3.7 URBAN DESIGN AND VISUAL RESOURCES

INTRODUCTION

This chapter provides an assessment of the potential effects on urban design and visual resources that could result from the proposed action. The proposed zoning map and text amendments would result in changes in allowable uses and building forms in the rezoning area, and would facilitate new residential development not currently permitted in the area.

The proposed zoning changes are not expected to result in significant adverse impacts related to urban design and visual resources. The amendments would continue to allow light industrial uses in the area, while allowing new uses that would enliven the area with mixed-use development, including affordable housing and residential conversions. Improved waterfront access and the introduction of a new public park south of East 149th Street would benefit urban design conditions and provide much needed public open space that would bring visitors to the area and extend activity from developing retail areas on the waterfront to the north, the Port Morris district to the south, and neighborhoods, retail districts, and the campus of Hostos Community College to the east and northeast.

Together, the urban design components and visual resources of an area define the distinctive identity of a neighborhood. The analysis of urban design called for in the *CEQR Technical Manual* assesses the effects of the proposed action on those attributes that constitute the physical appearance of buildings and streets in the study area. These attributes include building bulk, use, and type; building arrangement; block form and street pattern; streetscape elements; street hierarchy; and, natural features. Bulk is defined by the size of a building and its massing on a site. Height, length, and width define a building's size while volume, shape, setbacks, lot coverage, and density define its mass. The analysis of visual resources provided in this chapter assesses the effects of the proposed action on the visual resources of the study area, which are its unique or important public view corridors, vistas, or natural or built features. Public parks, landmarked structures, and landmarked districts are all examples of visual resources. As stipulated by CEQR, only views of visual resources from public and publicly accessible locations are assessed.

The proposed action is expected to result in new above-ground development that would differ in height, bulk, form, setbacks, size, scale, and uses from those which currently exist in the proposed action area, and would also differ in these characteristics from what could be created under a no-action condition. It would also result in new above-ground development on blocks adjacent to the Harlem River waterfront, which is a visual resource. Given the above conditions and the presence of historic and open space resources in the rezoning area, an analysis of urban design and visual resources is appropriate, per the guidelines set forth in the *CEQR Technical Manual*. For analysis purposes, the urban design and visual resources study area is defined by the proposed rezoning area and a quarter-mile radius from the proposed rezoning area. The study area boundaries are illustrated on Figure 3.7-1.

The Lower Concourse Rezoning and Related Actions includes zoning text amendments to establish a Special Mixed Use District (MX) on all or portions of 25 blocks between Exterior Street and Walton Avenue, south of East 149th Street and north of East 138th Street, and between Park and Morris Avenues, south of East 146th Street and north of the Major Deegan Expressway. In addition, the text amendments would establish the Harlem River Waterfront Access Plan (WAP) and the Special Harlem River Waterfront District (SHRWD) for the area along the Harlem River waterfront between Exterior Street and the Harlem River, north of the railroad bridge at Park Avenue and south of East 149th Street; modify food store regulations to allow food stores of any size as-of-right within M1-4 districts in Bronx Community District 1; and establish the Inclusionary Housing program within the proposed rezoning area. Amendments to the City Map are proposed to establish a park on a 2.26-acre area of land located between the Harlem River and Exterior Street, south of the extension of East 146th Street, and north of the extension of East 144th Street. Although the site is located within the boundaries of the proposed SHRWD, the special district regulations would not apply.

Within the area of the proposed action, DCP has identified 31 projected development sites where new development or conversions are likely to occur, and 48 potential development sites where new development or conversions could occur but are considered less likely. The projected incremental (net) change that would result on the sites from the proposed action by 2018 compared to the No-Build, or No-Action, scenario is 3,414 dwelling units, 735,447 square feet (sf) of commercial space, 63,700 sf of community facility space (educational facilities), a net reduction of 308,872 sf of industrial space, and a net reduction of 598,351 sf of office space.

The proposed action would create opportunities for new housing, commercial uses, and community facility development on underutilized and vacant land in this highly transit-accessible location. This would allow for additional investments to continue the successful revitalization of the South Bronx that has been ongoing for over several decades. In addition, the proposed mixed-use districts would permit the continuation of light industrial uses as well as the development of new light industrial uses. Finally, the proposed action would encourage the development of the underutilized Harlem River waterfront, and create a new waterfront open space along the Harlem River.

3.7.1 EXISTING CONDITIONS

Study Areas

The analysis of urban design and visual resources is divided into a rezoning study area contiguous with the proposed rezoning area and a primary study area that extends one quarter-mile from the proposed rezoning area boundary. The rezoning area covers approximately 30 blocks located in the southwest portion of Bronx Community District 1.

The area proposed to be rezoned is generally bounded by East 149th Street and East 144th Street to the north, the Major Deegan Expressway and Park Avenue to the south, Morris

Avenue to the east, and the Harlem River to the west. The proposed rezoning area is currently zoned M1-2, M2-1, C4-4, and R6. The rezoning proposal would change the area's zoning to C4-4, C6-2A, R7-2/ C2-4, MX (M1-4/ R8A), MX (M1-4/ R7X), MX (M1-4/ R7A), MX (M1-4/ R6A) and M1-4.

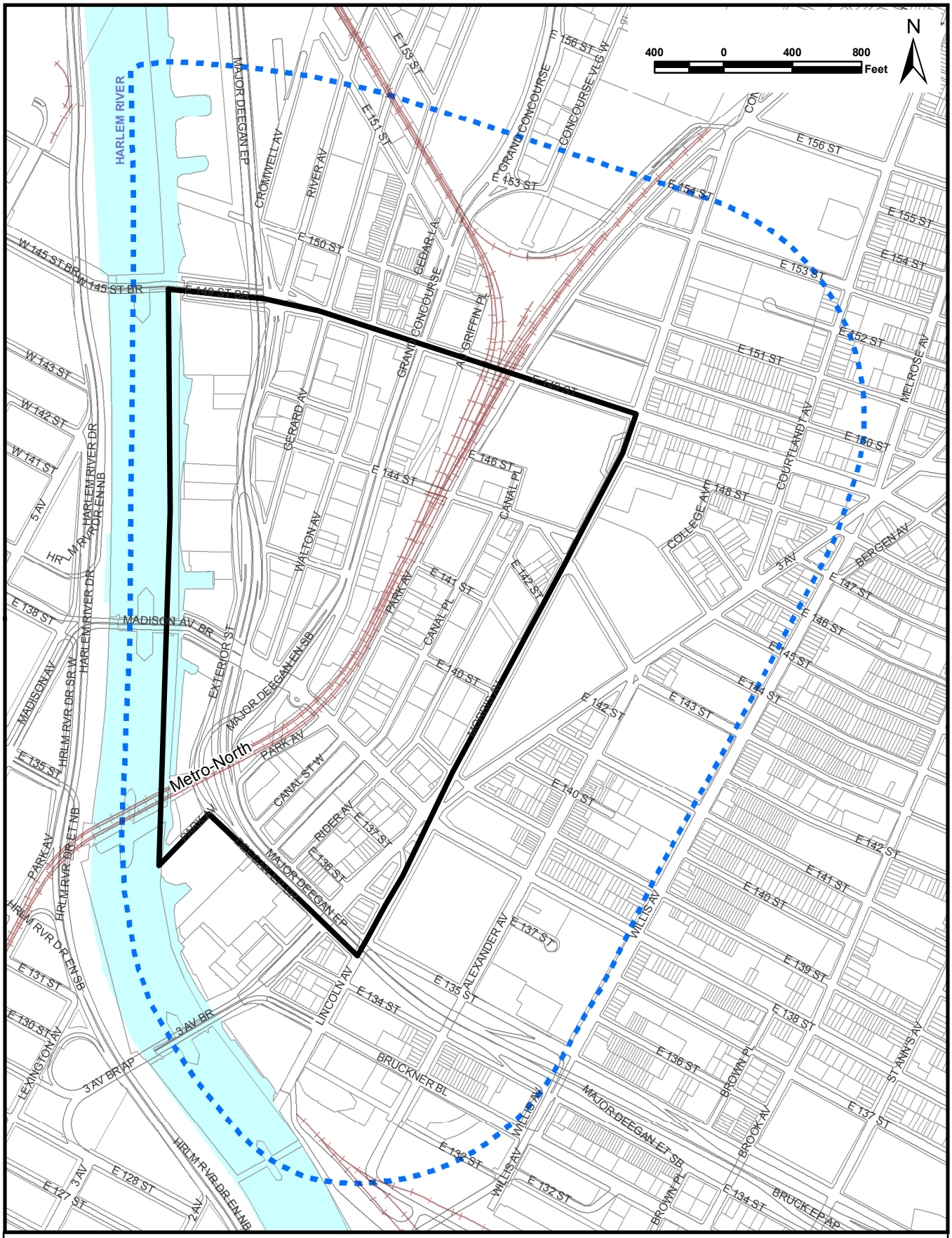
The proposed rezoning area is for the most part comprised of three urban design subareas, with three additional subareas extending between two and three blocks to the south, east, and north (see Figure 3.7-2). The Grand Concourse subarea and the Canal/Rider subarea, which are separated by Park Avenue and the Metro North right-of-way, comprise the majority of the rezoning area located upland of the Major Deegan Expressway. The Grand Concourse subarea is dominated by industrial and large scale institutional and educational uses, with some residential buildings in the vicinity of the Grand Concourse. At its northern edge, East 149th Street is a civic and educational center, with a high degree of pedestrian activity. Auto-related commercial development predominates near the southern terminus of the Grand Concourse, which is the southern gateway to the Borough of the Bronx despite its underutilized blocks and prevalence of auto-related uses.

To the east of the Metro North Railroad and Park Avenue in the Canal/Rider subarea, Canal Place and Rider Avenue are north-south running streets accessing industrial and other nonresidential development that define their urban design character. The Waterfront subarea, which contains industrial, commercial storage, utility and parking uses, as well as vacant land, is visually separated from upland areas by the Major Deegan Expressway. It encompasses blocks proposed for rezoning located to the west of the Expressway, along with ten blocks or block portions that are located to the northwest and outside of the rezoning area. The Waterfront subarea extends from Park Avenue near East 135th Street on the south to approximately East 153rd Street on the north, with only the waterfront blocks south of East 149th Street in this subarea proposed for rezoning. North of East 149th Street the Waterfront subarea extends several blocks inland of the Major Deegan Expressway.

Outside of the proposed rezoning area, the 149th Street/Concourse Village subarea extends to just beyond East 153rd Street north of the rezoning area, but includes the rezoning area's northeasterly block, occupied by Lincoln Hospital. The 149th Street/Concourse Village subarea comprises inland blocks to the north of approximately 148th Street and 149th Street, with the Metro North Mott Haven Junction occupying one third of this subarea and the remainder of the subarea predominantly containing large scale housing complexes, row houses and commercial development on 149th Street in the vicinity of The Hub Third Avenue retail district, which is the third largest shopping district in The Bronx.

The Mott Haven and Port Morris subareas are located adjacent to the east and south of the rezoning area, respectively. The Mott Haven subarea comprises the easternmost blocks of the primary study area north of the Major Deegan Expressway and south of East 148th Street. The Mott Haven subarea is mostly residential, with approximately half

of this subarea occupied by public housing. The Port Morris subarea is located to the south of the Major Deegan Expressway, extending to the Harlem River, and surrounds Bruckner Boulevard and its revitalized antiques district.



Legend

Proposed Rezoning Area

Primary Study Area (1/4-Mile Radius around Proposed Rezoning Area)

Source: NYC Department of City Planning MapPLUTO 2006; STV Incorporated

Figure 3.7-1: Urban Design Study Area

Lower Concourse Rezoning and Related Actions EIS

NYC Department of City Planning

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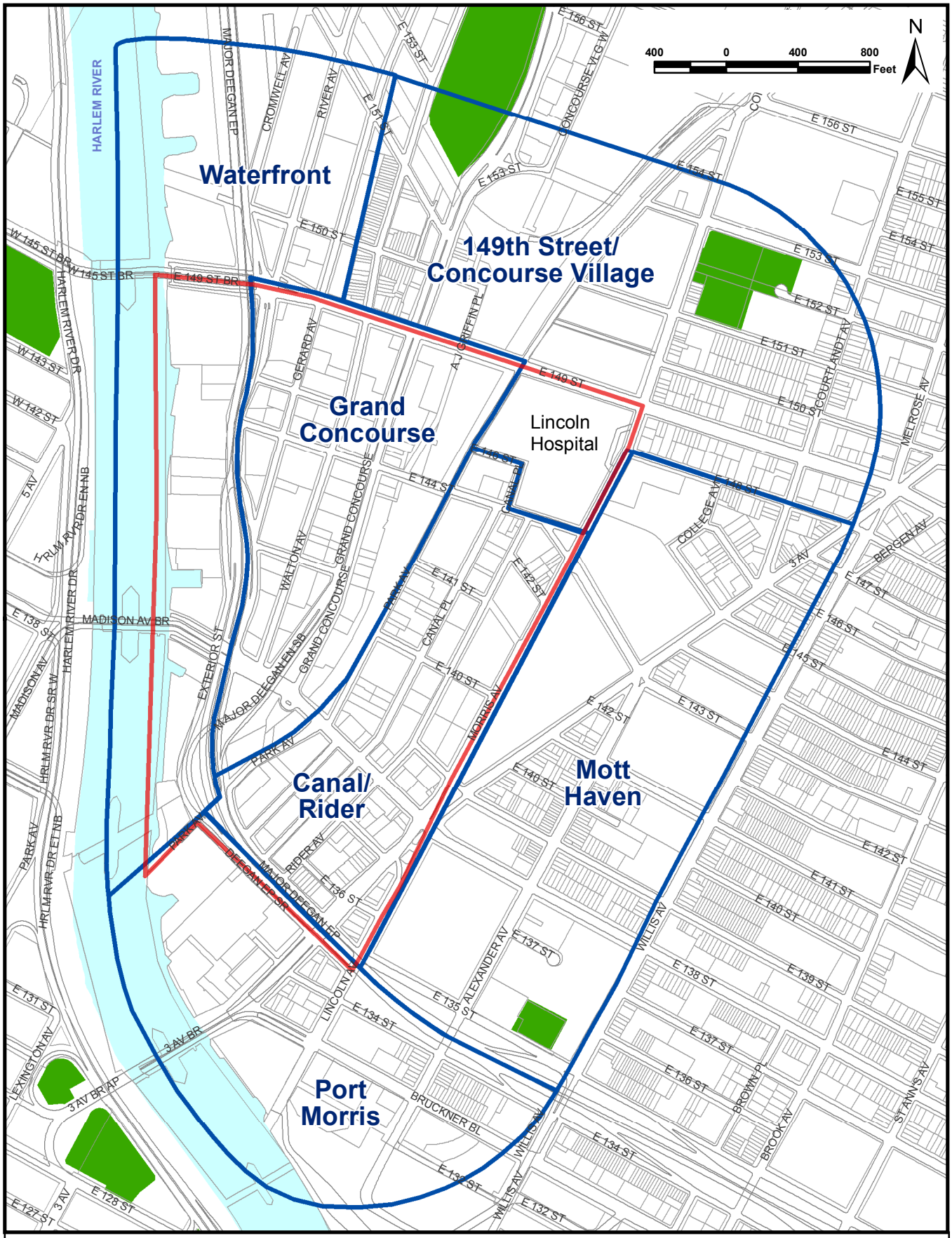


Legend

- Proposed Rezoning Area
- Urban Design Subareas
- Parks

Source: NYC Department of City Planning MapPLUTO 2006; STV Incorporated

Figure 3.7-2: Urban Design Subareas

Lower Concourse Rezoning and Related Actions EIS

NYC Department of City Planning

URBAN DESIGN

The urban design of a neighborhood or other urban area is defined by building bulk, use and type, street hierarchy, block form and pattern, building arrangement, streetscape elements, and natural features and topography. Following is an overview of these characteristics of urban design in the study area. The assessment of urban design then focuses on the three main subareas of the rezoning area, and finally on the three subareas that overlap with the primary study area.

Building Bulk, Use and Type: The proposed rezoning area consists for the most part of a large manufacturing district with upland portions that are characterized by high coverage non-residential buildings generally ranging in height from one to six stories. Highway and rail transportation infrastructure defines the form of the area's blocks and conditions along the waterfront. The elevated Major Deegan Expressway separates most of the area from its waterfront. The Metro North Railroad right-of-way bisects the area from north to south, and the Grand Concourse – a wide boulevard constructed in the early 20th Century that is one of the borough's defining urban design features - traverses the study area and is flanked by educational and civic uses at its northern end that draw students and visitors to the area. Rail siding of the Oak Point Rail Link has been constructed on piers in the Harlem River parallel to the shoreline of the study area. Bridges over the Harlem River extend to Northern Manhattan from East 149th Street (145th Street Bridge), East 138th Street (Madison Avenue Bridge), Park Avenue (Park Avenue Railroad Bridge), and Third Avenue (Third Avenue Bridge).

Recent development activity in the area has been limited, with only three new buildings built over the last 20 years, although the area's excellent subway access (#2, #4, #5, and #6 IRT subway lines) creates opportunities for Transit Oriented Development. New construction has generally been limited to self storage, gas station and car wash uses occupying blocks that are otherwise well located for mixed-use development, including waterfront lands that face Manhattan and parcels that are situated along the Grand Concourse near the southern terminus of this boulevard, which has played a central role in the development of The Bronx.

Much of the area contains older brick industrial loft buildings, although Hostos Community College, located south of East 149th Street, has experienced growth and expansion that has brought new investment to the area. Bulky institutional buildings including Hostos Community College, Lincoln Hospital and New York City public schools are concentrated in the northern end of the rezoning area, south of East 149th Street and north of 144th Street. A mix of predominantly low- and mid-rise industrial buildings occupy the middle portions of the rezoning area on north-south running streets including Rider Avenue, Canal Place, Walton Avenue and Gerard Avenue. Renovations of several of these buildings, including along Rider Avenue, are indications of emerging investment interest in the area, with the adjacent Port Morris subarea in the primary study area having experienced considerable upgrading in the last decade, with a concentration of stores selling antiques.

Building form and streetwalls are functions of lot size, permitted density and development style. Most of the buildings in the rezoning area were developed prior to the 1961 *Zoning Resolution* or were developed pursuant to manufacturing district zoning. As a result, streets such as Canal Place and Rider Avenue are fronted by buildings that are built to their front lot lines, ranging from one to five stories in height. Building and streetwall setbacks are less consistent in other areas, such as automotive uses along the lower portions of the Grand Concourse and waterfront industrial sites that include surface parking and outdoor storage. Many of the extant industrial buildings have curb cuts for garages or loading areas; some facing Park Avenue have on-site parking located on the front portions of their lots. Built Floor Area Ratios[1] (FARs) vary significantly, from less than 1.0 FAR on single-story industrial and retail sites, to FARs of 10.0 or higher for bulky institutional buildings in the Grand Concourse subarea.

The street pattern and hierarchy of the area's mostly north-south running blocks are somewhat regular and reflect a modified grid pattern due to the curvilinear route of the Major Deegan Expressway and the angle of Park Avenue. The grid patterns of blocks of the Grand Concourse and Canal/Rider subareas are offset slightly from each other, with the easterly half of the rezoning area aligning with Park Avenue and the westerly blocks aligning with the Grand Concourse.

The quality and variety of streetscape elements in the rezoning area vary between unlandscaped industrial blocks and the utilitarian facades and loading bays of industrial lofts, to upper portions of the Grand Concourse that contain street lights with banners, street trees, and prominent signage of Hostos Community College. Billboards line the walls of some of the larger industrial buildings facing the Major Deegan Expressway and Park Avenue.

Most of the area's buildings are brick, reflecting their late 19th and early 20th century construction. However, newer construction associated with Hostos Community College contains modernist style façade finishes, such as glass, and mixed brick color and patterning. There are four tenement-style brick apartment buildings on the Grand Concourse on either side of East 140th Street, with other limited examples of residential development present including wood frame row houses located in the vicinity of East 142nd Street. An adult nightclub that faces Park Avenue stands out from its surrounding light industrial uses. As a result of these disparate uses, there is no prevailing urban design pattern of streetwall, building massing or street amenities in the rezoning area, though low-to-mid-rise, high coverage industrial loft buildings characterize much of the area's blocks.

Street Hierarchy: At the top of the street hierarchy illustrated on Figure 3.7-3 is the Major Deegan Expressway (I-87), an interstate highway that runs both above grade on a viaduct, and at grade in its southerly portions. Ramps from the Major Deegan Expressway are present in the southwestern corner of the rezoning area. The Grand

[1] The principal zoning bulk regulation controlling the size of buildings, FAR is the ratio of total building floor area to the area of its zoning lot.

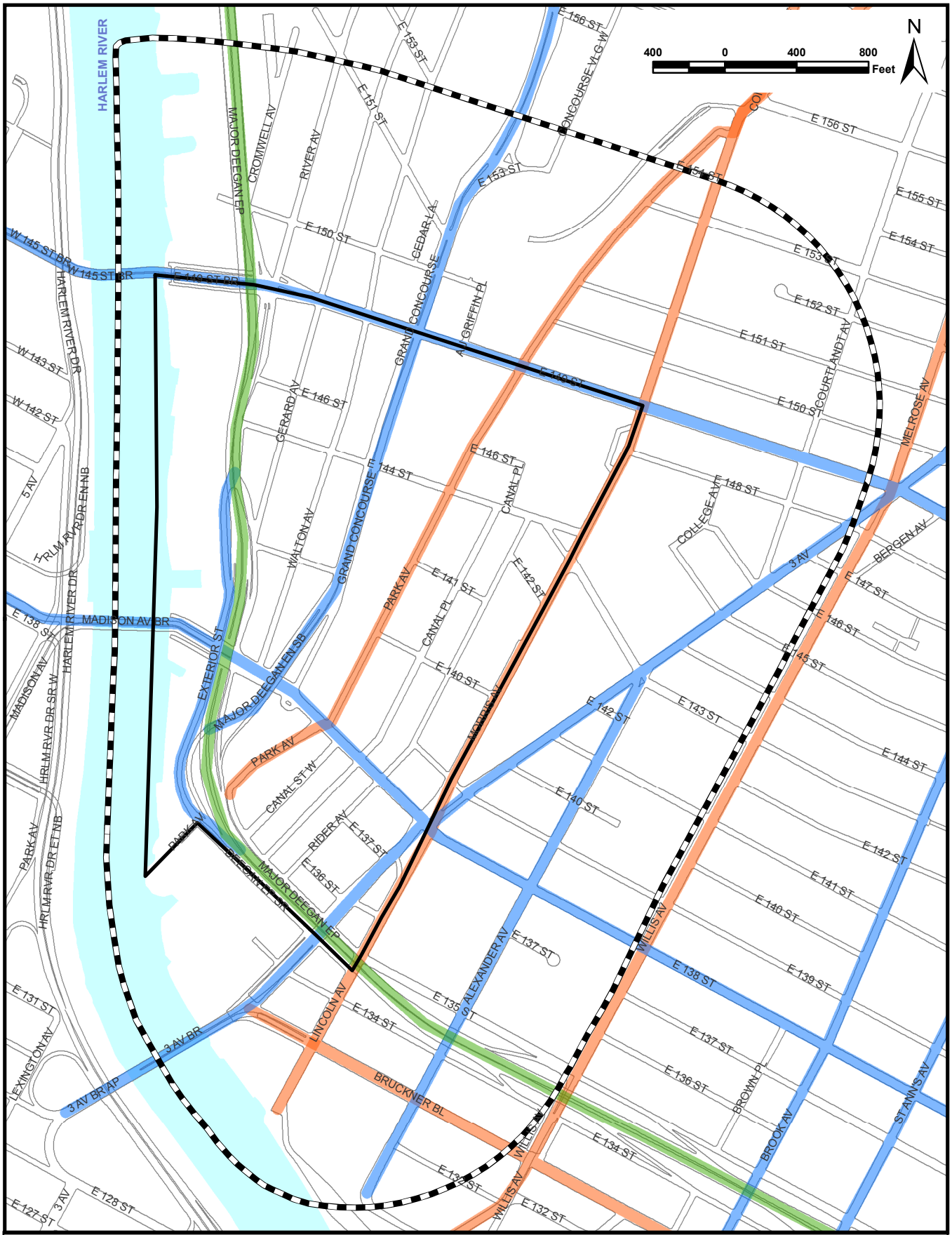
Concourse starts in Mott Haven in the southern portion of the rezoning area, where it averages over 110 feet wide. Outside of the primary study area, to the north, it becomes the original section of the Grand Concourse Boulevard with a width of up to 180 feet.

East 138th Street and East 149th Street are east-west arterials that provide direct access to Manhattan via their connections to the Madison Avenue Bridge and the 145th Street Bridge, with East 149th Street also having heavy pedestrian volumes associated with its relatively more intensive retail and institutional uses. These streets serve as truck and cross-town New York City Transit (NYCT) bus routes. Morris Avenue, which forms the eastern boundary of the study area, is a north-south arterial. Exterior Street and Third Avenue function as arterial roadways that provide access to the Major Deegan Expressway, the Third Avenue Bridge and Harlem River Drive. Exterior Street is principally an industrial thoroughfare that runs partly beneath the elevated Major Deegan Expressway, with truck traffic and loading areas present as well as surface parking in some stretches below the Expressway viaduct. This viaduct and adjacent industrial and material storage uses that generate dust detract from its pedestrian environment.

Block Form and Street Pattern: The dominant block form for most of the rezoning study area is rectangular except where blocks abut non-parallel roadways such as the Major Deegan Expressway, the Grand Concourse, and Third Avenue. There is wide variation in the length and width of the blocks. Most of the blocks in the northwestern portions of the study area generally align with the Manhattan street pattern and other areas of Mott Haven to the east, while the orientation of the grid pattern of the study area's remaining blocks varies slightly, aligning with the Grand Concourse.

Most of the study area's blocks trend lengthwise from north-to-south. Other than East 138th Street and East 149th Street that lead to Harlem River bridges, cross streets generally terminate at Exterior Street and the Major Deegan Expressway, and do not extend to the waterfront. There are no publicly accessible uses or open spaces on the waterfront.

Irregularly shaped blocks abut the diagonally-running streets that are located at the eastern and western edges of the study area. Lincoln Hospital is located on a superblock extending from East 144th Street to East 149th Street.



Legend

- Proposed Rezoning Area
- Primary Study Area (1/4-Mile Radius around Proposed Rezoning Area)
- Interstate
- Arterial Roadways
- Collector Roadways

Figure 3.7-3: Street Hierarchy

Lower Concourse Rezoning and Related Actions EIS

NYC Department of City Planning

Source: NYC Department of City Planning MapPLUTO 2006; STV Incorporated

Building Arrangement: Building arrangements vary widely in the study area and range from full coverage industrial buildings to low coverage auto service-related buildings that are surrounded by parking. The majority of the area's older industrial buildings are coterminous with lots that are aligned in a perpendicular manner to the surrounding street grid. These buildings generally have their edges aligned with their lot boundaries. Rear yards are generally not present on industrial lots, although businesses on the eastern side of the Grand Concourse south of East 144th Street have parking and outdoor storage on their rear portions where the lots abut overgrown strips of sloping land or retaining walls adjacent to the railroad right-of-way. Industrial buildings on the west side of the Major Deegan Expressway that extend to the Harlem River generally have a slightly different orientation than the rest of the study area buildings that follow two slightly skewed grids, and are generally oriented perpendicular to the Harlem River.

Streetscape Elements: Many of the streets within the industrial portions of the study area contain streetscape elements that detract from the pedestrian environment and visual quality, such as curb cuts and loading docks of industrial uses, chain link fences surrounding parking lots and the Park Avenue corridor, and overhead utility lines on streets such as Rider Avenue, where graffiti is also present on roll-down metal garage doors. Pole and wall-mounted signage and billboards are oriented towards motorists for the most part. Billboard size signs are prevalent along the waterfront and the study area's highway and rail corridors.

The northern section of the Grand Concourse subarea contains streetscape elements reflecting the civic and educational uses that are present in this area, including street lights with banners, regularly spaced street trees, and a raised median. Hostos Community College campus on the Grand Concourse acts as a hub of activity, and there is a pedestrian overpass over the Grand Concourse connecting two of its buildings, highlighted by a prominent sign indicating the presence of this growing institution of higher learning in the South Bronx. Other placards and signs in this area celebrate the culture and heritage of the borough.

A Grand Concourse streetscape improvement program with traffic safety measures and landscaping improvements was implemented for the Grand Concourse in the late 1990's. More recently, in 2005, sections of the Grand Concourse to the north of the study area were the subject of federally funded capital improvements intended to make the Grand Concourse a safer and more pedestrian friendly boulevard. Phase 1 of these improvements is nearly complete and encompass the Grand Concourse from East 161st Street to East 166th Street. Phase 2 of the Grand Concourse improvements will extend from East 166th to East 171st Street.[2]

Adjacent to the Metro North right-of-way and around the Major Deegan near the southern end of the study area are landscaped open spaces that are generally void of pedestrian activities and amenities. Park Avenue runs parallel to the railroad right-of-

[2] Office of Congressman José E. Serrano Press Report, August 14, 2005 (see website http://serrano.house.gov/PressRelease.aspx?NewsID=1057).

way on its eastern side and has a low-scale industrial context. The rezoning study area generally lacks streetscape improvements, with the exception of parkland landscaping and sidewalks along the Grand Concourse near Hostos Community College, with amenities including banners and a narrow raised median with brick pavers on some portions.

Natural Features and Topography: The rezoning study area is urbanized and densely developed, and is within an area of low natural resource sensitivity. Topography of the rezoning study area rises from the Harlem River to a high point at elevation of approximately + 40 in the vicinity of the Grand Concourse, and drops off slightly on its flatter eastern and southern portions. The Metro North Railroad right-of-way runs in a deep cut parallel to Park Avenue in the study area's northern half, and is elevated before its bridge crossing of the Harlem River on the south.

Aside from the Harlem River, natural features within the study area (refer to Chapter 3.9, "Natural Resources") are limited due to the industrial nature of the majority of the area and general absence of parkland resources that are heavily landscaped or that remain in a natural state (Franz Sigel Park being the only exception). The area's Harlem River shoreline mostly consists of bulkhead or rip rap, and the Oak Point Rail Link parallels the shoreline on piers within the Harlem River approximately 15 feet from the shoreline.

Remaining wooded areas are limited to a strip of steeply sloping land adjacent to the west side of the Metro North railroad tracks. There are wide expanses of landscaped open spaces south of East 138th Street surrounding the ramps of the Major Deegan Expressway.

Urban Design – Rezoning Study Area

The analysis of urban design and visual resources is divided into a study area including and surrounding the rezoning area. The rezoning study area is an approximately 30-block area in The Bronx generally bounded by the Harlem River on the west, East 149th Street on the north, Morris Avenue and Lincoln Avenue on the east, and the Major Deegan Expressway, and East 135th Street on the south. The rezoning study area is divided into three principal subareas consisting of the Grand Concourse subarea and the Canal/Rider subarea that are both entirely within the rezoning study area, with a Waterfront subarea that is split between the rezoning study area and the primary study area. Lincoln Hospital falls within the rezoning study area. For the purpose of this analysis it is described as part of the 149th Street/Concourse Village subarea, which is located mostly outside of the rezoning study area. The subareas are shown on Figure 3.7-2 and descriptions of the urban design features of each of the subareas follow below.

Grand Concourse Subarea

The thirteen-block Grand Concourse subarea contains the study area's only commercial

zoning district (C4-4), surrounding the northern portions of the Grand Concourse. This area includes the majority of the rezoning study area's educational and civic uses including Hostos Community College, PS 31 (currently vacant), and the Health Opportunities High School. Centered around the Grand Concourse, the triangular-shaped Grand Concourse subarea encompasses blocks between the Major Deegan Expressway and Park Avenue. On its eastern side it contains the Metro North Railroad right-of-way.

This subarea contains eight projected new construction development sites (Sites 5, 6, 7, 9, 13, 14, 15 and 16), of which three are assemblages (Sites 6, 7 and 14), and four are projected conversion sites (Sites 8, 10, 11, and 12). There are also 15 potential new construction development sites in this area (Sites 37-43 and 45-52), of which three are assemblage (Sites 37, 42 and 46), and one is a potential conversion site (Site 44).

The Major Deegan Expressway provides a visual barrier to the west while the Park Avenue rail cut physically separates the subarea from areas to the east, with bridge crossings of the rail cut at East 138th Street, East 144th Street, and East 149th Street. The southern half of this subarea is the least defined in terms of its urban design character, with a mix of industrial, automotive and storage-related uses. In its northern area, where there is considerable pedestrian activity, this subarea's urban design assets include streetscape improvements along the Grand Concourse and award-winning modern architecture associated with Hostos Community College and the landmarked Bronx Central Annex, US Post Office. The subarea is anchored on its northern end by the 149th Street-Grand Concourse Station of the IRT #2, #4, #5 and #6 subway lines, and on the south by the 138th Street Station of the IRT #4 and #5 subway lines. Figure 3.7-4 provides photographs illustrating this area.

Figure 3.7-4
Urban Design: Grand Concourse Subarea



(1) Grand Concourse viewed looking north to East 149th Street.



(2) Grand Concourse viewed looking south from East 146th Street vicinity.

Figure 3.7-4 (continued)
Urban Design: Grand Concourse Subarea



(3) Gerard Avenue viewed looking south from East 149th Street vicinity.



(4) Industrial loft buildings viewed looking east on East 144th Street from Exterior Street.

Figure 3.7-4 (continued)
Urban Design: Grand Concourse Subarea



(5) East 146th Street looking east from Exterior Street.



(6) Auto-related uses on Grand Concourse viewed looking northeast in vicinity of East 140th Street.

Figure 3.7-4 (continued)
Urban Design: Grand Concourse Subarea



(7) Grand Concourse viewed looking south from East 149th Street.



(8) Grand Concourse Tenement-style apartment buildings north of East 144th Street (east side of Grand Concourse).

Building Bulk, Use, and Type: The Grand Concourse subarea contains a wide variety of uses, building types, and building bulk features, ranging from low-rise car wash and gas station uses, to mid-rise, tenement-style residential buildings, industrial lofts, and bulky institutional buildings. Building heights range from one to 12 stories, with FARs as high as approximately 11 FAR. Building coverage similarly varies, ranging from full and high coverage buildings in the northwestern half of the subarea to low coverage auto-related and parking uses in the southern portions, and adjacent to the Park Avenue rail cut.

The most prominent buildings in this subarea are those of Hostos Community College, whose campus covers portions of four blocks from East 144th to East 149th Streets, centered around the Grand Concourse. Implementation of the College's 1986 Master Plan has included construction of the Allied Health building in 1990 and the East Academic Complex in 1994 just south of East 149th Street, connected by a covered pedestrian overpass over the Grand Concourse. The Savoy Manor building to the east was completed in 1997. The College's modernist style buildings include the six-story Shirley J. Hinds Allied Health and Science Complex, which has received several architectural awards. Besides classrooms, other campus facilities include its Dental Hygiene Program, the Hostos-Lincoln Academy High School, a dental clinic, chemistry and biology laboratories, as well as administrative offices, a gymnasium, the Main Theater and the Hostos Repertory Theater (with 950 and 350 seats, respectively), an art gallery, and a bookstore.

The majority of the blocks in this study area contain manufacturing and auto-service-related buildings. The western half of the area is the most industrial, with boxy buildings that are generally high coverage, and built to their lot lines. Visible from Manhattan is the partially occupied industrial loft building located at East 144th Street and Gerard Avenue, with its large, nearly full coverage building footprint and 12-story building height.

The Grand Concourse is an historic boulevard that is one of the most prominent urban design elements in this subarea. Although the five residential buildings around East 144th Street in this subarea are not landmark structures, their scale, configuration, brick construction, tenement form characteristic of early 20th century housing, and façade ornamentation provide an urban design reference for the more architecturally distinct sections of the Grand Concourse Boulevard that are located to the north, where the Special Grand Concourse District extends from north of East 153rd Street to Mosholu Parkway. This special district includes bulk and design regulations that are intended to protect its historic character and distinctive art deco composition and scale.

The southern blocks of the Grand Concourse subarea are the least pedestrian-oriented or defined in terms of building bulk, use and types, with one-story auto-service related uses and multi-storied storage facilities located on irregularly shaped parcels that abut the heavily trafficked East 138th Street and Major Deegan Expressway highway ramps. Landscaped open spaces around the highway interchange in this area provide green

space, although only for aesthetic purposes. The Metro North viaduct rises from the Park Avenue cut just north of East 138th Street and creates a partial visual barrier as it traverses the waterfront on its bridge approach. Its stone arched overpass enhances the visual quality of East 138th Street.

Building Arrangement: Western portions of this subarea have a consistent pattern of high coverage industrial buildings oriented to the street grid. Hostos Community College buildings are more varied in their layout but maintain a strong streetwall along the Grand Concourse that is continued to the south with mid-rise apartment buildings just north and south of East 144th Street. Further to the south along the Grand Concourse are heavy commercial and industrial uses constructed over varying periods and lacking a consistent streetwall and pattern of building arrangement. Surface parking lots and outdoor storage also detract from the subarea's urban form and interrupt the building arrangement on blocks.

Block Form and Street Pattern: Interior portions of this subarea have a regular grid pattern block form aligned with three north-south running avenues. Aside from East 149th Street, the edges of the subarea are defined by angled roadways that create irregularly shaped blocks.

Streetscape Elements: Street trees are located along the northern section of the Grand Concourse and within landscaped open space around the interchange of the Major Deegan Expressway. The remainder of the industrial portions of the subarea lack regularly planted street trees. The Grand Concourse benefits from past streetscape improvement programs, with banners on streetlights, flags and prominent signage of Hostos Community College signaling the role of the area around East 149th Street and the Grand Concourse as a civic and educational hub. A mix of retail signage types, varying even on the facades of individual apartment buildings, and varied signage orientation and location on lot frontages in the southern portions of the Grand Concourse, detract from the coherence of the area's streetscape.

Some open portions of lots in this subarea are overgrown, although most portions of the area's lots that are not occupied by buildings are used for storage or at-grade parking. Security fencing and walls detract from the quality of the streetscape in the vicinity of the 138th Street subway station entrance.

Street Hierarchy: East 149th Street and East 138th Street are the subarea's major cross-town arterials, with East 144th Street also providing access across the Metro North rail cut. North-south running roadways including Gerard and Walton Avenues and Exterior Street provide local business access, while the Grand Concourse is a major north-south arterial terminating at the Major Deegan Expressway southbound ramp. The Major Deegan Expressway provides access to the region's highway network and is one of the principal points of access to Manhattan and New York City from Westchester County and points north.

Natural Features and Topography: There are no significant natural or topographic features within the Grand Concourse subarea, although several of its northwestern blocks have partly overgrown and wooded portions of some lots. There is a slight increase in elevation on cross streets to the east of Exterior Street, while the Metro North right-of-way runs in a deep cut north of East 138th Street, with the steep drop in topography on its western side either treated with retaining walls or left as overgrown, sloping land.

Canal/Rider Subarea

The 20-block Canal/Rider subarea is solidly industrial within its core blocks west of Rider Avenue between East 138th Street and East 144th Street. There is a greater mix of non-residential uses south of East 138th Street and east of Rider Avenue, where limited residential development and Public School 183 can be found north of East 140th Street, including a new school ball field. With the subarea's edges defined by the superblock of Lincoln Hospital to the north, the Major Deegan Expressway to the south, Park Avenue and the Metro North right-of-way to the west, and large scale public housing complexes to the east, this subarea is relatively isolated from surrounding areas and through traffic is limited due to the lack of east-west connections and the physical barrier of the Hospital. Third Avenue provides pedestrian and vehicular access to Manhattan over the Third Avenue Bridge.

Within the Canal/Rider subarea, the reasonable worst case development scenario (RWCDS) under the proposed rezoning includes eight projected new construction sites, seven projected conversion sites, 14 potential new construction sites, and 13 potential conversion sites. Sites that are envisioned for projected and potential conversions are concentrated between Canal Place and Rider Avenue, and on other blocks where there are older manufacturing buildings and lofts that could be attractive for reuse and potential residential occupancy. Images of the Canal/Rider subarea are presented on Figure 3.7-5.

Building Bulk, Use, and Type: Buildings in this subarea are generally under five stories in height, with full and high coverage industrial buildings occupying most of the blocks between Rider Avenue and Park Avenue. Manufacturing uses in the subarea's industrial core range from warehouse and distribution-related businesses to industrial processing such as injection molding and welding establishments. Southern and eastern blocks contain a greater diversity of uses ranging from surface parking to active industrial uses, and an adult entertainment establishment. While the older industrial buildings are generally built to their lot lines north of East 138th Street, the buildings on the southernmost blocks area interspersed among surface parking or vacant lots, with no overall pattern of building arrangement. Building densities range considerably, although much of the area is characterized by the low-rise, enclosed industrial uses that typify M1 districts. Nineteenth century industrial buildings with distinct façade ornamentation give portions of Rider Avenue and Canal Place a historical industrial quality, while the Board of Trade Building at 270 East 137th Street, built in 1912, is an ornate Neo-Classical structure that recalls the historical role of the area related to

commerce, the growth of the Borough of The Bronx, and the area's earlier industrial functions involving ironworks and transport (Canal Place originally contained the Mott Haven Canal that was part of the New York State canal system).

Building Arrangement: Buildings are generally built to their lot lines in this subarea, although south of East 138th Street are numerous smaller structures that are free-standing on their lots and surrounded by parking. An irregularly-shaped block in the northeastern corner of the subarea contains smaller, wood frame row houses that are arranged at right angles to East 142nd Street but face Morris Avenue at an angle.

Figure 3.7-5
Urban Design: Canal/Rider Subarea



(1) Rider Avenue viewed looking south from East 144th Street.



(2) Park Avenue and East 140th Street viewed from Metro North Railroad right-of-way.

Figure 3.7-5 (continued)
Urban Design: Canal/Rider Subarea



(3) East 142nd Street viewed looking east from Rider Avenue with row houses to the right.

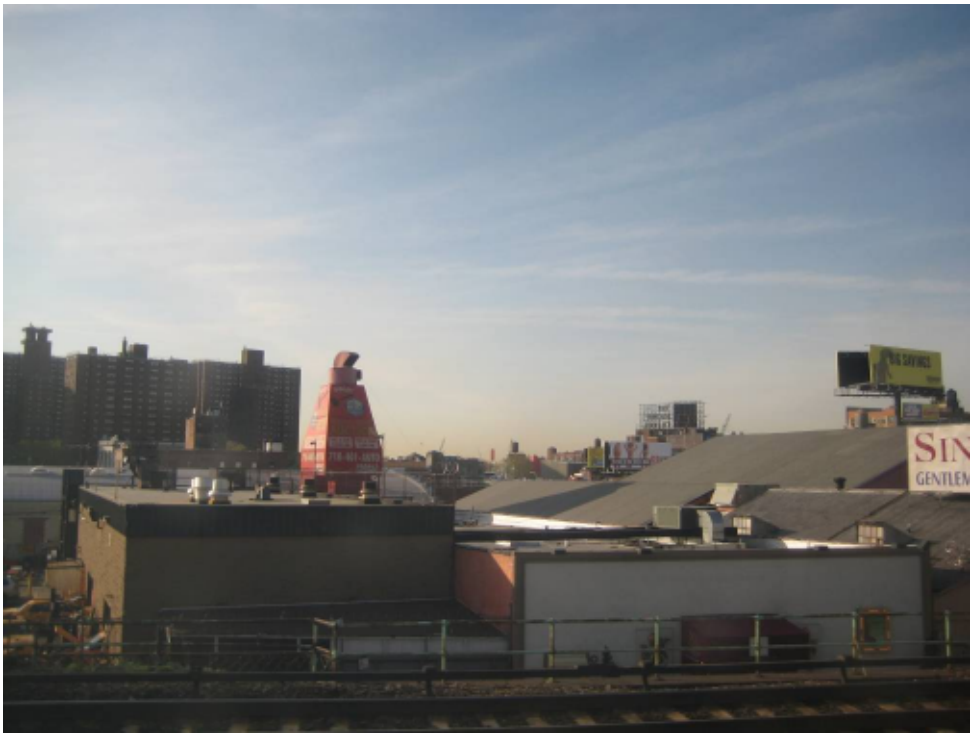


(4) East 139th Street viewed looking west from Third Avenue.

Figure 3.7-5 (continued)
Urban Design: Canal/Rider Subarea



(5) View towards Madison Avenue Bridge and Manhattan from East 138th Street and Rider Avenue.



(6) Park Avenue viewed from Metro North right-of-way at East 137th Street.

Blockform and Street Pattern: The blockform in this subarea reflects a regular grid pattern for the interior blocks between Rider Avenue and Canal Street West, with these linear interior blocks trending in a north-south south direction as opposed to the east-west trending blocks of the historical Mott Haven neighborhood to the east. The subarea's street grid follows the orientation of Park Avenue, and is angled slightly to the west below East 138th Street similar to Park Avenue. Irregularly-shaped blocks comprise the eastern edge of the subarea as a result of the skewed angle of Third Avenue and several short cross streets (East 142nd and East 141st Street).

Streetscape Elements: The Metro North right-of-way creates a barrier to the west that is lined with chain link fencing north of the East 138th Street and runs on an elevated viaduct south of East 138th Street. Industrial blocks are generally void of streetscape amenities such as street trees. Poor sidewalk conditions in some locations and numerous roll-down security gates detract from the appearance of the area, as do overhead utility lines on Rider Avenue and rooftop barbed wire on many of the area's industrial buildings. Numerous active loading docks that are present reflect the utilitarian nature of the subarea's streetscape elements, aside from the institutional and residential blocks on the eastern edge of the subarea north of East 140th Street. The adult cabaret at 2520 Park Avenue has a prominent awning and signage, and there are billboards facing the Metro North right-of-way that are mostly oriented toward commuters. Other streetscape elements along Park Avenue that detract from the character of the area include empty rooftop billboard frames and a partly demolished industrial building.

Street Hierarchy: The Canal/Rider subarea primarily contains local streets that provide access to the businesses that are present in this area. Park Avenue is a collector roadway and the Morris Avenue/Third Avenue corridor is the subarea's only north-south running arterial. Third Avenue extends at grade beneath the Major Deegan Expressway and provides pedestrian access between Manhattan and The Bronx.

Natural Features and Topography: There are no significant natural or topographic features within the Canal/Rider subarea. A retaining wall lines the east side of the Metro-North Railroad right-of-way adjacent to Park Avenue south of East 144th Street where the rail line becomes elevated. Much of this subarea comprises low-lying lands that are designated as Flood Area in Zone X by the Federal Emergency Management Agency (FEMA).

Waterfront Subarea

The Waterfront subarea contains three linear blocks in the proposed rezoning area that extend from 200 to 400 feet west of Exterior Street to the Harlem River. Heavy industrial uses characterize this subarea, which is zoned M2-1, versus the M1-2 and C4-4 zoning of the majority of rest of the proposed rezoning area. Businesses in its northern portion include a concrete manufacturing plant, while its southern portions contain light industrial and warehouse uses, self storage, and a moving company with outdoor truck storage. This subarea contains seven full blocks on its northern end that are outside of the proposed rezoning area, with the Gateway Center retail development, which is now

under construction, and the remainder of the former Bronx Terminal Market extending into this area.

Transportation infrastructure establishes the subarea's boundaries within the rezoning area portion of this subarea, including the Oak Point Rail Link that runs parallel to the shoreline, and the elevated Major Deegan Expressway. Bridge crossings of the Harlem River are located at East 138th Street, East 149th Street, and Park Avenue, several of them being historic cast iron structures such as the picturesque 145th Street Bridge on the north, a swing bridge that was completed in 1894.

The Waterfront subarea is the least dense of the six subareas, with existing FAR's ranging to only 2.3 FAR. The partially completed Gateway Center retail complex, which is located north of East 149th Street and west of Cromwell Avenue, and which overlaps with the northern section of the Waterfront subarea, is taller than other existing development in its vicinity, at a height of 96 feet at its tallest point, with a six-story parking garage.

Public views of the waterfront and public access to the waterfront are limited. Some inland views of Manhattan are available through the Waterfront subarea from cross streets including East 149th Street. East 138th Street runs to the shoreline below the Madison Avenue Bridge, where it is separated from the Harlem River by a chain link fence. Sweeping views of the water's edge extending the full length of the rezoning study area and beyond are available to pedestrians on the sidewalk of the Madison Avenue Bridge, as well as to commuters on Metro-North trains crossing the Park Avenue Railroad Bridge. After dark, the illuminated moving company warehouse building that is located just north of Park Avenue comprises a prominent visual asset along the study area waterfront.

This subarea contains four projected new construction sites, five potential new construction sites, one potential conversion site and the proposed Lower Concourse Park. Images of existing development in the Waterfront subarea are presented on Figure 3.7-6.

Building Bulk, Use, and Type: Within the proposed rezoning area, this subarea is almost solidly industrial and light industrial (including warehouses), aside from limited amounts of vacant land on the waterfront. There are no waterfront public access points or pedestrian destinations. However, its northern sections outside of the rezoning area contain some parkland and abut residential uses to the east facing Walton Avenue. Northwest of Park Avenue are older warehouse buildings that have been reused by a moving company. The concrete manufacturing business to the north contains a newer building with office space, though its lot mostly consists of open area used for storage, circulation and material processing. Waterfront properties are for the most part fenced off from Exterior Street. Aside from the Gateway Center retail site that is under construction, buildings are generally low-rise and low coverage.

Figure 3.7-6
Urban Design: Waterfront Subarea



(1) Waterfront subarea viewed looking north from Madison Avenue Bridge.



(2) Exterior Street viewed looking north from East 138th Street.

Figure 3.7-6 (continued)
Urban Design: Waterfront Subarea



(3) Waterfront subarea viewed looking north from Park Avenue Bridge in vicinity of East 136th Street and Exterior Street.



(4) Exterior Street looking northeast from just south of East 144th Street (below the Major Deegan Expressway).

Figure 3.7-6 (continued)
Urban Design: Waterfront Subarea



(5) River Avenue looking north from East 146th Street.



(6) Concrete manufacturing facility south of East 149th Street viewed looking west from Exterior Street.

Figure 3.7-6 (continued)
Urban Design: Waterfront Subarea



(7) Waterfront subarea viewed north from East 149th Street and River Avenue with Bronx Terminal Market building to the left.



(8) Major Deegan Expressway and 145th Street Bridge viewed looking west from East 149th Street.

Building Arrangement: Streetwalls of buildings in the Waterfront subarea south of East 149th Street are generally aligned with Exterior Street, with building footprints being oriented perpendicular to the shoreline. North of East 149th Street, buildings are aligned with north-south running streets that are present in this area including Cromwell Avenue, River Avenue and Gerard Avenue.

Blockform and Street Pattern: Blocks in this subarea are irregular in shape either due to the curvature of Exterior Street or the offset alignment of East 151st Street and East 149th Street. The Metro North right-of-way runs in a northwesterly direction at the northern edge of this subarea and establishes the street pattern on the northern end of the subarea with several cross streets running parallel to it.

Streetscape Elements: Aside from street trees facing River Avenue south of East 151st Street, a bike lane on Gerard Avenue and the art deco façade elements of the remaining building of the former Bronx Terminal Market complex, streetscape amenities are lacking in this subarea. Sidewalks surrounding a paved parking lot for Yankee Stadium located on the east side of River Avenue south of East 151st Street are lined with old growth street trees that give this area a leafy quality reflecting the reputation of The Bronx as the "borough of parks." Exterior Street, which has a high degree of debris present, is covered by highway viaduct with support columns, parked vehicles, and truck loading and unloading activities extending onto its sidewalks. This subarea contains some deteriorated sidewalk conditions and buildings with graffiti present, and is characterized by streetscapes that mostly have an industrial quality. The Gateway Center project, a major retail development, is in construction on the northern end of the subarea. The former Bronx Terminal Market site on the western side of River Avenue is lined with Jersey Barriers and construction fencing and is currently under construction for reuse as part of Gateway Center.

Street Hierarchy: The Major Deegan Expressway (interstate highway I-87) runs on an elevated viaduct over Exterior Street. Exterior Street is not conducive to pedestrian activity, with significant truck traffic and dust associated with adjacent industrial operations and materials storage. Gerard Avenue contains a marked bicycle lane and is one of four north-south local roadways in this area. East-west running roadways in this area terminate at Exterior Street, with the exception of East 138th Street and East 149th Street that both provide bridge access to Manhattan.

Natural Features and Topography: There are no significant natural or topographic features within the Waterfront subarea with the exception of the Harlem River. The subarea does not include any of the following natural resources: state-regulated freshwater wetlands, beaches, dunes, bluffs, thickets, significant grasslands, meadows, woodlands, forests or areas identified in the *CEQR Technical Manual* as having a special natural resource designation. The study area does include tidal wetlands, but these exist in a narrow strip along bulkheaded shoreline on the Harlem River. The study area includes an area within the limits of the designated coastal zone for the Harlem River. The Harlem River is narrow in this vicinity, with northern Manhattan on its western shore, and is traversed by several bridge crossings. Its shoreline is partly lined with bulkhead in this area, with some shoreline areas consisting of riprap, debris, timber pile-

supported low-level concrete relieving platform, timber cribbing, and steel sheet pile bulkhead. The Oak Point Rail Link freight rail tracks are built on piers a short distance from the shoreline. As stated above, there are relatively few street trees with the notable exception of trees lining a parking lot on the east side of River Avenue south of East 151st Street. Topography of the area is flat west of Exterior Street, and slopes downward from the Grand Concourse to the east. West of Exterior Street are low lands adjacent to and near the Harlem River that are designated Special Flood Hazard Areas.

Urban Design – Primary Study Area

The urban design primary study area is defined as the area contained within a ¼- mile radius from the rezoning study area. The primary study area is generally bounded by the Harlem River on the south and west, Willis Avenue on the east, and East 154th Street on the north. The boundaries of the primary study area are shown on Figure 3.7-1.

149th Street/Concourse Village Subarea

The 149th Street/Concourse Village subarea is located adjacent to the north and northeast of the proposed rezoning area. It is located outside of the proposed rezoning study area with the exception of the block containing Lincoln Hospital. This subarea contains portions of two retail corridors with considerable pedestrian activity and includes two major institutional uses (Lincoln Hospital and the Bronx General Post Office - a regional mail processing facility).

Within this roughly 20-block area are residential uses including older rowhouses on East 150th Street and East 151st Street, and along Walton Avenue. Past urban renewal actions have shaped block and building form in this area, including the Melrose Houses complex, a 1,020-unit, 14-story public housing complex extending north of East 153rd Street between Morris and Courtland Avenues. The Mott Haven Junction of Metro North Railroad is deeply recessed from its surrounding blocks and comprises approximately one quarter of the subarea's land area. It contains the "Y" split of the active Harlem Line and Hudson Line tracks of Metro North Railroad, with institutional development now occurring on its northern end (Mott Haven School Complex).

In the southeastern portions of the subarea are retail blocks that comprise the western extent of The Hub Third Avenue district, a major retail center that occupies blocks surrounding the intersections of East 149th Street, Third Avenue, and Westchester Avenue. Historic rowhouses occupy cross streets east of Morris Avenue and south of East 151st Street. Images of existing development in the 149th Street/Concourse Village subarea are presented on Figure 3.7-7.

Figure 3.7-7
Urban Design: 149th/Concourse Village Subarea



(1) East 149th Street looking northeast towards the Grand Concourse.



(2) Melrose Houses (to rear) and the Mott Haven Junction (foreground).

Figure 3.7-6 (continued)
Urban Design: 149th/Concourse Village Subarea



(3) East 151st Street viewed looking west from Courtlandt Avenue.



(4) Lincoln Hospital viewed looking southwest from East 149th Street.

Figure 3.7-6 (continued)
Urban Design: 149th/Concourse Village Subarea



(5) Grand Concourse viewed looking northwest from East 150th Street.



(6) Walton Avenue viewed looking south from East 151st Street.

Building Bulk, Use, and Type: Land use and building form characteristics within the 149th Street/Concourse Village subarea are roughly divided between blocks that contain large, single-use residential, governmental, education or institutional buildings, and blocks located generally on the eastern and western sides of the subarea that contain smaller-scale, older development on narrow lots. The 16-acre Franz Sigel Park overlaps with the subarea to the north, to the west of the Grand Concourse.

Building heights range up to 25 stories for one modern apartment complex in this subarea while the majority of the subarea's buildings on narrow lots are four stories or less, including both tenement-style buildings and 19th century rowhouses. Other larger residential buildings in the subarea include New York City Housing Authority (NYCHA) complexes. Lincoln Hospital is the largest of the non-residential buildings in the subarea. Its red brick, high-rise hospital wings are topped with hospital signage south of 149th Street and are a prominent visual landmark that can be seen from surrounding areas.

The wide Grand Concourse Boulevard, lined by Franz Sigel Park north of East 151st Street, crosses over the Metro North Railroad Hudson Line right-of-way on a bridge at East 151st Street and contains transitional uses in this area, ranging from retail to residential. The consistent streetwall of mid-rise apartment buildings that distinguish the overall Grand Concourse Boulevard begins at the northern edge of this subarea north of East 153rd Street. The National Register Grand Concourse Historic District begins in this area in the vicinity of Franz Sigel Park, with its consistent streetwall of mid-rise apartment buildings. South of the Historic District in this area the Grand Concourse contains modern development, with several restaurants and convenience goods stores. The New York City Landmark and National Register listed Bronx General Post Office is located on the northeast corner of East 149th Street and the Grand Concourse. This large, one-story building contains an arched façade and famous WPA-era murals in its interior.

Building Arrangement: Buildings on narrow lots comprising the generally older development of this subarea are mostly built to either their front lot lines, or are set back slightly from the street with consistent front yard setbacks. Area rowhouses have deep rear yards. The large, modern residential apartment complexes include tower-in-the-park type building configurations. Commercial development around The Hub Third Avenue retail district generally includes higher coverage buildings that are built to the front lot line.

Blockform and Street Pattern: Blocks are laid out in a grid pattern in this area with the exception of blocks that abut diagonally running streets and corridors, including East 151st Street and Park Avenue. Lincoln Hospital occupies an irregularly shaped superblock that covers an area of three city blocks. Other blocks have been consolidated for the construction of several of the subarea's residential apartment complexes. The Metro North Railroad right-of-way and former Mott Haven Rail Yard create a physical barrier separating neighborhoods to the east and west.

Streetscape Elements: The intersection of East 149th Street and the Grand Concourse at the subarea's southern edge is a hub of pedestrian activity associated with Hostos Community College, the 149th Street-Grand Concourse subway station, and retail development. East 149th Street on the eastern end of this subarea is also a significant pedestrian hub and regional retail destination, with an active streetscape and proliferation of retail signage exhibiting a wide range of materials and colors.

As described earlier, the Grand Concourse contains banners, a median, and other streetscape elements that reflect its important civic and institutional functions. These include the Felipe Lopez Walk of Fame on East 150th Street. A pedestrian path into Franz Sigel Park rises from the Grand Concourse at East 153rd Street, and the Bronx General Post Office is lined with flag poles that accentuate its federal government architecture.

Street Hierarchy: East 149th Street is the main arterial roadway traversing this subarea from east to west, with Morris Avenue and the Grand Concourse being the subarea's major north-south running arterials. The Grand Concourse is a wide, boulevard-style roadway with a center median that widens north of East 153rd Street, where there is a consistent streetwall of mid-rise, early 20th century art deco buildings. Morris and Courtlandt Avenues contain ground-floor retail establishments catering to the local neighborhood, while remaining streets such as East 150th Street and East 151st Street are local roadways providing access to residential development.

Natural Features and Topography: There is vegetation and steeply sloping land adjacent to the Metro North Railroad tracks in this subarea and exposed bedrock resulting from excavation that lines the railroad right-of-way. While the subarea is urbanized and densely developed, there is sloping land and old growth trees within the southern end of Franz Sigel Park. Franz Sigel Park contains passive recreational areas and is mainly comprised of walkways traversing the park on two levels. The gently sloping topography of the subarea is broken by the deep cut of the former Mott Haven Rail Yard, and the steep grade changes of Franz Sigel Park. Retaining walls line both of these features adjacent to the Grand Concourse and below Park Avenue.

Mott Haven Subarea

The Mott Haven subarea, located to the east and outside of the proposed rezoning area, contains 21 blocks between Morris Avenue and Willis Avenue, between East 147th Street and the Major Deegan Expressway. Its area is roughly divided between superblocks containing public housing complexes and east-west oriented blocks containing finer-grained, mixed-use development and rowhouses, including those within the Mott Haven Historic District that is centered on Alexander Avenue between East 138th Street and East 140th Street.

The Mott Haven subarea is the most residential of the six subareas. It is zoned R6 with commercial overlays on Third Avenue and East 138th Street. Third Avenue cuts through this subarea diagonally, establishing the irregular shape of the majority of the subarea's blocks, five of which are superblocks that extend over 1,000 feet in length.

The Mott Haven subarea comprises the western side of the larger Mott Haven neighborhood, with its northern boundary abutting The Hub Third Avenue retail district. On its western side, the Patterson Houses and Mitchel Houses NYCHA complexes create a visual barrier between the proposed rezoning area and the larger Mott Haven neighborhood to the east. There are only four cross streets that extend across Morris Avenue from East 135th Street to East 148th Street. The Mott Haven subarea is shown on Figure 3.7-8.

Building Bulk, Use, and Type: Building bulk characteristics in this subarea are dominated by the area's three NYCHA complexes: Mitchel Houses, Patterson Houses and Mott Haven Houses. With building heights of up to 22 stories, these are typical NYCHA public housing complexes, with multiple mid-rise and high-rise buildings set in landscaped open space. These buildings contrast with those located on blocks between East 138th Street and East 141st Street, and north of East 145th Street, which contain low-rise, mixed-use development, including historic rowhouses. Noteworthy non-residential buildings in the Mott Haven Historic District include St. Jerome's Catholic Church and School, the Mott Haven Public Library and the NYPD 40th Precinct stationhouse.

Building Arrangement: Most of the blocks in this subarea have buildings that are arranged to align with the area's grid pattern. This is the case for smaller sized lots that contain rowhouses with consistent building streetwalls, as well as for two of the area's three public housing complexes, with large footprint buildings also arranged in a perpendicular layout, though with deep front yard setbacks. Patterson Houses, with 15 separate public housing apartment buildings, is an exception, with its "X" shaped buildings oriented in multiple directions.

Figure 3.7-8
Urban Design: Mott Haven Subarea



(1) Patterson Houses NYCHA public housing complex viewed looking east on 143rd Street from Morris Avenue.



(2) Alexander Avenue viewed looking south from East 142nd Street.

Figure 3.7-8 (continued)
Urban Design: Mott Haven Subarea



(3) East 140th Street viewed looking east from Alexander Avenue.



(4) East 138th Street looking southeast from Willis Avenue.

Figure 3.7-8 (continued)
Urban Design: Mott Haven Subarea



(5) Alexander Avenue viewed looking south from East 137th Street.



(6) Graham Triangle at East 138th Street and Third Avenue viewed looking northeast.

Blockform and Street Pattern*:* Patterson Houses occupies two large, irregularly-shaped blocks to the northwest of Third Avenue, with most of the remainder of the blocks west of the Third Avenue having triangular or irregular shapes. Southeast of Third Avenue, blocks are aligned with the regular grid pattern of the larger Mott Haven neighborhood to the east. As mentioned above, there is limited east-west access due to the discontinuity of streets that terminate at the large superblocks containing public housing.

Streetscape Elements: Prominent streetscape elements that are also urban design assets in the Mott Haven subarea include historic rowhouse facades of the Mott Haven Historic District, and landscaping on the periphery of the area's public housing complexes. There are multiple sign types and entry canopies to retail uses along Third Avenue.

Street Hierarchy: East 138th Street, Third Avenue and Morris Avenue are arterial roadways in this subarea, with the Major Deegan Expressway, which is an interstate highway, forming the subarea's southern boundary. Willis Avenue, which forms the subarea's eastern boundary, is the only collector roadway in the area, with the remainder of the subarea's roadways being local streets.

Natural Features and Topography: There are no significant natural or topographic features within the Mott Haven subarea.

Port Morris Subarea

The Port Morris subarea is located to the south of the rezoning area and the Mott Haven subarea, between the Major Deegan Expressway and the Harlem River. It covers eight blocks and a portion of the Harlem River Yards, and is part of the Port Morris Special Mixed Use District. Industrial uses on East 132nd Street adjacent to the Harlem River Yards include warehouses, construction material and supply stores, auto repair shops, and manufacturing businesses. A mixed-use district of residential and industrial uses extends for several blocks north of Bruckner Boulevard between Willis Avenue and Lincoln Avenue, where four-story residential buildings with ground-floor retail are part of the area's emerging antiques district. Newly constructed self storage facilities are located on the waterfront on the western side of the subarea. The smallest of the six subareas, the Port Morris subarea is physically isolated from its surrounding blocks in the study area due to the presence of the elevated Major Deegan Expressway and the Willis Avenue Bridge. Though largely industrial in character, this subarea has experienced new investment in its housing stock and revitalization of its storefronts on Bruckner Boulevard. Figure 3.7-9 presents images of the Port Morris subarea.

Port Morris has historically been a mixed-use neighborhood with residential, commercial, and light industrial uses. Residential conversions have occurred as manufacturing has left the area, and following the 1997 rezoning of the area as the city's first mixed-use district. The initial Port Morris Special Mixed Use District covered a five-block area along Bruckner Boulevard and was a catalyst for strengthening the area's

emerging antique businesses, and for revitalizing the upper floors of buildings, including residential conversions. In this area, Bruckner Boulevard is now known as the South Bronx Antique Row. The Department of City Planning recently extended the Port Morris Mixed Use District to eleven surrounding blocks, including those within the Lower Concourse Urban Design primary study area that were not included in the initial Port Morris Special Mixed Use District. The mixed-use zoning allows for medium density residential use and community facilities and covers blocks that are now occupied by industrial development and a new self storage facility, among other uses.

Figure 3.7-9
Urban Design: Port Morris Subarea



(1) Port Morris Antiques District viewed looking west on Bruckner Boulevard from Willis Avenue.



(2) Port Morris waterfront viewed looking northeast from Metro North Bridge.

Figure 3.7-9 (continued)
Urban Design: Port Morris Subarea



(3) Bruckner Boulevard and Third Avenue Bridge viewed looking west from Alexander Avenue.



(4) Alexander Avenue renovated storefront between East 134th Street and Bruckner Boulevard.

Figure 3.7-9 (continued)
Urban Design: Port Morris Subarea



(5) Bruckner Boulevard mixed-use buildings, northeast corner of Bruckner and Alexander Avenue.



(6) East 135th Street and Major Deegan Expressway viewed looking east from the Metro North right-of-way.

Building Bulk, Use, and Type: Land uses in this subarea are industrial and transportation-related south of Bruckner Boulevard, with some properties that are used for parking. New self storage buildings are located south of the Major Deegan Expressway and on the waterfront on the western end of this subarea. Older, larger industrial buildings include the bulky, five-story Estey Piano Company Factory building, located at 112-128 Lincoln Avenue, which is a designated New York City Landmark that was converted to live-in artist studios in 2002**.** Aside from the mixed-use buildings that face Bruckner Boulevard, residential uses in this subarea include smaller rowhouses facing East 134th Street and Lincoln Avenue.

Building Arrangement: Most of the residential buildings in this subarea are of a rowhouse configuration and are oriented perpendicular to their front lot line. The older industrial buildings, including residential conversions, consist of full or high coverage buildings oriented to their front lot lines. Self storage buildings occupying waterfront properties are oriented perpendicular to Third Avenue and Park Avenue. Storage and transportation related buildings within the Harlem River Yards are surrounded by surface parking and storage areas and are generally aligned with the angles of their surrounding streets such as Bruckner Boulevard and Lincoln Avenue.

Block Form and Street Pattern: The western end of the subarea west of Third Avenue is comprised of a large waterfront block containing a self storage business whose irregular shape is established by the shoreline of the Harlem River, as is the portion of the Harlem River Yard block south of East 132nd Street. The mixed-use area north of East 132nd Street reflects the regular grid street pattern of the larger Mott Haven neighborhood to the north and northeast, and the Manhattan street grid across the river.

Streetscape Elements: The mixed-use rowhouses on the north side of Bruckner Boulevard for the majority of the block to the east of Alexander Avenue have a consistent four story streetwall and approximately 20-foot lot widths. Similar fenestration and eaves on these buildings establishes a historic urban design context that has added to the attractiveness of this corridor as an antiques district. The industrial portions of this subarea to the south are characterized by a mix of large floor plate buildings such as 14 Bruckner Boulevard, and lots that contain open storage or parking. Other than revitalized storefronts and a two-block stretch of Bruckner Boulevard that has been improved with street trees and distinctive lighting, this subarea mostly lacks streetscape amenities such as street trees and furnishings. The Major Deegan Expressway crosses over the north-south running avenues and is surrounded by landscaped open space east of Lincoln Avenue. The three-story industrial building at 14 Bruckner Boulevard is topped with a billboard that is a prominent visual landmark that can be seen from the surrounding highways and bridges. A small number of vacant lots in this area have chain link fencing and contain debris.

Street Hierarchy: The Major Deegan Expressway, an interstate highway running the length of The Bronx with a connection to Manhattan, also traverses the Port Morris subarea. Drivers accessing the Third Avenue Bridge use Bruckner Boulevard for several blocks, and the approach ramp to the Third Avenue Bridge anchors the area's western

portion. Bruckner Boulevard is an arterial that connects to the Bruckner/Sheridan Expressway to the east with connections to the region's highway network. Lincoln Avenue, Alexander Avenue and Willis Avenue are arterials north of Bruckner Boulevard that continue south into the industrial areas of Port Morris, though not supporting through traffic. East 132nd Street and East 134th Street are local roads that provide access to residential and industrial uses.

Natural Features and Topography: Landscaped open space surrounds the Major Deegan Expressway east of Lincoln Avenue in this subarea, which slopes upward gently from the Harlem River. With the exception of its northeastern portions, this subarea comprises low lands adjacent to and near the Harlem River that are designated Special Flood Hazard Areas. The Oak Point Rail Link freight rail tracks run on piers within the Harlem River just south of the shoreline to the west of Lincoln Avenue.

VISUAL RESOURCES

Based on criteria outlined by the *CEQR Technical Manual*, a number of resources have been defined as having visual significance in the rezoning area and the quarter-mile primary study area. These resources include historic districts, waterfront views, views of significant historic and architectural landmarks, and open spaces. Table 3.7-1 lists these resources. Figure 3.7-10 illustrates the location of these resources, which are numbered according to the key provided in Table 3.7-1. Images of each of the landmark and important non-landmark buildings (National Register-Eligible) are presented in Chapter 3.6, and selected views of the principal visual resources appear in Figure 3.7-11. Further details about area parks are available in Chapter 3.4, "Open Space," while additional information on historic and architectural resources can be found in Chapter 3.6, "Historic Resources."

Aside from the Harlem River and long views of Manhattan, views to visual resources within the study area are generally short and are limited to the resource's immediate surroundings. Views to larger structures located on wide streets in the study area, such as the landmark Estey Piano Company Factory, the North Side Board of Trade Building and the Former Bronx Central Annex United Post Office, extend for numerous blocks and are defining features of their surrounding areas. However, the major elevated transportation elements of the study area -- the viaduct that supports the Major Deegan Expressway, the Metro-North right-of-way that partly runs on a viaduct, and elevated bridge approaches at Park Avenue and Third Avenue -- limit view corridors near the waterfront in parts of the study area. Long views of Manhattan buildings, primarily including views of high rise public housing, are available to the west from East 138th Street, East 140th Street and East 149th Street, and to the south from the Grand Concourse, Canal Place, Third, Morris, Walton and Park Avenues. Additional views to midtown Manhattan buildings are available to the south along Alexander and Park Avenue.

The visual resources of the Lower Concourse study area include National Register and New York City Landmark structures and districts. Historic districts include the LPC and National Register Mott Haven Historic Districts (#12) within the primary study area and the Grand Concourse Historic District located outside of the primary study but visible from it (#23). There are three individual designated landmarks within the rezoning study area. PS 31 and the Mott Avenue Control House are public buildings that fall within the Grand Concourse subarea. The North Side Board of Trade Building (NR listed potential) is a visually prominent landmark in the Canal/Rider subarea. Its three street elevations are symmetrically arranged, faced in stone and terra cotta, and are highly ornamented with classically inspired detailing.

Rezoning and primary subarea visual resources and locations of the views of them are described in the following table (see also Chapter 3.6, Historic Resources, for a description of each historic resource). The following paragraphs list the visual resources by subarea.

Grand Concourse Subarea:
Visual resources in the Grand Concourse subarea that are New York City Landmark and National Register-listed buildings include Resource #2, PS 31, and Resource #3, the Mott Avenue Control House. Other visual resources in this subarea include Resource #4, Deegan Rock and Resource #7, Garrison Playground.

Canal/Rider Subarea:
The previously mentioned National Register-listed North Side Board of Trade Building, Resource #1, is located in the Canal/Rider subarea. Other visual resources in this subarea include Resource #6, Graham Triangle.

Waterfront Subarea:
Within the rezoning study area, the Waterfront Subarea contains Resource #7, consisting of views of the Harlem River from east 138th Street, East 149th Street, the Madison Avenue Bridge, Park Avenue Bridge (Metro North) and the 145th Street Bridge. In the primary study area, the Waterfront subarea contains the National Register eligible Building D of the Bronx Terminal Market (Resource #11). Views of Yankee Stadium (Resource #14), which falls outside of the study area, are available from River Avenue in the primary study area.

149th Street/Concourse Village Subarea:
The 149th Street/Concourse Village Subarea contains Resource #10, the Bronx Central Annex, US Post Office, which is a National Register listed structure, and views of the Grand Concourse Historic District (Resource #23), which is a designated New York City Landmark. This subarea also contains all or portions of the open space resources including Resource #26, Franz Sigel Park, and Resource #27, Governor Smith Playground.

Mott Haven Subarea:
The Mott Haven subarea contains Resource #12, the Mott Haven Historic District, which is both a National Register and New York City Landmark historic district. The

boundaries of the LPC and National Register Mott Haven Historic Districts differ slightly, with the National Register Historic District extending beyond the New York City Landmark Historic District for three block portions north of East 140th Street. Individual New York City Landmark structures in this subarea include Resource #24, Firehouse Hook and Ladder, and Resource #25, 614 Courtlandt Avenue. Other visual resources in the Mott Haven subarea include Resource #15, Ryan Triangle; Resource #16, Clark Triangle; Resource #17, Mott Haven Playgrounds; Resource #18, Patterson Houses Open Space; Resource #19, Mitchel Houses Playgrounds; and, Resource #22, Lozada Playground.

Port Morris Subarea:
The Port Morris Subarea contains the New York City Landmark structure Estey Piano Factory (Resource #13), Resource #28, views of the Harlem River from the Third Avenue Bridge and other points in Port Morris, and three open spaces including Resource #20, the East 134th Street Green Street, and Resource #21, Pulaski Park.

Table 3.7-1: Visual Resources in the Lower Concourse Study Area

Visual Resources in the Rezoning Study Area				
Key #/ Subarea	Resource Name	Location	Resource Description	Description of Views
1 CR	North Side Board of Trade Building	270 East 137th Street	(Block 2318, Lot 22) Potentially NR	Visible from immediate surroundings
2 GC	PS 31, 425 Grand Concourse	425 Grand Concourse	(Block 2346, Lot 1) - NYCL and NR listed	Visible from immediate surroundings
3 GC	Mott Avenue Control House	East 149th Street Grand Concourse	(Block 2346) - NR listed	Visible from immediate surroundings
4 GC	Deegan Rock	E 138th Street, Grand Concourse, Major Deegan	Triangle: landscaped area, rock and large trees buffering the highway (DPR)	Visible from immediate surroundings
5 GC	Garrison Playground	E 146th Street and the Grand Concourse	Playground: swings, two slides, bars, benches, basketball hoops (DPR)	Visible from immediate surroundings
6 CR	Graham Triangle	E 137th to 138th Street, Third Avenue to Lincoln Avenue	Triangle (DPR)	Visible from immediate surroundings
7 WF	Harlem River and Long Views of Manhattan	Park Avenue to East 153rd Street	Waterfront views, Long Views of Manhattan to the south and west	Visible from bridge crossings and Park Avenue; intermittent views from Exterior Street, E. 138th St., E. 140th St. E. 149th St.; Walton and Park Avenues, Grand Concourse, Canal Place.
8 CR	Ryan Triangle	E 143rd to 144th Street, Morris Avenue	Triangle: landscaped area, shrubs, flag pole, rock (DPR)	Visible from immediate surroundings
Visual Resources in the Primary Study Area or Visible from the Rezoning Study Area				
9 149/CV	Bronx Central Annex, US Post Office(Block 2443, Lot 400)	558 Grand Concourse	NR listed, NYCLPC	Visible from immediate surroundings
10 MH	Patterson Playground	Morris and College Avenue	Playground: basketball courts, swings, benches, junior swings (DPR)	Visible from immediate surroundings
11 MH	Willis Playground	Willis Avenue, E 140th Street	Playground: basketball courts, seating area (DPR)	Visible from immediate surroundings
12 WF	Building D, Bronx Terminal Market	Intersection of River Avenue and East 149th Street	(Block 2356, Lot 20) - NR eligible	Visible from immediate surroundings

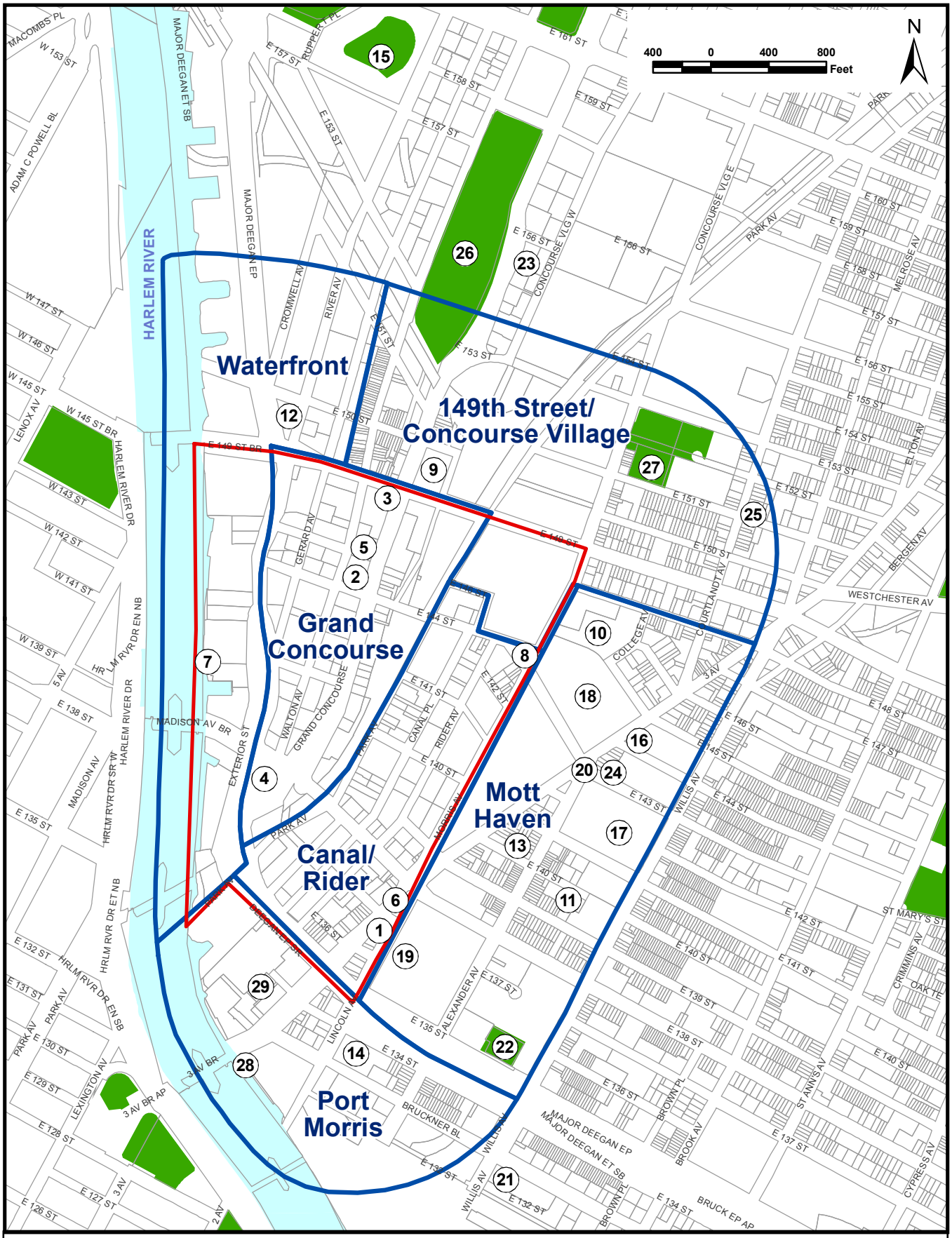
Table 3.7-1: Visual Resources in the Lower Concourse Study Area (continued)

Visual Resources in the Primary Study Area or Visible from the Rezoning Study Area				
Key #/ Subarea	Resource Name	Location	Resource Description	Description of Views
13 MH	Mott Haven Historic District, multiple block and lot numbers	Alexander Avenue, East 137th Street to East 142nd Street	NR, NYCL (NR Historic District slightly larger)	Visible from immediate surroundings
14 PM	Estey Piano Company Factory	112-128 Lincoln Avenue/ 270/278 East 134th Street/15-19 Bruckner Blvd	(Block 2309, Lot 1) - (NYCL)	Visible from immediate surroundings
15 WF	Yankee Stadium	E 157th to 161st Street, River Avenue to Ruppert Place	Stadium (not publicly accessible) with associated open spaces (DPR)	Visible from immediate surroundings and from Waterfront subarea
16 MH	Clark Playground	E 144th Street and Third Avenue	Playground under construction with two basketball courts, spray shower, swings, benches, game tables (DPR)	Visible from immediate surroundings
17 MH	Mott Haven Playgrounds	E 141st to 143rd Street, Alexander to Willis Avenue	Playgrounds: sprinklers, two jungle gyms, sitting area, basketball courts (NYC HA)	Visible from immediate surroundings
18 MH	Patterson Houses Open Space	E 138th to 143rd Street, Morris to Third Avenue	Playgrounds, basketball courts and passive open space (NYC HA)	Visible from immediate surroundings
19 MH	Mitchel Houses Playgrounds	E 135th to 138th Street, Alexander to Lincoln Avenue	Playground: Three jungle gyms and sprinkler (NYC HA)	Visible from immediate surroundings
20 PM	Green Street	E 134th Street, Third Avenue to Alexander Avenue	Triangle: landscaped center median (DPR)	Visible from immediate surroundings
21 PM	Pulaski Park	E 132nd Street to Bruckner Blvd., Willis Avenue to Willis Avenue Bridge	Playground: two basketball courts, benches, three handball walls, jungle gym, bars (DPR)	Visible from primary study area
22 MH	Lozada Playground	E 135th to 136th Street, Willis Avenue	Playground: baseball hoops, handball court, benches, swings, jungle gym (DPR)	Visible from immediate surroundings

Table 3.7-1: Visual Resources in the Lower Concourse Study Area (continued)

Visual Resources in the Primary Study Area or Visible from the Rezoning Study Area				
Key #/ Subarea	Resource Name	Location	Resource Description	Description of Views
23 149/CV	Grand Concourse Historic District	North of approximately East 153rd Street	NR	Visible from immediate surroundings in primary study area
24 MH	Firehouse Hook and Ladder	341 East 143 Street	Neo-classical style, embellishing a monumental façade with rusticated piers and carved stone ornament (NYCL)	Visible from immediate surroundings in primary study area
25 MH	614 Courtlandt Avenue Building	614 Courtlandt Avenue	Four-story building with a mansard roof (NYCL)	Visible from immediate surroundings in primary study area
26 149/CV	Franz Sigel Park	E 158th Street, NYCRR, Walton Avenue, Grand Concourse	Park: walkways, overlook with benches, two dirt baseball fields with lights, restrooms (DPR)	Visible from 125th Street at 5th Avenue, from both approaches at 124th Street
27 149/CV	Governor Smith Playground (PS 1 or Alfred E Smith HS Playground)	E 151st to 153rd Street, Courtlandt to Morris Avenue	Playground: football field, tennis courts, jungle gym (DPR)	Visible from primary study area
28 PM MH	Harlem River and Long Views of Manhattan	Park Avenue to Lincoln Avenue	Waterfront Views and Long Views of Manhattan to the south	Visible from Third Avenue Bridge; other intermittent views from Alexander Ave. and Morris Ave. and Port Morris Area (Pulaski Park)
29 PM	J.L. Mott Haven Iron Works	220 East 134th Street	19th century factory complex (NR Potential)	Visible from immediate surroundings in primary study area

Key to Resource Descriptions:
NYC DPR - Resource is under the jurisdiction of the NYC Department of Parks and Recreation.
NR – Listed in the National Register of Historic Places
NYCL – Landmark designation by the NYC Landmarks Preservation Commission
NR Eligible – Previously determined eligible for listing in National Register of Historic Places
NR Potential – Potentially eligible for listing in the National Register of Historic Places
S/NR - Resource appears on the State/National Register of Historic Places,
S/NR eligible -Resource declared eligible for S/NR designation
NYC DOT - New York City Department of Transportation
NYC HA - New York City Housing Authority
Key to Subareas: GC=Grand Concourse; CR=Canal Rider; WF=Waterfront; 149/CV=149th Street/Concourse Village; MH=Mott Haven; PM=Port Morris



Legend

1 Urban Design Visual Resources

Proposed Rezoning Area

Urban Design Subareas

Parks

Source: NYC Department of City Planning MapPLUTO 2006; STV Incorporated

Figure 3.7-10: Urban Design Visual Resources

Lower Concourse Rezoning and Related Actions EIS

NYC Department of City Planning

Figure 3.7-11
Visual Resources in the Rezoning Study Area



(1) View looking southwest to the North Side Board of Trade Building (Resource 1) at 270 East 137th Street.



(2) View looking northeast to Public School 31 (Resource 2), 425 Grand Concourse.

Figure 3.7-11 (Continued)
Visual Resources in the Rezoning Study Area



(3) View looking southeast to the Mott Avenue Control House (Resource 3) at the southwest corner of East 149th Street and Grand Concourse.



(4) Deegan Rock (Resource 4) viewed looking west on East 138th Street.

Figure 3.7-11 (Continued)
Visual Resources in the Rezoning Study Area



(5) Garrison Playground (Resource 5), East 146th Street and Grand Concourse.



(6) Graham Triangle (Resource 6), E 137th to 138th Street, Third Avenue to Lincoln Avenue.

Figure 3.7-11 (Continued)
Visual Resources in the Rezoning Study Area



(7) Harlem River (Resource 7) viewed looking southwest from East 138th Street.



(7a) Waterfront and Long View of Manhattan (Resource 7) looking southwest from Park Avenue south of East 133rd Street.

Figure 3.7-11 (Continued)
Visual Resources in the Rezoning Study Area



(8) Ryan Triangle (Resource 8), E 143rd to 144th Street, Morris Avenue



(9) View looking northeast to the former Bronx Central Annex (Resource 9) of the United States Post Office, 558 Grand Concourse.

Figure 3.7-11 (Continued)
Visual Resources in the Primary Study Area



(10) Patterson Playground (Resource 10).



(11) Willis Playground (Resource 11), E 140th Street, Willis Avenue.

Figure 3.7-11 (Continued)
Visual Resources in the Primary Study Area



(12) View looking north-northwest to Building D (Resource 12), at the intersection of River Avenue and East 149th Street, a remaining structure of the former Bronx Terminal Market.



(13) Mott Haven Historic District (Resource 13) viewed looking south on Alexander Avenue from 140th Street.

Figure 3.7-11 (Continued)
Visual Resources in the Primary Study Area



(14) View looking northeast to the Estey Piano Company Factory (Resource 14), 112-128 Lincoln Avenue/270/278 East 134th Street/15-19 Bruckner Boulevard.



(15) View of Yankee Stadium (Resource 15) looking north from River Avenue and East 151st Street.

Figure 3.7-11 (Continued)
Visual Resources in the Primary Study Area



(16) Clark Playground (Resource 16), E 144th Street and Third Avenue.



(17) Mott Haven Playgrounds (Resource 17), E 141st to 143rd Street, Alexander to Willis Avenues.

Figure 3.7-11 (Continued)
Visual Resources in the Primary Study Area



(18) Patterson Houses Open Space (Resource 18), E 138th to 143rd Street, Morris to Third Avenue.



(19) Mitchel Houses Playgrounds (Resource 19), E 135th to 138th Street, Alexander to Lincoln Avenue.

Figure 3.7-11 (Continued)
Visual Resources in the Primary Study Area



(20) Green Street (Resource 20), E 143rd Street, Third Avenue to Alexander Avenue.



(21) Pulaski Park (Resource 21), E 132nd Street to Bruckner Boulevard, Willis Avenue to Willis Avenue Bridge.

Figure 3.7-11 (Continued)
Visual Resources in the Primary Study Area



(22) Lozada Playground (Resource 22), E 135th to 136th Street, Willis Avenue.



(23) Grand Concourse Historic District (Resource 23) viewed looking north from East 153rd Street.

Figure 3.7-11 (Continued)
Visual Resources in the Primary Study Area



(24) Firehouse Hook and Ladder (Resource 24), looking north from E 143rd Street.



(25) 614 Courtlandt Avenue (Resource 25), viewed looking northeast from Courtlandt Avenue and East 151st Street.

Figure 3.7-11 (Continued)
Visual Resources in the Primary Study Area

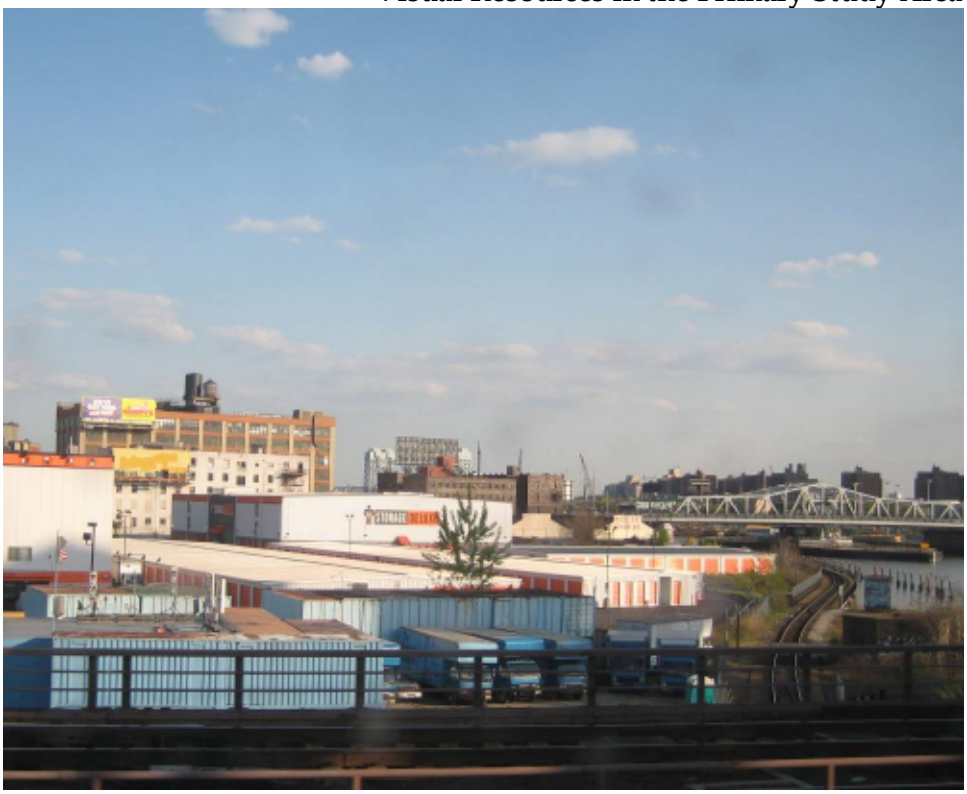


(26) Franz Sigel Park (Resource 26) viewed from the park looking southeast at approximately East 156th Street.



(27) Governor Smith Playground (PS 1 or Alfred E Smith HS Playground), E 151st to 153rd Street, Courtlandt to Morris Avenue (Resource 27)

Figure 3.7-11 (Continued)
Visual Resources in the Primary Study Area



(28) Harlem River in Primary Study Area (Resource 28), viewed looking southeast from Park Avenue (Metro North Railroad).



(29) View looking west-southwest toward the J. L. Mott Iron Works (Resource 29), at 220 East 134th Street.

3.7.2 FUTURE WITHOUT THE PROPOSED ACTION

In the future without the proposed action, it is anticipated that the zoning regulations in the rezoning area that exist presently would remain in place. As discussed in Chapter 3.1, "Land Use, Zoning and Public Policy," DCP has identified likely new development on the projected development sites within the rezoning area that would be expected to be completed in the future without the proposed action. Given the current zoning and commercial and residential housing trends in the area, it is anticipated that the proposed project area would experience nominal growth in office, industrial, and community facility uses. Most of the projected growth is expected to include office space (598,351 sf of additional office space). An additional 53,990 sf of community facility space is also projected by 2018, among other development and redevelopment.

In addition, some development as a result of new construction of educational, housing and retail facilities is expected to occur in the future without the action. As discussed in this section, the two major new construction projects are The Gateway Center at Bronx Terminal Market and its associated off-site, waterfront public open space, which overlap with the northern end of the Waterfront subarea, and the Mott Haven School Campus, also at the northern edge of the study area, in the 149th Street/Concourse Village subarea. Subsidized residential, parkland and transportation improvement projects are also anticipated. New construction projects under the Future Without the Action condition -- many of which include on-site open space -- would improve visual conditions of their sites with the introduction of new buildings, replacement of vacant land, and filling in existing gaps in the area's streetwalls.

Urban Design - Rezoning Study Area

The rezoning study area consists of the proposed rezoning area, generally bounded by the Major Deegan Expressway and East 138th Street on the south, East 149th Street on the north, Morris Avenue on the east, and the Harlem River on the west. In the future without the proposed action, it is anticipated that the proposed project area would experience growth in commercial and light manufacturing uses, either through reuse of existing space or through new construction. New market rate housing development has not occurred within the rezoning study area and is not expected to occur without the proposed rezoning.

In the RWCDS, DCP has identified 31 projected developments sites within the rezoning area. In the future without the proposed action, as-of-right development totaling 2,195 sf of retail space, 598,351 sf of office space, 216,653 sf of industrial space, 53,990 sf of community facility space, and a total of 104 parking spaces would be expected to occur on 14 of these sites. Examples of specific uses that would be expected though projected growth under the RWCDS include self-storage facilities, drive-through restaurants, gasoline station/convenient stores, office uses, and warehouses. No new residential

development is expected to occur within the rezoning area absent the proposed action. These 14 projected development sites are listed in Table 3.7-2 and their locations are shown on Figure 3.7-12. These projected developments are possible under the current zoning regulations, and are in no way dependent upon the proposed action.

Table 3.7-2: Projected Developments in the Future Without the Proposed Action

Projected Site #	Block / Lot	DUs	Retail FA	Office FA	Hotel FA	Industrial FA	Community Facility FA	Parking Spaces
4	2349 / 15	0	0	0	0	109,086	0	0
5	2351 / 22	0	0	0	0	16,182	0	0
7	2350 / 11, 16	0	0	29,640	0	0	78,065	0
8	2349 / 90	0	0	395,000	0	0	0	0
10	2344 / 110	0	0	0	0	14,400	0	0
11	2344 / 75	0	0	19,000	0	0	0	0
13	2345 / 5	0	0	0	0	20,106	0	0
18	2322 / 28	0	0	0	0	33,640	0	17
20	2333 / 1	0	2,195	0	0	0	0	10
21	2320 / 66	0	0	23,000	0	0	0	77
24	2320 / 5, 6, 7, 8, 9, 10, 11	0	0	0	0	23,239	0	0
25	2318 / 5	0	0	17,907	0	0	0	0
27	2335 / 57	0	0	9,804	0	0	0	0
29	2340 / 186	0	0	104,000	0	0	0	0
Total		**0**	**2,195**	**598,351**	**0**	**216,653**	**78,065**	**104**

Source: New York City Department of City Planning, 2008.

The following conditions are expected on the projected development sites in the future without the proposed action, by subarea:

Waterfront Subarea

- Site 4: Block 2349, Lot 15 is currently a vacant waterfront lot that is north of, and visible from, the Madison Avenue Bridge. It is projected that a new 109,086 sf self-storage facility would be constructed at this site, which has M2-1 zoning permitting a maximum height of front wall of 60 feet and a FAR of 2.0. Self storage facilities, including existing facilities in the study area, typically do not have active ground floor frontage and are often boxy buildings with blank wall portions that are void of fenestration. The newly constructed self storage building adjacent to the south of this site is such a building, with a fenced parking lot and several stories of blank wall facing the waterfront.

Grand Concourse Subarea

- Site 5: Block 2351, Lot 22 is currently a vacant lot. A new 16,182 sf warehouse/distribution facility would be constructed at this site pursuant to existing M1-2 zoning regulations, which permit commercial and industrial development up to a 2.0 FAR with a maximum front wall height of 60 feet.

- Site 7: This site, also zoned M1-2, is comprised of Lots 11 and 16 on Block 2350. Lot 11 currently has trailers used as temporary classrooms for Hostos Community College, while Lot 16 contains a vacant loft building. Absent the proposed action, 78,065 sf of new classroom space for Hostos Community College would be constructed on Lot 11, while the loft building on Lot 16 would be converted to 29,640 sf of office space for the College.

- Site 8: The partially vacant warehouse/industrial loft building on Block 2349, Lot 90 would be wholly converted to 395,000 sf of office space. Upgrading of the existing building would likely improve its appearance. The increase in office space would bring additional workers and activity to this area.

- Site 10: Block 2344, Lot 110 currently contains a vacant loft building. Absent the proposed action, it is projected that this building would be converted to a 14,400 sf self-storage facility.

- Site 11: The loft building on Block 2344, Lot 75 currently houses a furniture assembly business and a restaurant; the remainder is vacant. Absent the proposed action, it is projected that the entire building would be converted to 19,000 sf of office space.

- Site 13: Block 2345, Lot 5 currently contains a vacant building. A new 20,106 sf self-storage facility would be constructed at that location pursuant to M1-2 zoning under the RWCDS. Located close to the Grand Concourse and a block from Hostos Community College, this type of building would not be likely to have active ground floor frontage that would be complementary to the nearby institutional core of the study area.

Canal/Rider Subarea

- Site 18: The existing taxi repair/storage facility on Block 2322, Lot 28 would be replaced with a newly constructed 33,640 sf warehouse facility under the RWCDS. Such development would increase the density of this long, half-block size site. Frontage on East 138th Street, which is a major east-west roadway with pedestrian activity, would not be likely to include active uses at the ground floor level.

- Site 20: The vacant building on Block 2333, Lot 1 would be replaced with a new gasoline station/convenience store.

- Site 21: Block 2320, Lot 66 currently contains a vacant gasoline station. Absent the proposed action, this would be replaced with 23,000 sf of newly constructed office space pursuant to M1-2 zoning.

- Site 24: This site is comprised of Lots 5, 6, 7, 8, 9, 10 and 11 on Block 2320. Lots 5 through 10 are vacant; Lot 11 contains a vacant gasoline station. It is expected that this site, which is adjacent to the Major Deegan Expressway, would be redeveloped with a newly constructed 23,239 sf warehouse facility. The site is also adjacent to

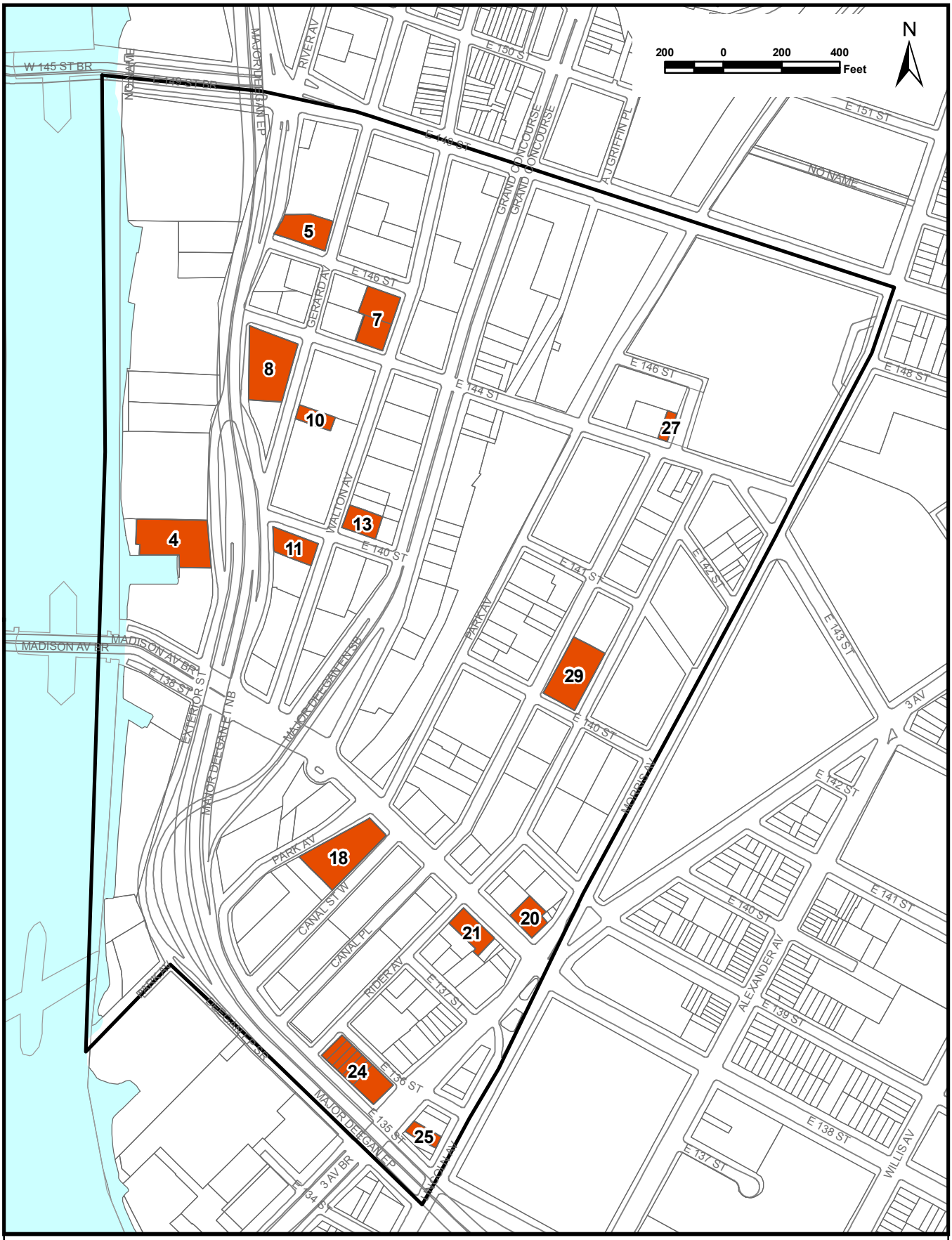
Third Avenue and several blocks from the Third Avenue Bridge.

- Site 25: The existing partially-vacant building on Block 2318, Lot 5 would be converted to 17,907 sf of office space under the RWCDS, improving its appearance and bringing additional workers to the area.

- Site 27: The existing vacant building on Block 2335, Lot 57 would be converted to 9,804 sf of office space, improving its appearance and bringing additional workers to the area.

- Site 29: The existing loft building on Block 2340, Lot 186 is approximately 20 percent vacant, with the remainder housing a furniture assembly and moving company. Absent the proposed action, the building would be converted to 104,000 sf of new office space.

No changes are expected to occur on the remaining projected development sites (Sites 1-3, 6, 9, 12, 14-17, 19, 22-23, 26, 28, 30-31) in the future without the proposed action.



Legend

- Proposed Rezoning Area
- Projected Development Site

Refer to Table 3.7-2 for key

Source: NYC Department of City Planning MapPLUTO 2006; STV Incorporated

Figure 3.7-12: Projected Development Sites in the Future without the Proposed Action

Lower Concourse Rezoning and Related Actions EIS

NYC Department of City Planning

The largest of the projected expansion or new construction projects on RWCDS sites would occur on RWCDS site #4, located in the Waterfront Subarea north of the Madison Avenue Bridge, where vacant industrial space would be replaced with over 109,000 sf of industrial space. While the majority of the other RWCDS reuse, expansion and new development sites would entail added industrial or office space, over 78,000 sf of new community facility space would be expected through the consolidation of existing community facility space and vacant building area on RWCDS Site #7, located on Walton Avenue between East 144th and East 146th Streets in the Grand Concourse Subarea.

The non-residential RWCDS development that is projected for the Future Without the Proposed Action would improve urban design conditions in the rezoning study area to the extent that it would replace vacant land and fill in some gaps in the streetwall in certain areas as RWCDS sites are built out. A slightly more dense built environment would result from anticipated growth without the proposed rezoning, and some vacant space in the rezoning study area would likely be reused, benefitting the surrounding streetscape by activating vacant and underutilized buildings with office or industrial tenants. However, development that would occur in the future without the proposed action would not be part of an overall zoning strategy that seeks to create incentives for new mixed-use development and to balance new building form with the built scale and character of the area. Development within the rezoning study area from construction on RWCDS sites would likely continue to be characterized by single-use industrial and office development, and utilitarian self storage facilities that would not be expected to enhance urban design conditions. Industrial and office development along East 138th Street would not be likely to foster an active streetscape, and the development of industrial space on the Harlem River would not be likely to include public access or accommodation of view corridors.

Minor changes to the appearance of the Major Deegan Expressway would be expected through a planned highway rehabilitation project. The New York State Department of Transportation proposes to rehabilitate and widen the Major Deegan Expressway Viaduct (BIN 1-06680-9) and associated ramps, between East 138th Street and the Macombs Dam Bridge. This project will address safety and operational issues near critical mainline-ramp junctures in the Lower Concourse study area (e.g., East 138th Street and East 149th Street) and will allow for better coordination with two major development projects that are in, and just north of, the area (Gateway Center at Bronx Terminal Market and Yankee Stadium Redevelopment). Structural elements such as steel members, concrete deck and roadway joints will be rehabilitated, somewhat but not significantly altering the appearance of this facility from street level within both the rezoning and primary study areas.

Urban Design - Primary Study Area

In addition to the RWCDS sites in the rezoning study area, other known projects have been identified that are expected to be completed by the No-Build year of 2018 in the primary study area. These include retail, parkland, residential and institutional developments located to the north of the proposed rezoning area. These projects are

expected to increase the built density of the northern Mott Haven and Concourse Village environs, and bring additional visitors, shoppers, residents and students to the area. The Future Without the Proposed Action, including known developments, reflects an ongoing trend of revitalization and redevelopment of the South Bronx that has been underway for several decades. In addition to improvement of economic conditions and the housing stock of the Mott Haven community, several of the known planned developments in the primary study area would include new open space, making the area more attractive as a civic center and residential neighborhood.

Major development projects in the area include The Gateway Center at Bronx Terminal Market retail project. Located north of East 149th Street and west of Cromwell Avenue, Gateway Center will include four newly constructed buildings and one restored building housing approximately one million sf of retail space. As indicated in the *Final Environmental Impact Statement (FEIS) for the Gateway Center at Bronx Terminal Market* (New York City Office of the Deputy Mayor for Economic Development and Rebuilding, December 7, 2005, CEQR #04DME017X), this project would modify block form through the demapping of portions of several streets to create a superblock, although the basic street pattern of block shapes in its vicinity would not be significantly altered. A new park on the Harlem River is included as part of the project and will tie into open space planned as part of the Yankee Stadium project to the north. The Bronx Terminal Market Waterfront Park will include the conversion of Piers 1 through 4 on the Harlem River. A 250-room hotel is proposed as part of a second phase of the project.

Gateway Center will alter urban design conditions near the Harlem River waterfront in the primary study area. Major retail buildings will be introduced into the area that will be larger than the existing context of development, replacing vacant land and land that had recently housed industrial development and a prison. Proposed waterfront parkland will provide a new focus for the Harlem River waterfront in this area and will enliven the area with public access and recreation. The Gateway Center retail development would improve visual conditions by introducing modern new retail construction in an otherwise underutilized, older industrial area, including the adaptive reuse of Building D of the Bronx Terminal Market, which is National Register eligible. Landscaped passageways between buildings, new street lighting and trees, and the opening of views from the Gateway site to the Harlem River, as well as views of the waterfront from newly created waterfront parkland proposed as part of the project, would improve visual conditions. New public views of historic bridges including the West 145th Street Bridge would also be introduced.

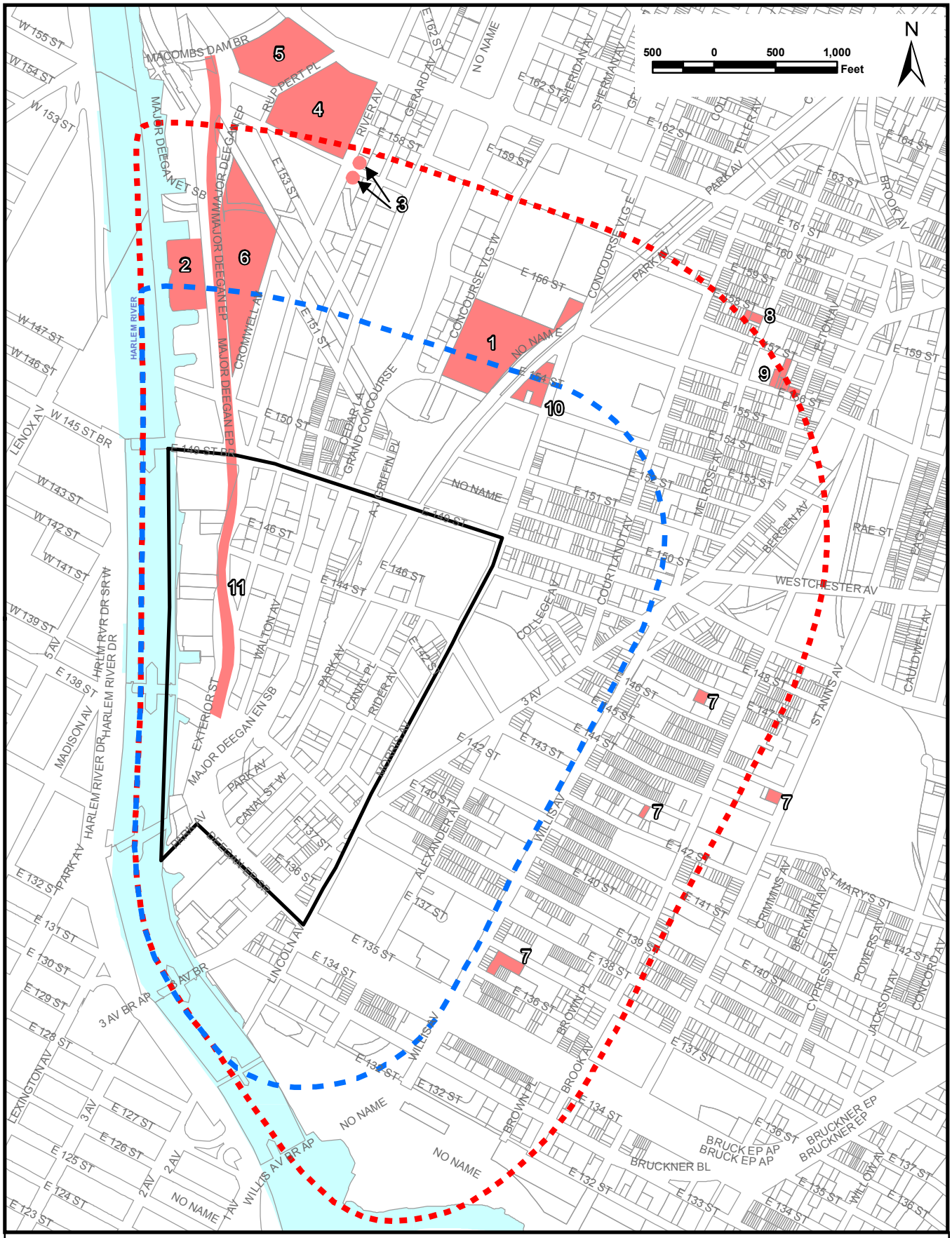
Planned residential developments in the study area include the Morris Avenue Apartments, an eight-story, 209-unit housing development planned by the Housing Development Corporation, located at 645 Morris Avenue/3000 Park Avenue. This new construction project would provide a transitional scale of development between the high-rise housing to the east and the lower-scale planned school complex to the west.

Other anticipated residential development nearby and mostly to the north of the Urban Design Study Area is expected to strengthen urban design conditions with the addition

of modern, mid-rise residential development, or rehabilitation of existing residential buildings. Some of the new construction would replace vacant land that detracts from visual conditions of the area. These include the Brook Willis Apartments, with the rehabilitation of eight vacant buildings with a total of 123 units within the Betances Houses in Mott Haven. The proposed El Jardin de Seline development includes the construction of an eight-story building that would provide 84 new housing units. Melrose Commons Urban Renewal Area Site 5 is proposed for a five-story apartment building, located on a block bounded by Melrose Avenue, East 156th Street, East 157th Street and Elton Avenue. The 63 proposed units, community space, and landscaped open space would replace six vacant parcels.

Planned parkland improvements will benefit urban design conditions with the addition of landscaping improvements, enhanced open space, and associated streetscape improvements. Three parkland projects are expected to occur by 2018 just north of the primary study area in addition to the above-described Bronx Terminal Market Waterfront Park. These include the River Avenue Pocket Parks project, with two parks proposed at the northeast and southeast corners of River Avenue and East 157th Street as part of the redevelopment of Yankee Stadium. These parks will contain benches and unique paving landscapes. The northern parcel will feature fitness equipment and the southern site a skate park. Heritage Field is proposed on the site of the existing Yankee Stadium. It will include a new park with three baseball fields. Also planned as part of the Yankee Stadium project, Macombs Dam Park will include construction of a new park on the roof of Garage A of the new Yankee Stadium to replace parkland displaced by the construction of the new stadium. It will contain passive and active recreation, including basketball and handball courts, a 400-meter athletic track with field events, and an artificial turf soccer/football field. (See Figure 3.7-13 for sites of other known developments in the Future Without the Action Condition.)

Other changes of block form, arrangement, natural features, or topography are not anticipated within the primary study area in the future without the proposed action.



Legend

- Proposed Rezoning Area
- 1 Future Development Site
- Primary Study Area (1/4-Mile Radius around Proposed Rezoning Area)
- 1/2-Mile Radius around Proposed Rezoning Area

Refer to Table 3.1-3 for key

Source: NYC Department of City Planning MapPLUTO 2006; STV Incorporated

Figure 3.7-13: Developments in the Study Area in the Future without the Proposed Action

Lower Concourse Rezoning and Related Actions EIS

NYC Department of City Planning

VISUAL RESOURCES

Significant adverse impacts to existing views of visual resources are not anticipated in the Future Without the Proposed Action. Development of RWCDS sites is expected to enhance visual conditions in the rezoning area, replacing land now used for parking and underutilized sites with new, non-residential development

Rezoning Study Area

The RWCDS development anticipated to occur in the rezoning study area in the future without the proposed action is not expected to have substantial effects on views of significant visual resources. Individual developments in the future without the proposed action would create site-specific improvements but would not change overall views of the available visual resources.

Waterfront views of the Harlem River from public locations such as the Madison Avenue Bridge would not be obstructed, although industrial expansion on RWCDS Site #4 would increase the density of the Waterfront subarea, replacing partial views of the Harlem River from Exterior Street through privately owned vacant land with views of industrial or warehouse development. Views of the Harlem River waterfront from public places in the rezoning study area are expected to continue to be impeded by lack of access and fenced industrial uses west of Exterior Street.

RWCDS Site #7 containing trailers for Hostos Community College and vacant industrial loft space, located across Gerard Avenue from PS 31 (a NYCL and NR listed historic architectural resource), would be redeveloped with new classroom space and office reuse of its vacant building space, improving visual conditions in the vicinity of one of the rezoning study area's most prominent landmark structures.

Primary Study Area

The primary study area developments under future conditions without the action would include site-specific visual improvements, but are not anticipated to have substantial negative effects on views of visual resources. Visual Resources would not be significantly altered in the rezoning study area under Future Conditions without the Proposed Action, although new waterfront parkland would be created that would provide new access to visual resources. New waterfront parkland will provide opportunities for public access and waterfront views. Rehabilitation and reuse of Building D of the Bronx Terminal Market will improve visual conditions of this long-vacant building that is eligible for listing on the National Register. According to the *FEIS for the Gateway Center at Bronx Terminal Market* (New York City Office of the Deputy Mayor for Economic Development and Rebuilding, December 7, 2005), views from Exterior Street [in the southern portions of the urban design study area] to the Harlem River waterfront would be improved with the addition of public open space as a result of the Gateway Center project, and the Mott Haven School complex would visually enhance the streetscape by replacing a vacant lot with active use.

3.7.3 FUTURE WITH THE PROPOSED ACTION

In the future with the proposed action, as described in Chapter 2.0, "Project Description," the Lower Concourse Rezoning and Related Actions project would be expected to foster mixed-use development and add new waterfront parkland to parts of Mott Haven and the South Bronx waterfront that are currently predominantly industrial and underutilized. The project would map a new waterfront park, establish the Harlem River Waterfront Access Plan (WAP), permit residential development in areas where it is currently not permitted, and would encourage the conversion of industrial and underutilized buildings to office, retail, residential and community facility uses. The transformation of this older industrial area into a vibrant, mixed-use, mixed-income community with new housing, waterfront open space, and an array of retail services, would benefit urban design conditions, enhance the surrounding context of the area's existing visual resources, and create new opportunities for the public to enjoy the visual resources of the Harlem River waterfront, including through proposed visual corridors as a result of the proposed WAP.

Proposed zoning text amendments include establishing a Special Mixed Use District (MX), extending over all or portions of 25 blocks between Exterior Street and Walton Avenue, south of East 149th Street and north of East 138th Street, and between Park Avenue and Morris Avenue, south of East 146th Street and north of the Major Deegan Expressway. This area is currently zoned M1-2, M2-1, C4-4, and R6.

Other proposed zoning text amendments relate to waterfront zoning, food store regulations, and inclusionary housing. A zoning text amendment is proposed to modify food store regulations within the rezoning area. The proposed amendment would allow food stores of any size as-of-right within M1-4 districts in Community District 1 in order to encourage the location of new grocery stores in the South Bronx. In addition, a zoning text amendment is proposed to establish the Inclusionary Housing program within the proposed rezoning area within Bronx Community District 1.

Text amendments to establish the WAP and the Special Harlem River Waterfront District (SHRWD) are proposed for the area along the Harlem River waterfront between Exterior Street and the Harlem River, north of the Park Avenue railroad bridge and south of East 149th Street, in order to provide for a coordinated network of waterfront open spaces. The WAP would identify specific locations for required shore public walkways, upland connections, supplemental public access areas, and visual corridors at East 140th Street, East 141st Street, and East 146th Street. In addition, the waterfront Special District would modify use and bulk regulations to encourage varied building heights, control tower dimensions, and appropriately frame waterfront open spaces. Underlying proposed height factor zoning on waterfront blocks (C4-4, R7-2 and C2-4) would be appropriate to the waterfront as it allows taller buildings surrounded by open space. Most of the proposed zoning districts in other portions of the rezoning area would entail special mixed-use (MX) districts that would pair M1 manufacturing

districts with contextual districts requiring buildings to be built at or near the street line with maximum base heights and maximum building heights.

Proposed amendments to the City Map would establish a park on an approximately two-acre area of land located between the Harlem River and Exterior Street, south of the extension of East 146th Street, and north of the extension of East 144th Street. Although the site is located within the boundaries of the proposed SHRWD, the special district regulations would not apply.

DCP identified 31 projected development sites likely to be developed by 2018. In addition, there are 48 potential development sites that are considered less likely than the projected sites to be developed over the 10-year analysis period.

The 31 projected development sites currently contain two dwelling units that appeared to be unoccupied during field surveys conducted on November 28, 2007; 105,163 sf of commercial use (including retail and office space); 532,626 sf of industrial/manufacturing use, and two community facilities including a storefront church and transportable classroom units at Hostos Community College with a total of 36,599 sf. In the future without the proposed action (No-Build), some as-of-right development is expected to occur on these sites. The no-build program is expected to consist of the two existing dwelling units that occupancy status is to be determined for, 704,709 sf of commercial space, 404,372 sf of industrial space, and 90,589 sf of community facility space.

The total development expected to occur on the projected development sites under the Build conditions would consist of 3,416 dwelling units, 772,750 sf of commercial space (589,520 local retail, 88,000 sf of grocery stores, 164,285 sf hotel), 95,500 sf of industrial space, and 154,289 sf of community facility space (educational facilities). The projected incremental (net) change between the No-Build and the Build scenarios that would result from the proposed action on the 31 projected development sites includes an increase of 3,414 dwelling units, a total of 735,447 sf of commercial space (571,162 sf retail, 164,275 sf hotel); 63,700 sf of community facility space (educational facilities), a net reduction of 308,872 sf of industrial space, and a net reduction of 598,351 of office space. Figure 3.7-14 illustrates the location of the projected and potential development sites.

New residential construction is projected throughout the proposed rezoning area. Hotel and office growth is projected to occur primarily along the Grand Concourse in the proposed C6-2A zoning district. Regional retail is anticipated on large lots along the Grand Concourse and on large lots along the waterfront where proposed zoning districts would allow grocery stores. In addition, the proposed text amendment would allow grocery stores as-of-right within the proposed M1-4 zoning district. As such, large and accessible lots within the proposed M1-4 zoning district are also projected as grocery store sites. New local retail is projected within the base of all new residential construction.

Key factors in anticipating a significant increase in new residential development include the introduction of residential uses and the relatively high densities that the proposed

zoning would allow. The largest increases in residential growth are expected to occur along the waterfront and along the Grand Concourse. Community facilities are expected near Hostos College, reflecting recent growth patterns.

URBAN DESIGN

Urban design conditions within the rezoning area would be altered in the 2018 future condition with the proposed action as a result of new building forms and uses that would be permitted on an as-of-right basis. Development that would be facilitated by the proposed action would be expected to result in positive changes to urban design conditions of the Lower Concourse Urban Design Study Area. It would include mixed-use and residential development in areas that are currently primarily industrial, with substantial increases in building heights along the waterfront. These changes and the anticipated introduction by 2018 of new grocery stores, waterfront parkland, and waterfront access would establish a scale and array of uses that would be complementary to the existing urban design characteristics of the area, with much of the new development entailing reuse of existing underutilized buildings.

The commercial character of the area would be expanded and enhanced through ground floor active uses that would include retail and second and third story commercial uses. The new uses would provide essential services to the area's existing and new residents and would enhance the area's streetscapes, making the lower reaches of the Grand Concourse a more appropriate gateway to the Borough of The Bronx. Anticipated development on waterfront blocks pursuant to the proposed WAP and SHRWD would provide for a continuous network of open spaces connecting the Harlem River waterfront. These special regulations are expected to enhance the pedestrian environment in what would otherwise be likely to continue to be an uninviting area for pedestrians under conditions without the proposed action. Resulting waterfront development would also be expected to provide a varied skyline along the Harlem River waterfront characterized by new buildings consisting of towers above mid-rise building bases. Table 3.7-3 summarizes the increment and types of proposed development that would be expected in the With-Action condition.

Table 3.7-3: Summary of Projected Development Increment

	2018 No-Action	2018 With-Action	Increment
DUs	2	3,416 (incl. 591 affordable units)	3,414 (incl. 591 affordable units)
Retail FA	106,358	677,520	571,162
Office FA	598,351	0	-598,351
Hotel FA	0	164,285	164,285
Community Facility / Institutional FA	90,589	154,289	63,700
Industrial FA	404,372	95,500	-308,872

Note: Includes projected conversions.
Source: New York City Department of City Planning, 2008.

As indicated in the table above, the proposed rezoning would facilitate development either through new construction or conversions that would substantially increase retail and community facility development in the rezoning area compared to Future Without the Action conditions, and would establish a substantial residential presence and new hotel development that the area is currently lacking (aside from several residential units). Office and industrial use categories that would be reduced in presence are already well represented in the area.

Table 3.7-4 presents each projected development site in a table with its expected development program with the proposed action. In most cases, with the exceptions of waterfront blocks and the Lincoln Hospital block, the proposed zoning districts would include contextual districts that reflect the urban design features of the area such as the width of the Grand Concourse and other wide avenues. The contextual regulations encourage higher coverage buildings built at or near the street line with maximum base heights and maximum building heights.

New development on the waterfront under future conditions with the proposed action would be larger than existing development, and would be built pursuant to height factor zoning (C4-4, R7-2 and C2-4) and SHRWD regulations that would be appropriate to the waterfront as they would allow taller buildings surrounded by open space. The proposed SHRWD would permit tower-on-a-base development with building heights of up to 400 feet on lots larger than 100,000 square feet in size in areas proposed for the R7-2 and C4-4 Districts. Under a buildout scenario, this change would transform the urban design context of the waterfront in the rezoning area from a largely low-rise existing context to one of towers above mid-rise building bases, with 60-foot building bases forming a consistent streetwall at the edge of a waterfront esplanade.

Table 3.7-4: Summary of No-Build and Build Development on Projected Development Sites

Site Description	No-Action Conditions							With-Action Conditions								
Projected Development Site	Comm'l SF	Ind.SF	CF SF	Res'l SF	Afford. Dus	Market Rate DUs	Total Res Dus	Proposed Zoning	Propose d FAR	Comm'l SF	Ind. SF	CF SF	Res'l SF	Afford. Dus	Market Rate Dus	Total Res DUs
1	0	14,759	0	0	0	0	0	R7-3/ C2-4	5.00	143,250	0	0	811,750	162	649	812
2	0	0	0	0	0	0	0	R7-3/ C2-4	5.00	60,000	0	0	340,000	68	272	340
3	0	21,700	0	0	0	0	0	R7-3/ C2-4	5.00	108,668	0	0	615,783	123	493	616
4	0	109,086	0	0	0	0	0	R7X/ C2-4	5.00	40,907	0	0	231,808	46	185	232
5	0	16,182	0	0	0	0	0	M1-4/ R8A	7.20	13,755	0	0	102,756	21	82	103
6	0	45,273	0	0	0	0	0	M1-4/ R8A	7.20	32,568	0	0	243,300	49	195	243
7	29,640	0	78,065	0	0	0	0	M1-4/ R8A	6.50 (for CF)	0	0	141,765	0	0	0	0
8	395,000	0	0	0	0	0	0	M1-4/ R8A	7.20	32,917	0	0	362,083	0	302	302
9	82,956	0	0	0	0	0	0	M1-4/ R8A	7.20	37,860	0	0	282,835	57	226	283
10	0	14,400	0	0	0	0	0	M1-4/ R6A	3.60	2,600	0	0	10,800	0	11	11
11	19,000	0	0	0	0	0	0	M1-4/ R6A	3.60	1,000	11,500	0	35,308	7	28	35
12	0	43,820	0	0	0	0	0	M1-4/ R6A	3.60	7,303	0	0	91,531	18	73	92
13	0	20,106	0	0	0	0	0	C6-2A	7.20	8,545	0	0	63,837	13	51	64
14	3,600	0	0	0	0	0	0	C6-2A	7.20	7,693	0	0	57,468	11	46	57
15	1,404	0	0	0	0	0	0	C6-2A	7.20	15,181	0	0	113,411	23	91	113
16	8,900	0	0	0	0	0	0	C6-2A	6.00	162,690	0	0	0	0	0	0

Table 3.7-4: Summary of No-Build and Build Development on Projected Development Sites (Continued)

Site Description	No-Action Conditions							With-Action Conditions								
Projected Development Site	Comm'l SF	Ind.SF	CF SF	Res'l SF	Afford. Dus	Market Rate DUs	Total Res Dus	Proposed Zoning	Proposed FAR	Comm SF	Ind. SF	CF SF	Res'l SF	Afford. Dus	Market Rate Dus	Total Res DUs
17	0	18,750	0	0	0	0	0	M1-4/ R6A	3.60	13,281	0	0	42,969	9	34	43
18	37,354	0	0	0	0	0	0	M1-4/ R7X	5.00	32,215	0	0	157,285	31	126	157
19	2,440	1,430	0	0	0	0	0	M1-4/ R7X	5.00	10,625	0	0	51,875	10	42	52
20	10,974	0	0	0	0	0	0	M1-4/ R7X	5.00	9,328	0	0	45,542	9	36	46
21	23,000	0	0	0	0	0	0	M1-4/ R7X	5.00	9,775	0	0	47,725	10	38	48
22	2,510	0	0	0	0	0	0	M1-4/ R7X	5.00	837	0	0	2,510	0	3	3
23	2,700	0	0	0	0	0	0	M1-4/ R7A	4.60	2,700	0	0	8,100	0	8	8
24	0	23,239	0	0	0	0	0	M1-4/ R7A	4.60	18,000	0	0	0	0	0	0
25	17,907	0	0	0	0	0	0	M1-4/ R7A	4.60	0	11,907	0	6,000	0	6	6
26	0	0	12,524	0	0	0	0	M1-4/ R6A	3.60	0	0	12,524	61,959	0	62	62
27	9,804	0	0	0	0	0	0	M1-4/ R6A	3.60	2,451	0	0	7,353	0	7	7
28	0	36,150	0	0	0	0	0	M1-4/ R6A	3.60	0	36,150	0	12,050	0	12	12
29	104,000	0	0	0	0	0	0	M1-4/ R6A	3.60	0	84,000	0	20,000	0	20	20
30	2,163	0	0	3,522	0	2	2	M1-4/ R7A	4.60	5,721	0	0	25,241	5	20	25
31	10,175	0	0	0	0	0	0	M1-4/ R7A	4.60	18,828	0	0	83,063	17	66	83

Source: New York City Department of City Planning, 2008.

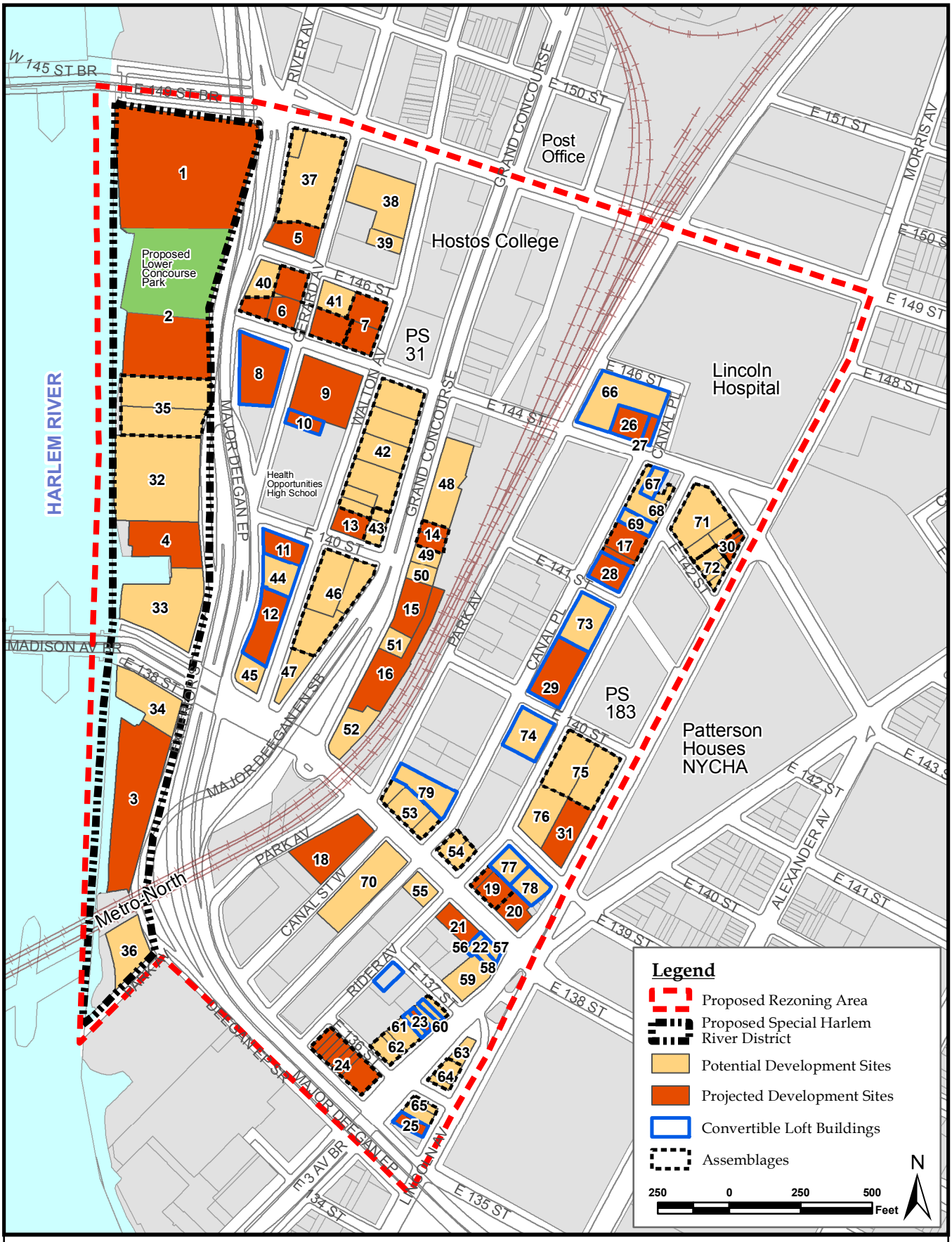


Figure 3.7-14: Projected and Potential Development Sites in the Future with the Proposed Action

Lower Concourse Rezoning and Related Actions EIS

NYC Department of City Planning

Source: NYC Department of City Planning, 2008

The proposed zoning would substantially increase the amount of floor area permitted under zoning, with proposed mixed-use districts allowing residential development up to 7.2 FAR in some cases with use of the inclusionary housing bonus (e.g., proposed C6-2A and MX R8A/M1-4 districts). Much of the area that is proposed to be rezoned is currently zoned either M1-2 or M2-1, with maximum permitted FARs of 2.0.

Overall, the proposed action is not expected to affect street hierarchy, street patterns, block form, natural features or topography in the study area, although block form along the waterfront would be altered and shoreline conditions would be stabilized on some waterfront parcels where bulkhead conditions have deteriorated. The study area's northern waterfront block would be divided into three portions, with a new, 2.26-acre park occupying the middle portion of this existing waterfront block between proposed extensions of East 146th Street and East 144th Street. New visual corridors to the Harlem River waterfront would be created west of Exterior Street at East 140th Street, approximately East 141st Street, and at East 146th Street.

Revitalization of the study area through future projected development resulting from the proposed zoning would improve visual conditions. Urban design conditions would be improved with new contextual building forms and replacement of vacant land and underutilized parcels with new mixed-use development. Projected development along the waterfront is expected to establish a varied and pleasing skyline, an attractive pedestrian environment, and a network of publicly accessible open spaces. New public access and parkland would be facilitated along the waterfront with the mapping of the two-acre Harlem River waterfront park. Waterfront esplanade requirements for future development on waterfront blocks would facilitate the creation of a 40-foot wide esplanade. As it is developed in increments on individual development parcels, this new linear open space would enhance visual conditions and access to visual resources, and would serve the larger South Bronx community and visitors to regional attractions in the area.

Following is a discussion of the proposed action's effects on Urban Design.

Urban Design – Rezoning Study Area

Grand Concourse Subarea

Aside from the highway interchange south of East 138th Street, M1-2 areas within the Grand Concourse Subarea would be rezoned with a combination of mixed-use MX and C6-2A districts. In addition, all or portions of two blocks south of East 149th Street that are now zoned C4-4 would also be zoned MX. The MX districts would be comprised of pairings of the M1-4 and R8A districts for the area's five northeastern-most blocks and an adjacent block portion, and the M1-4 and R6A districts for the majority of the two blocks located to the south of the M1-4/R8A area, around East 140th Street. Most of the three blocks south of East 144th Street surrounding the Grand Concourse would receive the C6-2A zoning designation.

This subarea contains eight projected new construction development sites (Sites 5, 6, 7, 9, 13, 14, 15 and 16), of which three are assemblages (Sites 6, 7 and 14). Projected development anticipated by 2018 also includes four conversion sites (Sites 8, 10, 11, and 12). There are also 15 potential new construction development sites in this area (Sites 37-43 and 45-52), of which three are assemblage (Sites 37, 42 and 46), and one potential conversion site (Site 44). While these have been identified as having development potential, they are considered to be less likely to be developed by 2018 than the RWCDS projected development sites.

Projected Sites

- Site 5: Under existing conditions, the site is a 16,182 sf vacant lot occupied with a 2,468 sf building. Under No-Action conditions, Site 5 would have 16,182 sf of warehouse/manufacturing space. Approximately 103 dwelling units (including 21 affordable units) and 13,755 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R8A zone with a maximum FAR of 7.2.

- Site 6: Under existing conditions, the site has 45,273 of warehouse/manufacturing space. Under No-Action conditions, this site would remain unchanged. Approximately 243 dwelling units (including 49 affordable units) and 32,568 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R8A zone with a maximum FAR of 7.2.

- Site 7: Under existing conditions, the site has 9,975 sf of community facility space and 29,640 sf of warehouse/manufacturing space. Under No-Action conditions, Site 7 would have 78,065 sf of community facility space and 29,640 of office space. Approximately 141,765 sf of community facility space is expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R8A zone with a maximum community facility FAR of 6.5.

- Site 8: Under existing conditions, the site has 395,000 sf of warehouse/manufacturing space. Under No-Action conditions, Site 8 would have 395,000 sf of office space. Approximately 302 dwelling units and 32,917 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R8A zone with a maximum FAR of 7.2.

- Site 9: Under existing conditions, the site has 82,956 sf of commercial space. Under No-Action conditions, this site would remain unchanged. Approximately 283 dwelling units (including 57 affordable units) and 37,860 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R8A zone with a maximum FAR of 7.2.

- Site 10: Under existing conditions, the site has 14,400 sf of warehouse/manufacturing space (currently vacant). Under No-Action conditions, Site 10 would have 14,400 sf of self-storage space. Approximately eleven dwelling

units and 2,600 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R6A zone with a maximum FAR of 3.6.

- Site 11: Under existing conditions, the site has 19,000 sf of commercial space. Under No-Action conditions, Site 10 would have 19,000 sf of office space. Approximately 35 dwelling units (including seven affordable units), 11,500 sf of warehouse/manufacturing space, and 1,000 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R6A zone with a maximum FAR of 3.6.

- Site 12: Under existing conditions, the site has 43,820 sf of self-storage space. Under No-Action conditions, this site would remain unchanged. Approximately 92 dwelling units (including 18 affordable units) and 7,303 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R6A zone with a maximum FAR of 3.6.

- Site 13: Under existing conditions, the site has 14,940 sf of warehouse/manufacturing space (currently vacant). Under No-Action conditions, Site 13 would have 20,106 sf of self-storage space. Approximately 64 dwelling units (including 13 affordable units) and 8,545 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed C6-2A zone with a maximum FAR of 7.2.

- Site 14: Under existing conditions, the site has 3,600 sf of commercial space. Under No-Action conditions, this site would remain unchanged. Approximately 57 dwelling units (including eleven affordable units) and 7,693 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed C6-2A zone with a maximum FAR of 7.2.

- Site 15: Under existing conditions, the site has 1,404 sf of commercial space. Under No-Action conditions, this site would remain unchanged. Approximately 113 dwelling units (including 23 affordable units) and 15,181 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed C6-2A zone with a maximum FAR of 7.2.

- Site 16: Under existing conditions, the site has 8,900 sf of commercial space and a commercial parking lot. Under No-Action conditions, this site would remain unchanged. Approximately 164,285 sf of hotel space and 27,115 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed C6-2A zone with a maximum FAR of 6.0.

Following is an assessment of the zoning changes in this subarea and their anticipated effects on the built environment of this area.

Assessment of Grand Concourse Subarea

Building Bulk, Use and Type:

M1-2 to C6-2A Rezoning: The change from M1-2 to C6-2A for two full blocks and portions of two blocks generally located along the Grand Concourse south of East 144th Street and north of East 138th Street between Walton Avenue and the Metro North railroad right-of-way would result in a change in uses allowed at this important gateway to The Bronx along the Grand Concourse, and would facilitate new residential and commercial development at a scale that would be consistent with the more historic portions of the Grand Concourse to the north. This area is characterized by single-story automotive uses, surface parking, and self storage and moving facilities. The proposed C6-2A zoning district would allow taller buildings within a contextual envelope and is proposed here to reflect the width and prominence of the Grand Concourse.

The M1-2 district allows light industrial and some commercial uses with an FAR of 2.0. The proposed C6-2A would allow new residential development with a maximum FAR of 7.2 with the full Inclusionary Housing bonus and a 5.4 FAR for projects that do not participate in the Inclusionary Housing program. New commercial development would be allowed a maximum FAR of 6.0. All new development would be required to build along the streetwall within a contextual envelope with a maximum height of 120 feet.

The proposed zoning would result in buildings that would more closely match the built character of the Grand Concourse to the north. See Figure 3.7-14(3) for a bird's eye view of the southern end of the Grand Concourse and the projected development there. As can be seen in Figure 3.7-(4), the projected development on sites 14, 15 and 16 begin to form a consistent streetwall (compare to Figure 3.7-4(6) for existing conditions).
MX (M1-4/ R8A Rezoning): The change from M1-2 and C4-4 to MX (M1-4/R8A) for all or portions of six blocks generally located south of East 149th Street and north of East 140th Street, between Exterior Street and Walton Avenue, would result in a change in allowable uses for those areas currently zoned M1-2, and would facilitate new residential and commercial development and conversions while continuing to permit existing and new light industrial uses. One and a half blocks of this area that are proposed to change from C4-4 to MX (M1-4/R8A) would be allowed additional FAR for residential uses, increasing from 3.44 to 7.2 FAR. This area is characterized by single-story industrial buildings, multi-story loft buildings, and open-air industrial uses.

The C4-4 district, currently mapped on portions of two blocks, allows for medium density commercial development at an FAR of 3.4 and residential development at an FAR of 3.44. The existing M1-2 district allows light industrial uses with an FAR of 2.0. The proposed MX (M1-4/R8A) zoning district would allow new residential development with a maximum FAR of 7.2 with the full Inclusionary Housing bonus and 5.4 for projects that do not participate in the Inclusionary Housing program. New development would be required to build along the streetwall within a contextual envelope with a maximum height of 120 feet. The M1-4 zoning district would allow new commercial retail, office and light industrial development with a maximum FAR of 2.0.

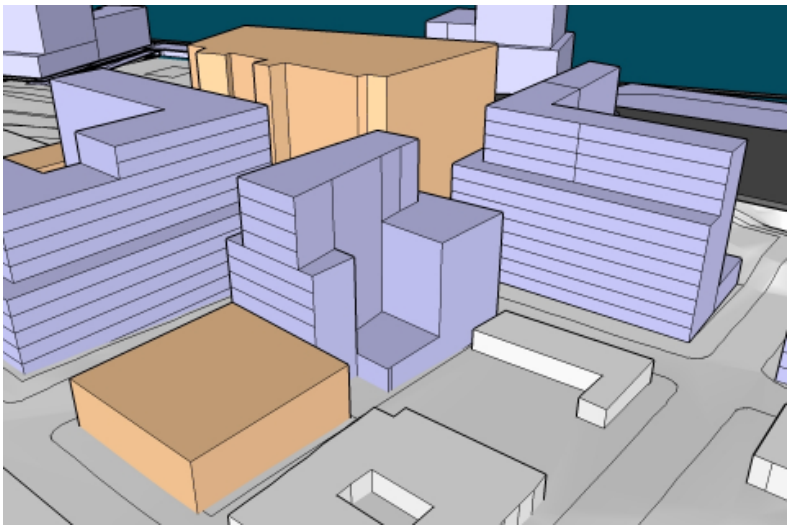
The proposed zoning would more closely match the bulk and massing of the existing multi-story loft buildings, such as the building on Projected Site 8, as can be see in Figure 3.7-14(1). For a street level view see Figure 3.7-4(2) (compare to Figure 3.7-4(4)).

MX (M1-4/ R6A) Rezoning: The change from M1-2 to MX (M1-4/R6A) for all of one block and a portion of another block located south of East 144th Street and north of East 138th Street between Gerard and Walton Avenues would result in a change in allowable uses and would facilitate new residential development and conversions while continuing to permit existing and new light industrial uses. This area is characterized by single-story industrial buildings and multi-story loft buildings. The proposed R6A zoning district is intended to reflect the current built context of four-to-six-story multi-story loft buildings.

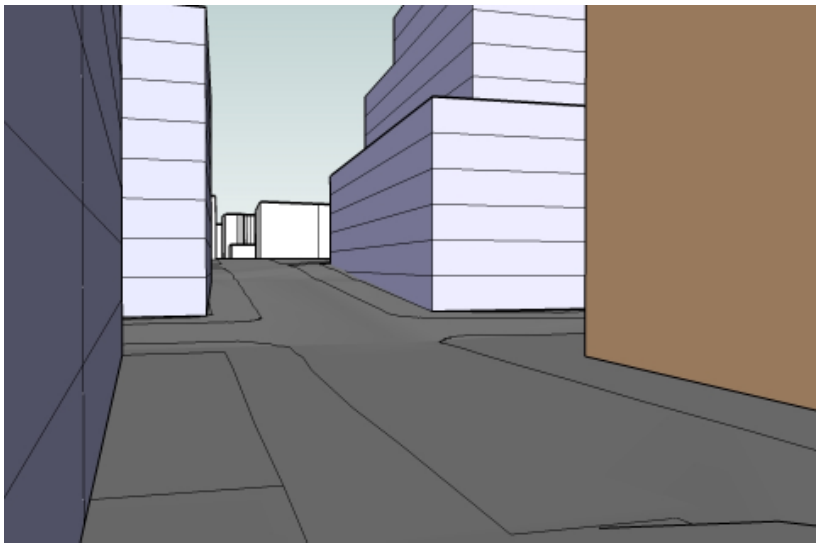
The existing M1-2 district allows light industrial uses with an FAR of 2.0. The proposed MX (M1-4/R6A) zoning district would allow new residential development with a maximum FAR of 3.6 with the full Inclusionary Housing bonus and 2.7 for projects that do not participate in the Inclusionary Housing program. New development would be required to build along the street-wall within a contextual envelope with a maximum height of 70 feet. The M1-4 zoning district would allow new commercial retail and office and light industrial development with a maximum FAR of 2.0.

No new buildings are projected in the area to be rezoned to MX (M1-4/R6). However, buildings on sites 10, 11 and 12 are projected to be converted to residential uses with ground floor commercial. While the built form is not expected to change, the addition of residential and commercial uses to the area would bring additional pedestrian activity to these sites.

Figure 3.7-15: Massing Diagrams of Grand Concourse Urban Design Subarea

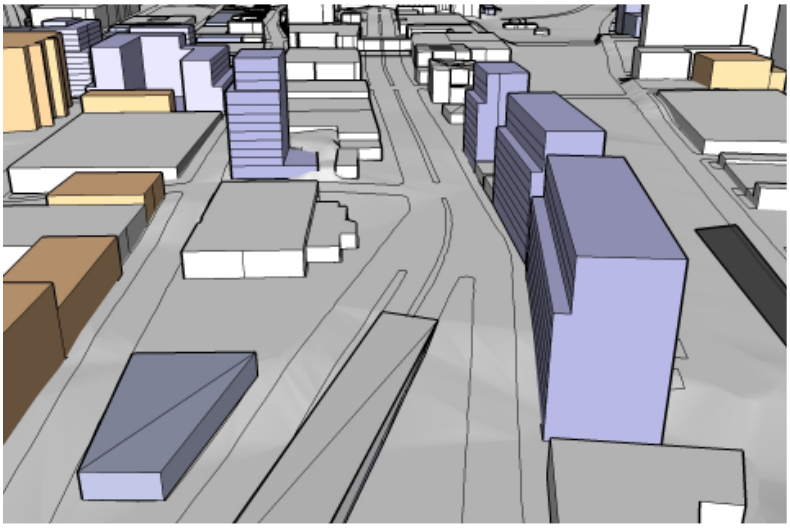


(1) Bird's Eye view of Projected Sites 6, 7, 8 and 9 beige buildings represent residential conversions, blue buildings represent new development and white buildings are existing buildings.

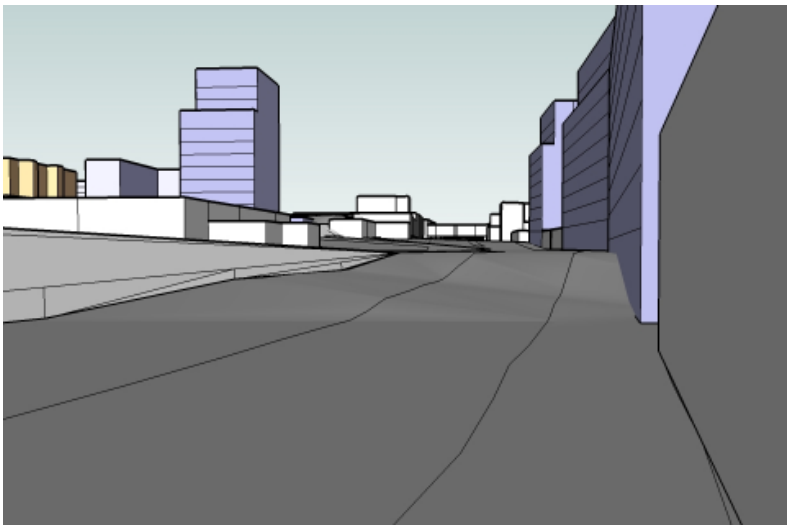


(2) Looking east on East 144th Street from Exterior Street.

Figure 3.7-15 (Continued): Massing Diagrams of Grand Concourse Urban Design Subarea



(3) Bird's eye view looking north on the Grand Concourse.



(4) Looking north on the Grand Concourse at East 138th Street.

Building Arrangement:
New building arrangements within the Grand Concourse Subarea would be regular with respect to their placement on the area's blocks and lots. A more consistent streetwall would be established as a result of projected development on the Grand Concourse, in particular below East 144th Street, where primarily automotive-related buildings currently have a variety of setbacks and building orientations.

Streetscape Elements:
With the projected development in this subarea, particularly along the Grand Concourse, it is expected that the area's streetscapes would be improved with the addition of active retail uses and the replacement of underutilized sites and auto-related and parking uses, some of which now have security fencing at the street line.

Street Hierarchy:
There would be no change to street hierarchy in the Grand Concourse Subarea.

Natural Features and Topography:
There would be no change to any natural or topographic feature in the Grand Concourse Subarea.

Waterfront Subarea

The two linear blocks that comprise the Waterfront Subarea would be rezoned to C4-4 generally north of East 144th Street, and R7-2/C2-4 generally south of East 144th Street, with the newly created WAP and SHRWD mapped in this area. These blocks are now zoned M2-1 and contain industrial, light industrial, and parking uses, with one vacant parcel present. Considerably taller development would be permitted than currently exists in this area, with construction of high rise towers above mid-rise building bases facilitated by the proposed zoning.

This subarea contains four projected new construction sites, five potential new construction sites, one potential conversion site and the proposed Harlem River waterfront park.

Projected Sites

- Site 1: Under existing conditions, the site has 14,759 sf of warehouse/manufacturing space. Under No-Action conditions, this site would remain unchanged. Approximately 621 dwelling units (including 124 affordable units) and 143,250 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed C4-4 zone with a maximum FAR of 4.0.

- Site 2: Under existing conditions, the site has 147,900 sf of transportation/utility space. Under No-Action conditions, this site would remain unchanged. Approximately 260 dwelling units (including 52 affordable units) and 60,000 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed C4-4 zone with a maximum FAR of 4.0.

- Site 3: Under existing conditions, the site has 21,700 sf of warehouse/manufacturing space. Under No-Action conditions, this site would remain unchanged. Approximately 471 dwelling units (including 94 affordable units) and 108,668 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed R7-2/C2-4 zone with a maximum FAR of 4.0.

- Site 4: Under existing conditions, the 54,543 sf site has 3,240 sf of transportation/utility space in the surrounding parking lot. Under No-Action conditions, Site 4 would have 109,086 sf of self-storage space. Approximately 177 dwelling units (including 35 affordable units) and 40,907 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed R7-2/C2-4 zone with a maximum FAR of 4.0.

Following are descriptions of the proposed zoning changes and their anticipated effects on the built environment within the Waterfront Subarea.

Assessment of Waterfront Subarea

Building Bulk, Use and Type:
R7-2/C2-4 and C4-4 Rezonings: The change from M2-1 to R7-2/C2-4 and C4-4 of all or portions of two blocks along the Harlem River Waterfront south of East 149th Street and north of the Park Avenue railroad bridge would result in a change in permitted uses along the Harlem River waterfront, and would facilitate new residential and commercial development at a different scale than currently exists or is currently permitted. New development would be required to provide public access areas shaped by the WAP (see below). This area is characterized by open air industrial uses such as bus parking and concrete recycling, single-story warehouses, and personal self-storage facilities.

The M2-1 district allows medium-intensity industrial uses with a maximum FAR of 2.0. The proposed R7-2 and C4-4 zoning districts would allow new residential development with a maximum FAR of 4.0 with the full Inclusionary Housing bonus and 3.0 for projects that do not participate in the Inclusionary Housing program. Bulk regulations would be controlled by the SHRWD. The C2-4 commercial overlay would allow new commercial retail and office development with a maximum FAR of 2.0. The C4-4 district would allow new commercial retail and office development with a maximum FAR of 3.4. The RWCDS under With-Action conditions would include tower-on-a-base type new construction for the length of the waterfront, with the exception of the proposed Lower Concourse Park.

As described above, proposed amendments to the City Map would establish a park on a 2.26-acre area of land located between the Harlem River and Exterior Street, south of an extension of East 146th Street, and north of an extension of East 144th Street. This site would remain M2-1 under the proposed zoning, and the regulations of the Special District would not apply to this site. It is anticipated that the Department of Parks and Recreation (DPR) would acquire the site following the park mapping action and develop it for park use.

- ***Harlem River Waterfront Access Plan and Special Harlem River Waterfront District*: The proposed zoning text amendments would create the Harlem River Waterfront Access Plan (WAP) and the Special Harlem River Waterfront District (SHRWD). The amendments would affect two Harlem River waterfront blocks extending between the Harlem River and Exterior Street, south of East 149th Street and north of the Park Avenue railroad bridge over the Harlem River. As stated above, this area is proposed to be rezoned to R7-2/C2-4 and C4-4 from M2-1, with the exception of the proposed park, which would remain zoned M2-1. The proposed WAP specifies the location of public access areas and visual corridors and applies special bulk regulations to waterfront lots pursuant to the following goals:** Provide for a continuous network of open spaces connecting along the Harlem
  River waterfront;
- Enhance the pedestrian environment along the waterfront public access areas; and,
- Provide a varied and pleasing skyline along the Harlem River waterfront.

A summary of the proposed special use and bulk provisions of the SHRWD follows:

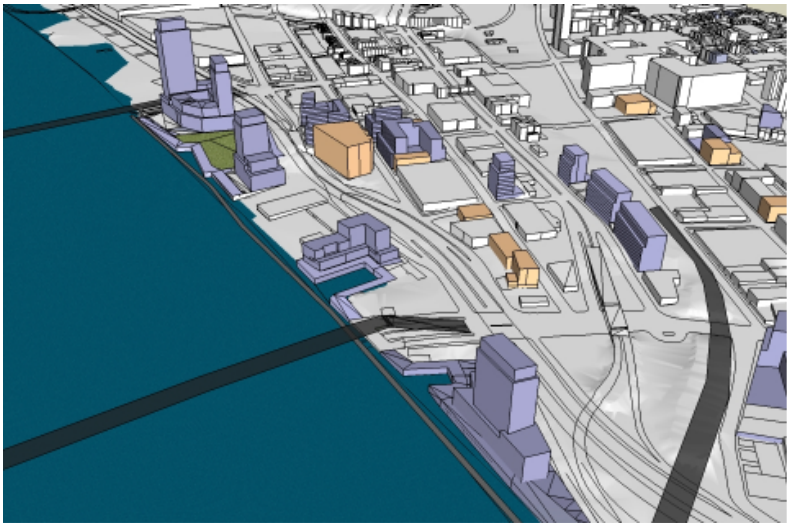
- The maximum base and tower height limits would be modified in the R7-2 and C4-4 districts to allow a maximum tower height of 400 feet on lots larger than 100,000 sf, and 300 feet on lots smaller than 100,000 sf. Current regulations allow a maximum tower height of 135 feet. The minimum base height would be 60 feet, and the maximum base height would be 85 feet. Under the current Quality Housing regulations of R7-1 and C4-4, the maximum base height is 60 feet, and there is no minimum base height;
- The maximum tower footprint and location of towers would be modified for the R7-2 and C4-4 districts. Current regulations allow a maximum tower footprint of 8,100 sf for lots larger than 1.5 acres and 7,000 sf for lots smaller than 1.5 acres. All towers would have a maximum footprint of 8,100 sf under the proposed regulations;
- An authorization would be available to allow narrow or shallow lots to waive the proposed height, bulk, and waterfront open space requirements. Maximum FAR regulations would not be available to this waiver;
- The level of the shore public walkway would be required to be raised at least to the height of the Oak Point Rail line for all waterfront properties;
- Screening requirements would mandate usable floor area facing all waterfront public access areas, and usable floor area for the ground floor facing streets; and,
- Restrictions in C2-4 commercial overlays on the location of commercial space in mixed-use buildings would be modified to allow flexibility in locating commercial areas.

These special use and bulk provisions would not apply to the site of the proposed park. The proposed regulations are intended to create buildings of varied height and bulk with consistent streetwall heights, ample open space between buildings, and towers massed to minimize impacts on views. The bird's eye view in Figure 3.7-15(1)

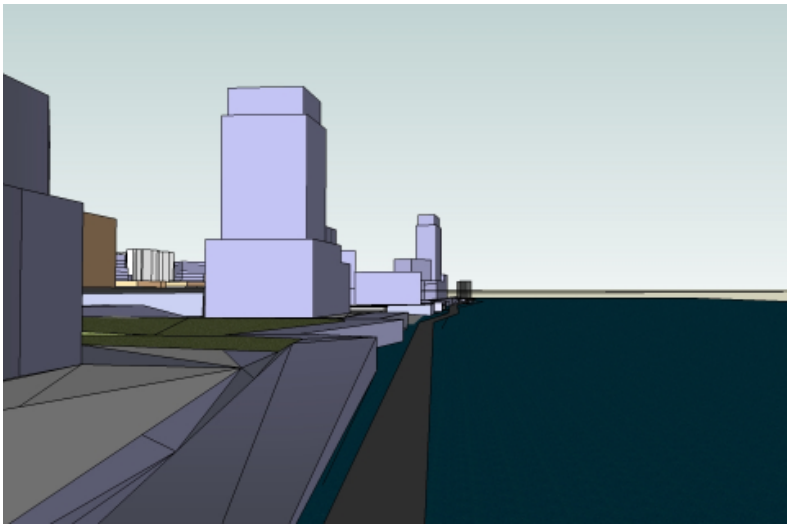
illustrates the likely bulk and massing on the projected development sites. The creation of the park and waterfront public access along with the high density buildings would bring activity to a now desolate waterfront.

Figure 3.7-15(2) and Figure 3.7-15(3) show the buildings as they would be experienced by pedestrians and passengers on the Metro North trains. The varied tower heights coupled with the consistent base create visual interest (compare to Figure 3.7-6(1) and Figure 3.7-6(3) for existing conditions).

Figure 3.7-16: Massing Diagrams of Waterfront Urban Design Subarea

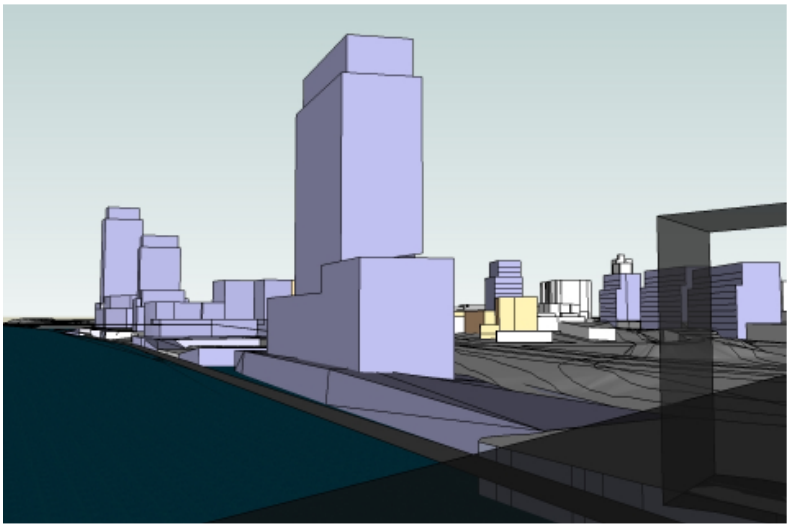


(1) Bird's eye view looking north of Waterfront Subarea.



(2) View looking south from the 145th Street Bridge.

Figure 3.7-16 (Continued): Massing Diagrams of Waterfront Urban Design Subarea



(3) View north from the Metro North bridge of the Waterfront Subarea.

Building Arrangement:

New building arrangements within the Waterfront Subarea would are expected to be regular with respect to their placement on blocks and lots, with the curvature of Exterior Street and the Major Deegan Expressway defining the streetwall of new development on the east, and the shoreline and required 40-foot-wide waterfront esplanade defining the portions of the new buildings on the west. Distances between existing buildings on the waterfront and the Harlem River shoreline vary considerably under existing conditions. New development on the projected RWCDS sites would establish a mid-rise streetwall facing the waterfront, with high rise towers spaced at fairly regular intervals above building bases.

Streetscape Elements:
Replacement of vacant land that is fenced and industrial uses that are screened from the roadway with mixed-use development would improve streetscape conditions within this subarea. Columns that support the Major Deegan Expressway would still remain in place on Exterior Street sidewalks. However, the area's streetscapes would be improved with the addition of active retail uses and the replacement of underutilized sites and auto-related and parking uses.

Street Hierarchy:
While no change to street hierarchy of existing roadways would be expected in this subarea, two local roadways that now terminate at Exterior Street would be extended further to the west to encompass the proposed Harlem River waterfront park on the north and south (East 146th Street and East 144th Street). This would divide the northerly waterfront block into three portions, with the middle portion containing the park.

Natural Features and Topography:
There would be no substantial change to any topographic feature in the Waterfront Subarea with the exception of the proposed elevation of the waterfront walkway to provide views across the Oak Point Link to the Harlem River. This would occur with each new development, in accordance with the requirements of the WAP. While the Waterfront subarea has low natural resource sensitivity, new development is projected adjacent to the Harlem River, which is a natural resource. The projected number of development parcels within the Waterfront subarea would not result in a substantial modification to the permeability of the study area or result in significant adverse impacts on surface water resources in the study area. It is not expected to increase storm water discharges to the river, nor increase the frequency or duration of Combined Sewer Overflow (CSO) events. Significant adverse impacts related to development within the floodplain would not occur as a result of the proposed zoning amendments. Development that may result from the proposed zoning amendments is unlikely to affect the floodplain characteristics of the substantial Hudson/Harlem/East River system as construction in the floodplain would be dictated by the New York City Buildings Code.

There are no designated Significant Coastal Fish and Wildlife Habitats in the study area and the proposed action would not result in significant adverse impacts on the condition

of coastal resources in the study area. Significant adverse impacts to wildlife would not occur as a result of the proposed zoning amendments. Regarding wetlands, the existing poor condition of the subarea's existing bulkhead makes it likely that future development would require modification/or replacement of the bulkhead along shoreline segments bordering developing sites. These bulkhead repairs would be subject to New York State Department of Environmental Conservation (NYSDEC) tidal wetland regulations and US Army Corps of Engineers permit requirements under the Clean Water Act and significant adverse impacts to the tidal wetlands associated with the edge of the rezoning area are not anticipated.

Canal/Rider Subarea

The Canal/Rider Subarea is proposed to be rezoned with the exception of the two full blocks and two block portions adjacent to and just east of Park Avenue that are almost solidly industrial. Four separate districts are proposed, all but one of these being mixed-use MX districts with pairings of the M1 district and mid-rise contextual residential districts.

Within the Canal/Rider subarea, the RWCDS under the proposed rezoning includes eight projected new construction sites, seven projected conversion sites, 14 potential new construction sites, and 13 potential conversion sites.

Projected Sites

- Site 17: Under existing conditions, the site has 18,750 sf of warehouse/manufacturing space. Under No-Action conditions, this site would remain unchanged. Approximately 43 dwelling units (including nine affordable units) and 13,281 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R6A zone with a maximum FAR of 3.6.

- Site 18: Under existing conditions, the site has 14,100 sf of commercial space. Under No-Action conditions, Site 18 would have 33,640 sf of warehouse/manufacturing space. Approximately 140 dwelling units (including 28 affordable units) and 28,594 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R7X zone with a maximum FAR of 5.0.

- Site 19: Under existing conditions, the site has 3,870 sf of commercial space (one building is currently vacant). Under No-Action conditions, this site would remain unchanged. Approximately 52 dwelling units (including ten affordable units) and 10,625 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R7X zone with a maximum FAR of 5.0.

- Site 20: Under existing conditions, the site has 2,200 sf of commercial space (currently vacant). Under No-Action conditions, Site 20 would have a 2,195 sf gasoline station/convenience store. Approximately 46 dwelling units (including nine affordable units) and 9,328 sf of retail are expected for this site under With-Action

conditions. This site would be within the proposed M1-4/ R7X zone with a maximum FAR of 5.0.

- Site 21: Under existing conditions, the site has 948 sf of commercial space (currently vacant). Under No-Action conditions, Site 21 would have 23,000 sf of office space. Approximately 48 dwelling units (including ten affordable units) and 9,775 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R7X zone with a maximum FAR of 5.0.

- Site 22: Under existing conditions, the site has 2,510 sf of commercial space (ground floor retail is vacant). Under No-Action conditions, this site would remain unchanged. Approximately three dwelling units and 837 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R7X zone with a maximum FAR of 5.0.

- Site 23: Under existing conditions, the site has 10,800 sf of commercial space. Under No-Action conditions, this site would remain unchanged. Approximately eight dwelling units and 2,700 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R7A zone with a maximum FAR of 4.6.

- Site 24: Under existing conditions, the site consists of a 13,897 sf vacant lot and a 9,342 sf vacant gas station. Under No-Action conditions, Site 24 would have 23,239 sf of warehouse/manufacturing space. Approximately 18,000 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R7A zone with a maximum FAR of 4.6.

- Site 25: Under existing conditions, the site has 17,907 sf of warehouse/manufacturing space. Under No-Action conditions, Site 25 would have 17,907 sf of office space. Approximately twelve dwelling units and 5,969 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R7A zone with a maximum FAR of 4.6.

- Site 26: Under existing conditions, the site has 62,618 sf of mixed-use space. Under No-Action conditions, this site would remain unchanged. Approximately 62 dwelling units and 12,524 community facility space are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R6A zone with a maximum FAR of 3.6.

- Site 27: Under existing conditions, the site has 9,804 sf of warehouse/manufacturing space (currently vacant). Under No-Action conditions, Site 27 would have 9,804 sf of office space. Approximately seven dwelling units and 2,451 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R6A zone with a maximum FAR of 3.6.

- Site 28: Under existing conditions, the site has 48,200 sf of warehouse/manufacturing space. Under No-Action conditions, this site would remain unchanged. Approximately 36 dwelling units and 12,050 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R6A zone with a maximum FAR of 3.6.

- Site 29: Under existing conditions, the site has 104,000 sf of warehouse/manufacturing space. Under No-Action conditions, Site 29 would have 104,000 sf of office space. Approximately 20 dwelling units and 84,000 sf of warehouse/manufacturing space are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R6A zone with a maximum FAR of 3.6.

- Site 30: Under existing conditions, the site has two single-family homes and 2,163 sf of mixed-use space. Under No-Action conditions, this site would remain unchanged. Approximately 25 dwelling units (including five affordable units) and 5,721 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R7A zone with a maximum FAR of 4.6.

- Site 31: Under existing conditions, the site has 20,350 sf of warehouse/manufacturing space (currently vacant). Under No-Action conditions, this site would remain unchanged. Approximately 83 dwelling units (including 17 affordable units) and 18,828 sf of retail are expected for this site under With-Action conditions. This site would be within the proposed M1-4/ R7A zone with a maximum FAR of 4.6.

Following are descriptions of these zoning map changes and their anticipated effects on the built environment within these areas.

Assessment of Canal/Rider Subarea

Building Bulk, Use and Type:
MX (M1-4/R6A) Rezoning: The change from M1-2 to MX (M1-4/R6A) for all or portions of four blocks located south of East 146th Street and north of East 139th Street, generally between Canal Place and Rider Avenue, would result in a change in allowable uses and would facilitate new residential development and conversions while continuing to permit existing and new light industrial uses. This area is characterized by single-story industrial buildings and multi-story loft buildings. The proposed R6A zoning district is intended to reflect the current built context of four-to-six-story multi-story loft buildings.

The existing M1-2 district allows light industrial uses with an FAR of 2.0. The proposed MX (M1-4/R6A) zoning district would allow new residential development with a maximum FAR of 3.6 with the full Inclusionary Housing bonus and 2.7 for projects that do not participate in the Inclusionary Housing program. New development would be required to build along the streetwall within a contextual envelope with a maximum

height of 70 feet. The M1-4 zoning district would allow new commercial retail and office and light industrial development with a maximum FAR of 2.0.

The proposed MX(M1-4/R6A) will likely not result in many new buildings. However, several of the existing loft buildings in this area are projected to be converted to residential uses. See Figure 3.7-16(1) for a bird's eye view of the area (buildings in beige are projected conversions). The conversion of projected sites 26, 27, 28 and 29 to residential with ground floor retail would bring increased pedestrian activity to the area. New buildings in the area would be contextual with the existing loft buildings. See Figure 3.7-16(2) for a street level view of projected site 17 (note that the bulk of the building is expected to be massed along Rider Avenue, away from the lower scale industrial uses on Canal Place).

MX (M1-4/R7X) Rezoning: The change from M1-2 and M2-1 to MX (M1-4/ R7X) for all or portions of seven blocks generally located along East 138th Street between Park and Third Avenues would result in a change in allowable uses and would facilitate new residential development and conversions while continuing to permit existing and new light industrial uses. This area is mainly characterized by vacant lots, single-story automotive uses, and open-air automotive uses. The proposed R7X zoning district allows taller buildings within a contextual envelope and is proposed on these blocks to reflect the width of East 138th Street and the street's mixed-use character to the east.

The existing M1-2 district allows light industrial uses with an FAR of 2.0. The proposed MX (M1-4/R7X) zoning district would allow new residential development with a maximum FAR of 5.0 with the full Inclusionary Housing bonus and 3.75 for projects that do not participate in the Inclusionary Housing program. New development would be required to build within a contextual envelope with a maximum height of 125 feet. The M1-4 zoning district would allow new commercial retail and office and light industrial development with a maximum FAR of 2.0.

The proposed MX (M1-4/R7X) would allow taller buildings along East 138th Street than are currently allowed. However, East 138th Street is a wide street and the nearby public housing developments are taller than those on the projected sites. Figure 3.7-16(3) shows a bird's eye view of the projected development with the public housing complexes in the background. Figure 3.7-16(4) is a street level view looking west on East 138th Street (note that the contextual base heights of the projected buildings are similar to the streetwall heights of existing buildings).

MX (M1-4/R7A) Rezoning: The change from M1-2 to MX (M1-4/R7A) for all or portions of ten blocks generally located along Third, Morris, and Lincoln Avenues between East 144th Street and the Major Deegan Expressway would result in a change in allowable uses and would facilitate new residential development and conversions while continuing to permit existing and new light industrial uses. This area is characterized by single-story automotive uses, vacant multi-story buildings, and dilapidated residential buildings. The proposed R7A zoning district allows mid-size contextual buildings and is proposed here to reflect the height of buildings within the residential areas to the east.

The existing M1-2 district allows light industrial uses with an FAR of 2.0. The proposed MX (M1-4/ R7A) zoning district would allow new residential development with a maximum FAR of 4.6 with the full Inclusionary Housing bonus and 3.45 for projects that do not participate in the Inclusionary Housing program. New development would be required to build within a contextual envelope with a maximum height of 80 feet. The M1-4 zoning district would allow new commercial retail and office and light industrial development with a maximum FAR of 2.0.

The proposed MX (M1-4/R7A) along Morris Avenue would provide a transition from existing taller buildings to the existing lower scale industrial buildings. The buildings in the public housing immediately to the east of the rezoning area have a tower-in-the-park style built form and are taller than the buildings projected in the proposed MX (M1-4/R7A). With the proposed rezoning, the built form would gradually step down from the public housing to the projected development along Morris Avenue, to the smaller loft buildings on Rider Avenue, and then to the lower scale industrial buildings on Canal Place. This can be seen in Figure 3.7-16(4).

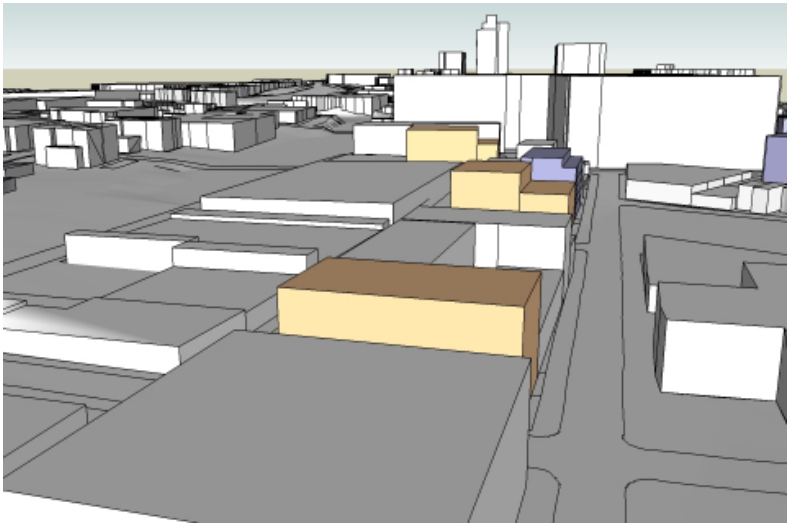
The view south along Morris Avenue, illustrated in Figure 3.7-16(5), shows the establishment of a street wall on the west side of Morris Avenue, framing the tower-in-the-park style development of the public housing. This is a common condition in the Bronx where pubic housing is often located adjacent to older development.

M1-4 Rezoning: The change from M1-2 and M2-1 to M1-4 for portions of five blocks generally located south East 138th Street and north of the Major Deegan Expressway, between Park and Third Avenues, would result in a change in the intensity of industrial uses allowed for portions of three blocks located generally north of the Major Deegan Expressway, west of Park Avenue, south of East 138th Street, and east of Rider Avenue. This area is characterized by single-story and open air industrial uses such as storage and warehouse/distribution. Several large employers are located in this area. The expressway and elevated rail tracks detract from street and sidewalk-level conditions. For these reasons, allowance of residential use is not proposed here. This rezoning is proposed to ensure that only light industrial uses and retail uses are allowed adjacent to proposed new residential areas.

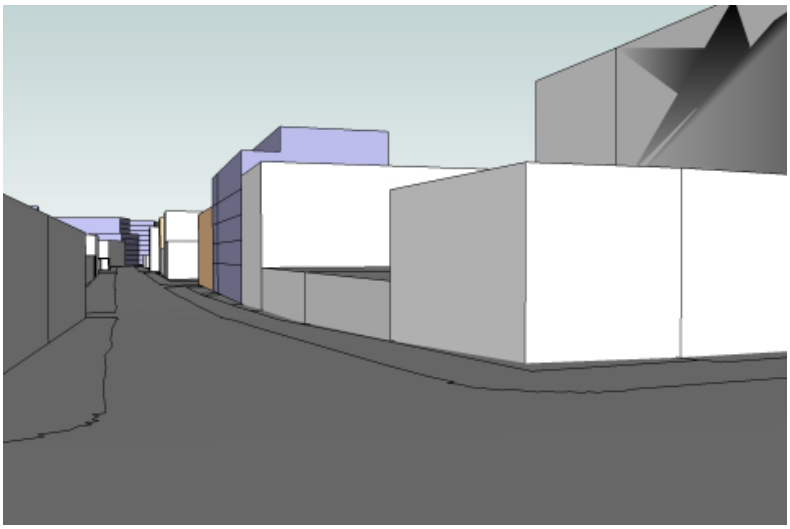
Zoning changes from M1-2 to M1-4 would result in different requirements for public parking for portions of two blocks located south of East 138th Street and north of East 136th Street between Rider Avenue and Third Avenue. The change from M1-2 to M1-4 would require a special permit for new public parking garages.

The M2-1 district allows medium-intensity industrial uses with an FAR of 2.0. The M1-2 district allows low-intensity uses with an FAR of 2.0. The proposed M1-4 zoning district would allow light industrial uses and some retail uses with a maximum FAR of 2.0.

Figure 3.7-17: Massing Diagrams of Canal/Rider Urban Design Subarea

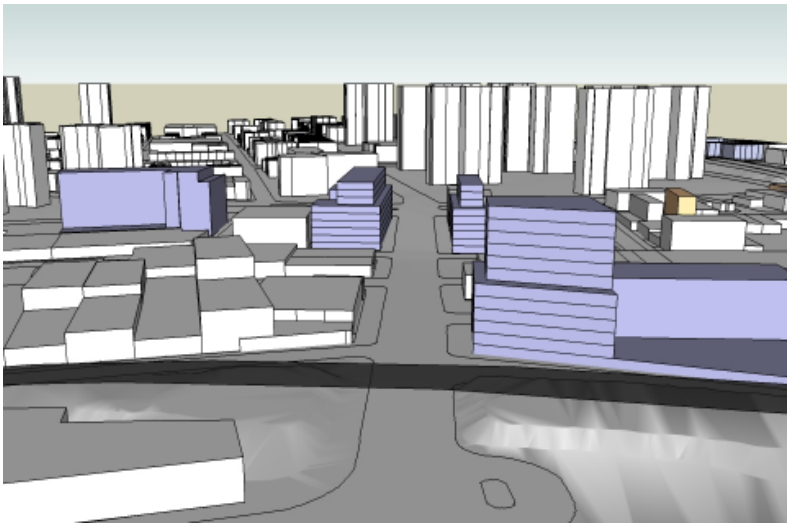


(1) Bird's eye view north along Rider Avenue of the proposed MX(M1-4/R6A) area (beige buildings represent residential conversions, blue buildings represent new development and white buildings are existing buildings).

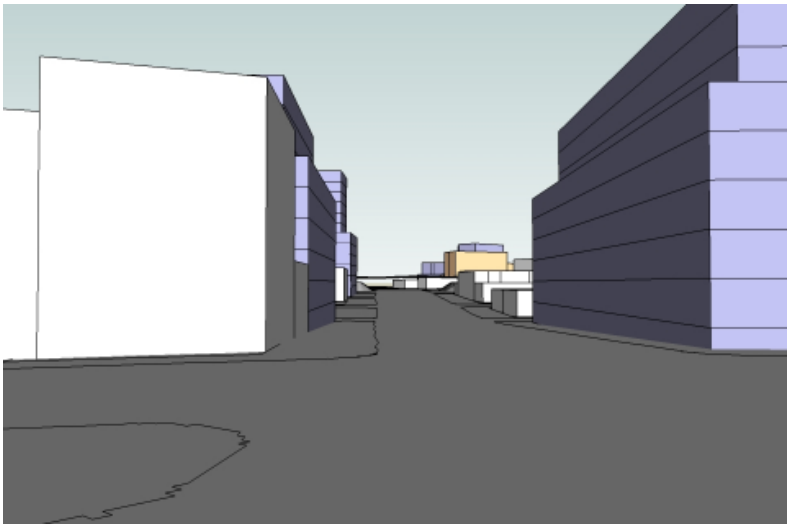


(2) Street level view looking south on Rider Avenue from E 144th Street.

Figure 3.7-17 (continued): Massing Diagrams of Canal/Rider Urban Design Subarea

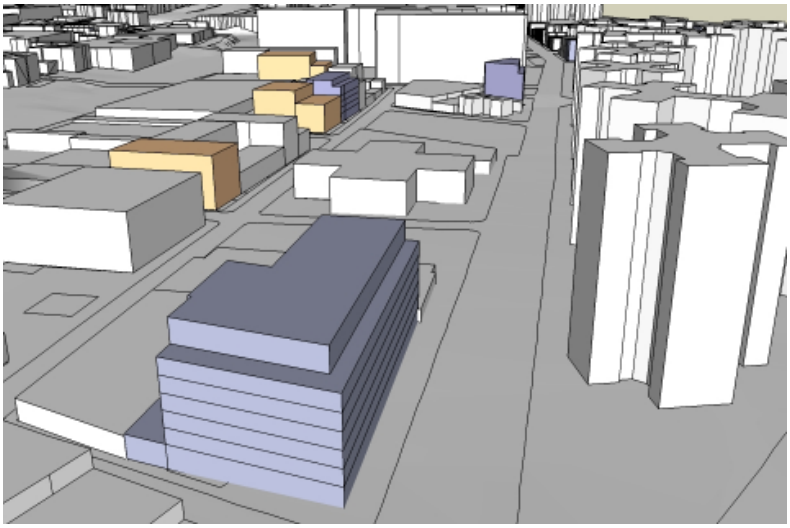


(3) Bird's eye view of the proposed MX(M1-4/R7X) along East 138th Street.

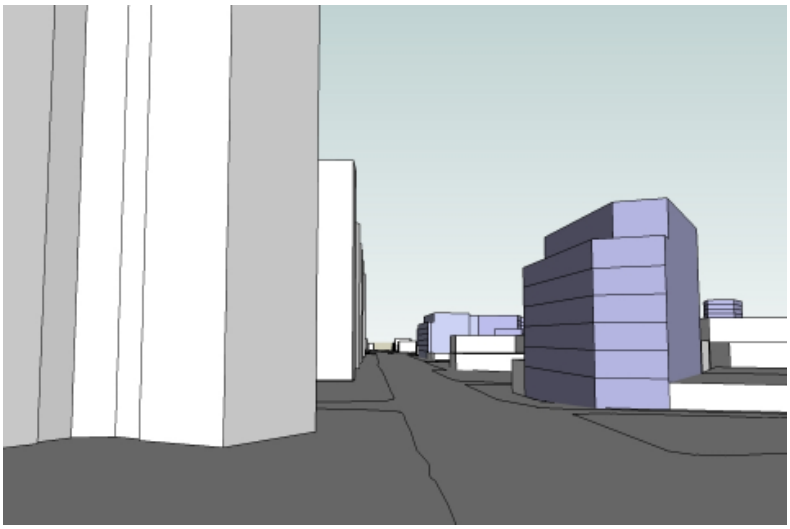


(4) Street level view of East 138th Street looking west from Park Avenue.

Figure 3.7-17 (continued): Massing Diagrams of Canal/Rider Urban Design Subarea



(5) A bird's eye view looking north at the proposed R7A along Morris Avenue.



(6) Looking south on Morris Avenue from E 144th Street with the existing public housing to the left and the projected sites in blue to the right.

Building Arrangement:
New building arrangements within the Canal/Rider Subarea would be regular with respect to their placement on the blocks and lots. The arrangement of new buildings on projected development sites would be expected to be consistent with existing development located north of East 139th Street, while to the south some of the projected development would replace underutilized sites that do not conform to a consistent streetwall on wide streets such as East 138th Street and Third Avenue.

Streetscape Elements:
Replacement of underutilized parcels and auto-related uses that are screened from the roadway with mixed-use development would improve streetscape conditions within this subarea. East 138th Street would be expected to have a more appropriate streetscape, including active ground floor retail, than currently exists.

Street Hierarchy:
No change to street hierarchy of existing roadways would be expected in this subarea.

Natural Features and Topography:
There would be no change to any natural or topographic features in the Canal/Rider Subarea.

149th/Concourse Village Subarea

Only one block within the 149th/Concourse Village Subarea falls within the proposed rezoning area. This northeastern-most block in the rezoning area contains Lincoln Hospital and is proposed for the C4-4 district. The proposed change from M1-2 to C4-4 of this one block, located south East 149th Street and north of E 144th Street between Morris Avenue and the Metro North Railroad right-of-way, would result in a change in allowed uses, bringing the existing Lincoln Hospital into use conformity. No redevelopment or reuse is proposed and no change in urban design or visual conditions would be expected.

With no projected development resulting from the proposed rezoning, no changes in this subarea would be expected with respect to building bulk, use and type; building arrangement; streetscape elements; street hierarchy; or natural features and topography.

Urban Design – Primary Study Area

The proposed action is not anticipated to result in significant adverse impacts on the urban design of the areas north of East 149th Street, south of the Major Deegan Expressway, and east of Morris Avenue in the primary study area. As described in Section 3.7.2, construction of major new commercial development through the Gateway Center at the Bronx Terminal Market retail development would introduce larger buildings and more intensive uses than currently exist in areas immediately northwest of the rezoning study area. Replacement of older industrial development with modern retail development with pedestrian amenities, creation of new waterfront parkland, and

reuse of a New York City landmark Bronx Terminal Market building would be expected to improve urban design and visual conditions. The continuation of a system of publicly accessible open space south of this subarea extending into the rezoning study area as a result of the proposed action would provide an expanded linear open space and complement the emerging urban design assets of this northwestern portion of the primary study area.

The area-wide benefits of revitalization through new mixed-use development resulting from the proposed action would be complementary to the new developments occurring outside of the proposed rezoning area under future conditions without the proposed action, as well as to the communities that exist in these areas. The replacement of vacant and underutilized sites on adjacent blocks within the rezoning study area as a result of the proposed action would also enhance urban design conditions along the edges of those subareas, along Morris Avenue and blocks to the north of the Major Deegan Expressway. Introducing a substantial residential base and active ground floor uses to the primary study area would also indirectly benefit these surrounding neighborhoods in the primary study area by creating attractive streetscapes with round-the-clock activity that residents of these adjacent areas would traverse when accessing proposed waterfront parkland that is expected to serve the larger South Bronx community.

VISUAL RESOURCES

The proposed action is not expected to have significant adverse impacts on visual resources within the rezoning or primary study areas, which include three individual designated landmarks, the above-mentioned Harlem River views, and area parks and playgrounds.

The rezoning study area contains three individual designated landmarks. PS 31 and the Mott Avenue Control House are located within the Grand Concourse subarea, and the North Side Board of Trade Building, located at 2514 Third Avenue, is located in the Canal/Rider subarea (NR listed potential). Enhanced visual conditions of their surrounding areas through the replacement of underutilized and vacant land will improve the context of these visual resources, and the longer term adaptive reuse of the North Side Board of Trade potential conversion site would provide a more active use of this visually prominent building. Publicly accessible views to these resources and area parkland are generally only available at the nearby sidewalks and streets, and significant views of these resources would not be affected by changes in building height and form resulting from the proposed action. The only change to block form would occur within the Waterfront subarea -- a change that is expected to open up views of the Harlem River waterfront through new mapped parkland and proposed waterfront visual corridors.

The proposed contextual zoning regulations, waterfront district and WAP would encourage development of complimentary scale to area visual resources. Development under the proposed action would not significantly alter the setting of the area's visual resources. Larger development expected to occur on the waterfront would not

significantly affect views of these resources. The proposed action would establish requirements for street walls and setbacks for the upper portion of buildings above the street wall in order to relate building height and bulk to the street in a more appropriate and consistent manner. Maximum height limits would be introduced for residential and mixed-use development within all of the proposed newly mapped districts other than for the waterfront, where height factor zoning is proposed pursuant to Special District requirements that would allow taller buildings surrounded by open space, as appropriate for this waterfront location.

The proposed zoning would ensure that the scale and bulk of new buildings within each subarea are sensitive to, and consistent with, existing development, particularly the mid-rise industrial loft buildings that characterize much of the study area. Newly introduced tower-type development west of Exterior Street would be considered to be appropriate for that waterfront location.

Shadow Effects on the Rezoning Study Area

An assessment of shadow impacts resulting from the projected and potential development sites conducted for this EIS indicates that the proposed action would not result in significant adverse shadow impacts in the rezoning area or the primary study area.

CONCLUSION

No significant adverse impacts to urban design would result from the proposed action. The proposed action is expected to result in positive changes and improvements to urban design conditions within the proposed rezoning area. Views to visual resources would be enhanced to the extent that the surrounding setting is improved, and through the creation of new opportunities to view the Harlem River waterfront. Waterfront public access and the creation of new waterfront parkland would enhance urban design conditions and bring visitors to the area that could also take advantage of new shopping opportunities within mixed-use development.

Changes to building bulk, use, and type would be altered throughout the proposed rezoning area with the introduction of residential and mixed-use development, and replacement or conversion of vacant and underutilized sites and buildings. Open lots and substantially underutilized parcels would be replaced with mixed-use buildings that would be appropriate in massing and scale to their surrounding context.

Visual resources that are present in the study area include three individual designated landmarks, Harlem River views, and area parks and playgrounds. Enhanced visual conditions through the replacement of underutilized and vacant land would improve the surrounding context of these visual resources. Significant views of these resources would not be affected by changes in building height and form resulting from the proposed action.

The urban design strategy that has been developed as part of the proposed action would ensure that new development takes into account and responds to the built conditions that characterize each of the different subareas of the study area. The proposed building form controls would guide new development to either complement existing areas with a strong contextual built character such as Rider Avenue, or ensure an appropriate scale and massing for higher-density development such as on the waterfront.

As a result of the proposed action, the retail and commercial character of the study area is expected to be improved. Ground floor commercial development associated with new development in the rezoning area under the proposed action would contribute towards creating a vibrant pedestrian environment and would improve the streetscape of the area.

In addition, the proposed action would complement the urban design of the primary study area and would not result in significant adverse impacts on urban design conditions within one-quarter mile of the rezoning area. The new development within the rezoning area would be complementary to the development expected independent of the proposed action to the north, south and east of the rezoning area.

As stated earlier, the proposed action would not result in direct significant adverse impacts to visual resources within either the rezoning study area or the primary study area. The context of the area's visual resources would not be significantly or substantially altered by the anticipated increase in development on RWCDS sites, given the bulk and massing of the new construction that would be compatible with existing resources, and which would not result in loss of significant views of any resource. The nature of the public views to visual resources would be unaltered, as the adjacent streets and sidewalks would be unaltered with the proposed action.

Overall, the proposed action is not anticipated to affect street hierarchy, street patterns, block form, natural features, or topography in the study area, with the exception of the reconfiguration of a waterfront block into three block portions south of East 149th Street, with the middle portion containing the proposed Harlem River waterfront park. A new shore public walkway would also be created adjacent to the Harlem River as waterfront parcels are developed, including lighting, seating, planted buffers and two upland connections to Exterior Street. Building arrangement is anticipated to become more homogeneous, given the opportunities to consolidate individual lots into single developments, and the requirements for sympathetic streetwall buildings, with upper stories set back to frame the street and the pedestrian environment.