complete a BOA Nomination Study that aligns more closely with community-driven priorities and advances the goal of securing a BOA designation for this section of the South Bronx.

Historic industrial uses, including automotive storage, coolants/refrigerants manufacturing, and hazardous waste-generating activities have led to soil contamination within this area and continues to be detrimental to economic development and environmental resilience. Additionally, increased green space and community waterfront access can accelerate economic development and reduce environment-based noncommunicable disease rates. Strategies to address these challenges and opportunities are best informed by community needs and conducive with ongoing environmental initiatives.

The Southern Boulevard BOA will connect the East Coast Greenway and the Bronx River Greenway to produce a connected landscape along the Bronx River and extending down the east bank of the river to Soundview Park. Increasing connected open space will reduce flooding and provide a green transportation route for South Bronx residents and commuters who use the corridor. Redevelopment of underutilized sites will help create jobs and economic investment in the Southern Boulevard Business Improvement District within the BOA Study Region and adjacent to the BOA Study Area. It will leverage the investment the NYC SBS has made in revitalizing the southern Boulevard and Westchester Avenue commercial corridor and address community-driven economic development concerns.

The Southern Boulevard Brownfield Opportunity Area (BOA) Nomination Study Region is bound by on the west by the Southern Boulevard from the Cross Bronx Expressway to the north and Jennings Street to the south. The western boundary from Jennings Street connects south to Intervale Avenue, west along Freeman Street, south along Lyman Place to East 169th Street, where the boundary moves east to Tiffany Street and south East 165th Street. The boundary along East 165th Street is from Tiffany Street to Simpson Street, east along Westchester Avenue, and south again at Southern Boulevard to Hunts Point Avenue. At Hunts Point Avenue and Lafayette Avenue, the boundary is east along Lafayette Avenue, over the Bronx River, along the north side of Soundview Park, and north to the Bruckner Boulevard. From the interchange of the Bruckner Expressway and Bronx River Parkway, the boundary is defined by the Bronx River Parkway to East Tremont Avenue. The northern boundary is defined by East Tremont Avenue from the Bronx River Parkway to West Farms Road, jogging south and west along the Cross Bronx Expressway to the Southern Boulevard.

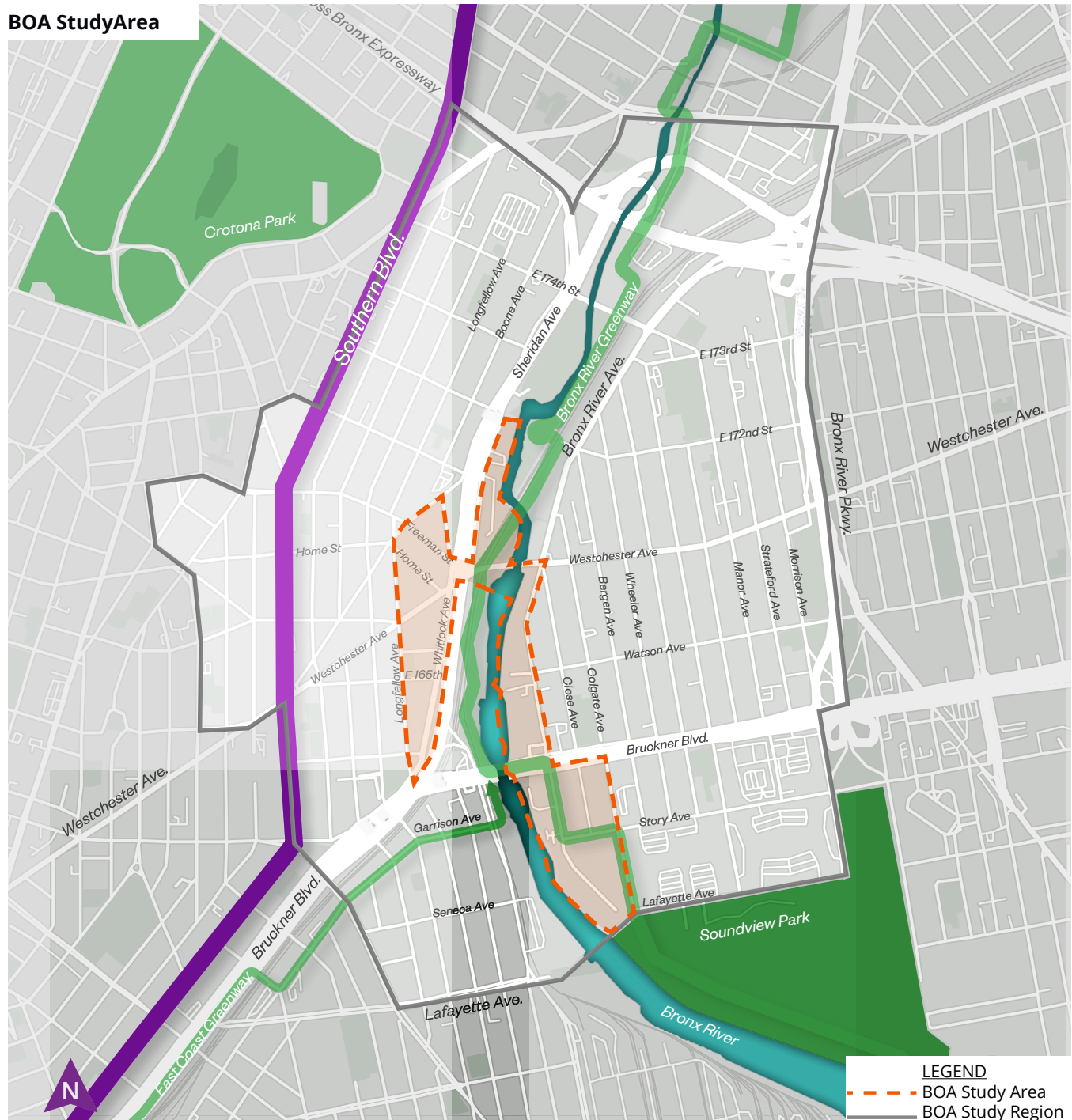


Figure 5: BOA Study Area Map

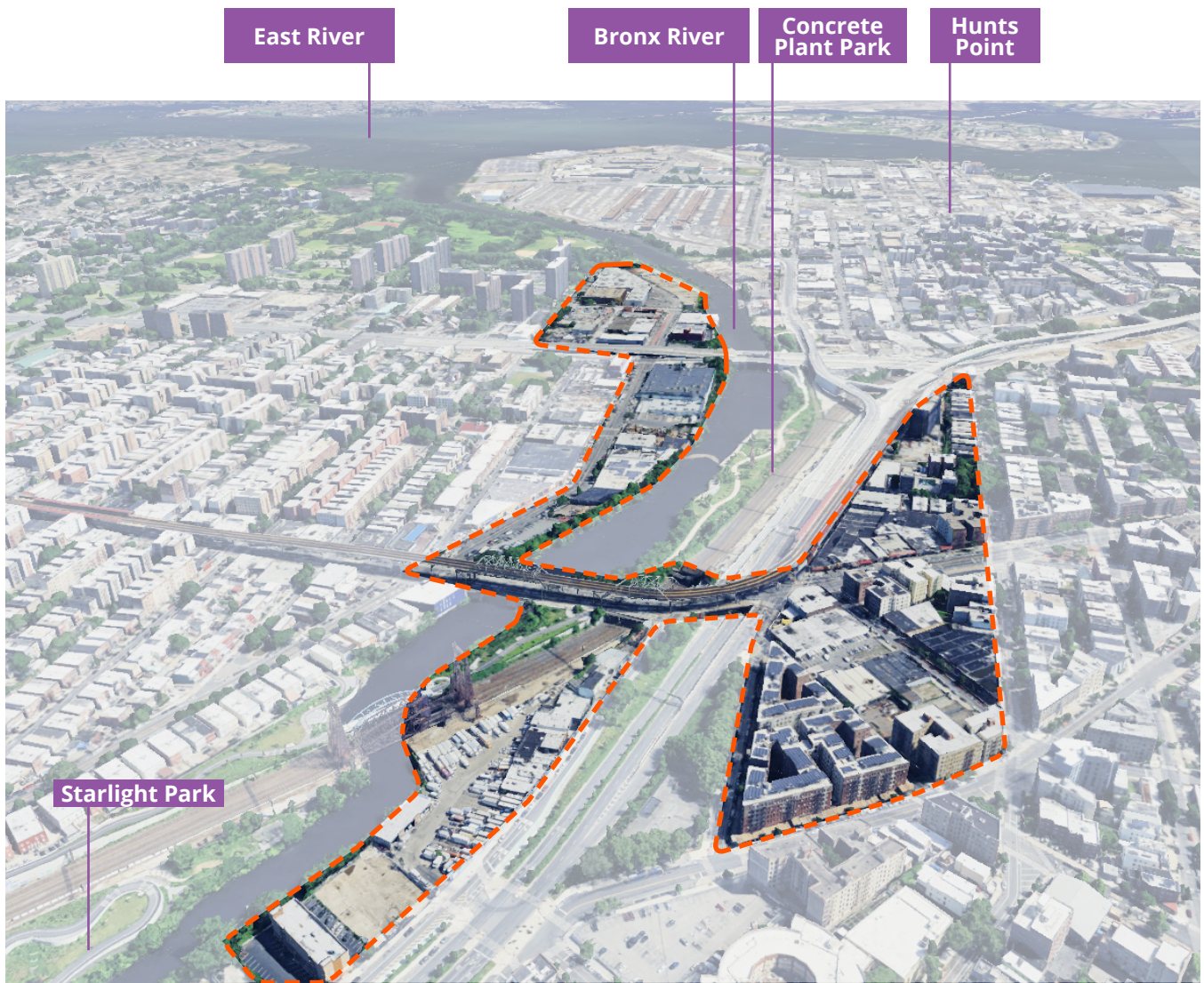


Figure 6: Aerial image from North side of BOA Study Area Looking South, Google Earth 2025



Figure 7: Photos of YMPJ's longstanding work with Bronx communities for environmental justice

1.3 PROJECT SCOPE & LEAD PROJECT SPONSORS

Project Scope

The Brownfield Opportunity Area (BOA) Program provides communities with grant funding and technical assistance to develop area-wide, community-based plans to effectively redevelop brownfields and other vacant and abandoned sites, transforming them into catalytic properties that facilitate community investment and improvement. The BOA program begins with a Nomination Study and progresses into support for pre-development planning and Phase II Environmental Site Assessments. This report details findings from the Nomination Study.

The BOA Program was created to provide communities grant funding and technical assistance to develop area-wide, community-driven plans to bring underutilized brownfields back into active use, transforming them into catalytic properties that align with neighborhood priorities for economic and environmental revitalization. Brownfields are real property that is abandoned, unused or underused due to known or suspected contamination that complicates redevelopment. When New York's industrial economy declined, industries that fled to other states and countries left behind a legacy of contamination, which created pockets of neglect, disinvestment, vacancy, and abandonment—many of which exist within disadvantaged communities.

The program is designed to support cities and organizations in achieving the following goals:

- Assess the full range of community redevelopment opportunities posed by a concentration of brownfields.
- Build a shared community vision for the reuse of strategic sites.
- Establish the multi-agency and private- sector partnerships necessary to leverage assistance and investments for community improvement.
- Address environmental justice concerns for local communities.

The BOA Program takes a neighborhood approach to environmental remediation. This approach allows communities to comprehensively assess existing economic and environmental conditions associated with brownfields, prioritize community-driven redevelopment opportunities, and attract public and private investment. Through the BOA Program, brownfields can be transformed from neighborhood liabilities to assets that address community needs, such as economic opportunities, affordable housing, supportive services, and a more connected urban fabric. For more information on Brownfields and the BOA Program, visit dos.ny.gov/brownfield-redevelopment.

Lead Project Sponsors

The Southern Boulevard Brownfield Opportunity Area Nomination Study is sponsored by Youth Ministries for Peace & Justice, Inc. (YMPJ), a not-for-profit organization that is building upon thirty years of transformative work of rebuilding the neighborhoods of Bronx River and Soundview/Bruckner Boulevard in the South Bronx through political education, spiritual formation, youth and community development and organizing.

The Consultant team responsible for preparing the Study is led by Ennead Lab, a research and design advocacy entity within Ennead Architects LLP. The project team also includes HR&A Advisors, Inc. for land use and planning, Grain Collective for stakeholder engagement and landscape architecture, GEI Consultants, Inc. for environmental review, and BFJ Planning for transportation planning services.

The project is also supported by a Steering Committee made up of representatives from both community-based and government entities described in Section 2.2.

1.4 COMMUNITY VISION, GOALS, and OBJECTIVES

Vision Statement | Through the thoughtful transformation of vacant and underutilized sites, the Southern Boulevard Study Area will become a model for equitable, sustainable neighborhood development. Bronx residents of all backgrounds will be able to access deeply affordable housing, quality jobs, and a healthy environment. Rooted in the area's history and shaped by its landscape, future development will strengthen connections between community life and public transit, while ensuring local services meet everyday needs.

Through a collaborative and community-driven process, the BOA study established a shared vision and guiding principles for the future development of the study area. Anchored in a three-phase approach—Listen, Ideate, and Synthesize—the engagement process centered community voices to shape a vision rooted in lived experience and local knowledge. Extensive conversations with residents, stakeholders, and local organizations surfaced a consistent set of priorities: the need for affordable and accessible housing for all who live in the area, commercial revitalization with support for small and local businesses, enhanced public access and activation along the waterfront, and the integration of climate adaptation and resiliency strategies. Strategic Sites were identified within the study area to demonstrate place-based concepts rooted in community priorities. This study culminated in a forward-looking toolkit that provides a comprehensive development vision for the area, with concepts for equitable development, public realm and streetscape enhancements, implementation strategies, potential funding sources and recommendations for each strategic site, providing a roadmap for scalable, future development.

Community-driven Goals

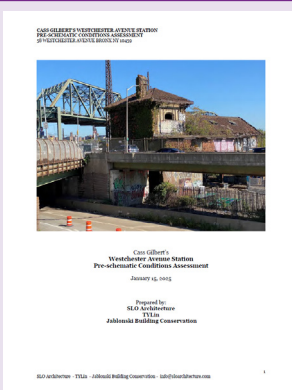


Goals & Objectives	
1 Healthy, Livable Communities	<p>Improving the overall quality of life for residents is central to the vision for future development. This includes increasing availability of health services, enhancing public spaces to promote active, healthy lifestyles, and expanding access to fresh food and local markets. Streetscape improvements such as better lighting, safer pedestrian crossings, and improved walkability will make public spaces more usable, accessible, and safe. Strengthening transportation access, particularly for pedestrians and cyclists, and mitigating conflicts with truck traffic are also key priorities. Finally, celebrating arts and culture through civic events, cultural spaces, and programming will foster a greater sense of community identity and connection.</p> <ul style="list-style-type: none"> • Improve streetscape and open space and provide sidewalk repair and maintenance • Increase access to health services • Increase access to fresh food • Improve transportation access • Support arts and culture
2 Climate Resiliency	<p>To ensure long-term sustainability, the plan emphasizes strategies that build climate resilience at both the site and neighborhood scale. Key objectives include expanding public access to the waterfront, integrating stormwater management practices, and addressing the urban heat island effect through green infrastructure. In parallel, the plan promotes a shift toward renewable energy sources and energy demand strategies implemented in partnership with community-owned infrastructure to support a low-carbon, energy-efficient future.</p> <ul style="list-style-type: none"> • Improve water impacts • Reduce heat vulnerability • Increase renewable energy sources • Remediate contaminated sites to reduce environmental and public health risks
3 Inclusive Development	<p>Equitable development must ensure that long-term residents and small businesses can remain and thrive as the area evolves. This includes a strong focus on commercial revitalization through increased programming, job creation, workforce training, and support for local and small-scale businesses, including opportunities for retail ownership. Equally important is the promotion of truly affordable housing, achieved by reassessing Area Median Income (AMI) thresholds and exploring a range of housing ownership and tenure models to ensure affordability and accessibility for people across all income levels. Together, these strategies aim to foster economic opportunity without compromising the community's social and cultural fabric.</p> <ul style="list-style-type: none"> • Affordable housing • Ownership and wealth building • Expand green job opportunities and training • Support and stabilize small businesses

1.5 PLANNING CONTEXT

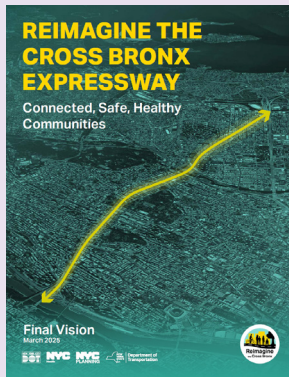
Previously completed studies that have informed and guided the BOA study are summarized below:

2025 **Cass Gilbert's Westchester Avenue Station Pre-Schematic Conditions Assessment**



The Pre-Schematic Conditions Assessment report, prepared by SLO Architecture for YMPJ and the New York State Department of State (NYS DOS) as part of the Southern Boulevard BOA Nomination Study, represents the most recent accounting of the existing interior and exterior structural and material conditions of the vacant Cass Gilbert train station at Westchester Avenue, a historic building, study area asset, and likely Brownfield, which YMPJ has been interested in and working toward remediating, redeveloping, and reclaiming for community use and benefit for the past ~15 years. The existing conditions report summarizes YMPJ and its design team's activities in 2024 forwarding the restoration of the vacant Cass Gilbert train station at Westchester Avenue including two site visits to the New York Historical Society to examine famous American Beaux-Arts architect Cass Gilbert's original drawings and design documents for the station from the 1900s and 1910s; two site visits to the Westchester Avenue Station itself with the design team comprised of architects, structural engineers, and materials conservationists led by SLO Architecture to conduct visual observations of the existing interior and exterior conditions of the station building; and the subsequent conversations among the design team, Amtrak (property owner), and YMPJ about the next steps for the redevelopment of the historic building. The report recommends swift action should be taken to shore up the historic building to ensure the safety and security of the traveling public along the Northeast Corridor (NEC) right-of-way above which the vacant Cass Gilbert train station is suspended. The report concludes by suggesting a two-phased redevelopment where Phase 1 (Selective Demolition and Preservation) prepares the site for Phase 2 (Reconstruction).

See Section III and Section IV for more information about this report and the development landscape.



2025

Reimagine The Cross Bronx Expressway Final Vision Plan

The Reimagine the Cross Bronx Expressway Final Vision Plan, prepared by an inter-agency group including the NYC Department of City Planning (DCP), NYC Department of Health and Mental Hygiene (DOHMH), NYC Department of Transportation (NYC DOT), and NYS Department of Transportation (NYS DOT), is a community-driven urban planning and transportation planning initiative aimed at mitigating the long-standing environmental, social, and health impacts of the Cross Bronx Expressway (CBE), a historically divisive and polluting transportation corridor. The plan proposes a range of short-, medium-, and long-term interventions designed to reconnect communities divided by the expressway through new infrastructure, green spaces, and equitable investment. It details a phased implementation approach involving new pedestrian and cycling connections, safer bus stops, active traffic management, highway caps, expanded green spaces, and mitigations of environmental harm to promote connectivity, health, safety, and opportunity for South Bronx residents. Aligned with feedback collected during community engagement for The Southern Boulevard BOA Nomination Study, community priorities that emerged from the Reimagine the CBE study included improving walking and biking infrastructure to enhance safety and accessibility and installing drainage systems and permeable materials to manage stormwater runoff. The report identified NYC DOT plans to look into the creation of cycling connections along Westchester Avenue, Bronx River Avenue, and connections to the Hutchinson River Greenway. YMPJ was involved in this study as part of the Community Working Group which helped direct the study process as well as a Community Partner organization conducting community engagement activities with local residents near the CBE to support the study's development. The implementation of the Reimagine the CBE study's ideas and recommendations is ongoing.

SPECTRUM (A Co-Driven Community Hub)
by
Yeswanth Loganathan

©2024 Yeswanth Loganathan

Submitted in partial fulfillment of the requirements for
the degree of Master of Fine Arts
School of Art
Pratt Institute
May 2024

2024

SPECTRUM (A Co Driven Community Hub): Pratt student thesis exploring the interior design potential of the Cass Gilbert Westchester Ave Station

SPECTRUM (A Co Driven Community Hub) was a Pratt student master's thesis, prepared by Yeswanth Loganathan, which explored the interior design potential of the vacant Cass Gilbert train station at Westchester Avenue. Informed by the location, and historical and neighborhood context of its subject building, the vacant Cass Gilbert train station at Westchester Avenue, the thesis report explores how a co-design approach to interior design and architectural design more broadly can be utilized in at-risk and generation-affected urban neighborhoods to support local community development priorities. The thesis report represents the first highly conceptual iteration of an interior design for the vacant Cass Gilbert train station at Westchester Avenue.

See Section III and Section IV for more information about this report and the development landscape.

Revealing the Past, Envisioning the Future

A Proposed Public Art Gallery at the Vacant Westchester Avenue Station
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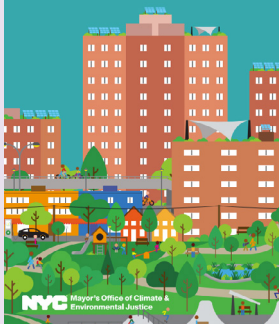


2024 **Revealing the Past, Reenvisioning the Future: A Proposed Public Art Gallery at the Vacant Westchester Avenue Station**

The “Station Gallery” report, prepared by YMPJ in partnership with faculty and students from the Pratt Institute for Community Development as part of the Pratt Taconic Fellowship, details community engagement activities and outlines plans for a multi-year rotating public art gallery called the “Station Gallery,” immediately outside of and around the vacant Cass Gilbert train station at Westchester Avenue. The vision for the “Station Gallery,” established over the course of multiple artist and community workshop planning sessions, imagines locating new public art and infographics about the station restoration project, at the entrance of the vacant Cass Gilbert Station at Westchester Avenue, along the bridge at Westchester Avenue between Whitlock Avenue and Bronx River Avenue, and along the fence facing the Northeast Corridor (NEC) right-of-way in Concrete Plant Park, for the purposes of raising community awareness about the train station restoration project and show continued progress towards reclaiming the station for community use and benefit. The Station Gallery report proposes two potential themes: “Windows into the Future” and the “Tree of Life” drawing on themes of reverence for neighborhood history and environment. The report suggests implementing one of the proposed themes for the first year of the gallery, another to be used in the second, and in both instances commissioning new art from local Bronx-based graffiti writers and vinyl artists. YMPJ continues to pursue the implementation of the “Station Gallery” as a part of the larger project to restore, reclaim, and reuse the vacant Cass Gilbert train station at Westchester Avenue.

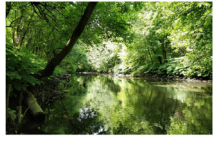
See Section III and Section IV for more information about this report and the development landscape.

Climate Strong Communities



2024 **Climate Strong Communities (CSC): Soundview**

Climate Strong Communities is a neighborhood climate resiliency and infrastructure planning and implementation program led by the NYC Mayor’s Office of Climate and Environmental Justice (MOCEJ) that seeks to: educate communities about the risks to health and safety posed by climate change; understand the impacts of climate change and how or if they are being recognized as such through the lived experience of NYC residents on a local level; and make recommendations and seek funding for the implementation of climate resilient infrastructure projects which will prepare communities to endure climate change in NYC. YMPJ participated in MOCEJ’s CSC program in Soundview as the lead Community Partner on the Soundview Neighborhood Support Team (NST) a steering committee comprised of local community-based organizations and other similar institutions who supported the city with outreach about the program, community engagement, and visioning around climate adaptation and climate resilient infrastructure implementation. The MOCEJ’s work on the CSC program in Soundview and the city more broadly is ongoing.



BRONX RIVER -
INTERMUNICIPAL WATERSHED
MANAGEMENT PLAN UPDATE
FIRST UPDATE (2024) TO 2010 PLAN

October 2024



2024 **Bronx River Intermunicipal Watershed Management Plan (IWMP) Update**

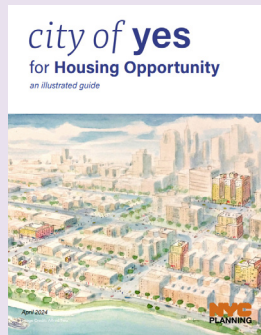
The Bronx River IWMP Update, prepared by Boomi Environmental LLC in partnership with the Bronx River Alliance and Westchester County Department of Planning for the New York State Department of State, issued the first, regular, 10-year update of the Bronx River IWMP. The updated plan will guide the restoration and advocacy initiatives along the Bronx River over the next decade. It focuses on managing and reducing stormwater and mitigating climate change risks along the river and within its surrounding communities.



2024 **50 Ideas For a Stronger and More Equitable Bronx**

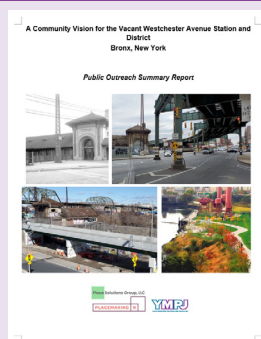
The “50 Ideas for the Bronx,” prepared by the Center for an Urban Future, is a comprehensive blueprint for unlocking the borough’s economic and cultural potential to bolster education, entrepreneurship, transportation, the arts, and workforce development. Drawing on community input and data analysis, the report outlines strategies such as boosting local entrepreneurship, upgrading transportation, supporting small businesses, improving internet access, and increasing investments in cultural institutions to ensure a more inclusive and sustainable future for the borough. Key alignments with the Southern Boulevard BOA Nomination Study include ideas to

- Create pathways for cross-cultural collaboration that pair local artists with recent immigrant artists to develop life- and art-based skills;
- Expand the Bronx River Foodway concept for edible forests to other parks at various scales;
- Ensure that newly built “affordable” housing is in reach for most Bronx residents;
- Create a Bronx Training Hub that provides employment opportunities for Bronx residents for job training and placement;
- Provide co-working offices and small business services that would help local businesses develop and thrive by providing support, shared resources, and lower rent alternatives to full storefronts; and
- Increase mental health services to fill gaps in care types and support healthier families.



2024 **City of Yes for Housing Opportunity**

City of Yes for Housing Opportunity is a zoning text amendment adopted by the New York City Council to address the crisis of housing access by making it possible to build a little more housing in every neighborhood. The updated zoning rules are intended to provide New Yorkers with more housing choices and help bring housing costs down. High-demand areas, such as the South Bronx have lost affordable housing and become increasingly out of reach for working families. The Universal Affordability Preference (UAP) in the City of Yes allows buildings in medium and high-density districts to add at least 20% more housing if the additional homes are income-restricted and affordable to households earning 60% of the Area Median Income (AMI). As a result, the City hopes its UAP will deliver new affordable housing to working families in high-cost neighborhoods across New York City. The Southern Blvd BOA Nomination Study considers the zoning changes introduced in the zoning text amendment as a part of the City of Yes campaign in its analysis of the redevelopment opportunities present in the Southern Boulevard BOA Nomination Study area.



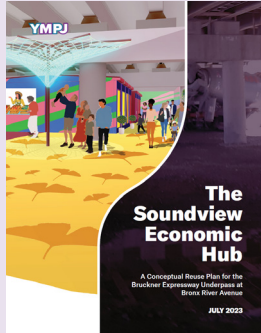
2023 **A Community Vision for the Vacant Westchester Avenue Station and District: Public Outreach Summary Report**

The Community Vision for the Vacant Westchester Avenue Station and District report was prepared by YMPJ with technical assistance from Place Solutions Group (PSG) LLC funded via the Justice40 Accelerator Program. The Community Vision report outlined YMPJ's community engagement activities with local residents, partner organizations, government departments and agencies at the local, state, and federal levels, and international urban planners and place-makers to identify the potential uses of a restored Westchester Avenue Station. Those community engagement activities, including tabling outreach, focus groups, planning charrettes, and 1 on 1 stakeholder interviews identified a greenhouse, greenway environmental center, community kitchen, and community market/event space as some of the preferred potential uses of a restored Westchester Avenue Station, outlining a vision for reuse that imagines the restored Westchester Avenue Station as a flexible, multipurpose, destination that co-locates, the arts, food, recreation, environment, and education and creates a new hub and fills a gap along the Westchester Avenue Commercial Corridor. Community engagement with local residents about the potential (re)uses has continued since this report's completion and is ongoing, however, the vision outlined in this report continues to guide and inform YMPJ's efforts to restore the historic station building. See Section III and Section IV for more information about this report and the development landscape.



2023 PlaNYC: Getting Sustainability Done

PlaNYC: Getting Sustainability Done, developed by the City of New York identifies climate actions NYC can and should take to respond to and prepare for the multi-layered, current, and future impacts of climate change. Many aspects of PlaNYC's recommendations are underway including the more recent work of NYC Mayor's Office for Climate and Environmental Justice (MOCEJ) as of 2025 in the second year of its Climate Strong Communities climate infrastructure and resiliency program and the development of the NYC Urban Forest Plan.

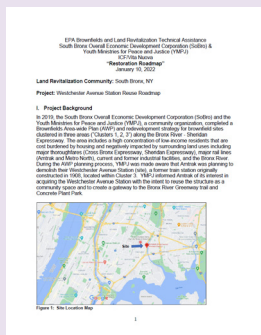


2023 Soundview Economic Hub Conceptual Reuse Plan

The Soundview Economic Hub Conceptual Reuse Plan, prepared by YMPJ with support from Hester Street outlines the work of Soundview, Bronx River, and Hunts Point communities to reimagine and reclaim 30,000 square feet of underutilized public space underneath the Bruckner Expressway at Bronx River Avenue.

Led by YMPJ, this initiative aims to transform a large, vacant highway underpass space into the Soundview Economic Hub: a community-driven space at the nexus of economic development, health and food systems. Through this Hub, YMPJ aims to address long-standing community needs for job training opportunities, business incubation space, access to fresh, healthy foods, and intergenerational programming. The Hub also seeks to improve pedestrian and bicycling access between the surrounding communities, including the Soundview, Bronx River, and Hunts Point.

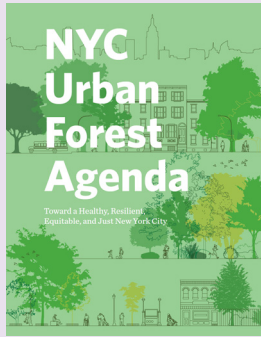
See Section III for more information about the development landscape.



2022 Cass Gilbert Westchester Avenue Station "Restoration Roadmap"

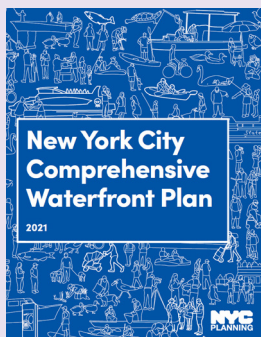
The EPA Brownfields and Land Revitalization Technical Assistance "Roadmap" for the vacant Cass Gilbert train station at Westchester Avenue, prepared by YMPJ and others, with support from ICF/Vita Nuova, outlined the opportunities and challenges related to repurposing, and potentially leasing or acquiring, the vacant Cass Gilbert train station at Westchester Avenue. The roadmap outlined various next steps and considerations for the redevelopment of the vacant Cass Gilbert train station at Westchester Avenue including: completing a Space and Programming analysis to explore potential uses; creating a strategy for pre-development activities, future development, and future programming; forming a special purpose organization capable of making offer, acquiring, and holding real estate; retaining technical expertise to plan, design, estimate costs, and construct the proposed project; and engaging Amtrak, the NYC Department of City Planning (DCP), and other relevant government stakeholders about implementing the project and related public space improvements like pedestrian and bike improvements along Westchester Avenue, including local land use requirements, or other actions that might need to be taken to support the station redevelopment project.

See Section III and Section IV for more information about this report and the development landscape.



2021 The NYC Urban Forest Agenda: Toward a Healthy, Resilient, and Equitable New York City

The NYC Forest Agenda, prepared by the NYC Urban Forest Task Force, led by The Nature Conservancy outlined a strategic roadmap to protect, maintain, expand, research, and promote the city's urban forest. Following this report, the City of New York established 30% tree canopy coverage by 2030 as one of the goals in its 2023 PlaNYC work. This goal was then codified in 2023 with the New York City Council's passage of Local Law 148 which calls for the development of an Urban Forest Plan that will be updated every 10 years based on community input. As of spring 2025, the NYC Mayor's Office for Climate and Environmental Justice (MOCEJ) began public meetings that will contribute to the Urban Forest Plan's development. The Urban Forest Plan is expected to be completed in winter 2025/2026.



2021 New York City Comprehensive Waterfront Plan (CWP)

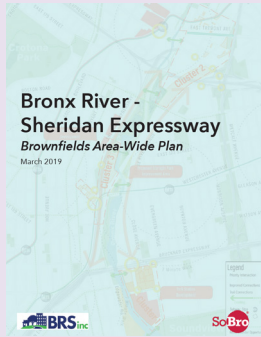
The New York City Comprehensive Waterfront Plan, prepared by the NYC Department of City Planning (DCP) provides a 10-year vision for a more equitable, resilient, and healthier waterfront for all New Yorkers. The proposal aimed to improve the quality of waterfront public spaces, ensure fair access to workforce development, and enhance the day-to-day quality of life across all waterfront neighborhoods. Specific strategies included the expansion of equitable, public access to the waterfront by bridging access gaps in underserved areas and supporting growing waterfront communities. The update offered actionable recommendations and investments for achieving equitable, resilient, and sustainable water systems amidst increasingly complex challenges of climate change.

The CWP established goals that focus on expanding climate risk awareness and action, using climate risk to inform public policies and investment, supporting the housing needs of waterfront residents and promoting the design of climate-resilient buildings and infrastructure to withstand the impacts of coastal storms, increasing precipitation, extreme heat, and sea level rise.



2019 Southern Boulevard Neighborhood Study

The Southern Boulevard Neighborhood Study, prepared by the City of New York, outlined deep concerns among South Bronx residents about housing affordability, displacement, aging infrastructure, unsafe streets, and high heat vulnerability. It emphasizes the community's need for improved housing quality, job access, small business support, public safety, health equity, green spaces, youth programming, and cultural preservation along Southern Boulevard; and specifically notes that the elevated corridor along Southern Boulevard and Westchester Avenue can feel dangerous to bicyclists and pedestrians.



2019 **Bronx River - Sheridan Expressway Brownfields Area-Wide Plan (AWP)**

The Bronx River - Sheridan Expressway Brownfields AWP, prepared by the South Bronx Overall Economic Development Corporation (SoBro) in partnership with YMPJ and others for the Environmental Protection Agency (EPA), inventoried and considered the redevelopment and reuse potential of Brownfield opportunity sites along the Bronx River – Sheridan Expressway corridor. Key recommendations include creating mixed-use, affordable housing on publicly owned sites, establishing environmental justice zones with clean manufacturing and green job training hubs, designing a continuous greenway with safe pedestrian and cyclist access, and prioritizing community land trusts and cooperative business models to anchor economic gains locally. Following this study, many of its recommendations have either been pursued, as with the proposed and ongoing redevelopment of 1460-1480 Sheridan Boulevard by Simone Development which appeared in Cluster 3 in the 2019 AWP, or have been elevated again in this Southern Boulevard BOA Nomination Study.



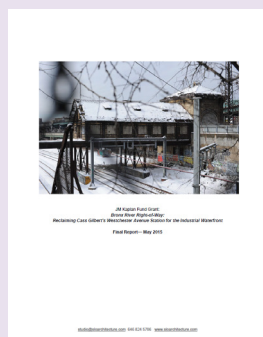
2018 **Southern Boulevard Open Space Index**

The Southern Boulevard Bronx Open Space Index, prepared by New Yorkers for Parks, assessed the quality and accessibility of open spaces, highlighting a critical need for improved park maintenance, amenities, and community involvement. The index also collected data comparing available open space with the area's open space goals. The results show that the parks in the Southern Boulevard area are not easily accessible, have limited programming, and are not always perceived to be safe either at the park or on the way to the park. Specifically, the study stresses the importance of providing waterfront access and usable waterfront open spaces as goals of the South Bronx community. Although a few new waterfront parks have been constructed since the year 2000 (including Concrete Plant Park and Starlight Park), getting to the public waterfront is still difficult for local residents due to infrastructure conditions. The report recommended targeted investments and policies to address disparities and promote equitable access to green spaces for the area's diverse and growing population; as well as, more active open spaces like athletic fields and recreation centers.



2017 Southern Boulevard Commercial District Needs Assessment (CDNA)

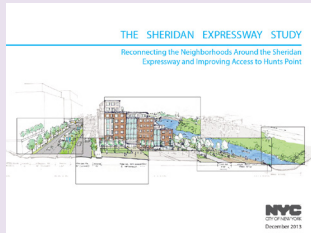
The Southern Boulevard CDNA, prepared by YMPJ and the Women's Housing and Economic Development Corporation (WHEDco) for the New York City Department of Small Business Services, evaluated the existing conditions, business data, and qualitative depictions of Southern Boulevard and provided recommendations to improve the local small business landscape. Opportunities outlined in the report included beautifying streets and sidewalks, especially under the elevated MTA 2 and 5 train line, adding lighting, furniture, and services to enhance pedestrian safety and comfort, and offering support to merchants to increase communication between businesses, residents, and City agencies. The report aligns with the Southern Boulevard BOA community engagement priorities including the need for healthy food options and full-service restaurants; the need for affordable commercial rents and to create pathways for store ownership by local small businesses; the need for additional sanitation services, trash bins, and enhanced lighting to improve street and sidewalk cleanliness and safety; the suggestions to host public programs and events which celebrate the diverse local culture and history. Since 2017 YMPJ has endeavored to work with the City to implement many of these recommendations along both the Southern Boulevard and Westchester Avenue Commercial Corridors.



2015 Bronx River Right-of-Way: Reclaiming Cass Gilbert's Westchester Avenue Station for the Industrial Waterfront

The Bronx River Right-of-Way report, prepared by SLO Architecture for JM Kaplan Fund, developed a feasibility study and advocacy study for the preservation of the vacant Cass Gilbert train station at Westchester Avenue. The feasibility report considers three redevelopment scenarios, and accompanying cost estimates, for the remediation, redevelopment, and reuse of the vacant Cass Gilbert train station at Westchester Ave Station. Option B, which envisions the station restored in place with a new pedestrian bridge extending from the building waiting room and extending east over the Northeast Corridor (NEC) right-of-way into Concrete Plant Park creating new waterfront park access and a connection to the Bronx River Greenway, has served as the primary guiding redevelopment scenario for the historic building. The cost estimates included in this report were updated in 2018 to account for inflation.

See Section III and Section IV for more information about this report and the development landscape.



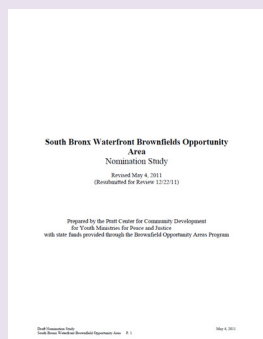
2013 Sheridan Expressway Study

The Sheridan Expressway Study, prepared by the City of New York, explored alternatives for transforming the Sheridan Expressway into a more community-friendly corridor by improving access, safety, and neighborhood connectivity. It presented detailed plans and analyses for potential conversions, including removal or modification of the expressway, to better support economic development and quality of life in surrounding communities. It recommended several strategies to improve transit access, including proposing land use policies that encourage new development near transit and implementing wayfinding, enhancing streetscape, and providing public spaces near transit. It identified the community's need for affordable housing in the south Bronx near transit and existing retail corridors.

Recognizing the high rates of asthma, heart disease, and obesity, the report recommended improving access to green spaces for exercise and recreation. Some of the ways the study recommended to improve access to new waterfront recreation spaces to decrease the width of the Sheridan Expressway and Bruckner Boulevard, expand the Bronx River Greenway, and create green buffers along the Sheridan Expressway and Bruckner Boulevard.

The study recommended several ideas to strengthen climate resiliency such as improving flood protection, promoting retrofitting of existing buildings in areas vulnerable to flooding, and restoring coastline areas where possible to increase the ability to absorb stormwater, slow river flow, and reduce erosion. YMPJ was involved in the advocacy that initiated this study and was involved throughout as a partner supporting with community engagement.

New York City followed up on many of the recommendations of this study, most significantly with the boulevardization of the Sheridan Expressway into the Sheridan Boulevard and the creation of street-level pedestrian crossings providing new access into Starlight Park and the Bronx River Greenway.



2011 South Bronx Waterfront Brownfields Opportunity Area Pre-Nomination Study (Phase 1)

The South Bronx Waterfront BOA Nomination Study, prepared by YMPJ in 2011 for the New York State Department of State, outlines a revitalization plan for the South Bronx waterfront, aiming to transform underutilized and contaminated industrial land into a vibrant, mixed-use community with improved access to the Harlem River. The study focuses on environmental remediation, job creation, infrastructure enhancements, and community engagement to stimulate sustainable economic development. Although this study did not proceed through the New York State Department of State BOA program during the 2010s its findings and recommendations were reflected in the more recent 2019 Bronx River - Sheridan Expressway Brownfields Area-Wide Plan.

The background is a solid purple color. Overlaid on this are several white lines of varying thicknesses. There are three vertical lines on the left side. A diagonal line runs from the top left towards the bottom right. Another diagonal line runs from the top right towards the bottom left. These lines intersect to form a series of geometric shapes, including triangles and rectangles, creating a modern, abstract pattern.

Community Engagement

- 2.1 PUBLIC PARTICIPATION PLAN AND
TECHNIQUES TO ENGAGE PARTNERS
- 2.2 COMMUNITY AND STAKEHOLDER
PARTICIPATION AND INPUT

COMMUNITY ENGAGEMENT

YMPJ led the engagement efforts for this BOA study in close collaboration with Grain Collective, a team of urban planning and community engagement experts committed to empowering and activating local communities to shape their social and ecological environments. Together, the team designed and carried out robust engagement and outreach strategies to build stakeholder awareness and foster meaningful participation. They reviewed community feedback with care and integrated it into the nomination report to reflect local needs and priorities. To tailor the process to the community context, the team created a range of engagement materials, interactive activities, and programs that offered multiple opportunities for input. These included paper and online surveys, feedback card drop boxes, prompting questions, visioning cards at tabling events, workshops, open houses, and more.

The team centered its engagement strategy and approach around the following considerations:

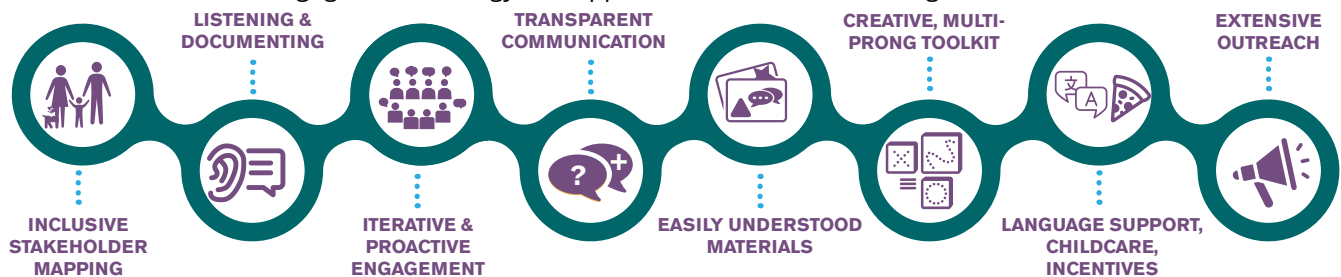


Figure 8: A pop-up tabling session to introduce the project and gather community input held in Summer 2024

2.1 PUBLIC PARTICIPATION PLAN & TECHNIQUES TO ENGAGE PARTNERS

The study's engagement methodology fostered a reciprocal line of communication with communities impacted by the BOA plan. To ensure an inclusive and far-reaching engagement process, the team built on existing relationships to strengthen trust and form new connections.

A Steering Committee was created to collect feedback from local experts and individuals with key knowledge about the study area. Members of this committee were engaged throughout the process and instrumental in shaping the project outcomes.

The public participation plan for the BOA Study was based around a series of recurring meetings with the Steering Committee, interspersed with public meetings at key project milestones. The team amplified these efforts with targeted engagement touchpoints to reach specific groups. Open houses, focus groups, and surveys offered deeper insights into what local stakeholders need from future development in the area and helped identify which opportunities to prioritize in the plan's goals, objectives, and strategic sites. Most public meetings and touchpoints took place in person, with some virtual and hybrid formats incorporated to make participation more accessible.

Visually appealing, informative and interactive materials were created to share project updates and gather community input. Overview materials and engagement event summary reports were published on YMPJ's website, offering a valuable resource for those looking to learn more or get involved. In the lead-up to public meetings, multilingual flyers were distributed through Steering Committee members, YMPJ's neighborhood networks, and local schools and churches. YMPJ promoted the events on their website and social media platforms. Most written materials and live interpretations were available in both English and Spanish. To encourage attendance and reduce barriers to participation, all long-format, town hall-style public events included childcare and refreshments.

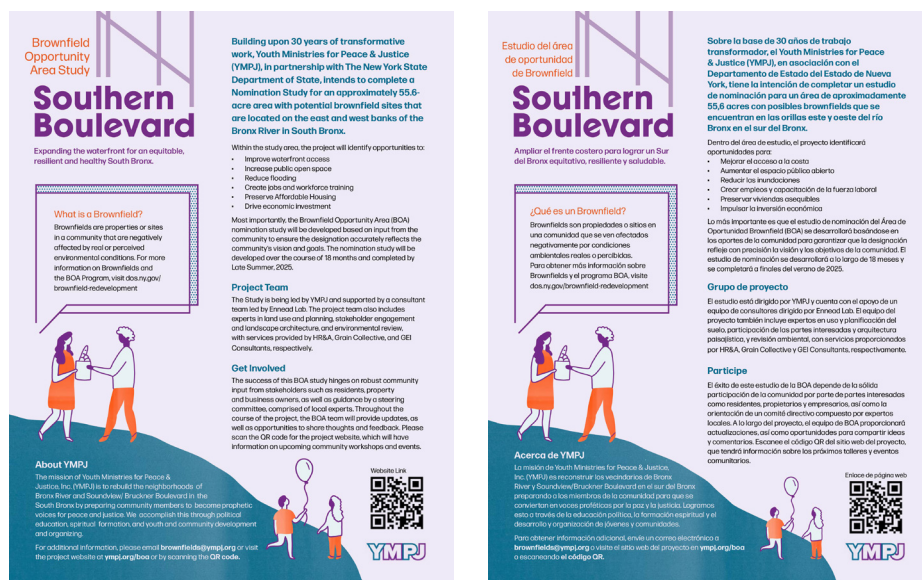


Figure 9: Project-Overview one-pager handouts, in English (left) and Spanish (right).

2.2 COMMUNITY AND STAKEHOLDER PARTICIPATION AND INPUT

STEERING COMMITTEE MEETINGS

YMPJ and the consultant team enlisted the guidance of a Steering Committee with a wide range of expertise and local experience to guide the Southern Blvd BOA Nomination study, engage community members and provide a high-level view of community concerns and priorities. The Committee included representatives from community organizations, service providers, economic and workforce development experts, as well as City and State agencies and elected officials. Steering Committee members played a vital role in shaping the study's direction, by contributing local insights, reviewing project materials and participating in the decision-making process. Their deep connections to the community also helped amplify outreach efforts, spreading awareness of the project and encouraging broader public involvement.

Committee Members

The following public officials and organizations were represented on the Steering Committee:

Community Stakeholders	Federal, State, and Local Officials	State and Local Government Offices
WHEDco	NYS Senate District 32: State Senator Luis Sepulveda	NYC Department of Transportation, Bronx
Loving the Bronx		NYC Office of Environmental Remediation
Bronx River Alliance		NYC Economic Development Corporation
		NYC Department of City Planning
		NYC Department of Health and Mental Hygiene
		NYS Department of State



Steering Committee Meetings

Steering Committee Meeting 1 – May 2024

As a kick-off meeting, Steering Committee members received an overview of the BOA process, project goals, timeline, methodology and potential opportunities. They were asked, via a survey, to select the top three issues they felt were most important for the project team to consider. Members also shared some preliminary thoughts on the study area and offered ideas for successful community engagement strategies.

What We Heard

- The top community priorities were improved waterfront access, affordable housing, improved streetscapes and open spaces, and job creation. Other big picture visions for the neighborhood included supporting equitable and sustainable redevelopment to boost local economy, and expand partnerships to include youth, schools, and business groups.
- Given the summer timeline for the first public engagement touchpoint, the Committee reached consensus on avoiding a large town hall format. Instead, they recommended organizing a series of smaller engagement sessions at various locations throughout the study area.
- There was also interest in hosting a walking tour of the study area, led by YMPJ.

Steering Committee Meeting 2 – July 2024

Attendees received project updates covering key findings within the study area, including site history, building inventory, area demographics, and market trends. They were also briefed on plans for the first public engagement touchpoint – a series of three summer sessions designed to meet people where they naturally gather, helping to broaden participation. Committee members engaged in a persona-mapping exercise* to identify the area's diverse stakeholders and explore their potential priorities and concerns. To deepen understanding of the study area, the meeting concluded with a walking tour led by YMPJ.

What We Heard

- Committee members from city agencies shared relevant studies and references to inform the existing conditions analysis and deepen understanding of the study area.
- Additional topics for research and analysis were identified both for the study area and for city-wide trends to round out the understanding of existing conditions.
- Members provided feedback on improving the visual legibility of data and maps to make information more accessible to community members.
- Input was also received on venues for the public summer engagement sessions.

** Persona-Mapping Exercise: A collaborative exercise used to create detailed, research-informed profiles of target users to better understand their needs, behaviors, and motivations.*

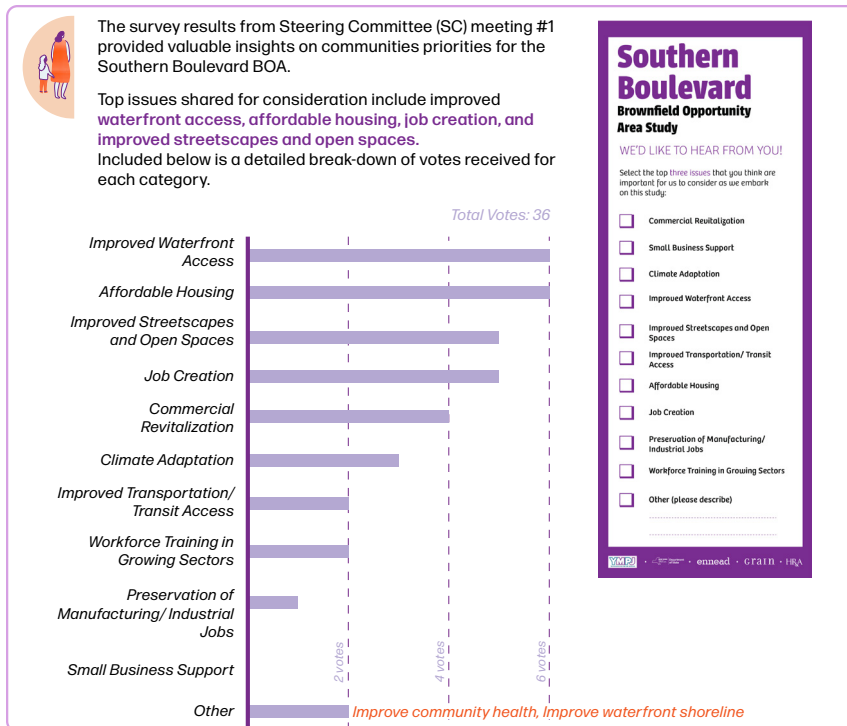


Figure10: Steering Committee Meeting 1 | Rank choice voting results of community priorities, obtained through a survey from the committee members.

Southern Boulevard Brownfield Opportunity Area Study

STAKEHOLDER MAPPING

Pick your persona and identify needs and opportunities for the study area, based on their preferences.

About you:

Name/ Contact information _____

About your persona:

Who is your persona? _____

Who does your persona live with? _____

What is your persona's relationship to this neighborhood (own the deal, and the study area)? (you live here, you go to work here, number of years associated, something else) _____

About your persona's community:

What does your persona love most about their neighborhood? _____

What does a healthy community mean to your persona? _____

What makes your persona feel like they belong in their community? Is there anything your persona would change to improve "belonging"? _____

For additional information, please email brownbop@gsjny.org or visit the project website at gsjny.org/boa.

Figure 11: Steering Committee Meeting 2 | A sample of the persona-mapping activity cards



Figure 12: Steering Committee Meeting 2 | Walking tour of the sub-areas with the steering committee

Steering Committee Meeting 3 – September 2024

At this meeting, members received a summary update of the summer engagement sessions. Community priorities identified by community members were compared with the top issues previously shared by Steering Committee members. Attendees also reviewed additional study area findings on topics including health, flood vulnerability, parks and open spaces, transportation, zoning, and land use. The group discussed the study area boundary's extent and potential sites of interest for future development. Finally, attendees offered guidance for planning the second public meeting.

What We Heard

- Subject matter experts provided feedback on study area findings and suggested additional resources to deepen understanding of several topics.
- A discussion of the study area outline helped refine and update the areas for consideration to maximize the demonstration of development potential.

Steering Committee Meeting 4 – December 2024

This meeting occurred at a critical point in the process, where the team expanded on the completed existing conditions analysis and feedback on community priorities to form a basis for the strategic site selection process. The approach to selecting sites was shared along with the identification of three character-based subareas (Subarea A, Transit Oriented Housing, Subarea B, Waterfront Activation, Subarea C, Economic Hub). Attendees provided input on a long list of more than 35 potential future development sites, with the goal of refining the list and identifying 2–3 sites as potential strategic focus areas for further study.

What We Heard

- Nuanced and detailed feedback on the data and mapping presented for the study area findings.
- Refinements were suggested on the extent and boundary of the study area based on the potential of development sites.
- Input on venues for the public Fall engagement session.

Steering Committee Meeting 5 – February 2025

The discussion at this meeting centered on strategic sites within the three character-based subareas. The consultant team shared ideas for the shaping of each subarea (Subarea A, Transit Oriented Housing, Subarea B, Waterfront Activation, Subarea C, Economic Hub) along with a proposed strategic site for consideration within each. Concepts related to potential program uses, urban design strategies, and precedent inspirations were shared and discussed in detail. Committee members provided thoughtful input on the materials through a series of interactive activities. Feedback from this meeting is summarized below in two categories: overarching comments and site-specific input.

What We Heard

Overarching comments included:

- Affordability and usability came up consistently throughout the discussion, with stakeholders stressing that future development in the study area must remain accessible, functional, and inclusive for all community members. These priorities were seen as essential for supporting long-term, equitable growth.
- The Committee shared a range of precedent projects for each of the three sites that demonstrate successful integration of affordable housing, waterfront access, and economic development with community-serving amenities such as ground-floor retail, public spaces, and mixed-use elements. To support inclusive and context-sensitive development, they emphasized the importance of conducting a market study as a key pre-development activity under the BOA designation. This study would assess current conditions and help guide strategies that prioritize affordability, community benefit, and sustainable growth.

Site specific input shared by the Steering Committee included:

- For Subarea A, Site #1- Transit Oriented Housing
 - Stakeholders emphasized the critical need for truly affordable housing that reflects the realities of existing residents—not just what is considered affordable from a developer’s perspective. Long-term affordability and anti-displacement measures were identified as top priorities for future development in this subarea.
 - In response to questions about desired ground-floor uses in affordable housing developments, stakeholders prioritized shared kitchens, supermarkets or grocery stores with fresh food, flexible community spaces with restrooms for events, startup business space, healthcare facilities, and childcare services.
 - For upper-floor uses beyond housing, community members suggested ideas such as makerspaces or business incubators, accessible rooftop or terrace gardens, green roofs with community solar panels, and secure bicycle storage.
- For Subarea B, Site #2- Waterfront Activation
 - Stakeholders expressed strong interest in enhancing waterfront access at this site, envisioning dedicated spaces for community gatherings, restaurants and cafes with waterfront views, an incubator space, and an indoor vendor market. They also emphasized the importance of programming that celebrates the local community’s arts and cultural diversity. To create a vibrant and inclusive public space, stakeholders recommended activating the waterfront with recreational uses—such as roller derby and other community-centered activities.
- For Subarea C, Site #3- Economic Hub
 - Top programming priorities for this site, aligned with its vision for economic development, included a black box theater, a movie theater, a multi-sport playground with facilities for soccer, basketball, and other athletics to engage nearby schools, as well as multi-purpose community spaces and arts-focused educational programming. Committee members also highlighted the potential to incorporate green jobs and light industrial uses as additional desirable elements.

Refer to chapter 4, 'Final Recommendations', for more information about each subarea and the detailed analysis for each selected site.



Figure 13: Steering Committee Meeting 5 | A screenshot of interactive activities to help facilitate engaging discussions around priorities for each of the three sites.



Public Community Touchpoints

Public community touchpoints were held three times during this project, offering opportunities for the community to learn about the project, ask questions, and give input. Diverse formats were employed to expand outreach and boost participation. The first touchpoint was conducted over three outdoor tabling sessions, at geographically spread-out locations within the study area. The following two meetings were structured such that attendees could engage both in large group presentations and multiple small groups discussions in the same session.

Public Community Touchpoint 1 – Pop-Up Engagement, Summer 2024

To kick off the project’s community-engaged planning process, YMPJ and the project team opted to meet community members where they were already gathering— summer pop-up events—rather than hosting a traditional town hall. They set up tables at local community events and public spaces in the study area to gather input on community priorities for future development. Project information was shared through takeaway one-pagers and displayed on large graphic boards. A brief bilingual survey card (in English and Spanish) was used to gather high-level feedback on development priorities, with space for participants to share additional thoughts in short-answer form.

Details of the three pop-up events are outlined below:

- Tabling Session 1 Saturday, July 27th, 2024, Bronx River Houses Family Day
- Tabling Session 2 Saturday, August 24th, 2024, Harrod Pl Open Street
- Tabling Session 3 Friday, September 13th, 2024, Southern Blvd & Westchester Ave

What We Heard

The top five community priorities identified are:

- Affordable Housing
- Job Creation
- Small Business Support
- Workforce Training
- Improved Streetscapes

Additional feedback (from survey short answer questions) included:

- **Recreational and Civic Spaces:** The community wanted more parks, playgrounds, museums, libraries, restaurants, and open spaces, particularly focused on children and teenagers, as well as improved access to these amenities.
- **Neighborhood Safety and Cleanliness:** There were significant concerns about neighborhood safety, including the need for safer streets for pedestrians and improved overall security, along with requests for cleaner streets with less garbage and litter.
- **Support for Vulnerable Populations:** The community called for increased resources for marginalized individuals, including housing, recreational facilities, substance use disorder treatments, and additional food and water resources in the area.



Figure 14: Tabling Sessions held during summer 2024 to capture community voices. Left to right- Tabling Session 1, Tabling Session 2, Tabling Session 3



Figure 15: Stakeholders actively fill out the survey at a tabling session (left image), and a scanned survey card among other surveys collected at the session (middle and right image).

Public Community Touchpoint 2 – ‘What We Heard’, October 2024

The second meeting was hosted on Tuesday, October 22, 2024, at Fannie Lou Hamer Freedom High School (FLHFHS). The meeting began with a presentation that recapped the project overview, including goals, the BOA process, project schedule, and community engagement activities completed to date. The project team shared preliminary analysis of the study area, covering built characteristics, demographics, and employment data. Following the presentation, a Q&A session was held, and the meeting concluded with small group discussions in an open house format featuring the following themed stations:

- Project Overview
- Data and Demographics
- Physical Characteristics

What We Heard

Key feedback themes from this meeting included:

- **Health + Food Resources:** Participants expressed a strong desire for more health resources, including mental health services and holistic care. They also called for greater food options, such as grocery stores offering healthy foods, green markets, and more restaurants and cafes.
- **Open Spaces and Recreation:** Participants expressed the need for more green, open spaces—particularly noting Southern Boulevard’s lack of such areas. Community-centered spaces like cultural centers, sports facilities, enrichment classes for youth and adults, bookstores, and libraries were also requested. Common themes for site programming included affordable housing, recreation areas, green spaces, and grocery stores.
- **Jobs and Workforce:** Participants shared the need for more local and long-term jobs, local hiring and workforce development. Suggestions included developing new commercial spaces to support local businesses and increasing advocacy and engagement with organizations like the Bronx Chamber of Commerce.
- **Affordable Housing:** Concerns were shared around previous projects that have not delivered on promises made around affordable housing. Truly affordable housing, accompanied by infrastructure upgrades, open spaces, and supportive resources for additional residents, was identified as a priority.
- **Infrastructure Investment:** Recommendations included better transit access, bike and pedestrian improvements, green infrastructure, waterfront access, and flood mitigation. They also emphasized the importance of better overall connectivity, including more direct and reliable bus links to Manhattan.
- **Project Integrity:** Participants expressed a desire for the project to address historic injustices like disinvestment and dislocation, and to implement community input with integrity, prioritizing residents’ quality of life.



Figure 16: Stakeholders actively engaged in conversation and sharing their priorities for the study area.

Public Community Touchpoint 3 – ‘Initial Strategies’, March 2025

The third community touchpoint for the BOA project was held as a hybrid meeting, allowing both in-person participation at YMPJ's office and virtual attendance. The session began with a welcome, introductions, and an interactive ice-breaker, followed by an overview of project goals, timeline, and previous community engagement efforts. The presentation highlighted key findings on existing site conditions, demographic, and employment data, and area-wide goals centered on health, resilience, public space, and community-driven development. The meeting aimed to share updates on project development and engagement to date, gather input on strategic site concepts and neighborhood-wide frameworks, and foster trust and strengthen relationships among stakeholders, YMPJ, and the consultant team. Participants engaged in small group discussions to explore three strategic subareas, offering input on site needs and activation ideas. The meeting concluded with a report-back from each group and a summary of next steps to continue this community-driven planning process.

What We Heard

Overall key feedback themes included:

- **Workforce/ Economics:** Participants emphasized the need for long-term employment opportunities, not just short-term construction jobs. They called for workforce training programs that lead to real jobs, stressing the importance of follow-through to ensure residents aren't left behind during hiring. Support for small, locally owned businesses and lasting economic benefits for the community were also highlighted.
- **Home Ownership:** Concerns were raised about the difficulty of homeownership and how to support current residents in staying and building stability, particularly in areas with single-family homes and townhomes.
- **Healthy Food:** Access to affordable, healthy food was highlighted as a pressing need, along with a request for more flexible zoning to support community-driven uses like street vending and pop-up shops.

Site specific feedback included:

- **Subarea A, Site 1: Transit Oriented Housing ‘Live’**
 - **Housing:** Participants prioritized affordable housing for seniors and low-income families. Concerns were raised about affordability and the impact of new developments on the existing community. There was a desire to preserve Bronx's historic architecture and adopt an integrated, community-focused development approach. Preferences included lower building heights—maxing out at 9 stories—with amenities such as landscaped courts, laundry rooms, and community rooms.
 - **Ground Floor Retail:** Support was expressed for diverse, small-scale and active retail options like pharmacies, clothing stores, doctor's offices, cafes, and restaurants.
 - **Farmers' Market & Green Space:** Participants showed interest in a community-driven farmers' market and food-growing spaces for fresh, locally grown produce..
 - **Streetscape Enhancements:** There was support for improved lighting, roads, sidewalks, public art, tree canopy, seating, climate responsive strategies, bike lanes, safety enhancements, and accessible open spaces to create a more welcoming neighborhood environment.
- **Subarea B, Site 2: Waterfront Activation ‘Play’**
 - The site was identified as a valuable opportunity to expand waterfront access by introducing public amenities, enhancing safety, and promoting cleanliness. Stakeholders supported the vision of the site as a vibrant industrial-arts park that integrates recreational spaces and public access to the waterfront. Community members were equally enthusiastic, imagining the site as a lively, multi-purpose destination that supports sustainable, community-focused uses such as a hydroponic food market, cafés, wellness services, and cultural spaces to serve residents and attract visitors. To support this vision, there was interest in proposing a rezoning to a Special Mixed-Use District (MX), recognizing that a mixed-use designation could help attract funding for waterfront development and access improvements.

- A poll highlighted top priorities: an outdoor multi-purpose plaza for local vendors, recreational activities (e.g., bouldering, kayak rentals), and a public performance space to activate the riverfront.
- Subarea C, Site 3: Economic Hub 'Work'
 - This subarea was identified as an economic hub due to its industrial character, strategic location along major roadways, proximity to nearby schools, and its connection to the Soundview Economic Hub.
 - Stakeholders viewed it as a key opportunity to support new business development, job training, and access to local employment. Following a presentation of the site's broader vision and relevant precedents, stakeholders selected green manufacturing and large-scale retail as top programming choices to drive job creation in the neighborhood.
 - Participants discussed the potential to build on the presence of York Studios and the nearby school to attract an anchor tenant—potentially fostering a hub for film-related manufacturing or services that includes educational components for students. Expanding on this concept, some envisioned the east side of the Bronx River evolving into an Industrial-Arts District centered around the Soundview Economic Hub, blending incubator spaces, light industrial uses, warehousing, and arts or cultural amenities. To help support this vision, participants suggested key public realm enhancements such as improved lighting, upgraded streetscapes with trees and bike lanes, and clearer signage to improve access and create a more welcoming environment.

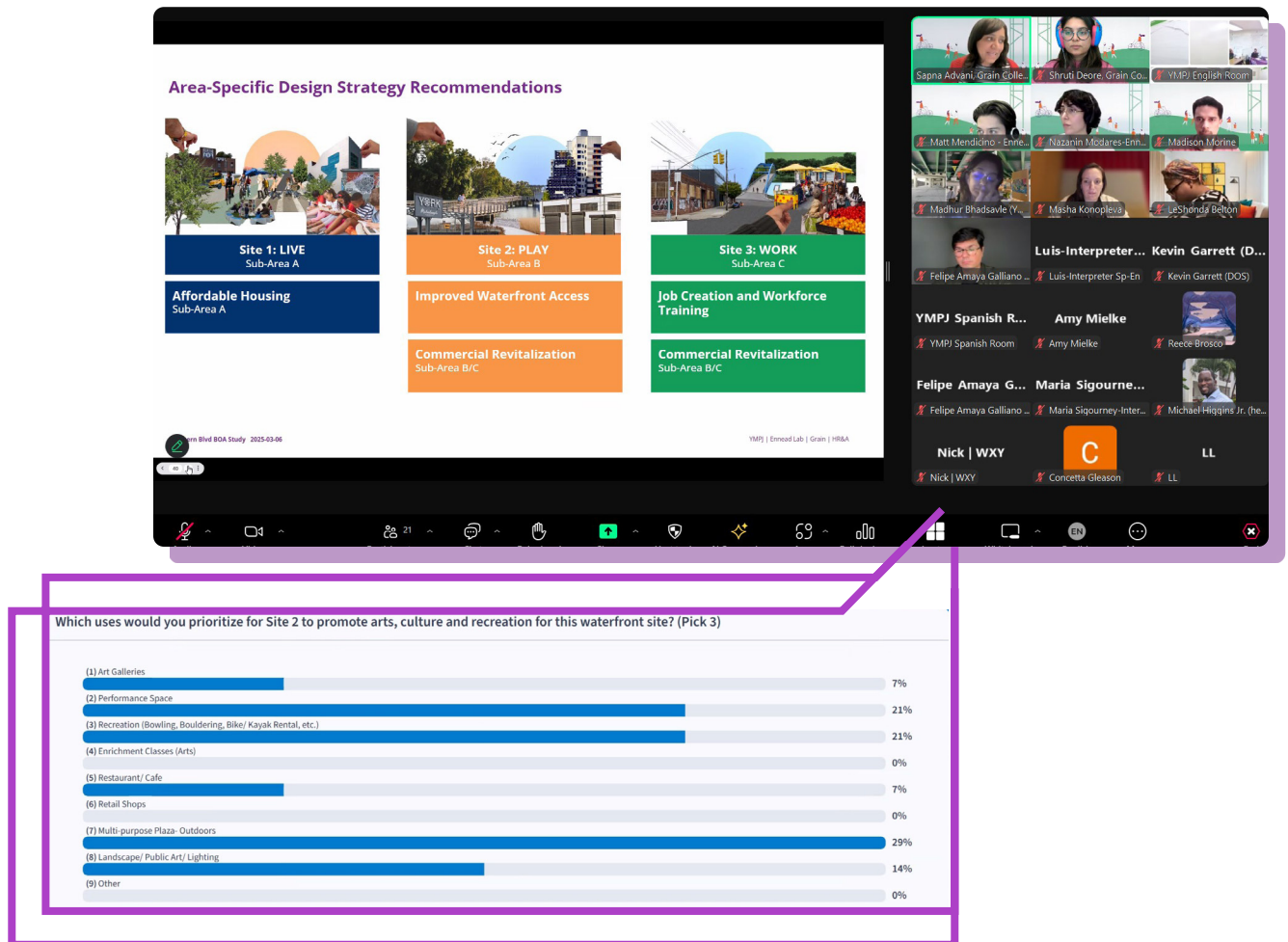


Figure 17: Screenshot of the virtual component of the hybrid meeting (upper) and interactive polls conducted for each site discussion (lower).



Supplemental Engagement

In addition to regular Steering Committee and public community touchpoints, the study team conducted targeted outreach with specific groups. These focused engagements allowed for more tailored conversations with particular stakeholders and organizations, helping to develop a deeper understanding of community priorities and themes.

Public Art Installation at the Soundview Economic Hub (Under the Bruckner Opening), October 2024

In Summer 2023, Ennead Architects, in partnership with Public Works Partners, facilitated several engagement sessions with a range of stakeholder groups, including regulatory agencies supporting the project, local artists working in or from the area, small businesses operating in the region, and residents. These sessions aimed to identify infrastructure and amenity gaps in the Soundview area and explore how the site targeted for the “Under the Bruckner” project could support local business development and community needs. A key focus was how the site—now part of the recently launched Soundview Economic Hub—could foster resilience, creativity, and economic opportunity. The Hub, celebrated with a public art installation and community gathering in Fall 2024, is envisioned as a space for cultural expression, entrepreneurship, and neighborhood engagement. Engagement sessions emphasized the need to strengthen community power, support local artists and early-stage enterprises, and create entry points for entrepreneurship. As part of the BOA project, the team built on these previous efforts to inform and align the study’s goals and priorities with local aspirations and on-the-ground momentum.

Youth Engagement at Fannie Lou Hamer Freedom High School (FLHFHS) meeting, March 2025

As part of the BOA project, YMPJ led an interactive visioning session in Winter 2025 with 23 students from FLHFHS. The session invited students to reimagine key sites in their neighborhood, encouraging bold, youth-driven ideas that linked their lived experiences to tangible, place-based opportunities. Through the themes of live, play, and work, students explored the potential of the three subareas and offered thoughtful input on amenities and programs that could better serve the community.

- For Subarea A (live): Top priorities included amenities like laundry rooms, gyms, rooftop terraces, and active ground-floor uses such as cafés, doctor’s offices, and daycares.
- For Subarea B (play): Students emphasized activating the waterfront with public amenities like multipurpose plazas, art galleries, performance spaces, and cafés.
- For Subarea C (work): Students envisioned job-generating uses such as training centers, incubator spaces, small-scale food production, and commercial kitchens.

Beyond ideas shared for the subareas, students proposed broader community improvements such as facilities and services for unhoused populations, recreational spaces for youth, safer streets, more teen-friendly open spaces, job training opportunities, and highway caps aimed at reducing asthma and improving environmental health in the area.

Simone Development Team meeting, February 2025

In Winter 2025, YMPJ and the project team sought to better understand Simone Development's objectives at 1460 and 1480 Sheridan Blvd to determine if it should be a strategic site for the Southern Blvd BOA report. They explored how the sites connect to public space and the waterfront while also achieving other community requests for affordability and amenities. The team also analyzed questions around environmental remediation, financing, and zoning.

Bronx Climate Justice Task Force, March 2025

YMPJ met with the Bronx Climate Justice Task Force to advocate for climate action, and as part of the BOA project, used the opportunity to engage stakeholders in envisioning a more sustainable future for the South Bronx Study Area. Participants were asked to share big-picture ideas and recommendations for the BOA profile. Key feedback included:

- A community garden with food forests and food maps was identified as a top priority, alongside expanding foodways and improving access to grocery stores.
- Stakeholders emphasized the need for green infrastructure, including stormwater capture strategies along roadways and public spaces. They also recommended expanding green space north of Soundview Park, increasing green roofs in the area, improving waterfront access, and creating a connection between Crotona Park and the Bronx River.
- A community center with access to public bathrooms was identified as a critical infrastructural need.
- Truly affordable housing, accessible for the community was identified to be a critical component of the development along with support for mixed-use development to promote diverse programming and activate the study area.
- Participants also emphasized the value of youth-led environmental stewardship, pointing to programs like 'Rocking the Boat', which involve young people in salt marsh restoration and habitat care along the Bronx River as a model for combating climate resilience with education and workforce development.

Existing Conditions Analysis

- 3.1 OVERVIEW
- 3.2 KEY FINDINGS SUMMARY
- 3.3 COMMUNITY AND REGIONAL CONTEXT
- 3.4 INVENTORY AND ANALYSIS



3.1 OVERVIEW

In partnership with YMPJ, the Consultant Team conducted a comprehensive analysis of the demographic, economic, and real estate market trends within the BOA Study Area and its surrounding neighborhoods, including Bronx River, portions of Soundview, Longwood, Foxhurst, Crotona Park East, and neighborhoods along the Bronx River. This combined region is referred to as the “Study Region” throughout this chapter. This analysis drew on data from the U.S. Census, New York City Department of City Planning, New York City Department of Housing Preservation and Development, New York City Department of Health and Mental Hygiene, and other third-party data sources, such as CoStar and Lightcast.

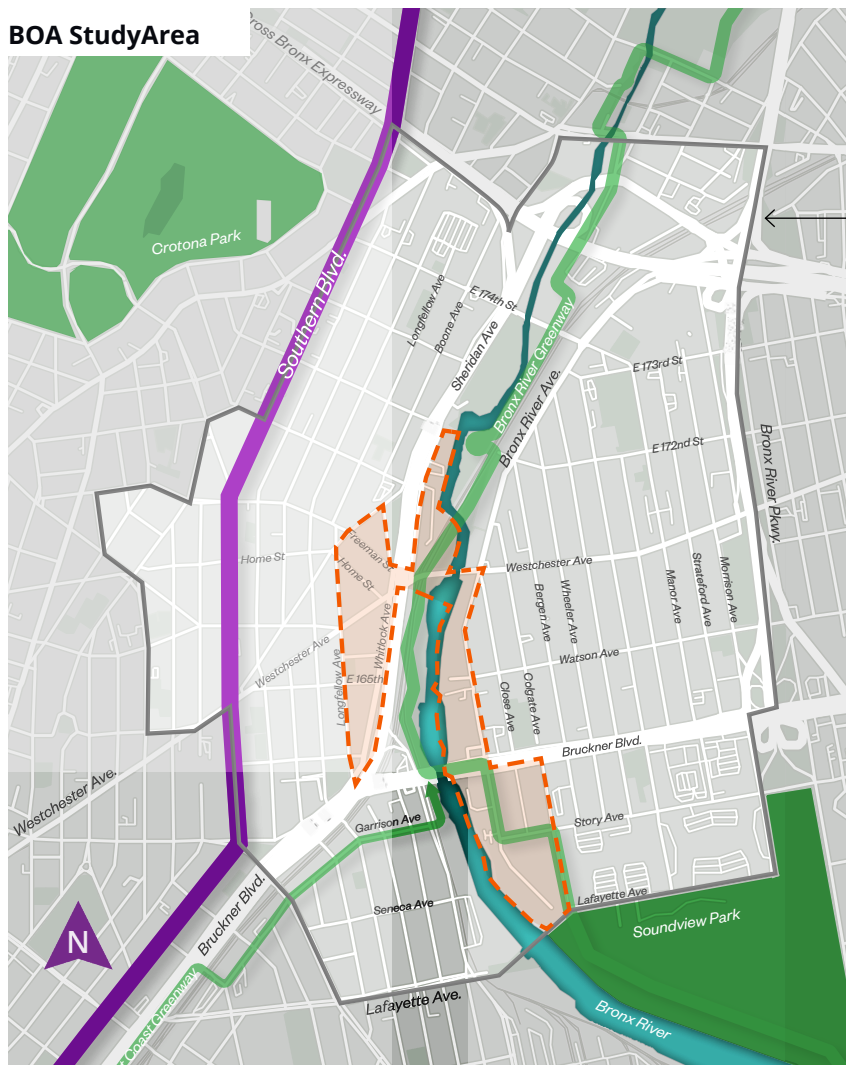


Figure 19: Map of the Southern Boulevard BOA Study Area and BOA Study Region

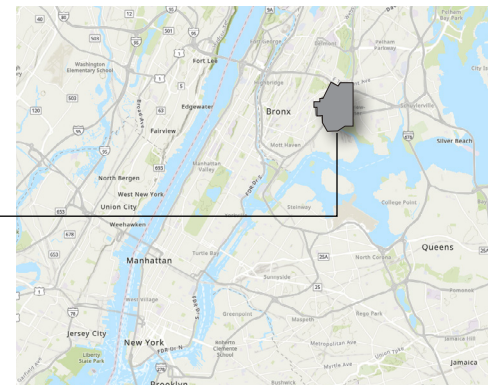
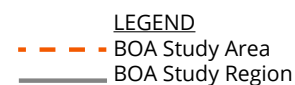


Figure 18: Community Context Map



3.2 KEY FINDINGS SUMMARY

The Existing Conditions Analysis reveals a Study Area that is home to a diverse community of 75,000 residents that has grown by 10% in the last decade, compared to 6% in the Bronx. The Study Region also has 10,500 jobs, which comprises 3% of all jobs in the Bronx and has grown by 13% in the last decade. While these features make the Nomination Study Area unique among New York City neighborhoods, the analysis highlights several needs to be addressed in the following policy recommendations.

1. **There are over 670,000 square feet of vacant and/or underutilized sites in the Nomination Study Area,** highlighting the urgency of this report to propose methods for redeveloping these areas.
2. **Housing production in the Study Region has been significant since 2010,** with over 3,600 units constructed in the study Region in that time period. Unit growth has been concentrated in Crotona Park East and in Soundview, consistent with population growth.
3. **Despite growth in affordable housing, many residents in the Study Region still struggle to afford housing.** In 2022, renters occupied 90% of all housing units in the study area, and 60% were housing cost burdened (meaning they pay more than 30% of their gross income on housing costs). Moreover, the study area's housing stock is aging, with nearly 60% of units constructed prior to 1950.
4. **Due to changes in demographics, housing conditions, and market pressures, residents in the Study Region face among the highest risks of displacement citywide,** which is based on population vulnerability from rent burden, poverty rate, housing with more than three (3+) maintenance deficiencies, and market pressures.
5. **The Study Area is largely zoned for manufacturing/industrial uses, however, the Study Region as a whole, faces growing pressures for affordable housing.** Future development in these sections should balance the need to preserve quality jobs with the need for more affordable housing to long-time residents.
6. **While some sections of the Study Region are well served by public transportation, many sections are not.**
7. **There is considerable new green and open space in the Study Region,** although waterfront access on the east side of the river remains rather limited.
8. **Public realm improvements are needed throughout the Study Region,** including widened sidewalks, enhanced bicycle lanes, and accessibility improvements, to enhance pedestrian flow to these access points.

3.2 COMMUNITY AND REGIONAL CONTEXT

Community and Regional Analysis has included the following studies:

1. Demographic Trends
2. Industry and Market Trends
3. Real Estate Trends
4. Recent and Upcoming Developments

1 - Demographic Trends

Population | The Study Region is home to approximately 75,000 residents as of 2022, comprising around 5% of the total Bronx population. The Study Region's population grew by nearly 10% from 2010 to 2022, compared to roughly 6% in the Bronx overall, and has been concentrated west of the Bronx River in the neighborhoods of Crotona Park East and Longwood. The Study Region is also more densely populated than the Bronx and NYC, with around 53,200 residents per square mile compared to 34,200 and 28,700 per square mile in the Bronx and NYC, respectively.

Education | Residents in the Study Region have lower educational attainment than those in the Bronx or NYC. Around 85% of residents in the Study Region did not attend college, compared to 80% in the Bronx and 60% in NYC. Additionally, 31% of residents in the Study Region do not have a high school degree, compared to 26% in the Bronx and 17% in NYC.

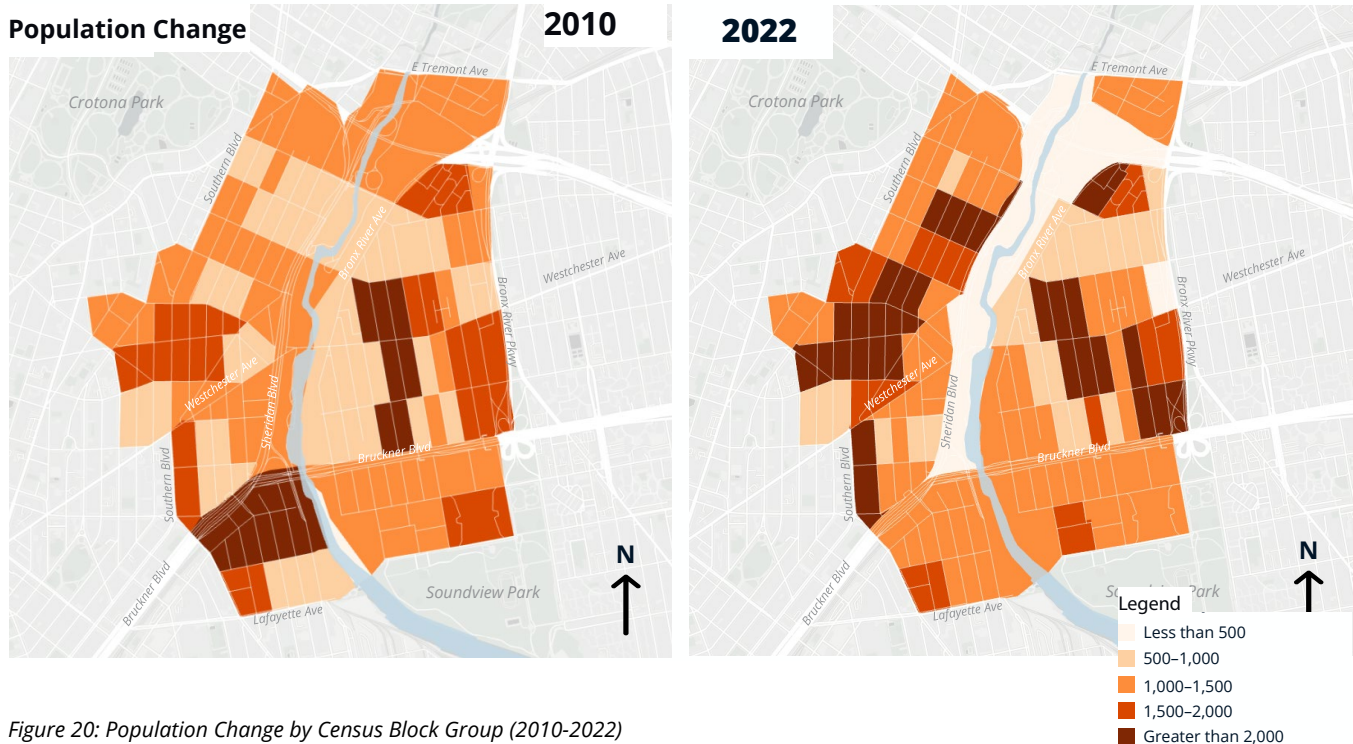


Figure 20: Population Change by Census Block Group (2010-2022)
(Source: U.S. Census Bureau 1990-2020. NALCAB. ACS 5-Year Estimates)

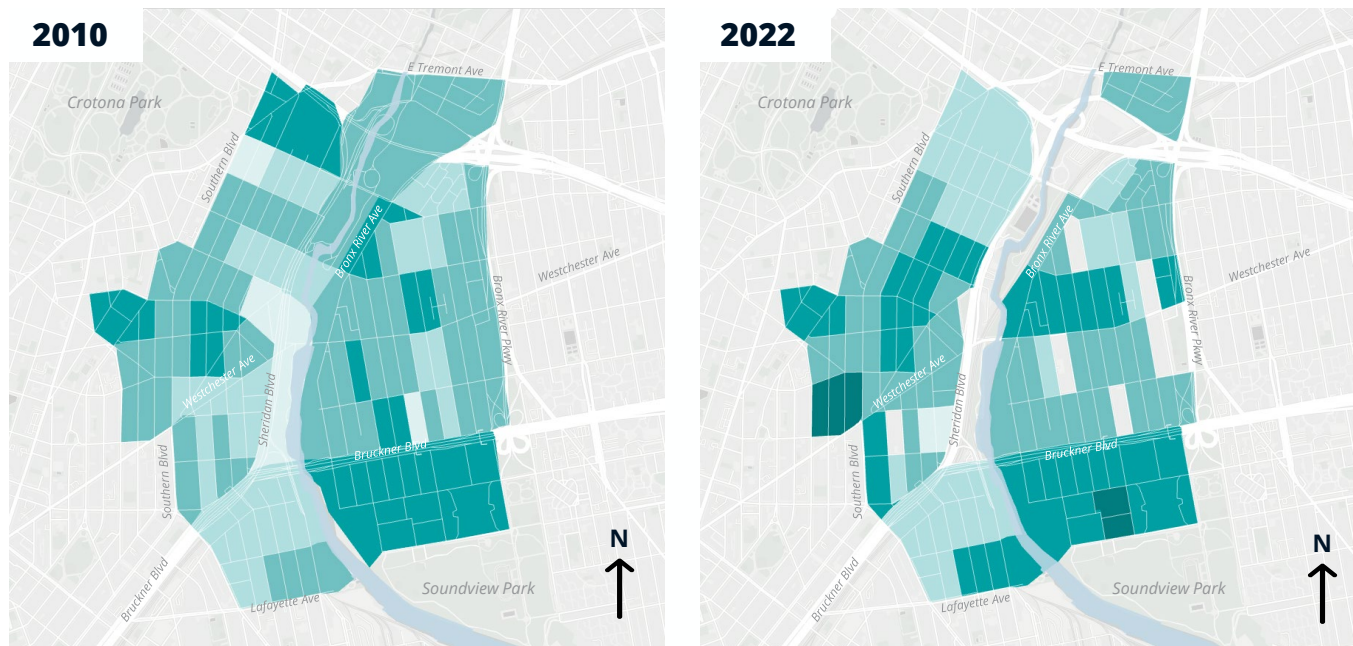
1 - Demographic Trends cont.

Household Income | As of 2022, the median household income in the Study Region was \$41,000, approximately \$6,000 lower than the Bronx overall. However, median household income in the study has increased more rapidly than in the Bronx since 2010, rising by 19% compared to 15% in the Bronx. Residents in the Study Region earning \$50,000 or more are concentrated in the Crotona Park East and Soundview neighborhoods.

Housing and Affordability | Despite growth in affordable housing, many residents in the Study Region still struggle to afford housing. In 2022, renters occupied 90% of all housing units in the Study Region, and 60% were housing cost burdened (meaning they pay more than 30% of their gross income on housing costs). Moreover, the Study Region's housing stock is aging, with nearly 60% of units constructed prior to 1950

Housing and Health | The lack of affordable and high-quality housing, among other factors such as proximity to interstate highways and industrial uses and poor access to health care, has contributed to a range of health issues for residents in the Study Region. According to the New York City Environment and Health Data Portal, nearly one in four residents in the Hunts Point/Mott Haven United Hospital Fund (UHF) area (which includes the western half of BOA Study Region) were hospitalized due to asthma, compared to one in seven in the Bronx and one in 15 in New York City. While the differences are less stark, the Hunts Point/Mott Haven community district also had higher rates of heat hospitalization and general crowding compared to the Bronx and New York City.

Median Household Income



Legend

- Less than \$15,000
- \$15,000 - \$30,000
- \$30,000 - \$50,000
- \$50,000 - \$80,000
- Greater than \$80,000

Figure 21: Population Change by Census Block Group (2010-2022)
(Source: ACS 5-Year Estimates 2006-2010, 2018-2022)
Note: 2010 incomes adjust by 34.2% to account for CPI index increases

1 - Demographic Trends cont.

Race & Ethnicity | Overall, the racial and ethnic composition in the Study Region has remained relatively consistent since 2010, showing minimal neighborhood change compared to other areas in the Bronx and New York City. The Study Region has a high concentration of Hispanic residents (66% in the study area, compared to 56% in the Bronx and 28% in the New York City). Unlike the Bronx, which has experienced a slight decrease in the Black population since 2010, the Study Region's Black population grew by 8%, adding over 1,500 residents mainly in the Crotona Park East and Soundview neighborhoods. The Study Region also has a notable and growing immigrant population with 33% of residents identifying as foreign born (compared to 34% in the Bronx and 36% in New York City).

Hispanic & Black Population

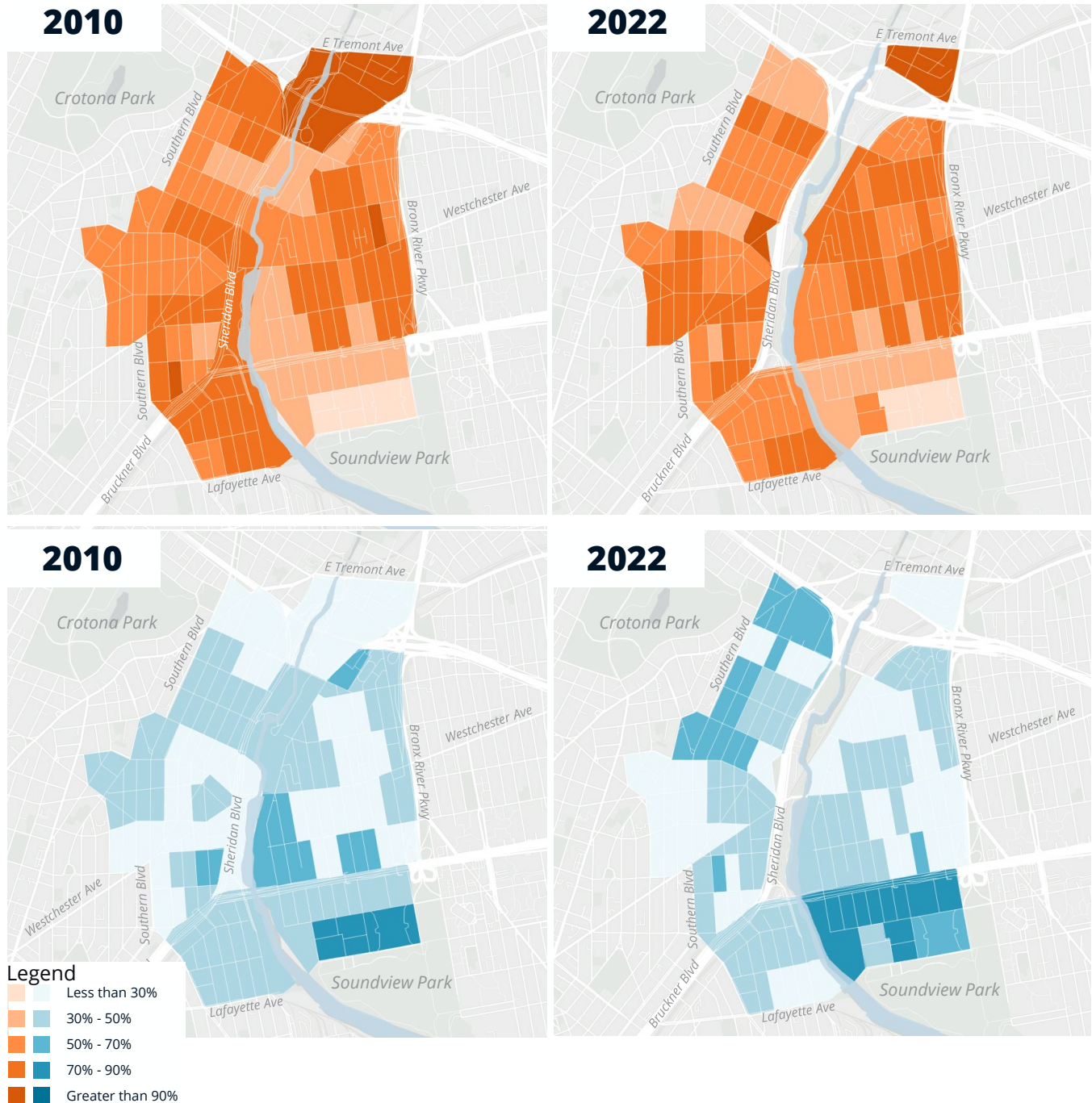


Figure 22: Change in Hispanic and Black Population by Census Block Group (2010-2022)
(Source: Census 1990-2020, NALCAB, ACS 5-Year Estimates)

2 - Industry and Market Trends

Industry and Employment | As of 2022, there were nearly 10,500 jobs based in the Study Region, making up 3% of all Bronx jobs. The top three employment sectors were Construction (14% of total jobs), Healthcare and Social Assistance (14%), and Retail Trade (12%). Industrial jobs* comprise one in four jobs in the Study Region followed by retail and food service jobs**, which comprise one in five jobs. Industrial jobs are typically available to workers without formal degrees and with language barriers while paying higher wages than other jobs available to the same workers for an average annual salary of \$81,300 within the Bronx as of 2024. Retail jobs are also broadly accessible but typically do not pay a living wage at an average annual salary of \$47,800 within the Bronx as of 2024. Healthcare jobs typically do pay a living wage but require degrees or other credentials.

* Industrial jobs refer to jobs in the Construction, Manufacturing, Wholesale Trade, Waste Management and Remediation, and Transportation and Warehousing sectors (2-digit NAICS categories).

** Retail and food service jobs refer to jobs in the Retail Trade and Accommodation and Food Services sectors (2-digit NAICS categories).

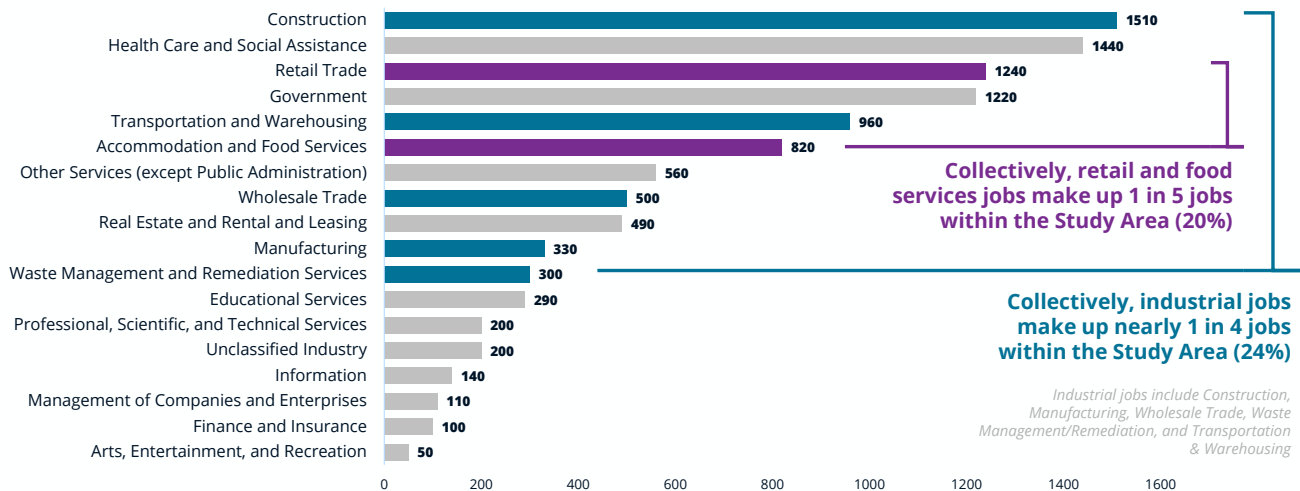


Figure 23: Jobs in the Existing Conditions Study Region by Sector (2022)
(Source: U.S. Census Bureau Longitudinal Employer-Household Dynamics)

Job growth over the last decade has been slower in the Study Region (13%) compared to the Bronx (29%). The fastest growing sectors were Government, Transportation and Warehousing, and Construction sectors, which added more than 2,300 jobs to the Study Region. Industrial jobs grew by 62% since 2010 (compared to only 17% in the Bronx) and added nearly 1,400 jobs to the Study Region with most industrial sectors growing except for Waste Management/Remediation and Manufacturing jobs. Meanwhile, non-industrial jobs saw a 2% decline in the Study Region over the last decade, compared to a 32% increase in the Bronx, indicating that the Study Region's job base is not as robust as the Bronx's overall.

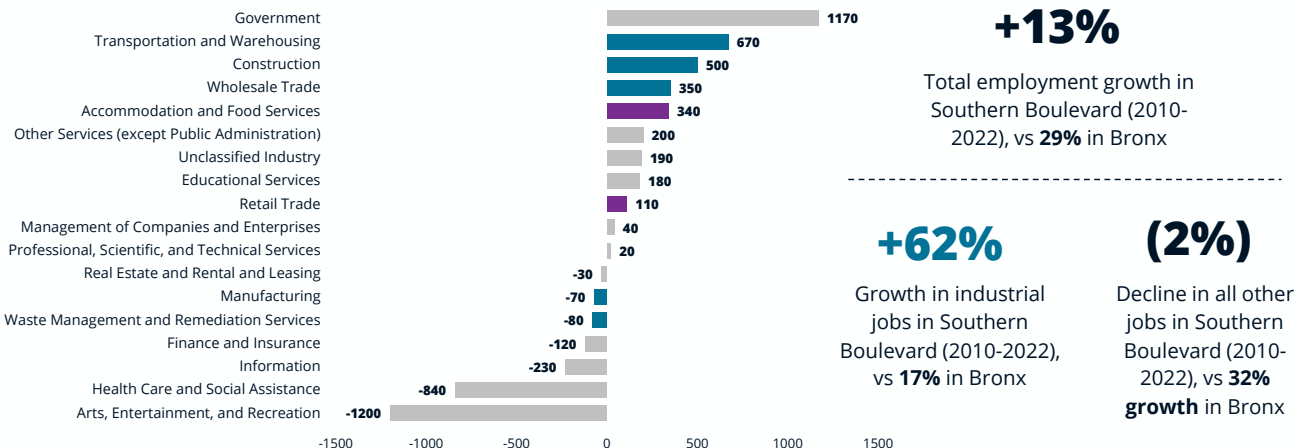


Figure 24: Change in Jobs in the Existing Conditions Study Region by Sector (2022)
(Source: U.S. Census Bureau Longitudinal Employer-Household Dynamics)

2 - Industry and Market Trends cont.

A robust job market provides opportunities for employment in various sectors that people with various skill sets/experiences can take advantage of. However, the Study Region is only seeing growth in industrial sectors, while non-industrial sector jobs have declined in the last decade. Meanwhile, the Bronx is seeing growth in both industrial and non-industrial jobs, which could also suggest that the Study Region is not capturing these borough-wide growth opportunities.

Additionally, out of approximately 38,000 employed residents within the Existing Conditions Study Region in 2022, only 500 residents (less than 2%) work within the same Region and the remaining 27,000 residents (98%) work outside of the Study Region in other parts of New York City. Meanwhile, there are about 10,400 workers that commute into the Study Region for work as of 2022.

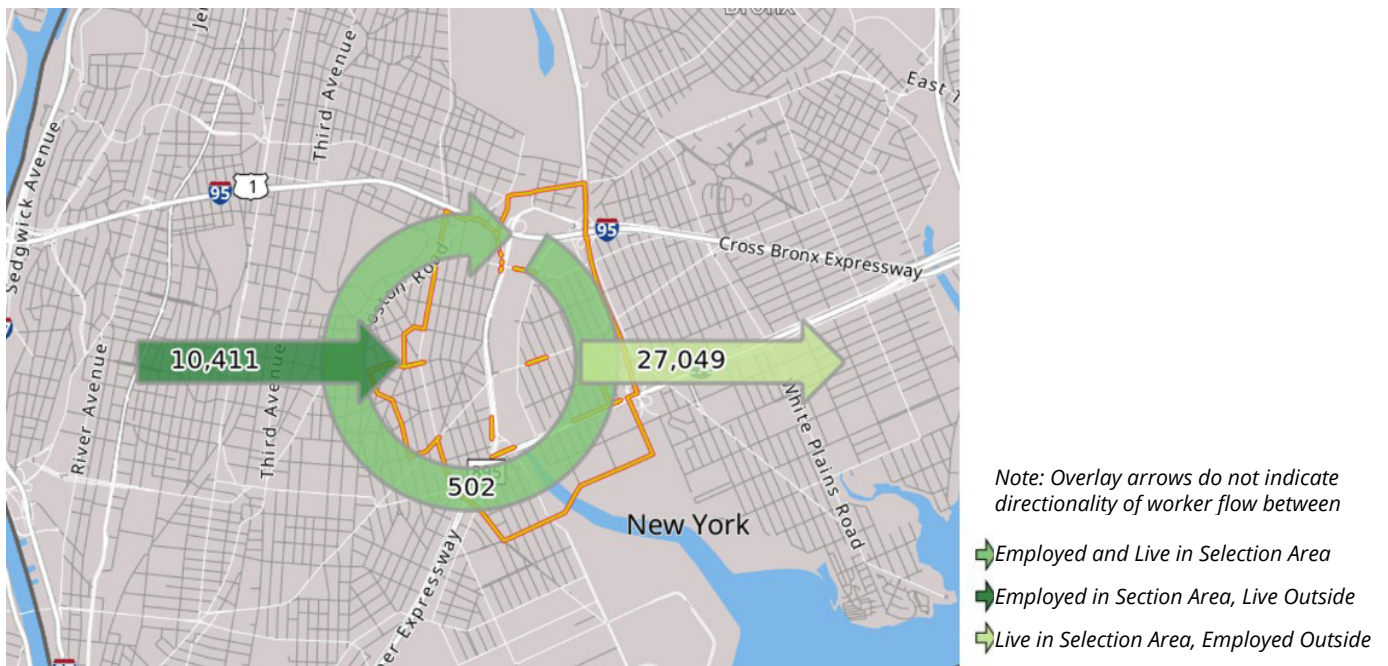


Figure 25: Inflow and Outflow of Job Counts (2022)

3 - Real Estate Trends

Housing

In 2022, the Study Region had nearly 29,000 housing units, an 11% increase from 2010. This growth rate is higher than the Bronx (7.5%) and New York City (8%). The Study Region is primarily comprised of renters, who make up 90% of residents, compared to 80% in the Bronx. Housing vacancies are around 6% as of 2022, which is 2% higher than in the Bronx. However, in both geographies, the share of vacant housing declined by 3% since 2012, indicating growing demand for housing.

The Study Region is undergoing substantial housing development. In total, 3,600 new units have been constructed in the Study Region since 2010, comprising nearly 7% of all new housing units constructed in the Bronx. This excludes the 2,000 new housing units that are currently under construction in the Study Region. These 2,000 units in the pipeline are divided among 70 properties, the majority of which are expecting to add a net of under 100 units per property. However, there are two properties in the pipeline that are each expecting to add a net of over 200 units, which are 1051 Whitlock Avenue (adding 265 units) and 1580 Story Avenue (adding 562 units). Housing production has been greatest in the Crotona Park East and Soundview neighborhoods – consistent with population and household income growth patterns.

The Study Region has seen significant growth in affordable housing units in the last decade. Since 2014, approximately 1,800 new affordable housing units were constructed and 3,200 existing affordable units are preserved in the study area; additionally, 730 affordable units are under construction as of 2024. The majority (80%) of all affordable units produced (new construction and preserved) since 2014 in the Study Region aim to serve low- to very low-income residents earning between 30 to 80% of area median income (AMI).

Given the significant production of subsidized units, the median gross rent in the Study Region has remained lower than the Bronx (\$1,300 per month in the Study Region compared to \$1,400 in the Bronx). The average value of owner-occupied homes in the Study Region (across all building types and sizes) is higher at \$558,000 and has grown by 10% since 2010, whereas values in the Bronx average \$501,000 and have declined by 3%. However, as mentioned in earlier sections, affordability continues to be a major concern among residents in the Study Region. According to the New York City Department of City Planning's Equitable Development Data Explorer, areas around the BOA Study Area face among the highest risks of displacement citywide, indicating the level of deep affordability needed to support this community.

Gross Rent and Home Values

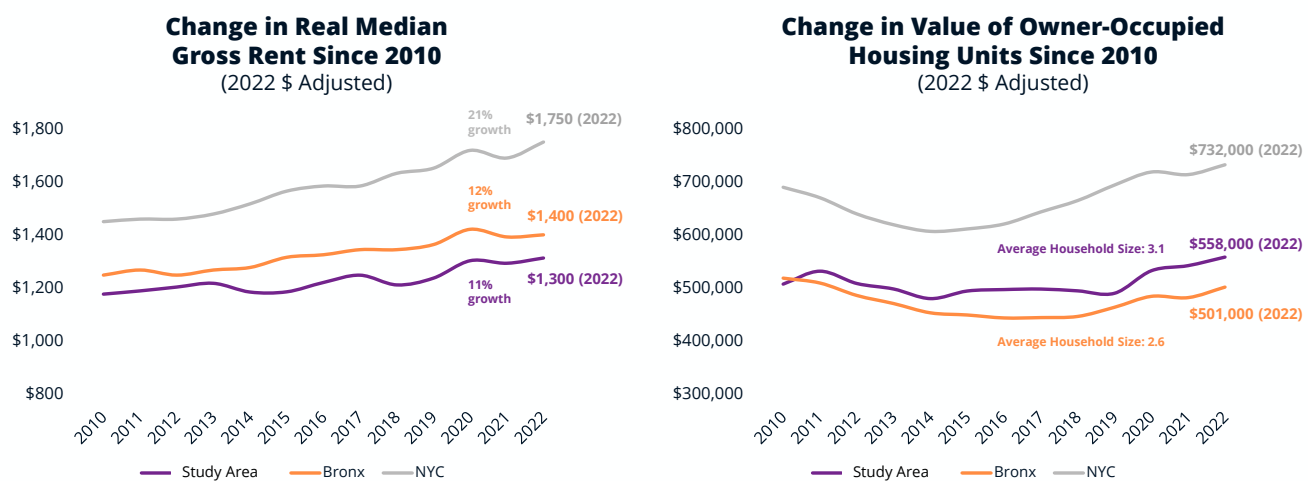


Figure 26: Trends in Median Gross Rent and Home Values, (Source: ACS 5-Year 2010 – 2022)

Housing Production Since 2010

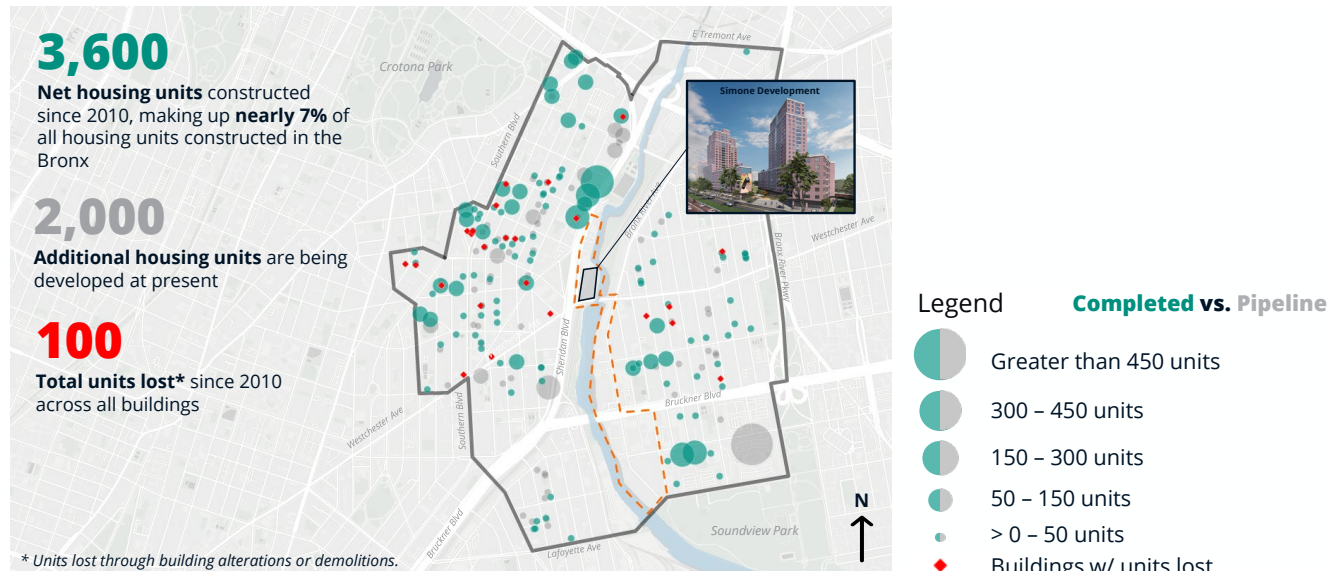


Figure 27: Trends in Median Gross Rent and Home Values (2010-2022)
(Source: NYC Department of City Planning Housing Database)

Housing Production Since 2014

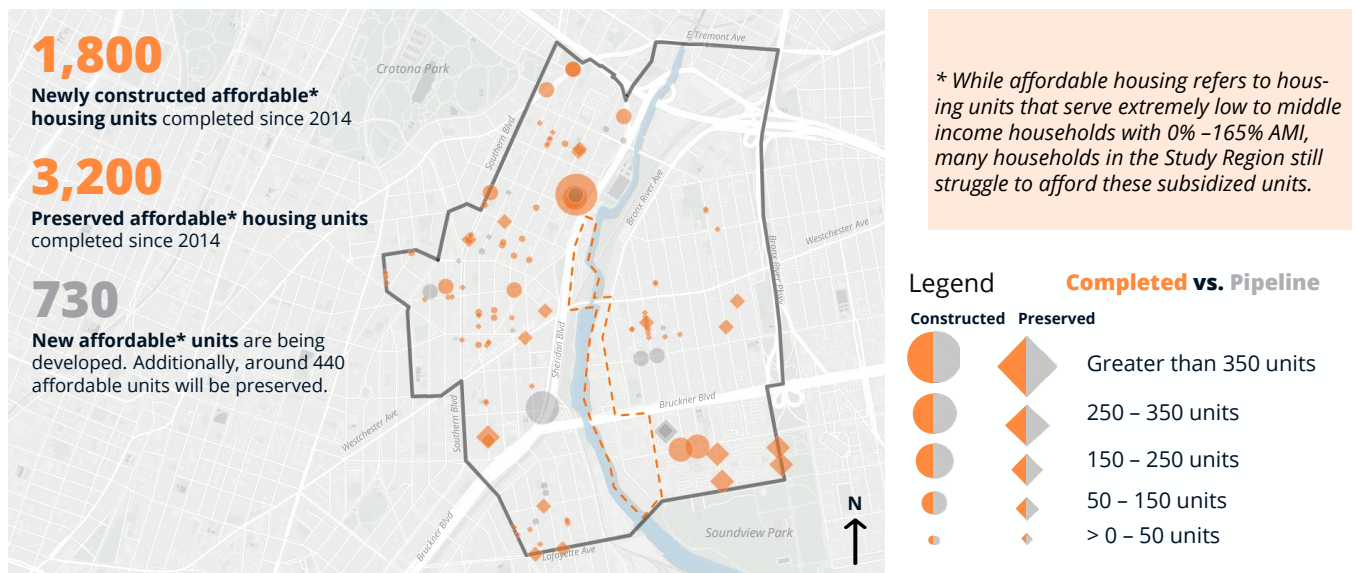
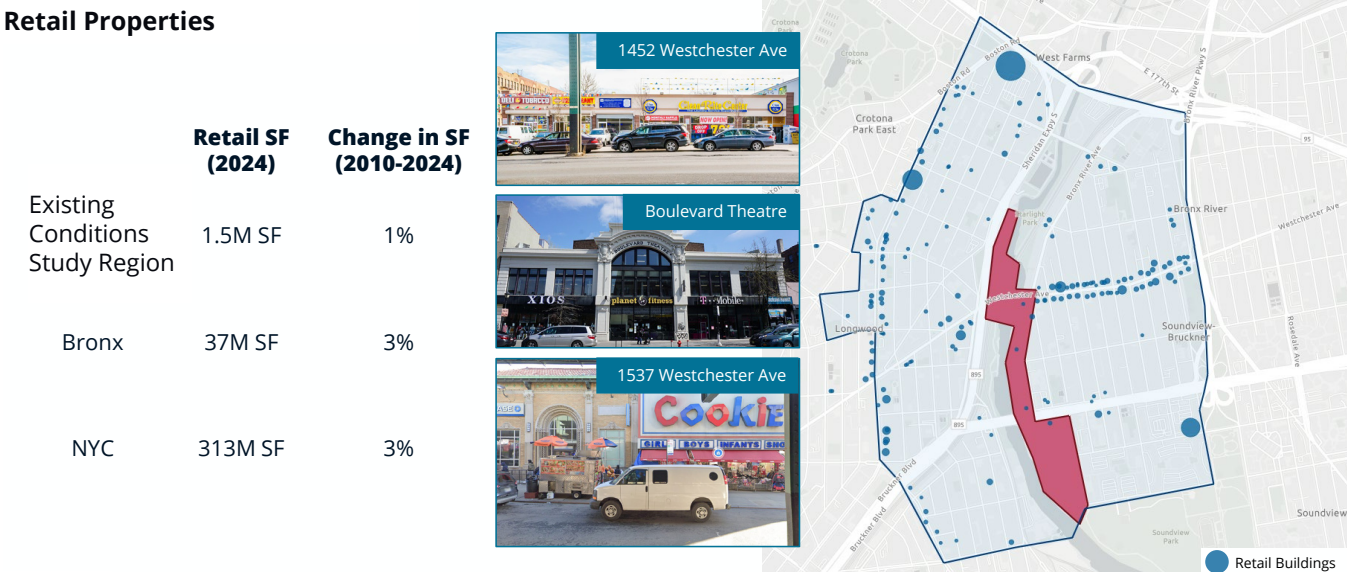


Figure 28: Affordable Housing Production Trends (2010-2022)
(Source: NYC Department of Housing Preservation and Development Affordable Housing Production by Building)

Retail

There is approximately 1.5 million square feet of retail space within the study area, with 99% of space built prior to 2010. Retail in the Study Region is concentrated at two modestly sized shopping centers (New Horizons Shopping Mall and Bruckner Plaza) and along two corridors (Westchester Avenue and Southern Boulevard). Retail along the two key corridors is primarily storefront businesses on the ground floor of single- to three-story mixed-use buildings. Other retail corridors include 1452 Westchester Avenue, Boulevard Theatre, and 1537 Westchester Avenue. As of 2024, retail rents in the Study Region averaged \$31 per square foot, which is significantly lower than New York City’s average retail rent of \$55 per square foot. While retail rents in the study area peaked in 2016 at nearly \$45 per square foot, they have been consistently declining since the start of COVID-19 in 2020. Vacancies among retail properties in the study area remain low at 2% compared to 4% in New York City, indicating an unmet demand for additional space. As noted in the Community Engagement section, the community is seeking more activated ground floors made up of diverse, small-scale retail options like pharmacies, clothing stores, doctor’s offices, cafes, and restaurants. Where there is more square footage available, the community called for large-scale retail to support job creation in the neighborhood.

Retail Properties



Retail Rent PSF and Vacancy

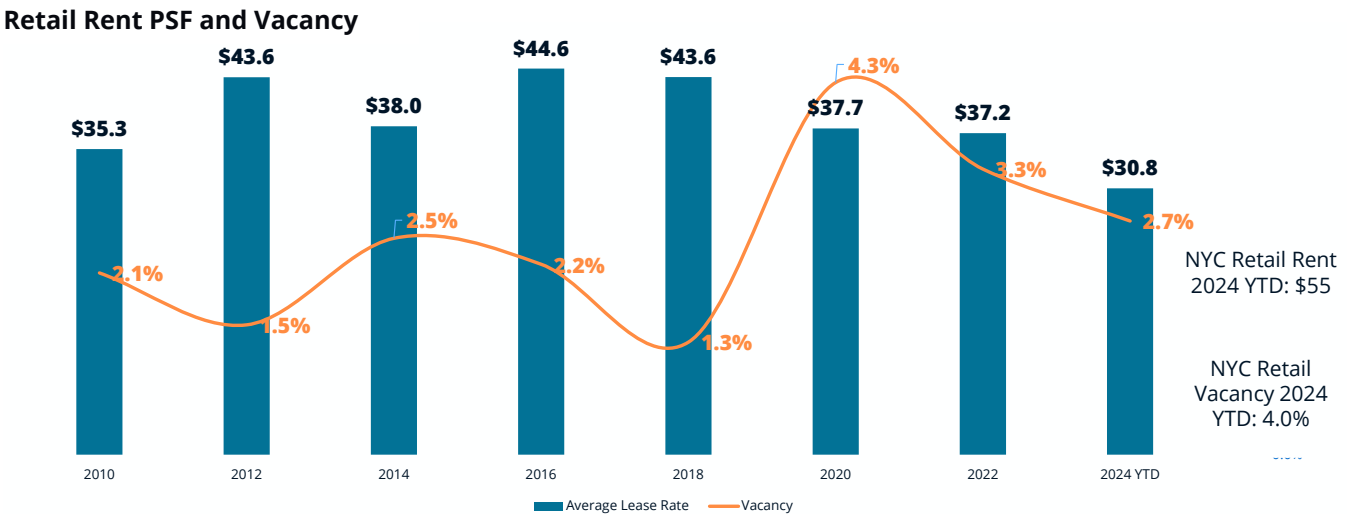


Figure 30: Retail Rent PSF and Vacancy (2010-2024)
(Source: Costar)

Industrial

There is 1.9 million square feet of industrial space in the Study Region, which is largely concentrated close to the Bronx River. The largest sites in the area are the Amazon/Prologis logistics facility and York Studios, both of which front the Bronx River. Many of the sites in the southwest portion of the Study Region are relatively similar in size, around 15,000 SF of rentable building area. Most of the industrial properties in the area are low-activity uses that include warehousing, construction storage, self-storage, and processing. The total industrial space in the Study Region has declined by 7% since 2010, consistent with a citywide trend but at a faster pace than in the Bronx overall (-2%) and New York City (-5%). Rents for industrial properties in the Study Region have risen continuously since 2012 to approximately \$23 per square foot as of 2024, compared to citywide industrial rents at \$29. Vacancies among industrial properties dropped significantly in 2016, contributing to the rising rental rates as well. Vacancy in 2024 was as low as 3%.

Industrial Properties

	Industrial SF (2024)	Change in SF (2010-2024)
Existing Conditions Study Area	1.9M SF	-7%
Bronx	33M SF	-2%
NYC	225M SF	-5%



Figure 31: Map of Industrial Properties in the Existing Conditions Study Area (2024)
(Source: Costar)

Industrial Rent PSF and Vacancy

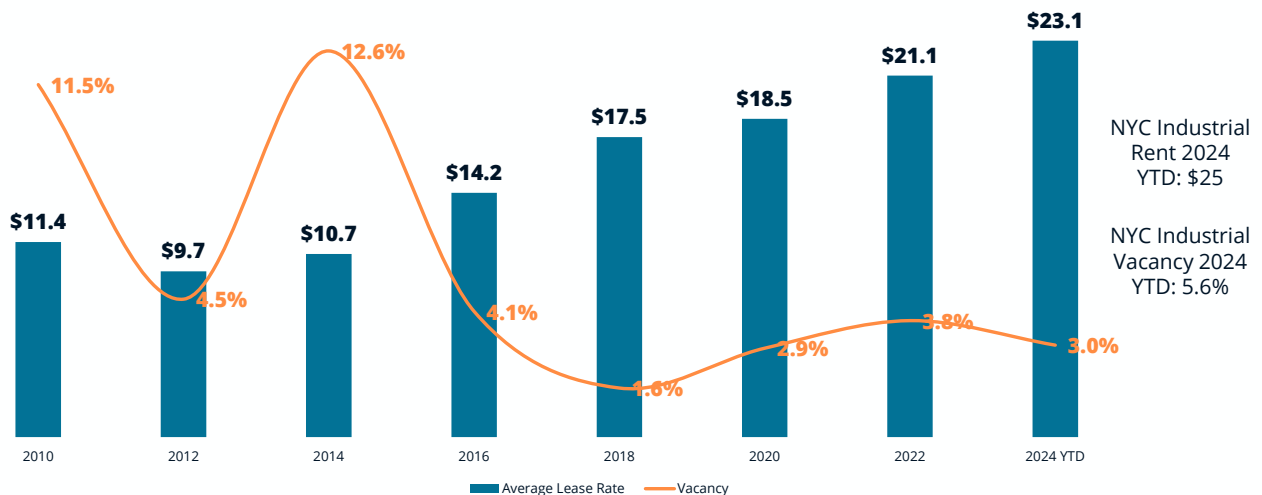


Figure 32: Industrial Rent PSF and Vacancy (2010-2024)
(Source: Costar)

4 - Recent and Upcoming Developments

Recent and upcoming developments in the Study Region are concentrated near the Bronx River, which can create synergistic opportunities with the Southern Boulevard BOA Study. These recent and upcoming developments are listed below and mapped in Figure 33.

Recently Completed Private Investments	
1	York Studios (Completed in 2020): A 10-acre site, the first phase of development completed in 2019 included a 175,000 square foot facility across 5 acres. The remaining 5 acres are designated for future expansion and potential backlot use. The development plan will eventually total 350,000 square feet of production space across nine soundstages.
2	Amazon/Prologis Soundview Warehouse (Completed in 2016): A 205,000 square foot delivery hub located at 1055 Bronx River Avenue that has significantly increased vehicular and truck traffic in the area.
3	Compass Residences (Completed in 2023): A 1.4 million square foot building with 1,374 units of affordable housing for a mix of incomes in addition to new retail and public space to an underutilized industrial area along what is now Sheridan Boulevard. Around 75% of the units will be for low-income households of 60% Area Median Income (AMI), 119 units set aside for homeless households, and the rest are for moderate-income households at 80%-90% AMI.
4	1001 Whitlock Avenue (Completed in 2025): A 14-story affordable housing project set to be built on 1001 Whitlock Avenue, adjacent to the Bronx River. In the first phase, the development is expected to deliver over 500 units, of which around 220 will be affordable.
Upcoming/Proposed Private Investments	
5	1460-1480 Sheridan Boulevard: Simone Development, the site owner, is proposing to build 970 permanently affordable units, with ground-floor open space and retail/community uses just south of Starlight Park and adjacent to the Bronx River.
Recently Completed Public Investments	
6	Morrison Public Plaza and Harrod Place Open Street (Completed in 2022): A year-round public plaza managed by YMPJ which received an \$8.8M investment in 2021 for public space improvements which has since been activated by YMPJ for the past three years with a variety of free public programming including public events, games and activities, performances, and bi-weekly free fresh produce distribution at the adjacent and connected seasonal open street along Harrod Place (since summer 2023).
7	Starlight Park (Phase 2 Completed in 2023): A 13-acre park along the east and west sides of the Bronx River built with YMPJ's leadership by remediating a formerly contaminated, blighted former amusement park site.
8	The Bronx River Foodway at Concrete Plant Park (Completed in 2013): A community gathering place for gardening, foraging, and other food production skills aimed at fostering healthy cooking and eating habits and increasing community connections to and knowledge about native edible and medicinal plants and the land itself, the Bronx River Foodway is NYC's first ever public foraging site and food forest within a NYC park. The Foodway project is an on-land outgrowth and iteration of YMPJ's earlier work in the 2010s to create SWALE, a floating food forest docked on the Bronx River which has since been moved to other waterfront locations around NYC.
9	Boulevard-ization of Sheridan Expressway (Completed in 2019): The Sheridan Expressway, an elevated highway structure running along the Bronx River, was physically transformed into a boulevard in 2019. Perhaps most significantly the transformation of the Sheridan Expressway into Sheridan Boulevard added new pedestrian crossings across the Sheridan's right-of-way added new access to Starlight Park and created a streetscape more amenable to additional housing development such as the example of the Compass Residences. The Sheridan's boulevardization, first identified as an implementation recommendation in the 2013 Sheridan Expressway Study, explicitly aimed to remove polluting truck traffic on local streets and has since led to the NYS DOT's ongoing Hunts Point Access Project which aims to further improve the connected Bruckner Expressway in order to more directly connect freight trucking traffic to the Hunts Point Coop Market Food Distribution Center (FDC).

4 - Recent and Upcoming Developments cont.

Upcoming/Proposed Public Investments

- 10 **Soundview Economic Hub:** A newly activated and formerly vacant 30,000 square foot highway underpass space underneath the Bruckner Expressway at Bronx River Avenue which YMPJ is working to activate and turn into a community-oriented economic hub for Bronx residents, entrepreneurs, and food growers. See the following pages for further description.
- 11 **Cass Gilbert train station at Westchester Avenue:** A historic, long-vacant, and deteriorating former train station for the New York, New Haven, and Hartford Railroad (NY., NH., & H.) which was designed by the famous American Beaux-Arts architect Cass Gilbert. Constructed in 1912, abandoned in 1937, and currently owned by Amtrak, YMPJ has been working for ~15 years to remediate, restore, reclaim, and reuse the vacant Cass Gilbert train station at Westchester Avenue for community use and benefit. YMPJ has stewarded a community vision to transform the property into a year-round flexible and multi-use education and event space featuring concession opportunities, a new pedestrian and cycling bridge connection to Concrete Plant Park and the Bronx River Greenway which will serve as a vital, and currently missing, link along the Westchester Avenue Commercial Corridor. See the following pages for further description.

Figure 33: Recent and Upcoming Developments

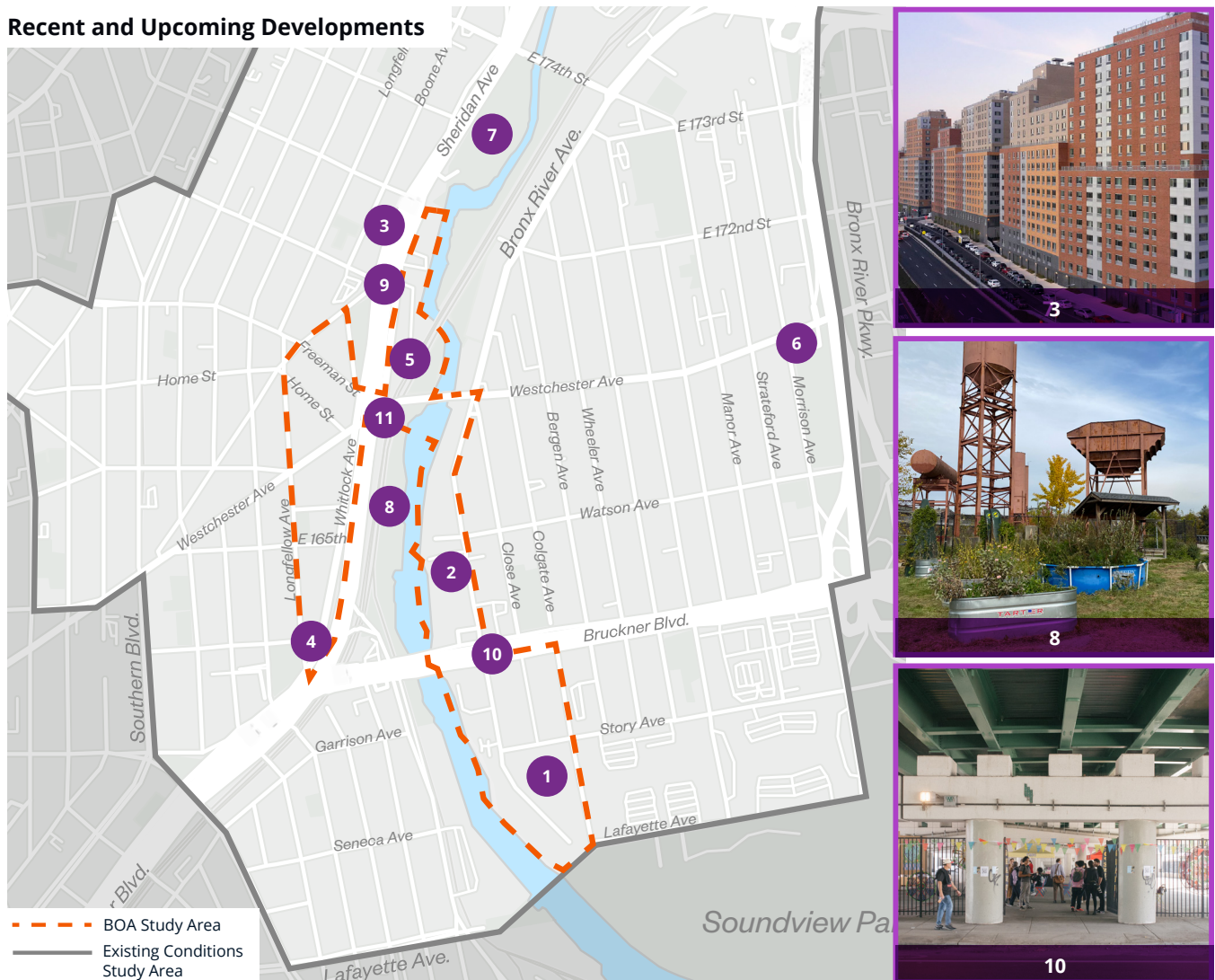


Figure 34: Map of Recent and Upcoming Developments in the Southern Boulevard BOA Study Area
 (Source: NYC Department of City Planning (DCP), 2024)

4 - Recent and Upcoming Developments cont.

Soundview Economic Hub (Upcoming/Proposed Public Investments #10)

Overview

For eight years the Soundview, Bronx River, and Hunts Point communities have worked to reimagine and reclaim 30,000 square feet of underutilized space under the Bruckner Expressway at Bronx River Avenue. Led by Youth Ministries for Peace and Justice, Inc. (YMPJ), the Conceptual Reuse Plan published in July 2023 aims to transform a large, vacant space into the Soundview Economic Hub: a community-driven space at the nexus of economic development, health, and food systems. Through this Hub, YMPJ aims to address long-standing community needs for job training opportunities, business incubation space, access to fresh, healthy foods, and intergenerational programming. As a first step toward the implementation of the Soundview Economic Hub, the project team activated 7,500 square foot of the underpass with an art installation, vendors, and weekly programming. From September through November 2024, YMPJ actively programmed the site with activities like book readings, workshops, music, and more. As part of this work YMPJ engaged over 100 local Bronx small businesses in 2024 to get a better sense of their needs, the small business landscape in the Bronx, and the opportunities presented by this unique site. During the 2024 activation, seven Bronx local businesses participated in vendor trials on site, representing a variety of industries including food and catering, flowers, non-profits, arts/crafts, books, and more. Since 2024, YMPJ has continued to activate the site as a public plaza, available to the community from dusk till dawn, seven days a week, to interact with and enjoy while simultaneously working with the NYC Department of Transportation (NYCDOT) to forward the full implementation of the vision for the Soundview Economic Hub.

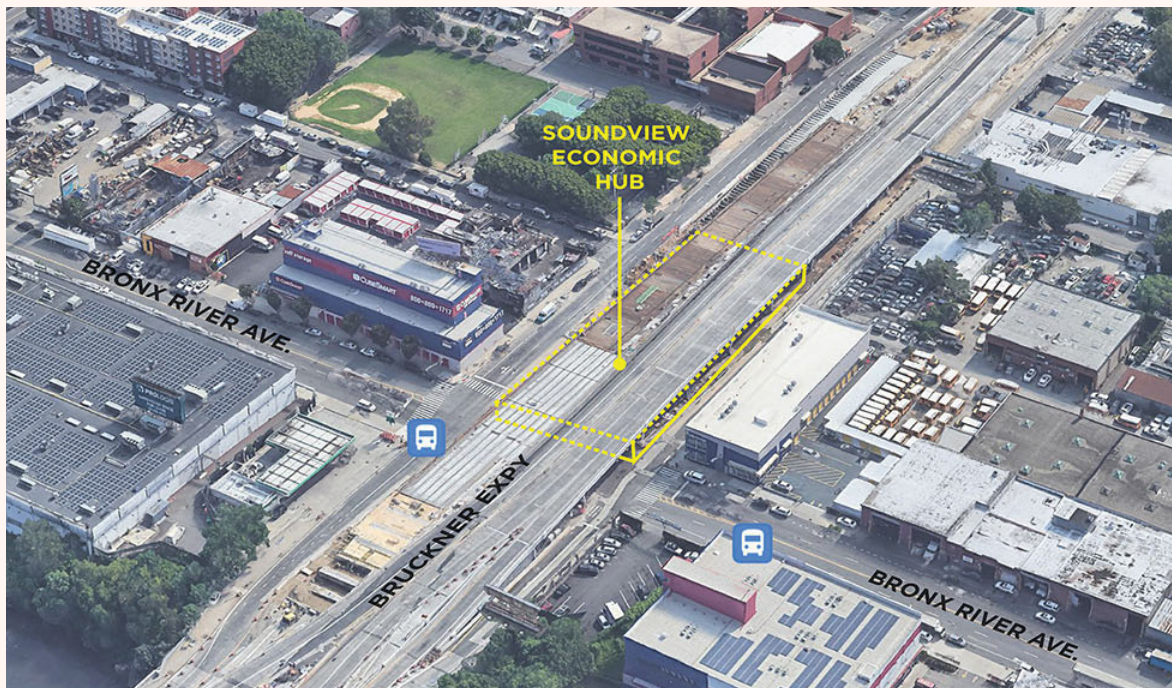


Figure 35: Excerpts from the Soundview Economic Hub Conceptual Reuse Plan



4 - Recent and Upcoming Developments cont.

Soundview Economic Hub

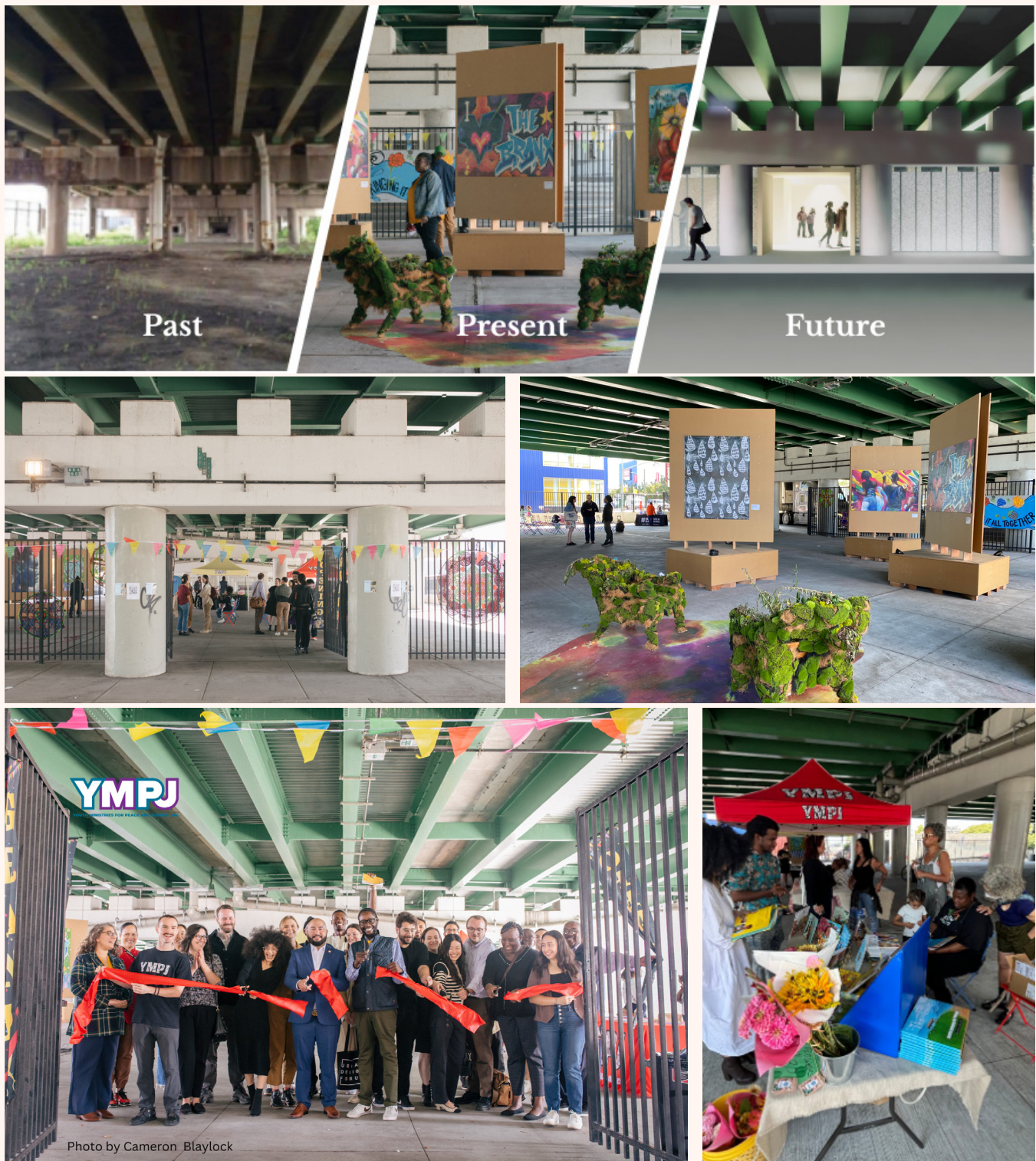


Figure 36: Photos from the Soundview Economic Hub art installation. In lowerleft picture (from left to right): Concetta Gleason- Entrepreneur Wilde Flowers & Books, Christyna Casado- Entrepreneur Brunch at Zion's, Association for Neighborhood Housing and Development team, Council Member Amanda Farias' Chief of Staff, Urban Design Forum team, Suki Watashi- featured artist at the Soundview Economic Hub, Council Member Rafael Salamanca, YMPJ team, Design team including Ennead Architects, Public Works Partners, Buro Happold, Cozen O'Connor, NY State Governor Kathy Hochul's office, Neighborhood partner- Bronx Defenders, NY State Department of Transportation.

Vacant Cass Gilbert train station at Westchester Avenue (Upcoming/Proposed Public Investments #11)

Overview

The vacant Cass Gilbert train station at Westchester Avenue has long been a site of community concern and fascination in the Southern Boulevard BOA Nomination Study Area. It was one of 13 train stations designed by famous American Beaux-Arts architect, Cass Gilbert, in 1908 for the New York, New Haven, and Hartford Railroad (NY., NH., & H.). Only four of the 13 stations Gilbert designed, including the Westchester Avenue train station which was built in 1912, were actually built in the Bronx. After its construction, the Westchester Avenue Station operated as a local train station for the NY., NH., & H. and its subsidiary railroad, the New York, Westchester, and Boston Railway Company, along their Harlem Line Branch, for only a brief 25 years until 1937 when NY., NH., & H. entered its first bankruptcy. Since 1937 the station building has sat largely vacant, however, the construction of the nearby Sheridan Expressway in the early 1960s came so close to the station building that its west-facing carriage porch was removed. The stairs which once led passengers down to track level were removed around the same time. In the later 1970s or early 1980s, the station building came under Amtrak's ownership when they acquired jurisdiction over the Northeast Corridor (NEC) right-of-way. It was not until YMPJ's founding in 1994 and its early environmental justice organizing in the late 1990s and early 2000s around the health of the Bronx River and increasing waterfront access that the station building became a focus of YMPJ's Community Development work. Since then YMPJ and the local community have been interested in and working toward remediating, redeveloping, reclaiming, and reusing for community use and benefit. It should be noted that while the building is both historic and a neighborhood landmark, it is not at this time an officially designated historic site or landmark at the city, state, or federal level.



Figure 37: Photo of the Westchester Ave Station, looking South from Westchester Ave, circa 2023

4 - Recent and Upcoming Developments cont.

Vacant Cass Gilbert train station at Westchester Avenue

Building Description | The 3,180 square foot station building is comprised of two main portions: (1) the Headhouse (565 square feet; located, at street level, at the intersection of the Westchester Avenue bridge and Sheridan Boulevard) and (2) the Waiting Room (1,820 square feet; suspended above the active Northeast Corridor (NEC) right of way).

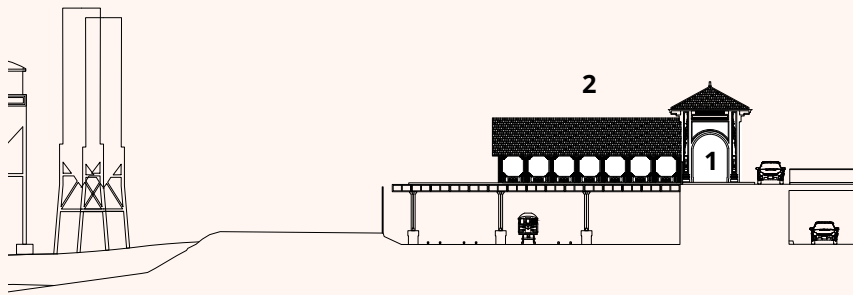


Figure 38: Section from Cass Gilbert's Westchester Avenue Station Pre-Schematic Conditions Assessment

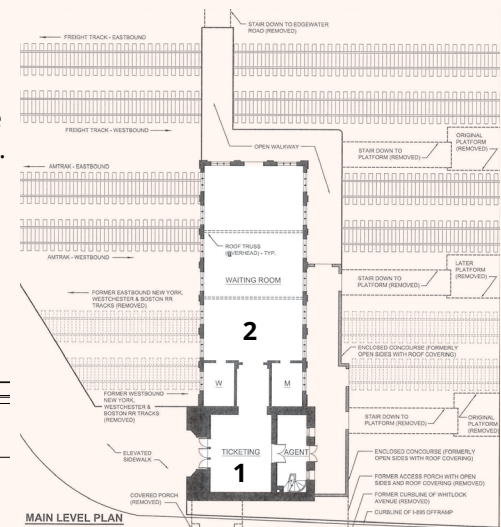


Figure 39: Plan from the 2010 Amtrak report "Existing Condition Report — Overhead (Westchester Avenue) Station"

Background | The following subsections outline YMPJ's recent work on this project since 2023:

2023 - Community Engagement and Visioning

Starting in 2023 YMPJ embarked on its most recent and intense round of Community Engagement and Visioning for the vacant Cass Gilbert train station at Westchester Avenue. YMPJ hosted numerous focus groups with different partners including residents, partner organizations, international urban planning and placemaking/ place-keeping experts, and government entities and the offices of elected officials at the local, state, and federal levels to hone the vision for and identify potential uses for a fully restored Cass Gilbert train station at Westchester Avenue. These focus groups were followed by one-on-one interviews, planning charrettes, and tabling activities at community events organized by YMPJ and its partners to further build consensus among its local community and supporters. This Community Engagement and Visioning process identified a greenhouse, greenway environmental center, community kitchen, and community market/event space as some of the preferred potential uses of a restored Westchester Avenue Station. These potential uses and the other recommendations and learnings from the engagement process culminated in the drafting of a Public Outreach Summary Report entitled "A Community Vision for the Vacant Westchester Ave Station and District" outlining a vision for reuse that imagines the restored Westchester Avenue Station as a flexible, multipurpose, destination that colocates, the arts, food, recreation, environment, and education and creates a new hub along the Westchester Avenue Commercial Corridor. The Community Vision Report also established key goals and objectives for the project including:

Goals

Climate Resilience and Sustainability | Equity and Inclusion | Environmental Remediation and Blight Elimination | Historic Preservation and Public History

4 - Recent and Upcoming Developments cont.

Vacant Cass Gilbert train station at Westchester Avenue

Objectives

- Reconnect the communities long divided by the Sheridan Expressway (now Sheridan Boulevard) to support the revitalization of the Westchester Avenue Commercial Corridors on Westchester Avenue and its surrounding neighborhoods.
- Enhance Neighborhood Access by improving safety and convenience for pedestrians and cyclists on Westchester Avenue and other local streets, especially where the Bronx River Greenway crosses Westchester Avenue, and towards the Whitlock Avenue MTA 6 train Station.
- Create Community-driven Neighborhood Economic Development and Public Spaces with commercial, cultural, educational, and recreational uses that serve community needs and expand the availability of public space for the neighborhood.
- Make the District a Model Eco-Neighborhood, exploring all options for renewable energy and green building technologies while remediating brownfields and supporting the continued ecological restoration of the Bronx River.

The Vision, Goals, and Objective identified by YMPJ in 2023 remain the guiding vision for the redevelopment of the vacant Westchester Avenue Station.

2024 - Further Community Engagement, Short Term Public Art Intervention Planning, and Interior Design Visioning, and Site Visits

In 2024, YMPJ continued its Community Engagement activities around potential uses for the Westchester Avenue Station with additional tabling at community events. Alongside but separate from that work, YMPJ engaged local artists and community residents in a visioning process for a public art installation for the area immediately outside the Westchester Avenue Station entitled the “Station Gallery” to raise community awareness about the train station restoration project and show continued progress towards reclaiming the station for community use and benefit. YMPJ continues to pursue the implementation of this planned public art installation.



Figure 40: Photos from community engagement events in 2024

4 - Recent and Upcoming Developments cont.

Vacant Cass Gilbert train station at Westchester Avenue

In addition to the continued community engagement around potential uses, and the visioning for a “Station Gallery,” YMPJ was connected to a Master’s student at the Pratt Institute for Community Development who was interested in exploring the interior design potential of a restored Westchester Ave Station as part of their Master’s thesis project. This student’s work represents the first interrogation of the interior design potential of a restored Westchester Avenue Station and, while highly conceptual, remains an influence on YMPJ’s current thinking about the project.



Figure 41: Excerpts from *SPECTRUM (A Co Driven Community Hub)* by Yeswanth Loganathan for Pratt Institute School of Art, 2024



Figure 42: Excerpts from a *Proposed Public Art Gallery at the Vacant Westchester Avenue Station* by Taconic Fellows of the Pratt Center for Community Development at Pratt Institute, 2025

4 - Recent and Upcoming Developments cont.

Vacant Cass Gilbert train station at Westchester Avenue

Beyond these various visioning activities, thanks to the support of the New York State Department of State, YMPJ was able to forward other aspects of the restoration project by assembling a design team, led by SLO Architecture, a long-time partner and champion for the station's restoration, and working with Amtrak to conduct site visits (5/20/24 and 8/13/24) on the site in order to develop an updated Existing Conditions Analysis and Preservation Plan for the vacant Cass Gilbert train station at Westchester Avenue as a part of the Southern Boulevard BOA Nomination Study. Images from YMPJ and its design team's two visits to both the New York Historical Society (5/3/24 and 8/9/24) to view Cass Gilbert's original architectural drawings and the Westchester Avenue Station itself are included below.

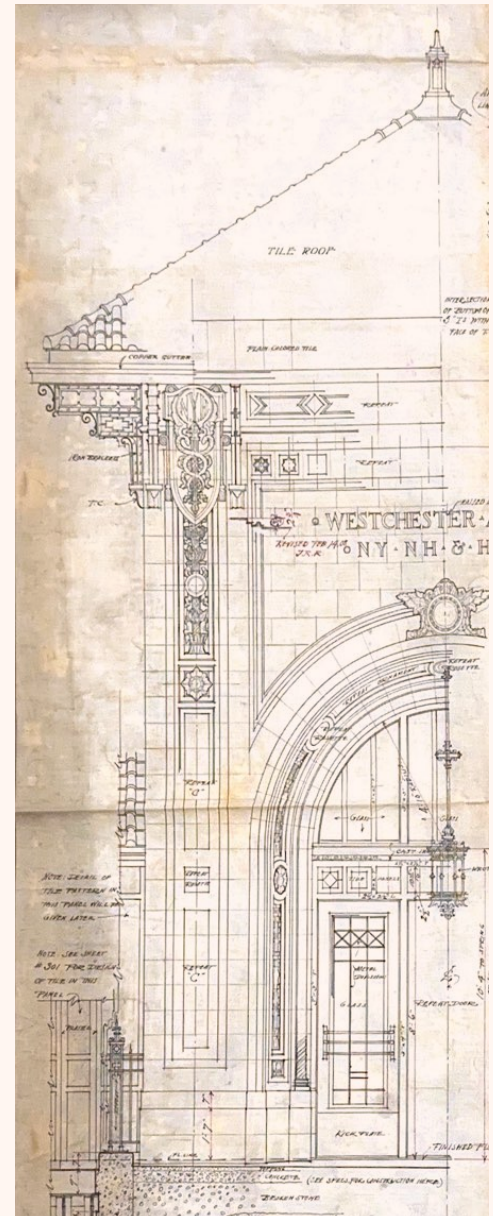


Figure 43: Drawing Research and Site Photos from the Cass Gilbert's Westchester Avenue Station Pre-Schematic Conditions Assessment

Vacant Cass Gilbert train station at Westchester Avenue

2025 - Working with Amtrak, Updated Existing Conditions, Project Next Steps

Following the two site visits to the vacant Cass Gilbert train station at Westchester Avenue in 2024 YMPJ and its design team, comprised of architects, structural engineers, and materials conservationists produced a report titled “Cass Gilbert’s Westchester Avenue Station Pre-Schematic Conditions Assessment” which assesses the rehabilitation potential of the historic station building. The Pre-Schematic Conditions Assessment analyses suggest that the while Headhouse portion of the structure built on grade with Westchester Avenue, is well-positioned for restoration with the existing structure, the spanning steel structure of the Waiting Room will likely require greater intervention. The Pre-Schematic Conditions Assessment made the following repair recommendations:

Repair Recommendations

Priority 1: Mitigation of Life Safety Hazards

- Install protection under the Waiting Room to protect the tracks and any workers in the vicinity of the station.

Priority 2: Repair and Restoration of the Waiting Room

- Salvage all exterior terra cotta and other remaining historic elements.
- Salvage the steel trusses in the waiting room.

Priority 3: Repair and Restoration of the Headhouse

Priority 4: Repair and Restoration of the Vaulted Hallway

A copy of the Pre-Schematic Conditions Assessment is included in the Appendix.



Figure 44: Excerpts from Cass Gilbert’s Westchester Avenue Station Pre-Schematic Conditions Assessment

Since YMPJ issued this report and shared it with Amtrak and the New York State Department of State in early 2025 YMPJ has turned its attention towards further building out its project team with plans to bring in a variety of experts and technical assistance over the course of 2025 including project fundraising support and project funding stack development support in the form of brownfield and historic tax credit expertise, and real estate project management for its ongoing conversations with Amtrak. YMPJ also intends to further refine and develop its vision (articulated in brief in Section 4 of the Southern Boulevard BOA Nomination Study) with additional renderings, design documents, and market testing of potential uses.

3.3 INVENTORY AND ANALYSIS

This section includes an inventory and analysis for the proposed BOA Study Region, including analysis of existing conditions, and opportunities in order to make specific and realistic recommendations in the proposed BOA for implementation projects. The analysis in this section provides support for the reuse potential of strategic sites that are identified as catalysts for revitalization.

Inventory and Analysis of the proposed BOA study boundaries includes the following analysis:

1. Zoning
2. Land Use: History and Current
3. Building Inventory
4. Historical or Culturally Significant Sites
5. Public Services and Resources
6. Natural Features and Open Space
7. Current & Future Hazards/Climate Risks
8. Transportation Systems and Infrastructure
9. Public Transportation
10. Roadway Safety
11. Pedestrian and Bicycle Facilities
12. Micromobility
13. Car Ownership, Parking
14. Gas Stations and E-Charging Stations
15. Truck Traffic
16. Proposed Regional Improvements
17. Environmental Review of Brownfield, Abandoned, and Vacant Sites

1 - Zoning

The BOA Study Region is comprised mostly of land zoned as R6 and R7 (yellow) with some manufacturing concentrated along the Bronx River. Districts zoned as R6 are medium-density neighborhoods and can range widely with building type and height. R7 districts are also medium-density apartment house districts that encourage lower apartment buildings on smaller zoning lots and, on larger lots, taller buildings with less lot coverage. Within the R6/R7 zoned regions, you will see many C1 or C2 commercial overlays. These overlays serve the needs of R6 residents. Examples of C1 and C2 overlay uses are grocery stores, dry cleaners, restaurants etc.

Study Region Zoning

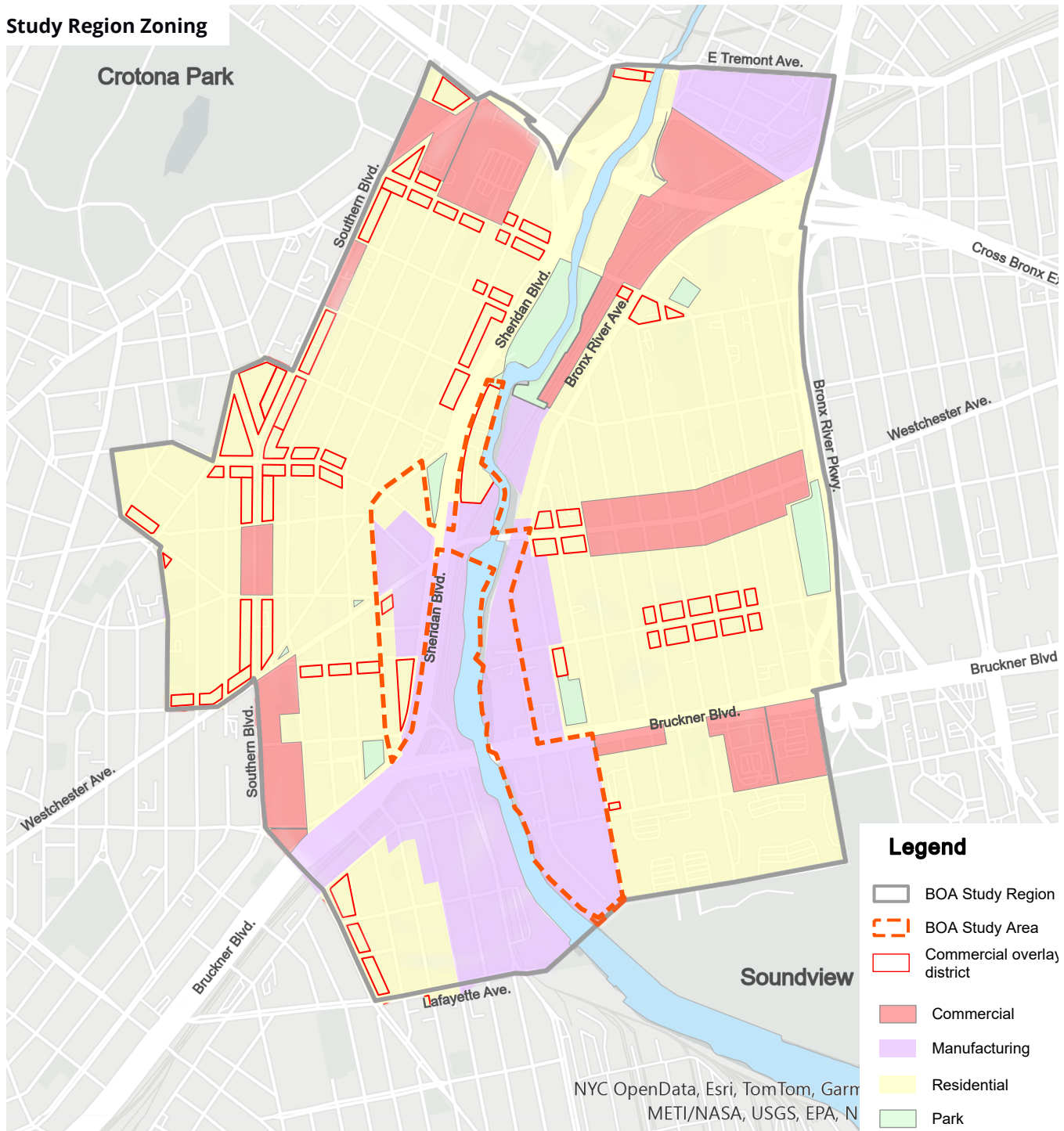


Figure 45: BOA Study Region Zoning. (Source: NYC Department of City Planning (DCP), 2024)

1 - Zoning cont.

Other areas within our BOA Study Region are zoned as C8, which bridges commercial and manufacturing uses like autobody shops and other heavy commercial uses, and C4, which are mapped in regional commercial centers but are located outside of the Central Business District. C4 uses include department stores, theaters or other commercial/office use that generate more traffic than other neighborhood shopping areas.

The character of R6 districts can range from neighborhoods with a diverse mix of buildings types and heights to large-scale “tower in the park” developments.

R7 districts are medium-density apartment house districts mapped in much of the Bronx as well as the Upper West Side in Manhattan and Brighton Beach in Brooklyn. The height factor regulations for R7 districts encourage lower apartment buildings on smaller zoning lots and, on larger lots, taller buildings with less lot coverage.

C1-1 through C1-5 and C2-1 through C2-5 districts are commercial overlays mapped within residence districts. Mapped along streets that serve local retail needs.

C4 Districts are mapped in regional commercial centers outside of central business districts. In these areas, specialty and department stores, theaters and other commercial and office uses serve a larger region and generate more traffic than neighborhood shopping areas.

C8 bridges commercial and manufacturing uses allowing for automotive and other heavy commercial services that often require large amounts of land. Typical uses are automobile showrooms and repair shops, warehouses, gas stations and car washes—although all commercial uses (except large, open amusements) as well as certain community facilities are permitted in C8 districts.

Zoning Diagram

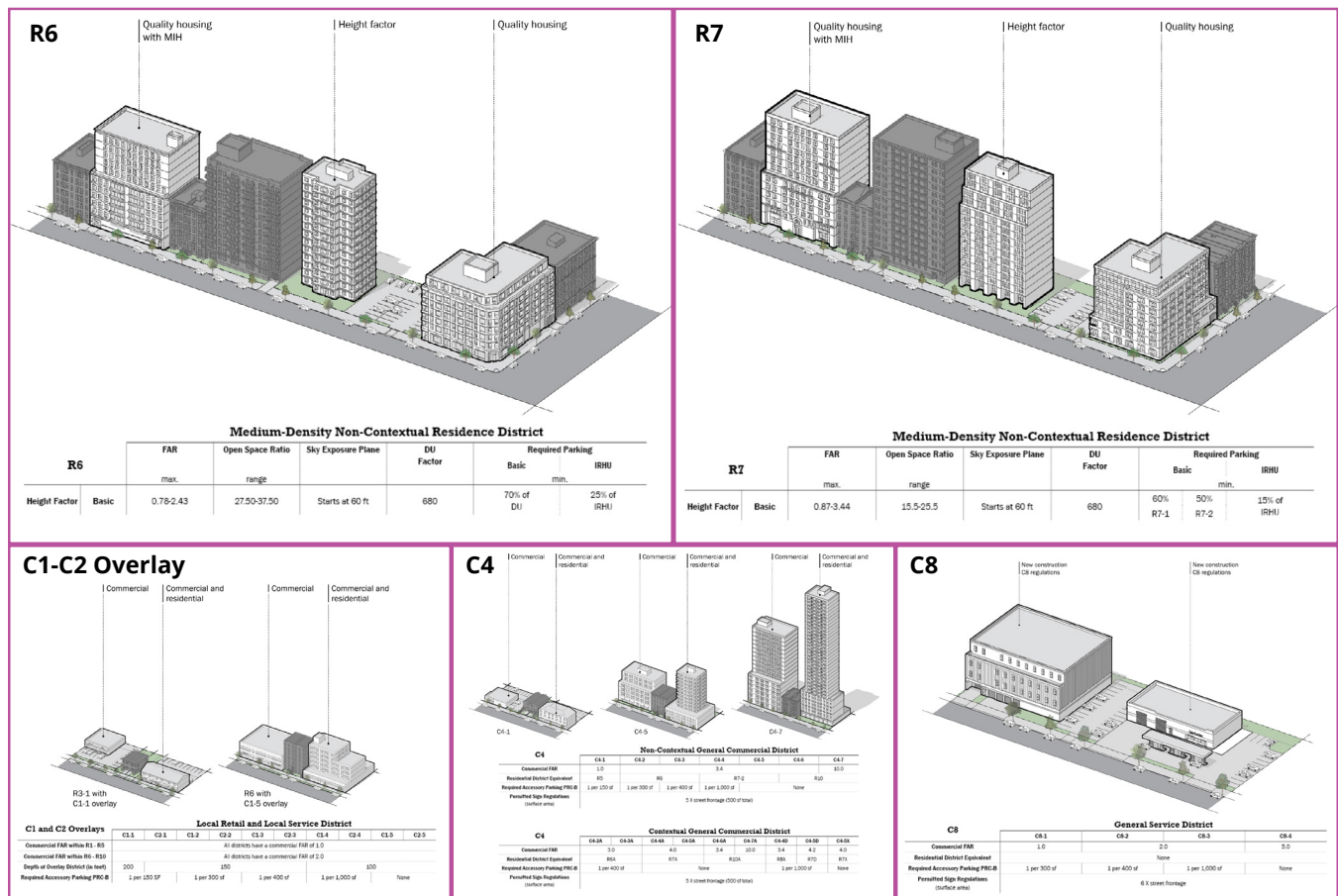


Figure 46: Zoning Diagram, (Source: NYC Department of City Planning)

1 - Zoning cont.

The BOA Study Area is largely zoned for manufacturing on the east side of the Bronx River and has a combination of manufacturing and residential on the western side. These zoning designations have been in place since the 60's. M1 districts typically, and represented in the Study Area, include light industrial uses, such as woodworking shops, repair shops, and wholesale service and storage facilities. Offices, hotels and most retail uses are permitted. Certain community facilities (hospitals) are allowed by special permit.

Study Area Zoning

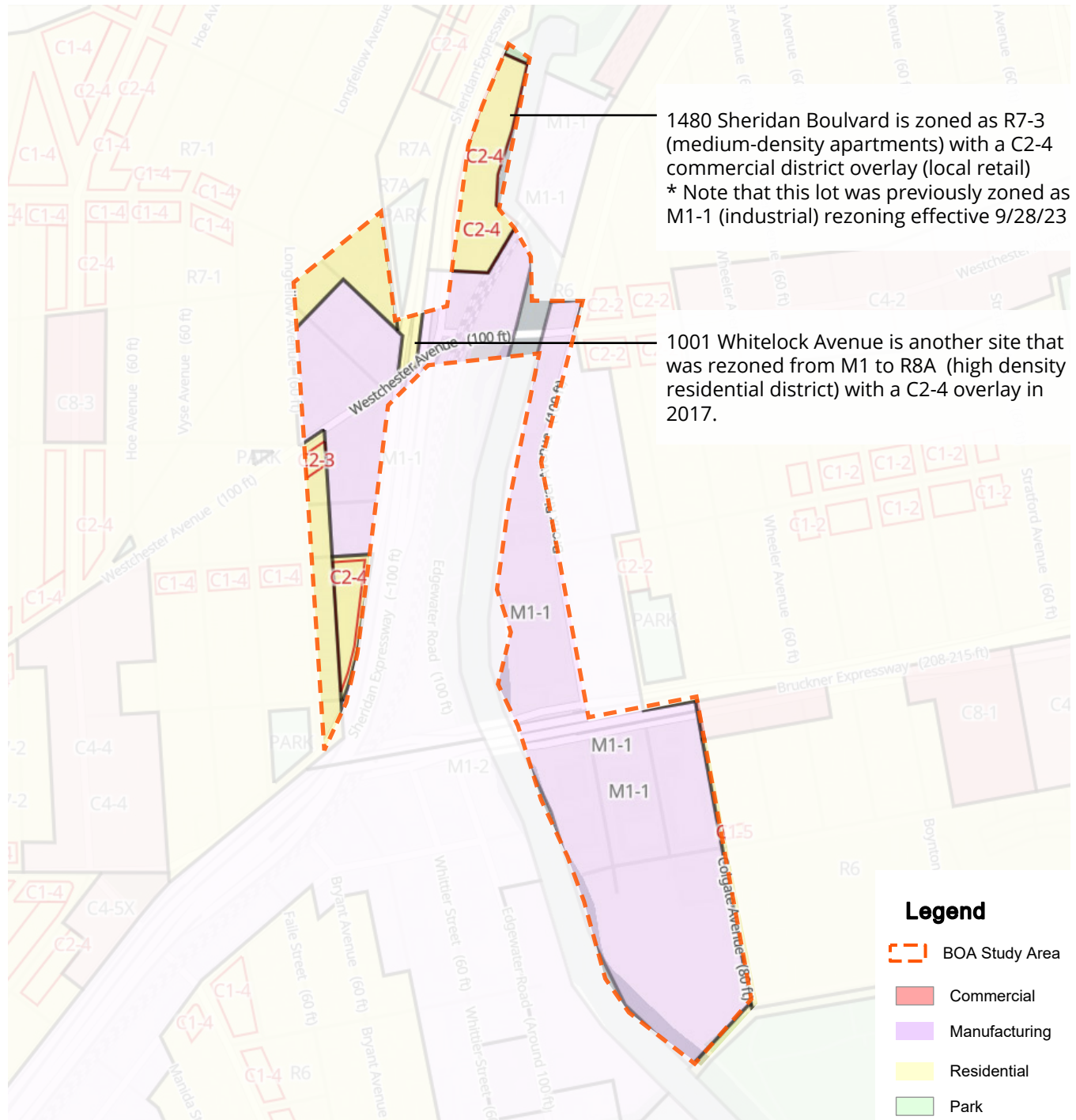


Figure 47: BOA Study Area Zoning, (Source: NYC Department of City Planning (DCP), 2024)

2 - Land Use: History and Current

Historic Land Use

Historically, the land use in this region has not undergone significant zoning changes. Instances where R7 zoned neighborhoods have been changed to R6 are examples of zoning changes in the region. A change from R7 to R6 represents an adjustment to the allowable height and size of residential buildings.

The neighborhood has long been established as a majority residential zone with commercial and manufacturing uses along the Bronx River and major transportation routes and commercial corridors like Westchester Avenue and Southern Boulevard.

Historical analysis shows that many of the low rise multi-family buildings in the BOA Study Region were constructed before the 1961 Zoning Resolution that is still in effect today. This 1961 Zoning Resolution divided NYC into residential, commercial and manufacturing areas which allowed for many of these residential buildings to exist within manufacturing zones.

1961 Zoning Map

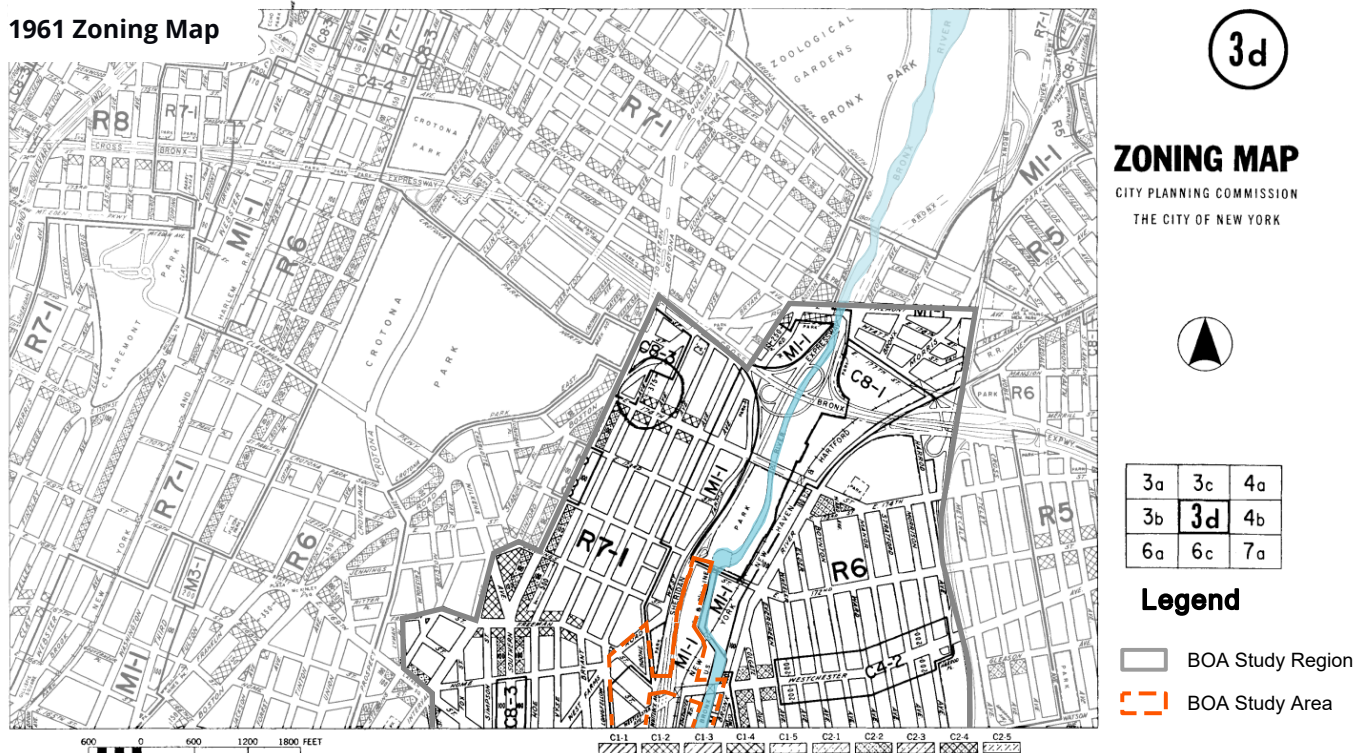


Figure 48: 1961 Zoning Map, (Source :City Planning Commission, The City of New York)



Figure 49: Southern Blvd and Westchester Avenue, Bronx, NY 1912 - Southwest corner in 1912 (left) and View toward north in 1941 (right)

Current Status

Current land use designation in the Study Region is comprised mostly of low to mid rise residential buildings that are single use or mixed use. Industrial and Manufacturing uses make up most of the remaining neighborhood land use. Additional uses in the region are Commercial and Office buildings. These buildings are typically located along major transportation routes like Westchester Avenue and Southern Boulevard. Park space has been developed in the region and is mostly concentrated along the Bronx River, including the 205-acre Soundview Park to the south of the BOA Study Region. Hunts Point property near the Bronx River within the BOA Study Region is designated as the South Bronx Significant Maritime and Industrial Area (SMIA) where wholesale trade is the dominant industry and home to the city's food distribution center.

Study Region Land Use



Figure 50: BOA Study Region Land Use, (Source: NYC Department of City Planning (DCP), 2024)

2 - Land Use: History and Current cont.

As is expected in a manufacturing zone, the majority of known uses within the potential BOA Study Area are parking, industrial/manufacturing, or transportation/utility, with the exception of

- York Studios (1410 Story Ave)
- Bronx Charter School for the Arts (1444 Story Ave)
- Sheridan Hotel (1440 Sheridan Expy)

Study Area Land Use

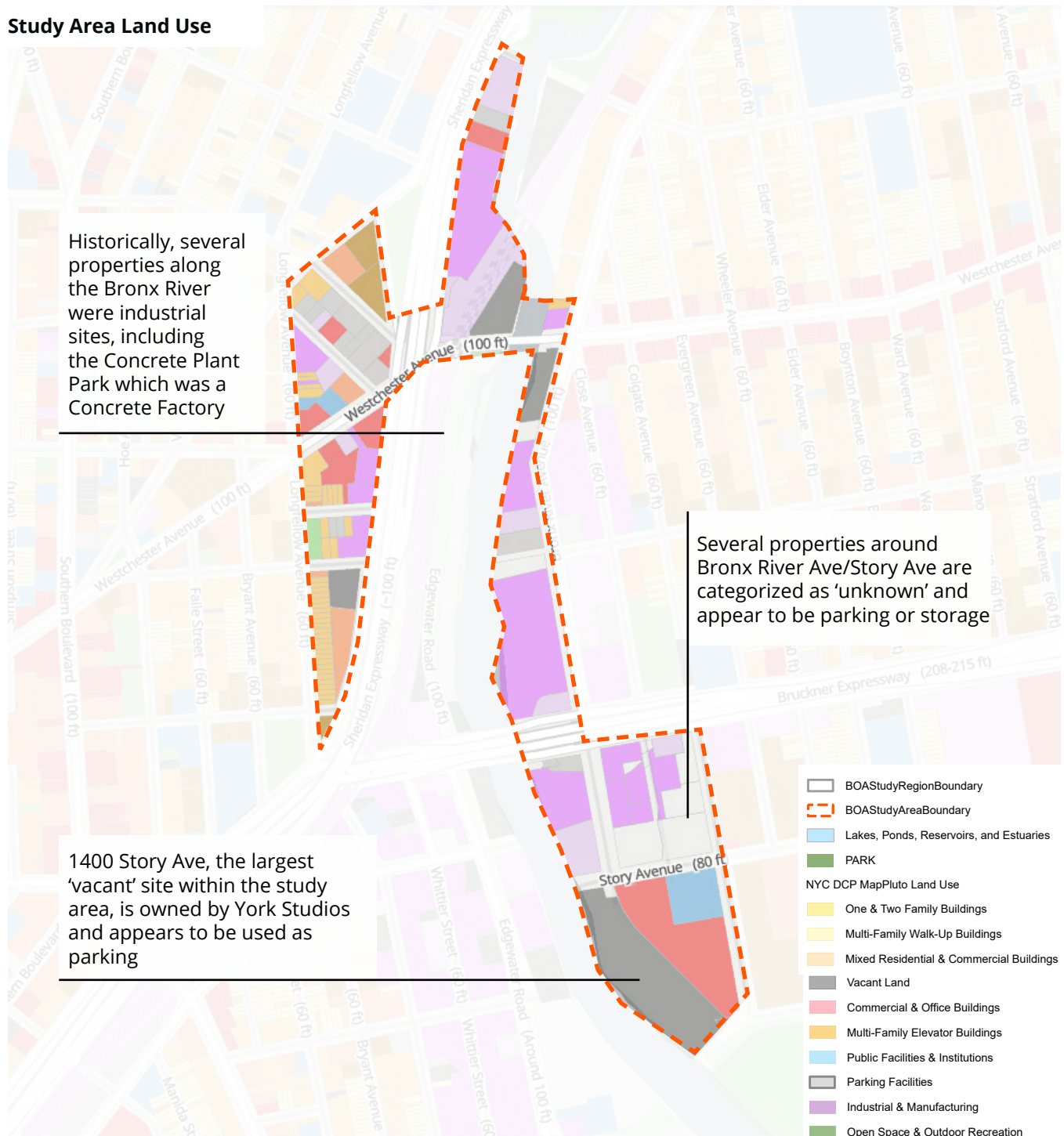


Figure 51: BOA Study Area Land Use, (Source: NYC Department of City Planning (DCP), 2024)

3 - Building Inventory

Construction Date

The majority of buildings within the Study Region were built between 1920 and 1930. There is significantly more new construction on the west side of the Bronx River.

Building Construction Date

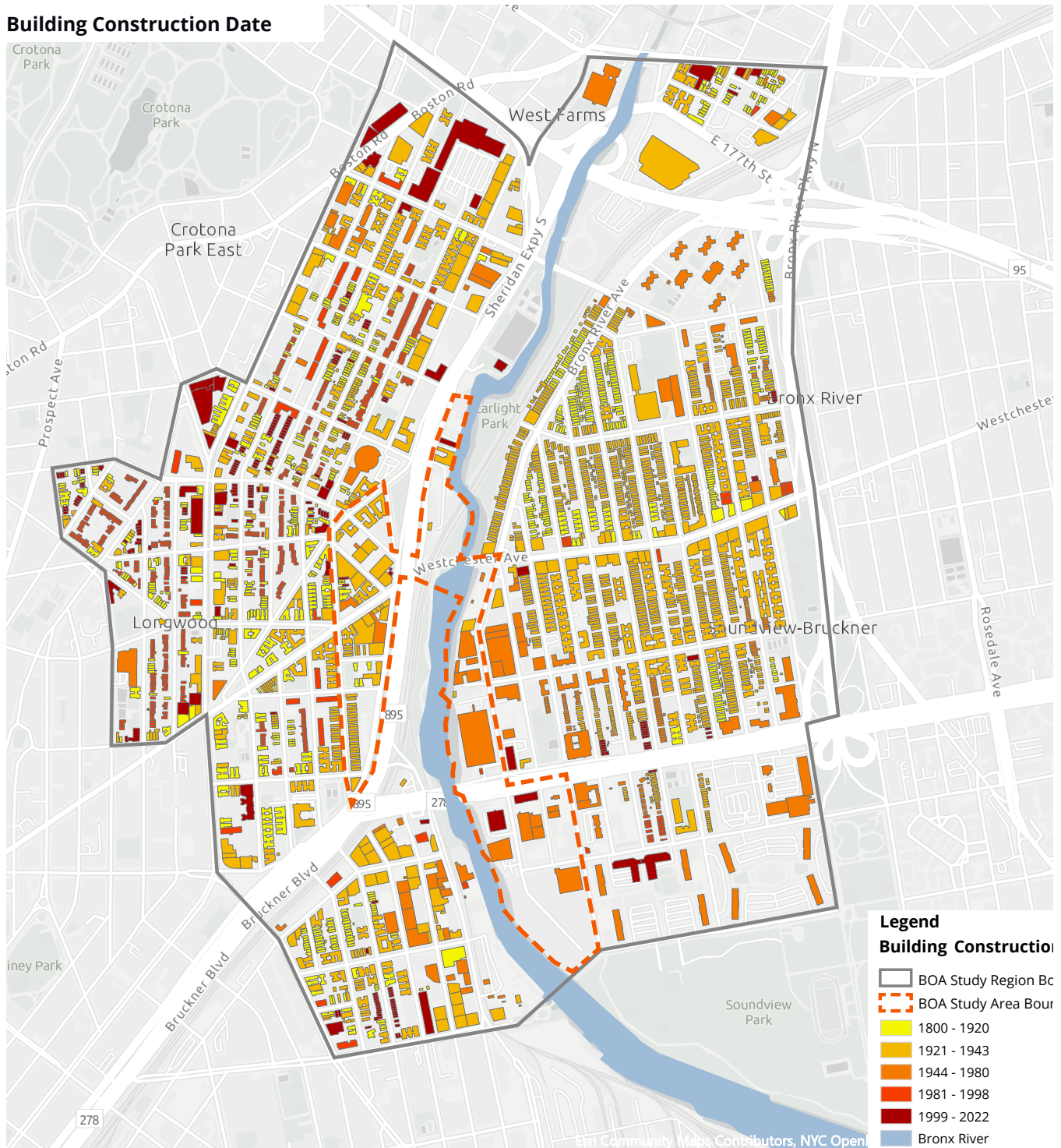


Figure 52: BOA Study Region Building Construction Date Map, (Source: NYC Open)

3 - Building Inventory cont.

Building Height

Most of buildings within the Study Region are between 15' and 25' tall, common for manufacturing zones. The notable exceptions are housing developments, such as The Lafayette Boynton Apartments and new developments along Sheridan Expressway.

Building Height

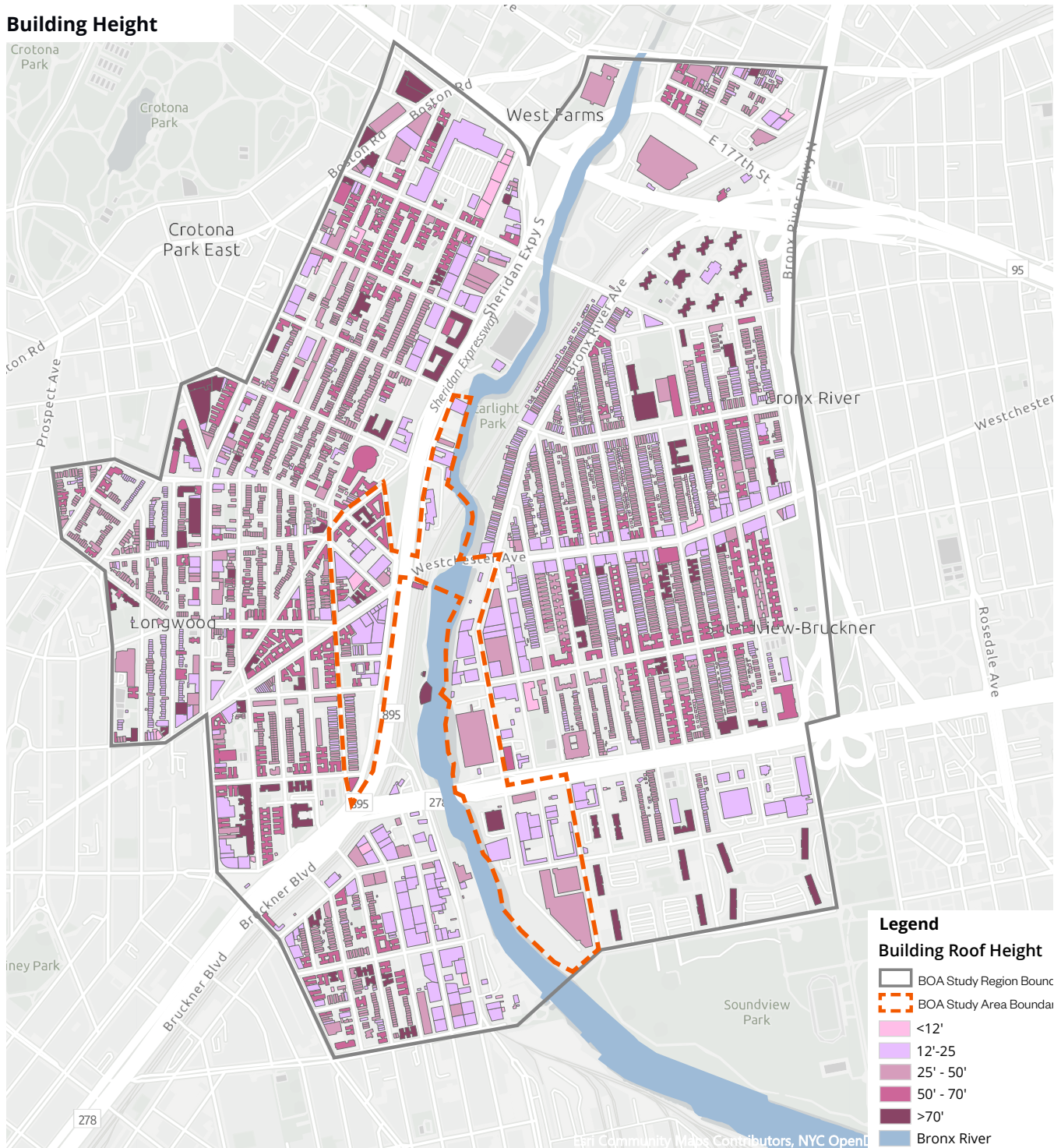


Figure 53: BOA Study Region Building Height, (Source: NYC Open Data)

3 - Building Inventory - Neighborhood Character & Streetscape cont.

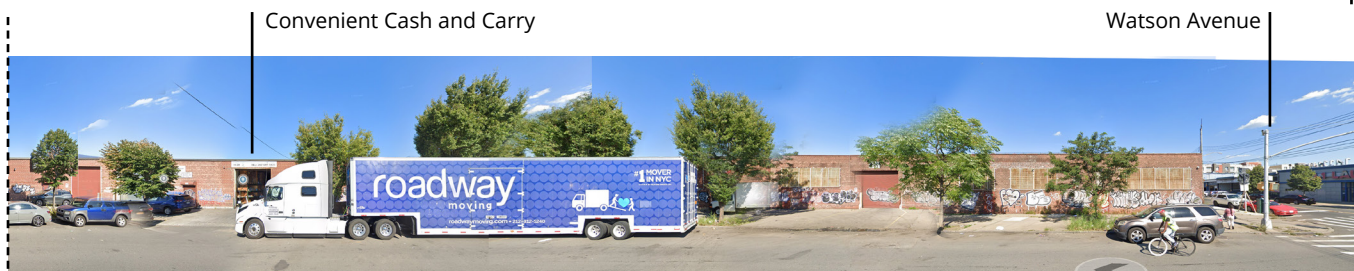
Bronx River Avenue between Westchester Avenue and Watson Avenue

West - Primarily comprised of industrial typologies including storage facilities and moving trucks with street vendors adjacent to the subway line. The materiality consists of various hues of painted brick and the activity, of many large 18- wheeler vehicles parked along the street edge which features little tree canopy cover.

East - Industrial typologies including an auto part store, a battery wholesale warehouse, and storage facilities dominate the street edge. There are no bike paths in the area but the light tree canopy makes the sidewalk comparatively more comfortable for pedestrians. The materiality consists largely of raw brick walls and red iron garage ornamented with graffiti largely within a lower five foot range.



LOOKING WEST



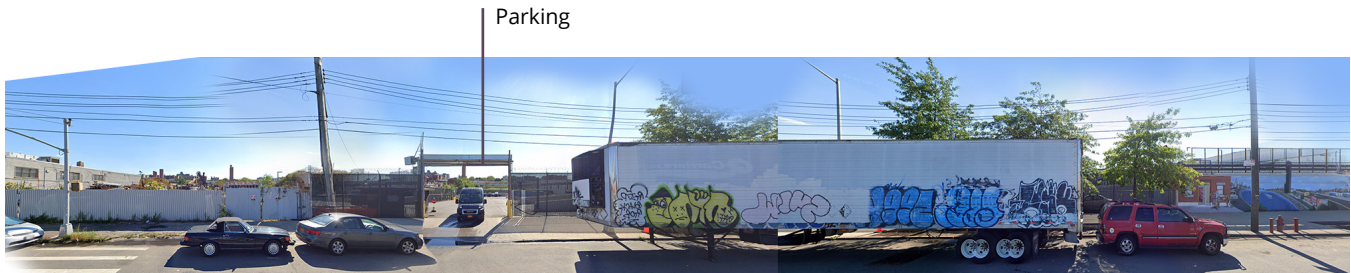
LOOKING EAST

3 - Building Inventory - Neighborhood Character & Streetscape cont.

Bronx River Avenue between Watson Ave. and Bruckner Expressway

West - Primarily Storage and parking, this block still features a light tree canopy and murals along the side of one of its buildings.

East - Commercial is located in the center of industrial programming that includes an automotive shop, and storage. Taller storage buildings line Bruckner Expressway and the street is lined with a light tree canopy.



Prologis/ Amazon

Gas Station

Bruckner Expressway



LOOKING WEST



Watson Avenue

Laundromat

Restaurant



Automotive Shop

Storage

Bruckner Expressway
Soundview Economic Hub

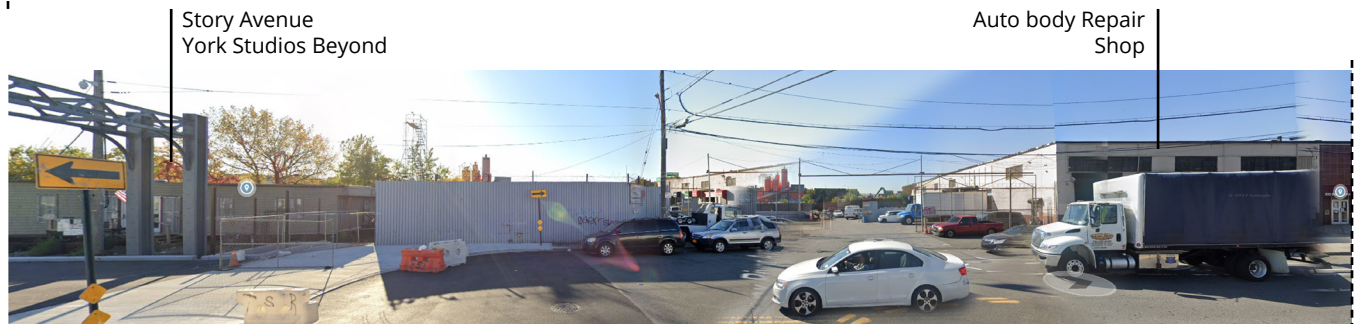
LOOKING EAST

3 - Building Inventory - Neighborhood Character & Streetscape cont.

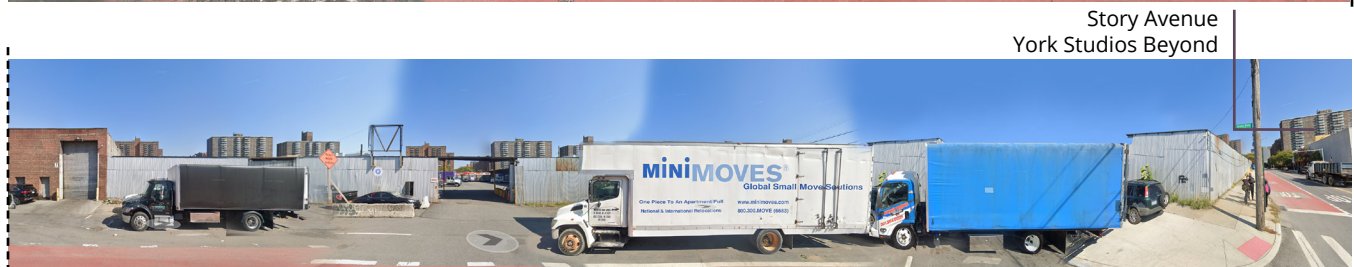
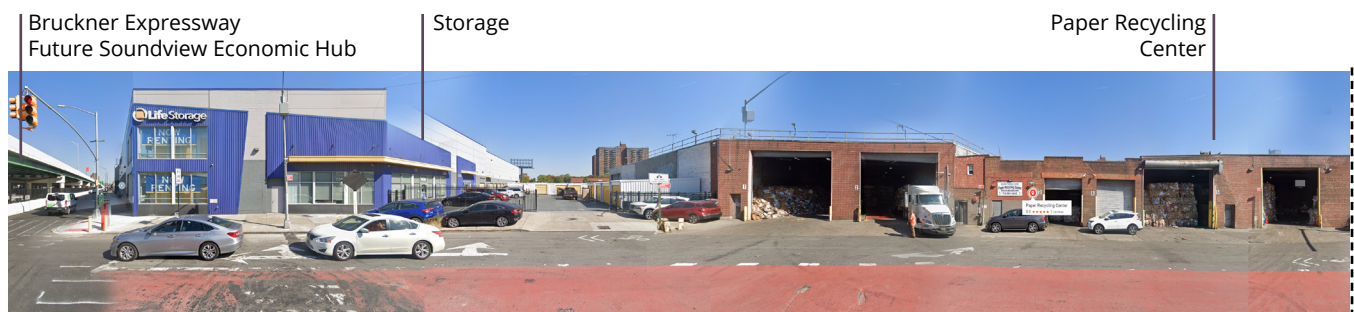
Bronx River Avenue between Bruckner Expressway and Story Avenue

West - Taller storage buildings line Southern Bruckner Expressway. Along Bronx River Avenue as well. The industrial region is primarily single story with a mixture of corrugated steel paneling and painted/ red brick making up the streets materiality. There is no tree cover along the street edge.

East - Some pedestrian activity could occur here due to the road's proximity to a local high school and affordable housing located further east of the elevation. This block consists of painted and raw corrugated steel along with red brick warehouses. There is almost no tree cover here.



LOOKING WEST



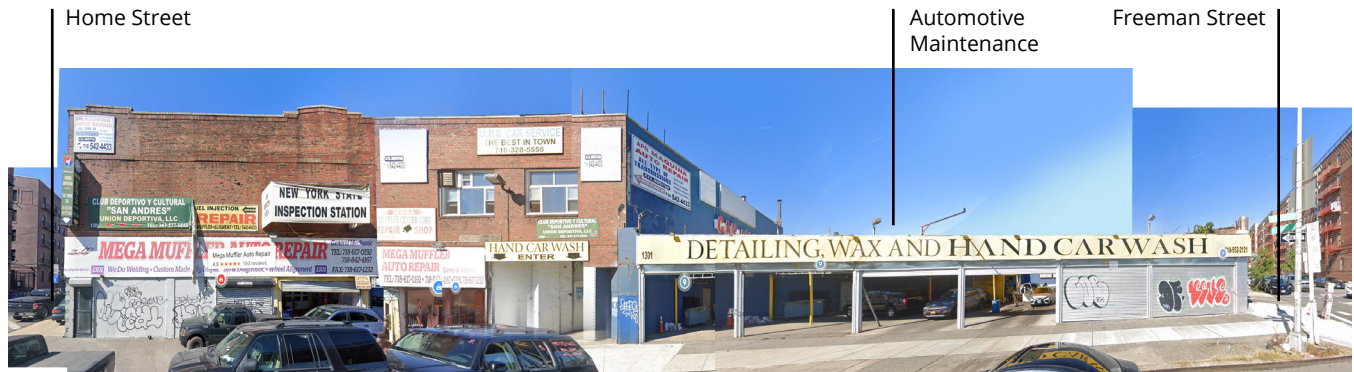
LOOKING EAST

3 - Building Inventory - Neighborhood Character & Streetscape cont.

Sheridan Boulevard between Home Street and Freeman Street

West - The two story red brick and single story corrugated steel structure that lines this block houses automotive maintenance programming.

East - The elevated subway turns east alongside the Sheridan Boulevard turns east at the intersection of Home Street to travel along Westchester Avenue. The Whitlock Avenue Station entrance is at Home Street, Whitlock Avenue & Sheridan Boulevard. There is no tree cover within the major intersection, with bike paths lining Westchester Avenue, although there are more bike lanes to connect riders to Concrete Plant Park further east.



LOOKING WEST

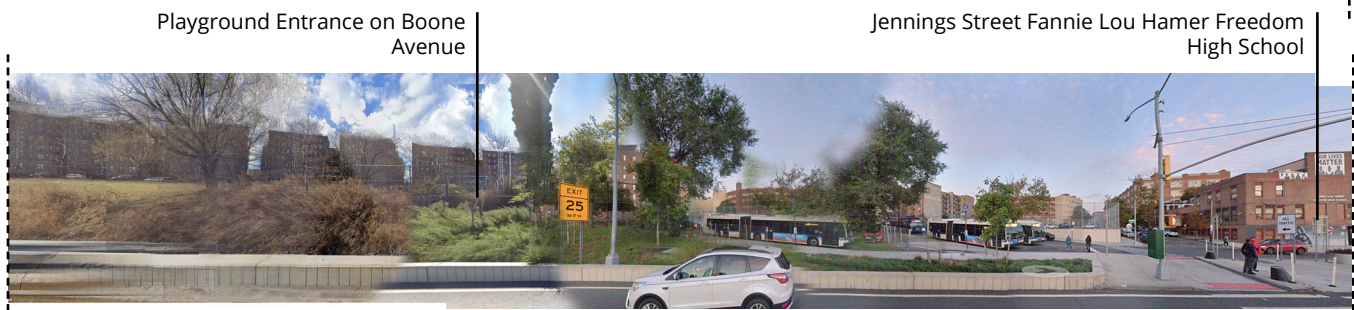
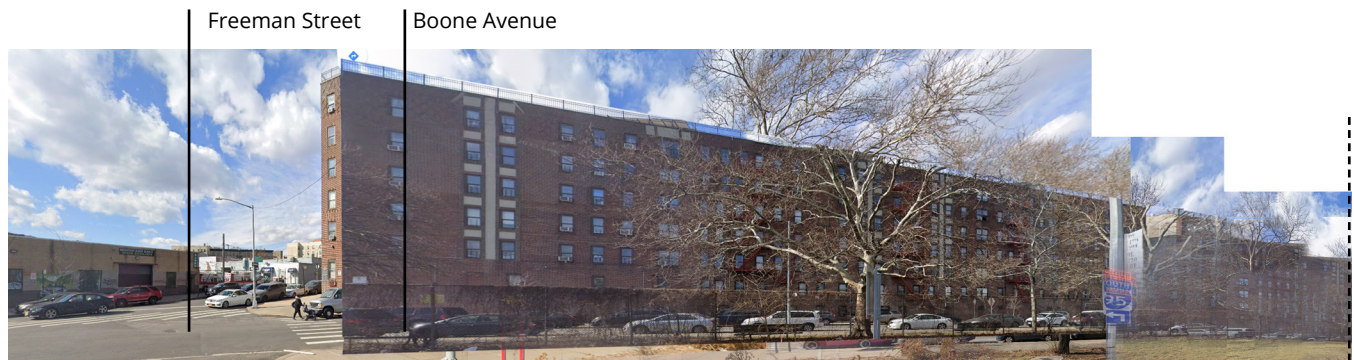
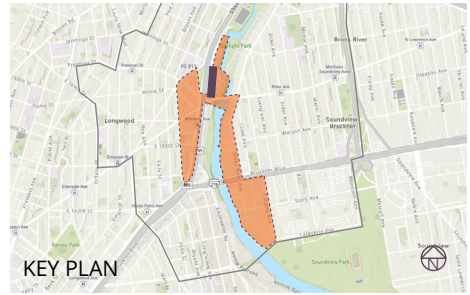


LOOKING EAST

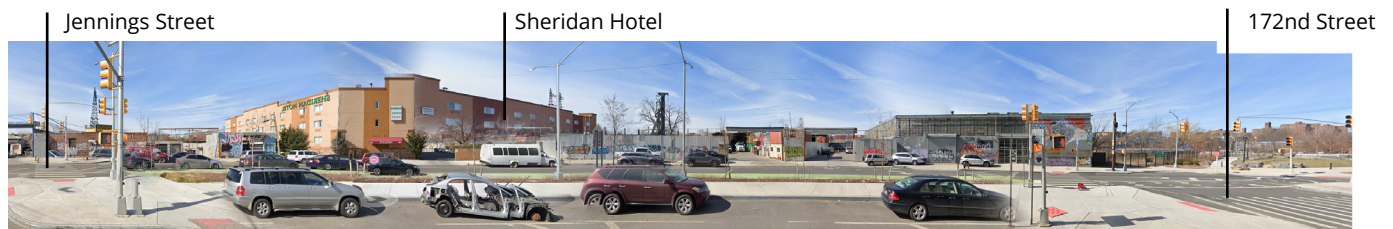
3 - Building Inventory - Neighborhood Character & Streetscape cont.

Sheridan Boulevard. between Freeman Street and Jennings Street

West - A seven-story residential development is buffered from Sheridan Boulevard by Boone Avenue, further east of the elevation, and a grassy median that houses a playground in the middle of it. The pedestrians and cars negotiate circulation at the end of the block as seen above. A school and residential building line the six-lane boulevard. Pedestrians are prevented from walking along the median through the landscaping. The medians in the middle of the boulevard also contain parking spaces for cars which also park along the edges of the road. Pedestrians are able to cross the six-lane road to get from their school to the park and other amenities because of The Sheridan Boulevardization and new pedestrian crosswalks completed in 2019.



LOOKING WEST



LOOKING EAST

4 - Historical and Culturally Significant Sites

The Study Region has two New York City recognized landmarks (images 1,2, plus the Bank Note building, immediately outside of the study area) and three National Register sites (including image 4). NYC Landmarks provides a site more protection and stricter regulations than the National Register designation. Although the Cass Gilbert train station at Westchester Avenue has not been formally recognized, it carries significance for the community. The area also features a significant collection of public art, mostly in the form of building murals. YMPJ has been instrumental in several of the public art pieces, including the mural at the intersection of Westchester Avenue and Southern Boulevard (image 5) and the 'Under the Bruckner' art installation (image 6).

Historical and Culturally Significant Places

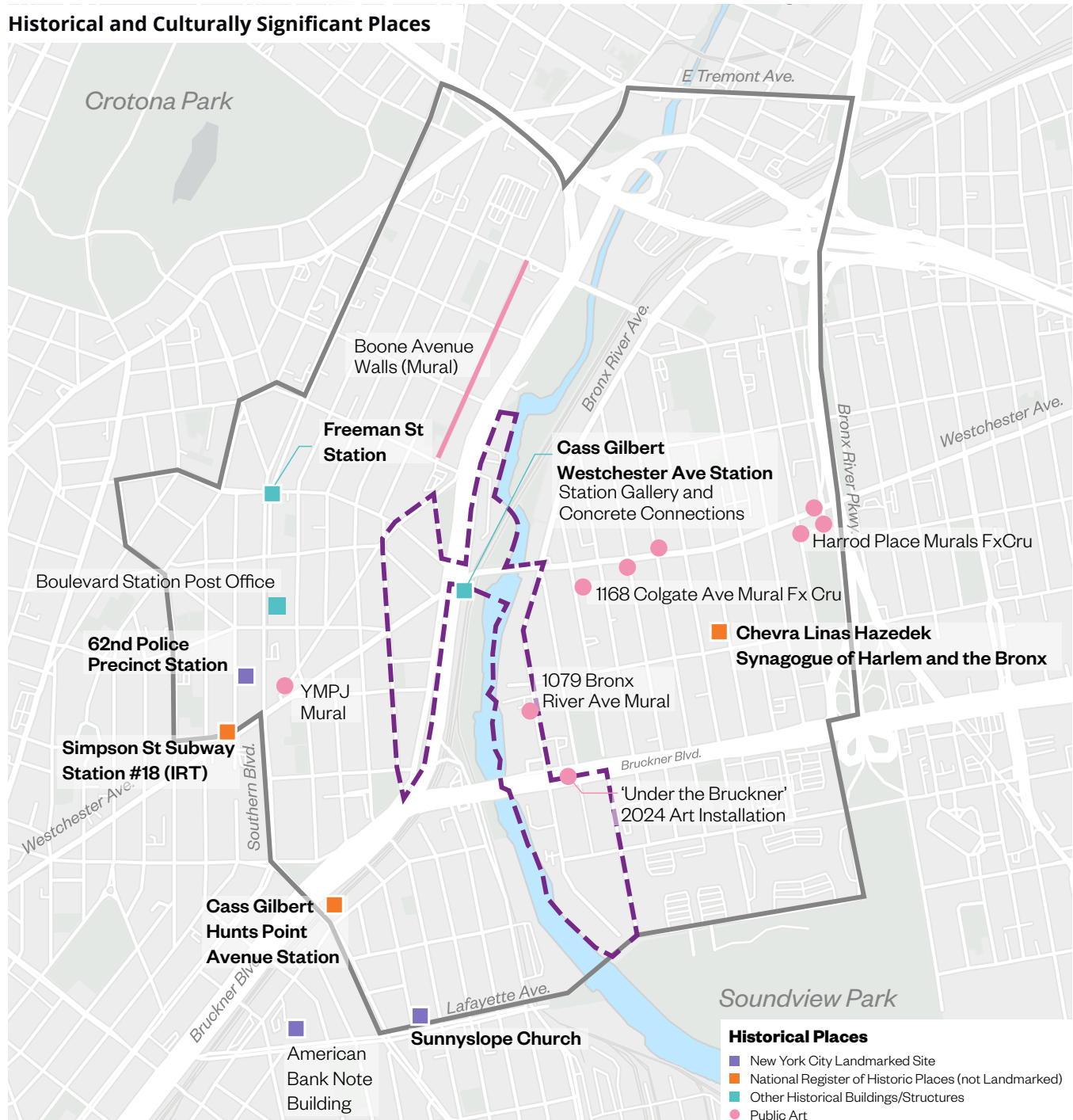


Figure 54: BOA Study Region Historical and Culturally Significant Places, (Source: Landmarks Preservation Commission (LPC), National Register of Historic Places, Bronx Commercial Corridor Arts Map)

4 - Historical and Culturally Significant Sites cont.



Figure 55: Freeman Street Station, Bronx, NY, 1904



Figure 56: Sunnyslope (Bright Temple AME Church) - Bronx, NY, 1860's



Figure 57: 62nd Polic Precint Station House, Bronx NY 1912



Figure 58: Chevra Linas Hazedek Synagogue of Harlem and the Bronx, 1928



Figure 59: 'Untitled' YMPJ-commissioned mural at Southern Blvd & Westchester Ave, 2023



Figure 60: 'Under the Bruckner' art installation, 2024

4 - Historical and Culturally Significant Sites cont.

Westchester Avenue Train Station



Figure 3: Looking southeast at the Westchester Avenue Railroad Station, ca. 1915. A canopied pedestrian bridge was present on the east side of the long waiting room. The arrow shows the covered veranda at the south side which can be seen partially. *Photographic source: Wikipedia.*

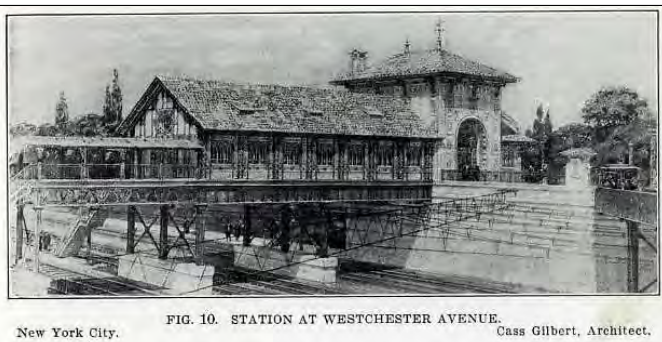


Figure 4: An illustration of the southwest view of Westchester Avenue Station; date unknown. Note the canopied pedestrian bridge to platform stairs across the tracks. *Photographic source: <https://archimaps.tumblr.com/post/142028689492/cass-gilberts-design-for-the-westchester-avenue>*

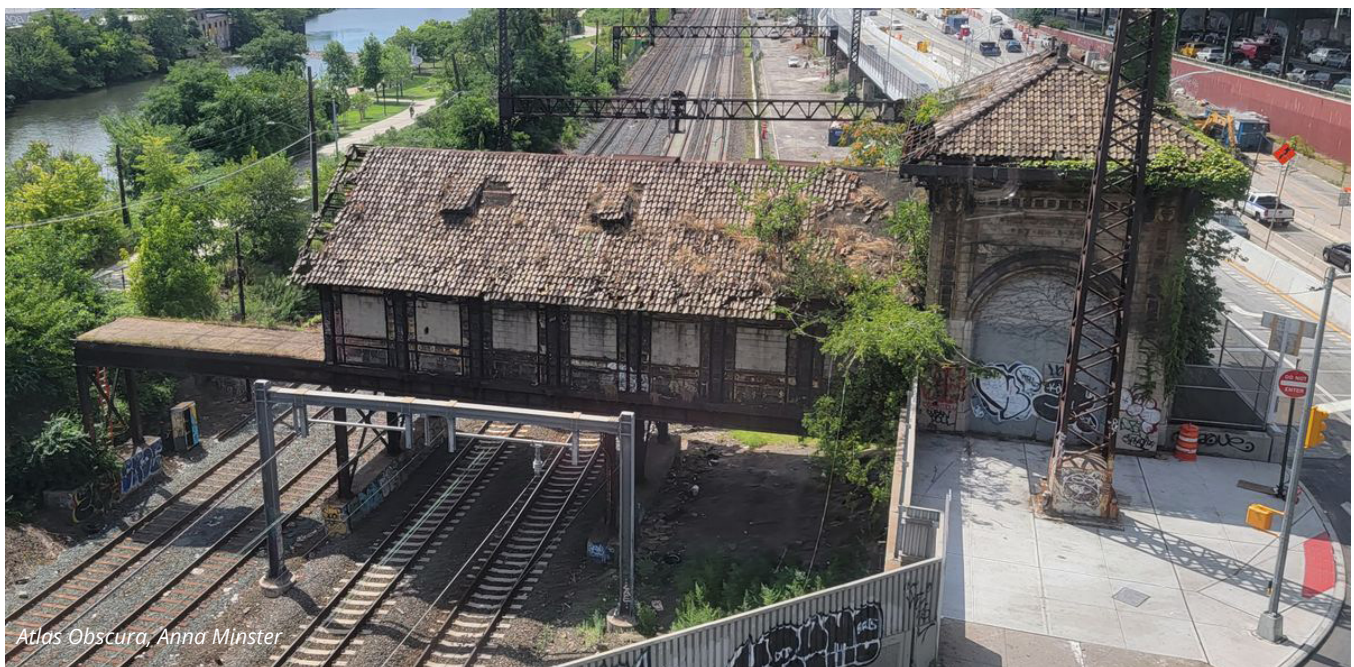


Figure 61: Westchester Ave Train Station - Bronx, NY , 1908

5 - Public Services and Resources

The Study Region is served by several faith-based and community-based organizations, which provide a multitude of services. There are clusters of hospitals and clinics along the periphery of the Study Region and along Westchester Avenue. Several schools are within close proximity to the Study Area. Community members expressed a desire for more mental health services, more healthy food options (grocery stores and restaurants), and more cultural resources. Community gardens were noted as a particularly strong resource in the Bronx.

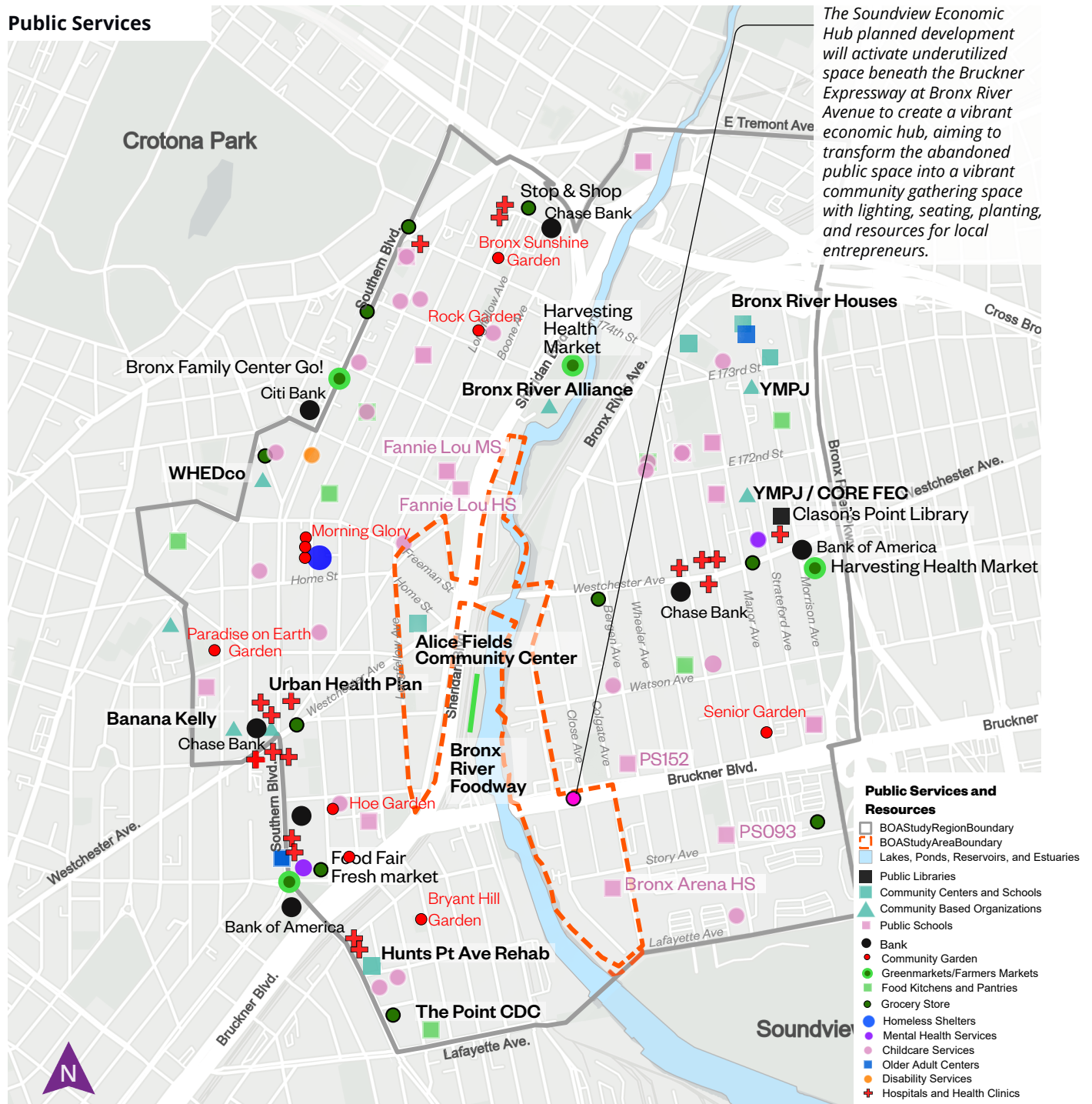


Figure 55: Public Services of BOA Study Region, (Source: NYC Department of City Planning (DCP), 2024; NYC Open Facilities Database)

6 - Natural Features and Open Space

NYC Departments of Parks and Recreation notes the adequate Open Space Ratio for residential populations in their document as a minimum goal which is equal to 2.5 acres of open space per 1,000 residents. Not including Soundview Park, The Study Region has 47.7 acres of parkland, which translates to 0.64 acres per 1,000 people — well below an adequate benchmark for residents. Community members expressed satisfaction with the waterfront parks, but find it challenging to get to the parks with existing public transportation options.

Natural Space and open Space

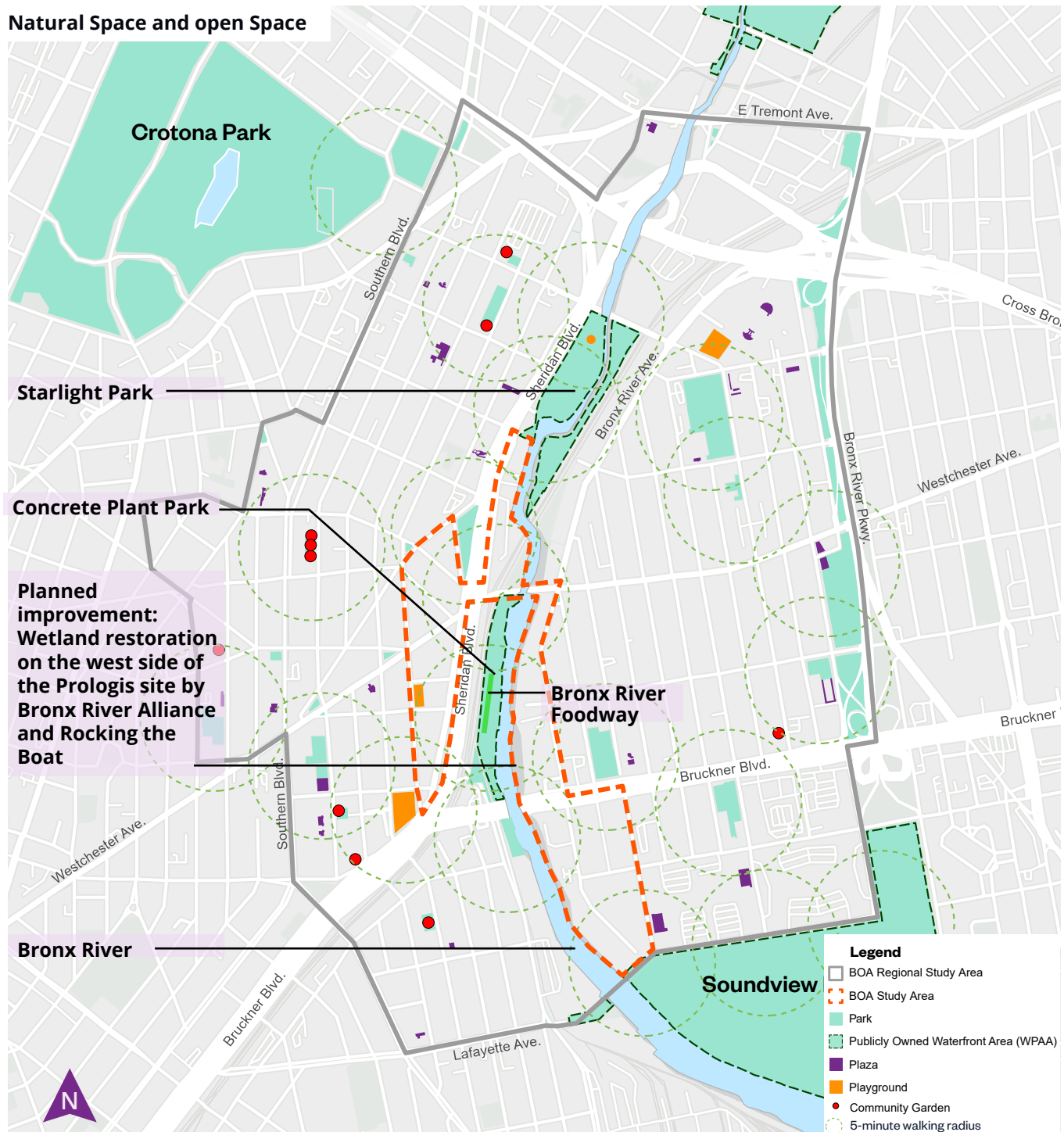


Figure 56: Natural Space and Open Space of BOA Study Region, Source: NYC Department of Parks and Recreation 2015

6 - Natural Features and Open Space cont.



Figure 57: Concrete Plant



Figure 58: Northern Edge of Colgate Close Park (locked)



Figure 59: Bronx River Greenway/Starlight Park

Tree Canopy Coverage

Tree canopy consists of the parts of a tree or trees, including the leaves, branches, and stems, that shade the ground when viewed from above. Canopy cover is the portion of a defined land area that is shaded by tree canopy. (Our Urban Forest, NYC Parks). The Bronx has an average canopy coverage of 24.8%, slightly higher than the average city coverage of 22% and below the city goal of 30%. By neighborhood: Soundview-Bruckner:17.6%; Hunts Point: 6.3%; Soundview Park: 34.7%. The Southern Boulevard Open Space Index found that this area could support three times the current tree canopy coverage.

Tree Canopy Coverage

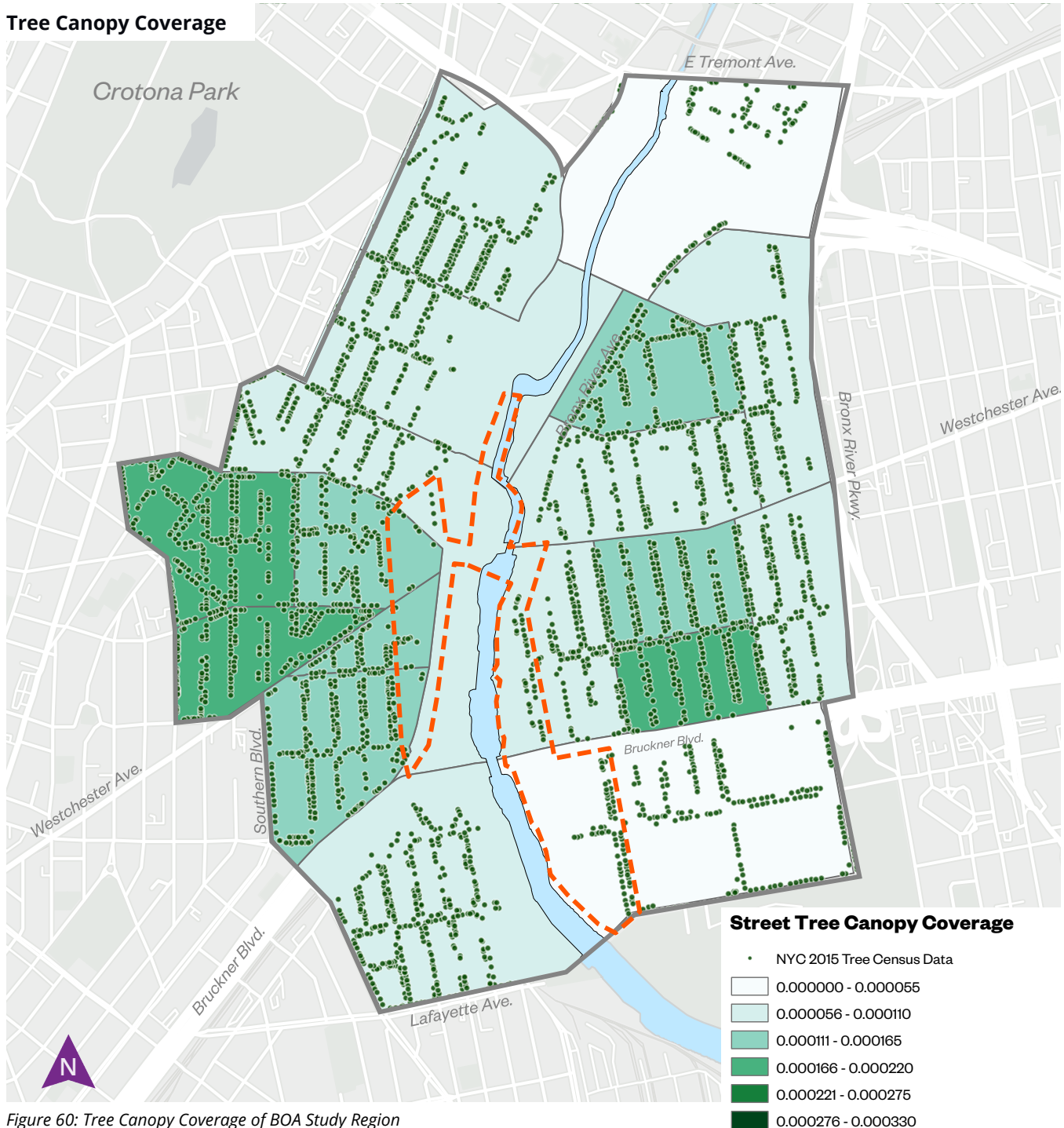


Figure 60: Tree Canopy Coverage of BOA Study Region
(Source: National Land Cover Database, Department of Parks and Recreation 2015)

Heat

The Heat Vulnerability Index (HVI) shows neighborhoods whose residents are more at risk for heat-related illnesses and deaths during or immediately following extreme heat. Factors used to determine HVI are surface temperature, green space, access to home air conditioning, and the percentage of residents who are low-income or non-Latinx Black (NYC Department of Health and Mental Hygiene). The regional study area has an average HVI of 4.6 with twelve neighborhoods at 5 (the highest risk rating), compared to New York City's average of 3.0. As our climate continues to warm, heat events that can put people's lives at risk are expected increase. The frequency of heat waves is projected to triple by the 2080s, and extreme cold events are projected to decrease. Given the high HVI of this Region, increased heat events will be detrimental to an already vulnerable population.

Heat Vulnerability

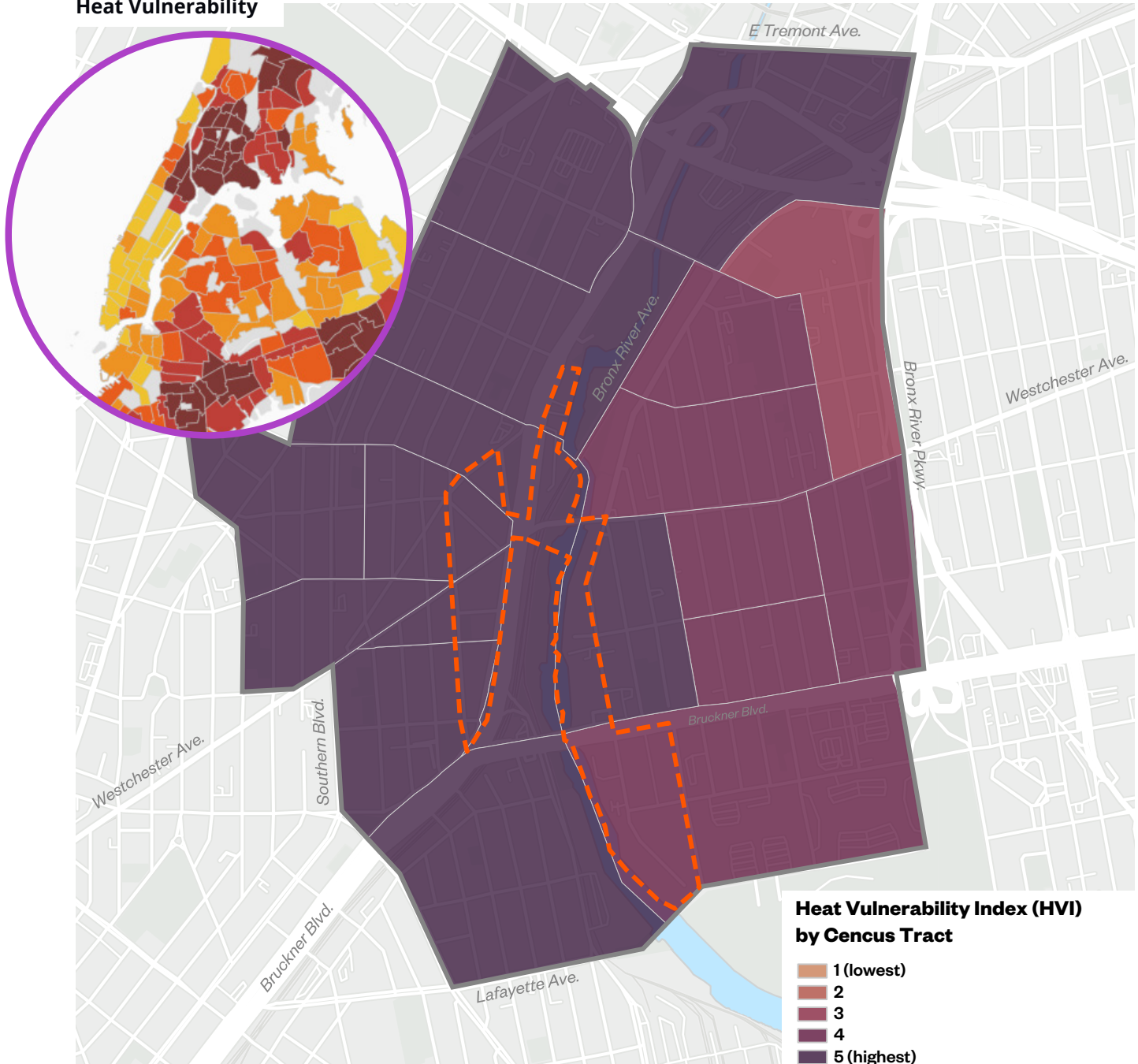


Figure 61: Heat Vulnerability of BOA Study Region
(Source: NYC Emergency Management)

Hurricane Evacuation Zones

The BOA Study Region lies within multiple Hurricane Evacuation Zones. In New York City, evacuation zones are determined by the risk of storm surge flooding and other factors. The lower the zone number, the higher the risk of evacuation during a hurricane-like event. A large portion of the Study Region lies within Zones 1-3, which means there is a high risk of evacuation in even a low-intensity hurricane. Evacuations are ordered based on a hurricane's forecast strength, track, and storm surge, with residents in lower-lying areas potentially evacuated first. The strength of the hurricane itself, from a Category 1 to 5 (highest winds), is a key factor in determining the need for evacuation. Most likely, Category 1 hurricanes will require evacuation by Zone 1, Category 2 hurricanes will require evacuation by Zones 1-2, and so on. Thus, the Study Region is at risk for evacuation in all hurricane events.

Hurricane Evacuation Zones

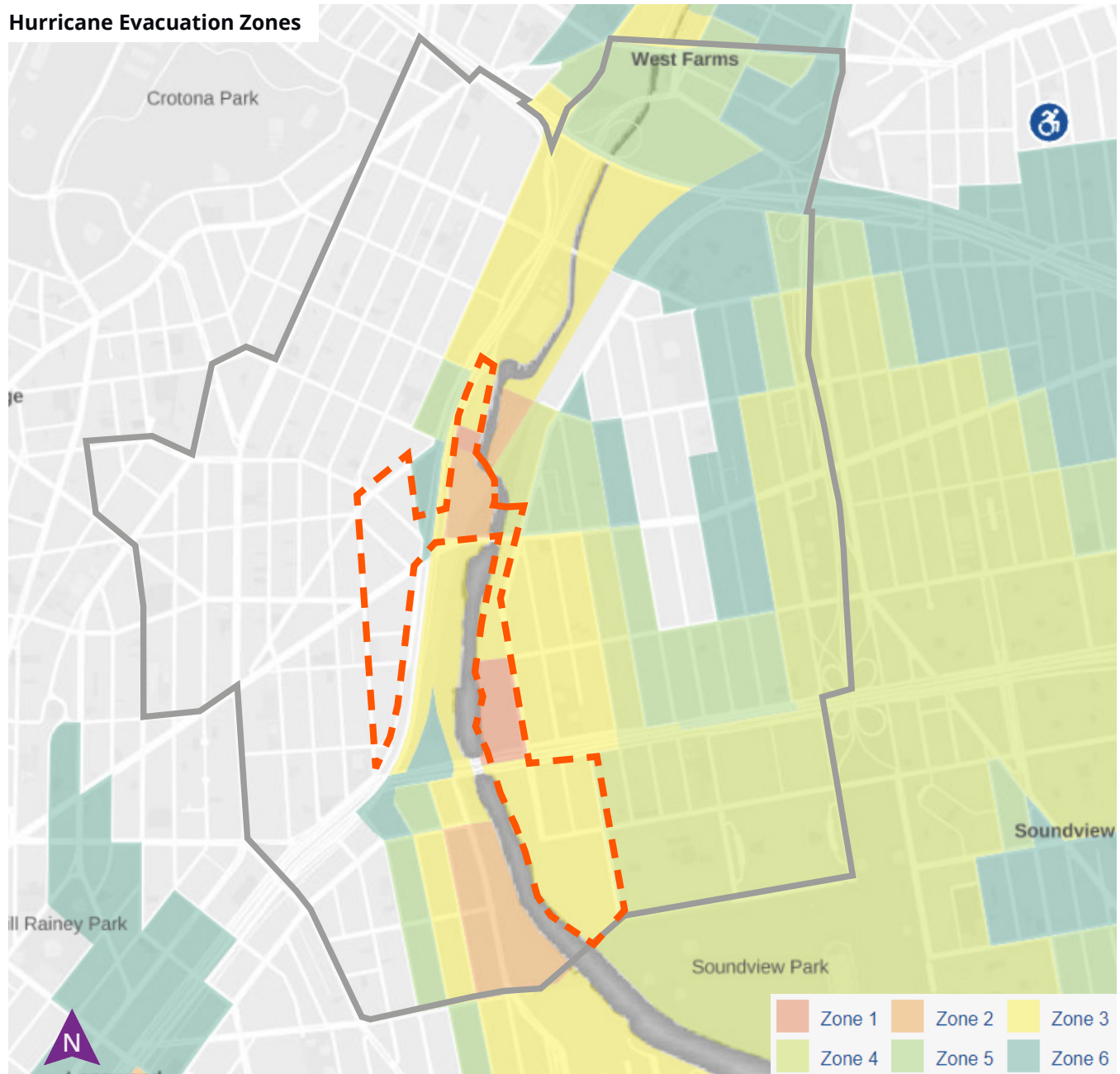


Figure 62: Hurricane Evacuation Zones of BOA Study Region
(Source: Federal Emergency Management Agency (FEMA), NYC Wastewater System, NYC Department of Environmental Protection (DEP), NYC Department of City Planning (DCP))

Current Flood Risk - The current and future floodplain maps show the BOA Study Area and greater Study Region at severe flood risk. Flooding is an especially chronic issue noted by community members. Flood hazards are primarily caused by intense rain storms (“cloudbursts”), hurricanes, tropical storms, nor’easters, and even extreme high tides. Extreme rainfall events, sometimes called “cloudbursts,” occur when a large amount of rain falls in a short time, and the resulting flood intensity is a result of the stormwater management within the watershed. The area directly adjacent to the Bronx River was inundated during Hurricane Sandy, and it remains vulnerable to flooding impacts of water and effluent damage from properties and roads that are “upland”.

Current Flood Risk

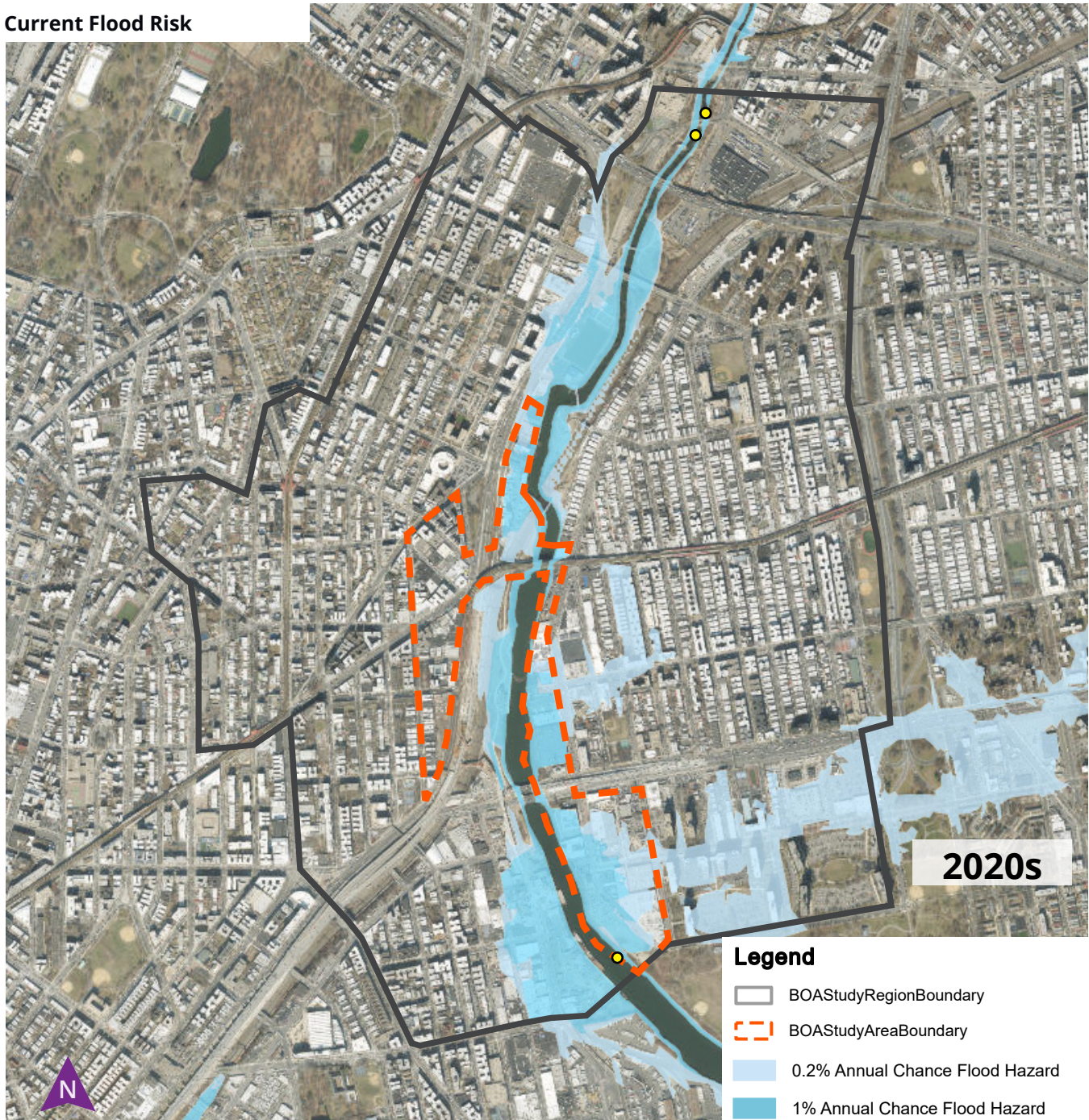


Figure 63: Current Flood Risk of BOA Study Region
(Source: Federal Emergency Management Agency (FEMA), NYC Wastewater System, NYC Department of Environmental Protection (DEP), NYC Department of City Planning (DCP))

Future Flood Risk - Flood hazards are likely to pose increased risk to New Yorkers in the future due to climate change. The frequency of extreme precipitation days is projected to increase, with approximately one and a half times more events per year possible by the 2080s compared to the current climate. In addition to increasingly extreme and frequent coastal storms, projected sea level rise (SLR) will increase the elevation of high tides and may lead to overtopping of the shoreline in the future. Projections for sea level rise in New York City are 11 to 21 inches by the 2050s, 18 to 39 inches by the 2080s, and could reach as high as 6 feet by 2100. SLR will cause flood hazards in this area to increase intensity of impact and amount of land.

Future Flood Risk



Figure 64: Future Flood Risk of BOA Study Region
(Source: Federal Emergency Management Agency (FEMA), NYC Wastewater System, NYC Department of Environmental Protection (DEP), NYC Department of City Planning (DCP))

8 - Transportation Systems and Infrastructure

The BOA Study Area is situated in between two major thoroughfares. The Cross Bronx Expressway to the north and the Bruckner Expressway to the south are two freeways that serve as major routes for both local and regional travel and logistics. Whitlock Avenue, Sheridan Boulevard, and Bronx River Avenue are north-south arterial roads that pass through the BOA Study Area and connect these congested freeways (see Figure 65). The east-west roadways connecting across the BOA Study Area, over the Bronx River, are Westchester Avenue and Bruckner Boulevard.

Major Highways and Corridors

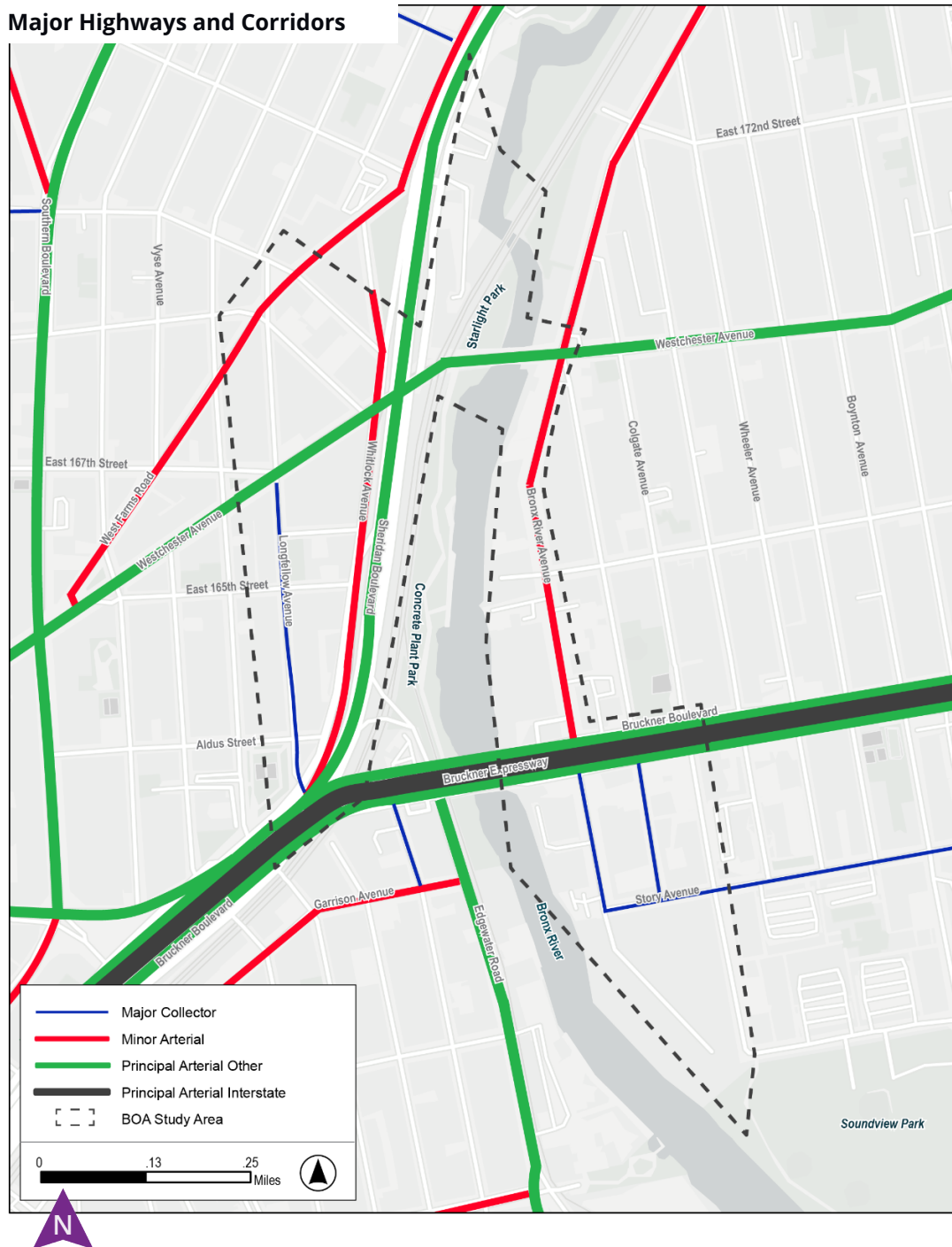


Figure 65: Major Highways & Corridors
(Source: BfJ Planning, New York City Department of Transportation)

8 - Transportation Systems and Infrastructure cont.



Figure 66: Intersection of Westchester Avenue / Bronx River Avenue

9 - Public Transportation

Regional Rail | The Northeast Corridor (NEC) rail line, operated by Amtrak, runs through the Bronx and connects major cities including Boston, New York, and Washington, D.C. The Westchester Avenue Station site, located at the intersection of Westchester Avenue and Whitlock Avenue, sits along this corridor and is a key point of focus in regional transit planning. According to the Restoration Roadmap report (2022), this site is part of the Penn Station Access project led by the Metropolitan Transportation Authority (MTA), which will introduce new commuter rail service along the NEC corridor in the coming years.

As part of this broader expansion, Metro-North Railroad will be extending service into the eastern Bronx, providing direct and express rail connections to Manhattan. Four new Metro-North stations are planned: Hunts Point, Parkchester/Van Nest, Morris Park, and Co-Op City. The Hunts Point Station, located just south of the BOA Study Area along Hunts Point Avenue between Bruckner Boulevard and Garrison Avenue, is of particular relevance. Additionally, the necessary right-of-way for related track improvements passes directly through the BOA Study Region, highlighting the strategic importance of the area in supporting improved regional mobility and equitable transit access.



Source: Rail Passengers Association

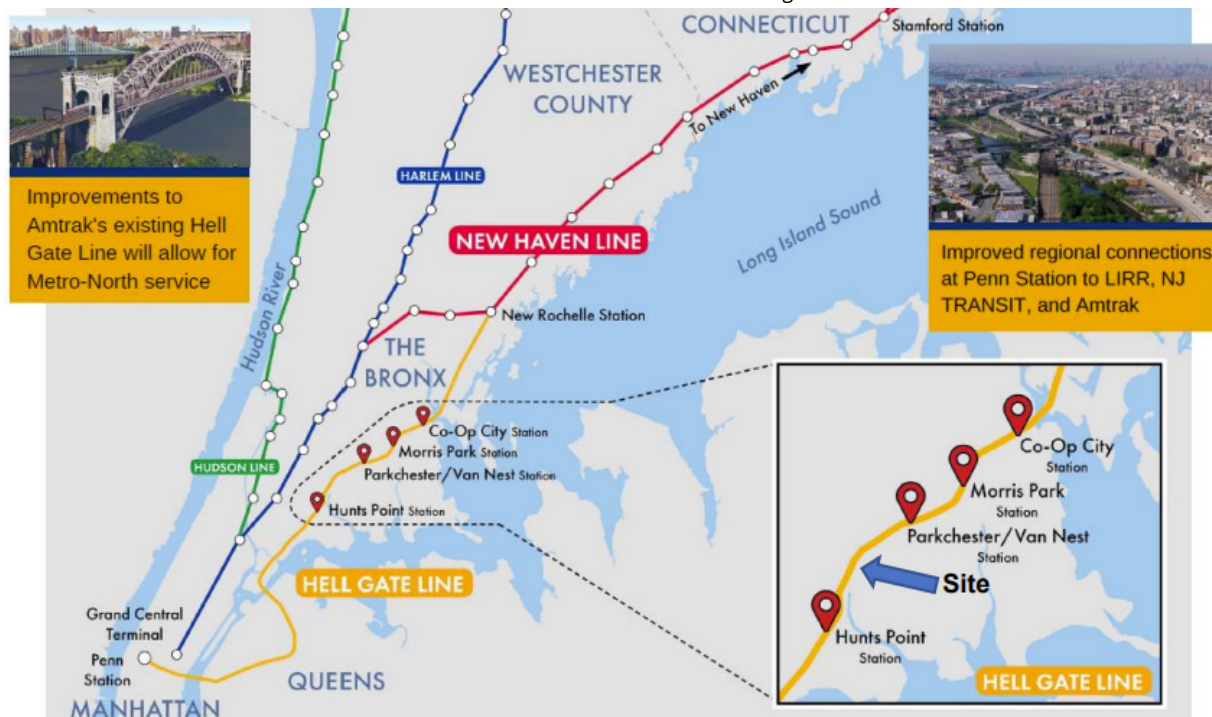


Figure 67: The Penn Station Access project, (Source: The Metropolitan Transit Authority)



9 - Public Transportation

Local Rail | The BOA Study Area is served by the MTA's 6 Local Train, which stops at an elevated station with two side platforms at the intersection of Westchester Avenue and Whitlock Avenue. The #6 Train runs from Pelham Bay Park, southwest through Mott Haven, down the east side of Manhattan, and terminates at the Brooklyn Bridge-City Hall station. The MTA's 2 and 5 subway lines have stops near the Study Region. Both lines extend from the Bronx, south through Manhattan, before turning east into Brooklyn.

Public Transportation

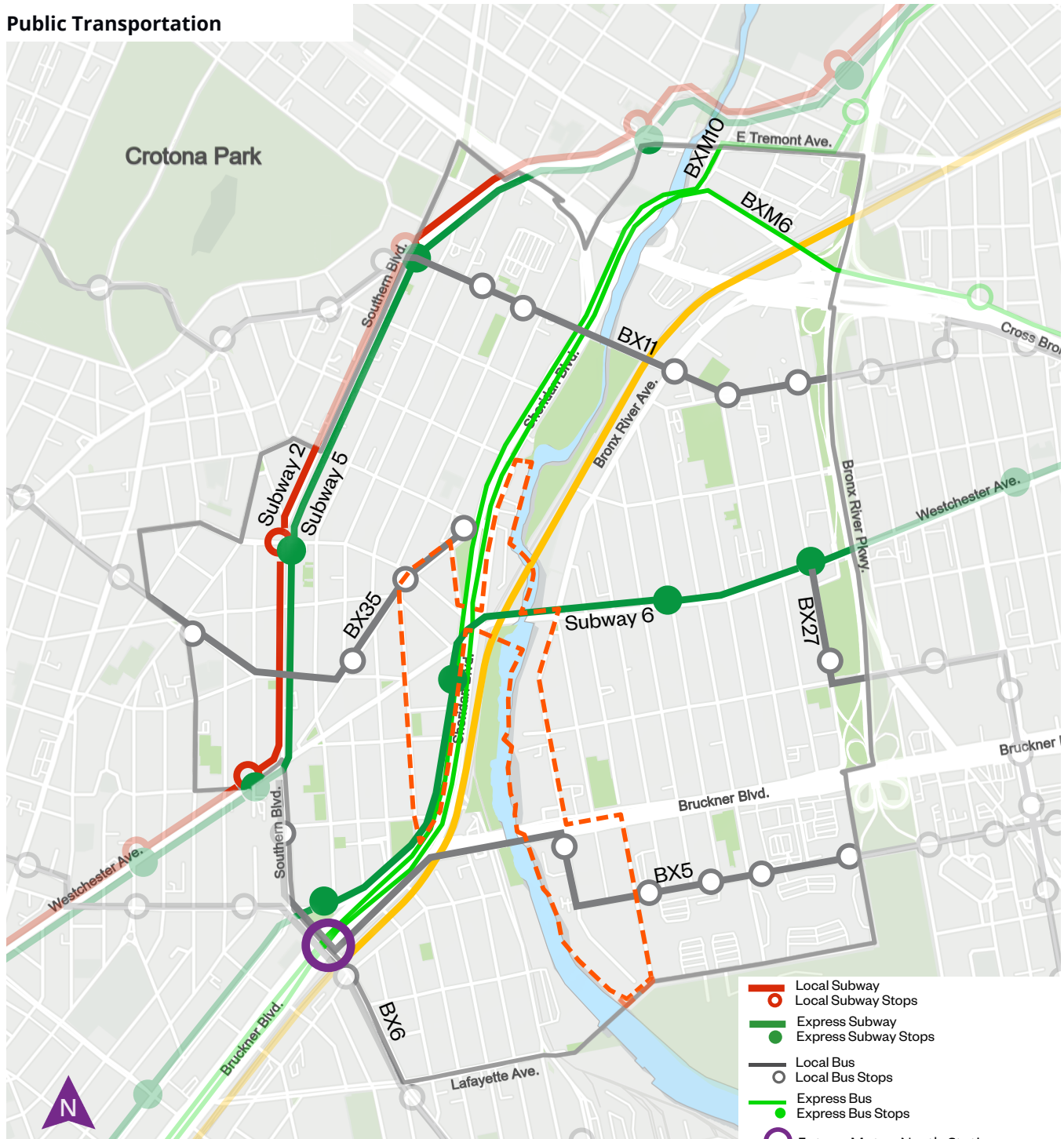


Figure 68: Public Transportation, (Source: NYC Department of City Planning)

Bus Service

The BOA Study Area is served by the Metropolitan Transportation Authority (MTA) bus network. The Bx4, Bx4A, Bx5, Bx27, and Bx35 have stops in the Study Area (see Figure 2). The Bx4, Bx4A, Bx5, and Bx27 are intra-borough bus routes; the Bx35 connects the Study Area to Washington Heights in Manhattan. Need for more intra-borough bus routes are identified as primary transportation needs by the community.

The low income disadvantaged communities, in particular, could benefit from free bus service as part of the Pilot program which began 2023. The 2023 New York State budget mandated the MTA select and operate one bus route in each borough to be fare free for 6-12 months. The “Fare-free Bus Pilot Evaluation” report done on 2024 shows 30 percent increase in ridership on weekdays and 38 percent increase on weekends. This initiative reflects the broader need to expand access to public transportation and supports efforts to waive parking requirements.



Figure 69: Public Transportation, (Source: BFJ Planning, New York City Department of Transportation)

Vision Zero

New York City launched the Vision Zero program in 2014, aimed at eliminating pedestrian and cyclist traffic fatalities. The Vision Zero program focuses on speed management, enforcement, and traffic calming measures to increase road safety. The program partners with the New York City Police Department to inventory crashes and analyzes this data to identify priority intersections and corridors that have the highest pedestrian killed or severely injured in each Borough. Westchester Avenue / Bronx River Avenue is a Vision Zero intersection, Westchester Avenue and Bronx River Avenue are Vision Zero Priority corridors, which means those Avenues have been identified at the top priority of Vision Zero program to increase road safety.



Figure 70: Vehicle turning right onto Bronx River Avenue from Westchester Avenue

Pedestrian and Cyclist Safety

A catalogue of pedestrian or cyclist crash records was obtained from New York City's Open Data portal for September 2019 – September 2024. During this five-year period, 118 pedestrian or cyclist crashes occurred in the BOA Study Area, including two pedestrian fatalities (see Figure 71 for locations). The highest concentration of crashes is found along Westchester Avenue; there were 72 bicycle and pedestrian crashes on Westchester Avenue between Longfellow Avenue and Bronx River Avenue.

Pedestrian and Cyclist Safety



Figure 71: Pedestrian and Cyclist Safety, (Source: BFJ Planning, New York City Department of Transportation)

11- Pedestrian and Bicycle Facilities

Transportation Alternatives notes, just 6% of New York City's on-street protected bike lanes are in the Bronx, compared to the 75% located in Manhattan and Queens, even though roughly an equal percentage of residents in every borough ride bikes.

The regional study area has some bike lanes, though they are fragmented and predominantly shared or conventional lanes.

Bike Routes

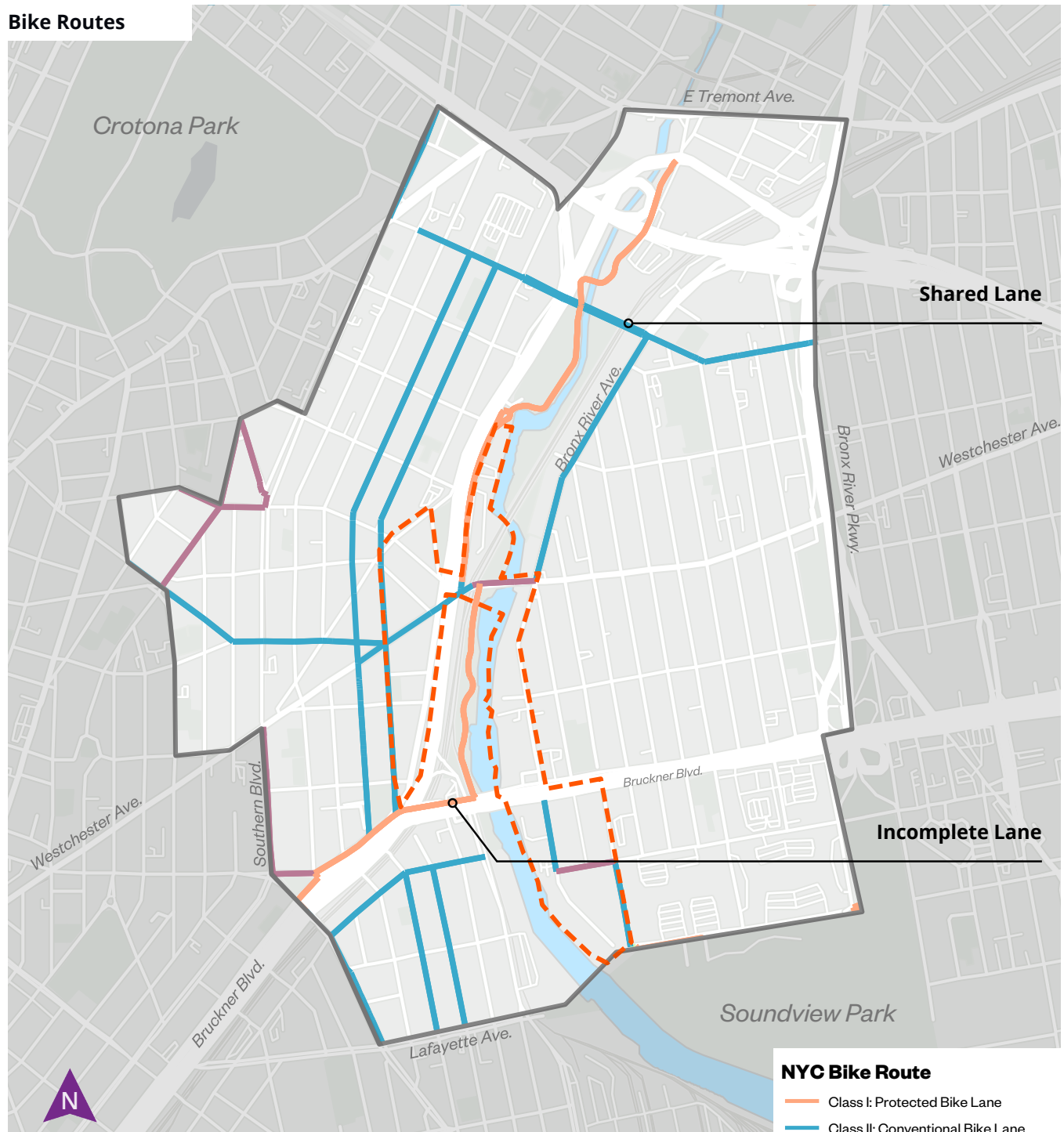


Figure 72: NYC Bike Route of BOA Study Region, (Source: Port Authority of New York and New Jersey, NYC Department of City Planning)

Bicycle Facilities | There are Class I, Class II, and Class III bike lanes in the BOA Study Area (see Figure 73). According to the NYC Street Design Manual, Class I bike lanes are protected bike lanes with a physical separation from vehicle traffic by a parking lane or barrier*. Class II bike lanes are conventional bike lanes, where a portion of the roadway has been designated by pavement markings or signs for the use of cyclists. Class III bike lanes are “sharrows”, roadways marked by symbols indicating that cyclists and motor vehicles share the road. The Class II bike lane on Westchester Avenue transitions to a Class III bike lane on the Westchester Avenue Bridge, and then upgrades back to a Class II bike lane when it turns north onto Bronx River Avenue (see Figure 73).

* <https://www.nycstreetdesign.info/geometry/protected-bike-lane>



Pedestrian Facilities | The BOA Study Area has sidewalks, many of which have been upgraded with ADA compliant pedestrian ramps. Some crosswalks are equipped with Leading Pedestrian Interval Signals (LPIs) and Accessible Pedestrian Signals (see Figure xx).

NYC Department of Transportation notes that LPIs give pedestrians the signal to cross before car traffic. These signals improve pedestrian safety by permitting pedestrians to begin crossing before cars can turn across crosswalk*. Accessible Pedestrian signals help pedestrians who are visually impaired by making sounds and having a vibrating push button*. New York City Open Data notes that, there are no exclusive protected pedestrian signal (Barnes Dance) crosswalks in the BOA Study Area.

Bronx River Avenue is a challenging pedestrian environment because many cars park on the sidewalk, and in some cases, there are gaps in the sidewalk network.

* <https://www.nyc.gov/html/dot/html/infrastructure/signals.shtml>



Figure 74: ADA-compliant ramps and pedestrian push button, Intersection of Bronx River Ave and Bruncker Blvd

12 - Micromobility

Citi Bike | Citi Bike is New York City's bikeshare program. There are three Citi Bike stations in the BOA Study Area: East 165th Street / Longfellow Avenue, and Westchester Avenue / Home Street (see Figure xx). Both stations are in Longwood, west of the Bronx River. NYC DOT notes that the Citi Bike Discount Program offers affordable bike access to help create healthier, safer communities. There's no annual commitment required. According to Citi Bike NYC, Citi Bike offers discounted memberships through its "Reduced Fare Bike Share program".

New York City Department of Transportation Shared E-Scooter Program | New York City Department of Transportation (DOT) has a shared e-scooter pilot operating in parts of the Bronx and Queens. The pilot service zone encompasses the eastern half of the BOA Study Area (see Figure xx). Riders can find, unlock, and pay for e-scooters through a mobile application*. Veo, Lime, and Bird are the three participating e-scooter providers. There are designated parking corrals along Westchester Avenue, with free-floating parking permitted in the surrounding area. NYC DOT notes that all scooters cost \$1.00 to unlock the scooter and charge between \$0.30 - \$0.39 / minute.** Discounted monthly rates are offered to eligible users.**

* Veo, Lime, and Bird are the three participating e-scooter providers

** https://nycdotscootershare.info/sites/default/files/2022-04/BX9_2022Escooters.pdf

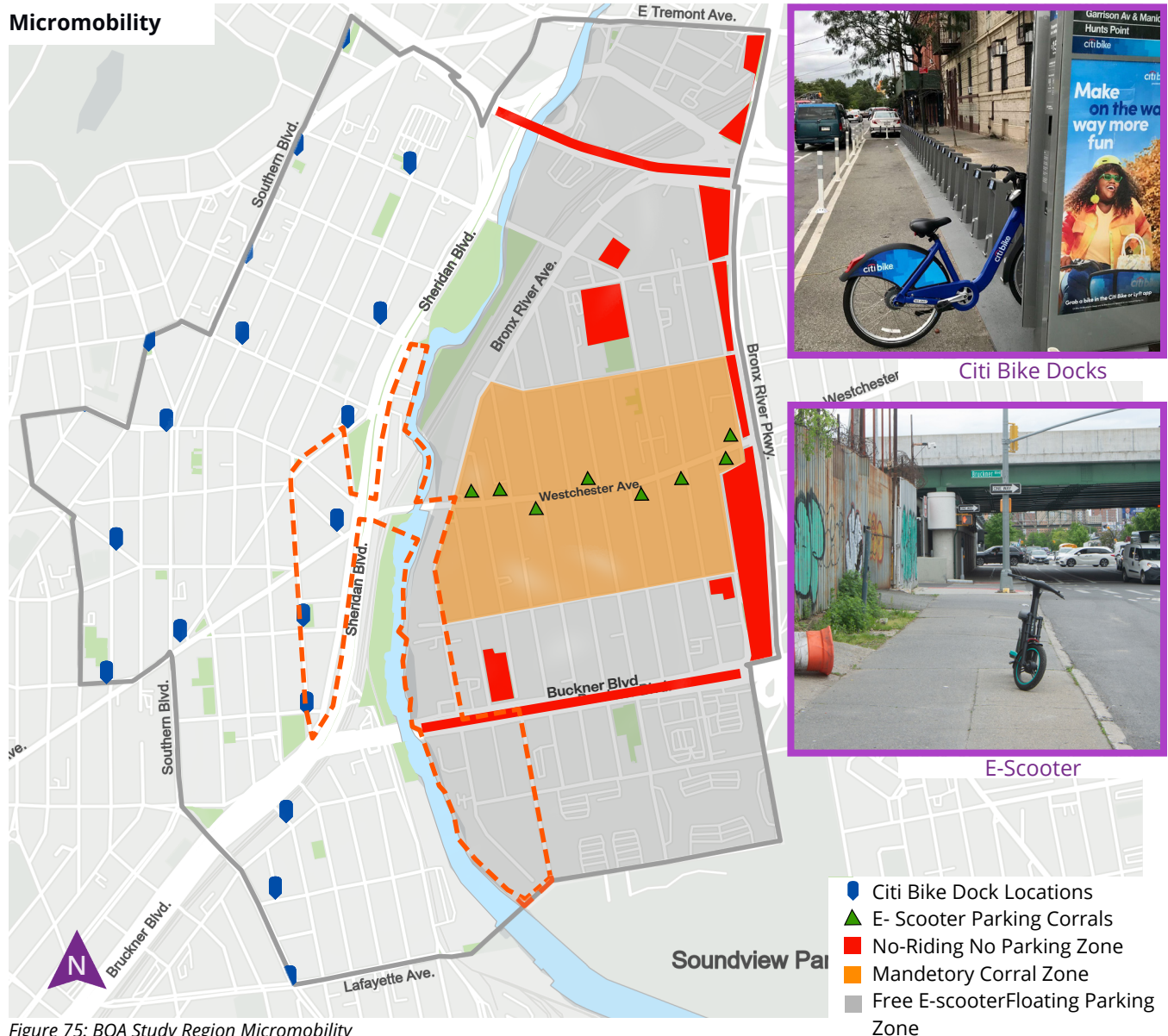


Figure 75: BOA Study Region Micromobility
(Source: Port Authority of New York and New Jersey, NYC Department of City Planning)

12 - Micromobility cont.

With regard to shared micro-mobility, the region is split by the Bronx River, with e-scooters on the east and bicycles (Citi Bike) on the west. Lime user data shows 45% of riders in the Bronx use a scooter to get to transit. E-scooters are currently only available in the eastern part of the Bronx and will shut down if driven through a “red zone” in previous map. Citi Bike service expanded into the west area in 2019-2023. As of 2023, Citi Bike owns 1,700 docking stations with more than 27,000 bikes. Although it is possible to ride bikes outside of the service region, users have to return them to Citi Bike docks in order to avoid additional fees.



Figure 76: Micromobility, (Source: BFJ Planning, New York City Department of Transportation)

13 - Car Ownership and Parking Sites

Car ownership in the region is lower than the New York City average. In the BOA Study Region, 59% of households do not have a vehicle, while 54.7% of NYC households do not have a vehicle. There are several surface parking lots in the Study Region, both commercial and industrial.

	Selected Area		New York City		Difference	
	Number	Percent	Number	Percent	Number ②	Pctg. Pt. ③
Occupied housing units	10,652	100.0%	3,282,804	100.0%	-3,272,152 ↓	0.0
No vehicles available	6,282	59.0%	1,795,841	54.7%	-1,789,559 ↓	4.3 ↑
1 vehicle available	3,423	32.1%	1,049,247	32.0%	-1,045,824 ↓	0.1
2 vehicles available	747	7.0%	333,832	10.2%	-333,085 ↓	-3.2 ↓
3 or more vehicles available	200	1.9%	103,884	3.2%	-103,684 ↓	-1.3

Underutilized Land and Open Space

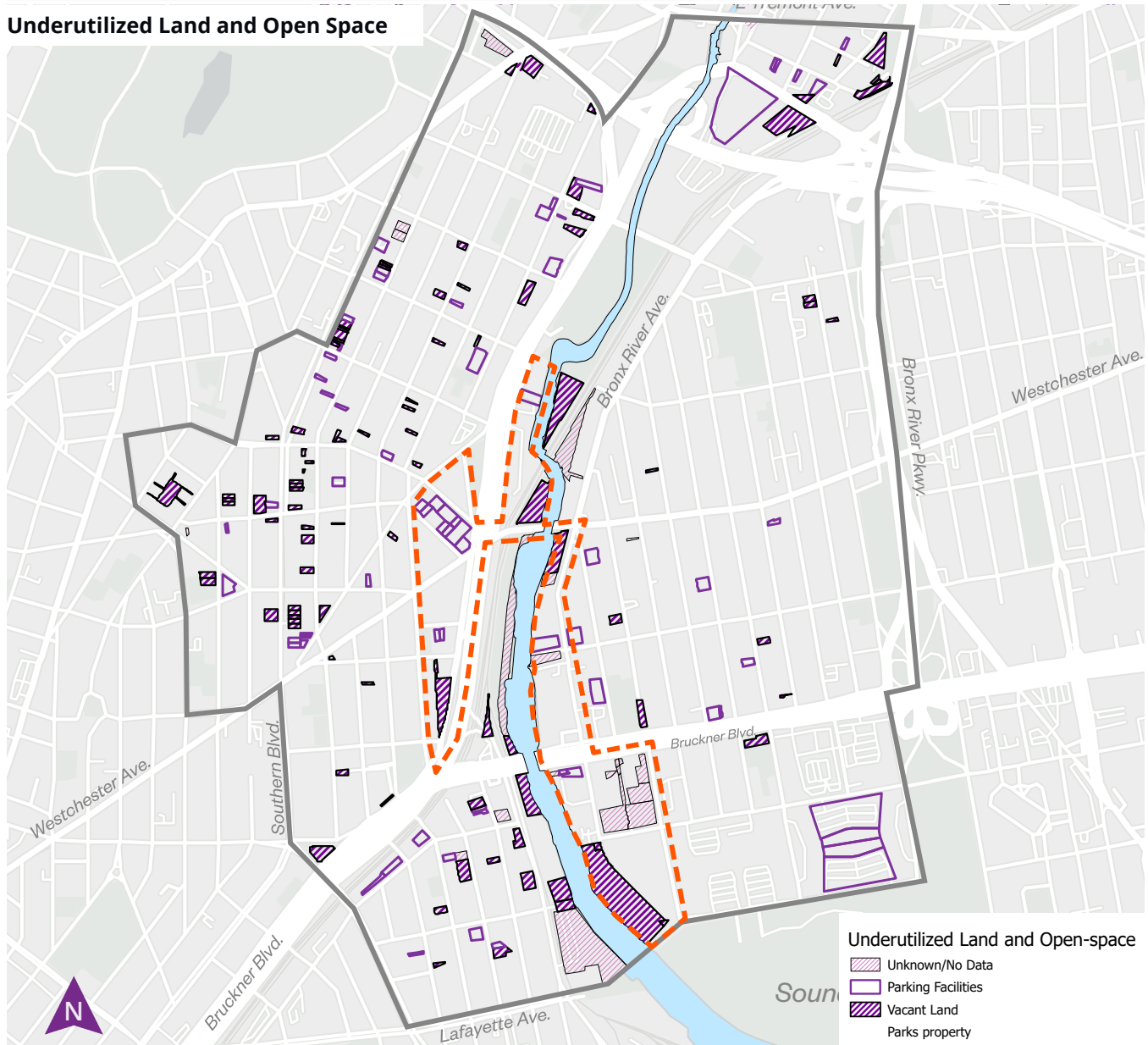


Figure 77: Underutilized Land and Open-space, (Source: NYC Department of City Planning (DCP), 2024)

14 - Gas Stations & E-Car Charging Stations

In 2002, about 275,000 residential units in NYC (8.5%) were within 300 feet of a gas station. By 2023, the number of residential units near gas stations fell to 210,000 (about 5.7%). In both years, this percentage was highest in the Bronx and lowest in Staten Island. The BOA boundary contains one gas station, with two more that are directly adjacent to the boundary.

According to the New York City Department of Citywide Administrative Services (DCAS), the New York City Electric Vehicle (EV) Charging Network includes 2,131 electrical charging ports, with 118 Department of Transportation (DOT) Level 2 Curbside Charging Stations. The U.S. Department of Energy's (DOE) Alternative Fuels Data Center (AFDC) database shows an electric charging station at 1240 Morrison Ave and 901 Boynton Ave. There are currently no e-charging stations available in the BOA Study Area.

Gas Station & E-Car Charging Stations Locations



Figure 78: Gas Station & E-Car Charging Stations
(Source: Google Maps, www.chargefinder.com, U.S. Department of Energy's (DOE) Alternative Fuels Data Center (AFDC))

15 - Truck Traffic

The Hunts Point Interstate Access Improvement project is a major infrastructure project in the South Bronx aimed at improving access to and from the Hunts Point Peninsula, home to the Hunts Point Terminal Market, the largest food distribution center in the nation. According to this project, more than 60% of the New York City metropolitan area's produce, fish, and meat pass through the Hunts Point Food Distribution Center, but the market has never had a direct highway connection. The daily load of 20,000 vans, box trucks, and 18 wheelers have historically traversed Hunts Point peninsula's surface streets, adding to quality-of-life issues in the borough.

The Hunts Point Interstate Access Improvement project aims to improve the efficiency of food distribution and enhance \$5 billion in annual economic activity, while bringing safety, mobility, and operational improvements to the South Bronx. It improves vehicular access to the Hunts Point market and pedestrian and bicycle safety, while enhancing park access and improving current and future land uses. The project widens the Bruckner Expressway, reduces traffic congestion, provides interstate access ramps to Hunts Point market, and shifts truck traffic off local streets onto the highway. Reducing truck traffic overall will improve air quality that has plagued residents for decades, leading to high rates of hospitalization due to asthma, nearly three times the national average.

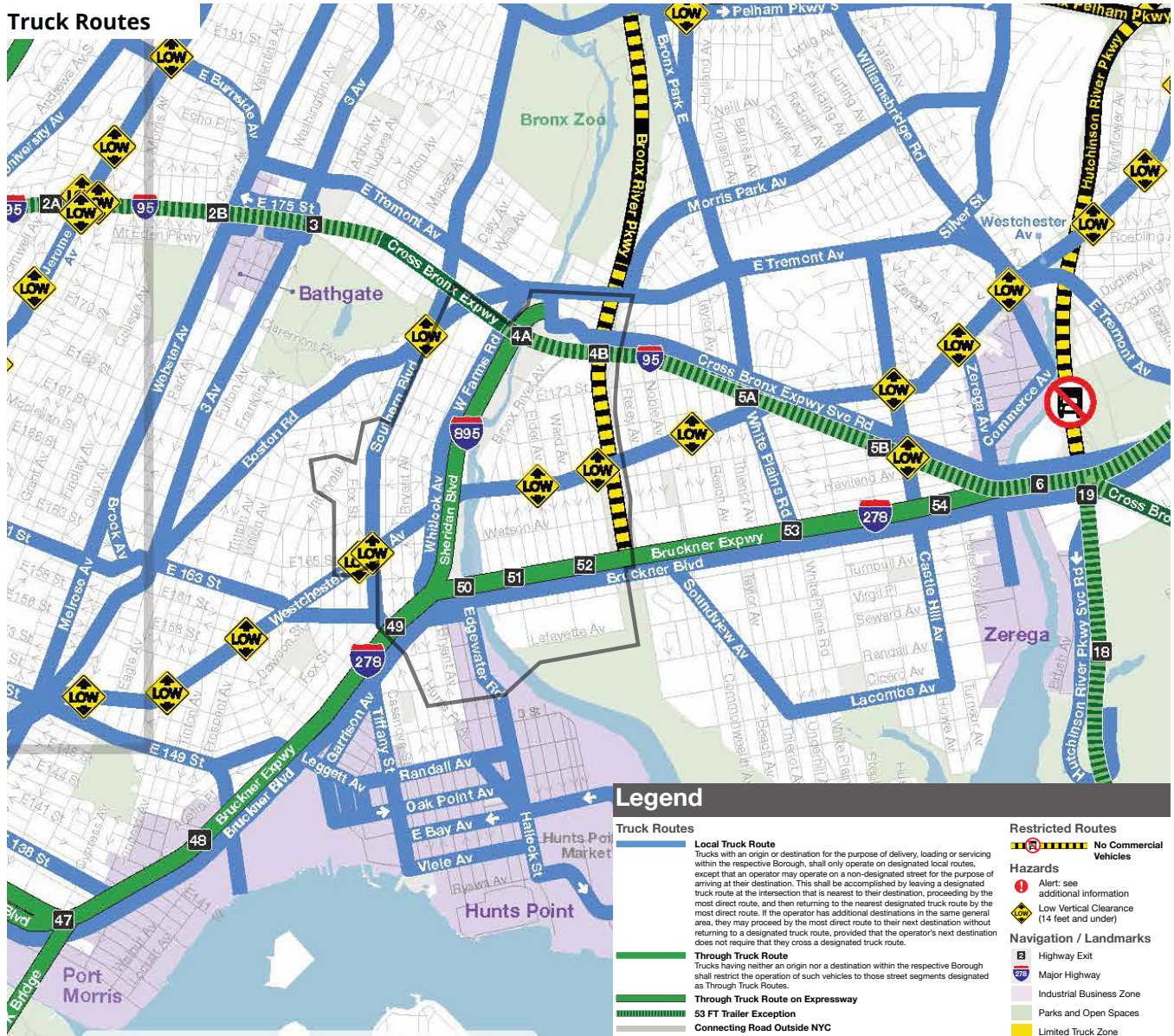


Figure 79: Truck Routes, (Source: 2022 New York City Truck Route Map)

On September 6, 2017, the City Planning Commission issued a report approving a City Map amendment to facilitate the raising of the Westchester Avenue Bridge in the Bronx. According to CityLand NYC, the bridge was previously the most frequently struck bridge in the city—hit eighteen times in 2014 and thirteen times in both 2015 and 2016—mostly by trucks mistakenly entering the parkway. To address this issue and improve safety, the City approved raising the bridge to provide a clearance of at least 12 feet 6 inches, with reconstruction occurring between 2016 and 2021. This infrastructure improvement was critical in managing truck traffic more safely through the area.

Truck traffic at the BOA Study Area is mainly through traffic on Westchester Avenue and Buckner Boulevard. Given the number of truck generators in the area served by these two arterials, prohibition of truck traffic altogether on them would have negative economic impacts to surrounding businesses. As such, bicycle and pedestrian protection along and across Westchester Ave is important and necessary in order to preserve all modes of access to the Study Area.

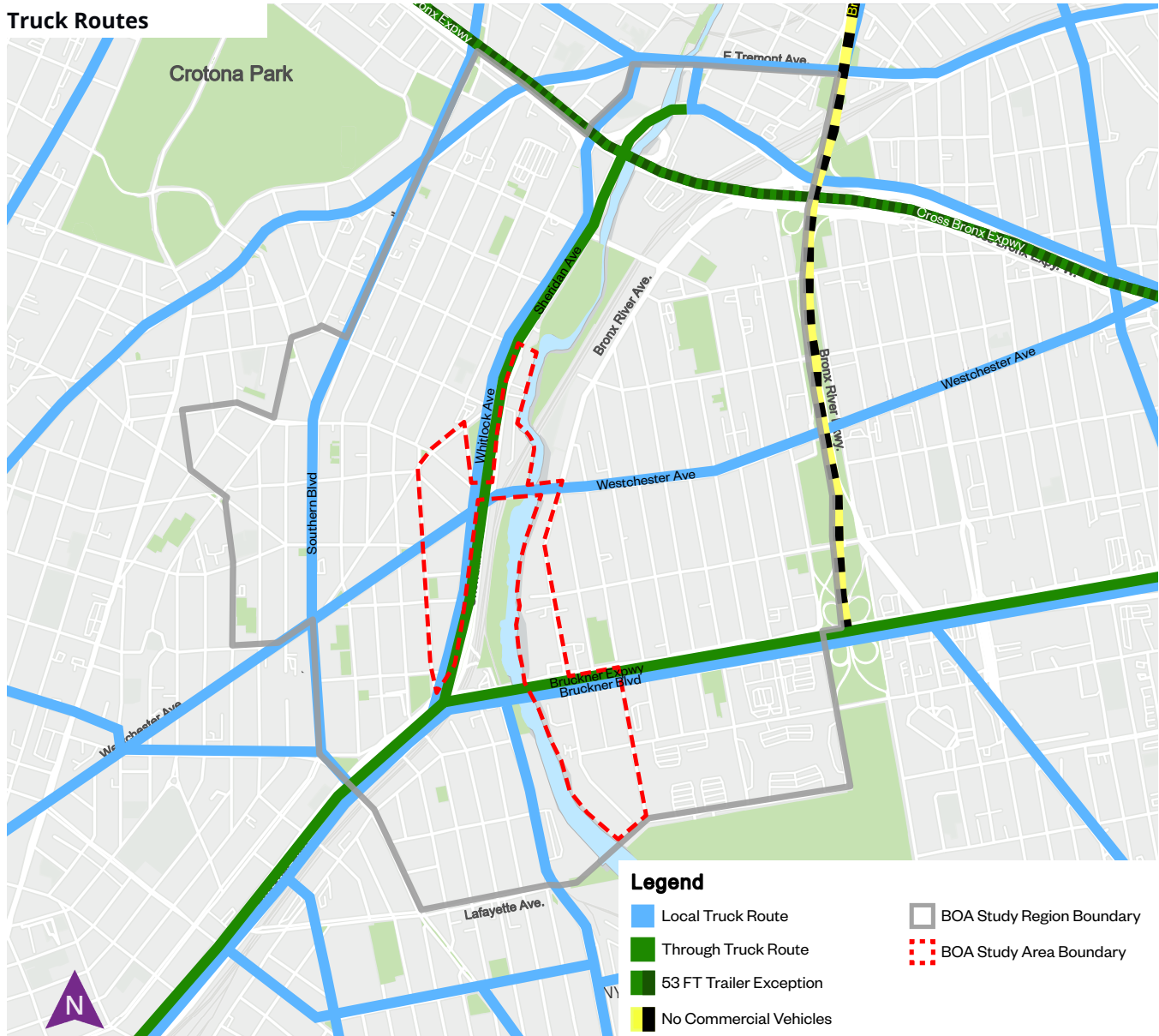


Figure 80: Truck Routes, (Source: NYC Department of Parks and Recreation 2015)

17 - Environmental Review of Brownfield, Abandoned, and Vacant Sites

This section includes a list of candidate sites to be considered for Phase 2 site assessment funding or technical assistance under the BOA, the State's remedial programs (i.e., Environmental Restoration Program, or Brownfield Cleanup Program), or other programs.

Section 4.2 identifies the process of selection for preliminary environmental evaluation.

See Cass Gilbert's Westchester Avenue Station Pre-Schematic Conditions Assessment in the Appendix for Environmental Review

BOA Sites for Environmental Assessment

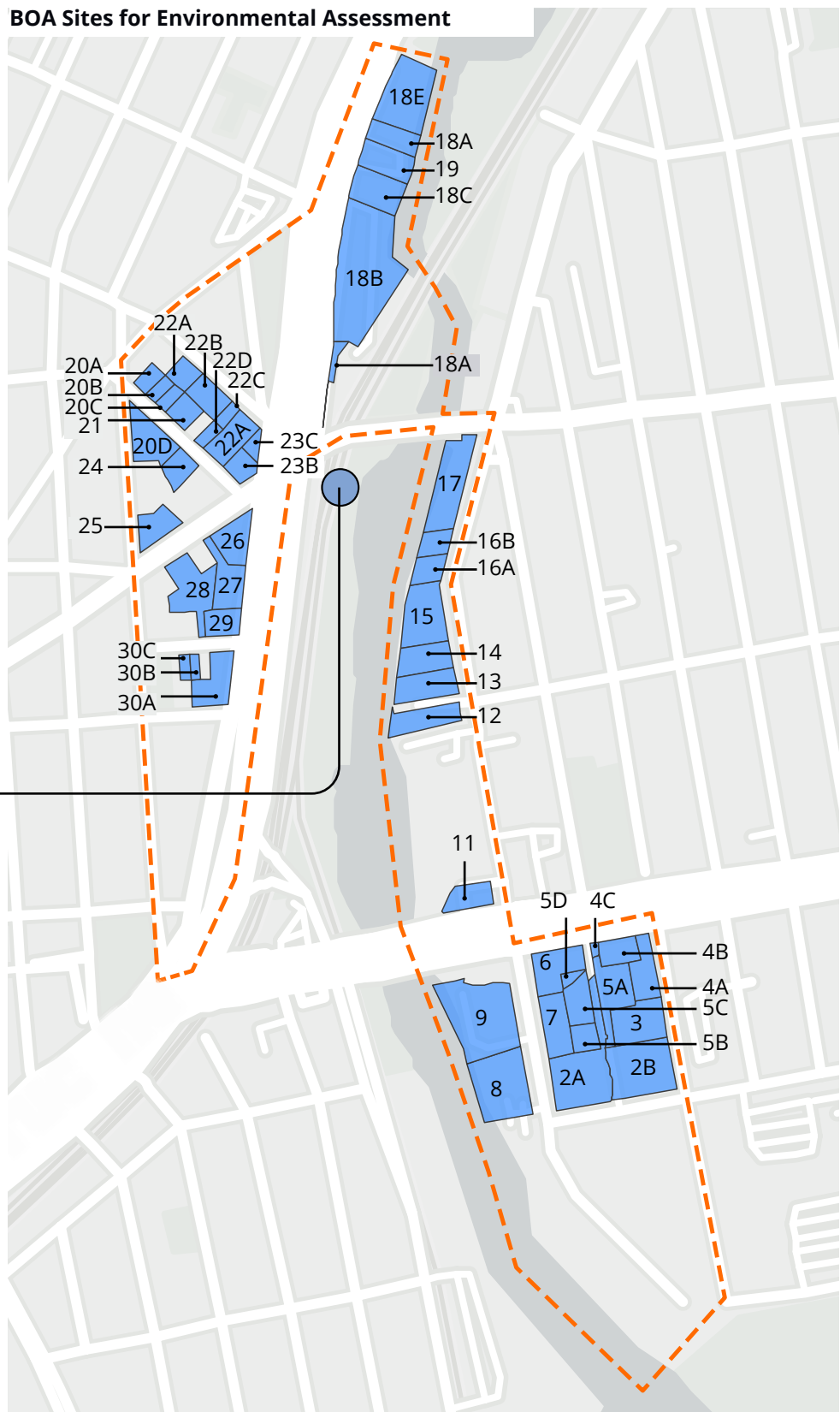


Figure 81: Map of BOA sites included in environmental assessment

Site Number & Address	Use Status	Adjacent Use	Property Description	Regulatory Agency Database Information	Sanborn Map Information/Historical Information	Narrative
Site 2A 900 Bronx River Avenue (Block 3647, Lot 1)	Based upon a recent Site reconnaissance, the Site is currently used for parking and storage of scaffolding equipment	North: To the north is an industrial building occupied by a paper recycling business. South: To the south (across Story Avenue) is a newly constructed TV and Film production studio. East: To the east is a similarly shaped undeveloped parcel of land also used for the storage of scaffolding equipment. West: To the west (across Bronx River Avenue) is a parking lot and an associated 1-story commercial building occupied by an automobile repair company.	The Site is located on the northeast corner at the intersection of Bronx River Avenue and Story Avenue. The Site appears to be paved and is currently an undeveloped parcel of land approximately 40,000-square feet in area. There does not appear to be a structure on the Site, and it is used for the storage of scaffolding equipment and truck and vehicle parking. Additionally, there is an irregularly shaped appendage that protrudes out into Close Avenue and runs north approximately 490 -feet from Story Avenue. This portion of the Site is also undeveloped and appears to be used for scaffolding equipment storage and parking of vehicles. It is noted that Close Avenue does not appear to be a public street.	The Site does not appear on any regulatory databases.	From 1886 until sometime prior to 1915, the Site was undeveloped and part of the Bronx River. By 1919, the current shape/boundary lines of the Bronx River and the street grids in the vicinity of the Site had been established and by 1969, the property boundary is evident. During this time, the Site appears to be undeveloped. The 1969 through 2007 Sanborn maps show no change to the Site. The 1954 aerial photograph depicts the site as being undeveloped with what appears to be mounds of soil. The 1966 aerial photo shows the Site as undeveloped, and the 1974 aerial photo shows the Site being used for truck trailer parking. There were no property records within the New York City Department of Buildings (NYCDOB), Building Information Search (BIS) web site. However, the NYC Department of Finance Property Information Portal revealed that the Site was historically owned by Lockheed Martin Corporation and Loral Electronics. It is noted that Lockheed Martin Corporation and Loral Electronics also occupied the parcel of land south and across (Story Avenue). It is assumed that the Site was used by Lockheed Martin Corporation and Loral Electronics for parking and material storage.	Site 2A: 900 Bronx River Avenue (Block 3647, Lot 1) - The Site is located on the northwest corner at the intersection of Bronx River Avenue and Story Avenue. The Site appears to be paved and is currently an undeveloped parcel of land approximately 40,000-square feet in area. There does not appear to be a structure on the Site, and it is used for the storage of scaffolding equipment and truck and vehicle parking. Additionally, there is an irregularly shaped appendage that protrudes out into Close Avenue and runs north approximately 490 -feet from Story Avenue. This portion of the Site is also undeveloped and appears to be used for scaffolding equipment storage and parking of vehicles. It is noted that Close Avenue does not appear to be a public street. Prior to 1919, the Site was part of the water body of the Bronx River. After this, the Site appears to have been filled in and used for parking and storage by Lockheed Martin Corporation who occupied the property to the south (across Story Avenue). After this and until present day, the Site appears to have been used for vehicle and truck parking and scaffolding equipment storage. The Site does not appear on any regulatory databases. A Phase I and Phase II Environmental Site Assessment is recommended to determine if there are impacts associated with historic fill material and use of the Site as a storage yard.

Site Number & Address	Use Status	Adjacent Use	Property Description	Regulatory Agency Database Information	Sanborn Map Information/Historical Information	Narrative
Site 2B 900 Close Avenue (Block 3648, Lot 1)	Based upon a recent Site reconnaissance, the Site is currently used for parking and storage of scaffolding equipment.	North: To the north is an undeveloped parcel used for vehicle and truck parking and storage of scaffolding equipment. South: To the south (across Story Avenue) is a public school. East: To the east (across Colgate Avenue) is a multi-story residential apartment building and its associated parking area and commercial retail businesses. West: To the west (across Close Avenue) is an undeveloped parcel of land currently used for parking and storage of scaffolding equipment.	The Site is located on the northwest corner at the intersection of Colgate Avenue and Story Avenue. The Site appears to be paved and is currently an undeveloped parcel of land approximately 40,000-square feet in area used for the storage of scaffolding equipment. It is noted that there is a 10,000-square foot easement that extends out into Close Avenue. This area of the Site is also used for scaffolding equipment storage.	The Site does not appear on any regulatory databases	Based upon review of historical Sanborn Maps and Aerial Photographs, from 1886 until sometime between 1954 and 1964, the street grids in the vicinity of the Site and the Site boundary lines become evident. Prior to this, the Site is undeveloped land. From 1966 until the mid-1990's the Site appears to be used for automotive parking. After this and until present day, the Site appears to be used for scaffolding storage. There was one record within the New York City Department of Buildings (NYCDOB) Building Information Search (BIS) web site pertaining to the installation of 12' corrugated metal in 2000. Additionally, the NYC Department of Finance Property Information Portal revealed that the Site was historically owned by Lockheed Martin Corporation and Loral Electronics. It is noted that Lockheed Martin Corporation and Loral Electronics also occupied the parcel of land south and across (Story Avenue). It is assumed that the Site was used by Lockheed Martin Corporation and Loral Electronics for parking and material storage.	Site 2B: 900 Close Avenue (Block 3648, Lot 1) - The Site is located on the northwest corner at the intersection of Colgate Avenue and Story Avenue. The Site is currently an undeveloped parcel of land approximately 40,000-square feet in area, with a 10,000-square foot easement that extends out into Close Avenue. The Site is used for the storage of scaffolding equipment and truck and vehicle parking. Historically, prior to the 1960's the site was undeveloped. From the mid 1960's through the 1990's Site was used for automotive parking and storage by Lockheed Martin Corporation who occupied the property to the south (across Story Avenue). After this, and until present day, the Site has been used for the storage of scaffolding equipment. parking and storage. The Site does not appear on any regulatory databases. A Phase I and Phase II Environmental Site Assessment is recommended to determine if there are impacts associated with historic fill material and use of the Site for automotive parking and as an equipment storage yard.
Site 3 950 Close Avenue (Block 3648, Lot 1)	Based upon a recent Site reconnaissance, the Site is currently used for parking and storage of scaffolding equipment.	North: To the north is a 1-story industrial building at 960 Close Avenue associated with an automotive dealership and an undeveloped parcel at 1458 Bruckner Boulevard used for automotive storage associated with a towing business. South: To the south is an undeveloped parcel of land currently used for parking and storage of scaffolding equipment. East: To the east (across Colgate Avenue) is a multi-story residential apartment building and its associated parking area. West: To the west (across Close Avenue) are warehouse buildings associated with food and health and beauty products.	The Site is located on the west side of Colgate Avenue, approximately 200 feet north of the intersection of Colgate Avenue and Story Avenue. The Site appears to be paved and is currently an undeveloped parcel of land approximately 28,500-square feet in area used for vehicle parking and storage of scaffolding equipment.	The Site does not appear on any regulatory databases.	Based upon review of historical Sanborn Maps, the Site has never been developed. The 1954 aerial photograph indicated that at that time, the Site was undeveloped/unpaved land. From 1966 until the mid-1990's, the Site appears to be used for automotive parking. After this and through present day, the Site appears to be used for scaffolding storage and vehicle storage.	Site 2B: 950 Close Avenue (Block 3648, Lot 19) - The Site is located on the west side of Colgate Avenue, approximately 200 feet north of the intersection of Colgate Avenue and Story Avenue. The Site is approximately 28,500-square feet in area and used for vehicle parking and storage of scaffolding equipment. Based on historical information, Historically, prior to the 1960's the Site was unpaved/undeveloped land. From the mid 1960's through the 1990's the Site was used for automotive parking. After this, through present day, the Site has been used for the storage of scaffolding equipment and vehicle storage. A Phase I and Phase II Environmental Site Assessment is recommended to determine if there are impacts associated with historic use of the Site for automotive parking and as an equipment storage yard.

Site Number & Address	Use Status	Adjacent Use	Property Description	Regulatory Agency Database Information	Sanborn Map Information/Historical Information	Narrative
Site 7 960 Bronx River Avenue (Block 3647, Lot 20)	Based upon a recent Site reconnaissance, the Site appears to be occupied by a 1-story industrial building used as a warehouse for paper recycling.	North: To the north is a 2-story self-storage building and associated driveway and parking area. South: To the south is an undeveloped parcel of land currently used for parking and storage of scaffolding equipment. East: To the east are warehouse buildings associated with food and health and beauty products. West: To the west (across Bronx River Avenue) is a 1-story industrial building associated with automotive repair and a 2-story self-storage warehouse building and associated driveway and parking area.	The Site is located on the east side of Bronx River Avenue, between Bronx River Avenue and Bruckner Boulevard. The Site is approximately 23,490 square feet and is fully occupied by a 1-story industrial building used as a warehouse for paper recycling.	The Site is listed on the New York State Department of Environmental Conservation (NYSDEC) Solid Waste Facility and Transfer Station database associated with residential/institutional and commercial commingled paper and the United States Department of Environmental Protection Facility Information System (FINDS) that tracks Solid Waste Facilities.	Historical maps indicated that from 1886 until sometime prior to 1915, the Site was undeveloped and part of the Bronx River. By 1919, the current shape/ boundary lines of the Bronx River and the street grids in the vicinity of the Site had been established. In 1950, a small 1-story building depicted for use as a Waste Paper business occupied a small portion of the Site. After, Sanborn Maps and historic aerial photographs indicated that from circa 1969 through 1986, the building was expanded and continued to be occupied by a Waste Paper business. The northern portion of the Site not occupied by a structure was used for waste paper storage and a junk yard. In 1988, this portion of the Site was developed with an addition to the existing building and has remained a paper recycling warehouse since.	<p>Site 7 – 960 Bronx River Avenue (Block 3647, Lot 20)</p> <p>- The Site is located on the east side of Bronx River Avenue, between Bronx River Avenue and Bruckner Boulevard. The Site is approximately 23,490 square feet and is fully occupied by a 1-story industrial building used as a warehouse for paper recycling. Historically, from 1886 until sometime prior to 1915 the Site was part of the Bronx River. By 1919, the current shape/boundary lines of the Bronx River and the street grids in the vicinity of the Site had been established. Between circa 1950 and 1986, the building had been expanded for continued Waste Paper recycling. The northern portion of the Site was undeveloped and was used for waste paper and as a junk yard. In 1988 this portion of the Site was developed with an addition to the existing building and has remained a paper recycling warehouse business ever since.</p> <p>A Phase I and Phase II Environmental Site Assessment is recommended to determine if there are impacts associated with historic fill material, historic junk yard use, and waste paper recycling use.</p>
Site 8 935 Bronx River Avenue (Block 3647, Lot 20)	Based upon a recent Site reconnaissance, the Site appears to be occupied by a 1-story industrial building used as a warehouse, an automotive repair business and a towing operation and parking of automobiles.	North: To the north is a 2-story self-storage building and associated driveway and parking area. South: To the South is a large parking area and a storage building associated with a newly constructed TV and Film production studio. East: To the east (across Bronx River Avenue) is a 1-story warehouse building occupied by a paper recycling business and an undeveloped parcel used for parking and the storage of scaffolding equipment. West: To the west (across Bronx River Avenue) is a 1-story industrial building associated with automotive repair and a 2-story self-storage warehouse building and associated driveway and parking area.	The Site is located on the west side of Bronx River Avenue, at the intersection of Bronx River Avenue and Story Avenue. The Site is approximately 46,875 and is occupied by a 34,888 square foot industrial building used as a warehouse, automotive repair, and automotive towing. The remaining area of the Site is used for vehicle parking.	The Site does not appear on any regulatory databases.	Historical maps indicated that from 1886 until sometime prior to 1915, the Site was undeveloped and part of the Bronx River. By 1919, the current shape/ boundary lines of the Bronx River and the street grids in the vicinity of the Site had been established. The Site remains undeveloped and in the building that exists on the Site was developed for use as a coffee warehouse until 1992. After this, the building uses consisted of various types of automotive repair businesses, towing business, automotive sales, and an electrical business.	<p>Site 7 – 960 Bronx River Avenue (Block 3647, Lot 20)</p> <p>- The Site is located on the west side of Bronx River Avenue, at the intersection of Bronx River Avenue and Story Avenue. The Site is approximately 46,875 and is occupied by a 34,888 square foot industrial building used as a warehouse, automotive repair, and automotive towing. Based on historical information, from 1886 until sometime prior to 1915, the Site was undeveloped and part of the Bronx River. By 1919, the current shape/boundary lines of the Bronx River and the street grids in the vicinity of the Site had been established. The Site remained undeveloped until the current building was constructed in 1959 for use a coffee warehouse. It remained a coffee warehouse until 2003. After this, the building use consisted of various types of automotive repair businesses, towing business, automotive sales, and an electrical business.</p> <p>A Phase I and Phase II Environmental Site Assessment is recommended to determine if there are impacts associated with historic fill material, and automotive repair businesses.</p>

Site Number & Address	Use Status	Adjacent Use	Property Description	Regulatory Agency Database Information	Sanborn Map Information/Historical Information	Narrative
Site 11 1419 Bronx River Avenue (Block 3647, Lot 20)	Based upon a recent Site reconnaissance, the Site is occupied by a BP Gasoline Filling Station and associated convenience store.	North: To the north is a 2-story warehouse. South: To the south are the roadways associated with Bruckner Boulevard and the Bruckner Expressway. East: To the east (across Bronx River Avenue) is a 2-story self-storage warehouse building. West: To the west is a parking area associated with the building to the north and beyond that is the Bronx River.	The Site is located on the northwest corner at the intersection of Bronx River Avenue and Bruckner Boulevard. The Site is an approximate 14,100 square foot self-service gasoline filling station with an 1,800 square foot 1-story building used as a convenience store and office.	<p>The Site is listed on the New York State Department of Environmental Conservation (NYSDEC) Spills and Petroleum Bulk Storage databases. The Site is also listed on and the United States Department of Environmental Protection Agency (USEPA) Facility Information System (FINDS) that tracks Solid Waste Facilities, and the Enforcement and Compliance History Information (ECHO) database, that tracks compliance information and the E Manifest database that tracks hazardous waste shipments.</p> <p>Based upon a review of the database information, the Site is listed as having numerous Spills ranging from minor surficial spills to leaking underground tanks that resulted in soil and groundwater contamination as well as soil vapor impacts that impacted the adjoining building to the north.</p>	Historical maps indicated that from 1886 until sometime prior to 1915, the Site was undeveloped and part of the Bronx River. By 1919, the current shape/ boundary lines of the Bronx River and the street grids in the vicinity of the Site had been established. The Site remains undeveloped until 1950 when a gasoline filling and repair station with a car wash and five gasoline underground storage tanks (USTs) occupied the Site. By 1969, the Site was redeveloped and reconfigured for continued use as a filling station. In 1992, the Site was redeveloped again in the configuration that exists today.	<p>Site 11 – 1419 Bronx River Avenue (Block 3647, Lot 20) - The Site is located on the northwest corner at the intersection of Bronx River Avenue and Bruckner Boulevard. The Site is an approximate 14,100 square feet self-service gasoline filling station. There is an 1,800 square foot 1-story building used as a convenience store and office. Based on historical information, from 1886 until sometime prior to 1915, the Site was undeveloped and part of the Bronx River. By 1919, the current shape/boundary lines of the Bronx River and the street grids in the vicinity of the Site had been established. From 1950 until present the Site has operated as a gasoline filling station. There have been numerous Spills ranging from minor surficial spills to leaking USTs, one of which resulted in soil vapor impacts to the adjoining building to the north.</p> <p>A Phase I and Phase II Environmental Site Assessment is recommended to determine if there are impacts associated with historic fill material, and from the Site being used as a gasoline filling station since at least 1950 with documented spills and releases.</p>

Site Number & Address	Use Status	Adjacent Use	Property Description	Regulatory Agency Database Information	Sanborn Map Information/Historical Information	Narrative
Site 12 1400 Watson Avenue (Block 3708, Lot 45)	The Site is currently a storage yard for construction equipment and materials.	North: To the north is an industrial building occupied by a construction company that appears to also use the Site. South: To the south is a large warehouse building and associated property occupied by Amazon. East: To the east (across Bronx River Avenue) are single story commercial buildings occupied by a laundromat and one-story warehouse building. West: To the west is the Bronx River.	The Site is located on the west side of Bronx River Avenue at its intersection with Watson Avenue. The Site is paved and is currently a vacant parcel of land approximately 20,800-square feet in area. There does not appear to be a structure on the Site, and it is used for the storage of construction equipment and materials.	The Site does not appear on any regulatory databases.	From 1886 until sometime prior to 1915, the Site was undeveloped and part of the Bronx River. By 1919, the current shape/boundary lines of the Bronx River as well as the Site had been established. During this time, the Site appears to be a “dead end” street bed associated with Watson Avenue. No significant changes to the Site appear until 1969, when the Site is depicted for use as a storage yard for contracting equipment. It is noted that the adjoining property to the north is occupied by a 1-story building used for contractors storage. The Site is depicted for use as a contractor’s storage yard from 1977 through 2005. After this, the 2006 and 2007 Sanborn maps depict the Site as a closed street. There were no property records within the New York City Department of Buildings (NYCDOB), Building Information Search (BIS) website. According to a review of Google Earth Photographs and Google Street View Photographs, the Site remains a storage yard for contractors equipment.	Site 12: 1400 Watson Avenue (Block 3708, Lot 45) - The Site is located on the west side of Bronx River Avenue at its intersection with Watson Avenue. The Site is paved and is currently a vacant parcel of land approximately 20,800-square feet in area. Historically, prior to 1919, the Site was part of the water body of the Bronx River. After this, the Site appears to be a “dead end” street until 1969 when it is used as a storage yard for contractors equipment. A recent reconnaissance of the Site indicated that it is currently a storage yard for contracting equipment. The Site does not appear on any regulatory databases. A Phase I and Phase II Environmental Site Assessment is recommended to determine if there are impacts associated with historic fill material and use of the Site as a storage yard for contractors equipment.
Site 16A 1145 Bronx River Avenue (Block 3734, Lot 25)	The Site is currently an approximate 10,800 square foot a 1-story industrial building that occupies the entire parcel of land. The building is occupied by a welding supply and equipment business.	North: To the north is an undeveloped parcel of land used as a supply storage yard for welding equipment. This parcel is owned by the same entity that owns the Site parcel. South: To the south is an industrial building occupied by a moving and storage company. East: To the east (across Bronx River Avenue) is a commercial building occupied by a wholesale warehouse business. West: To the west is the Bronx River	The Site is located on the west side of Bronx River Avenue, approximately 465 feet south of the intersection of Westchester Avenue and Bronx River Avenue. The Site is fully occupied by a 1-story 10,000 square foot industrial building, currently occupied by a welding supply and equipment business.	The Site does not appear on any regulatory databases.	From 1886 until sometime prior to 1919, the Site was undeveloped and part of the Bronx River shoreline. The Site remained undeveloped until 1959 when the building on the Site was constructed as a factory building. After 1998, the building is shown to be occupied by an auto repair business. According to Google Street View Maps, in 2009, the building appears to be occupied by an electrical business and from 2011 to present, the current welding business is depicted as the occupant.	Site 16A: 1145 Bronx River Avenue (Block 3734, Lot 25) - The Site is located on the west side of Bronx River Avenue, approximately 465 feet south of the intersection of Westchester Avenue and Bronx River Avenue. A recent reconnaissance indicated that the Site is fully occupied by a 1-story 10,800 square foot industrial building, occupied by a welding supply and equipment business. Previous identified business occupants included auto repair and an electrical business. Historically, prior to 1919, the Site was undeveloped, and part of the shoreline associated with the Bronx River. After 1919, the Bronx River was configured into its present day shape and the property boundary of the Site was established. The Site remained undeveloped land until 1959 when the current building on the Site was constructed. The Site does not appear on any regulatory databases. A Phase I and Phase II Environmental Site Assessment is recommended to determine if there are impacts associated with historic fill material and the current welding supply business and historical auto repair use.

Site Number & Address	Use Status	Adjacent Use	Property Description	Regulatory Agency Database Information	Sanborn Map Information/Historical Information	Narrative
16B 1155 Bronx River Avenue (Block 3734, Lot 29)	The Site is currently an undeveloped paved parcel of land, utilized for vehicle parking and storage of welding equipment and compressed gas associated with the welding business on the southern adjoining parcel of land at 1145 Bronx River Avenue.	North: To the north is an undeveloped parcel of land occupied by a used car dealer. South: To the south is an industrial building occupied by the welding supply and equipment business. East: To the east (across Bronx River Avenue) is a commercial building occupied by a wholesale warehouse business. West: To the west is the Bronx River.	The Site is located on the west side of Bronx River Avenue, approximately 365 feet south of the intersection of Westchester Avenue and Bronx River Avenue. The Site is paved and is approximately 10,000-square feet in area. The Site appears to be utilized for truck parking and the storage of compressed gas tanks associated with the welding business located on the adjoining parcel to the south.	The Site does not appear on any regulatory databases.	From 1886 until sometime prior to 1919, the Site was undeveloped and part of the Bronx River shoreline. After 1919, the Bronx River was configured into its present day shape and the Site boundary was established. The Site has remained undeveloped; however, it was depicted to have been occupied by a used car sales business until the mid-1990's. After this, the Site has been used for vehicle parking and equipment storage associated with the business occupants in the south adjoining building. According to the New York City Department of Buildings (NYCDOB), Building Information Search (BIS) website, the adjoining parcel to the south and the Site parcel are owned by the same entity.	Site 16B: 1155 Bronx River Avenue (Block 3734, Lot 29) - The Site is located on the west side of Bronx River Avenue, approximately 365 feet south of the intersection of Westchester Avenue and Bronx River Avenue. The Site is paved and is approximately 10,000-square feet in area. A recent reconnaissance indicated that the Site is utilized for vehicle parking and storage of welding equipment and compressed gas associated with the welding business located on the adjoining parcel to the south at 1145 Bronx River Avenue. This adjoining parcel and the Site parcel are owned by the same entity. The Site has never been developed with a structure. Prior to 1919, the Site was undeveloped, and part of the shoreline associated with the Bronx River. After 1919, the Bronx River was configured into its present day shape and the property boundary of the Site was established. The Site has remained undeveloped; however, it was depicted to have been occupied by a used car sales business until the mid 1990's. After this, the Site has been used for vehicle parking and equipment storage associated with the business occupants in the south adjoining building. A Phase I and Phase II Environmental Site Assessment is recommended to determine if there are impacts associated with historic fill material.

Site Number & Address	Use Status	Adjacent Use	Property Description	Regulatory Agency Database Information	Sanborn Map Information/Historical Information	Narrative
17 1185 Bronx River Avenue (Block 3734, Lot 35)	The Site is currently an undeveloped paved parcel of land, utilized for parking.	North: To the north (across Westchester Avenue) is an 1-story warehouse type structure. South: To the south is a vacant parcel of land utilized for truck and welding equipment storage. East: To the east (across Bronx River Avenue) is an automotive repair business and a car wash business. West: To the west is the Bronx River.	The Site is a rectangularly shaped parcel, located on the southwest corner at the intersection of Bronx River Avenue and Westchester Avenue. The Site has approximately 365 feet of frontage along Bronx River Avenue and 100 feet of frontage along Westchester Avenue. The Site is a paved parcel of land approximately 39,800 square feet in area, used for automotive parking.	This site is listed as having a Closed New York State Department of Environmental Conservation (NYSDEC) Spill No. 9209035 associated with a release that occurred on November 4, 1992 as a result of leaking underground 550-gallon gasoline USTs associated with a former gasoline filling and service station that was located on the northern portion of the Site parcel. Reportedly, the spill was remediated via soil vapor extraction wells and the spill was closed on May 4, 2007. Another Spill No. 1708566 was reported on December 12, 2017. This spill also involved the removal of USTs and excavation of contaminated soils within the UST field as well as in the area of the associated pump island. End point samples above bedrock exhibited minor soil exceedances. Based upon the excavation to bedrock and the results of sidewall and bottom soil samples, the NYSDEC closed the Spill on February 5, 2018. Other spills were reported at the Site that pertained to surficial spills of less than 5-gallons of petroleum, which are not considered a concern. The Site is also listed in the NYSDEC Petroleum Bulk Storage database as having had five (5) 4,000-gallon underground storage tanks (USTs), 10 550-gallon USTs, and a 180-gallon aboveground storage tank (AST) and a 280-gallon AST.	From 1886 until sometime prior to 1919, the Site was undeveloped and part of the Bronx River shoreline. After 1919, the Bronx River was configured into its present day shape and the Site boundary was established. The 1950 map shows the Site as undeveloped. The 1969 through 2007 maps show a gasoline filling station building on the northern portion of the Site. Google Street View photographs show the gasoline filling station structure and pump islands until 2017, after this, the building and associated structures no longer appear. According to the New York City Department of Buildings (NYCDOB), Building Information Search (BIS) website, the Site was a former gasoline filling station.	Site 17: 1185 Bronx River Avenue (Block 3734, Lot 35) - The Site is a rectangularly shaped parcel, located on the southwest corner at the intersection of Bronx River Avenue and Westchester Avenue. The Site is a paved parcel of land approximately 39,800 square feet in area, used for automotive parking. Historical Maps and photographs, and NYCDOB Building Department Records indicated that the Site was formerly occupied by a gasoline filling station from the 1960's until 2017 when the filling station structure was razed. This Site is listed as having closed NYSDEC Spills as a result of minor surficial petroleum spills as well as major soil remedial investigations and actions associated with removal of underground gasoline storage tanks that occurred in 1992 and 2017. Due to the historical use, the documented spills and historical USTs, further analysis and research including Phase I and II Environmental Site Assessments would need to be performed to determine existing environmental conditions on the site.

17 - Environmental Review of Brownfield, Abandoned, and Vacant Sites cont.

Site Number & Address	Use Status	Adjacent Use	Property Description	Regulatory Agency Database Information	Sanborn Map Information/ Historical Information	Narrative
20A 1047 Home Street (Block 3006, Lot 21)	The Site is currently an undeveloped parcel of land.	North: To the north is a residential building. South: To the south (across Home Street) is an industrial building. East: To the east is an undeveloped parcel. West: To the west is a residential building.	The Site is located on the north side of Home Street, approximately 21 feet east of the intersection of Home Street and Longfellow Avenue. The Site is paved with concrete and is currently a vacant parcel of land approximately 6,500-square feet in area.	The Site does not appear on any regulatory databases.	From 1886 until sometime prior to 1915, the Site was undeveloped. From 1915 to the late 1970's the Site appears occupied by a 5-story apartment building. The building was demolished and from 1979 until present day, the Site has remained undeveloped.	Site 20A: 1047 Home Street (Block 3006, Lot 21) - This Site is located on the north side of Home Street, just east of its intersection with Longfellow Avenue. The Site is currently a vacant 6,500-square foot parcel of land. Historically, this Site was occupied by a 5-story apartment building. The Site does not appear on any regulatory databases. A Phase I Environmental Site Assessment is recommended to determine if a Phase II Site Investigation is necessary.
20B 1051 Home Street (Block 3006, Lot 19)	The Site is currently an undeveloped parcel of land.	North: To the north is an undeveloped parcel of land used as a contractors supply storage yard. South: To the south (across Home Street) is an industrial building. East: To the east is an undeveloped parcel with a dilapidated metal storage shed at the back of the property. West: To the west is a undeveloped parcel of land.	The Site is located on the north side of Home Street, approximately 86 feet east of the intersection of Home Street and Longfellow Avenue. The Site is paved with concrete and is currently a vacant parcel of land approximately 5,000-square feet in area.	The Site does not appear on any regulatory databases.	From 1886 until sometime prior to 1915, the Site was undeveloped. From 1915 to the late 1970's the Site appears occupied by a 5-story apartment building. The building was demolished and from 1979 until present day, the Site has remained undeveloped.	Site 20B: 1051 Home Street (Block 3006, Lot 19) - This Site is located on the north side of Home Street, just east of its intersection with Longfellow Avenue. The Site is currently a vacant 5,000-square foot parcel of land. Historically, this Site was occupied by a 4-story apartment building. The Site does not appear on any regulatory databases. A Phase I Environmental Site Assessment is recommended to determine if a Phase II Site Investigation is necessary.
20C 1040 Home Street (Block 3006, Lot 17)	The Site is currently an undeveloped parcel of land, with a dilapidated metal shed along the back property line.	North: To the north is an undeveloped parcel of land used as a contractors supply storage yard. South: To the south (across Home Street) is an industrial building. East: To the east is a single story structure, currently utilized as a nightclub. West: To the west is a undeveloped parcel of land."	The Site is located on the north side of Home Street, between Longfellow Avenue and Westchester Avenue. The Site is paved with asphalt and is approximately 5,000-square feet in area. The Site appears to be occupied with a dilapidated metal shed along the back property line.	This site is listed as a Closed New York State Department of Environmental Conservation (NYSDEC) Petroleum Bulk Storage (PBS) Facility No. 2-605331. The site is listed as having had 2,000-gallon fuel oil aboveground storage tank (AST) that was closed and removed on January 1, 2015. The AST was registered to Abalone Precision Mfg. Corp.	Sanborn maps from 1886 until 2007 indicated that the Site was never developed and from 1977 on, the use of the Site was depicted as parking.	Site 20C: 1040 Home Street (Block 3006, Lot 17) - The Site is paved with asphalt and is approximately 5,000-square feet in area and is occupied with a dilapidated metal shed along the back property line. This site is listed as a Closed NYSDEC PBS facility as having had a 2,000-gallon fuel oil aboveground storage tank that was closed and removed on January 1, 2015. Historically, the Site was used for parking and manufacturing. A Phase I Environmental Site Assessment is recommended to determine if a Phase II Site Investigation is necessary.

17 - Environmental Review of Brownfield, Abandoned, and Vacant Sites cont.						
Site Number & Address	Use Status	Adjacent Use	Property Description	Regulatory Agency Database Information	Sanborn Map Information/ Historical Information	Narrative
21 1061 Home Street (Block 3006, Lot 13)	The Site is currently developed with a 1-story building currently utilized as a catering facility.	North: To the north is a commercial building used as a garage for an ambulance company. South: To the south (across Home Street) is an industrial building. East: To the east is an undeveloped parcel. West: To the west is a with a dilapidated metal shed like structure.	The Site is located on the north side of Home Street, between West Farms Road and Westchester Avenue. The Site is occupied by a 10,200-square foot, 1-story commercial building.	The Site appears on the New York Manifest Database as a result of disposal of hazardous material associated with Con Edison equipment.	From 1886 until sometime prior to 1931, the Site was undeveloped. From 1931 to the late 1990's the Site appears occupied by a 1-story commercial building used for bottling and storage. After the 1990's, no specific building uses are depicted on the subsequent Sanborn Maps. Additionally, the map show a gasoline underground storage tank within the building.	Site 21: 1061 Home Street (Block 3006, Lot 13) - This Site is located on the north side of Home Street, between Westchester Avenue and West Farms Road. The Site is currently occupied by a 1-story, 10,200-square foot commercial building. Historically, this building was used for bottling and storage. The Site appears on the New York Manifest Database. Historical maps show the site as having a buried gasoline underground storage tank (UST). Due to the gasoline UST, further analysis including Phase I and II Environmental Site Assessment would need to be performed to determine environmental conditions on the site.
NO STRATEGIC SITE NUMBER: 1071 Home Street (Block 3006, Lot 11)	The Site is currently an undeveloped parcel of land.	North: To the north is a undeveloped parcel used as a parking lot for an ambulance company. South: To the south (across Home Street) is an industrial building. East: To the east is an undeveloped parcel used as a parking lot for an ambulance company. West: To the west is a 1-story building used as a catering company.	The Site is located on the north side of Home Street, between West Farms Road and Westchester Avenue. The Site is paved with asphalt and is approximately 5,000-square feet in area. The Site appears to used for automobile parking.	The Site does not appear on any regulatory databases.	From 1886 until sometime prior to 1915, the Site was undeveloped. From 1915 to the late 1970's the Site appears occupied by a 5-story apartment building. The building was demolished and from 1979 until present day, the Site has remained undeveloped.	No Strategic Site Number: 1071 Home Street (Block 3006, Lot 11) - The Site is located on the north side of Home Street, between West Farms Road and Westchester Avenue. The Site is paved with asphalt and is approximately 5,000-square feet in area. The Site appears to used for automobile parking. Historically, this Site was occupied by a 5-story apartment building. The Site does not appear on any regulatory databases. A Phase I Environmental Site Assessment is recommended to determine if a Phase II Site Investigation is necessary.
22A 1018 Freeman Street (Block 3006, Lot 32)	The Site is an undeveloped parcel of land used as a contractors supply storage yard.	North: To the north (across Freeman Street) is a residential building. South: To the south are undeveloped parcels of land. East: To the east is a commercial building occupied by an ambulance company. West: To the west is an undeveloped parcel.	The Site is located on the south side of Freeman Street, between West Farms Road and Whitlock Avenue. The Site is paved with asphalt and is approximately 10,000-square feet in area. The Site appears to be utilized as a contractors supply storage yard.	The Site does not appear on any regulatory databases.	From 1886 until sometime prior to 1950, the Site was undeveloped. The 1950 map shows the Site to be occupied by a 1-story commercial building used as a paper warehouse. The building appears as a carpet warehouse on the 1977 to 1980 maps. The available 1981 through 2007 maps shows that the building was demolished and the Site as vacant. Google Maps Street View Photographs indicated that the site had been used for automotive parking from circa 2007 until 2022. Since 2022, the Site has been used as a contractors supply storage yard.	Site 22A: 1018 Home Street (Block 3006, Lot 32) - The Site is located on the south side of Freeman Street, between West Farms Road and Whitlock Avenue. The Site is currently a vacant 10,000-square foot parcel of land used as a contractors supply storage yard. Historically, this Site was occupied by a 1-story commercial building used as a paper warehouse and a carpet warehouse. The building was demolished in the early 1980's and the site has remained undeveloped. The Site is presently used as a contractors supply storage yard and prior to that was used for automotive parking. The Site does not appear on any regulatory databases. A Phase I Environmental Site Assessment is recommended to determine if a Phase II Site Investigation is necessary.

Site Number & Address	Use Status	Adjacent Use	Property Description	Regulatory Agency Database Information	Sanborn Map Information/ Historical Information	Narrative
22B 1028 Home Street (Block 3006, Lot 36)	The Site is currently a commercial building and associated parking lot occupied by an ambulance company.	North: To the north (across Freeman Street) is a residential building. South: To the south is a commercial building and an undeveloped parcel of land. East: To the east is an undeveloped parcel of land. West: To the west is an undeveloped parcel of land used as a contractors supply storage yard.	The Site is located on the south side of Freeman Street, between West Farms Road and Whitlock Avenue. The Site is 15,000-square feet in area and is occupied by a 10,800 square foot 1-story commercial building. The Site is occupied by an ambulance company. Portions of the Site not occupied by the building are used for parking of vehicles.	This site is listed as a Closed New York State Department of Environmental Conservation (NYSDEC) Petroleum Bulk Storage (PBS) Facility No. 2-110582. The site is listed as having had a 4,000-gallon gasoline underground storage tank that was closed and removed on March 1, 2006. In addition, a NYSDEC Spill No. 0302597 was reported on June 11, 2003 due to a tank tightness test failure associated with a gasoline tank that is most likely associated with the 4,000-gallon gasoline UST that was closed and removed.	No structures are depicted on the Sanborn maps from 1886 until 1928. The 1950 map shows the 1-story building to be occupied by a private garage has having a buried gasoline tank. The size of this appears to be 1,000-gallons. In addition, the portion of the Site currently used as parking lot is depicted as being occupied by a 5-story residential apartment building from at least 1915 through circa 1978 when it was demolished and used for parking ever since. Subsequent maps show the 1-story building to be used for unidentified manufacturing and commercial types of use. A 1972 Certificate of Occupancy (CO) indicate building use as a factory for steel products and a 1987 CO indicates building use as offices and motor vehicle repair shop use. Google Maps Street View Photographs show two gasoline tank vent lines protruding from the rooftop of the building.	"Site 22B: 1028 Home Street (Block 3006, Lot 36) - The Site is located on the south side of Freeman Street, between West Farms Road and Whitlock Avenue. The Site is 15,000-square feet in area and is occupied by a 10,800 square foot 1-story commercial building utilized by an ambulance company. Historically, the Site building was used as a private parking garage and later used a steel products factory and motor vehicle repair. This Site is listed as having a closed NYSDEC Spill as a result of failing a tank tightness test in 2014. This site is listed as a Closed New York State Department of Environmental Conservation (NYSDEC) Petroleum Bulk Storage (PBS) Facility No. 2-110582. The record indicates a 4,000-gallon gasoline underground storage tank (UST) was closed and removed on March 1, 2006. A Phase I and a Phase II Environmental Site Assessment should be conducted at the Site to determine the nature and extent of the environmental concerns associated with the NYSDEC Spill and PBS information, and historical factory and automotive repair uses as well as current uses associated with the ambulance business. "
22C 1038 Freeman Street (Block 3006, Lot 42)	The Site is currently an undeveloped parcel of land, used as a parking lot for the ambulance company.	North: To the north is a residential building. South: To the south is an undeveloped parcel of land used as a parking lot for an ambulance company. East: To the east is a 1-story building used as a parking garage. West: To the west is a commercial building used occupied by an ambulance company.	The Site is located on the south side of Freeman Street, between West Farms Road and Whitlock Avenue. The Site is 5,000-square feet in area and is used as a parking lot for an ambulance company.	The Site does not appear on any regulatory databases.	From 1896 until sometime prior to 1915, the Site was undeveloped. From 1915 to the late 1970's the Site appears occupied by a 5-story apartment building. The building was demolished and from 1979 until present day, the Site has remained undeveloped.	Site 22C: 1038 Home Street (Block 3006, Lot 42) - The Site is located on the south side of Freeman Street, between West Farms Road and Whitlock Avenue. The Site is currently a vacant 5,000-square foot parcel of land used for parking. Historically, this Site was occupied by a 5-story apartment building. The Site does not appear on any regulatory databases. A Phase I Environmental Site Assessment is recommended to determine if a Phase II Site Investigation is necessary.

Site Number & Address	Use Status	Adjacent Use	Property Description	Regulatory Agency Database Information	Sanborn Map Information/ Historical Information	Narrative
22D No Address Number - Home Street (Block 3006, Lot 9)	The Site is currently an undeveloped parcel of land.	North: To the north is an undeveloped parcel used as a parking lot for an ambulance company. South: To the south (across Home Street) is an industrial building. East: To the east is a 1-story building used as a parking garage. West: To the west is a vacant parcel.	The Site is located on the north side of Home Street, between West Farms Road and Westchester Avenue. The Site is paved with asphalt and is approximately 5,000-square feet in area. The Site appears to used as a parking lot for an ambulance company.	The Site does not appear on any regulatory databases.	From 1896 until sometime prior to 1915, the Site was undeveloped. From 1915 to sometime between 1950 the Site appears occupied by a 5-story apartment building. The building was demolished sometime between 1950 and 1977. From 1977 until present day, the Site has remained undeveloped.	Site 22D: No Address Number - Home Street (Block 3006, Lot 9) - The Site is located on the north side of Home Street, between West Farms Road and Westchester Avenue. The Site is paved with asphalt and is approximately 5,000-square feet in area. The Site appears to used as a parking lot for an ambulance company. Historically, this Site was occupied by a 5-story apartment building. The Site does not appear on any regulatory databases. A Phase I Environmental Site Assessment is recommended to determine if a Phase II Site Investigation is necessary.
30B & 30 C 1042 & 1046 Lowell Street (Block 2757, Lots 40 & 41)	The Site is currently an undeveloped parcel of land occupied by an automotive parking business.	North: To the north are residential buildings. South: To the south is an undeveloped parcel of land used for truck parking and an apartment building. East: To the east is an apartment building. West: To the west is a residential apartment building.	The Site is located on the south side of Lowell Street, between Longfellow Avenue and Whitlock Avenue. The Site is paved and is currently two contiguous vacant parcel of land approximately 7,800-square feet in area. This Site is currently surrounded by corrugated metal fencing and is used for automotive parking.	The Site does not appear on any regulatory databases.	From 1886 until sometime prior to 1915, the Site was undeveloped. From 1915 to 1980, the Site appears occupied by a two 5-story apartment buildings at 1042 and 1046 Lowell Street. In the early 1980's the building at 1046 Lowell Street was demolished and in the early 1990's the building at 1042 Lowell Street was also demolished. From 1994 until present day, the Site has remained undeveloped.	Site 30B &30C: 1042 & 1046 Lowell Street (Block 2757, Lots 40 & 41) - The Site is located on the south side of Lowell Street, between Longfellow Avenue and Whitlock Avenue. The Site is paved and is currently two contiguous vacant parcel of land approximately 7,800-square feet in area. This Site is currently surrounded by corrugated metal fencing and is used for automotive parking. The Site does not appear on any regulatory databases. A Phase I Environmental Site Assessment is recommended to determine if a Phase II Site Investigation is necessary.

An illustration on a purple background. Two stylized figures are walking on a dark purple path that curves from the bottom left towards the center. The figure on the left is wearing an orange dress and carrying a white shopping bag. The figure on the right is wearing an orange top and pants, with a white bag slung over their shoulder. In the background, there are several dark purple lines forming a large triangle and other geometric shapes.

Final Recommendations

- 4.1 FUTURE DEVELOPMENT GOALS AND PRINCIPLES
- 4.2 STRATEGIC SITE IDENTIFICATION PROCESS
- 4.3 STRATEGIC SITE REDEVELOPMENT SCENARIOS
- 4.4 ADDITIONAL AREA-WIDE RECOMMENDATIONS
- 4.5 IMPLEMENTATION STRATEGY AND MATRIX (KEY NEXT STEPS)

4.1 FUTURE DEVELOPMENT GOALS AND PRINCIPLES

The future development goals and principles of the study area listed below are anchored in a commitment to inclusive, community-driven growth. They prioritize an approach and strategy that improves quality of life, advances equity, and builds long-term resilience.

I Healthy, Livable Communities	<ul style="list-style-type: none">• Improve streetscape and open space to support active and safe living• Increase access to health services through innovative, community-based models• Increase access to fresh and affordable food by reimagining underutilized land• Connect the community through improved transportation access and reliability• Support arts, culture, and community identity through public space and programming
II Climate Resiliency	<ul style="list-style-type: none">• Minimize water impacts through integrated stormwater management• Reduce heat vulnerability with strategic greening and cool infrastructure• Increase renewable energy access and energy efficiency for a low-carbon future
III Inclusive Development	<ul style="list-style-type: none">• Promote affordable housing, neighborhood-serving retail, and community facilities on underutilized M-zoned sites• Support locally-owned retail and community resources on underutilized commercial corridors in the Study Area• Prioritize small business development in green industries• Encourage Community Reinvestment Act (CRA) commitments in the area to support access to housing, local business growth, and needs from financial services.

Healthy, Livable Communities

GOAL 1 HEALTHY, LIVABLE COMMUNITIES

Improving the overall quality of life for residents is central to the vision for future development. This includes increasing availability of health services, enhancing public spaces to promote active, healthy lifestyles, and expanding access to fresh food and local markets. Streetscape improvements such as better lighting, safer pedestrian crossings, and improved walkability will make public spaces more usable, accessible, and safe. Strengthening transportation access, particularly for pedestrians and cyclists, and mitigating conflicts with truck traffic are also key priorities. Finally, celebrating arts and culture through civic events, cultural spaces, and programming will foster a greater sense of community identity and connection.

Objective 1.1 Improve streetscape and open space to support active and safe living. Redesign high-traffic intersections near public spaces, such as those along Westchester Avenue and Bruckner Boulevard, to enhance pedestrian safety and calm traffic. Prioritize safe, shaded, and accessible walking routes to transit, schools, and parks like Concrete Plant Park. Activate wide and underutilized sidewalks with tree plantings, benches, and community art to create more welcoming and usable public space for all ages.

Objective 1.2 Increase access to health services through innovative, community-based models. Promote mobile health clinics and pop-up wellness events in partnership with local providers to reach underserved residents, especially seniors and youth. Encourage the co-location of health services, like primary care, mental health counseling, and preventive screenings, within new affordable housing or community centers to reduce barriers to access and integrate health into the fabric of everyday life.

Objective 1.3 Increase access to fresh and affordable food by reimagining underutilized land. Transform vacant lots and underused public spaces into hubs for healthy food access. Support permanent or seasonal greenmarkets and food cooperatives that accept SNAP and WIC, while also providing opportunities for local food entrepreneurs. Explore year-round structures or covered markets to ensure consistent access to produce and culturally relevant groceries in a neighborhood with limited options.

Objective 1.4 Connect the community through improved transportation access and reliability. Expand the network of dedicated bus priority lanes along key corridors and improve pedestrian infrastructure connecting bus stops and subway stations. Make last-mile connections safer and more accessible, especially for seniors, people with disabilities, and families. Explore wayfinding signage and lighting enhancements at transit hubs to promote walkability during all hours.

Objective 1.5 Support arts, culture, and community identity through public space and programming. Convert vacant storefronts into cultural activation hubs featuring rotating exhibits, community workshops, and youth-led programming. Support local artists through mural projects, pop-up performances, and a Westchester Avenue arts corridor that celebrates the area's rich cultural heritage. Provide space for small, grassroots cultural nonprofits that serve and reflect the community.

Climate Resiliency

GOAL 2 CLIMATE RESILIENCY

To ensure long-term sustainability, the plan emphasizes strategies that build climate resilience at both the site and neighborhood scale. Key objectives include expanding public access to the waterfront, integrating stormwater management practices, and addressing the urban heat island effect through green infrastructure. In parallel, the plan promotes a shift toward renewable energy sources and energy demand strategies implemented in partnership with community-owned infrastructure to support a low-carbon, energy-efficient future.

Objective 2.1 Minimize water impacts through integrated stormwater management. To reduce flooding and sewer overflows, partner with the NYC Department of Environmental Protection (DEP) to implement green infrastructure along key corridors like Southern Boulevard and Westchester Avenue. This includes bioswales, rain gardens, and permeable pavements that capture stormwater at the street level. New residential and mixed-use developments should include rooftop retention systems, green roofs, and subsurface storage tanks that lessen pressure on combined sewer systems and protect the Bronx River and improving the resilience of the neighborhood.

Objective 2.2 Reduce heat vulnerability with strategic greening and cool infrastructure. In response to growing concerns about extreme heat, especially in areas with limited tree canopy, invest in large-scale shade tree planting and maintenance programs, prioritizing streets with low green cover and high pedestrian activity. Install green roofs on community-serving buildings, like schools, libraries, and health centers, to reduce building temperatures and extend roof lifespans. Encourage the use of reflective roofing and building materials in new and existing construction and engage local youth and residents in tree stewardship programs to ensure long-term care and employment opportunities.

Objective 2.3 Increase renewable energy access and energy efficiency for a low-carbon future. Prioritize energy efficiency upgrades in older buildings, including insulation, air sealing, and high-efficiency heating/cooling systems, to lower utility bills for residents. Promote the concept of community-owned solar cooperatives that allow renters and low-income households to participate in and benefit from renewable energy, while building local wealth and resilience to energy price volatility.

Objective 2.4 Remediate contaminated sites to reduce environmental and public health risks. Identify eligible sites to enroll in state and city cleanup programs, and coordinate environmental assessments and infrastructure upgrades. Policy actions include securing funding through the NYS Brownfield Cleanup Program, that prioritize projects with community-serving end uses, and integrate environmental education and workforce development into remediation efforts.

Inclusive Development

GOAL 3 INCLUSIVE DEVELOPMENT

Equitable development must ensure that long-term residents and small businesses can remain and thrive as the area evolves. This includes a strong focus on commercial revitalization through increased programming, job creation, workforce training, and support for local and small-scale businesses including opportunities for retail ownership. Equally important is the promotion of truly affordable housing, achieved by reassessing AMI* thresholds and exploring a range of housing ownership and tenure models to ensure affordability and accessibility for people across all income levels. Together, these strategies aim to foster economic opportunity without compromising the community's social and cultural fabric.

**AMI- Area Median Income is a measure used to determine eligibility and rent levels for affordable housing programs, based on the midpoint of a region's income distribution. [Click here](#) for more information.*

Objective 3.1 Promote affordable housing, neighborhood-serving retail, and community facilities on underutilized M-zoned sites. Community members voiced the importance that future development around Southern Boulevard include housing that is affordable for residents living in the area currently. There are acute housing needs for those earning 30% and below of the area median income (AMI), which is around \$32,650 for a single-person household in the Bronx based on 2024 HUD income limits. Those with an AMI at or below 60%, sometimes referred to as the missing middle, also experience difficulties to find adequate housing earning too high of an income for deeper subsidy but too low of an income for unsubsidized options. Beyond providing affordable rental models, community members want development that provides an opportunity for homeownership through cooperatives. Community land trusts and shared equity programs for homeownership are models that can affordable ownership in the community.

Objective 3.2 Support locally-owned retail and community resources on underutilized commercial corridors in the Study Area, particularly along the Westchester Ave Commercial Corridor. Community members emphasized the need for future development to include neighborhood-serving businesses that reflect the cultural identity and needs of local residents. Community members expressed interest in seeing small, independent retailers prioritized over large chains, helping to preserve local character and economic opportunity. While broad rezonings were not pursued across the study area, proposed zoning updates through the City of Yes for Housing Opportunity provides tools to support mixed-use development that integrates housing, retail, and community facilities on the same sites.

Objective 3.3 Prioritize small business development in green industries. Leverage other resiliency measures, such as green roofs, stormwater systems, and solar installations, for training and employment opportunities for residents. Partner with CUNY campuses, union apprenticeship programs, and community-based organizations to provide wraparound training and pathways to high-road careers in energy efficiency, tree care, building retrofits, and environmental monitoring.

Objective 3.4 Encourage Community Reinvestment Act (CRA) commitments in the area to support access to housing, local business growth, and needs from financial services. Lending institutions can play a critical role in addressing community needs by directing CRA-eligible investments toward affordable housing projects, neighborhood retail, and capacity-building for local entrepreneurs. CRA funds can support homeownership and small businesses. As development continues, there is a clear opportunity for financial institutions to collaborate with community-based organizations to ensure that CRA resources are deployed in ways that prevent displacement and strengthen economic resilience in the Southern Boulevard area.

4.2 STRATEGIC SITE IDENTIFICATION PROCESS

For the strategic site identification process, the Consultant Team conducted an in-depth analysis of the current use and development feasibility of all parcels within the Southern Boulevard BOA Study Area in addition to a handful of sites recommended by YMPJ that are outside of the BOA Study Area. The objective of this analysis was to identify a set of potential strategic sites where redevelopment could advance community goals and, from this list, select four priority sites that can best illustrate the impact that redevelopment can have on the Southern Boulevard community.

Identifying Long-list of Strategic Sites

To begin the process, the Consultant Team proposed a list of sites with the highest redevelopment potential to be considered in the strategic site selection process as well as sites with low redevelopment potential (e.g. York Studios, Bronx Prologis/Amazon facility, Concrete Plant Park, and Starlight Park) that should not be considered for selection. The Consultant Team alongside YMPJ refined the BOA Study Area boundary to include these recommended sites and compiled the property data for all parcels within the final Study Area using New York City's publicly accessible PLUTO database. The result was a list of 135 parcels with varying levels of utilization and development feasibility.

To filter down the 135 parcels to a long-list of strategic sites that are most feasible and desirable for development, the Team used the following criteria:

- Parcels that do not contain uses that are unlikely or undesirable to move (e.g., schools, parks, rail infrastructure, housing, etc.)
- Parcels that are not already in development or recently developed (e.g., York Studios, Whitlock Point affordable housing development)
- Parcels with lot size of 10,000 SF or greater
- Parcels with less than 33% utilization rate (calculated by dividing the parcel's current building area by its maximum buildable area, which is a function of the parcel's floor area ratio and lot size)
- Note: The utilization rate was used with discretion to determine the current level of active use on site. For instance, parcels with utilization rates over 33% were included if their current uses are known (either through data or local knowledge from YMPJ/Steering Committee members) to be primarily inactive, vacant, or abandoned.

Subsequently, the Consultant Team used property ownership data to combine contiguous parcels with shared ownership to create joint sites with greater redevelopment potential. The rationale for this methodology is that shared ownership increases the feasibility of joining parcels for development and larger development sites tend to accommodate a wider range of uses, expanding the universe of potential investments that can be made in the Southern Boulevard community. This resulted in a final long-list of 28 bundled sites as listed on page 131.

Identifying Priority Investment Sub-Area

The long-list of 28 sites was clustered into three priority investment areas to help guide the redevelopment vision for the entire Study Area and illustrate the potential synergies between adjacent sites:

- **Subarea A:** 11 sites located west of the Bronx River close to the Whitlock Avenue (#6 train) and Freeman Street (#2 and #5 train) train stations
- **Subarea B:** 9 waterfront sites located along the east and west sides of the Bronx River
- **Subarea C:** 8 sites located at the southern portion of the BOA Study Area adjacent to Soundview Economic Hub and York Studios

Each sub-area is intended to address at least one of the top community needs identified through public engagement. To do so, the Consultant Team closely analyzed current and potential uses; existing investment plans, as well as unique physical assets within each sub-area, to assign the most suitable development framework. This process resulted in the following assignments for each sub-area:

Subarea A: Transit Oriented Housing

- Promote higher-density housing, especially affordable housing
- Activate street life through commercial uses and streetscape improvements
- Improve connectivity with green space and active streetscapes

Subarea B: Waterfront Activation and Community Infrastructure

- Expand waterfront access with new public amenities and facilities
- Provide more housing options, especially affordable housing
- Improve pedestrian safety, especially on Bronx River Avenue
- Improve the cleanliness of the area

Subarea C: Economic Hub

- Foster new businesses and job training programs in technology, light manufacturing, food, the green economy, and other growth areas
- Connect the community to nearby job opportunities (e.g., Hunts Point)
- Blend housing and maker-space uses

Development Potential	TOTAL POTENTIAL HOUSING UNITS ASSUMING REZONING	LINEAR FEET OF BRONX RIVER FRONT TO BE OPENED TO THE PUBLIC	TOTAL JOBS THAT COULD BE LOCATED AT FULL BUILD OUT OF SITES
SUBAREA A Transit-Oriented Housing	1,440 Units		
SUBAREA B Waterfront Activation + Community Infrastructure	740 Units	850 Feet	
SUBAREA C Economic Hub		1,150 Feet	570 Jobs

Figure 82: Subarea Development Potential

4.2 Identifying Long-list of Strategic Sites cont.

Site No.	Address	Zoning	Lot Area	Owner	Current Use	Sub-Area
2	900 BRONX RIVER AVENUE	M1-1	47,447	BRONX RIVER AVENUE LLC	Warehousing and parking	C
	900 CLOSE AVENUE	M1-1	52,181			
	sub-total		99,628			
3	950 CLOSE AVENUE	M1-1	28,370	NEW 970 COLGATE AVE	Warehousing and parking	C
4	968 CLOSE AVENUE	M1-1	1,396	RENATO CORPORATION	Primarily parking and some auto retail	C
	1458 BRUCKNER BOULEVARD	M1-1	13,570			
	CLOSE AVENUE	M1-1	19,094			
	sub-total		34,060			
5	BRUCKNER BOULEVARD	M1-1	3,402	CPA CLOSE AVENUE LLC	Primarily warehousing and parking; some auto retail	C
	973 CLOSE AVENUE	M1-1	10,269			
	945 CLOSE AVENUE	M1-1	17,125			
	960 CLOSE AVENUE	M1-1	26,759			
	sub-total		57,555			
6	1430 BRUCKNER BOULEVARD	M1-1	24,620	SNL VIII, LLC	Life Storage/Extra Space Storage	C
7	960 BRONX RIVER AVENUE	M1-1	23,059	D BENEDETTO INC	Paper Services Inc. (industrial and warehousing)	C
8	935 BRONX RIVER AVENUE	M1-1	47,123	935 BRONX RIVER AVENUE	Warehousing and parking	C
9	955 BRONX RIVER AVENUE	M1-1	66,141	FERRO ENTERPRISES NY LLC	Cube Smart	C
11	1419 BRONX RIVER AVENUE	M1-1	15,488	BLUE HILL FUELS, LLC	BP gas station	B
12	1400 WATSON AVENUE	M1-1	20,787	CHILD GUIDANCE PLAYTHING	Warehousing and parking	B
13	1419 WATSON AVENUE	M1-1	23,297	T & J CIVETTA COMPANY	John Civetta and Sons (Excavating Contractor)	B
14	1125 BRONX RIVER AVENUE	M1-1	20,926	STA 23, LLC	Daro's Extreme Fitness (Gym)	B
15	1135 BRONX RIVER AVENUE	M1-1	35,110	SAPIR REALTY LLC	Roadway Moving - Bronx Moving Company	B
16	1145 BRONX RIVER AVENUE	M1-1	10,822	SIRE HOLDINGS	McKinney Welding Supply & Compressed Gases; some parking	B
	1155 BRONX RIVER AVENUE	M1-1	11,334			
			22,156			

4.2 Identifying Long-list of Strategic Sites cont.

Count	Address	Zoning	Lot Area	Owner	Current Use	Sub-Area
17	1185 BRONX RIVER AVENUE	M1-1	37,648	BRONX RIVER PROPERTIES	Parking	B
18	1476 SHERIDAN EXPRESSWAY	M1-1	4,717	SIMONE DEVELOPMENT	Simone Development site; existing plans for development	B
	1480 SHERIDAN EXPRESSWAY	R7-3	15,875			
	1428 EDGEWATER ROAD	R7-3	24,656			
	1458 SHERIDAN EXPWY SR	R7-3	42,999			
	1460 SHERIDAN EXPRESSWAY	R7-3	100,739			
	sub-total		188,986			
19	1440 SHERIDAN EXPRESSWAY	R7-3	20,420	SHRI SAI SHAKTI, LLC	Sheridan Hotel	B
20	1040 HOME STREET	R7-1	5,060	NYCEDC	EDC site; existing plans for development	A
	1047 HOME STREET	M1-1	5,144			
	1174 LONGFELLOW AVENUE	R7-1	6,485			
	1051 HOME STREET	M1-1	23,776			
	sub-total		40,465			
21	1061 HOME STREET	M1-1	10,467	ANTHONY AVE.	Tropicana - Latin Club	A
22	HOME STREET	M1-1	4,732	ACE 1028 REALTY LLC	Primarily parking	A
	1018 FREEMAN STREET	M1-1	4,886			
	1028 FREEMAN STREET	M1-1	9,964			
	1038 FREEMAN STREET	M1-1	15,194			
			34,776			
23	FREEMAN STREET	M1-1	4,402	1301 WESTCHESTER AVE	Primarily auto repair, carwash, and parking	A
	1085 HOME STREET	M1-1	10,106			
	1077 HOME STREET	M1-1	20,855			
	sub-total		35,363			
24	1074 HOME STREET	M1-1	12,173	TREMONT GARAGE REALTY	Old industrial building	A
25	1120 LONGFELLOW AVENUE	M1-1	15,890	DAL JEON REALTY, LLC	Small strip retail area	A
26	1286 WESTCHESTER AVENUE	M1-1	19,366	GLICKER REALTY L.P.	Parking	A

4.2 Identifying Long-list of Strategic Sites cont.

Count	Adress	Zoning	Lot Area	Owner	Current Use	Sub-Area
27	1280 WESTCHESTER AVENUE	M1-1	21,271	T R Y REALTY CORP.	Parking	A
28	1260 WESTCHESTER AVENUE	M1-1	33,014	SEED CHESTER, INC	Auto retail	A
29	1049 LOWELL STREET	M1-1	13,278	SEAN-THANOS HOLDINGS, LL	Old industrial building	A
30	1056 LOWELL STREET	M1-1	3,607	LOWELL STREET REALTY LLC	Primarily parking, some warehousing	A
	1042 LOWELL STREET	M1-1	3,848			
	1046 LOWELL STREET	M1-1	23,543			
			30,998			

Figure 83: Table of 28 bundled sites list



Final Shortlist of Strategic Sites

One to two priority strategic sites were selected per sub-area to illustrate the design principles of each sub-area. The selections were based on the following criteria, which helped determine the most feasible and desirable site for redevelopment:

1. **Site Availability**
 - a. Ownership (public / private)
 - b. Known or engaged owner
2. **Development Feasibility**
 - a. Current use
 - b. Zoning
 - c. Percent under-built
 - d. Building age and condition
 - e. As-of-right uses vs. proposed uses
 - f. Market strength
3. **Potential Impact**
 - a. Scale
 - b. Affordable housing potential
 - c. Job creation potential
 - d. Community support
 - e. Proximity to public transit and open space
 - f. Potential to replace noxious / unwanted uses
 - g. Potential for loss of job-intensive or job-generating uses
 - h. Potential for loss of rent stabilized units
 - i. Alignment with subarea development framework

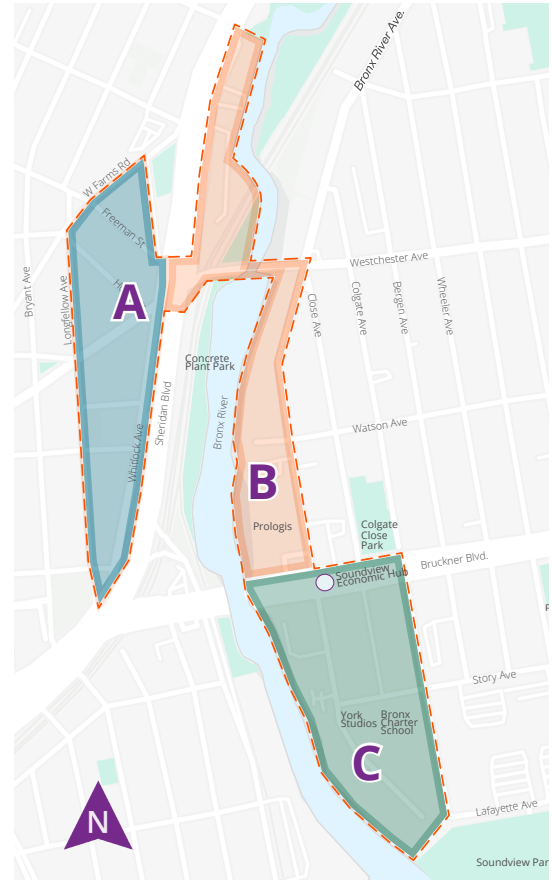


Figure 84: Map of Subareas

The resulting four strategic sites are:

Site 1 (within Subarea A): Four parcels totaling 27,000 square feet on the west side of the Bronx River, primarily owned by NYCEDC, with existing plans for housing. We also consider the potential for an adjacently owned EDC site for additional housing.

Site 2.1 (within Subarea B): A 38,000-square-foot waterfront site on the east side of the Bronx River directly south of Westchester Avenue that is currently used for parking.

Site 2.2 (within Subarea B): Cass Gilbert's Westchester Ave Station which is currently vacant and spanning over train rail owned by National Railroad Passenger Corporation (AMTRAK).

Site 3 (within Subarea C): Two parcels totaling 100,000 square feet bounded by Bronx River Avenue on the west, Colgate Avenue on the east, and Story Avenue on the south. Owned by the same private owner who currently uses the site for warehousing and parking.

4.2 Identifying Long-list of Strategic Sites cont.

Site	Sub Area	Inventory Number	Parcels Included	Zoning	Lot Area (SF)	Owner	Current Use
Site 1	A	20A	Home St	R7-1	27,156	NYCEDC	Existing housing plans
		20B	1051 Home St	R7-1		NYCEDC	Existing housing plans
		20C	1040 Home St	R7-1		NYCEDC	Existing housing plans
		21	1061 Home St	M1-1		Private	Bar/Lounge
		20D	1174 Longfellow Ave	M1-1	23,317	NYCEDC	Vacant Land
Site 2.1	B	17	1185 Bronx River Ave	M1-1	37,648	Private	Parking
Site 2.2	B		Westchester Ave Station			National Railroad Passenger Corporation	
Site 3	C	2A	900 Bronx River Ave	M1-1	99,628	Private	Warehousing and Parking
		2B	900 Close Ave	M1-1		Private	

Figure 85: Final Strategic Sites for the Southern Boulevard BOA



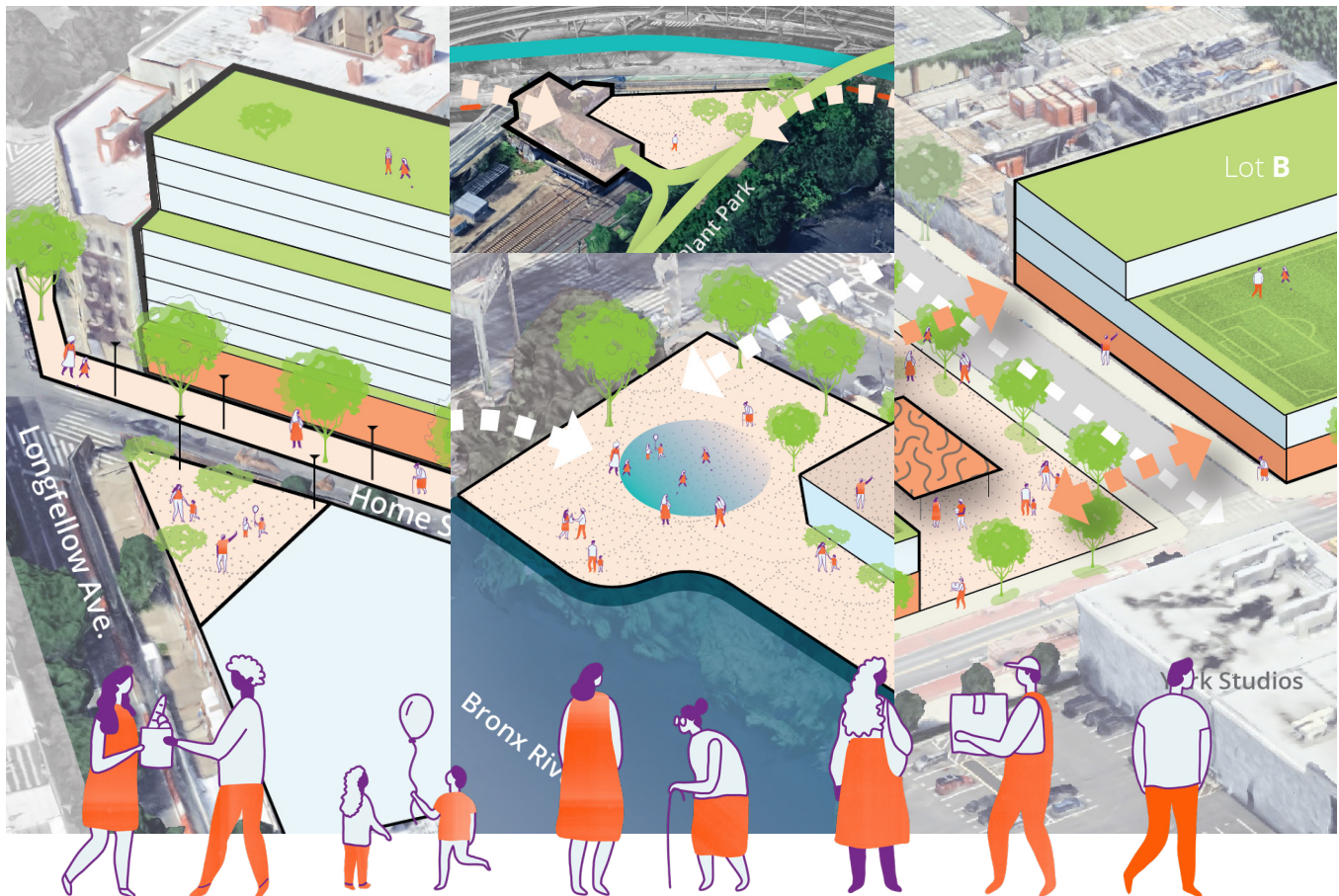
Figure 86: Map of Subareas and Strategic Sites

4.2 STRATEGIC SITE REDEVELOPMENT SCENARIOS



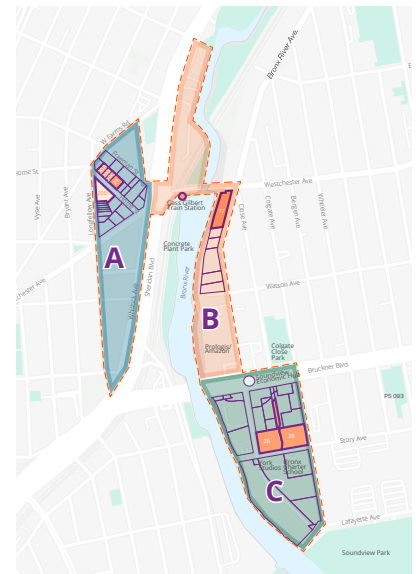
This section includes a summary analysis and recommendations for the revitalization and redevelopment of four strategic sites based on analysis of existing conditions inventory and community engagement. Recommendations focus on reuse, redevelopment opportunities and needs for properties located in the proposed BOA Study Area and include detailed redevelopment concepts for strategic sites that have been identified by the community as catalysts for revitalization. These concepts include strategies such as enhancing retail, mixed use, industrial, recreational, cultural, infrastructure, and public amenities with a discrete set of public and private implementation projects, as well as next steps required to advance these projects:

- Strategic Site 1 Transit Oriented Housing
- Strategic Site 2.1 Waterfront Activation and Community Infrastructure - Reuse
- Strategic Site 2.2 Waterfront Activation and Community Infrastructure
- Strategic Site 3 Economic Hub



Strategic Site Alignment with Sub-Areas

Redevelopment scenarios for strategic sites are aligned with larger strategies for each sub-area, addressing key community needs identified through public engagement. Below are the Sub-Area strategic goals shaping each corresponding redevelopment scenario.



A Subarea A: Transit Oriented Housing

- Promote affordable, higher-density housing
- Improve residential support through providing more public services and amenities such as restaurants and cafés, retails, day care, health center, healthy food market, community garden and play grounds
- Improve small business support on the ground floor that would provide residential needs of the area
- Improve pedestrian safety, especially on Westchester Ave. and Sheridan Blvd by improving pedestrian crossing and road conditions, street lighting and designated bike lanes
- Improve the cleanliness, and beautification of the area specifically Westchester Ave. and Bronx River Ave. by providing more public arts, planting trees.

B Subarea B: Waterfront Activation and Community Infrastructure

- Expand waterfront access with public plazas and new public amenities and facilities (ex restrooms, water fountains, bicycle racks, etc.)
- Improve pedestrian safety, especially on Westchester Ave. and Bronx River Ave. by improving pedestrian crossings, road conditions, street lighting and adding protected bike lanes
- Improve the cleanliness and beautification of the area specifically Westchester Ave. and Bronx River Ave. by providing more public arts, planting trees and trash bins.
- Advance climate resiliency (ex stormwater retention, green cooling structures)
- Improve ecological health of the Bronx River (reduce outflows from Combined Sewage Overflow (CSOs), natural habitat restoration, etc.)
- Preservation and revitalization of Cass Gilbert's Westchester Ave. Station as cultural landmark.

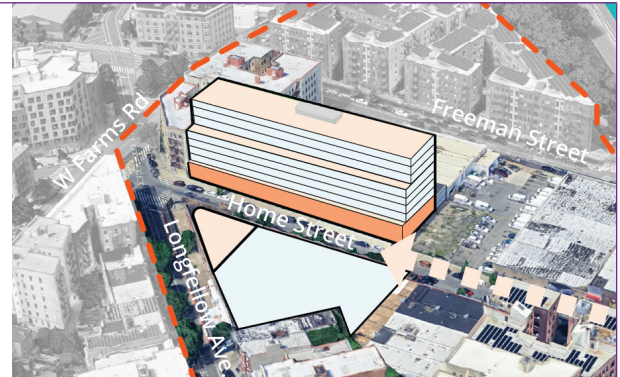
C Subarea C: Economic Hub

- Enhance pedestrian safety by upgrading street conditions, improving street lighting, and adding protected bike lanes along Bronx River Avenue.
- Promote cleanliness and beautification, particularly along Bronx River Avenue through dedicated sidewalks, tree planting, and improved maintenance
- Provide public access to Close Avenue and street improvements with dedicated sidewalks, tree planting, and improved maintenance.
- Create public spaces and improve waterfront access, with a focus on developing plazas and pedestrian-friendly connections along Story Avenue.
- Advance climate resilience and support the ecological restoration of the Bronx River through green infrastructure and sustainable landscape strategies.

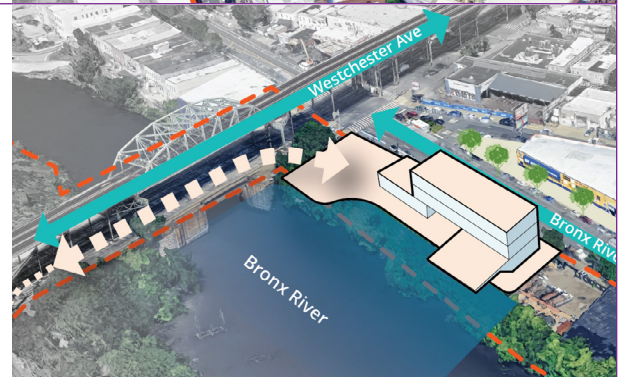
Strategic Sites

This section includes analysis to support reuse and redevelopment potential of the following strategic sites identified as catalysts for revitalization:

- 1 Site 1 (within Subarea A)**
- Four parcels totaling 27,000 square feet on the right side of Home Street are primarily owned by NYCEDC, along with one 23,000-square-foot parcel on the left side of Home Street, also owned by NYCEDC.



- 2.1 Site 2.1 (within Subarea B)**
- A 38,000-square-foot waterfront site on the east side of the Bronx River directly south of Westchester Avenue that is currently used for parking.



- 2.2 Site 2.2 (within Subarea B)**
- Cass Gilbert's Westchester Ave Station current vacant and spanning over AMTRAK rail



- 3 Site 3 (within Subarea C)**
- Two parcels totaling 100,000 square feet bounded by Bronx River Avenue on the west, Colgate Avenue on the east, and Story Avenue on the south. Owned by the same private owner who currently uses the site for warehousing and parking.





STRATEGIC SITE 1: Transit Oriented Housing

Strategic Site 1 consists of five lots highlighted on the map. The site’s location—surrounded by residential neighborhoods and close to transit access—makes it an excellent candidate for affordable housing. The proposed four contiguous lots are 20A, 20B, 20C, and 21, and across the street is Lot 20D which has strong potential for future residential development. Lot 20A is currently zoned as residential, while Lot 20B is split between residential and manufacturing zoning. Lots 20C, 21 and 20D are zoned for manufacturing.

The recommendation proposed is combining the contiguous lots into a single large parcel and rezoning it for residential use, and/or rezoning lot 20D. This approach would be visionary and demonstrate community-centered development by featuring affordable housing units and an active ground floor.

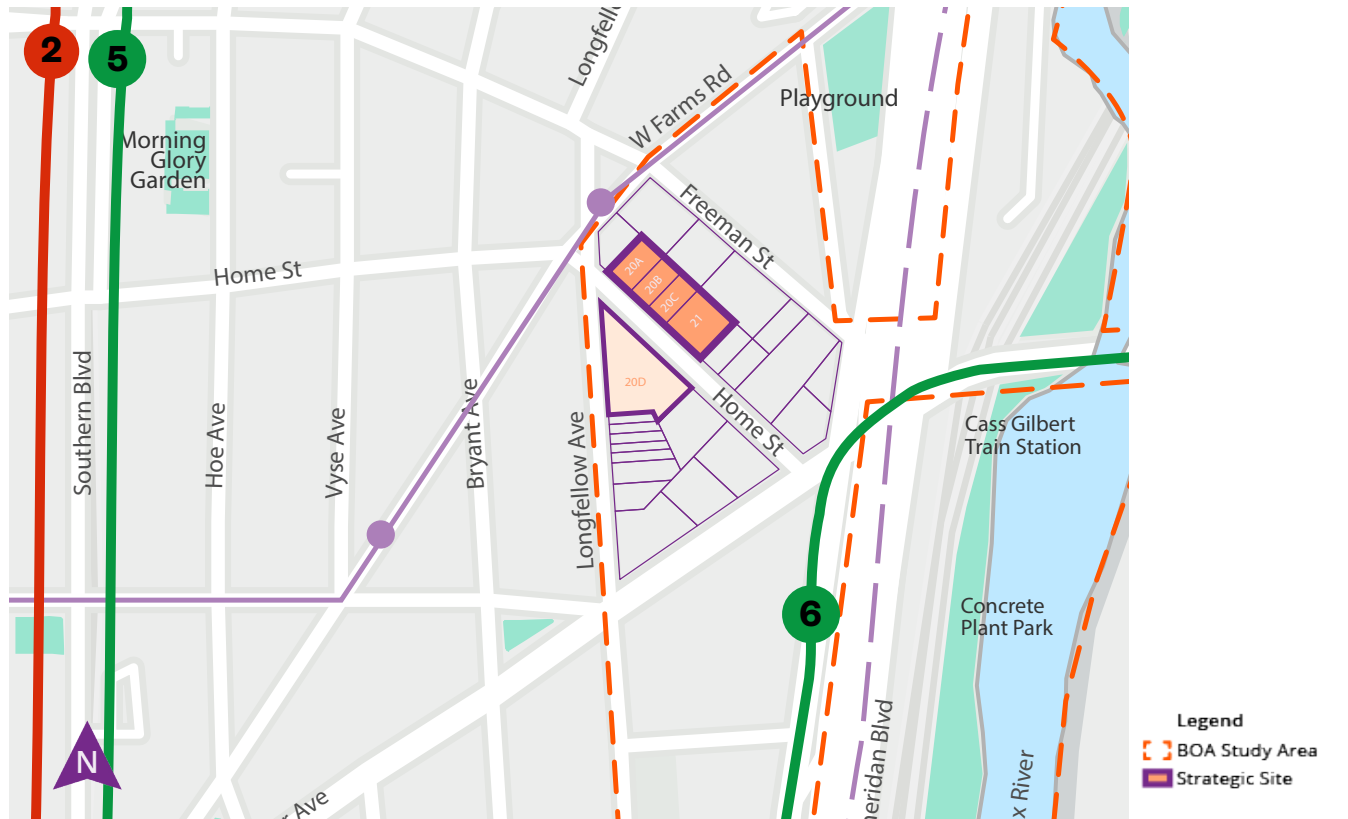


Figure 87: Map of Strategic Site 1

STRATEGIC SITE 1: Transit Oriented Housing

Existing Site Conditions

Subarea A	Site Inventory Numbers (longlist)				
	20A	20B	20C	20D	21
Address	1047 Home Street	1051 Home Street, Bronx, NY	1040 Home Street, Bronx, NY	1174 Longfellow Ave, Bronx, NY	1061 Home Street, Bronx, NY
Block & Lot	Block 3006 Lot 21	Block 3006 Lot 19	Block 3006 Lot 17	Block 2758 Lot 14	Block 3006 Lot 13
Owner	NYC EDC	NYC EDC	NYC EDC	NYC EDC	1061 NY LLC
Land Use	Vacant	Vacant	Vacant	Vacant	Commercial
Site Description	Vacant paved lot	Vacant paved lot	Vacant paved lot	New vacant lot; structure removed	Large, unoccupied double height banquet hall
Adjacent Uses	Housing	Housing	Housing	Housing	
Transportation & Access	6 Train, Bus stops	6 Train, Bus stops	6 Train, Bus stops	6 Train, Bus stops	6 Train, Bus stops
Current Zoning	R7	R7	M1-1	M1-1	M1-1
Permitted Uses	Medium density apartment	Light manufacturing, Commercial, Community Facility	Light manufacturing, Commercial, Community Facility	Light manufacturing, Commercial, Community Facility	Light manufacturing, Commercial, Community Facility
Lot Area	6,500 SF	5,000 SF	5,000 SF	22,167 SF	9,763 SF
FAR	4.0 (city of yes 5.0)	1.0 (comm. facility = 2.4)	1.0 (comm. facility = 2.4)	1.0 (comm. facility = 2.4)	1.0 (comm. facility = 2.4)
Buildable Area	26,000 SF	20,000 SF	20,000 SF	22,167 SF	9,763 SF
Setbacks	15' at 80' bldg height	15' at 80' bldg height	15' at 80' bldg height	15' at 80' bldg height	15' at 80' bldg height
Rear Yard	R7 = 30'	R7=30' M1=20'	R7=30' M1=20'	R7=30' M1=20'	R7=30' M1=20'
Side Yard	None	Not req. Must be 8' if provided.	Not req. Must be 8' if provided.	Not req. Must be 8' if provided.	Not req. Must be 8' if provided.
Environmental Recommendations See Section 3.4.17 for more information					
20A	A Phase I Environmental Site Assessment is recommended to determine if a Phase II Site Investigation is necessary.				
20B					
20C	This site is listed as a Closed NYSDEC PBS facility as having had a 2,000-gallon fuel oil aboveground storage tank that was closed and removed on January 1, 2015. A Phase I Environmental Site Assessment is recommended to determine if a Phase II Site Investigation is necessary.				
20D	This Site is listed as having a closed NYSDEC Spill as a result of failing a tank tightness test in 2014. Historical maps show the site as being used as a garage and repair facility as well as having two buried 550-gallon gasoline underground storage tanks (USTs). Due to the historical use, the documented spill and historical USTs, further analysis including Phase I and II Environmental Site Assessments would need to be performed to determine environmental conditions on the site.				
21	Historical maps show the site as having a buried gasoline underground storage tank (UST). Due to the gasoline UST, further analysis including Phase I and II Environmental Site Assessment would need to be performed to determine environmental conditions on the site.				

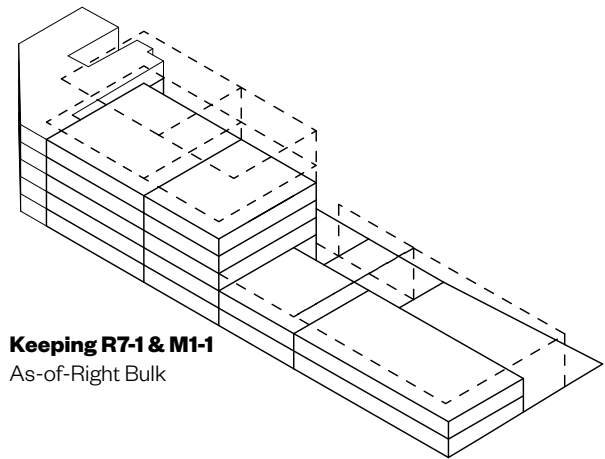
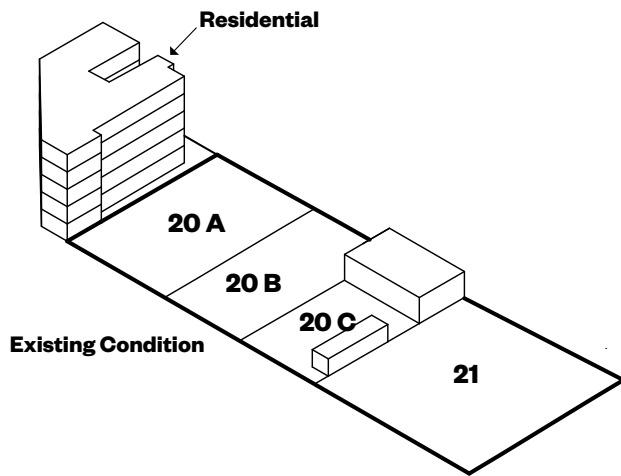
STRATEGIC SITE 1: Transit Oriented Housing

Existing and Proposed Zoning Envelope

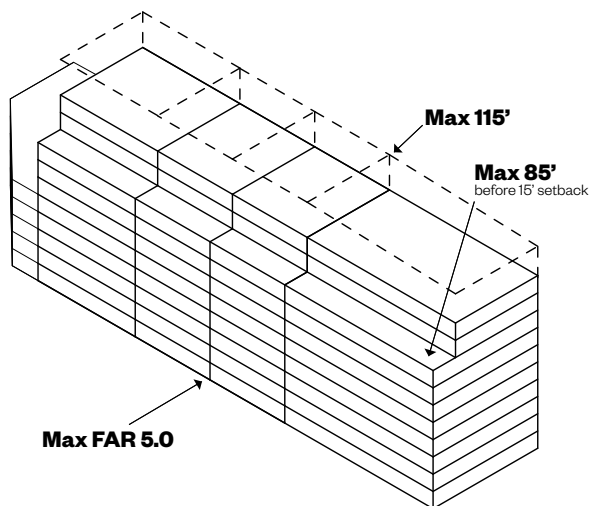
Site No.: 20A, 20B, 20C, 21



Current M1.1 Zoning



Rezone as R7: Proposed scenario is to redeveloped as residential, rezoning required



**Proposed R7-1 - City of Yes
Universal Affordability Preference (UAP)**

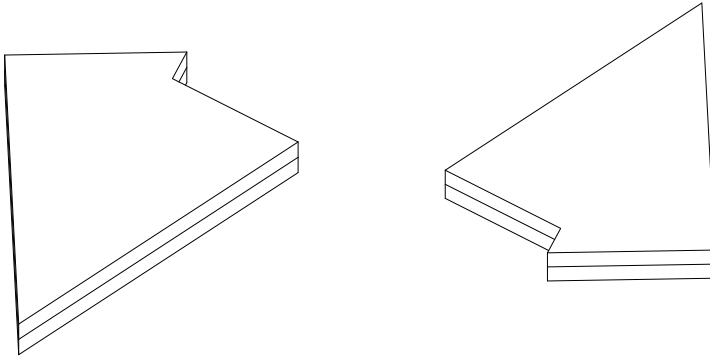
STRATEGIC SITE 1: Transit Oriented Housing

Existing and Proposed Zoning Envelope

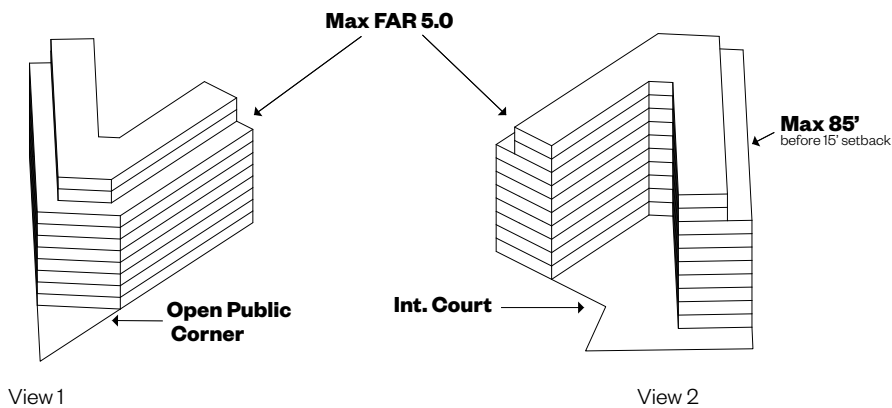
Site No.: 20D



Current M1.1 Zoning



Rezone as R7 City of Yes Rezoning: Proposed scenario is to redevelop as residential, rezoning



STRATEGIC SITE 1: Transit Oriented Housing

Proposed Implementation for Site 1

This site is a key opportunity to provide affordable housing by combining the 4 lots, three of which are currently owned by NYCEDC and/or using the triangular lot across Home Street which is also owned by NYCEDC. The aim is to provide 100% housing affordability and support the community need and small businesses by dedicating the ground level to small businesses and public services, while also addressing the need to improve safety, and cleanliness of area.

The proposed massing shows a 9-story development following the rezoning of M1 (Manufacturing) sites to R7 (Residential) and the consolidation of four lots. The ground floor, with a taller storefront height, is designated for neighborhood-serving public uses such as a café and small-scale retail stores.

The proposed bulk massing incorporates several key design strategies for creating contextually sensitive building fabric. The building is limited to nine stories to maintain a scale appropriate for the neighborhood. The massing is articulated into three distinct volumes, with a setback at the second floor—marking the start of the residential program and creating space for private terraces. A second setback at the fifth floor aligns the building's height with that of the existing residential structure at the corner of Home Street Avenue.

The design proposes the use of brick and wood, drawing inspiration from the architectural character of the Bronx. The building also includes a green roof and additional private terraces to enhance residents' access to outdoor space.

You will find student work at the end of Strategic Site 1 for design studies at Site 20D

Axon View of Proposed Implementation

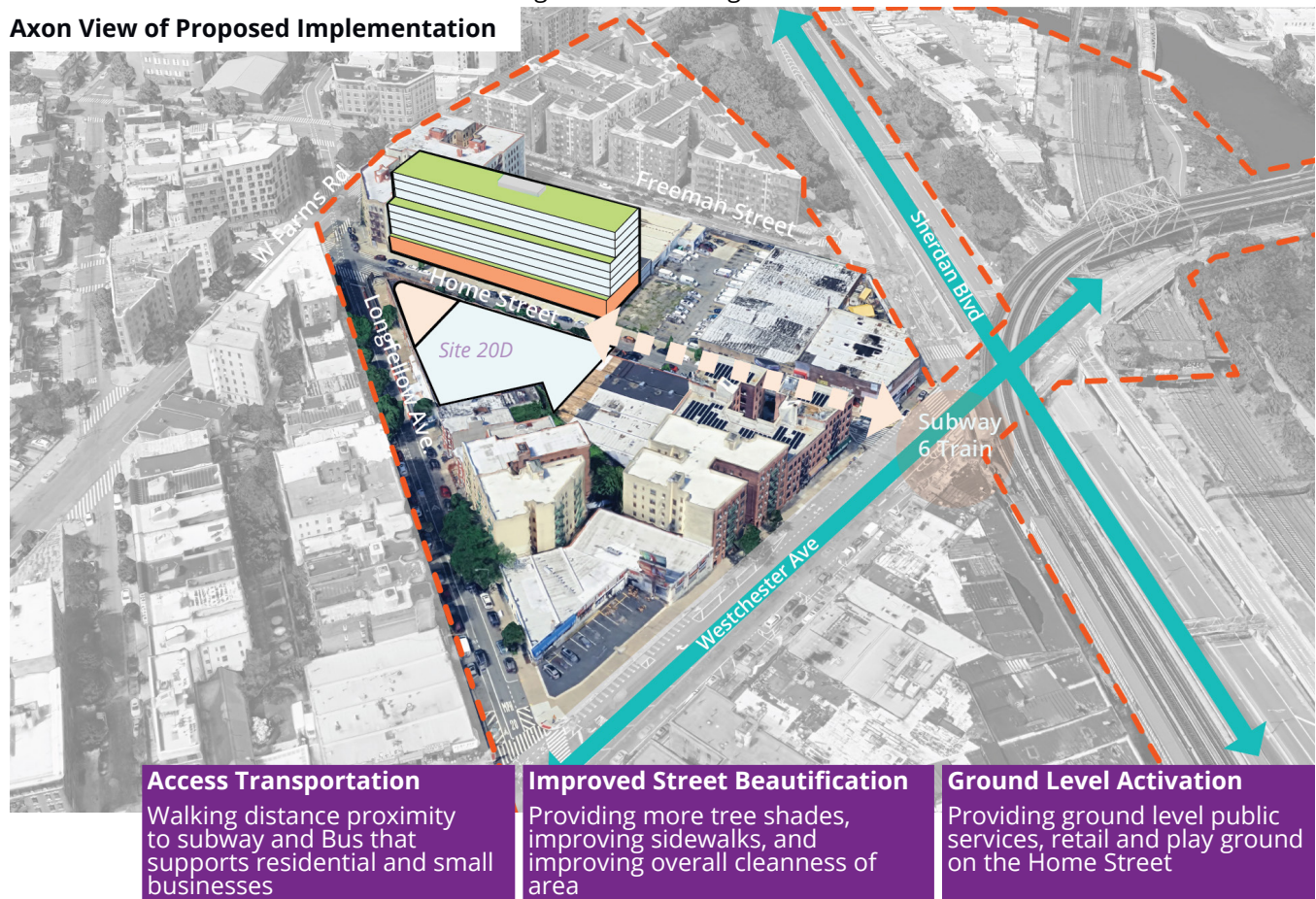


Figure 88: Axon View of Proposed Implementation for Strategic Site 1

STRATEGIC SITE 1: Transit Oriented Housing

Proposed Program

Location	Uses	Area (Gross Square Footage)
Level 1	Retail, Bodega, cafe, Building Amenity	20,000
Levels 2 to 9	Housing units	160,000
Rooftop	Green roof	20,000
Total Building GSF		180,000 GSF

*See Student Work at the end of Strategic Site 1 for design studies at Site 20D

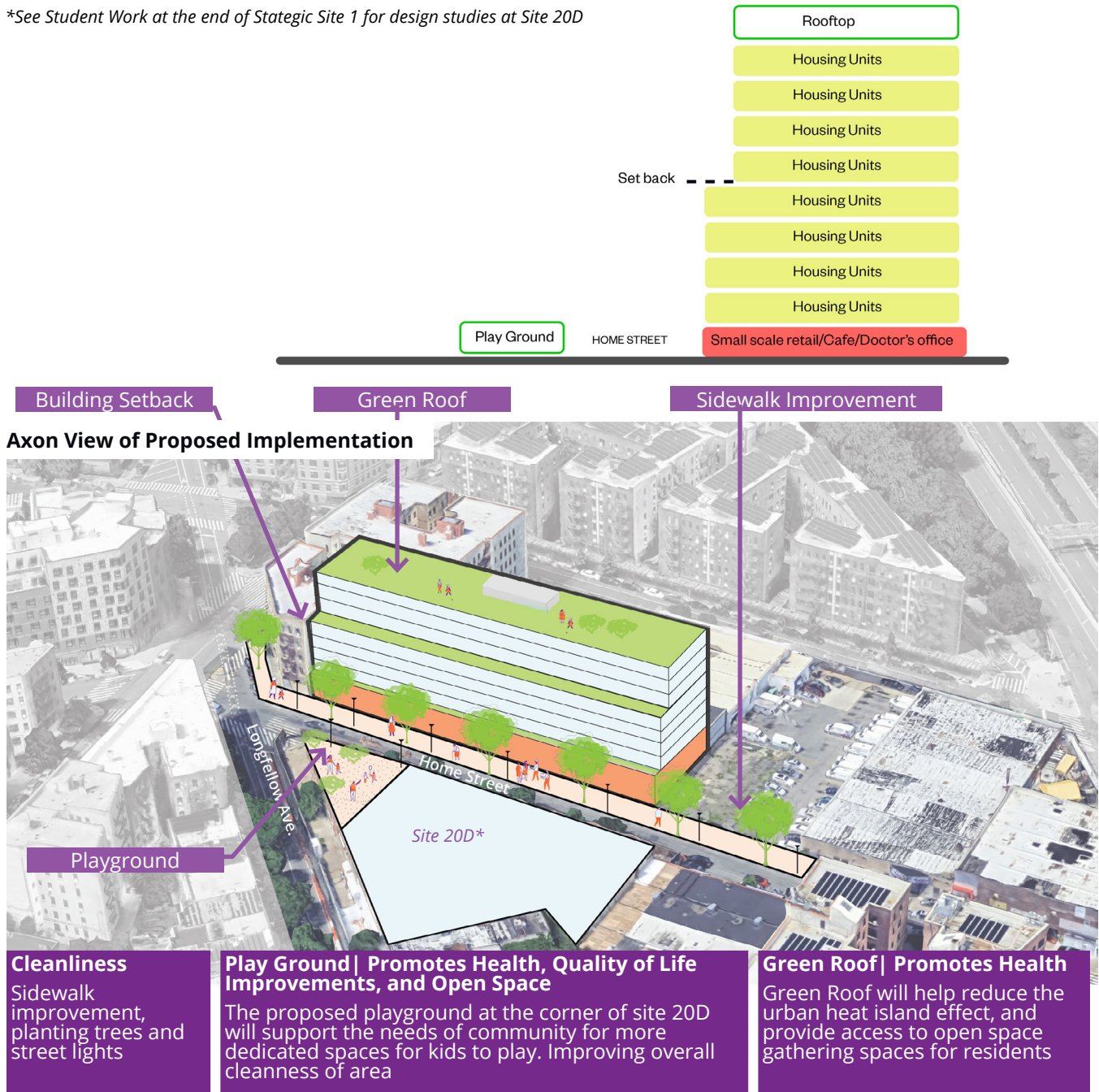


Figure 89: Close Up Axon View of Proposed Implementation for Strategic Site 1

STRATEGIC SITE 1: Transit Oriented Housing

100% Affordable Housing *

With this preliminary study, zoning will yield approximately 125 housing units with the following unit mix:

Unit Types:

- 3 (2%) Studio Apartments
- 56 (44%) One Bed Apartments
- 48 (39%) Two Bed Apartments
- 18 (14%) Three Bed Apartments

Unit Type Average Net Square Footage

- Studio: 425 SF
- One Bedroom: 575 SF
- Two Bedroom: 725 SF
- Three Bedroom: 950 SF

Amenities included:

- Residential lobby with Mail room & Bike Storage
- Community Room (upper floor)
- Laundry Room (upper floor)
- Roof Garden with covered fitness area

Ground Floor

- Retail | grocery recommended **: 5,000sf
- Retail or small business (ex book store, cafe): 5,000sf
- Office | mental health services recommended ***: 10,000sf

* Access to affordable housing should be considered through the recommendation of New Settlement and Community Action for Safe Apartments (CASA) to recalculate the area median income (AMI) to ensure that newly built “affordable” housing is in reach for most Bronx residents.

** A small grocery store/deli is recommended as one of the ground floor retail tenants to support a network of accessible and healthy food. Site 1 has limited access to food; see Area Wide Strategy to Promote Health.

*** Office and clinic space is recommended as one of the ground floor uses to boost availability of mental health services in residential areas, increasing support for healthier families (patients and care givers). This aligns with community input and the Graham Windham contribution to the 50 Ideas for a Stronger and More Equitable Bronx.

STRATEGIC SITE 1: Transit Oriented Housing

Financial Feasibility and Funding Sources

To achieve the community's goal of 100% affordability, the proposed development will require a blend of public funding sources traditionally used for such projects. These include federal Low-Income Housing Tax Credits (LIHTC), bond financing, likely through the NYC Housing Development Corporation or the NYS Housing Finance Agency, and subsidy loans, most likely from the NYC Department of Housing Preservation and Development (HPD) or NYS Homes and Community Renewal (HCR). Additional support may come from discretionary funding provided by local elected officials, such as the local City Council Member or Bronx Borough President.

While the final financing structure will depend on the selected affordability program and funding availability at the time of development, we also assume the project follows the guidelines of the City's Extremely Low & Low-Income Affordability (ELLA) Program. Affordable projects are feasible because of the City and State's abilities to provide subsidies to make such projects feasible. Development will require partnership between an affordable housing developer and either City or State housing agencies to underwrite development.

The planned units should offer affordability to households in the range of 30-60% of the Area Median Income (AMI). While these rents are much lower than typical market-rate housing built in New York City, they may still be out of reach for some local residents. Brownfield Tax Credits could allow for deeper affordability without increasing the per-unit subsidies from City or State agencies. These tax credits may also enable the project to access alternative subsidy programs, like senior housing, supportive housing, or affordable homeownership, that often require deeper subsidies and rely on non-traditional funding streams.

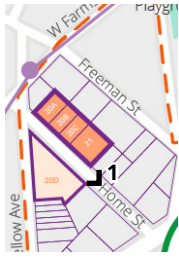
Implementation Considerations

The proposed development concept maximizes the use of publicly owned land to deliver affordable housing at rents that can be afforded by existing and future working-class residents around Southern Boulevard. The concept elevates BOA objectives related to community uses and retail options and public realm improvements. In addition, this strategic site sets a framework for the redevelopment of the lot across the street that is also owned by NYCEDC into additional affordable housing. Taken together with the building's ground-floor uses, this concept seeks to enhance the pedestrian experience on Home Street.

To support transit-oriented housing, the site should limit parking to ADA-accessible spaces and micro mobility companies in order to prioritize activation at the ground floor, provide secure and convenient indoor bicycle parking for residents at the ground floor, and coordinate with the City to revise policies to allow E-Scooter or Citi Bike service areas to overlap to facilitate mode-shift and improve east-west connectivity.

STRATEGIC SITE 1: Transit Oriented Housing

Views of Site 1 in Context



1 | Street view of Site 1 from Home Street

The view from Home Street highlights the proposed 9-story building, featuring private balconies, a ground-floor storefront dedicated to small businesses, and improved sidewalks.

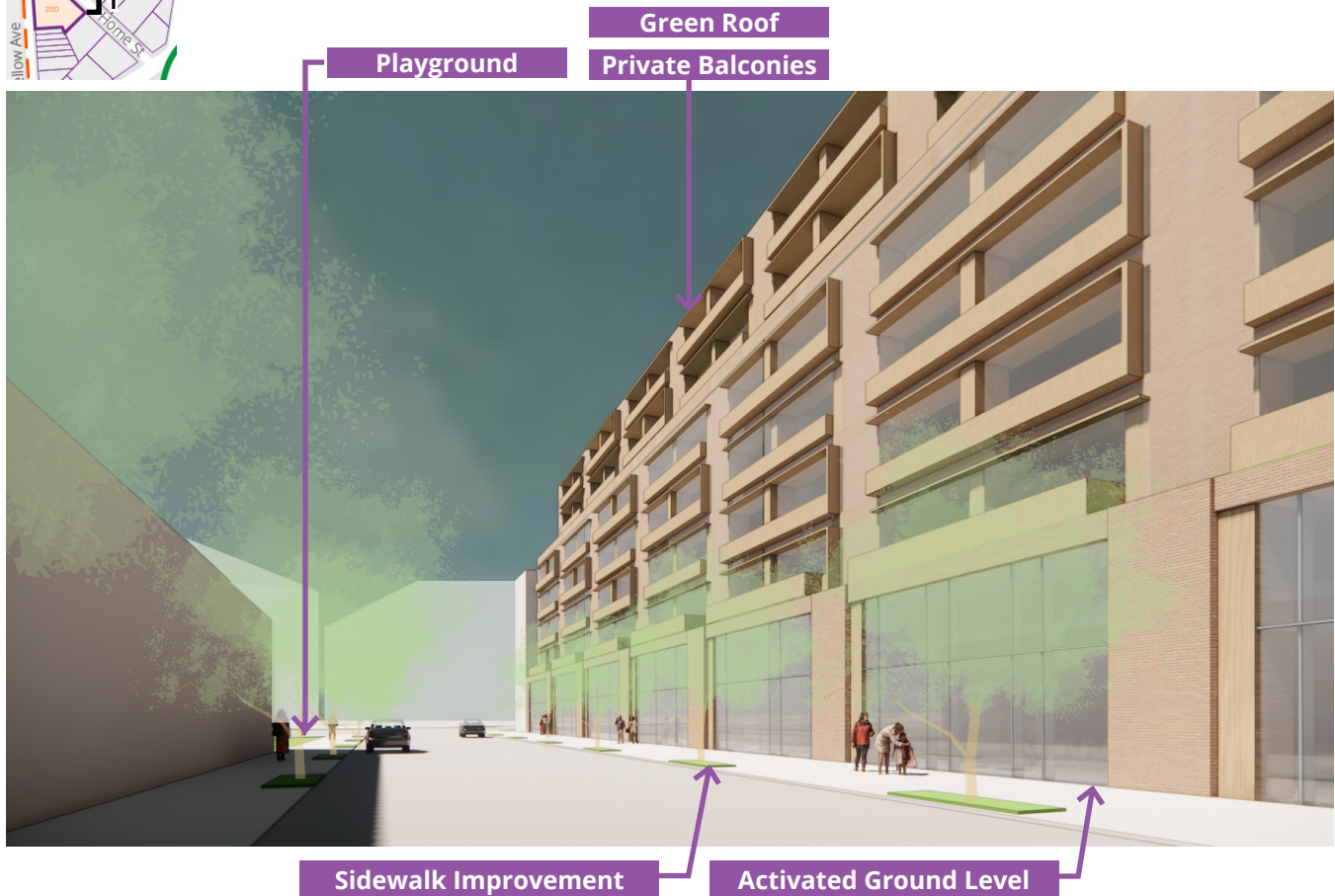


Figure 90: Street View of Site 1 from Home Street



The Eliza, Inwood

175 Units of Affordable Housing + Ground Floor with Library, Preschool and Community Facilities

14 stories



Jerome Court, Morris Heights

175 Units of Affordable & Supportive Housing + Ground Floor with Retail and Community Facilities

16 stories



Site no. 1 PROPERTY EXTENTS*

*Includes outlines of the precedent footprints for size comparison

Figure 91: Housing Precedents

STRATEGIC SITE 1: Transit Oriented Housing



2 | Street view of Site 1 from Longfellow Avenue

In this view, the playground at the intersection of Home Street and Longfellow Avenue serves the surrounding residential neighborhood. The proposed building takes advantage of setbacks to break up the massing and maintain a respectful street-level elevation.



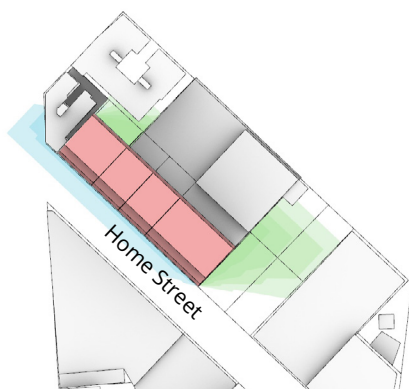
Figure 92: Street View of Site 1 from Longfellow Avenue

STRATEGIC SITE 1: Transit Oriented Housing

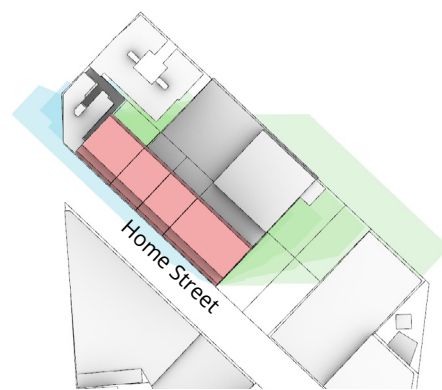
Shadow Study

The shadow study illustrates that blue areas represent building shadows from 9:00 a.m. to 12:00 p.m., while green areas represent shadows from 12:00 p.m. to 5:00 p.m. The proposed building massing, with setbacks that break up its bulk, reduces shadow impact on surrounding buildings. The nearby playground remains unaffected by building shadows and receives full sunlight throughout the year. Only in December do longer shadows appear to the north of the building, primarily due to the low afternoon sun. Based on this analysis, the building's placement and massing allow surrounding streets and buildings to receive ample sunlight nearly year-round.

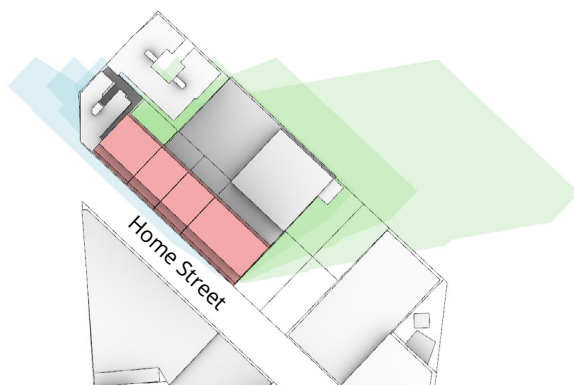
To enhance comfort and ecological performance, the study recommends installing horizontal shading devices on the building's south façade and photovoltaic panels on the rooftop.



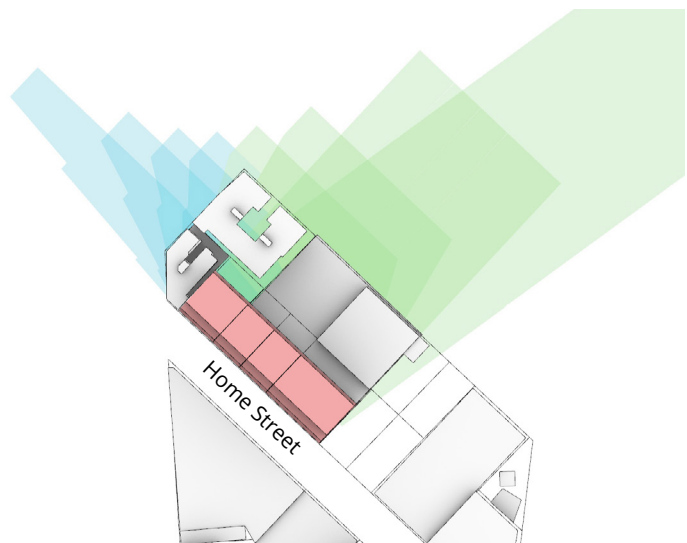
June 21- Shadow of Site 2 Building from 9am to 5pm



Aug 21- Shadow of Site 2 Building from 9am to 5pm



March 21- Shadow of Site 2 Building from 9 am to 5pm



Dec 21- Shadow of Site 2 Building from 9am to 5pm

- Proposed Massing at Site 2
- Morning Shadow from 9 to 12pm
- Afternoon Shadow from 12pm to 5pm

Figure 93: Shadow Study



SITE 1: Transit Oriented Housing

SITE 20D - City College of New York (CCNY) Architecture Student Visioning STUDENT WORK

In spring 2024 students from The Bernard & Anne Spitzer School of Architecture, in Professor Fabian Llorch's Arch 51000 Advanced Studio participated in a community-engaged visioning and architectural design assignment that asked them to imagine the redevelopment potential of the now-empty lot at 1174 Longfellow Ave owned by the New York City Economic Development Corporation (NYCEDC). The goal of the course and visioning project was for students to design a proposal that will help guide the development of a real yet-to-be-released RFP that the city will issue for the redevelopment of a large urban site and for students to collaborate on a real-world project, similar to what they may experience as professionals, requiring collaboration, problem-solving, and creative thinking. The studio is partnering with The American Institute of Architects (AIA) Bronx chapter community, Bronx Borough President's Office, NYEDC, and local community-based organizations (CBOs) like YMPJ, The Point Economic Development Corporation, Nos Quedamos/We Stay, and others. The studio completed an internal competition at the end of the spring semester, with several awards and the possibility of publishing the selected projects. YMPJ was able to attend the end-of-semester internal competition and ask students further questions about their proposals. The images and renderings below are from just one of the CCNY architecture student teams but are representative of the whole studio's highly conceptual vision for the future of the site. The proposal below imagines the site as the 'Hunts Point Athletic Hub' with active space throughout. On the following page, the team conceptualized their redevelopment scenario as "Fresh Point", a high-density mixed-use development with a focus on increasing green spaces, connections to nature and plant life, and access to fresh foods through the inclusion of multiple rooftop garden beds, sitting areas, and recreation spaces with a mini rooftop greenway connecting different rooftop areas. The example below and the combined work of all the students in the studio further highlight the significant opportunity to construct new, deeply affordable, transit-oriented housing presented by Strategic Site 1.

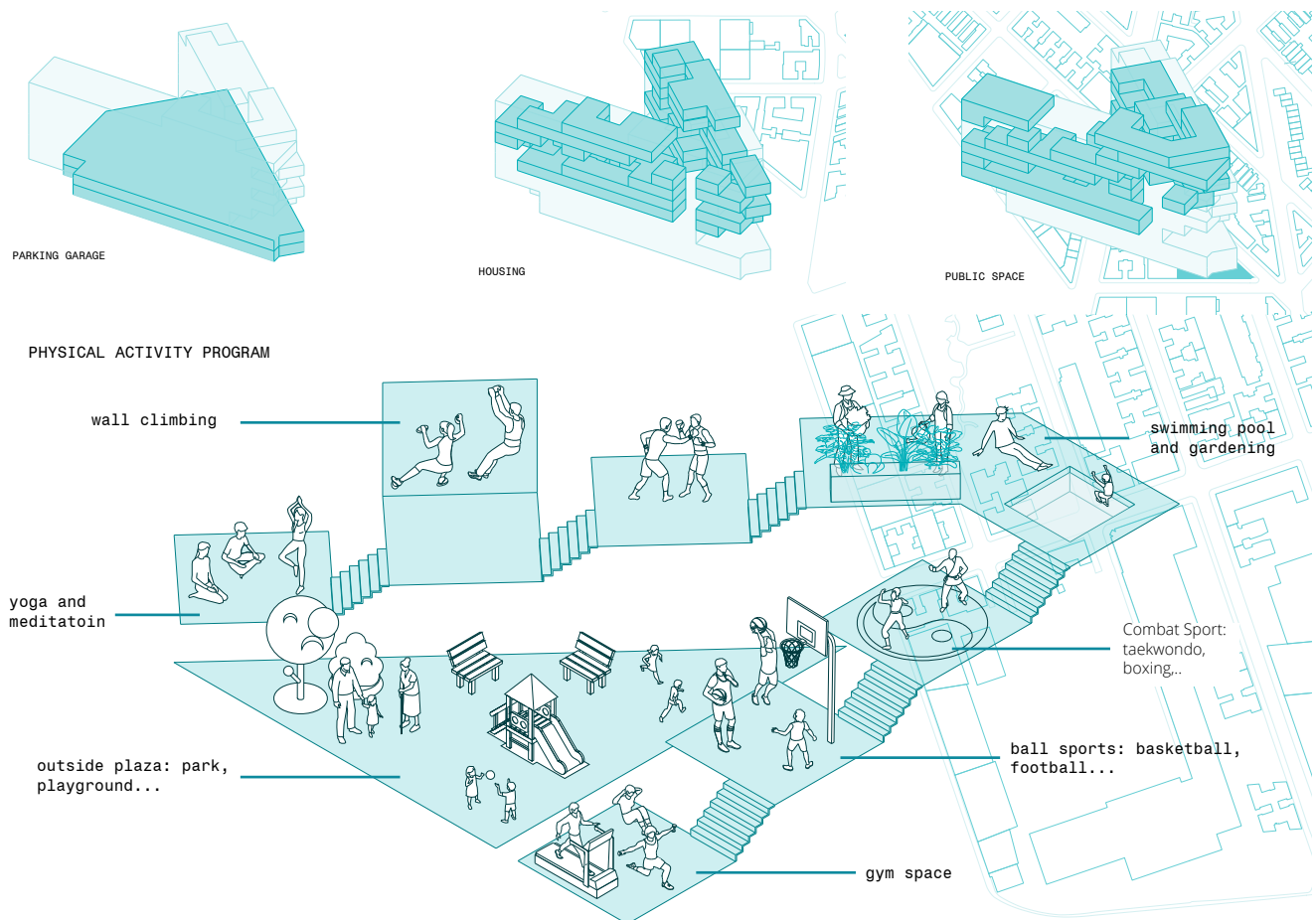


Figure 94: 'Hunts Point Athletic Hub' design concepts by students Melany Solange Acuña Chura + Mar Mercadé Santander

STRATEGIC SITE 1: Transit Oriented Housing



Figure 95: 'Fresh Point' design concepts by students Mohammed, Shamina, and Yasmeen

Subarea A - **STRATEGIC SITE 1: Transit Oriented Housing**



Figure 96: 'Food Oasis' design concepts by students David Stinga and Gema Cabrera



Figure 97: 'Blossom Heights' design concepts by students Marxell Mejia, Escarlen Ibadango, and Shaury Perez



STRATEGIC SITE 2.1: Waterfront Activation + Community Infrastructure - Reuse

The vacant Cass Gilbert train station at Westchester Avenue is located at the intersection of Westchester Avenue and Sheridan Boulevard. The historic station building is immediately adjacent to significant community assets including the Whitlock Avenue MTA 6 train subway station, Concrete Plant Park, the Bronx River Foodway, and the Bronx River Greenway, and is situated to fill a critical missing link between the east and west banks of the Bronx River along the Westchester Avenue Commercial Corridor. YMPJ has been interested in and working toward remediating, redeveloping, reclaiming, and reusing for community use and benefit for the past ~15 years. The station building's restoration, transformation, and activation would create new commercial spaces for local Bronx small businesses, create a new flexible community space, enhance pedestrian circulation and access in the Southern Boulevard BOA Nomination study area, and establish the station and surrounding district as a vibrant multi-use destination.

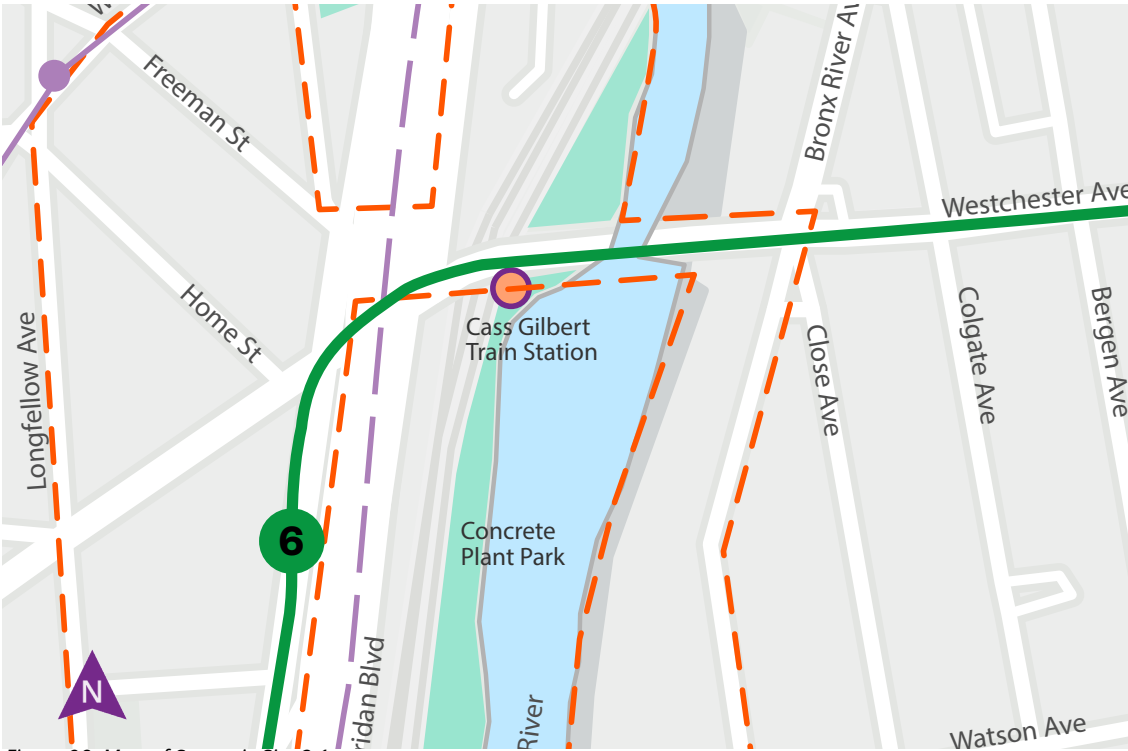


Figure 98: Map of Strategic Site 2.1

STRATEGIC SITE 2.1: Waterfront Activation + Community Infrastructure - Reuse



Existing Site Conditions

Subarea B	Westchester Ave Station
Address	58 Westchester Ave, Bronx, NY
Block & Lot	Block 2759, Lot 100
Owner	National Railroad Passenger Corporation (Amtrak)
Land Use	Unoccupied
Site Description	Underutilized, vacant train station
Adjacent Uses	Public park
Transportation & Access	Located adjacent to the Whitlock Avenue MTA 6 train Subway Station, inter-Bronx bus stops, and the Bronx River Greenway pedestrian and cycling path.

STRATEGIC SITE 2.1: Waterfront Activation + Community Infrastructure - Reuse

Proposed Implementation for Site 2.1

The location and infrastructure of the vacant Cass Gilbert train station at Westchester and its surrounding district present a key opportunity to enhance this missing link along the Westchester Avenue Commercial Corridor by creating new commercial opportunities for local small businesses, enhancing art and culture by preserving a historic Bronx landmark and improving connectivity to the Bronx River Waterfront and existing and upcoming nearby housing developments via pedestrian safety improvements and wayfinding. Design strategy recommendations include preservation and revitalization of Westchester Avenue Station, upgrading the sidewalk along Westchester Avenue to the train station, enhancing pedestrian safety with improved crosswalks between Starlight Park and Concrete Plant Park where the Bronx River Greenway intersects Westchester Avenue, adding street lighting, and installing a protected bike lane. YMPJ and SLO Architecture have also proposed rebuilding the pedestrian bridge connecting the Concrete Plant Park pathway to the train station and/or potentially decking the area from the north facade of the station building to Westchester Avenue creating a new public plaza. This improvement would strengthen the connection between transit and the park while extending the platform to the waterfront, supporting waterfront access and activation.

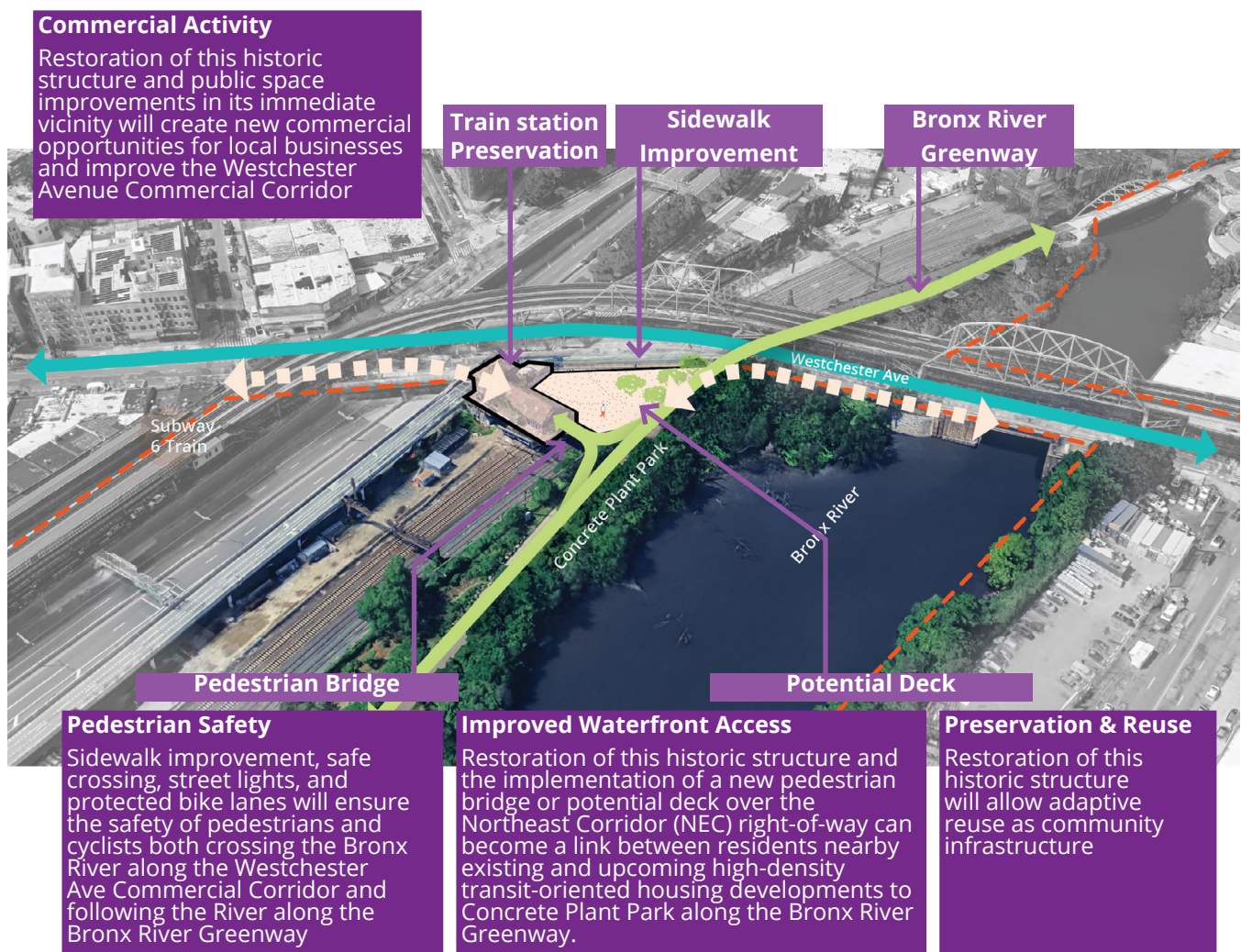


Figure 99: Axon View of Proposed Implementation for Strategic Site 2.1

STRATEGIC SITE 2.1: Waterfront Activation + Community Infrastructure - Reuse

Financial Feasibility and Funding Sources

The financial feasibility of redeveloping the vacant Cass Gilbert train station at Westchester Avenue hinges on balancing high adaptive reuse costs with the potential for long-term community and cultural value. Revenues from cultural facilities and recreational uses will support the sites redevelopment, though the cost to of redeveloping and operating the improved site are nearly certain to exceed the revenues that the site will generate. By incorporating revenue-generating uses, like with a boathouse operator, concessionaire, or recreational programming.

A preliminary feasibility study conducted by Stuart Lynn Company in 2015 and updated in 2018 estimates the hard costs of redevelopment across three options ranging from \$12.7 million to \$18.8 million, adjusted to 2025 inflation, depending on the final program which could incorporate cultural programming, a boathouse, and educational facility. These figures do not include soft costs like financing fees or environmental remediation, all of which further impact the financial feasibility of the site.

- To offset the high capital costs and support the adaptive reuse of the site, the project could rely on a layered financing strategy that combines public incentives, grants, and mission-aligned partnerships. One major source would be Historic Preservation Tax Credits (both federal and state) for the preservation or restoration of a portion of the station in accordance with historic guidelines.
- Additional funding could come from City capital grants, including discretionary allocations from the Bronx Borough President, City Council, or through agencies like the Department of Cultural Affairs (DCLA). If a nonprofit cultural anchor is incorporated into the development, the project may also be eligible for cultural facility grants from the New York State Council on the Arts (NYSCA) or the National Endowment for the Arts (NEA).
- Private philanthropic investment could play a key role, especially from funders focused on equitable public space, industrial heritage, or riverfront access. The project may also benefit from NYSEDA and environmental infrastructure grants, particularly with the inclusion of renewable energy systems, green roofs, or low-impact building materials.

Implementation Considerations

The redevelopment of the vacant Cass Gilbert train station at Westchester Avenue presents a unique opportunity for historic reuse, but also complex implementation challenges due to the historic nature of the site, potential infrastructure constraints, and its location along Amtrak's Northeast Corridor.

Any construction or adaptive reuse must work in coordination with Amtrak given the station's positioning as a cantilever over the active rail corridor. Previous feasibility studies indicated substantial structural interventions needed for the station. The studies include stabilizing and partially restoring the station head house and relocating the passenger hall to be waterfront adjacent. Phased construction may be needed for the site to account for funding availability and other approvals.

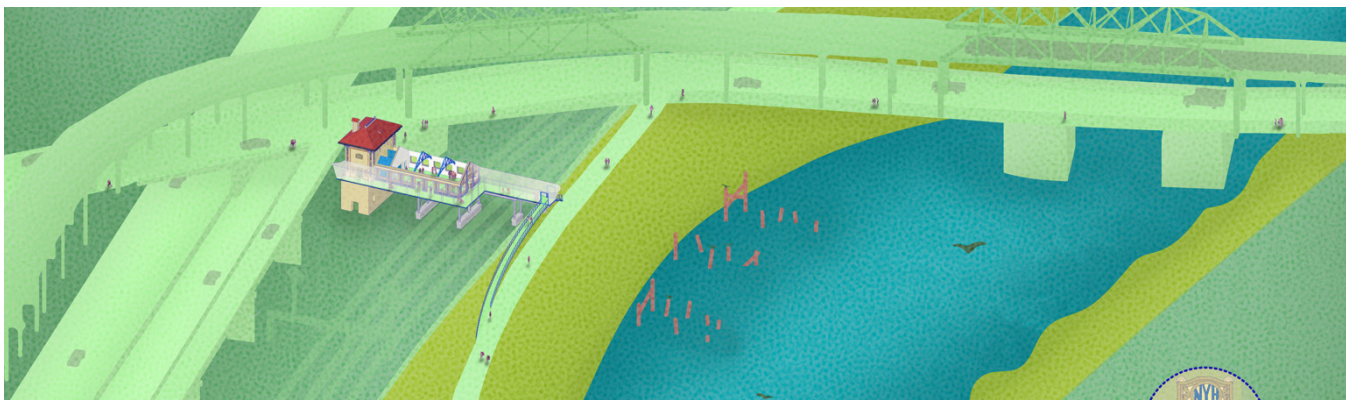


Figure 100: Diagram by SLO Architecture, Bronx River Right of Way, 2022



STRATEGIC SITE 2.2: Waterfront Activation + Community Infrastructure

Development along the Bronx River waterfront is a priority for increasing waterfront access, climate and flood resiliency, and improving the ecological health of the river. Strategic Site 2.2 stretches along the Bronx River, across from Concrete Plant Park and the vacant Cass Gilbert Train Station. Located at the intersection of Bronx River Ave and Westchester Ave. Site 2.2 is a nexus of activity framed by the Westchester Ave Bridge (a New Deal project from the 1930s) along the Westchester Ave Commercial Corridor and the Bronx River. The accessibility and visibility of this location is an opportunity for development to be a cultural hub and connector between neighborhoods west and east of the river.



Figure 101: Map of Strategic Site 2.2

STRATEGIC SITE 2.2: Waterfront Activation + Community Infrastructure

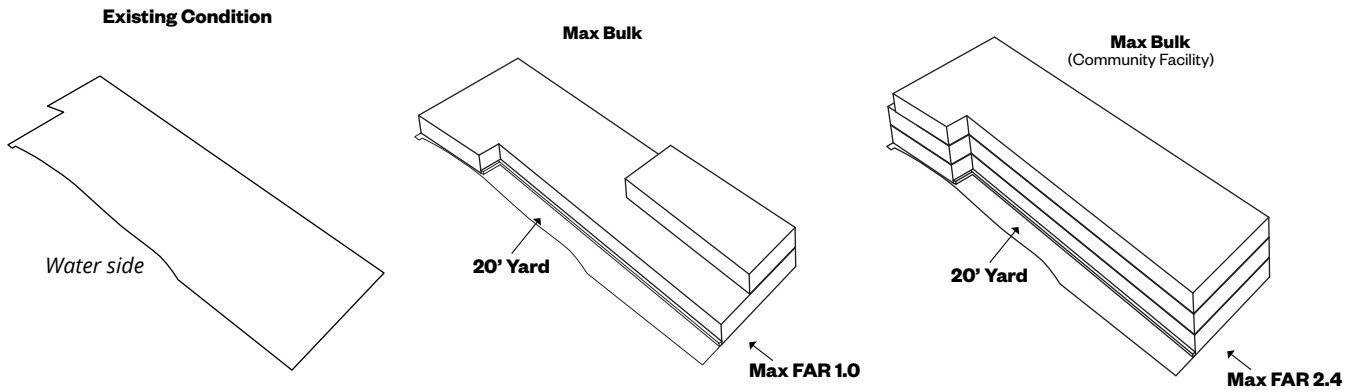
Existing Site Conditions

Subarea B	Inventory Number: 17
Address	1185 Bronx River Ave, Bronx, NY
Block & Lot	Block 3734, Lot 35
Owner	Bronx River Properties LLC
Land Use	Underutilized
Site Description	Paved lot
Adjacent Uses	Light manufacturing, warehousing
Transportation & Access	6 Train, Bus stops
Current Zoning	M1-1
Permitted Uses	Light manufacturing, commercial, community facility
Lot Area	37,681 SF
FAR	1.0 (Community Facility = 2.4)
Buildable Area	37,681 SF (Community Facility = 90,434.4 SF)
Setbacks	15' at 80' bldg height
Rear Yard	20' unless 100' from corner
Side Yard	Not required for M1 but must be at least 8' if provided.
Environmental Recommendations See Section 3.4.17 for more information	
17	Historical Maps and photographs, and NYCDOB Building Department Records indicated that the Site was formerly occupied by a gasoline filling station from the 1960's until 2017 when the filling station structure was razed. This Site is listed as having closed NYSDEC Spills as a result of minor surficial petroleum spills as well as major soil remedial investigations and actions associated with removal of underground gasoline storage tanks that occurred in 1992 and 2017. Due to the historical use, the documented spills and historical USTs, further analysis and research including Phase I and II Environmental Site Assessments would need to be performed to determine existing environmental conditions on the site.

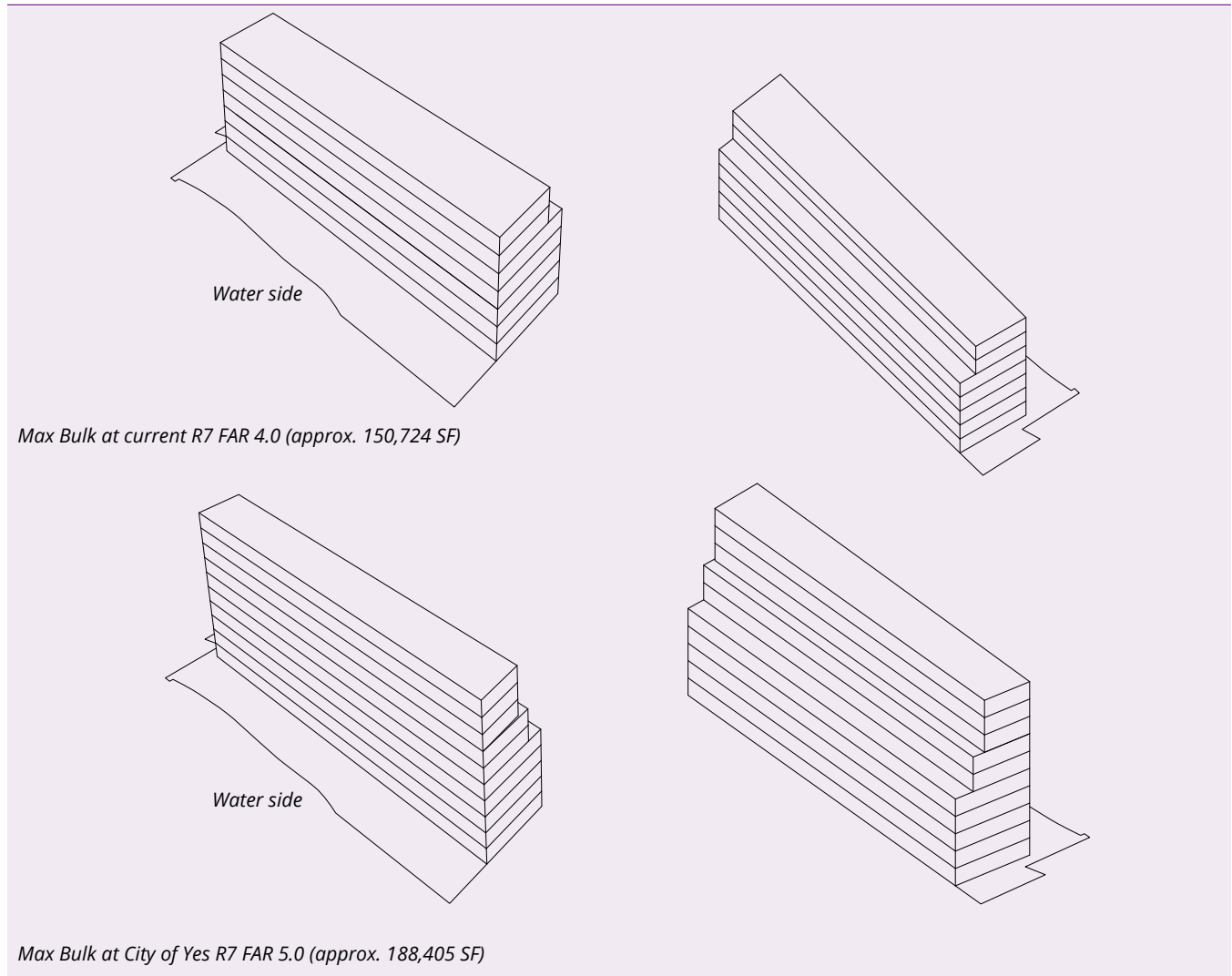
STRATEGIC SITE 2.2: Waterfront Activation + Community Infrastructure

Existing and Proposed Zoning Envelope

Current M1.1 Zoning; Proposed bulk is As-of-Right



Rezone as R7: Alternative scenario if site is redeveloped as residential, rezoning required



STRATEGIC SITE 2.2: Waterfront Activation + Community Infrastructure

Proposed Implementation for Site 2.2

This site is a key opportunity to expand waterfront access with public amenities, improved safety, and cleanliness. Community members are excited by its potential as a vibrant, multi-purpose destination. The top uses for the site identified are an outdoor multi-purpose plaza for local vendors, recreational activities (e.g., bouldering, kayak rentals), and a public performance space to activate the riverfront. The building is proposed as a community facility with ground floor retail, an upper floor restaurant/café with outdoor terrace and a flexible space for community-based art programming.

The proposed massing features a three-story building positioned at the southern edge of the site, opening generous space along the waterfront. This strategic placement at the intersection of the Bronx River and Westchester Ave Commercial Corridor maximizes public access to the shoreline and builds retail along Bronx River Ave.

At the prominent intersection of Westchester Ave and Bronx River Ave, the design introduces a vibrant multi-purpose public plaza. This waterfront space includes seating areas, interactive water play features, and flexible zones that can host local vendors, music festivals, performances, and public art installations, creating a dynamic and inclusive community hub.

The building massing incorporates a lifted platform that gently steps up toward the water's edge, offering visitors elevated views of Concrete Plant Park and a visual connection to the historic Cass Gilbert station at Westchester Ave across the Bronx River. The building terrace is envisioned as event-friendly spaces, fostering opportunities for social gatherings and community programming, while the rooftop garden is a source of healthy food.

To support year-round usability, the design also integrates shaded and open zones within the plaza, allowing for comfort and flexibility in a variety of weather conditions.

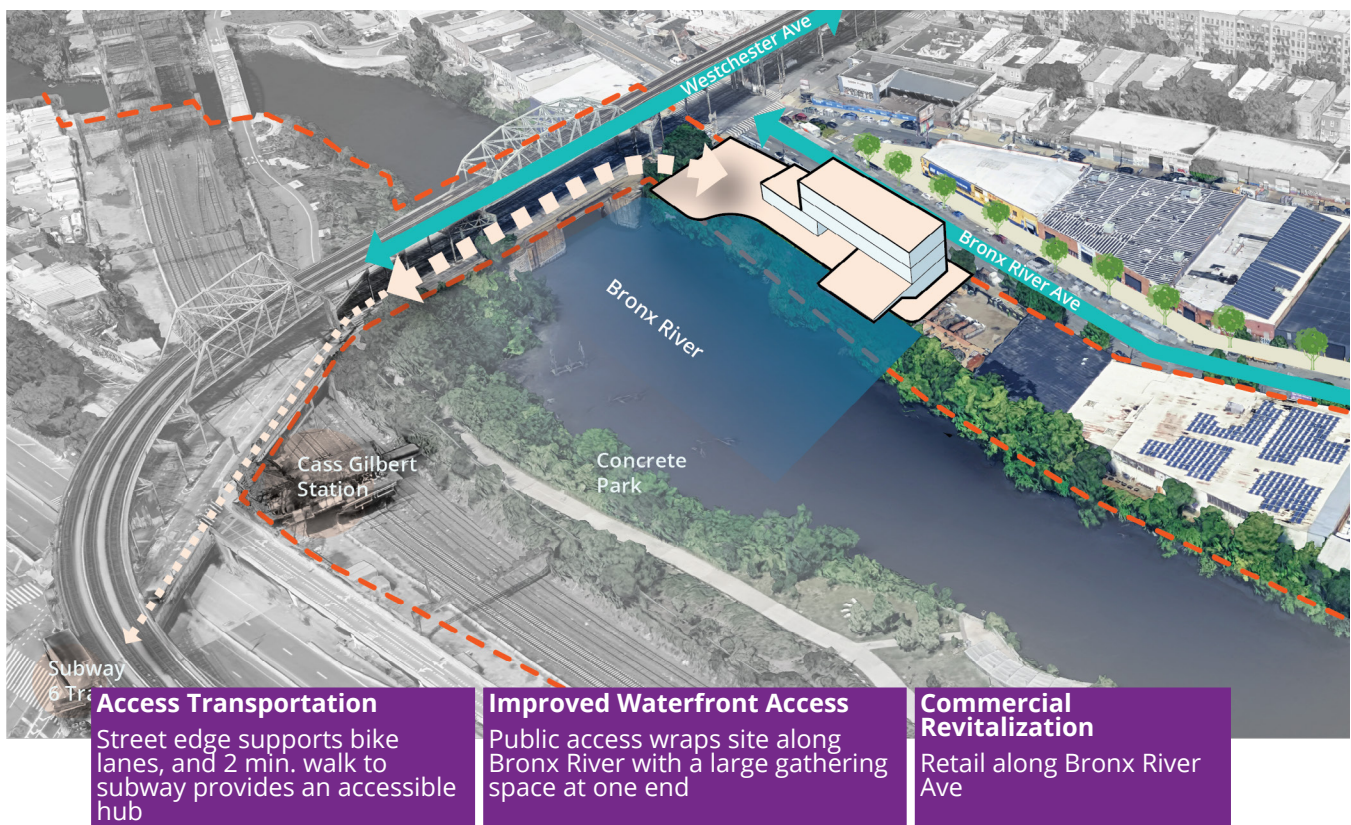


Figure 102: Axon View of Proposed Implementation for Strategic Site 2.2

STRATEGIC SITE 2.2: Waterfront Activation + Community Infrastructure

Location	Uses	Area (Gross Square Footage)
At-grade Exterior	Public plaza and water play	20,000
Level 1	Retail (10,000sf), restrooms (1,000sf), gallery (6,000sf)	17,000
Level 2 + terrace	Cafe/food hall + event space	10,000
Level 3	Community art training	10,000
Rooftop	Garden	10,000
Total Building GSF		37,000 GSF

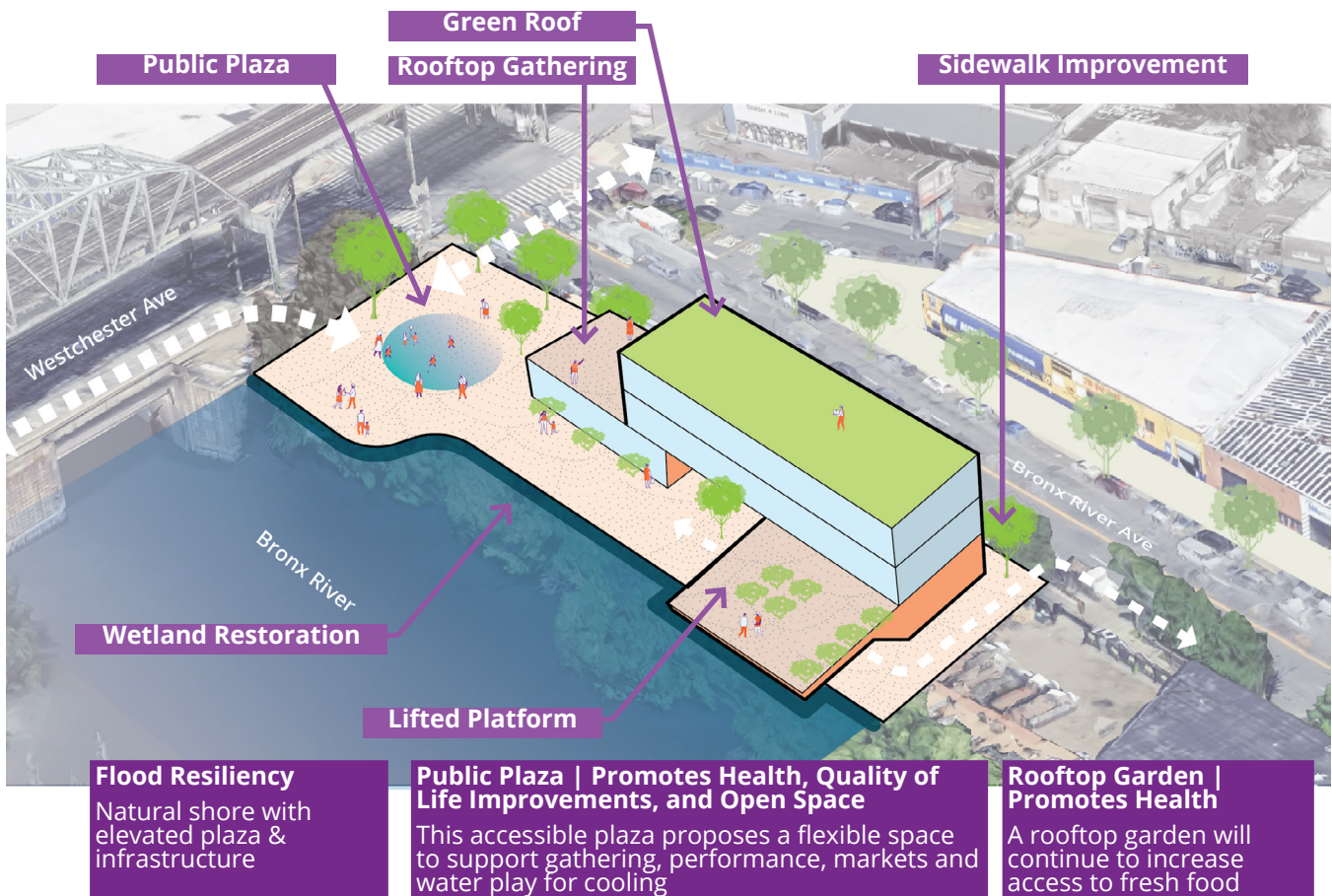
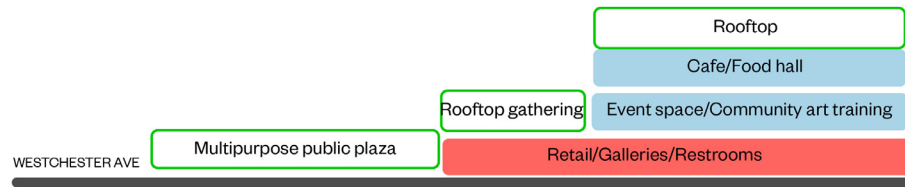


Figure 103: Massing show is for Community Facility (As-of-Right); see Zoning for potential rezoned residential bulk

STRATEGIC SITE 2.2: Waterfront Activation + Community Infrastructure

Shadow Study

The proposed building bulk to the south allows the water's edge and plaza to have access to sun, facilitating a diverse ecology of vegetation and pollinators. The shadow study illustrates that blue areas represent building shadows from 9:00 a.m. to 12:00 p.m., while green areas represent shadows from 12:00 p.m. to 5:00 p.m.

Based on this analysis, the building's placement and massing would allow the plaza and Bronx river to be in full sun nearly year-round. To enhance comfort and ecological value, the study recommends planting leafy deciduous trees for summer shade and bare branches in the winter to allow that warmth of the sun to maximize the useful outdoor space.

Recommended native species for New York City include the red oak (*Quercus rubra*) and sweetgum (*Liquidambar styraciflua*) for summer shade. For pollinator support and seasonal color, native plants such as New England aster (*Symphotrichum novae-angliae*) and blue false indigo (*Baptisia australis*) can be incorporated.

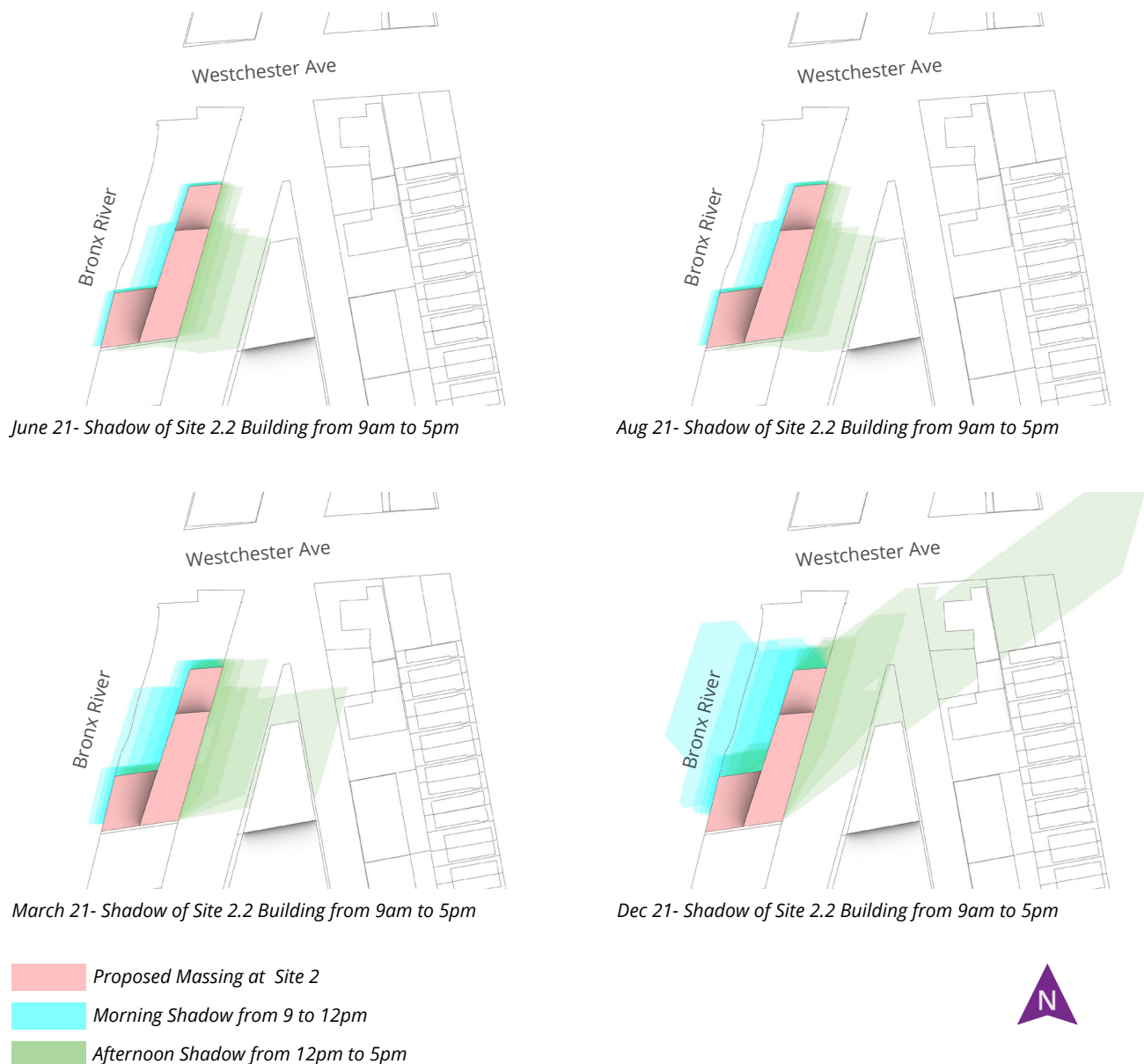


Figure 104: Shadow Study



STRATEGIC SITE 2.2: Waterfront Activation + Community Infrastructure

Financial Feasibility and Funding Sources

The development site in Subarea B is privately owned. For the proposed project to be financially feasible, the value generated by the new development must exceed the current value of the existing property.

To assess the supportable land value, projected net income from the proposed uses was calculated. This includes rental income and operating costs for retail and community spaces, as well as potential revenue from residential units. Using these projections, the development team determined the land value that could be absorbed into the total project budget, factoring in costs such as demolition, site preparation, construction, soft costs, and financing, while still achieving a standard return on investment. The analysis found that the supportable land value for the community, retail, and event spaces is approximately \$225,000.

Based on rents that are reflective of the upper end of the market, the project may just break even or produce a minimal amount of land value. If a developer were to build on this site, the developer would still need to pay to acquire the site. Given the minimal amount of land value, the developer may not achieve the yield on cost necessary to acquire, or that there is not enough money available for land. To make the project work, the developer could either increase rents, which are already top of the market, or seek subsidies that could support land acquisition.

In addition to the aforementioned retail and community uses on the site, the team evaluated residential uses to explore the potential for financial subsidies related to affordable housing. While the final financing structure will depend on the selected affordability program and funding availability at the time of development, we assume the project follows the guidelines of the City's Extremely Low & Low-Income Affordability (ELLA) Program, which only apply to projects that include housing. Affordable projects are feasible because of the City and State's abilities to provide subsidies to make such projects feasible. Development will require partnership between an affordable housing developer and either City or State housing agencies to underwrite development. Based on the practice of local housing agencies, it is reasonable to assume an affordable housing developer would be able to underwrite a land acquisition price up to approximately \$80 per gross square foot, or \$14.7 million based on the conceptual design plan above and the additional residential uses which total to 148,000 SF of residential if the site were to be rezoned.

This combination of residential, retail, and community facilities results in a potential financing gap of [to be finalized] per GSF. Even by leveraging public incentives, grants, and low-interest loans, development on Site 2 will be difficult to achieve without subsidies while also maintaining alignment with community feedback.

Implementation Considerations

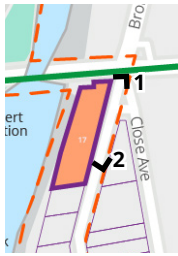
The proposed uses as a community facility are as-of-right. However, if residential development is pursued, introducing residential uses as demonstrated in the 'Alternate Zoning' bulk, would require a zoning change. Because the site is privately owned and currently zoned M1-1, a low-density industrial designation that permits light manufacturing, several procedural steps are needed to enable residential development. This would involve initiating the City's Uniform Land Use Review Procedure (ULURP), a formal process that typically spans at least 12 months and includes reviews by the local Community Board, Borough President, City Planning Commission, and ultimately the City Council. In parallel, funding would need to be secured to support site remediation and necessary infrastructure upgrades to accommodate the residential aspects of the development.

Strategic Site 2 is a civic oriented development, blending the public realm, cultural space, and community programming. One way to support its development is by anchoring the project with a nonprofit to qualify for grants and philanthropic donations. Moreso, there's an opportunity to partner with NYC Parks or the DOT Plaza Program for public plaza support. By building an asset that supports green infrastructure, the project could also become eligible for sustainability grants.

The community space can offer flexibility for exhibitions, classes, and workshops in collaboration with the New York State Council on the Arts (NYSCA), NYC Department of Cultural Affairs (DCLA), or by leasing to a local cultural nonprofit or artist collective that can help in reducing operating risk. The proximity of the site to the waterfront and transit supports the location's affordable residential offering.

Views of Site 2 in Context

STRATEGIC SITE 2.2: Waterfront Activation + Community Infrastructure



1 | Street view of Site 2 from Westchester Avenue & Bronx River Avenue

The street wall created by the proposed massing has the potential to continue the wall murals celebrated throughout the Bronx and brings life to retail frontage.

2 | Street view of Site 2 from Bronx River Avenue looking toward Westchester Avenue

The upper floors of the building step back on the north, gesturing to the plaza and providing a roof terrace connected to the indoor food hall / cafe. A public plaza marks this vibrant intersection, becoming a place for art, culture and health to thrive.

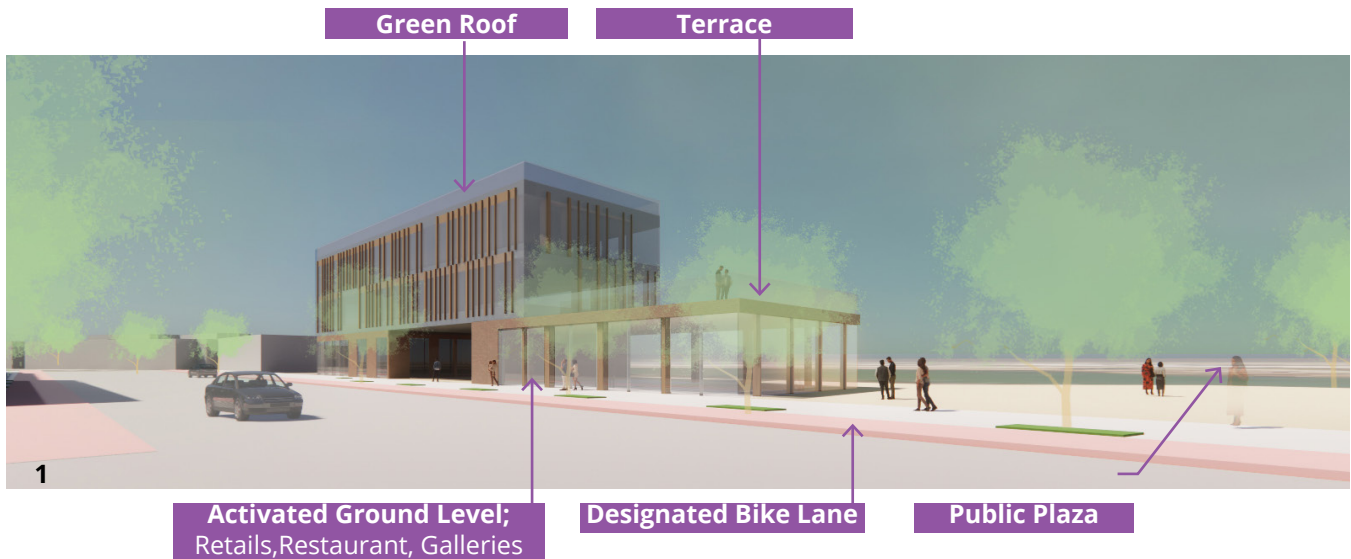


Figure 105: Street View of Site 2 from Westchester Avenue

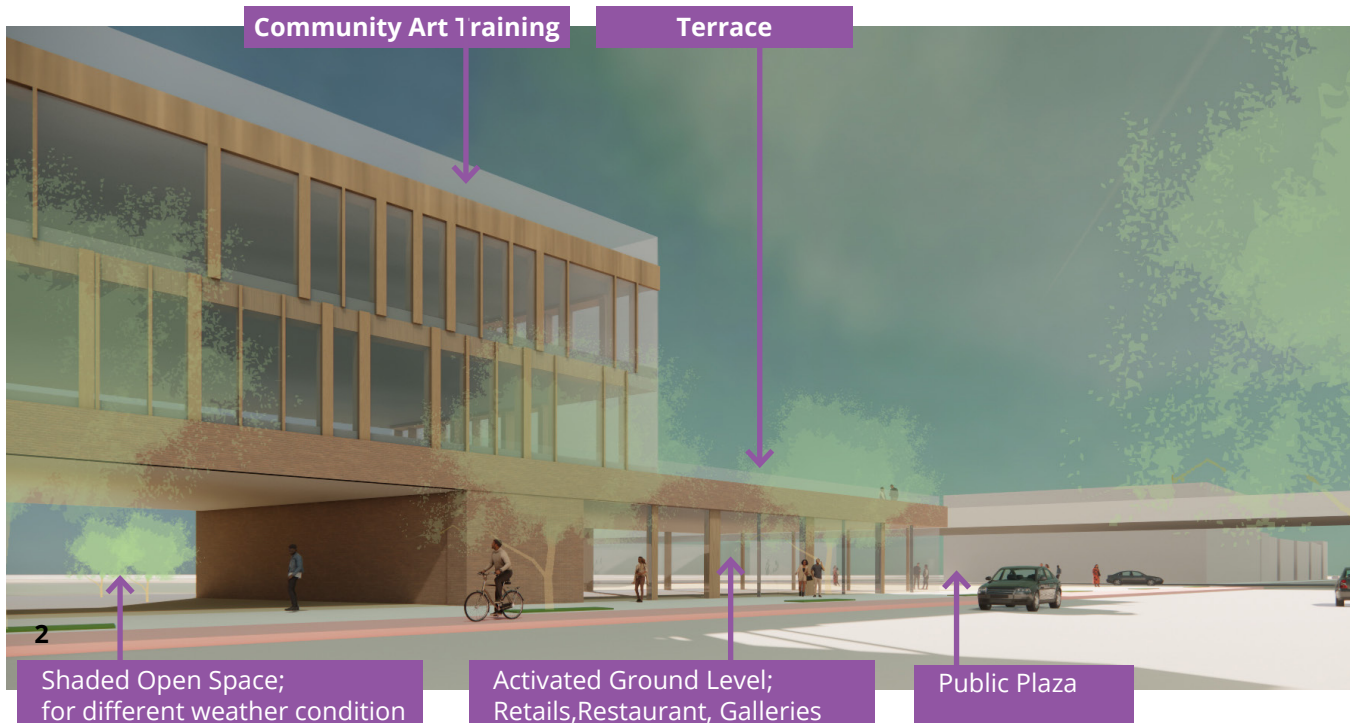


Figure 106: Street View of Site 2 from Bronx River Avenue



STRATEGIC SITE 3: Economic Hub

Strategic Site 3 is located at the intersection of Bronx River Avenue and Story Avenue, a key location within the neighborhood. Its proximity to the Soundview Economic Hub, X537 Bronx Arena High School, York Studios, and nearby residential areas—combined with a noticeable lack of public services in the immediate vicinity—makes it a prime candidate for economic/community-focused development.

This site offers strong potential for attracting new businesses and establishing job training programs in technology, light manufacturing, food production, the green economy, and other emerging industries. By building on these opportunities, the site can serve as a vital connector between local residents and employment centers such as Hunts Point, helping to drive inclusive economic growth in the Bronx.



Figure 107: Map of Strategic Site 3

STRATEGIC SITE 3: Economic Hub

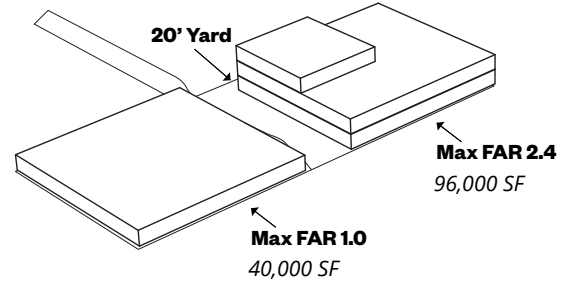
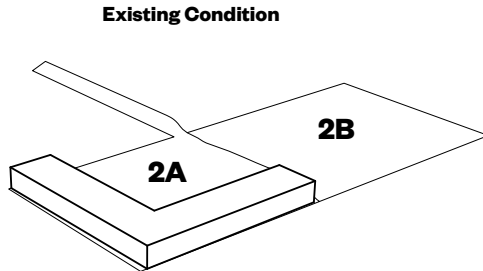
Existing Site Conditions

Subarea C	Inventory Numbers	
	2A	2B
Address	900 Bronx River Ave, Bronx, NY	900 Close Ave, Bronx, NY
Block & Lot	Block 3647, Lot 1	Block 3648, Lot 1
Owner	Bronx River Avenue LLC	Bronx River Avenue LLC
Land Use	Parking and Warehousing	Parking and Warehousing
Site Description	Parking and materials storage	Parking and materials storage
Adjacent Uses	Manufacturing, Storage, Education	Manufacturing, Storage, Education
Transportation & Access	Bus stop	Bus stop
Current Zoning	M1-1	M1-1
Permitted Uses	Light manufacturing, Commercial, Community Facility	Light manufacturing, Commercial, Community Facility
Lot Area	40,000 SF	40,000 SF
FAR	1.0 (comm. facility = 2.4)	1.0 (comm. facility = 2.4)
Buildable Area	40,000 SF (comm facility = 96,000 SF)	40,000 SF (comm facility = 96,000 SF)
Setbacks	15'	15'
Rear Yard	20'	20'
Side Yard	Not req. Must be 8' if provided.	Not req. Must be 8' if provided.
Environmental Recommendations See Section 3.4.17 for more information		
2A 2B	Historically, prior to 1919, the Site was part of the water body of the Bronx River. After this, the Site appears to have been filled in and used for parking and storage by Lockheed Martin Corporation who occupied the property to the south (across Story Avenue). After this and until present day, the Site appears to have been used for vehicle and truck parking and scaffolding equipment storage. The Site does not appear on any regulatory databases. A Phase I and Phase II Environmental Site Assessment is recommended to determine if there are impacts associated with historic fill material and use of the Site as a storage yard.	

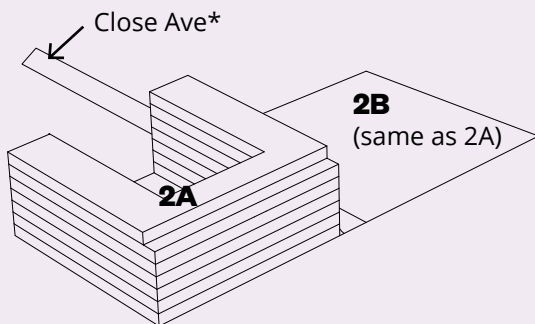
STRATEGIC SITE 3: Economic Hub

Existing and Proposed Zoning Envelope

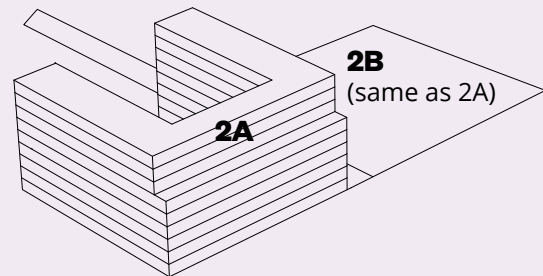
Current M1.1 Zoning; Proposed bulk is As-of-Right



Rezone as R7: Alternative scenario if site is redeveloped as residential, rezoning required



Max Bulk at current R7 FAR 4.0 (approx. 160,000 SF)



Max Bulk at City of Yes R7 FAR 5.0 (approx. 200,000 SF)

** Close Ave is a private street and part of the Site 2A property. As Close Ave is proposed for redevelopment in order to re-establish public access, rezoning Site 2A is an opportunity to incentivize improvements and right-of-way access.*

STRATEGIC SITE 3: Economic Hub

Proposed Implementation for Site 3

This site is a key opportunity to support jobs and workforce development. With a primary interest in both long-term employment opportunities and applied training, the priority is to build pipeline opportunities that pair education and employment. Participants envisioned leveraging the proximity to York Studios and a nearby school to attract an anchor tenant, potentially creating jobs and activating the area as a manufacturing or service hub for the film industry, possibly including an educational component for students. Based on the other primary community goal for access to healthy food, top symbiotic uses for the site include small-scale processing for fresh produce and local food products, urban farming, food-related job training, food and nutrition education, a shared kitchen for local vendors and food retail with outdoor seating.

The two lots along Story Ave are well positioned to provide the full cycle of workforce development. Lot A is a proposed as a commercial facility/green manufacturing (M1-1) with outdoor space that supports both lots; and Lot B is proposed as a multi-use community facility focused on job training and education with additional programs to serve as healthy and dynamic hub. The commercial facility is proposed as a two-story building positioned along the west side of the site, maximizing frontage along Bronx River Ave and providing a shared public plaza for lots A and B and supporting a variety of community uses—including restaurants, cafés, and a seasonal market. Ample seating areas, integrated plantings, and shaded zones enhance comfort and encourage daily use, transforming the space into a vibrant and inclusive neighborhood destination. The rooftop is proposed to be a working urban farm connected with the facility. The mixed-use community facility is occupied by a two-and-a-half-story structure that spans the entire lot. A standout feature is the rooftop soccer field, activating the roof as a recreational asset and making efficient use of vertical space. The rooftop adjacent to the soccer field is envisioned as a lush rooftop garden, offering green space with scenic vistas, garden classes and opportunities for passive recreation.

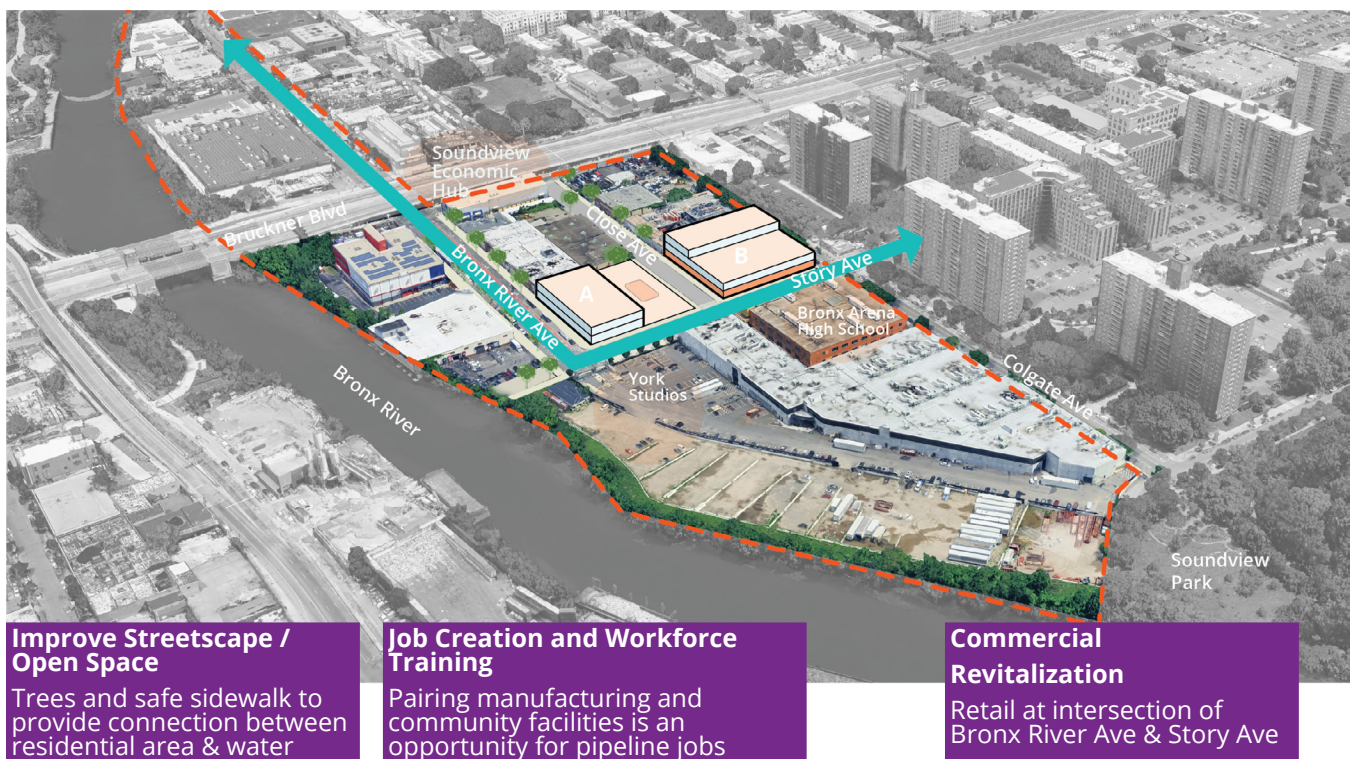


Figure 108: Axon View of Proposed Implementation for Strategic Site 3

STRATEGIC SITE 3: Economic Hub

Location	Uses	Area (Gross Square Footage)
Lot A: Small-scale Food Processing (M1-1)		
At-grade	Outdoor plaza (movable seating, farmers markets)	20,000
Level 1	Commercial Facility/Green Manufacturing	20,000
Level 2	Commercial Facility/Green Manufacturing	20,000
Rooftop	Urban Roof Farm	20,000
Lot A Building GSF		40,000
Lot B: Mixed Use Community Facility		
Level 1	Food retail(20GSF), Pharmacy(14GSF), shared kitchen (14GSF)	40,000
Level 2	Job training (classrooms, maker spaces)	40,000
Level 3 +	Rooftop Classroom + Outdoor Soccer Field (24,000 GSF)	16,000
Lot B Building GSF		96,000

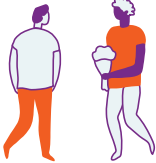


Figure 109: Massing show is for Communtiy Facility (As-of-Right); see Zoning for potential rezone residential bulk

STRATEGIC SITE 3: Economic Hub

Financial Feasibility and Funding Sources

The proposed development site is privately owned and currently in active use. For a new project to be financially feasible, the value generated by redevelopment must exceed the current value of the existing properties.

To determine the supportable land value, projected net income from the proposed retail and industrial uses was analyzed, accounting for rents, operating expenses, and the full range of development costs, including demolition, sitework, construction, soft costs, and financing. The development team also modeled a scenario incorporating residential uses to improve overall project feasibility. Based on these projections, the supportable land value is estimated at roughly \$2 million, reflecting a financial gap for development.

The project is based on rents that are reflective of the upper end of the market. If a developer were to build on this site, the developer would also need to pay to acquire the site. Given the negative land value of the proposed program, the developer cannot achieve the yield on cost necessary to acquire the site. To make the project work, the developer could either increase rents, which are already top of the market, or seek subsidies that could support land acquisition.

To determine ways in which the development could become feasible, the Team also modeled a scenario incorporating residential uses to improve overall project feasibility. The Team explored the potential for financial subsidies related to affordable housing. While the final financing structure will depend on the selected affordability program and funding availability at the time of development, we assume the project follows the guidelines of the City's Extremely Low & Low-Income Affordability (ELLA) Program. Affordable projects are feasible because of the City and State's abilities to provide subsidies to make such projects feasible. Development will require partnership between an affordable housing developer and either City or State housing agencies to underwrite development. Based on the practice of local housing agencies, it is reasonable to assume an affordable housing developer would be able to underwrite a land acquisition price up to approximately \$80 per gross square foot, or \$23 million based on the conceptual design plan above and the additional residential uses which total to 160,000 SF of residential if the site were to be rezoned.

Even by leveraging public incentives, grants, and low-interest loans, development on Site 2 will be difficult to achieve without subsidies to support land acquisition and closing the development gap.

Implementation Considerations

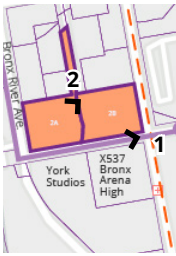
The proposed industrial, commercial and community components are permitted as-of-right. The proposed development also aligns with goals outlined in the NYC Green Economy Action Plan, advancing both green job creation and workforce development objectives.

However, if residential development is pursued, introducing residential uses as demonstrated in the 'Alternate Zoning' bulk, would require a zoning change. Because the site is privately owned and zoned M1-1, a low-density industrial district permitting light manufacturing, significant steps will be required to enable a mixed-use development. While industrial and commercial uses are permitted as-of-right, the inclusion of residential uses would necessitate a zoning change through the City's Uniform Land Use Review Procedure (ULURP). This process generally takes at least 12 months and involves public reviews by the Community Board, Borough President, City Planning Commission, and City Council. Additionally, project financing must be secured to initiate site remediation and infrastructure upgrades necessary for residential development. Pursuing affordable housing on this site would support the City's Housing Our Neighbors initiative, which prioritizes transforming underutilized and former industrial properties into affordable housing.

For both approaches, early engagement with local nonprofits and service providers can help pre-lease space, secure funding partnerships, and ensure the project delivers lasting neighborhood value. A flexible, mixed-use design and a thoughtful retail tenancing strategy, potentially with subsidized rents for mission-driven users, will be key to long-term success.

Close Avenue between Bruckner Blvd and Story Ave is currently used for private access and parking. A redevelopment scenario here should consider strategies to incentivize property owners abutting Close Avenue to open the street for public access. This would reintroduce a block dimension that is consistent with the neighborhood and facilitate better connectivity for the Study Area.

STRATEGIC SITE 3: Economic Hub



1 | Street view of Site 3 from Story Ave toward Bronx River Ave.

The proposed buildings are low with a street wall along Story Ave and the shared courtyard at the corner of Story & Close Ave.

2 | Street view of Site 3 from Close Ave toward Story Ave.

The private street of Close Ave is proposed as an open, publicly accessible street with a shared courtyard that is an accessible and welcoming space for community and food retail use.



Figure 110: Street View of Site 3 from Story Avenue



Figure 111: Street View of Site 2 from Close Avenue

4.4 ADDITIONAL AREA-WIDE RECOMMENDATIONS

The following section includes Revitalization Actions as projects and improvements recommended within the BOA Study Area to address area-wide goals & objectives:

1. Healthy, Livable Communities

- Improve streetscape and open space and provide sidewalk repair and maintenance
- Increase access to health services
- Increase access to fresh food
- Improve transportation access
- Support arts and culture

2. Climate Resiliency

- Improve water impacts
- Reduce heat vulnerability
- Increase renewable energy sources
- Remediate contaminated sites to reduce environmental and public health risks

3. Inclusive Development

- Affordable housing
- Ownership and wealth building
- Expand green job opportunities and training
- Support and stabilize small businesses

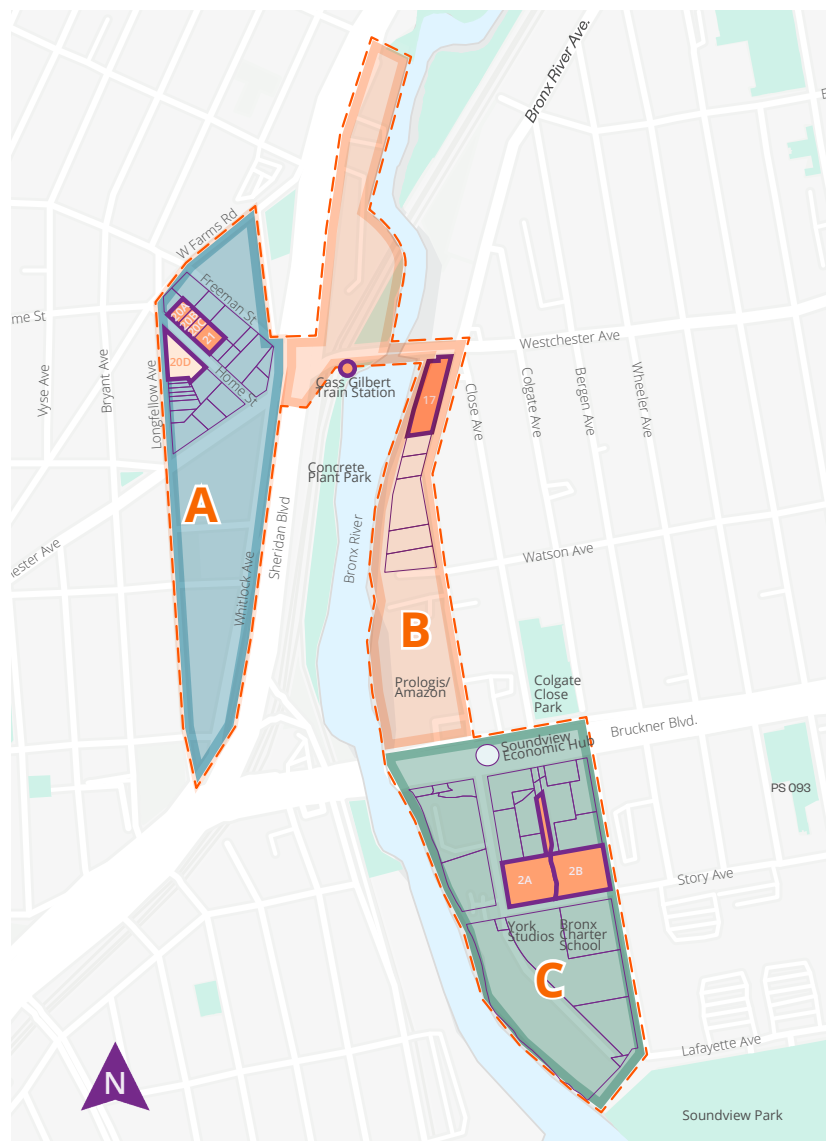


Figure 112: Map of Sub Areas

Additional Area-Wide Recommendations

Transportation Opportunities	<p>Improving transportation access is essential to creating a more connected, safe, and equitable neighborhood. This can be accomplished through designated bike lanes, enhanced bus service to Manhattan and within the Bronx, and expanded access to e-bike infrastructure east of the Bronx River and e-scooter infrastructure. The followings are the areas that would need bike and e-scooter access improvement:</p> <ol style="list-style-type: none"> 1. Scooters are often parked outside of designated corrals on Westchester Avenue, obstructing the pedestrian right-of-way. Suggestion: Evaluate and possibly adjust operating procedures and improve signage to increase rider compliance with parking guidelines. 2. Citi Bike only serves the west side of the BOA Study Area, whereas the e-scooter pilot only serves the east side of the BOA Study Area. Suggestion: Explore the potential for extending Citi Bike or e-scooter service areas to both sides of the Bronx River to support east-west connectivity and facilitate mode-shift. 3. There is a high concentration of pedestrian and cyclist crashes on Westchester Avenue. Suggestion: Conduct traffic safety reviews along the segment with the greatest density of crashes along Westchester Avenue. Consider the potential for installing LPIs or other protected pedestrian crossing measures where feasible. 4. The Westchester Avenue bike lane downgrades from a Class II to a Class III bike lane on the Westchester Avenue Bridge. Suggestion: Upgrade the Class III section of the Westchester Avenue bike lane; investigate feasibility of placing the upgraded bike lane on the Westchester Avenue Bridge sidewalk. 5. Citi Bikes and e-scooters often wind up in the Bronx River. Suggestion: Locate additional docking stations for ease of use.
Streetscape	<p>Pedestrian facilities that are accessible, safe and well-connected encourage an inclusive and vibrant urban landscape. Because the Study Area is transitioning from an industrial environment to a mix-use landscape with residential uses and reckoning with divisions caused by highways and rail, the streetscape needs the following improvements:</p> <ol style="list-style-type: none"> 1. Improving the side walk from Westchester Avenue to Home Street will improve connectivity between Westchester Avenue, Strategic Sites 2.1 and 2.2, the historic Cass Gilbert Station, and Strategic Site 1. 2. Bronx River Avenue from Westchester Avenue to Soundview Park is an this important corridor running along Strategic Site 2, the Soundview Economic Hub, and Strategic Site 3, making it a priority for pedestrian improvements. 3. Open Watson Avenue to the waterfront to increase access to recreational areas and support community integration with the Bronx River. 4. Sidewalk from Story Avenue to the waterfront is a key route for future open space access, particularly near Strategic Site 3. 5. Side walk improvement at Close Avenue and its connection to Story Avenue: Improving this link will provide safer and more inviting passage between residential and public spaces. 6. Colgate Avenue to Bruckner Boulevard: Upgrading this sidewalk will strengthen pedestrian connections within Subarea C.
Tree Canopy	<p>Expanded tree coverage is recommended in all of the above areas to improve shade, air quality, and walkability. Particular attention is needed along Boone Avenue and Longfellow Avenue, where continuous canopy coverage along sidewalks will enhance the urban environment and support broader sustainability goals including NYC's Urban Forest goals cited in The NYC Urban Forest Agenda (2021).</p>

Additional Area-Wide Recommendations

Sub-Areas Goals	A	B	C
Health Services and Fresh Food	<p>Strategic Site 1 recommends the inclusion of a small grocery store or deli as a ground-floor retail tenant to support a local healthy food network.</p> <p>Strategic Site 1 also recommends a ground-floor clinic and office space dedicated to mental health care that would provide crucial services for both patients and caregivers, contributing to a healthier and more resilient community. Community stakeholders have emphasized the need for expanded mental health services. This aligns with recommendations from 50 Ideas for a Stronger and More Equitable Bronx (Graham Windham), which call for increased access to mental health support.</p>	<p>Strategic Site 2.1 overlooks the Bronx River Foodway pilot project at Concrete Plant Park—a pioneering edible landscape initiative—and could act as a complementary extension, supporting local food systems and environmental education while reinforcing goals from 50 Ideas for a Stronger and More Equitable Bronx.</p> <p>Strategic Site 2.2 is particularly well-positioned for seasonal markets. Due to the limited food access in this Sub-Area, flexible program spaces that could host seasonal food markets and small-scale food vendors are proposed.</p>	<p>Strategic Site 3, located near the Soundview Economic Hub, presents a valuable opportunity to support micro-food hub development and expand food processing activities in the area. A new mixed-use building is proposed for this site, which includes a rooftop garden for educational purposes and a small commercial farm to supply local markets.</p> <p>Additionally, the lack of health services in this subarea highlights an urgent need for equitable healthcare access. Establishing a neighborhood health clinic would help close this gap and better serve the surrounding community.</p>
Celebration of Art and Culture	<p>Sub-Area A, surrounded primarily by residential uses, currently lacks playgrounds and community gardens. A portion of Site 20D, near Strategic Site 1, is recommended as an ideal location for either a community garden or a playground to serve the local neighborhood and enhance recreational opportunities.</p>	<p>Sub-Area B would benefit from dedicated art and cultural spaces, as well as small-scale retail.</p> <p>Strategic Site 2.2 is located along the Bronx River waterfront at the intersection of the Westchester Avenue commercial corridor and Bronx River Avenue. Its prominent location makes it a strong candidate for a multi-purpose public plaza. A proposed three-story building at this site would house art and cultural programming alongside local retail, acting as a community anchor at this important intersection.</p>	<p>This Sub-Area features a unique convergence of residential, educational, and industrial uses, playing a key role in connecting the community to the waterfront and Soundview Park. As such, publicly-accessible gathering spaces would serve to connect communities at nearby institutions such as local schools, York Studios, the Soundview Economic Hub, and surrounding housing.</p> <p>A waterfront location is proposed for a public plaza equipped with outdoor fitness equipment. This site is prioritized for improving visual connections and pedestrian access from Lafayette Avenue to the shoreline, consistent with the vision outlined in the Bronx River–Sheridan Expressway Brownfields Area-Wide Plan.(2019)</p>

Additional Area-Wide Recommendations

Sub-Areas Goals	A	B	C
Commercial Revitalization	<p>Surrounded by residential neighborhoods and characterized by smaller lot sizes, Subarea A is well-suited for the development of small-scale retail spaces that promote local business ownership. This area benefits from its proximity to transit as well.</p> <p>Strategic Site 1 is also recommended for ground-floor retail that supports local entrepreneurs and provides essential neighborhood services.</p>	<p>With the Westchester Avenue Commercial Corridor and the Bronx River running through it, Subarea B holds significant potential for extending and reinforcing commercial activity. Ground-floor spaces at Strategic Site 2 are envisioned to host small businesses and retail tenants from the local community, helping to grow local ownership and strengthen the corridor's economic vitality. This site is also positioned to benefit from proximity to transit and public space improvements.</p>	<p>Anchored by York Studios and its proximity to the Soundview Economic Hub, Subarea C presents a unique opportunity to build out a commercial and creative industries hub serving the entire BOA. Strategic Site 3 is proposed to include ground-floor retail to activate the street and upper-floor maker spaces to support workforce training and entrepreneurship in media, tech, light manufacturing, and green economy. This mixed-use approach is aligned with economic development goals and will help sustain long-term community-led revitalization.</p> <p>This Sub-Area features a unique convergence of residential, educational, and industrial uses, playing a key role in connecting the community to the waterfront and Soundview Park.</p>
Affordable Housing	<p>Subarea A is primarily composed of low- to mid-rise residential buildings, making it ideal for new developments of similar heights that blend seamlessly into the existing neighborhood. Here, new affordable housing can be thoughtfully integrated with small-scale ground floor retail and/or community spaces that reflect and respond to local needs. Its walkability and proximity to transit further support residential use, and adding neighborhood-serving businesses will enhance daily life for current residents—contributing to revitalization while maintaining community stability.</p>	<p>Subarea B has many underutilized sites, presenting an opportunity to create deeply affordable homes along the Bronx River with public-serving ground floor uses such as nonprofit spaces or community centers. Critically, development here can also improve access to the Bronx River waterfront.</p> <p>Its location near the 6 Train and major bus lines ensures that any revitalization effort would be accessible and well-connected, helping current residents thrive rather than be displaced.</p> <p>Strategic Site 2.2 has the potential to be rezoned for residential, increasing opportunities for affordable housing in the Area.</p>	<p>Strategic Site 3 is well-positioned to support job creation and economic mobility with its location near schools, businesses, and the Soundview Economic Hub. Development here can focus on workforce training, small business incubation, and creative industry support—helping residents access career pathways without having to leave their neighborhood.</p> <p>Strategic Site 3 has the potential to be rezoned for residential, increasing opportunities for affordable housing in the Area.</p>

Increasing Access to Food Resources

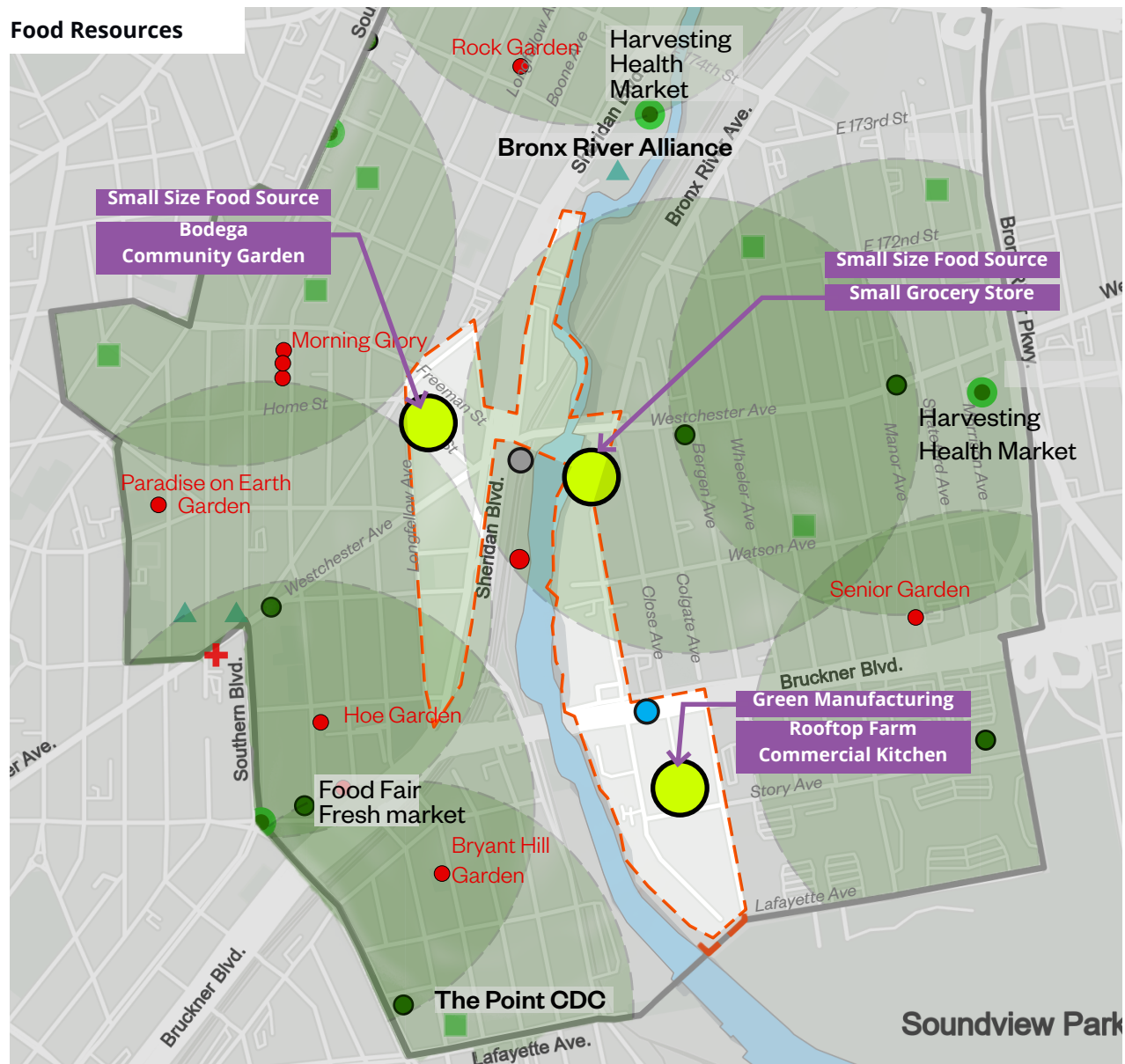
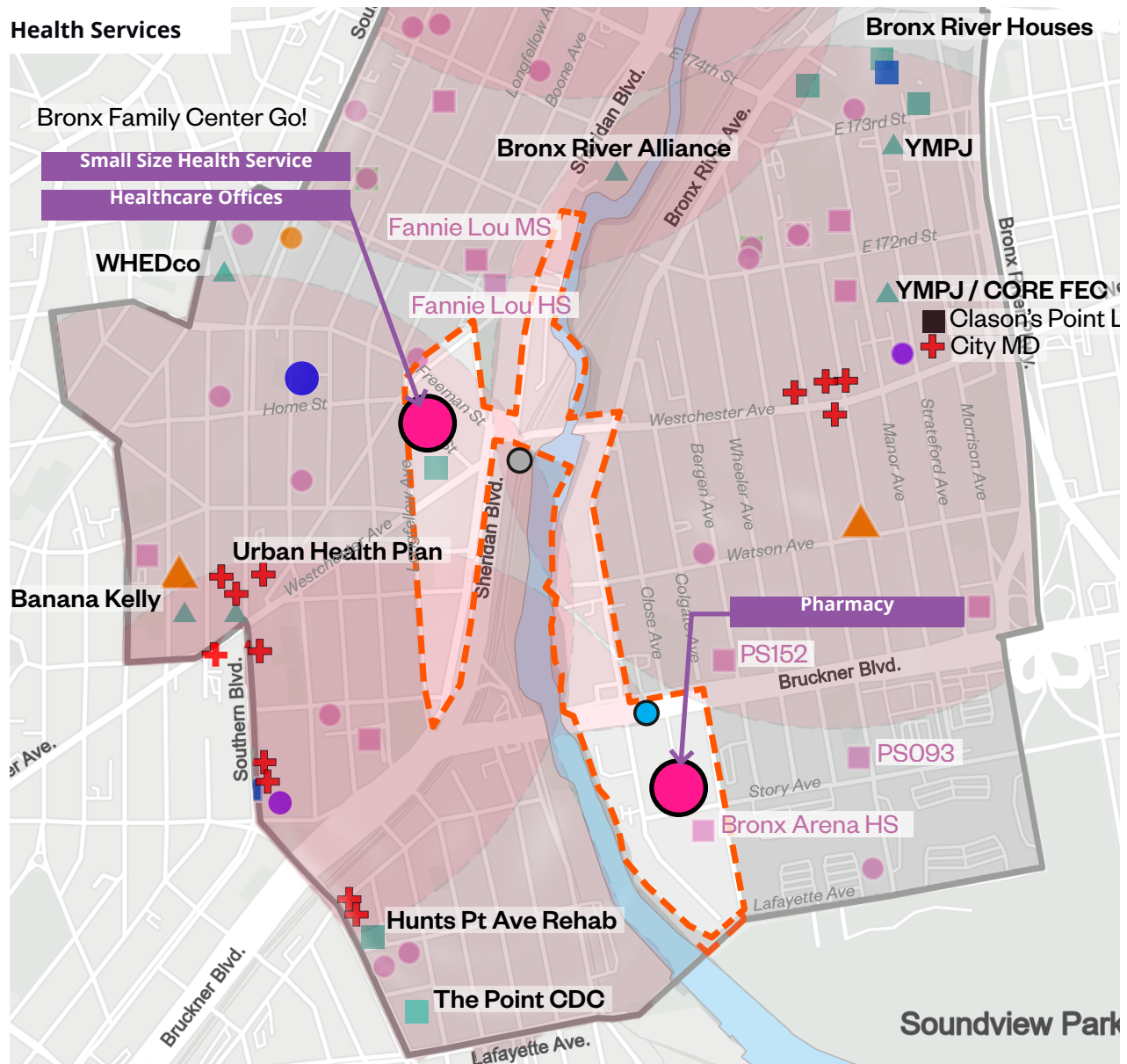


Figure 113: Food Resources, (Source: BFI Planning, New York City Department of Transportation)

Increase Access to Health Services



Legend

-  BOA Study Region Boundary
 BOA Study Area Boundary
 Lakes, Ponds, Reservoirs, and Estuaries
 Cass Gilbert Westchester Ave Station
 Soundview Economic Hub
 Public Libraries
 Community Centers and Schools
 Community Based Organizations
 Public Schools
 Homeless Shelters
 Mental Health Services
 Faith Based Organizations
 Childcare Services
 Older Adult Centers
 Disability Services
 Hospitals and Health Clinics
 15-min. Walking Radius
 Proposed Location for Additional Health Service

Figure 114: Health Services, (Source: BFJ Planning, New York City Department of Transportation)

Increase Access to Community Infrastructure

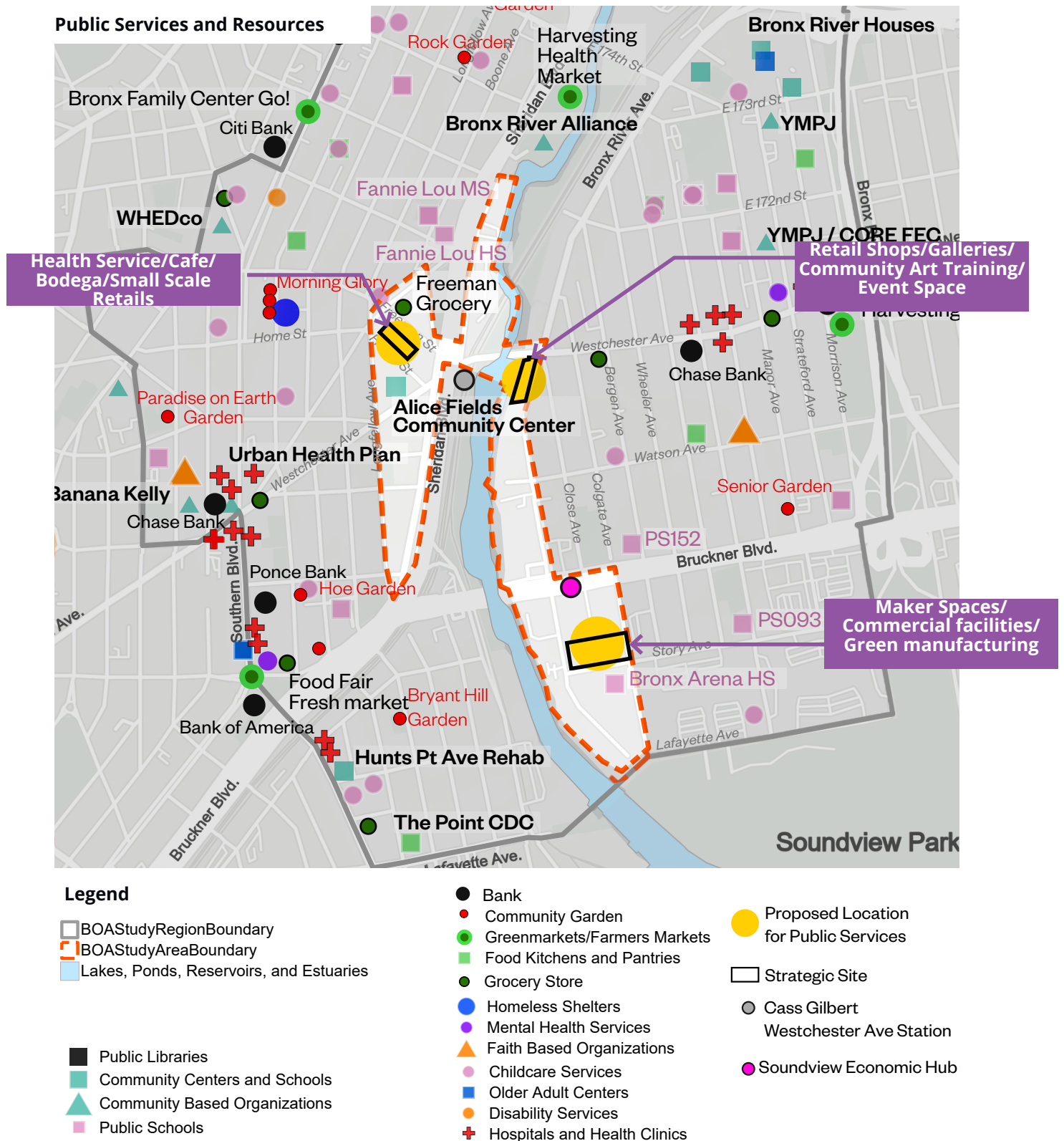
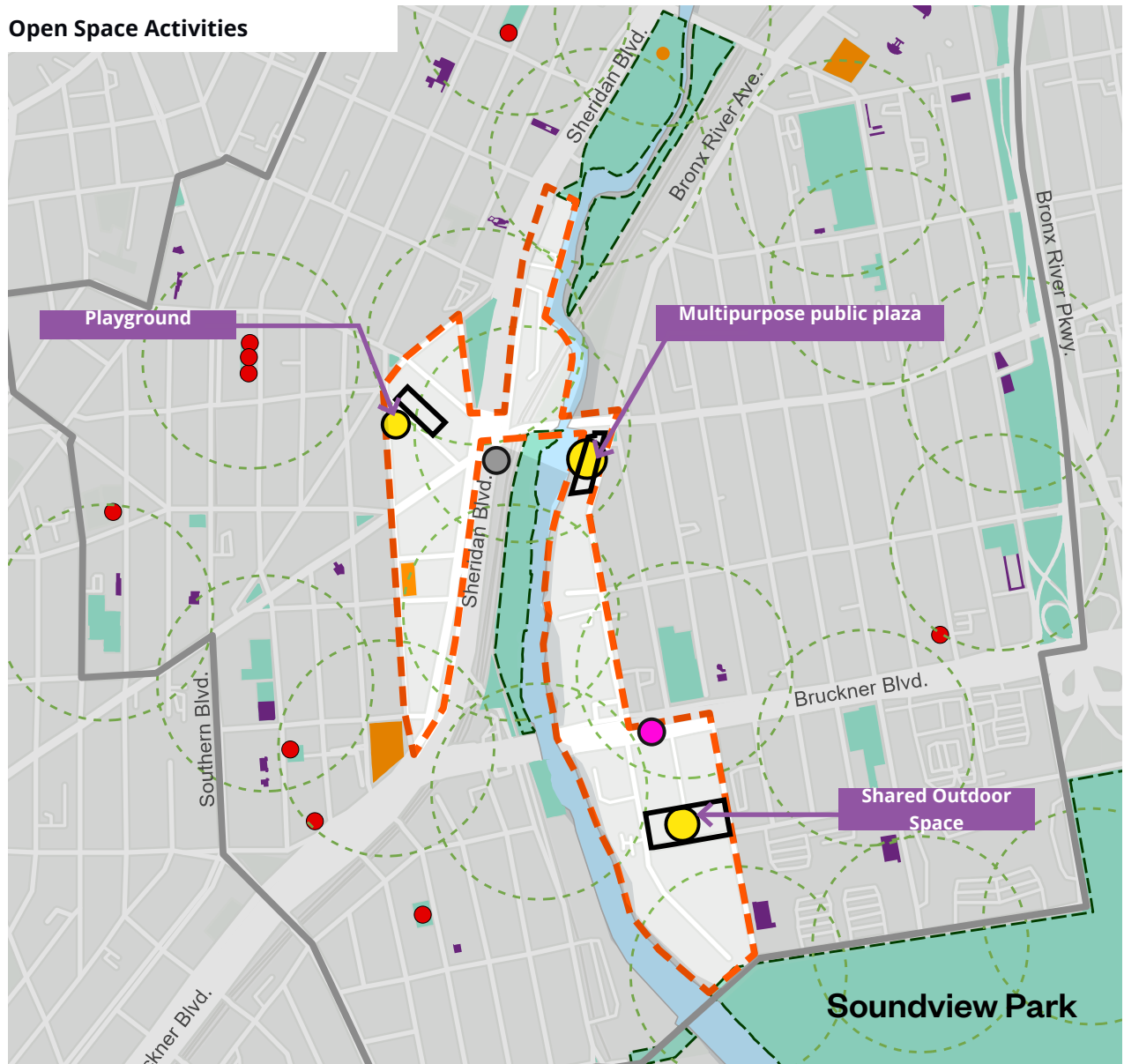


Figure 115: Public Services and Resources, (Source: BFJ Planning, New York City Department of Transportation)

Open Space Activities



Legend

- | | |
|---------------------------------------|--|
| BOA Regional Study Area | Proposed location for Health-related activities, Community Gardens/Playgrounds |
| BOA Study Area | Strategic Site |
| Park | Cass Gilbert Westchester Ave Station |
| Publicly Owned Waterfront Area (WPAA) | Soundview Economic Hub |
| Plaza | |
| Playground | |

Figure 116: Open Space Activities, (Source: BFJ Planning, New York City Department of Transportation)

Sidewalk Improvement

Sidewalk

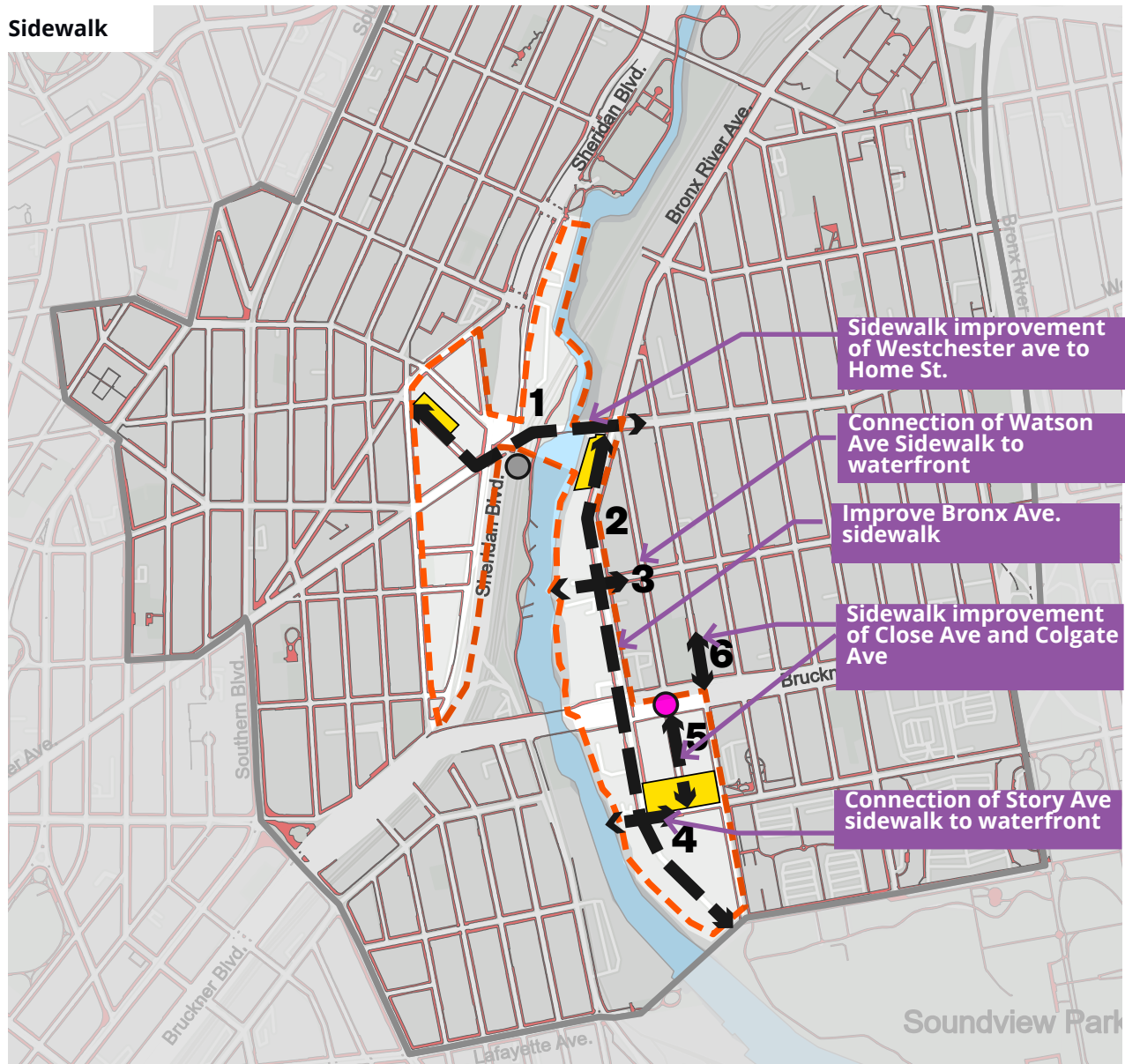
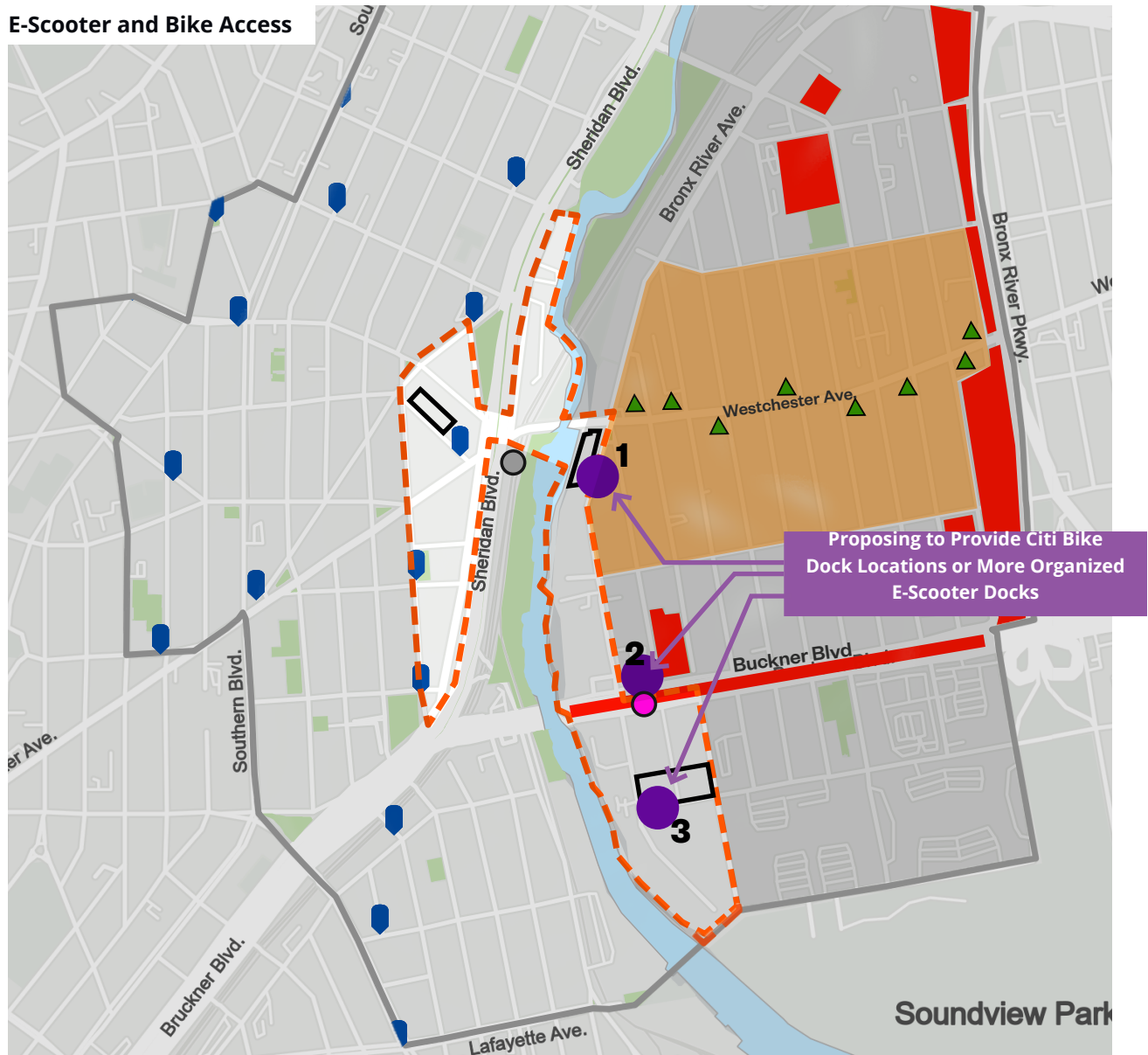


Figure 117: Side Walk, (Source: BfJ Planning, New York City Department of Transportation)

Improvement of E-Scooter and Bike Access

E-Scooter and Bike Access



Legend

- | | |
|---|--|
| BOA Study Region Boundary | Proposed e-scooter/citi Bike Locations |
| Lakes, Ponds, Reservoirs, and Estuaries | Strategic Site |
| PARK | Cass Gilbert Westchester Ave Station |
| Citi Bike Dock Locations | Soundview Economic Hub |
| E-scooter Parking Corrals | |
| No-Riding/Parking Zone | |
| Mandatory Corral Zone | |
| Free Floating Parking Zone | |

Figure 118: E-Scooter and Bike Access, (Source: BfJ Planning, New York City Department of Transportation)

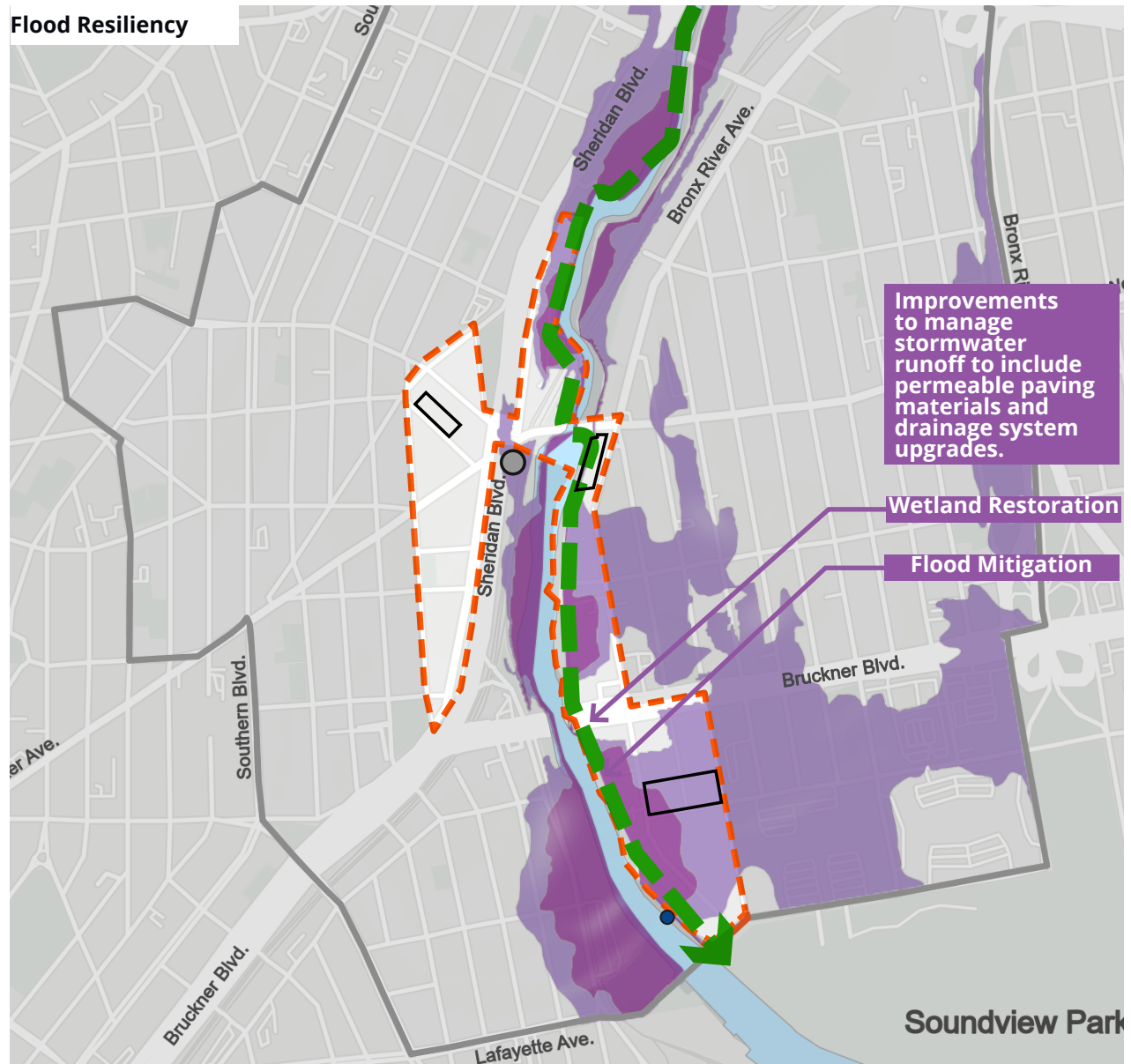
Street Tree Canopy Coverage



Legend

- NYC 2015 Tree Census Data
- 0.000000 - 0.000055
- 0.000056 - 0.000110
- 0.000111 - 0.000165
- 0.000166 - 0.000220
- 0.000221 - 0.000275
- 0.000276 - 0.000330
- Proposed Tree Coverage connection
- Strategic Site
- Cass Gilbert
- Westchester Ave Station
- Soundview Economic Hub

Figure 119: Street Tree Canopy Coverage, (Source: BfJ Planning, New York City Department of Transportation)



Legend

- | | |
|---|--------------------------------------|
| BOAStudyRegionBoundary | Flood Resilience Design Strategies |
| BOAStudyAreaBoundary | Strategic Site |
| Lakes, Ponds, Reservoirs, and Estuaries | Cass Gilbert Westchester Ave Station |
| USA_Flood_Hazard_Reduced_Set | CSO Outfall Points |
| 0.2% Annual Chance Flood Hazard | |
| 1% Annual Chance Flood Hazard | |

Figure 120: Flood Resiliency, (Source: BFJ Planning, New York City Department of Transportation)

4.5 IMPLEMENTATION STRATEGY AND MATRIX (KEY NEXT STEPS)

Implementing the vision of this BOA Nomination Study would help transform Southern Boulevard, Crotona Park East, Soundview, and adjacent neighborhoods over time into complete neighborhoods – with diverse, affordable housing (including homeownership) options, access to quality jobs in emerging industries, and access to a vibrant waterfront and other public spaces. The implementation matrix below is made up of recommendations and next steps to achieve the vision laid out in the BOA report.

GOAL 1: Healthy, Livable Communities				
Objective	Policy Recommendations	Time Frame	Partners	Next Steps
1.1 Improve streetscape and open space and provide sidewalk repair and maintenance	Redesign intersections adjacent to public space for pedestrian safety. Prioritize walkability and access to transit destinations near Westchester Ave. and Bruckner Blvd. Include tree plantings and benches in underutilized sidewalks. Create safe pathways to nearby parks like Concrete Plant Park.	Ongoing	NYC DOT, NYPD, NYC Parks, Community Board 2, 3, and 9 (CB 2, 3, and 9), local schools	NYC DOT, NYPD, NYC Parks, Community Board 2, 3, and 9 (CB 2, 3, and 9), local schools Conduct pedestrian safety audits with community groups and DOT. Leverage Vision Zero capital funds.
1.2 Increase access to health services	Encourage mobile clinics and community health partnerships in underutilized public or retail spaces. Explore co-locating health services in new affordable housing developments. Promote the transformation of formerly contaminated parcels into places of wellness and environmental justice by reducing exposure to pollutants that contribute to chronic health issues. Where possible, integrate green infrastructure into site design to enhance public health and environmental resilience.	Medium	BronxCare, Montefiore, NYC DOHMH, CB 2, 3, and 9, local community-based health orgs	Use BOA site identification process, which underscored vacant and underutilized lots, to determine additional sites for health centers or mobile health services. Focus on parcels with ground-floor commercial potential in existing or planned mixed-use developments. Identify landlords and developers willing to host clinics. Advocate for funding through state and city health infrastructure grants. Leverage brownfield cleanup to reduce environmental health risks by eliminating exposure to pollutants and ensuring safe reuse.

1.3 Increase access to fresh food	Activate vacant and underutilized lots to support year-round green markets or food cooperatives with SNAP/ WIC access.	Short–Medium	GrowNYC, NYCEDC, NYCHA, local nonprofits like The Bronx Green-Up, CB 2, 3, and 9	Coordinate with NYCEDC to pilot small-scale agricultural systems or mobile markets on vacant lots. Seek support through NYSERDA's Clean Green Campuses program.
1.4 Improve transportation access	Limit parking to ADA-accessible spaces only to prioritize activating ground floor uses. Provide secure and convenient indoor ground floor bicycle parking for residents. To facilitate mode-shift and improve east-west connectivity, coordinate with the City to revise policies to allow E-Scooter or Citi Bike service areas to overlap. Improve connections between subway stations and bus stops, expanding the MTAs free bus pilot	Medium	MTA, NYC DOT, Riders Alliance, TransitCenter, CB 2, 3, and 9	Engage with developers early to ensure that new mixed-use developments on BOA strategic sites consider pedestrian mobility, access, and incentivizes car-free living. Push for DOT to expedite SBS/ BRT projects along Southern Blvd.
1.5 Support arts & culture	Convert underused storefronts into rotating cultural activation hubs. Fund murals and public art with youth participation. Develop a Westchester Ave arts corridor with civic programming. Provide support to small cultural nonprofits for space and programming needs.	Medium	Bronx Council on the Arts, local artists, cultural nonprofits, NYC Department of Youth and Community Development (DYCD), CB 2, 3, and 9	Inventory potential activation sites. Launch a local call for artists. Seek city capital and other discretionary funding to support long-term programming.

GOAL 2: Climate Resiliency				
Objective	Policy Recommendations	Time Frame	Partners	Next Steps
2.1 Improve water impacts	Partner with DEP to implement green infrastructure that manages runoff from streets and combined sewer overflows. Fit new residential developments with stormwater management features.	Ongoing	NYC DEP, Parks, NYCHA, NYC DOT, CB 2, 3, and 9, youth	Secure capital funding for green infrastructure pilot projects. Educate residents and youth on the benefits of green stormwater systems.
2.2 Reduce heat vulnerability	Plant shade trees, install green roofs on community centers and schools. Encourage reflective building materials and tree stewardship.	Short–Medium	NYC Parks, NYCHA, NYSERDA, CB 2, 3, and 9, Con Edison, DSNY	Leveraging heat map in Figure 61 above, partner with NYCHA and nearby schools to prioritize greening.

2.3 Increase renewable energy sources	Support solarization of affordable housing and commercial rooftops, including group purchasing initiatives. Promote energy efficiency retrofits in existing buildings. Incentivize community-owned solar cooperatives.	Medium-Long	NYSERDA, WE ACT, Con Edison, local affordable housing developers, CB 2, 3, and 9	Host workshops on solar co-ops. Identify candidate rooftops and assess technical viability.
2.4 Remediate contaminated sites to reduce environmental and public health risks	<p>Enroll eligible sites in the NYS Brownfield Cleanup Program (BCP) to support remediation and unlock redevelopment incentives.</p> <p>Prioritize cleanup of parcels near housing, schools, or parks to reduce exposure to environmental hazards.</p> <p>Coordinate remediation with future uses like storm-resilient affordable housing, green infrastructure, or open space.</p> <p>Integrate community education into the remediation process to raise awareness of environmental justice issues and foster land stewardship.</p>	Ongoing	NYS DEC, NYC DEP, NYC OER, NYC EDC, CB 2, 3, and 9	<p>Apply for BCP tax credits and NYSDEC Environmental Restoration Program.</p> <p>Form a community working group to guide and review remediation efforts.</p> <p>Incorporate green job training in cleanup projects via CBOs and workforce partners.</p> <p>Align post-remediation uses with BOA goals: affordable housing, open space, or health infrastructure.</p>

GOAL 3: Inclusive Development				
Objective	Policy Recommendations	Time Frame	Partners	Next Steps
3.1 Affordable housing	Prioritize redevelopment of vacant city-owned land for 100% affordable housing. Include cooperative ownership or CLTs to ensure long-term affordability. Set AMI targets to reflect true neighborhood income levels (30-60% AMI).	Ongoing	HPD, HDC, CB 2, 3, and 9, local housing CBOs (e.g. WHEDco), ANHD	<p>Develop pipeline of mission-driven developers. Advocate for deep subsidy and City Council member capital allocations.</p> <p>Support tenant associations forming co-ops or organizing against speculative landlords.</p>

3.2 Ownership and Wealth Building	<p>Establish a community ownership and wealth-building initiative to work with developers and public entities to not only develop new, affordable housing, but create opportunities for ownership through trusts, cooperatives, and other community ownership models.</p> <p>Develop partial-rental buildings with the remaining portion allocated for condominiums to enable homeownership.</p>	Medium-to long	<p>Partner with the Bronx Community Land Trust and/or other CLTs or nonprofit property managers to hold land in trust and ensure permanent affordability and democratic governance over new housing developed on brownfield or remediated land.</p> <p>Work with HPD and nonprofit developers to pilot limited equity co-ops or rent-to-own programs on city-owned or remediated BOA parcels, prioritizing existing tenants displaced or rent-burdened within the area.</p> <p>Launch a Small Business Ownership Accelerator in collaboration with NYC SBS and the Bronx Cooperative Development Initiative, aimed at helping existing local businesses acquire property, establish commercial co-ops, or purchase buildings through collective ownership models.</p> <p>Build awareness around the HomeFirst Down Payment Assistance Program.</p>	
3.3 Expand Green Job Opportunities and Training	Create a green workforce hub that provides training related to solar, water, urban agriculture, and environmental remediation. Establish partnerships with unions and green sector employers to provide direct pipelines into apprenticeships for youth and adults	Ongoing	Con Edison, SUNY Bronx Educational Opportunity Center, JobsFirst NYC	Convene employer partners and CBOs to co-design pathways. Target youth and NYCHA residents for outreach. Identify potential anchor tenants and partner developers to negotiate leases with incentives.
3.4 Support and Stabilize Small Businesses	Create a fund for commercial stabilization that helps legacy businesses with lease renewals, storefront improvements, and legal services. Promote commercial co-ops or long-term leasing to community institutions.	Medium	NYC SBS, Bronx Cooperative Development Initiative, WHEDco	Launch a technical assistance program. Map at-risk commercial tenants. Pilot in corridors where growth and foot traffic are targeted.

GOAL 4: Strategic Site Specific Goals				
Objective	Policy Recommendations	Time Frame	Partners	Next Steps
4.1 Deliver deeply affordable housing on public land	Maximize affordability through HPD's Extremely Low and Low-Income Affordability (ELLA) program and others. Emphasize deeper AMI targets of 30-60% and consider long-term affordability controls. Prioritize local hiring and MWBE participation in construction.	Short-Medium	HPD, HDC, NYCEDC, local CDCs, CB 2, 3, and 9	Prepare RFP/RFQ in partnership with HPD and EDC. Conduct needs analysis to determine AMI targeting. Engage community for program design.

Promote transit-oriented development	Limit parking to ADA spaces. Include indoor bike storage and support shared micromobility (e.g., Citi Bike, E-Scooter docking). Enhance pedestrian connectivity to transit.	Short-Medium	NYC DOT, MTA, Citi Bike, micromobility companies	Coordinate with DOT and EDC. Design ground floor to promote active edges and mobility amenities. Apply for DOT capital support for pedestrian improvements.
Support inclusive ground-floor retail and community services	Allocate space for serving uses identified by local stakeholders such as childcare, health services, and community space. Offer reduced commercial rents for mission-aligned operators.	Medium	LISC, local CDFIs, nonprofit service providers, Bronx Chamber of Commerce	Identify service gaps in the area. Conduct operator search. Seek funds to support TI (tenant improvement) support in lease-up strategy.
Anchor development	Identify a nonprofit anchor tenant, potentially in food, culture, workforce, or environmental justice, to enhance grant eligibility and mission alignment.	Short	Local nonprofits, NYC EDC, philanthropy networks	Issue expressions of interest (EOI) to mission-aligned nonprofits. Explore public-private partnership models.
Remediate Site and Improve Infrastructure	Apply for brownfield cleanup programs and coordinate with NYC Department of Environmental Protection (DEP) and Con Edison to ensure site utility upgrades support residential units.	Medium	NYS DEC, NYC DEP, Con Edison, EDC	Conduct Phase II Environmental Site Assessment. Apply for NYS Brownfield Cleanup Program tax credits. Explore financial assistance from Industrial Development Agency (NYCIDA).
Promote inclusive open space design	Incorporate small plazas and rooftop gardens to create open space accessible to the public.	Medium-Long	NYC Parks, Trust for Public Land, local CBOs	Develop schematic design with landscape architects. Coordinate with abutting owners on easement agreements for Close Ave access. Seek Green Infrastructure Grant funding.
Foster pre-development partnerships	Form development advisory group of local stakeholders including service providers, real estate professionals, and artists to create programming and ensure development benefits align with community needs.	Medium	Local nonprofits, cultural orgs, faith leaders, CB 2, 3, and 9	Develop partnership MOUs. Use advisory input to shape pre-development planning and funding applications.



For more information please contact
YMPJ at brownfields@ympj.org



APPENDIX

Exhibit A

Cass Gilbert's Westchester Avenue Station Pre-Schematic Conditions Assessment

Prepared by SLO Architecture for YMPJ and the New York State Department of State (NYS DOS) as part of the Southern Boulevard BOA Nomination Study, 2025

This section includes analysis to support reuse and redevelopment potential of the following strategic sites identified as catalysts for revitalization:

